

JANUARY, 1945

Our Yard

SUN SHIPBUILDING & DRY DOCK COMPANY · CHESTER, PA.

A NEW YEAR'S MESSAGE TO MERCHANT SHIPBUILDERS FROM ADMIRAL LAND

To the workers who are building ships in plants and shipyards throughout the country, my most cordial greetings at the start of the New Year, and my heartiest thanks for your magnificent efforts in 1944.

It is tradition that on this day we should appraise the results of our labors and gird ourselves with resolution for the future. In that light, we may look on 1944 as one of the critical years in our history. It was the year of invasion, when the number of ships and their performance counted for most, when the sum total of America's shipbuilding since Pearl Harbor planted our fighting and production strength at the very doorsteps of our enemies. Our vessels have been found good, and your determination and patriotism in build-



ing them so well and in so great a number have earned for you the gratitude of the nation.

Your accomplishments stand before the world. Yet all of us should today stand humble before the vastness of our responsibility to the men overseas. Ships are their power and their salvation, and so long as the war lasts there cannot be too many. Here is our responsibility — that through our continual efforts there shall be no failure or delay for vessels to supply our armed forces and our Allies.

Let us resolve today to stay with the job, so that in the New Year our men, supported by the ships we build, shall have the fullest opportunity to achieve complete victory and prepare the way to a lasting peace.

E. S. LAND

"WELL DONE"

Admiral Chester W. Nimitz, Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas, has written the following letter to Vice Admiral Emory S. Land, WSA:

During these weeks of continued successes by our Navy in the Western Pacific it seems timely and proper that full acknowledgment be made of the indispensable role of War Shipping Administration ships in making these successes possible. Never before has any comparable fighting force been supplied with the materials of offensive warfare over such vast ocean distances as those now being transported to the Fleet by the commercial ships operating under your jurisdiction.

During our operations we have had all types of commercial ships working side by side with similar ships of the Navy. While the two groups of ships were under

separate administrative control their ultimate objective was a common one.

I particularly desire to acknowledge the services of the commercial tankers engaged in transporting fuels to the Fleet. Our requirements were numbered in millions of barrels to be transported thousands of miles to the scene of Fleet operations. The volume involved demanded the utmost in operational management to assure a rate of delivery in keeping with our needs. Our success in keeping the Fleet properly fueled was dependent upon the deliveries by these commercial ships. Not once did they fail.

For these performances of the War Shipping Administration, ashore and afloat, I send a hearty "WELL DONE."

SUN SHIP SUPERVISION

For January, OUR YARD salutes Harry W. Sheain, Superintendent of Plant Protection at Sun Ship.

Mr. Sheain is well-known throughout the Yard where he had served in the Plant Protection Force for eight years prior to assuming his new position as Superintendent of Plant Protection on March 21, 1944.

Before being honorably discharged from the U. S. Army in 1919, Mr. Sheain served in the Philippine Islands with the Eighth Cavalry and after his return to the United States joined the Mounted Police Force at Hog Island and later served with the Sharon Hill Police Force.

His long collaboration with the late James Lafferty in Plant Protection work fitted him to succeed Mr. Lafferty on the latter's death in March, 1944.

Mr. Sheain has one son serving in the Armed Forces of the United States. His residence is at Glenolden, Pa.

Congratulations and best wishes to Harry W. Sheain.



HARRY W. SHEAIN
Superintendent of Plant Protection
Sun Shipbuilding & Dry Dock Company



CAPTAINS OF THE VARIOUS SQUADS throughout all four Yards. These men assist in the supervision of all the guards at Sun Ship. Most of them saw service in World War I. Left to right: Captain Fitch, 2½ years service; Captain Linaweaver, 8 years; Captain Davis, 2 years; Captain

Mills, 3 years; Captain Watkins, 3 years; Captain Warburton, 19 years; Chief of the Guards Martin, 10 years; Captain Herrick, 4 years; Captain Johnson, 12 years; Captain MacGregor, 3 years; and Captain Brown, 2 years. Those not shown are: Captain Swyers, 5 years service, who was on vacation and Captain Saddler, 2 years, who was absent.

NEWS OF OUR PEOPLE IN THE SERVICE

Killed in Action



T/SGT. JAMES GORRELL was killed during an air mission over Austria. He was reported missing on May 24 and it is now confirmed that he was killed. He was an aerial gunner and enlisted Oct. 1942. Sgt. Gorrell formerly was employed in the Electrical department.



LT. JOHN J. BUCKLEY, III, a B-29 Navigator, formerly a draftsman here, was killed in action over China on November 21, 1944.

Although the War Department did not disclose the area in which Buckley was killed, news filed from the 20th Bomber Command Headquarters shows that on November 21, the B-29's raided the Japanese city of Omura and Nanking and Shanghai in China.

His father works in the Drawing room. His aunt, Miss Helen Finnegan, is secretary to President John G. Pew, Sr.



RICHARD L. REILEY, formerly of 59 department, was killed in action somewhere in France on October 23, 1944. Richard worked for Sun Ship for eight months before entering the armed forces.

The muffled drum's sad roll has beat
The soldier's last tattoo:
No more on Life's parade shall meet
That brave and fuller few.
On Fame's eternal camping-ground
Their silent tents are spread.
And Glory guards, with solemn round,
The bivouac of the dead.
—O'Hara

I want to express my appreciation to all those, both in the service and here at the Yard, who so kindly sent Christmas cards this year.

JOHN G. PEW, JR.

Dear Mr. Pew:

This letter, I realize, is far from anything I'd ever attempted to do in the States but I sincerely hope you'll read it in your spare time. Knowing how limited your time is, I'll get right to the subject I wish to discuss.

I am now a private in the Army of the United States, wounded slightly by German tank fire. I also have honorable discharges from both the Navy and Marine Corps. Sometime in the future, after the aggressive nations agree to make peace, I hope to add another honorable discharge to my collection.

I have no home and no job to look forward to as my parents died when I was ten years old. I worked my way through high school, have an excellent record and can supply any person with as many references from reputable citizen as he might desire.

Only last year about this time, I worked in your shipyard and fell in love with it. One reason being, I like to work with steel and the efficiency of your yard is tops. Another I like the location and the people I got to know were grand.

What I really want to know, sir, is will I have a chance to work for your company in post-war years? I'm sure the record I established during the short time I worked there is a good one.

My position there was a welder in Central Yard for Leader Dan Miller. Should I ever need reference I'm sure he would be glad to offer his services. I've written this as a desperate attempt to get some hope that I'll have a job after the fight is over. I guess, sir, it's to answer the question, "What am I fighting for?" more than anything else. I am alone and have nothing except what I make and know it. I value my record above everything else. Please sir, will you answer this for a battle-weary G.I. It's not a pretty show over here in France now, but it's got to be done.

Pvt. Chas. M. Lamm

Dear Mr. Pew:

This leaves me well and doing fine and hope this may find you in perfect health, also things at the plant going swell.

I decided that while I had the time I'd drop you a few lines saying according to the news in OUR YARD the whole Yard is really on the ball, which makes our men over here feel as though you and your employees are backing us on the home front.

I find in this outfit we have several men who were employed by you, so we all share the magazine which I received for some-time now.

My foreman, Al Wagner, was telling me about the banquet the No. 4 Yard gave in honor of our first ship "The S.S. Marine Eagle." I'm glad to say I helped build that ship, also hope after I return home to help build many more.

Hope to be back soon with my friends at the Yard.

George Edward Richards Cox, U.S.N.R.



Paratrooper **JOHN H. SHARKEY**, formerly of the Boiler shop, C.Y., called on John G. Pew, Jr. recently at his office. With them is Howell Chetty, Foreman of the Boiler shop. Sharkey and his outfit invaded France on D-Day and he was wounded during the campaign.

Another visitor who recently paid Vice President John Pew, Jr. a call the other week was **FRANCIS DESMOND**, Y 1/c. His father, Jerry, works at No. 2 Pier, Central Yard.



J. NEWTON PEW, former Assistant Treasurer is being congratulated by Treasurer William Craemer on his recent promotion to Lieutenant (j.g.) U.S.N.



HERMAN SHERWOOD, S 2/c, 30 dept., is with the Navy in the South Pacific. Herman is the brother-in-law of Miss Esther Strom of the Payroll Distribution dept., N. Y.



EUGENE G. BROWN, 59 dept., and now serving in the U. S. Army.

May I wish you all a Merry Christmas and ask you to keep up the production. We need those ships. We know that a ship built by Sun Ship is safe.

Most sincerely,
Eugene G. Brown

Dear Sir:

I've got a shipmate from Chester with me and while rooting through his locker one day we found OUR YARD from October 1943. We've about memorized that one and so you see how much a new one would be appreciated. I'm a former 47 Department man and I worked with George Palen and Frank Quinn in the North Yard Fabricating Shop as a burner. What I wouldn't do with that torch now. Ha! Ha! My shipmate's name is Don Scully. His brother is also in the Navy and he was your former drummer in the band. Here's hoping that we receive that OUR YARD.

E. J. Daley, Sr., F 1/c



R. W. FITZGERALD, formerly of 36 dept. and now in the U. S. Army, sent this card to Dick Clendenning, 36 dept., C. Y., to show him how they celebrated Christmas in the South Pacific.

Dear Mr. Pew:

I've been receiving a copy of OUR YARD for a long time and would like to take this opportunity to thank you. I can't tell you how much I enjoy receiving this fine magazine. It really gives me thrill to see all those familiar faces, and places that I've worked around, and I just can't help getting a little homesick. We are now fortunate enough to have a day room in this mess, so I'll give this copy and everyone I receive so that if there is any more of the boys here, they'll be able to read it.

Things over here are pretty rugged but the boys are doing a fine job. I wish you and the rest of the boys in the Shop could see it, then you'll know that your wonderful work isn't going to waste. In my travels I've seen quite a few of the boats, it sure would be something to get a trip home on one of them, who knows, stranger things than that have happened. The time to worry about that is when this mess is all over, so until then I'll do my share to finish it just as soon as possible.

I extend my respects and best wishes to you and all my friends in the Shop in the Yard. Thank you again.

Victor Padamonsky



JAMES PALMISANO of 33 department was graduated in December from recruit training as honor man of his company at the Great Lakes Naval Training Center.

Dear Sir:

I left your employ in August 1943 and before I left I was a first class butt welder in Central Yard, Shipways. I have now been overseas since February and in France since June. In the Army I'm a pipe welder on military pipe lines.

We now have the Huns on the run, and hope that soon I'll be coming back to OUR YARD. Meanwhile I'd appreciate it if you will mail me a copy of the magazine each month. I would also appreciate hearing from any of my old buddies in the Yard.

May I wish you all a Merry Christmas and ask you to keep up the production. We need those ships. We know that a ship built by Sun Ship is safe.

Most sincerely,
Eugene G. Brown

MARINE SECOND LIEUTENANT PHILIP M. DEATHERAGE, son of Mr. and Mrs. Hubert Deatherage of Fulton Road, Fountain City, Tenn., has been assigned to study in the quartermaster school at Camp Lejeune, N. C.

Lieutenant Deatherage, 24, is an alumnus of Park College of Parkville, Mo., and was an employee of the Sun Ship before enlisting.

STAFF SERGEANT EDWARD J. LEVIN, 21, has been awarded the Purple Heart for wounds received while on a bombing mission over the railroad yards in Debreczen, Hungary. He is a ball turret gunner in a B-17 Flying Fortress.

Sgt. Levin joined the Army on February 27, 1943, and received his gunners wings in June 1943, at Las Vegas, Nevada. He has been overseas four months and has participated in 45 combat missions.

In civilian life, he was employed as a machinist with Sun Ship.

Dear Sirs:

Just a few lines to let you hear from a former employee now in the armed forces. I have now been over-seas for the past 14 months. I have traveled all through North Africa and am at present in Italy. I often read of the great production being put out at the Yard, and wish that I were there to help, but we have a job to do over here and you are helping us through your rapid and efficient work on the assembly lines. I wish to say hello to all the boys in 42 Department and would appreciate copies of OUR YARD.

Pvt. Willard R. Russ



Marine walkie-talkie operator **WILLIAM M. HALLOWELL**, 20, recovering at the hospital from wounds received in the Peleliu fighting, was hit on the fifth evening of the fighting. A shell fragment caught him over the right eye. He had just sent a message: "Send more hospital corpsmen . . . we have lost quite a few of them". Serving with a rifle company of the First Division, he previously had been through four months of fighting at New Britain. He was stationed also at Australia, New Guinea, Goodenough Islands, and the Russells.

Bon Jour Boys:

Just received your most welcome October issue of OUR YARD. Honestly, you can't imagine how much the magazine is appreciated. It sure does a fellow good to get news from home when he's so many miles away, and located in a mud-hole like this. When you look out your tent and all you see is a few tents and a few apple trees and acres of mud and slush. So help me, home could never be like this. Well, give my best regards to all. Hope to hear from some of you again real soon. Keep 'em smiling. The poem in OUR YARD by Bob Forsyth, sure hits the nail on the head.

T/Sgt. Pierce Robinson



T/SGT. ARTHUR J. KERNS

Somewhere in France
18 October 1944
RE: Kerns, Arthur J. Jr.
ASN 33321116
Killed in Action
8 Oct., 1944

Dear Mrs. Kerns:

I am the Catholic Chaplain and priest of the Regiment in which your husband served. Since we arrived in France we have had many experiences in battle, and some of them very sad, and among the most painful is the fact that your husband was killed in action.

I attended him on the battlefield. His death was heroic, clean, Catholic. He knew that I was there with him, and I can assure you that he had the Sacraments. In fact, shortly before the battle I gave him and his companions Holy Communion and General Absolution. We have taken every possible opportunity to administer the Sacraments to the front-line men, and Art had always taken advantage of this.

It is a great consolation to know that Art not only died a hero and for his country, but that he also passed on to his home in Eternity fully equipped and prepared. Now he is safely out of this Vale of Tears and has magnificently accomplished that for which we are all alive: to have a good death and to arrive safely to the place for which our souls were created.

I have said a Funeral Mass for him, and as many as possible of his buddies were present. And, I might add, his companions feel very keenly his going. It was difficult to have to lay away one of our own here in a far country. The cemetery is located in a truly beautiful grove of fir trees and is tended by our own American soldiers. There all our American heroes rest together until the war is over. At that time it may be possible to bring them all home.

All your husband's personal effects will reach you through the Quartermaster Corps, and until then will be carefully cared for.

Our Regimental Commander wishes also to take this occasion to express his deepest sympathy and condolences. I remember you especially in my prayers, and beg to be remembered in yours; and so I remain,

Yours sincerely in Christ,

Benedict O. Henderson, OFM
ChC, Capt., U. S. Army

Hello "Claw":

Well what do you know, here it is another day and I've got the strangest desire to write to my old pal. You realize, of course, that as far as corresponding goes you and I are two of a kind. We just don't do it. However, we still know that each other is always thinking of the other.

Had to write you to find out how things are going at the shop

Dear Sir:

As a former employee I would like to receive a copy of the magazine *Our Yard*. I was a shipfitter in Central Yard with Bob Diehl, my leader, until Uncle Sam called me in May '43. Since then I have done quite a bit of traveling, ending up in France and Germany. I hit here D-23 and it's been plenty rough ever since. Luckily I have not been hit although a lot of other guys did. I guess that's enough shooting the bull because I only wrote for the magazine anyway. Keep up the good work back home for we're doing our best here.

Sgt. John R. Donahue



Cpl. LLOYD S. YARNELL, formerly of the Copper shop and brother of Della Yarnell of the Order Dept. Lloyd has been in the Army one year and is now serving in the Artillery with General Patton's Third Army.

away up thar at the North Yard. You can see that the last two invasions (very successful too) were made possible through the hard work of men like those that put their heart and soul into the building of ships, planes, tanks, etc. I know from experience that you all have the thanks of the boys that used them, perhaps they don't show it or express it the way that they should, but you know as well as I that you alone have captured their hearts with your unselfish labors, with the way that you back all bond drives, with the way that you put extra hours in working when you could be enjoying a cold beer, or some other equally desirable past time, with the supplies that you have turned out when it seemed that there wasn't any possible way to keep up with production demands due to material shortages. Oh! I could go on and on, there are so many things that warrant attention, but I'm not here writing you to impress you with your own importance, just writing to let you know that your job is not as thankless as it must sometime seem. There are various reasons that I could give you for the lack of open expression, but I think that you and the rest of the boys possess the mental ability to absorb the most pre-dominant one; and that is, of course, that in wartime there is no time to take time out, just to demonstrate sentiment. *Time*, the ever present element, is far too valuable to lose. Every second counts. Why, gosh almighty, it only takes a split second to kill or be killed. That in itself ought to give you some idea of what I am trying to explain. It is not because the boys are ungrateful, dad, it's because they of all people know, just how essential *every moment counts*.

Please remember me to Ed Jones and all the boys in your Shop. Don't forget that I am very anxious to hear all about what is going on.

Jim

NASH AND MURRAY BROTHERS JOIN THE COLORS



Left to right: CAPT. STANLEY NASH, CPL. THOMAS NASH, CPL. FRANCIS NASH, JOHN MURRAY, F 1/c, PVT. JAMES NASH, PVT. JAMES MURRAY, and LT. JOHN NASH. Stanley of the Infantry was killed in action on the Cassino front and Thomas is now fighting in France. Francis, formerly in 33 dept., is a tail gunner on a B-29. John Murray,

who upholds the Navy in the family, is somewhere in the Pacific. James Nash, a former 33 department man, is abroad with an anti-aircraft battery while James Murray, a Marine, also worked with his brothers in the electrical dept. John Nash, a bombardier on a B-24, was recently awarded the air medal.



PVT. BRONSON "SPIKE" HAYS, formerly of 60 dept. and now overseas. His brother and sister-in-law, Mr. and Mrs. Art Hays, are in 36 dept.

ANTHONY A. MALIZIA, S 2/c, formerly a welder in the 59 department in the North Yard. Heeding the call to the sea, Anthony is now serving in the U. S. Navy.

Pfc. FRED HARKINS, Jr., son of Fred Harkins of 74 dept., was wounded September 22 in France. His brother, Donald, of 34 dept., is with the Navy.

Dear Editor:

As one of the home town men now serving with the Seabees overseas, I hope you will be interested in printing the little news item below which was prepared by one of our fellows in commemoration of our birthday, December 28. It will give us and our families back home a great deal of satisfaction to know that the Seabees are being remembered. Thanking you for your cooperation, I am **Austin Atkins**

The third anniversary of the "workingest, fightingest bunch of men" in the nation's armed forces, the Navy Seabees, was observed on December 28 by 240,000 officers and men of the United States Naval Construction Battalions.

Born just three weeks after the Pearl Harbor disaster, with an authorized strength of 3000, the Seabees won their spurs at Guadacanal and have been with the assault troops in every major American amphibious operation. They can now boast that they built the network of air and naval bases in the Pacific that pushed the Japs back 3000 miles; that they developed amphibious equipment and technique that helped carry the day on the African, Sicilian, Italian and Normandy beach-heads.

As General Douglas MacArthur wrote in a letter to Seabee chief, Vice-Admiral Ben Moreell, "The only trouble with your Seabees is that you don't have enough of them!"



Dear Mr. Pew:

I am now thanking you for the swell Christmas card you sent me. The verse was swell and I sure pray and hope we can all be back home next year.

The best of the card is the ship going down the ways and that is the first step of us coming home next year. I know the people of Sun Ship will send them down the ways as fast as possible.

Please tell the fellows in the Boiler Shop I said hello and hope to be back with you all soon.

Kenneth L. Russell, S 1/c

Dear Folks:

It sure has taken me sometime to answer your letter, but I now have a new home, also a new APO. The boat ride here was O. K. and the ship was a new Victory ship built by Kaiser shipyard. They sure threw that ship together. I was looking at some of the welding jobs and didn't think too much of them.

This new island seems like a pretty swell place. After we get settled and get things under control, I'll let you know more about this place. I hope you will change my mailing address on the OUR YARD list. I look forward to receiving it. This is about all for now. I'm out of the hospital and feeling fine.

S/Sgt. Frank Schmucki



PRIVATE L. LANDINO, a former 59 dept. leader, completed his basic training at Camp Stewart, La. and is now stationed at Fort Bliss, Texas.



J. LANDINO, S 1/c, is now serving overseas. Landino, formerly of 59 dept., took his boot training at Camp Peary, Va.

Colorful V-mail Christmas greetings were received by the OUR YARD office from **J. W. JERDON** and **G. E. MOCZYDLOWSKI**.

A TRIBUTE TO DAD

This poem was sent to A. B. Cressy of Safety Department on his birthday by his son who is in the U. S. Navy in France.

Some of the men that are here today
Are the best that the world has had,
There is only one thing that beats them
all
And he happens to be my Dad.

I go to him when I'm happy
And also when I'm sad,
Each day I like to spend some time
Just talking with my Dad.

I always like to talk with him
Especially when I'm blue,
Sometimes it's awful surprising
What a talk with Dad will do.

He can always spare a little time
To listen to what I say,
And then he gives me good advice
To help me along the way.

Now that I am in the Navy
And away from dear old Dad,
I realized more than ever before
He's the best friend I ever had.

He is the kind of person
That makes a son feel glad,
To go into the service now —
To fight and win for Dad.



For an unusual act of bravery a Soldier's Medal has been awarded to **PFC. EDGAR C. KUHFUSS,** a former Sun Ship employee in the Pipe dept. Kuhfuss, who is attached to the Army Engineers and who is a veteran of the famous Saipan campaign, rescued a pilot of the Air Force last April while at

an air base on the island of Oahu. The citation announced by Brig. Gen. Douglas of the General Staff stated that the medal was awarded "for heroism displayed on April 3, 1944 at the scene of an airplane crash near an Army air base on the island of Oahu." It added: "With complete disregard for his own personal safety he swam through a rough sea with a treacherous undertow to the airplane where he picked up the injured pilot and returned with him to the shore. The heroism displayed reflects great credit upon himself and the military service."

Ralph Emery

LOVELAND BROTHERS MARCH WITH UNCLE SAM



Left to right: ROBERT, FRANK, HAROLD, DAVID and WILLIAM, sons of Robert Loveland, Sr., Assistant foreman of 55 department. Robert was a former worker in 59 department and William was a burner in the Dry Dock gang.



Pfc. WILLIAM DEWEY, formerly of 59 dept., C. Y., paid us a visit several weeks ago. His brother James works in 47 dept., C. Y.



FRANK BARRETT, formerly of 58 dept in the South Yard, and now in the Army at Camp Blanding, Florida.

WRITE

By Sgt. Lester Murrell

Write your Soldier in the Army,
Let him know you're feeling fine,
Tell him you're the one that loves him,
Doesn't hurt to drop a line.
Write and tell him how you're longing,
For his presence home once more.
Let him know you're true as ever,
And will be forever more.

Write and tell him that your Mother,
Came to call the other morn.
Tell him she admired his picture,
Said he looked nice in uniform.
Write and tell him how little Junior,
Pulled on chairs and tried to walk,
Tell him how you held him tightly,
Tried to teach him how to walk.

Write and tell him how you brushed up,
All his clothes the other day.
Tell how you like to keep things
Just as if he weren't away.
Write and tell him news that's pleasant
More bad news would make him frown.
If the news can't be all good news
Just be fair, don't let him down.

Write and ask him what he's doing
Tell him what you did today.
Tell him things are as he left them
Just before he went away.
Write and ask him how the food is
Does he get enough to eat,
How old Sarge and Captain treat him
Is his outfit hard to beat.

Write and ask about his furlough
Say you hope it won't be long.
Say you have a surprise for him,
Let him guess, he will be wrong.
Write and say last Sunday morning
When the pastor said let us pray,
You remembered all the moments
Of one bright and happy day.

Dear Sir:

Just a few lines to let you know what us wounded boys in the hospital feel like after what we read in the paper about the ammunition shortage.

We have been in the battlefields fighting for months and know that this war would soon end, so if the people in the home front would quit striking and send us ammunition the war would come to an end this year. If the people would wise up, their own sons, if they have any, would come home sooner. America, don't be fools; you can help spare American blood by doing your share of hard work on the home front.

We are soldiers who did not ask for this war. Every soldier knows that he is fighting for his country and for a better future for the younger generation that is to come. We know we are serving in the greatest Army in the world, so if you give us what we need we will knockout the enemy.

Pfc. Eugene J. Francis

Dear Mother and Dad:

Well, my wish came true, we're going at last. My company is very happy as a whole, and most of the boys like myself, are ready to face the Germans. Everyone is happy about the breaks, morale is good and all are ready to face the enemy.

We had our last physicals yesterday, and a last clothing check before leaving here. We get a complete new issue, including rifle, gas mask, handkerchiefs, everything. Uncle Sam makes sure every soldier has a complete new issue of clothing, and of equipment before going over.

Received a very nice card from the boys at Sun Ship yesterday, contained signatures from everyone from John Hudson on down. Makes a guy realize there are still some nice people in the world, who don't forget when a guy is gone.

Paul

Hello Joe, what do you know?

Time to drop you a few lines to let you know your fine work is appreciated the world over. I was quite surprised the other day to get hold of a box of spare parts which had been shipped out of your office. We really appreciated the fine job you had done on your shipping tag as it was our job to transship the material to its final destination, which we were able to do very easily as a result of the thorough neat job you had done in the original shipment.

Well Joe how goes everything at the old Yard these days? Pretty much the same I suppose except for a few new faces here and there. From what I can gather from my most recent copy of OUR YARD (Sept.) the Storeroom Dept. is getting pretty much on the feminine side.

Looking forward to a few lines of some kind from the Yard, I remain,

Walt Emsley



PVT. EDWIN BLACK, formerly of 59 dept., N. Y., PVT. HOWARD MAHONEY, formerly of 59 dept., C. Y., and PVT. PATRICK McHALE, also formerly of 59 dept., C. Y., who are now stationed at Fort Bliss, Texas.

MARINE FIRST LIEUTENANT ROBERT H. BUETTNER, 22, has returned to California from the Central Pacific where he served as a pilot with a fighter-bomber squadron.

Directing the rescue of a downed pilot gave Lieutenant Buettner the biggest thrill of his 42 missions.

Lieutenant Buettner logged 150 hours of combat flying in his Corsair fighter which had been converted into a temporary bomber. He blasted gun positions, block houses, fuel storage tanks, and storehouses on Wotje, Jaluit, Mili and Maloelap in the Marshalls. He also flew numerous combat patrol and reconnaissance flights, as his squadron operated from Samoa, Funafuti and Nukufetau in the Ellice Islands; Roi in the Marshalls; and Makin in the Gilberts.

Although he flew through heavy anti-aircraft fire, his plane never was hit.

Prior to entering Marine Aviation in August, 1942, he was employed by the Sun Ship.

GRACIE ALLEN CHRISTENS THE S. S. HUBBARDTON AS BOND DRIVE OPENS

Radio and Motion Picture Star Gracie Allen and her equally famous husband George Burns came to Sun Ship on November 27 when Gracie christened the \$3,000,000 Sun-built tanker, the S.S. Hubbardton.

By the time the noon hour rolled around for Gracie to swing the bottle in the North Yard, a cold drenching rain was pouring down which led Gracie to remark under the canopied platform, "We waded most of the way, and I need a new pair of shoes," and pointed to her open-toed sandals. George offered to buy a pair if someone would supply a ration stamp.

At the given signal Gracie smashed the champagne bottle against the prow of the tanker and the S.S. Hubbardton began to slide down the ways.

Because of the inclement weather the Sixth War Loan Rally was held in the North Yard Fab Shop. The speakers included: G. Ruhland Rebmann, State Chairman of the War Finance Committee; Gene Reilly, Chairman of the Industrial Division; Cpl. Maurer; Vice President John G. Pew, Jr. and Gracie and George.



Before the launching the stars posed for photographers in the Main Office Reception Room. Left to right: Grace Hill, WCAU's Soloist, Vice President Robert Hoig; Gracie and George.



"Don't get too near me when this bottle breaks", joked Gracie to her husband, "because if you do, you're sure to get drunk".



The S.S. Hubbardton sliding into the Delaware on the morning of November 27, 1944.



Gracie admitted to John Pew, Jr., that she got the thrill of a lifetime breaking the bottle of champagne against the prow of the Hubbardton.





66 DEPARTMENT

66 Department, commonly referred to as “Carpenters” or “Stagebuilders”, is a combination of ship carpenters, maintenance and construction carpenters, woodworking machine operators, stagebuilders, and launching crews. Mostly all are engaged in ship construction from keel-laying to trial trip.

The stagebuilders prepare the shipways for the laying of the keel and layout the ship on the shipways, marking the starting point for the erectors to lay the first piece of keel. They install all shoring, interior and exterior staging, draft marks, paint lines, square and round solid stanchions, and are responsible for the leveling and plumbing of all main units when erected. They assist in the launching of the ship, removing all staging, shoring, keel-blocks, cribbings, and ram up the ship just prior to launching. They also take care of all safety requests during the construction of the ship.

There is also a gang of ship repair stagebuilders that take care of all the stagebuilding in the Wet Basins, on the Dry Docks, and the stack and boiler staging in the Ball Park. As this is a large area to cover, they are usually well separated which keeps the supervision of this gang moving nearly all day to keep close contact with the work.

The ship carpenters outfit the ship with the numerous wooden requirements such as rope gratings, signal mast, gun foundations, work benches, machine foundations, lifeboat chocks and fittings, life

buoy fittings, install plemsol marks and many other pads and chocks for instruments and steel equipment. There is a separate gang of ship carpenters that takes care of all the ship repair carpenter work on the Dry Docks and in the Wet Basins.

The maintenance and construction carpenters are mostly engaged in the upkeep and expansion of the shipyard facilities, also blocking and crating shipments on railroad cars, barges and express. This same gang erects and decorates the launching stands in their respective yards and takes care of all safety requests in the general Yard.

The Carpenter Shop manufactures all the wood requirements for the four yards, supplying the ship carpenters, stagebuilders, maintenance and construction carpenters, launching gangs with all wooden necessities, such as: plugs, drill sticks,



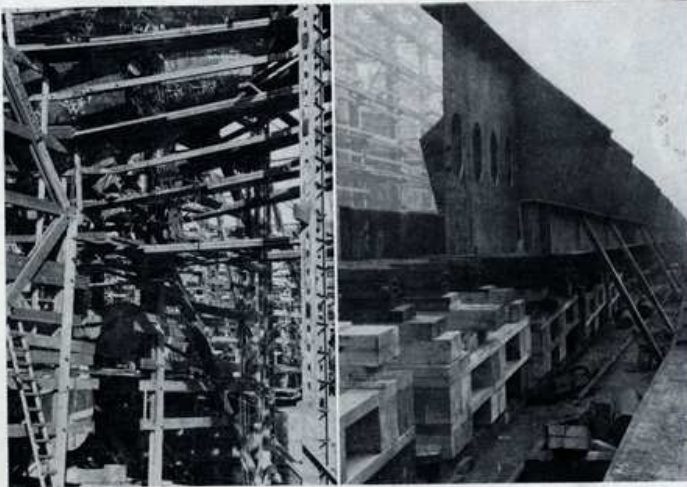
View showing ground ways, sliding ways, and launching poppet, port side, aft.

templets, jigs, ladders, filing boxes, wedges, benches, straight-edges, tool-handles, and many other departmental wooden requirements. They also install lignum-vitae in stern bushings, rudder bushings, and other lignum-vitae bearings in machinery.

There is a launching crew in each yard that takes care of the launchings in their respective yard, but often they are required to move from one yard to another to assist in making a fast schedule. For each launching 24 ground ways must be installed under the ship from the forward end, 12 on each side, and properly lined up both fore and aft and athwartship. They are wedged up to the correct elevation longitudinally and leveled with each other horizontally. Each ground way must be shored inboard and outboard in the athwartship direction and the same in the fore and aft direction, then fastened together with bolts. The installation of ground ways can only be started at low tide. After this work is completed the top surface of the ground ways is cleaned off to apply launching basekote grease which sustains the weight of the ship. This grease is applied hot in a liquid state and as it cools it becomes very hard. The sliding ways are now installed by sliding them on the basekote grease to their positions. Before each sliding way reaches its position, the basekote is covered with a grease called "Slipkote" which is a lubricant grease and is applied and spread with the hands. The sliding ways are fastened together with large plate and 2½-inch diameter bolts of nickel steel. On the forward sliding ways called "cut-off ways",

oak timbers are bolted to them and also to the ground ways and these timbers, which are called "cut-off timbers", hold the ship in position until they are sawed off to launch the ship. After the sliding ways are put in place, wooden poppets are built at both ends of the ship to suit its contour, and lashings are installed by the riggers to hold the poppets in place. Ramming and packing wedges are put in place the entire length of sliding ways, also cables are fastened to these wedges and to the sliding ways to keep from losing them. Trip shores are erected midship which help to hold the ship in position, and after all shoring, blocking, and cribbings are removed, these shores are tripped just a few minutes before the "cut-off timbers" at the forward end are sawed, thus releasing the ship.

During the past three years an average of 10 million board feet per year of various kinds of lumber has been ordered, unloaded, checked, distributed, and charged off by 66 Department. Recently we obtained a "Ross Lumber Carrier" which is doing a good job in delivering lumber to the four yards.



Partial view of stern staging, port side.

A view of the vertical and flat keel just after being laid.

WOMEN INVADE SHEET METAL TRADE



(Left) Partial group of Sheet Metal workers and helpers in the Shop, Central Yard. (Right) The competent workers of the N.Y.A. group.

More than 200 women are now employed by Sun Ship in sheet metal work. They have had basic training in school in the former NYA building on the banks of Ridley Creek. This training has aided them considerably in helping them produce the work of their shop.

Charles Blavier, head of the Sheet Metal shops in Central, North and No. 4 yards and who has supervision over the school, says that the women employees are marked by their neatness. Whether their presence figures or not, it is said that the Sheet Metal shops are among the most orderly and well-kept in the plant.

The men, who have had more and longer experience in the craft and who are in the majority, all agree that women have proved their worth in light metal construction.

Sun Ship's main plant draws upon the school as new hands are needed. Right now there are 60 girls in the school with Robert Magee and Peter Dudzen as instructors. Text books are used in addition to the practical operation of machines and the students draw their own plans and cut their own patterns.



(Top) M. WYNAVAGE and M. BARON of the N.Y.A. School working on the Squaring Shear.

(Bottom) O. OWENS operating the Grinding machine and H. GRIFFITH operating the Riveting machine.

(Top) Students of the N.Y.A. School are, left to right: M. NEWMAN, M. TOPITO, and J. TUREK.

(Bottom) PEGGY ANDERSON of the Sheet Metal shop operating the Squaring machine.



R. L. BURKE PRESENTS SERVICE PINS

Tells Group That Management Appreciates Long Service and Faithfulness to Company

At a presentation award meeting held in the Main Office on December 6, Company Vice President Richard L. Burke presented service pins to sixteen employees totalling an aggregate of 200 years service with Sun Ship.

Before presenting the awards Mr. Burke stressed the point that the Company appreciated the long years of faithful service that the employees had given Sun Ship and said that it was the company's desire for the men "to go on and work as long as there is work here."

"I am glad to see you gentlemen this afternoon and it gives me a good deal of pleasure to present these pins to you," remarked Mr. Burke.

"I want you men to know that the management appreciates the years of faithful service you have given to the company. You long-term men are the backbone of our production here at Sun Ship.

"Also, I need not tell you that it is the old-timers, like yourself, who appreciate their job. You men are all conscientious workers and believe in giving an honest day's work for an honest day's pay. And I want to say that I appreciate your coming in this afternoon to receive your pins.

"These service pins represent faithfulness to the company on your part and the Company's recognition of that faithfulness.

"I want you men to remember that as time goes on you are all still a part of the Sun Ship family and we want you to go on and work as long as there is work here at Sun Ship."



HARRY MOORE receiving his 25-year service pin from Richard L. Burke.

NOVEMBER, 1944

SALARY

38-2 D. Mylrea 20 Years

HOURLY

34-66	H. Moore	..... 25 Years
8-61	W. Hubuckley	..... 15 Years
8-312	J. Ziebro	..... 15 Years
47-42	C. Finks	..... 15 Years
47-68	C. Massey	..... 15 Years
67-218	R. Gerald	..... 15 Years
8-427	J. Brown	..... 10 Years
34-118	E. Fromal	..... 10 Years
34-2574	W. Gordon	..... 10 Years
36-774	P. Schafft	..... 10 Years
47-138	J. Martynuk	..... 10 Years
47-2819	R. Unglaub	..... 10 Years
47-2906	W. Shelton	..... 10 Years
55-93	K. Lajca	..... 10 Years
55-214	C. Petka	..... 10 Years
58-14	T. Green	..... 10 Years
59-322	H. Pugh	..... 10 Years
59-605	A. O'Neill	..... 10 Years
69-122	J. Mack	..... 10 Years



K. Lajca, 10 years;
A. O'Neill, 10 years;
C. Massey, 15 years;
T. Green, 10 years;
J. Brown, 10 years.



R. Unglaub, 10 years; H. Pugh, 10 years; C. Petka, 10 years; W. Hubuckley, 15 years; W. Shelton, 10 years.



C. Finks, 15 years; J. Martynuk, 10 years; D. Mylrea, 20 years; E. Fromal, 10 years; W. Gordon, 10 years.



Swift War Pace Burns Up Material



Appeals from the war fronts for more munitions grow more urgent.

Our generals are hitting the enemy with everything they have. They are using reserve supplies. Those of us back home must build up bigger reserves. General Eisenhower is pouring 5000 pounds of ammunition into German fortifications every minute. For each shell fired he needs two.

In the following message, General Somervell

puts it up to you this way: "Industry, labor, the WPB, the WMC and the Army Service Forces are on the spot. We, at home, are squarely up against the question of whether American productive capacity can deliver the increased quantity of goods to fight the kind of war America has elected to fight, can deliver those goods wherever they are needed, whenever they are needed, and in whatever quantities may be needed."

November Awards

On December 14th, the Labor Management Production Committee awarded three \$50.00 and four \$25.00 prizes.

\$50.00 AWARD

James Wescott, 47-923

"Improved Type Dog"

An improved type dog used for pulling longitudinals tight to plate for welding. This is both safer and easier to handle than the type previously used.

\$50.00 AWARD

L. Mackiewicz, 68-633

"Lifting Device for Handling Reels of Wire"

This device is very useful for handling reels where they are closely packed as it takes the place of a long piece of pipe. By using these grabs, one in each side of the reel, they can be packed easier and with less men.

\$50.00 AWARD

Daniel Tamburino, 47-5408

"Scaffold Support"

A clamp to fit on the webbs of center line transverse and transverse wing bulkheads, to hold up the scaffold on which to stand to erect and weld the bracket on stiffener.

\$25.00 AWARD

R. Forsyth, 30-724

"C Clamp Improvements"

The improvement on "C" Clamp eliminates the setting up of jig in the making of uptake expansion boxes and can be used in fabricating any small rectangular pieces, boxes or

tanks. This can be done on any flat surface and requires no jig, dogs, wedges or squares. This clamp is made by welding a piece of $\frac{1}{4}$ " flat bar 2" x 2" to an old discarded swivel piece of clamp. To this flat bar weld a piece of 2" x $\frac{1}{4}$ " angle, 2" long. This is then put on the clamp screw. On the end of the "C" Clamp another identical piece of angle is lightly tacked on. The expansion boxes can be made as fast as the clamps are tightened without the use of any other tools.

\$25.00 AWARD

Oscar Boddy, 69-10160

"Blackout Tape"

A special reel made to hold a roll of tape at one time. This cutter en-

ables quantities of tape strips to be cut accurately and quickly for their use identifying escape kick-out panels on the ships. This enables the tape to be kept in roll form until the time of application, thereby keeping it clean and retaining the moisture.

\$25.00 AWARD

John Simmons, 47-4136

"Lifting Pad for Side Frames"

This lifting pad will take the place of old style pads for lifting frames to be set on longitudinals. It does away with burning a pad, welding to face plate, burning off face plate, and chipping. It is fastened on by slipping over the face plate, then being tightened by bolts, welded on side of this pad. It is used by the three shifts on side frame skids.

\$25.00 AWARD

Hubert J. Kane, 47-4532

"New Type Pushing Tool"

This tool is to be used in regulating, fitting, and lining work. It can be used on light work where one member must be moved to set a line or lines. It will safely move a load of five tons. The tool is light in weight and easy to handle, making it much more practical than the heavy jacks now so often used on light work.

November Winners



Left to right: James Wescott, Oscar Boddy, Daniel Tamburino, and R. Forsyth.

JUNIOR MEMBERS OF THE SUN SHIP FAMILY



RUTH ANN 5, and NANCY LEAH DAVIS 7, daughters of William E. Davis, Jr. of 34 dept.



ELLEN 3, GEORGE, Jr. 5, and FRANKLYN LENHART 7, children of George S. Lenhart of 30 dept.



EMMA 11, JOHN 9, JAMES 7, WILLIAM WESTMORELAND, 6, children of John Westmoreland of 60 Department.



JIMMIE and JUDY TRAINER, 9 month old twins of Francis Trainer of 46 dept.

JOHN, Jr. 3, and FRANCES WALSH, 6, children of John Walsh, Regulator pumpman in Central Yard.



JIMMIE LESICKO, two year old son of Mr. and Mrs. Stephen Lesicko. His father works in 42 dept., and his mother in 74 dept.



RHODA PERLOFF, 6 month old daughter of "Bernie" Perloff of 36 Department.

DARLENE FOSTER, daughter of Wm. Foster, 2nd Shift 67 dept. leader in No. 4 Yard Fab Shop.



DORSEY, 3½, and DONALD ROSS, 10, sons of Inez Ross, 59 dept., South Yard.



BOBBY 4, and BILLIE DANNHEIM 5, sons of Bill Dannheim of 34 dept.



PAULA KNORR, 2 year old daughter of James Knorr of 84 dept.



VIRGINIA DORMAN, 6 year old daughter of John Dorman, Wetherill plant.



LOUIS SCHLEIFER, 8 month old son of Samuel Schleifer of 46 dept., Central Yard.



DIANA GILBERT, 2½ month old daughter of Julius Gilbert of 66 dept.



MICHAEL DEL VACCHIO, Jr. 6 month old son of Michael Del Vacchio of 36 dept.



DANIEL BRENNAN, 6 year old son of Joseph Brennan, Guard in the Main office.



NEIL 7, JIMMY 10, KATHRYN 9, PAUL 4, and BILLY 6, children of James Campbell, 36 dept., North Yard.



Send or bring all baby pictures to Our Yard Office, next to 74 Tool Room, Central Yard. Phone 304



Introducing "Garry" Garramore, one of the Independent League's leading bowlers. He really puts them in there with a bang and he doesn't like it if they don't go down. He wants that high average and we wish him luck.



BOWLING LEAGUES WARM UP AS SEASON PROGRESSES

OUR BOWLING LEAGUES go rolling merrily along and keep getting hotter and hotter each week. With a short time to go in the first half, games are getting tougher and tougher to win. The Paint shop is still leading the "A" League by eight points and in "B", Welders and Berthing are making a fight all the way. The margin favors Welders by one point.

The high three in "A" is still Staley's 668 and in "B", Cox's 639 is still tops. High single in "A" is held by Fry of Paint shop, 251, and in "B", Marvel's 254. For the first time this year we are able to show you some of the Independent League Bowlers who by the way have quite a nice bunch of good bowlers and are functioning very smoothly. Someone has suggested some inter-league matches. How about it, boys?

(Top) MOLD LOFT "B" — "A" LEAGUE — The other half of the Mold Loft combination. They look happy but they're not because "A" is leading the Department by ten points. "B" says, "Just wait until the second half". Left to right: Eshelman, Benjamin, Martin, Bezold, and Holeman.

(Middle) 60 DEPARTMENT — INDEPENDENT LEAGUE — This gang is fighting it out with a couple of other teams for first place and those serious looks mean business. They want it and want it bad. We wish them luck. Left to right: Green, Kaster, Ted, Mrak, and Blissick.

(Bottom) ELECTRICIANS "A" LEAGUE — Resting in fourth place at this time, the Electricians still have hopes of copping the first half and they still have a good chance of doing it too. Led by "Pop" Herman, an "A" League veteran, they are a real scrappy outfit. Here we have Herman, Shin, Mager, Wrzenieski, and Kuch.



84 MAINTENANCE — INDEPENDENT LEAGUE — This team is not on top but they are in there pitching. They say, "When the top teams feel too good we take them down a peg". Better luck next half fellows. Here is O'Connor, Parent, B. Houtz, Bennett, E. Houtz, and Comprone. Kneeling in the front are Fryer and Shanebrook.

INSTALLATION — INDEPENDENT LEAGUE — These boys are up there too and 60 dept. had better keep going. This gang says "You can't have it, 'cause we are", so that let's you out. That's a good spirit and we hope you can do it. We give you Wraple, Gressenbucher, MacCrone, Edmundson and Dieter.

36 DEPT. 2nd SHIFT

36 Department second-shift workers boast of a bowling team of no mean ability. This group was organized by Henry Sordon and Levi Valentine about a year ago and have enjoyed many hours of "morning bowling" since their beginning.

An attempt has been made to interest other departments to round up bowling aspirants who have mornings free, the hope being that a morning bowling league might be started. It is believed that inter-departmental competition would make such a league very interesting.



(Top) **RIGGERS "A" LEAGUE** — A team of only three years standing in "A" League, yet they are always up, on or near the top. This team is composed of Bryson, Buza, Andrews, Freightner, Cole, Clifton, and McGowan. The other three were working when this was snapped.

(Middle) **WETHERILL "A" LEAGUE** — Although not the same members, this Wetherill team has been in the League for fifteen years and won the Trophy once a few years back. This year although not on top, they are giving every team a lot of trouble. Here we have F. Zanzinger, M. Zanzinger, Stebner, Spalding, and Nauman.

(Bottom) **DELRI TEAM** — Representing Sun Ship in the Delri, this group has given a good account of themselves each year. This team is picked from the high average men in "A" and "B" Leagues. They are not far from the top now. Left to right: Griff Roberts, Lou Messick, Russ Fabris, Russ Staley, Jack Bentley, and Perc Hall.

OUTLOOK BRIGHT FOR '45 SAY COMPANY OFFICIALS



From present indications the Sun Shipbuilding and Dry Dock Company will be operating full time for the next year and will be able to use approximately the same number of employees we now have on our payroll.

We have considerable government work to carry us over the coming year and we are endeavoring to contract for some outside work, so that we may have work for every employee who wishes to work every day during the coming year.

JOHN G. PEW, SR.
President

Since the outbreak of the war, although 17,000 men have left for the fighting fronts, Sun Ship has produced 202 vessels and repaired 347.

Enough steel has gone into those 202 vessels to build a two-foot wide, three-eighth inch thick walkway from Pearl Harbor to the Western Front. As a matter of fact, if all this steel was rolled into a tube, it would make a "big inch" line 2 feet in diameter reaching from the Sun Oil Refinery in Marcus Hook to the Normandy beach in France. There has also actually been 14,000 miles of welding put into those ships. Enough to reach from San Francisco to Tokyo via Pearl Harbor and back to Independence Hall.

During 1942 and 1943, we carried out extensive repairs on many vessels which had suffered severe damage by enemy action. Torpedoed ships and burned ships were repaired and put back into service in comparatively short time.

Now we are looking forward to the post-war tanker which will be larger, faster and have a greater carrying capacity. It will be an all-welded, Sun-built, and will carry gasoline and oil to all parts of the world of peace.

JOHN G. PEW, JR.
Vice President



About this time last year it was necessary to look ahead and set up our schedules for the year 1944. This was a somewhat difficult task on account of the then many unknown features and the inevitable loss of manpower due to military services, which we had to anticipate. I want to express the deep appreciation of the Company and of the writer for the whole-hearted support of our employees and supervision in making possible the year 1944 the greatest producing year in our history. In 1944 we turned out sixty-nine T-2 tankers, six troop ships, six C-4 vessels turned over to the Navy for conversion to hospital ships, or a total of eighty-one ships, and thirty-five 250-ft. carfloats which were thrown in for good measure and not anticipated at the beginning of the year. I feel sure that this accomplishment would not have been attained had it not been for the patriotism and willingness of our employees to give their all out efforts. In addition to the new ship construction, we must not forget the elegant job that has been performed by our employees on ship repair work, refinery equipment construction and outside sales embodying important machinery production at the Wetherill Plant, all required and necessary for the general war endeavor.

At the present writing, we have ahead of us for delivery in this year 1945 forty T-2 tankers, five high-speed CIMARRON type tankers embodying important naval requirements, five C-4 freight ships on which work has been started and the completion of two troop ships. There is no question in my mind that, in addition to this large program, other ships will be booked during the coming year.

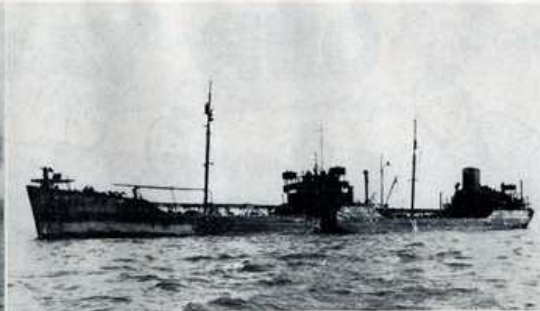
Until this war is brought to a successful conclusion, I know that our boys who are doing such a wonderful job throughout the world can depend on Sun Ship to keep right on turning out the tankers and other ships faster than ever before as our contribution to their all out effort.

Taking this opportunity, I wish all of our employees and their families a Prosperous New Year.

R. L. BURKE
Vice President



THE SAGA OF



WELDED SHIPS

(Above) M/S Pennsylvania Sun showing torpedo damage sustained.
(Above left) A Sun-built Atlantic Refining Co. tanker afire as a result of enemy action.



(Top) Crew members of this Tanker prevent fire from spreading by pouring water on oil tank covers. Note warped deck.

(Middle) When the E. H. Blum was damaged, the forward section shown here, together with the after section, were salvaged and towed to port for repairs.

(Bottom) Flames rage around the big hole torn amidships on the port side of this Sun Tanker which was later repaired sufficiently to proceed under her own power to safe waters.

When historians record the full story of World War II, one of the most stirring chapters will undoubtedly deal with the amazing ability of welded ships to withstand the terrific impacts, explosions and frequent fire damage to which they were subjected by enemy action during the crucial years of 1942 and 1943.

In evaluating these welded ships against the out-moded vessels of the riveted type, Admiral Emory S. Land, Chairman of the Maritime Commission, had this to say: "Every time a riveted ship goes into dock, you have a lot of repairs to do. You do not have them in welded ships. You do not have leakages. You do not have openings in your hulls with dozens of leaks, nor do you have to redrive rivets. Even if we have these fractured plates, it is but a handful compared with the casualties present in riveted ships every time they go in for voyage repairs; something that everybody else seems to have forgotten.

"At Sun Ship the welding technique as applied to ship construction was developed in building the coastal tanker 'White Flash.' The success attendant upon this experiment prompted the construction of the large sea-going tanker, 'J. W. Van Dyke,' using a welded construction in way of the cargo oil spaces. It was then but a step to build the all-welded tanker, 'E. J. Henry,' and others of her class, notably the 'E. H. Blum,' so completely war-tested. After five explosions the 'E. H. Blum' broke in two just aft of the bridge. The two ends were salvaged, towed to port, and welded again so that she could sail to carry oil for the United Nations. In the opinion of her owners the complete salvage job would not have been successful if the ship had not been completely welded.

"When the need for the famous T-2 tankers became apparent it was only natural, therefore, to turn to welded construction as being productive of the lightest, and stronger hull. The soundness of this decision has been proven many times by the service records of the many T-2's that are now carrying the fight to the Axis.

"Ships, such as these which exemplify the value of welded design and illustrate what an important part modern welding processes are playing in helping achieve final victory, were produced at the rate of more than 2,158 hulls in the relatively short period of about 40 months.

"It was this record which led the 'Special Committee Investigating the National Defense Program' to report that, 'The most material departure from the method of construction of the original ship was in the use of electrical welding instead of riveting. The adoption of assembly line methods and extensive prefabricating of parts also made possible the construction of a greater number of ships than had ever before been contemplated.'

Note: The above article together with official U. S. Navy and Maritime Commission photos used thru the courtesy of The Lincoln Electric Company, Cleveland, Ohio.

OUR YARD



INK SPOTS FROM THE HULL DRAWING OFFICE

78 — Right up-to-date! Yes sir, we turn the page to a new 1945. And we will have the tendency to date things with January '44 until the newness wears off, but that is why erasers are made!!

It seems more natural to see Bud Hallman on the job again. His many Sun Ship friends are glad to see him back in circulation.

Ed Hauck has volunteered for service in the U. S. Merchant Marine. He is taking his basic training at Sheepshead Bay, Long Island. Good luck Ed!!

Lieut. E. Lord-Wood stopped in to say "howdy" to his friends recently. Everett has been temporarily assigned to Fort Meade, Maryland, while awaiting orders.

We are sorry to hear that Mrs. Val Germann sustained a broken wrist as a result of being hit by an automobile. We wish her a speedy recovery.

F. Weinhart re-joined the staff of this Department on December 11th.

We feel that Miss Lively would make a splendid clothing saleswoman. She even tries on coveralls—just for size—of course.

Charlie Zwick has discovered that drafts are not to his liking, even as a draftsman.

Claude S. Allcutt, Blue Print Department, has been on the sick list, but expects to be back to work in the near future.

Sergeant: Why is it important not to lose your head in an attack?

Recruit: Because it would leave no place to put your helmet.

A letter from Joe Chermol tells us that he is a supply clerk at Aberdeen Proving Grounds. Reporter: FRANK PAVLIK.

88 DEPARTMENT (Guards)

Olsen says he has been in the Yard news every month in the year so I guess we better put him in the headline for a start of the New Year.

Well, we can always tell the weather by Capt. Johnson's nose. If it is red, look out for cold weather and we mean cold.

If Superintendent Sheain has his double sole shoes on, you can bet all the tea in China it is really cold. This is a good barometer.

Guess Pat Collins will get out her Paratrooper shoes if the weather keeps cold. Don't blame you a bit, Pat.

Miss Luckie says she always keeps in the pink of condition with the exception of the third shift about four o'clock in the morning. She has plenty of company, that's my bad hour too.

Rouse says his New Year's resolution is to get upstate more often in 1945. More power to you, Rouse. You underground farmers have to get a look at the old surroundings once in a while or you will get homesick. Ask your pal from Frackville on the day shift.

There's one man on the Force who is doubly proud of his boys and that is Capt. Mills. As soon as he hears that one of the boys is on his way home, you couldn't hold Capt. back with an anchor chain.

Reporter: D. J. MACK.

CONDOLENCES

Our Yard extends its deepest sympathy to Richard Clendenning, 36 Department, C. Y., reporter on the recent deaths of his father and brother.

COPPER SHOP 34C

The Copper shop made a very good showing for the 6th Bond Drive. The shop had, at the time of the bond drive, 163 men. \$9,025 worth of bonds were bought and 60% was the total for increases.

Before the war M. Snider served four years with the U. S. Marines. Now he has returned to the Copper shop after being with them eight more months.

Superman Dougherty wasn't fast enough to get all shopping done in one afternoon. It took him two.

The last week in December Jack Ousey didn't have to dodge the mob that rushes him every morning. Ousey spent his vacation with his wife and little girl.

Eddie Reynolds and Charlie Worrilow are spending the winter in Florida. The lucky fellows.

Paul Steppha has some very good pictures of his son who is fighting for us in Germany.

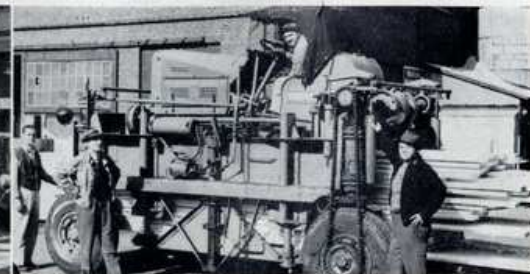
Pat Gallagher has been very sick for the past two months. He expects to return to the Copper shop some time in February. We wish Pat a speedy recovery and a quick return to the Shop.

Reporter: SHIRLEY SPENCER

OLD AND NEW METHODS OF TRANSPORTING LUMBER THROUGHOUT THE YARD



THIS CUMBERSOME, OLD, INEFFICIENT WAY of moving lumber around the Yard has been replaced by the modern ROSS CARRIER which Sun Ship recently purchased as a wartime necessity.



TRANSPORTING LUMBER IN A NEWER AND BETTER WAY are: left to right, Lester "Dutch" Shiner, Asst. Foreman, George Herner, Driver, and Clayton Penniwell.

Mrs. John G. Pew, Jr. Christens the S. S. San Pasquale — Last Year's 77th Ship



THE SPONSOR'S PARTY photographed a few minutes before the S.S. SAN PASQUALE went down the ways. Mrs. Pew (with white gloves), is standing in the center of the picture. On her left is her father, William D. Mason, Sun Oil Company executive. Her children, Skipper

and Bill, are also at her left. On her right is her mother, Mrs. William D. Mason, and her youngest son, Richard (with nurse). Her husband, John G. Pew, Jr., is at the extreme right.

Mrs. Marjorie M. Pew, wife of Vice President John G. Pew, Jr., christened the S.S. San Pasqual on December 19, 1944, at North Yard's No. 20 way. It was the 77th vessel to be launched last year at Sun Ship. The \$3,000,000 Maritime tanker began to slide down the ways at 5:39 P.M. just after Mrs. Pew broke the bottle of champagne across its prow.

In the cold, raw dusk on the Sponsor's platform her husband, who directed the launching, presented Mrs. Pew with a beautiful bouquet of roses, as her parents and children, and the party looked on.

The guests were: Mr. and Mrs. Wm. D. Mason; Mr. and Mrs. Blakeley Chandlee; Lt. and Mrs. Wm. Foss; Mr. and Mrs. Charles Crouse; Mr. and Mrs. J. Newton Pew; Mr. and Mrs. Theodore Widing; Dr. and Mrs. Richard S. Oakey; Mrs. Peggy Bunting; Mrs. Duncan; John G. Pew, III; William Pew and Richard Pew.



THE SPONSOR with her husband, John G. Pew, Jr., and sons John G. Pew III and William Pew. The youngest son, Richard, is not shown.



'TIS SAID ABOUT SOUTH YARD FAB SHOP

George "Beewagon" Berwanger loves the smaller things in life, even if it's a small room in the Y.M.C.A. George has ideas of his own.

Expeditor Al Compion, the ex-C.B., still eats and sleeps Navy. He still says the Navy is best.

Smitty, Ass't. Foreman, is one gent who can move around. Move over, superman, you have competition.

McKee, the burner, believes that insurance is one fine thing now that his car has been found. You're a lucky fellow, McKee.

Vito, the fleet-footed expeditor, has his own ideas on how to move material. For a little man Vito can certainly get around.

Why is Moe always happy when he is broke?

Flash. Harry Reynolds, that former Atlantic City publicity man, is thinking seriously of accepting a Hollywood offer but the boys in Morgan's office won't let him go. Too bad, Harry.

Congrats to Carl Finks on receiving his fifteen year pin.

With the basketball season well on its way, Bob Dibbler is picking them again, all wrong as usual. Bob still believes in the law of averages.

FLASH! COAST TO COAST HOLLYWOOD PERSONALITIES

Bill Davidson	Clark Gable
Al Ferdinand	Ferdinand the Bull
Reggio	Little Caesar
Smitty	The Lone Ranger
Charlie	The Mad Russian

Reporter: DENVER.

36 MACHINISTS

Last September we carried a photo of Jack Holland, adding some well-earned congratulatory remarks. Jack has earned the respect and admiration of all who know him and we were all shocked and saddened beyond words by the terrible tragedy which recently befell his family. We wish to extend to him and to the other surviving members of his family our deepest expressions of sympathy in their great bereavement.

Our genial ass't. foreman, Paul Scheid, is to be highly congratulated on the success of his recent venture into the educational field. His concern over the inability of the Chinese help in the Yard to be able to converse very well in English resulted

in discussions outside the Plant which spread to the ears of listeners capable of helping. As a result, classes in English are being formed for any Chinaman who wishes to attend. These classes are held at 9th and Edgmont Ave., Chester, on Tuesday and Thursday evenings and are under the supervision of a very capable staff of instructors, including a Missionary just returned from China. All these services, as well as the building, have been voluntarily donated and there is no charge of any description. At present the student body consists of 28 and already they have benefited considerably. Various details in this undertaking have meant lots of extra work for Paul and we again say, "Congratulations to you, Mr. Paul Scheid, for your interest in this noble undertaking".

We are awaiting results from that Magical Plant ball which Mike brought in from the South Pacific. There are those who claim that it came from Phila.

We wish to extend our deepest sympathy to Dominick Sileo Drydock rigger leader and his family. Mrs. Sileo recently died in a New York hospital.

"Goody" Capatelli of the Dry Dock Machinist gang has asked that we be the medium of conveying the gratitude and appreciation of himself and his wife, Martha, to the following Sun Ship men who travelled to Chester Hospital and gave their blood to Mrs. Capatelli: Mr. G. Wood, 34 dept.; Mr. Harkins, 74 dept.; Mr. L. Moyer, Wetherill plant; Mr. Harry Gaskill, 59 dept.; and Mr. A. Brazunas, 59 dept. Goody intends to contact these men later on and thank them personally.

Reporter: R. CLENDENING.



PAUL SCHEID, assistant foreman in 36 dept Machine shop on the First Shift with a 23 year service record. **W. JUMP**, 36 dept. expeditor, with eight years service. Will is an ardent bowler. **BERNICE ORLOFF**, clerk, has been with Sun Ship for one year. Her husband is in the Service. **WARNER SUPPLEE**, rate-setter for 36 Shop, with four years service to his credit. His hobby is collecting ship models. **A. DAVIS**, better known as "Shorty", leader of checkers and clerks in 36 and 84 depts. He has a son in 33 dept. **ROSE GILLON**, rate-setter with one year of service. Her husband works in North Yard.



JOHN OLSEN is an assistant foreman in 46 dept., Central Yard, with eight years service. He is a resident of Lester, Pa.

GUARD REPORT Captain Mills and Captain Johnson's Squad

Joe Brennen says the wedding cake was heavy but the candles made it light.

"Colonel Kentucky" Hurst is about the busiest guard on the Squad trying to find a cap that will fit. The recent high winds blew his headgear into the Delaware. Chief Custodian of Supplies Phil McMunigal had to put in a special order for a new one.

George Thorpe won special honors for being the most successful hunter of the Squad if not the entire Yard. He shot a 15 lb. wild turkey that was a beauty. That happens only about once in a lifetime to the average hunter.

If there is anything you want badly and

can not get it, just ask Raymond and he will tell how you can get along without it.

86 DEPARTMENT (North Yard) FIRST-AID

In our Checker league, Ann Carmean is champion with "Little" Anne as runner-up.

We have added a new member to our staff — Marcia Zack.

Mary is having company these days. Her sister, Kay Hansen, is home on leave from San Pedro, California, where she has been stationed for the past year.



MASTER CRAFTSMEN OF LONG STANDING in 36 dept. Left to right: "Ted" Atkinson, "Steve" MacDonald and Fred Thorman. Ted has been

here a little over two years as 36 Shop inspector. He learned his trade at the Harris Marine Engine Works, Wilmington, Delaware, receiving for the first year 5 1/2c per hour. He was in the aviation branch in World War I. His son Warren, who spent his college vacations in 45 dept., is now somewhere in England with the Air Transport Command.

Steve served his "time" in two shops — three years in the Philadelphia Railroad Shops and three years at Baldwins in Philadelphia. He is employed in 36 Shop, second shift, as a General Bench and Floor worker.

Fred is the "peer" of our bench-hands in 36 Shop. He takes care of most of the delicate precision work which comes in. He served his apprenticeship at Miles Bement Pond Company in Philadelphia. During his first year he received the magnificent sum of 4 1/2c per hour and if he worked to nine o'clock at night he got an additional 15c — 5c for a soda, 5c for cinnamon buns, and 5c for his fare home.



SALARY PAYROLL GIRLS who received cash orders for Bonds during the Sixth War Loan. The cash sales for the first twelve days of the Drive amounted to \$118,850.00. This is above and over all regular payroll deductions for bond purchases. Left to right: Peggy Stauffer, Dora Logan, Nellie Lilley, Dorothy Creswell, and Eleanor Crompton.



ADDRESSOGRAPH OPERATORS FROM THE BOND DEPT. who print addresses on "Our Yard" envelopes and who help appreciably to get "Our Yard" out on time. They all come under the supervision of F. L. Willcox, head of the Bond dept. Left to right: Doris Moretti, June Williams, Mary Drulyk, Helen Garvey, Helen Williams, and Mary Lindsay.



FRED HARKINS of 74 dept. Tool room, Central Yard, shows PAULINE WARE of the "Our Yard" office the Purple Heart which his son, Fred, Jr., received for wounds sustained in France on September 22, 1944. His son was with the Fifth Army in Italy.

WHILE OUR BOYS ARE SCATTERED

*While our boys are scattered all over the earth,
The least we can do is prove their worth
The way to show them wherever they be
Whether on land or far out to sea
Is to work with our hands and minds day and night.
And say a prayer each day
They'll come through all right,
We can give up luxury and things of life,
And invest all our money to end this strife.
We all have relatives of whom we are fond,
Let's invest our money in war savings Bonds.
For in this way we are not only backing the attack,
But we are saving money so they may
Live when they come back,
For when they return all tired and worn,
They will need more than praise
They will need a good home.
Let's fight with our money as well as our minds.
And keep homefires burning, so they will find these things.*

—HATTIE CROSS, 91-1634

91 DEPARTMENT

On a recent evening a few of the girls in the Contract Room gave Ann Hardman a surprise birthday dinner at Bookbinder's in Philadelphia. The girls had quite a little difficulty in getting past the doorman to their reserved table without giving the surprise away. Ann was seated at the dinner table for at least ten minutes when she finally noticed the birthday cake, candles and all. After the dinner, they attended the Forrest Theater and saw "The Lady in Question". Those who attended were Ann Hardman, Ida Weidner, Rose Phillips, Sylvia Baird, Franny McIlhenny, Millie DelVacchio, Toni Weidel, Fay Ellis, Marguerite Scott, Dorothy Lewis and Ann Cox. Everyone had a wonderful time.

Frannie Cox has requested that we call her Maxine to distinguish between she and Frannie McIlhenny.

The debating teams captained by Getz, Lewis and Baird have had quite a few meets, and at this time the score is: Getz 26, Lewis 10 and Baird 6. The winner at the end of the season will be awarded a pair of roller-skates and shoes.

According to recent radio reports via the question man, McGillan has sprained a

KILLED IN ACTION



Lt. JOSEPH WEBB, son of Samuel Webb of 91 dept., was killed in France on August 16, 1944.

finger from too much pencil work. Some people get writer's cramp, but McGillan is no sissy.

The Contract girls have just finished doing a lot of overtime and on their first week of straight time, they took the question man for quite a sum of money.

Muriel Moore has received a grass skirt from the South Pacific and is now practicing for a post-war job at the Ben Franklin Hotel.

Reporter: ED BELL.



A GROUP OF A.S.T.P. BOYS who are completing their studies of Bengalese at the University of Pennsylvania. They toured Sun Ship's yards recently and paused to inspect a cargo vessel under construction. A. F. Bell, Assistant Personnel Officer, conducted the tour.

WINNERS OF BOND DRIVE

Drawing for awards in a supplementary contest of the Sixth War Loan was held at noon on December 22, at the Central Yard Bandstand. It was conducted by Corporals Edward Wernicki and Thomas L. Cleary, U.S. Marine Corps, and Deep Sea Diver Charles Dougherty, U.S. Navy.

It was announced that six names would be drawn, three being substitutes. In the event that any one of the winners failed to qualify and meet the conditions, the names would be advanced in the order drawn.

The results were as follows:

- No. 1 — \$1000 War bond — Edward F. Maloney (33-375), 20 Peach st., Gardendale, Pa.
- No. 2 — \$500 War Bond — Albert Gregory (47-4142), 216 Sedgewood rd., Springfield, Pa.
- No. 3 — Two \$100 War bonds — Herman Pollock (33-4691), 4715 N. 5th st., Philadelphia, Pa.

Alternates (in case any of winners fail to qualify:)

- No. 4 — Graham G. Brown (59-10386), 706 Mack st., Chester, Pa.
- No. 5 — Sherman R. Hart (58-10594), 28 Spruce st., Bridgeton, N. J.
- No. 6 — Eugene J. Daily (46-162), 3270 Sansom st., Philadelphia, Pa.



CONTROL DESK OF THE TABULATING DEPARTMENT, where all payroll sheets are balanced that are tabulated. Left to right: Florence Zola, Cris Skidas, Marie Moran, Florence Le Duc, and Jane Pietras.

WRITE TODAY TO A SERVICEMAN!

Remember — If You Don't Right — You're Wrong

SUN SHIP'S BAND AT PERRY POINT, MD.

Over 800 patients of the U. S. Veterans' Hospital for the Mentally Ill at Perry Point, Maryland were entertained there by Sun Ship artists on November 26, in the Hospital's Recreation Hall.

Those who took part in the entertainment were Tom Leeson and his Sun Ship Band and Jane Gallagher and "Whitey" Eastwood.

The program was sponsored by Sun Ship and arranged for by "Whitey" Burr of 84 department, Central Yard, who is Pennsylvania Chairman of the Tri-State Hospital Entertainment Committee and Vice President of Pennsylvania Veterans Hospital Committee, which furnishes free entertainment for all U. S. Veteran Hospitals in Delaware, Pennsylvania and Maryland.

Tom Leeson's Sun Ship Band rendered a splendid one and one-half hours' concert with solos by Miss Gallagher and Mr. Eastwood. Miss Gallagher sang, "My Hero" from "The Chocolate Soldier" while Mr. Eastwood sang, "The Lost Chord" by Sullivan.

The patients at the Perry Point Hospital are all veterans from World Wars I and II and musical entertainment has not been overlooked by the doctors for its therapeutic value upon the 1700 mental patients under treatment.

VETERANS ADMINISTRATION
PERRY POINT, MARYLAND
Nov. 27, 1944

Mr. John C. Pew, Jr.,
Vice-President,
Sun Ship Bldg. Co.,
Chester, Penna.

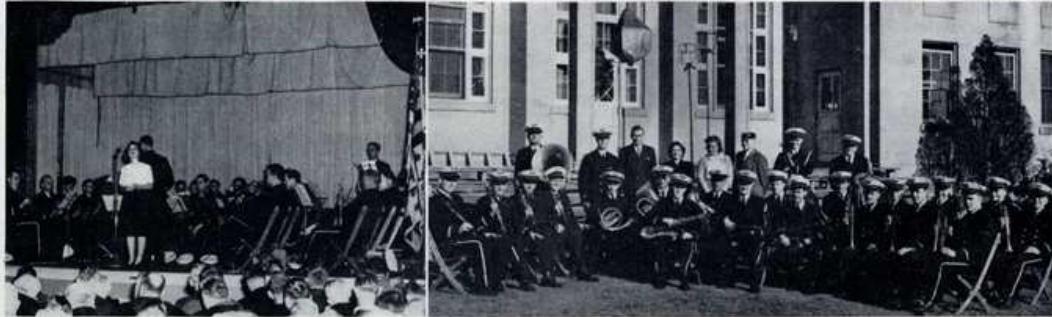
Dear Sir:

We wish to express our appreciation to you for your courtesy in making arrangements for the fine band from your firm to play for the entertainment of the patients of this Facility as arranged by the Pennsylvania American Legion. The band selections and the excellent vocal selections were much enjoyed by a large audience.

Very truly yours,
H. G. CLARKE,
Colonel, M. C.
Manager.

Sun Shipbuilding and Dry Dock Company donated an order for 10,000 cigarettes and it is hoped that the American Red Cross will be able to fill the order as soon as possible. The prevalent cigarette shortage has been felt by hospital patients as well as the general public.

After the show was over, the entertainers were guests of the Susquehanna Post 135, American Legion of Perryville, Maryland. A chicken dinner was served to the satisfaction of all.



JANE GALLAGHER of Contract payroll, North Yard, singing the lovely ever-popular hit song, "My Hero" from "The Chocolate Soldier".

SUN SHIP'S BAND at Perry Point, Maryland. Tom Leeson (second from left, back row) is director; next, "Whitey" Eastwood; Jane Gallagher; Sara K. Zellner, Recreational Aide at the Hospital, and "Whitey" Burr of 84 dept., C. Y.

BURNER'S RAMBLINGS

As a new year faces us we make resolutions. Resolutions that we sincerely hope to keep. This year, 1945, we can all make a resolution to do our utmost to help restore peace once again to the world. The tankers that you helped build here at Sun Ship slid down the ways and sped across the oceans; so that the day of Peace and Freedom would arrive without too much delay. The job was and is still a big one. Every day you spend on the job shortens that big job. Resolve now that you will do all in your power to do your share in ending the war this year.

The Burning Department has boasted that the workers of that department were of varied skills before coming to work in '60". Now, however, we have a new one to spring on you. Recently appearing on the radio in a radio dramatic festival was

one of your co-workers . . . Bill "Zombie" Taylor. Quite good, too. The tone poem which he read, very dramatically, was "Fleurette".

C. Smith, known as "Smitty", as are all the worthy Smiths, is a blood donor of note. His next that he gives will be his eighth donation making him a member of the "Gallon Club". Our hats are off to you "Smitty" and we wish you continued health.

We asked Joe Jablonski what's new or news? He said "I'm a silent guy with nothing to say." So we'll say this for him. He's a really nice guy and a hard worker.

John Ballerino is now past the first two years. He and his wife, Elizabeth, celebrated two years of wedded bliss. They had with them to help in their anniversary, their daughter, Diana.

That's all for now. Remember fellows, be proud and "Hold Those Torches High for Liberty".

Reporter: TED LOUPUS.



TED CREIGHTON, of Central Yard's Paint shop, and a director of Sun Ship's Mutual Benefit Assn., has been with the Company for four years.

Well known around Sun Ship is MRS. SWANN, clerk in the Sheet Metal shop Office.



"WORK CAN BE PLEASURE AND PLEASURE, WORK"



NELL DRAIN

On a very hot July 3rd, 1920, a timid but charming young lady started to work at "Sun" in the Payroll department under Mr. Hill. There is no doubt that Nell Drain liked "Sun" and "Sun" liked Nell because twenty-four years later this same young lady is still hard at it. Nell,

at present, is in the Cost department working for Mr. Doyle and Mr. McMunigal.

Nell is an ardent exponent of the theory that work can be a pleasure and pleasure can be work. Sounds like a puzzle until you realize that Nell staunchly maintains that she has enjoyed every day of the twenty-four years here, and also has worked very hard sponsoring shows and other outside activities for the main office force.

"I Remember When I first began work at Sun," said Nell. "It was a blistering hot day and I was greeted with the announcement that there was a holiday tomorrow — with pay! Right then and there I knew this was the place for me. A vacation with pay on my second day at work.

"There were only forty or fifty of us working in the entire main office. The office building was very small and the size now is due to two new additions built since then.

"The prevailing atmosphere was that of a happy big family who had adopted a little child and were all helping it grow up. My goodness, but the child did. Look at the Yard today. There are so many new faces in the office you can hardly keep up with them".

Nell paused for a few moments to reminisce.

"I Remember when the first pontoon was launched on No. 1 Drydock, Feb. 19, 1921 at 9:35 a. m. All the girls in the office were invited to the launching and a luncheon. One of us was picked as sponsor, a Miss Charlotte Eastwood of Phila-

delphia. I wonder where she is now? The Drydock was put in commission on June 11, 1921 and the first ship docked in the afternoon of the same day. Sure I even remember the time the Drydock was the office girls' pet, our baby. Didn't we sponsor it?"

You can't argue with Nell.

"Along about that time I said to the girls, 'Why can't we get together and have some fun?' So the all-girl minstrel was born. It was held in the main dining-room on the third floor and 'Sun' even built a stage for us up there. The men kidded the ears off us, but we put it over.

"Every year we held a Hallowe'en dance in the main dining-room and came masked. It was a riot, and bosses, as well, got into the spirit of the thing and raised hallelujah.

"Then we began to work on the picnic idea. Our first was held in August, 1923. And for fifteen years after that we held a picnic every year for the entire Plant. That was one day that Mom, Pop and the kids let their hair down. But in August 1938 we switched the picnic to Riverview and combined it with a boat ride. That was grand except for parents worrying about their kiddies going overboard. But we never lost one.

"And in between during the year, there were farewell parties, birthday parties, and lots of weddings. And the post-party gossip kept the good-time going for days after."

Nell paused for breath, then continued, "We've always tried to keep the friendly spirit going here in spite of the large personnel. I've always believed that liking your co-workers and sharing the fun with them is fifty percent of making your job pleasant. For the 23rd consecutive year we had our Christmas party at a nearby restaurant. It was grand, and a wonderful time was had by all and gifts were exchanged."

Nell Drain, we honestly believe you have found a formula for happy living. May next Christmas and all those to follow find you still enjoying your twenty-fourth, twenty-fifth, twenty-sixth, . . . Christmas parties with "Sun".

—SID ROBINSON



PERSONNEL GIRLS FROM ABERFOYLE BUILDING — This smiling trio consists of (left to right) Dorothy Kuhfuss, Pattie Martin, and Lottie Palasky.



ROBERT LOVELAND, Sr., assistant foreman in 55 dept., C. Y., and his son, James, who works in 45 dept., C. Y. Mr. Loveland has five other sons who are in the Armed Services and their pictures appear on page 6.



PEGGY MAROONIK, 36 dept. (left), who has a two year service record. Her husband, John, is in the Service and she has a brother who is returning home because of wounds. She buys a Bond each and every week. **MARY CONNORS** recently came to 36 Toolcrib from 74 dept. where she has been employed for 1½ years. Her hobby is her son, Donnie — 6 years old.

All Sun Ship stamp collectors and all those interested in becoming collectors are invited to attend the meetings held on the second and fourth Tuesday evenings of each month at the Chester Club, 518 Welsh St.

SOME SUN SHIP DEPTS. ALL-OUT FOR VICTORY!



No. 4 YARD STOREROOM — Left to right: J. Lowe, leader, B. Robinson, W. Baldwin, W. Hall, B. McBride, V. Gilmore, L. Nicholson, D. Briggs, O. Cook, J. Fitzgerald, F. Corse, P. Stevenson, R. Poole, leader, R. White, G. Green, M. Sterinsky, H. Calimer, F. Lockett, J. Esler, J. Murphy, A. Key, R. Wootton, ass't foreman, B. Williams, C. Milligan, B. Suden, J. Wertz, G. Johnson, R. Klee, T. Torpey, D. Devlin, J. Steward, H. Wilson, J. Riggs, H. Northern, G. Fraim, C. Jackson.

(Middle) FIRST AND SECOND SHIFT ERECTORS, No. 4 YARD — Left to right, back row: J. Smith, N. Malone, L. McCray, N. Martinsen, F. Lassiter, G. Gelber, C. Durdin, W. Williams, P. Gibbs, M. Outerbridge, T. Johnson, L. Dublin, W. Thomas, J. Ratliff, O. Jackson. Front row, standing: N. West, H. Husum, foreman, B. Snively, J. Stevens, F. Taylor, F. Woods, T. Yarborough, C. Walker, M. Brennan, J. Benton, G. Nickel, P. Cunningham, C. McLaughlin, W. Saunders, R. Black, H. Scott, I. Blunt. Front row, kneeling: J. McElhone, T. Duncan, H. Hart, A. Pugh, E. Carbin, J. Pinis, O. Garmon.

(Bottom) 55 DEPARTMENT, No. 4 YARD — Left to right, front row: Al Williams, foreman, C. Ressler, H. Malinowski, John April, S. Picara, C. Amy, J. Cooper, E. Trice, Miss M. Pryor, clerk, V. Delasso, W. Savers, G. Hall, R. Clarke. Back row: W. Thomas, J. Williams, F. Beckett, W. Gallagher, P. D'Imperia, R. Klatz and C. Pegues.



The First Aid Department of the Chester Branch of the American Red Cross held their First Annual Banquet at the Columbus Center on November 14th. Seventy-five Sun Ship First Aiders were invited to participate.

The theme of the evening's entertainment was a combination of fun and first aid. A number of teams from the Yard and the Wetherill Plant cooperated and gave demonstrations.

These excellent demonstrations, of which Ed Rumford was in charge, depicted serious bleeding, suffocation, broken leg, broken arm, broken back, and broken neck. William Klein, master of ceremonies for the entertainment, was ably assisted by Miss Jay of the South Yard Dispensary and Harry Smith.

Mr. Thomas Cockill, a most genial toastmaster, who at one time taught First Aid in the Yard, introduced Mrs. Holloway, Chapter Chairlady; Godfrey Novotny, Director of First Aid for Philadelphia and Suburbs; E. E. White of the Yard, and officials from Viscose, Baldwin's, Westinghouse, Sinclair, and Sun Oil Companies.

From all indications, every one thoroughly enjoyed themselves.

SUN SHIP BOOSTERS' CLUB

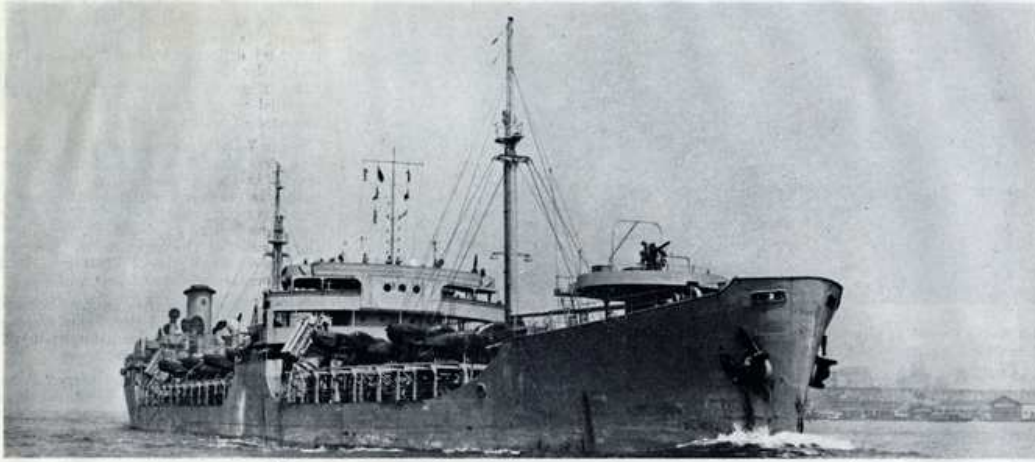
The initial program of the newly formed Sun Ship Boosters' Club was held Saturday morning, December 9, 1944 at 1:30 A. M.

This affair was held at the O. V. Catto auditorium in Philadelphia and was well attended by employees of Sun Ship on both the first and second shifts. Loud has been the praise by many of the persons attending of the Committee which planned, sponsored and completed this event.

High spot on the program was the awarding of two trophies to two second-shift employees who had given outstanding service toward the war effort during 1944. Recipients of these awards were Miss Dorothy Martin of the 33 Department and Mrs. Edna Upshur of the 47 Department. These two persons were so surprised that they were at loss for words upon being called to the platform and presented with the lovely awards.

The Committee who planned the occasion were Mr. Henry Sordon, Chairman; Mr. Levi Valentine, Treasurer; Miss Dorothy Martin, Secretary; Larry Mohammed, Advertising Committee; Raymond Kennard, Transportation Committee.

U. S. MARITIME COMMISSION'S PICTURE OF THE MONTH



T2-SE-A1 TANKER — SUN DESIGNED — SUN BUILT, a major contribution to the war effort. Length (over-all), 523' 6". Beam 68'. Draft (loaded) 29' 11 $\frac{1}{2}$ ". Cruising

radius, 12,600 miles.* Net tonnage, 6,107. Deadweight tonnage, 16,765. Shaft horsepower, 6,000. Propulsion, Turbo-electric.

*Estimated distance.

STORERUMORS — 80 DEPT.

The New Year, 1945, rolls around with its usual quota of headaches, never agains, and good resolutions. (More about that later).

For the first time in several months we were agreeably surprised to hear from John Foley and the second-shift crew. John wished to extend his best wishes for a good, prosperous New Year to all the second-shift employees of 80 department and his many friends on the other shifts.

As for news from the "swingsters", Ernie Durose is having a terrible time fixing that car of his. Every night he corners Shoemaker, describes the symptoms and asks said Shoemaker how to fix it.

Foley staunchly maintains that Foley, Jr. is one of the best basketball players at Chester High. Quote, "If you don't believe it, read the Chester Times."

Tommy Amoroso still has high average on the 80 department bowling team, 2nd shift. D. Curtis likes to bowl in the Lucky 13 matches.

C. Helkowski, the welding wire "Delivery Kid", has a terrible time keeping 5 men together. He is always short one man every other day or so.

Daylight Again

Jim Brown received a letter from his son. The letter was sent from "Somewhere in the South Pacific". It went on to say that the place was very warm and there were a lot of natives there. What was particularly noteworthy was the mention of the fact that the boys over there subscribed to the 6th War Loan drive. Some brought as many as six Bonds. As a reward for purchasing the Bonds, a man received either a piece of cake or a bottle of beer. Both items being very scarce at that spot.

NOTE! Those boys were tickled to receive a piece of cake or a bottle of beer for buying a Bond to help pay for the war they are fighting. Isn't it a shame that so very many over here have to be coaxed and entertained to loosen up with \$18.75. I don't think Jim Brown would care to write that back to his boy.

Dot Mundy's party was noteworthy in one special respect. More men than women. We now call her magician Dot. Among those present from 80B were Mary Fillinick, Alice Rake, Anne Smedley and Stella Zabitka.

We had a premature White Christmas in the storeroom. The white paint being sprayed covered the place with a gentle mist, like snow from heaven. The movie stars who put their footprints in cement have nothing on us. Ours are permanently etched in white on the floor. The old place really looks bright and cheerful now.

We were sorry to say "So Long" to Fran-nie Mosteller and Pat Scappo who have left Sun. Let us hear from you, girls. "Baby" Mary Marsh went to Kentucky to spend Christmas with her "ever-loving" who is stationed there.

Birthday greetings to Ethel O'Brien, Amy Burbine and our ever helpful Edith Korp. Best, best wishes ladies.

News and Views From No. 2 S/R

Danny Devlin has been out sick for two weeks. We wish him a speedy recovery.

Wertz heard from his boy overseas and was glad to learn that he is safe and sound.

Bill Kennedy is back after a year of real tough luck. We hope that 1945 will treat you lots better, Bill.

Riggs, the boys are very curious to know how the restaurant is doing.

Here and There

All quiet at Headley's. Nate Freedman is looking very gloomy. "Heat", he says, "What is it? I feel like the nearest thing to a popsicle."

Mrs. "Robby" Robinson wishes to thank the 80B girls for their kind wishes and hopes to be up and around very soon.

Well, so long until next time. Let us sincerely hope that 1945 will see peace again. Happy New Year and keep pitching.

Reporter: SID ROBINSON



DUTTON T. MacDADE of the Mutual Benefit Assn. came to Sun Ship last year. Previously he had worked for Sun Oil Co. at its Philadelphia offices. His father is the Honorable Albert Dutton MacDade, President Judge of the Del. Co. Court of Common Pleas.

W. T. COLLINS, Guard in the Main Office Lobby, has been with Sun Ship for three years. Mr. Collins, whose hobby is bowling, at present resides in Drexel Hill.

GUESS WHO?



Not that we want to give ages away but this picture was taken back in 1928 outside of the Main Office. See if you can guess who these well known Sun Ship people are?

To help you, we'll give you some clues. Four are deceased; two became husband and wife; one is a Commercial Accountant; another was his assistant; one worked at the Information Desk in the lobby; one was lately head of the Payroll Department; another is head of the Billing Department; another, his assistant; another is now the company chauffeur, and the remaining shown are clerks, stenographers and typists. If you can't guess, please turn to page 30.



On January 14 the Philadelphia Chapter of the National Foundation for Infantile Paralysis will begin its annual appeal for funds. The results will depend largely on the response of individual people. With last summer's grim epidemic still fresh in everyone's mind, the 1945 fight against infantile paralysis cannot and must not fail.

It will be a comfort for every parent whose child has had the misfortune to be stricken, and it will be a form of insurance for the parents of every healthy youngster, to know that capable hands can take over and repair the damages wrought by the disease, and to rest secure in the knowledge that the fight against this mysterious malady is still being waged in laboratories and great medical institutions throughout the land.

Thanks to the National Foundation for Infantile Paralysis, and the dimes and dollars contributed by a responsive public, these great laboratories and research specialists all over the country are able to work day and night in tracking down the great crippler.

Otto Naumann



Mr. Naumann, Machine shop foreman on the day shift at the Wetherill Plant was struck by an automobile on MacDade Blvd. on his way to work on the morning of December 13, 1944. He succumbed to the injuries at Taylor Hospital on the same day.

News of his death brought wide spread regret especially at the Wetherill plant where he had worked for the past twenty-seven years.

Mr. Naumann, who was 62 years of age, was a native of Germany. He is survived by his widow and three children; two daughters and a son. His son, Otto, served his machinist apprenticeship at the Wetherill plant where he is at present employed.

The employees of the Wetherill plant wish to express their sincere sympathy to his wife and family.

**REPORT OF
6th WAR LOAN DRIVE
To Appear in
"Our Yard"
February Issue**

WETHERILL PLANT

Jimmie Rooks, receiver and checker of castings at Wetherill Plant, was the recipient of a combination cigar, cigarette, pipe lighter, (a small box of strike-anywhere matches) delicately wrapped and presented to him by the employees of the Wetherill Plant offices. This was done to keep him supplied as no matches are given with a purchase of makings.

Ruth Warrington, now Mrs. George De Vito, was married November 4th and now resides in Florida where her husband, an ensign in the Navy, is stationed. She was, before coming to the Wetherill Plant drawing room office, employed in the Order Department of the main office. The employees of the Wetherill Plant send Ruth their congratulations and best wishes.

The Chester Times has recently honored a number of Wetherill Plant employees in their Roll of Honor column for having 25 or more years of service.

Samuel Fox, checker and inspector, recently visited at Wetherill Plant. He is in the Merchant Marine and is sure a credit to the uniform. The boys here at Wetherill are really proud of him.

Recent service visitors were: George Kain, Hayden Woodworth, Hubert Bowling, Harold Macaragle, Robert Faith, Walter Wallace, Richard C. Neblett. We of Wetherill are mighty proud of our men in the service.

Meryle Cherry, in the Bedaux Department and an archery fan, has been observed around Garden City practicing with his bow and arrow. He plans next year to go upstate to the game preserve where the bow and arrow is the only weapon to hunt with. Until next year advance notice should be given to those living in the vicinity to keep their children and pets indoors during the practice season.

Valentine "Wally" Stahoski, shipping and receiving clerk at Wetherill, is desirous of any of the following craftsmen to offer him their assistance during the remodeling of his cellar, which is to be a rumpus room and den. Carpenters, plasterers, pipefitters, painters, paperhangers are needed. A chance to attend the grand opening of the room will be extended to all those who volunteer their assistance.

Hubert Bowling, now in the Air Corps, recently visited Wetherill Plant after having participated in 26 bombing missions over Germany as a tail gunner. He is now taking advanced training at Tampa, Florida. He is the grandson of William Irving, Wetherill Plant's oldest employee in years of service.

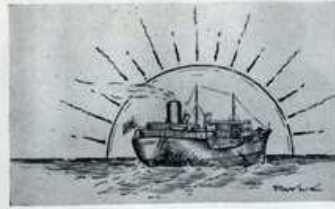
George Templer has returned to the Tool room after having been in the hospital. George says, "I feel better than ever." We are all glad to have you back with us again, George.

The cigarette shortage has many rolling their own and smoking pipes.

Parker Kilvington, machinist and boring mill operator on the second shift, is entertaining the Machine shop employees with his sketches and cartoons which are posted on the bulletin board nightly. Keep it up, Parker, even those whom you sketch like them.

Reporter: FRED ESREY.

BILGE 'N BALLAST



HISTORY OF SHIP LAUNCHINGS GOES BACK OVER 4000 YEARS

The numerous ship launchings from the Sun yards during these wartime days prompts us to briefly review some of the history of the ceremony attendant upon this thrilling and dramatic occasion.

Dating back over 4000 years, the christening ceremony has had a religious significance, designed to propitiate the gods of the elements.

Undoubtedly the first launchings were marked by human sacrifice, the spilling of blood and invocations by high priests. This was followed by the use of wine and later the Greeks and Romans used water as a purifier in imparting the priestly blessing. Both Christian and pagan rituals have used wine; particularly red wine, in the sacramental form of the ceremony and water in the purification.

The Chinese have had elaborate launching ceremonies that have not been variant for centuries. Their large junks carry a shrine honoring the Mother of the Dragon, and in the Middle Ages many Christian vessels carried religious effigies in the stern galleries corresponding to our present poop accommodations. In fact, the term "poop deck" is derived from the Latin "puppis", the ancient name for the deck where the idols or "pupi" were enshrined.

During the eighteenth century in France, the ceremony was performed by the priests, but the wine was served to those present and not used as a sacrament.

In England, in Tudor days, the naming ceremony took place after the ship was launched. With much fanfare, a King's lieutenant would board the vessel and seat himself in an ornate chair on the poop deck. Then, sipping some wine, he would name the vessel, propose a toast and spill some of the wine on the scrubbed deck, marking precisely the four points of the compass. He would then drink to the King's health and toss the goblet overboard as an offering to Neptune.

Originally the honor of naming a ship was a masculine prerogative but the custom was broken in the nineteenth century by an English prince who appointed ladies from the court to act as sponsors. Other

non-clergy such as high officials and notables have also participated.

In America, since 1846, women have been given increasingly prominent roles as sponsors for ships, so much so, that sponsors for naval ships have formed their own society. The ceremony has become fairly well standardized in recent years.

At Sun Ship, with an official of the company presiding at the ceremony, the sponsor pronounces the words, "I christen thee the 'CALUSA' (or another name as the case may be) simultaneously breaking a bottle of champagne across the stem of the ship at the instant that the vessel starts to move down the ways.



It is reputed that the time required to fully dress a bottle of champagne in its silken tuxedo, a specialized industry, is five hours.

After the ceremony the broken fragments of the bottle, in their silken sheath, are mounted on a suitably enscribed tablet which is given to the sponsor as a memento of the occasion. In conclusion, a bouquet and gift are presented to the sponsor, the luncheon at present being omitted as a concession to speed and wartime necessity.

— FRANK L. PAVLIK.



FRANK TALLEY, Jr. 1 year old grandson of Clarence F. Lear, Sr. of 91 dept. and nephew of Clarence F. Lear, Jr. of 36 dept.



MELVIN and RONALD RICHMAN, grandsons of Louis Lehman of 47 dept.



We Wish to Congratulate:

Mr. and Mrs. Edgar M. Detterline on the birth of a son, Edgar Detterline, Jr., on December 7th. Edgar tipped the scales at 6 lbs. and 2 oz. Mr. Detterline is in 36 department.

Mr. and Mrs. Bernie Perloff on the birth of a son, Morris Perloff, on November 30th. Morris tipped the scales at 7 lbs. and 13 oz. Mr. Perloff is in 36 department.

Mr. and Mrs. J. Boznango on the birth of a son. Mr. Boznango works in 34 department, Central Yard.

Mr. and Mrs. J. Thompson on the birth of a son, Jonathan Bruce, on November 16. The baby weighed 10¼ lbs. Mr. Thompson works in Yeager's Central Yard Shop.

Mr. and Mrs. Thomas Howat on the birth of a son, Thomas, Jr., on January 5th. Mr. Howat is an Expeditor in 47 Department, C. Y.

Mr. and Mrs. Allen Aigledinger on the birth of a son on January 1, 1945. Mr. Aigledinger works in 58 Department, C. Y.

NOTICES

RIDERS WANTED — Anyone desiring a ride from Yeadon or vicinity, please contact: N. Gerber, 92-183, North Yard, 1022 Callahan Avenue, Yeadon, Penna. First shift. Phone — Decatur 1868-W.

LOST — Gold bracelet and cameo locket, week of Jan. 8, Wetherill Plant. Please return to Dorothy Cooper, Wetherill Plant Office.



ASSEMBLY BAY LINING GANG, No. 4 YARD listening to instructions given by assistant foreman R. Parkinson and leader S. Richards.



ELECTRICAL MAINTENANCE AND REPAIRS, No. 4 YARD — Left to right, kneeling: J. Patterson, E. Billops, M. Kellum, W. Anderson, M. Selby, C. Campbell, W. Hudnell, J. Fitzgerald, C. Black and T. Smith. Standing: F. Kelly, leader, W. Lallone, R. Hampton, E. Crump, J. Weldon, V. Hutchinson, H. Baldwin, leader, J. Bynum, W. Williams, J. Yocum, J. Page, H. Gregory, J. Smith, J. Heaps, assistant foreman, A. Jenkins, assistant foreman.



SIDE SHEARS, 47 DEPARTMENT, NORTH YARD, SECOND SHIFT — These boys on the Side Shears are doing a wonderful job. Those in the picture are: W. Harper, W. Haywood, K. Holmes, E. Dodson, J. Cookingham, and P. Pickering.



NOON HOUR IN FAB. SHOP, No. 4 YARD — Left to right: J. Thomas, 33 dept.; D. Hines, 47 dept.; J. Floyd, 47 dept.; J. Wood, 47 dept.; E. Schell, 45 dept.; A. Jones, O. Grinage, G. Price, E. Channler, E. Purnell, W. Bryant, J. Dobson, all of 47 dept.



STOREROOM, No. 4 YARD, SECOND SHIFT — Left to right: H. Ritter, C. Johnson, A. Ryder, S. Cook, E. Wells, M. Young.

NO. 4 YARD NOTES

The fellows at Valley Forge Veterans' Hospital said, "Sun Ship must be a fine place, since such fine young women come from there".

Saturday, November 18, Mae Batipps, Employment Office; Blondine Pearson, 59 Department; Ellen Brown and Alberta Wyche, No. 4 Yard Dispensary nurses; Martha Sutton, 91 Department; Betty Baily, Isabelle Payne, Blanche Turner, Nora Wimbush, Agnes Jackson and La Vergne Cheers, all of 33 Department, accompanied Mrs. Alene Briggs Brown, Personnel Officer for women, and Mrs. Clara Irvin of the American Red Cross, to Valley Forge. The girls played cards with the veterans. One soldier, in answer to the comment that he seemed more interested in the game of cards than in the refreshments, replied, "We get good food here every day — but we don't have girls to play cards with every day!"

The girls are planning to go to Valley Forge once a month. They are also planning trips to Indiantown Gap. Any girl interested in joining No. 4 Yard's Service Corps — see Alene Briggs Brown, Personnel Officer for Women, 26 Way. This includes girls on second shift also, as they can make plans for Sunday trips.

BASKETBALL AT No. 4 YARD

The splendid teamwork exemplified at No. 4 Yard between Assistant Foremen, Leaders and workers is further promoted during "get together" Basketball tussles by the two groups.

Recently the 45 Department held sway at the Douglass Junior High gym in Chester when a team made up of Shipfitters and Helpers played host to a team composed of Assistant Foremen and Leaders.

Outstanding for the "fitters" were Cecil "Bruiser" Bond and Stanley "Stump" Hill, well known performers in local Basketball circles. For the supervisors, J. Harvey, Chuck Clime and Oscar Smitt did justice to the game and their past "reps" as Basketball players.

The two groups have met on the court three times with the "fitters" winning two and the supervisors, one. So great has been the enjoyment and enthusiasm that both groups hope they will be able to get together ever so often during the winter.

It is hoped that this type of wholesome entertainment will catch the fancy of some of the other departments where former athletes are now working.



AN OLD-FASHIONED PARTY was given recently by Miss Janet Mentzer for a group of her office friends. The guests wore gowns which were in vogue a number of years ago. Left to right, standing: Miss Carrie Massey, Miss Bertha Ferguson, Miss Helen Finegan, Mrs. John Ingram, Miss Gertrude Higgins, and Miss Jessie Stiles. Seated: Miss Dora Logan, Miss Mary Gormley, Miss Nell Drain, Miss Janet Mentzer, Miss Hannah Hepworth, Miss Naomi Ingram, and Mrs. Henry Gagner.



SMOKEY JOE'S GANG FROM CENTRAL YARD, erects all the smokestacks and installs the sea-chests on all Sun-built tankers that come out of Central Yard. Left to right: J. Latsko, M. Kaplan, F. Augusta (Smoky Joe), leader, J. Dadurka, R. Depka, and J. Del Rossi.

Through the Porthole

The picture of the month is the one in this issue of the Westinghouse Inspectors.

Pop Gilmore is still the puzzle champ around these parts. He'll meet all "comers" either in making or solving puzzles.

Don't talk Navy to Meyers. He's strictly a G.I. Joe. Why he won't even listen to you if you talk Marines.

Barrett's brother is home for Christmas. After three years in the Southwest Pacific, he claims snow is beautiful.

They say Pop Wakely can "throw" his voice. We understand that Silent Marks hired Pop to help him make the acceptance speech that was required to get that pen the Westinghouse boys gave him as a farewell gift.

On December 11, 1944, Mr. Thomas F. Smith of the Standard Oil Company Inspection force actually "honest injin" bowled at 244. That was an occasion. We will mention it with pride from time to time.

And that is the proper note upon which to close this column. We can not top that item.

Reporter: KELLY MACROGAN

33 DEPARTMENT FLASHES

First of all, we want to take our hat off to the magnificent work that was performed by the Supervision and men of this Department on the two "K" boats while they were in the Yard. While it disrupted all work in the Department for the time being, we must not fail to pay tribute to work well done. It must be a source of satisfaction to each and every one to have our Vice-President, Mr. R. L. Burke, pay them such commendation. Led by our genial Foreman, Mr. Emil Roenne, in the Central Yard, who took charge of the K-1, and Mr. Hubert John of the South Yard, in charge of the K-II, their immediate assistants, Edward Kershaw, Robert Cantwell, Norris Collins, Paul Brinton, Harry Christopher, Buz Paul and Henry Berkehiser of the Central Yard gang, and Ray Bartling, Harry McMullin, R. Queensbury, Joseph Polley, and their respective leaders and temporary leaders, these men pitched in and without thought of special reward performed one of the miracles of the Ship-

yard. Every man who worked on those ships deserves all the commendation that can be bestowed upon them. And we do not want to forget the special efforts put forth by Foremen, Dykes, Miller, Henderson, Congdon, McCabe, Eill, Swier, Lodge and Kernan of the North Yard, and "Jim" Kernan of the North Yard, and "Jim" Wilroy's excellent gang from No. Four Yard, who in the crisis gave so loyally of their time and effort—Foremen, German, McKenna, Lynch, Bender, Pavel and Hyett. And should we have been remiss enough to leave out some chap, right here we want to apologize and tell him that we will make special mention of that fact next month. To the innumerable gang, whose names cannot be given because of lack of space, we want you to know that your General foreman, Mr. Holt, is expressing his thanks to you in this manner and telling you what a "good job" you performed when the "chips were down".

The ships are now out, and now it is time for every man to turn to the other important part—and that is complete our 1944-45 program of giving the Maritime Commission and the Navy all the ships they need.

Apologies are in order to the staff of the third shift of our Department for the overdue praise that should have been given them for their splendid work and cooperation with the other shifts of the Department. We hope Harry and Earl will forgive us for not passing out orchids to their workers long ago; but it may be that because we only come in contact with them for a few minutes each morning. Since their picture has appeared in the Yard



WESTINGHOUSE INSPECTORS—Left to right, front row: H. Killian, F. Wakrly, A. J. Gilmore, L. K. Neuhauser, E. B. Smith, W. E. Cuttill. Back row: J. Bailey, H. Reese, H. Meyers, J. Lynch, W. Shell.

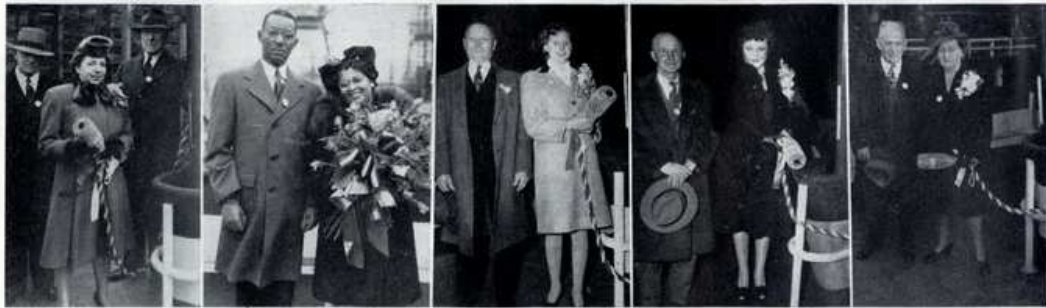


JOHN GARBINO, 2 year old nephew of Joe Garbino, who works in South Yard Fab. shop.



MRS. SARAH ANN HALL, wife of A. S. Hall, Superintendent of the Blacksmith shop with 28 years service, sponsored the S.S. Chesapeake Capes.

MRS. EDNA B. SHAVER, wife of Perry E. Shaver, Sales Engineer with 25½ years service, sponsored the S.S. Rum River.



SAMUEL WARBURTON, Captain of the Guards with nearly 20 years service, chose his daughter, Mrs. Lillian W. Gagner, as sponsor of the S.S. Spring Hill.

EDWARD N. HENDERSON, Shipfitter, with 8½ years service, chose his wife, Mrs. Edward N. Henderson, as sponsor of the S.S. Marine Angel.

MISS PATRICIA F. GRACE, granddaughter of Tony Groch, laborer in the Pattern shop with 27 years service, sponsored the S.S. La Mesa.

THOMAS PAUL, Expeditor in the Sheet Metal shop with 23½ years service and Mrs. Ernestine F. Swann, Clerk in the Sheet Metal shop who sponsored the S.S. French Creek.

MRS. HILDA SAUNDERS, wife of Joseph Saunders, assistant foreman in the Paint department with 24½ years service, sponsored the S.S. Waxhaws Creek.

magazine, we want to hand them the orchids of the month—crane operators, maintenance men and the other members of their shift for a service well performed and honestly given to the Department and the Company. Good luck Harry and Earl and the other leaders on the third shift.

Now to get on with our regular business. Everyone enjoys the happiness of Margy in the joy that must have been hers when she received that long-awaited and anticipated telegram of the arrival of her husband in the United States. Her pilot-husband was missing for a long time in the Burma area, where he is a member of Chennault's Flying Tigers. Good luck to you both, and we all hope that he can be kept in the good old U. S. A., now that he has performed his duty so well for Uncle Sam.

And we realize that we'll be shot if we don't mention about the success of the

Electrical Bowling team. Herb, Dan, Norman and the rest want the world to know that they're pretty nearly tops when it comes to the manly and muscular sport of rolling the heavy ball.

And we address this reminder to our Leaders, North, Central, South and No. 4 yard. Remember that it makes a devilish lot of work and unnecessary running back and forth between our Timekeeping Office upstairs and the Wage Adjustment Bureau every time you forget to turn in a man's time. Please double check on every man working for you daily and see that there is a card for him, together with proper distribution charges, etc.

Reporter: HOMER REIGLE

ANSWER TO GUESS WHO ON PAGE 26

Left to right: Frank Hill (deceased), Bob Mitchell, John Anderson, Frances Vogel, Norman

No. 4 Yard Women—Do you want to know "Where to Turn"—for advice on placement of your children in day care centers and nurseries; for advice regarding welfare services; for questions regarding Army allotments, etc.—if so, see Mrs. Brown—Personnel Officer for Women—26 Way.

Fisher (kneeling), C. B. Dimeler, Abe Hoffman, Mr. Bowers (deceased), Virginia Dimcon (Doyle), Harry Irving, Charles Doyle, Edith Loyd, (kneeling), Nell Drain, Harry White (sitting), Granville Landing, John Gorman (deceased), Cliff Forney, Web Bowman (deceased).

ADDITIONAL HOSPITALIZATION BENEFITS

Here are the additional benefits given to all Sun Ship employees who are participating in the hospitalization plan as announced by E. J. Coleman representing the Security Mutual Life Insurance Company. They went into effect as of January 1 without any additional premium being charged.

The 30-day limit for hospital indemnity is extended as follows: For each full year the policy has been continued in force, 5 additional hospital days will be added to the original 30. The maximum additional days is limited to 15, making a total of 45 days in all for any one accident or sickness or conditions related thereto.

Operations performed outside a hospital will be paid as per the schedule of operations if the operation is performed in a physician's or surgeon's office. Heretofore, operations performed outside of hospitals were not covered.

Dental operations — not including ordinary treatment or fillings—will be covered if performed in a hospital. Heretofore such operations were not covered.

X-ray and operating room charges are now payable as follows: Up to \$10.00 for Operating Room and Anesthesia combined. Up to \$10.00 for X-ray — maximum benefit \$20.00 for both items.

These benefits will be paid as scheduled above in all cases where charges are made for BOTH Operating Room and X-ray. In cases where charges are made for Operating Room, anesthesia and laboratory WITHOUT X-Ray charges, then the total payable for such miscellaneous items shall be 4 times the daily benefit — \$16.00.

Where charges are made for X-Ray alone WITHOUT Operating Room and laboratory or anesthesia charges, then the limit payable for such X-Ray charges shall be 4 times the daily hospital indemnity — \$16.00.



CHIEF ENGINEER JOSEPH ANTOLIC explains equipment to a cadet. Capt. Antolic (right), is the first graduate of the U. S. Merchant Marine Cadet Corps to be appointed Chief Engineer. He was assigned to the S.S. MUSGROVE MILLS, built by Sun Ship for duty in the tanker service. Chief Antolic was trained by Commander Patrick Brennan, former chief engineer of the liner AMERICA.

**MARITIME OFFICE
(Headley Bldg.)**

The girls over here are in the pink of condition only they want their Hershey bars. Anyone that will procure the same for them, will be greatly appreciated by these fine young ladies.

Gerko is back on the job and says he feels "tops" now and can lick anyone that does not weigh over fifty pounds. After a rest period upstate, Joe said he was coming back and dig right in.

Miss Culler had two more little Santa Claus Helpers this year in the persons of Miss Council and Miss Delaney. We really had a nice Christmas party, candy, nuts, and all. And, oh yes, —HERSHEY'S.

Reporter: D. J. MACK



MRS. A. WILLIAMS of the 59 dept., is an excellent example of a point made in her recent talk that women war production workers are doing a grand job.

Have you a pet gripe about things at Sun Ship?
Have you any suggestions to improve methods or morale?
Get it off your chest in a letter to OUR YARD telling what YOU would do.
Keep your letter brief and snappy. Say exactly what you want but — don't bring personalities into it. This is a helpful column; not an abusive one.
YOUR NAME WILL NOT BE PRINTED.

YEAGER SHOP — NORTH YARD



WELDING TABLE No.2 — NORTH YARD



These groups are typical Sun Ship workers who back up the men on the ways by producing the assemblies that go into the finished product of a modern Sun-built tanker.

WELDING LINES

Andy Semeister, popular Central Yard 59 leader, has finally given in halfway. He announced his engagement to Miss Ann Bianchi on Christmas Day. The wedding will take place sometime in the near future.

Your reporter and Charlie Nyce came home from a recent successful hunting vacation with two deer, ten-points and eight-points respectively. Speaking of points how many points would one need for approximately 300 lbs. of steaks, chops, tenderloins, and roasts? Charlie was so excited about bagging his deer he hauled it up the side of one mountain alone until he realized what he had done and then lay down exhausted. (Yes, it was tender venison).

Hunter (Pete) Peters was also a deer bagger and came home with an eight-point buck. Now, Pete is trying to dodge the steak hunters.

Goldy, former 59 leader, was in the C. Y. recently to "see the boys". Harry is attached to the Infantry and is being trained below the Mason-Dixon line. Good luck Goldy and a speedy return.

"Slim" Bozman now wearing Uncle Sam's Navy uniform was around recently to say hello to his former friends.

If you want pointers on how to broil a "mean" steak, see versatile Joe May, 59 department clerk.

Grygo is getting so horsey he is beginning to sprout hooves. Better stick to half soles, Tony.

Award of the month goes to Sheppard Verbet, the slickest butcher, meat cutter and skinner this side of "Cutlet Pass." Thanks for a swell job "Shep". Incidentally, "Shep" does a slick job of welding too.

Joe (S. H.) Bianchini, formerly in 59 department and until recently with the Seabees, has received an Honorable Discharge — Medical. Stop around, Joe, we'd like to see you again.

That young recruit 59'er is still wondering how seamen get the emergency peanut rations out of those "Little Steel Boxes" (small-sea-chests) during a food shortage on board.

PICTURE OF AN ARTIST. The welder who was trying to keep welding in tempo with the vibrations of the C. Y. pumping station while welding the midship draft numbers. He still maintains that the power house pump was out of time. Maybe not a weld artist, but still, an artist.

Flatop's season is about over. Wonder what he'll introduce to the boys for the winter months?

All 59 department extends its deepest sympathy to Leader Joe Blythe upon the loss of his son.

Harry (Don Juan) Loewen fell down on his promise to a certain 59'er and we are anxious to hear the story he gives for an explanation. We bet it will be a good one, maybe even a whopper.

UNsung HEROES: Lou Specht has been a steady customer of the Red Cross Donor Service since Pearl Harbor, giving blood at regular intervals right up to this month. Lou says he will continue as long as he is needed. Good work, Lou, and a good example for all of us who are able to give to this vital cause.

So far, no one has been able to catch "Terry the Cat", 59 mascot, so as to administer eye drops for his eye-flash. Terry casts a suspicious eye on all would be "healers".

WANTED: One pair of 7-league boots. "Midge", 59 recruit, who recently came to Chester from the Great West, and who rode with the moving-van driver forgot to take along his car stored in a public garage.

Now that Christmas and New Year celebrations have passed it is up to all 59'ers to do as good a job in '45" as we did in "44".

Reporter: A. (LEFTY) CORVELLI

DON'T PUSH TO GET ON R. R. TRAINS

Sun Ship workers are still pushing to get on the P. R. R. trains in the late afternoon both at Sixth Street Station and at Eddystone.

Your attention is again called to the fact that a Sun Ship worker lost both legs last June because of such carelessness. Every time you men push to get on trains, stop and realize that you are jeopardizing your earning capacity — stop again and think of your loved ones and ask yourself whether it's worth it.

FREE COPY of BOND BALANCE SHEET Available at Your Nearest Personnel Office



DICK BELL, Assistant Personnel Officer and Don Martin who wrote the "Sweet Land of Liberty" programs, as they held an informal discussion on a recent broadcast.

MAX MARGULIES, Ass't Foreman, Sheet Metal shop, when he appeared recently on "Sweet Land of Liberty".

MR. AND MRS. JOHN MURRAY, who have seven sons in the armed forces. Mr. Murray works in the Pipe dept., C. Y., and is a veteran of the 1st World War. See page 4 for the story and pictures of these All-American boys.



MAIN OFFICE GIRLS CROWDED THE LOBBY to get a glimpse of Gracie Allen and George Burns on November 27th. Gracie smiled prettily and waved as she made her way through the crowd to the Main Office Reception room to face the battery of photographers that awaited her. Some of those shown are: Sara Blumensweig, Mary Jane Frank, Nell Drain, Ruth Schindler, Julia Dynow, Florence Swarki, Nellie Royston, Evelyn Ousley, Jane Roberts, Elva Ward, Stella Rustrak, Mary Murphy, Peggy Pelton, Dot Lamberson, Virginia Hoover, K. Clendenning, Elaine

Weaver, Elsie Massey, Chris Atkins, Elizabeth Hunter, Helen Bresset, Bill Long, Florence Jones, Edith Rankin, Beatrice Dingle, Anna May Sulger, Dottie Boulden, Della Ferry, Helen Woodall, Molly Hartman, Arlene Fenton, Jessie Crompton, Dottie Lear, Rachel Stevenson, Marian Parker, Alberta Tamblin, Virginia Bucci, Kathryn Fahey, Doris Cowan, Pat Walls, Marie Wright, Mildred Zvarich, Helen Butakis, Betty Lindsay, Bertha Ricketts, Dottie Renz, John Fillben, Earl Springer, Bill Albany, Frank Davis, and Charles Jefferis.

TANKERS FILL PIPELINES IN EUROPE and ASIA

Last month General Somervell in discussing the war in Europe said: "Our troops on the continent are getting at least a million gallons of gasoline a day."

Behind this statement lies the story of invasion pipe.

One of the secrets of our spectacular advance across Normandy and on through France was a system of pipelines which from D-Day on carried gasoline and oil close up to the front lines. Two hundred and fifty thousand men on a beachhead use up 100,000 tons of petroleum, oil and lubricants a month. A proportionately greater amount of these supplies is necessary when an invasion breaks out of a beachhead and the mechanized equipment begins to cover more ground.

On D-Day the first wave of motorized equipment was fuelled on the beach from big fifty-five-gallon drums. Meanwhile, the U. S. Army Engineers were laying a pipeline from tankers offshore to big storage tanks which were then being set up.



MEMBERS OF AN ENGINEER UNIT make final connections with the ship to shore distribution system for petroleum on the west side of Cherbourg Harbor. The ship, the "Empire Traveller", was the first to discharge its cargo in this manner.



LSMs HEAD FOR SHORES OF LEYTE to make their initial photographic debut in the Philippines campaign on 'A-Day', October 20, 1944. Though smaller than Landing Tank (LSTs) the landing ship medium is an ocean-going craft.

It is estimated that each pipeline put in has the effect of removing 400 fuel trucks a day from the roads, thus clearing the way for other cargo that is needed up front. The pipelines can be built faster than it is possible to keep the pipe supplied to the erection crews. Speed of construction has often been more than fifty miles in a single day.

Pipelines carry high-octane aviation gas, lower-grade gasoline for staff cars, tanks, jeeps, stoves and such, and Diesel oil for bulldozers, and certain types of tanks. One kind of fuel can be piped through right behind another kind with no danger of getting mixed because of the pressure. Lubricating oil is the only oil that must be trucked to the front in drums; it is too heavy to be sent through pipelines.

More than 800 miles of military pipelines have been installed in the northern France operations alone.

Brigadier General C. L. Sturdivant, attached to General Headquarters, Southwest Pacific Area, has predicted that "many *thousands* of miles of 4-inch and 6-inch pipelines will be laid before this war is ended."

A little more than two years ago—at a time when such component parts as castings, valves, pumps, and motors were the most critical of all war materiel—the decision had to be made in adopting a standard design and integrated system for moving liquid fuel by pipeline. The designs adopted more than two years are now being delivered in such quantities that every pipe mill in the United States is engaged at nearly full capacity turning out pipe for the complete pipe, pumping station and storage tank system.

In the pay-off test of battle, the military pipeline system has delivered the goods.



WHAT HAVE WE DONE?

The great success of our armed forces during the year 1944, far exceeds our highest justifiable expectations; and we can, with gratitude and confidence, leave this part of the conduct of the war in their capable hands.

These successes have only been obtained at a terrible cost in killed and wounded and the thousands of sad hearts of their kin.

LET US EACH EXAMINE OURSELVES HONESTLY AS TO WHAT WE HAVE DONE, THAT SUCH A TERRIBLE PRICE SHOULD BE PAID FOR US, AND WITH HEARTFELT REMORSE FOR OUR FAULTS OF 1944, BE DETERMINED THAT WE SHALL: —

1. Buy more War Bonds than ever.
2. Be a regular and frequent blood giver.
3. Keep away from all Black Market operations as we would a Plague.
4. Cut out all unnecessary lost time.
5. Stay on the job and work, and let us NOT waste time, fault finding.
6. Write frequent and cheerful letters to the boys and girls overseas.
7. Cut out selfishness and make all the sacrifices we can to give happiness to others.

LET US DO ALL OF THESE THINGS IN 1945, THEN, AND ONLY THEN, SHALL WE BE ABLE TO JUSTIFY THE TERRIBLE HARDSHIPS AND SACRIFICES, OUR BOYS AND GIRLS IN THE ARMED FORCES ARE MAKING FOR US.