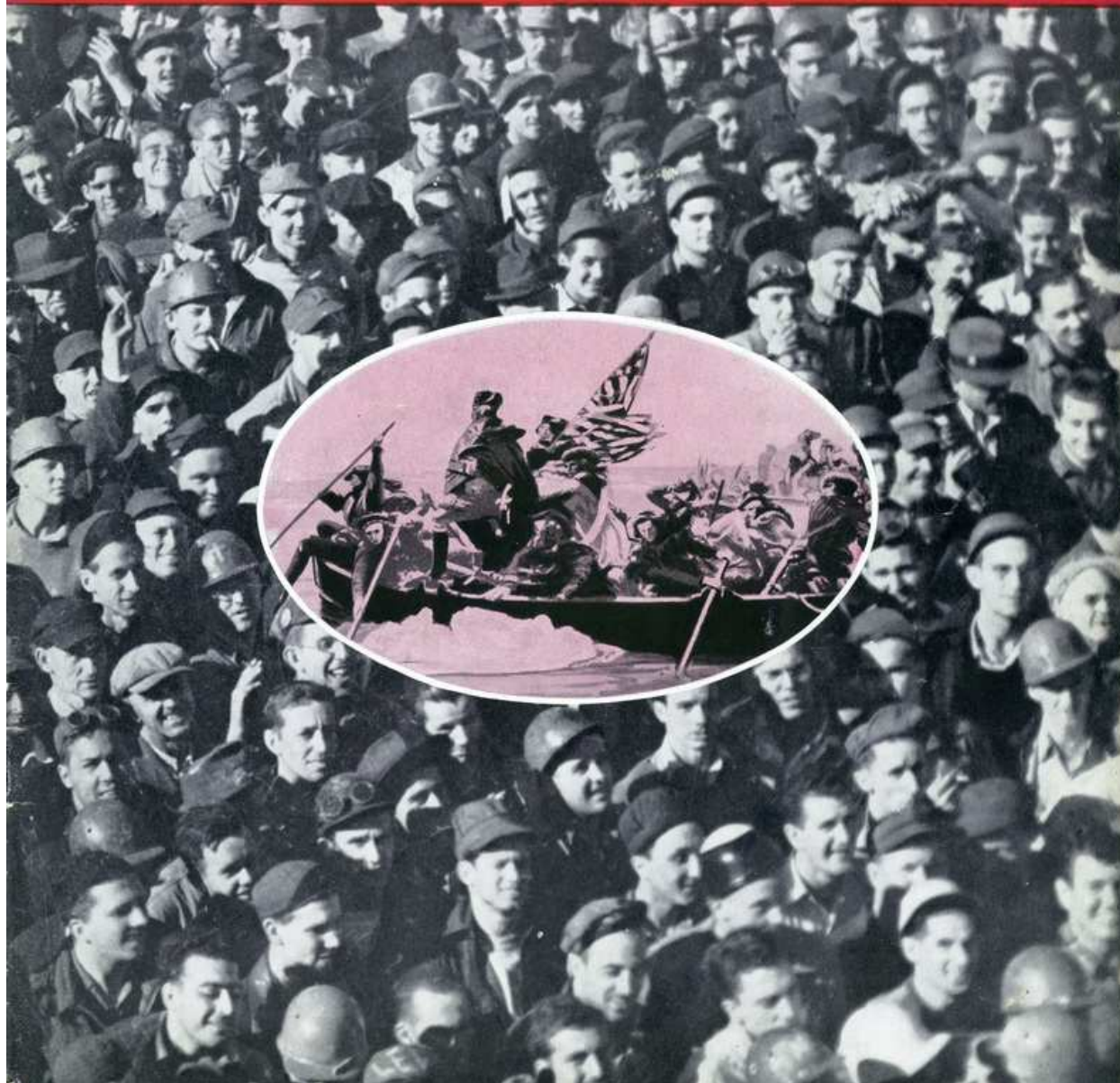


FEBRUARY, 1945

Our Yard

SUN SHIPBUILDING & DRY DOCK COMPANY - CHESTER, PA.



BEGINNING ITS LONG VOYAGE TO ARABIA to eventually make gasoline for the Allies. This 16 ft. diameter section of fractionating tower was made in our Boiler shop.



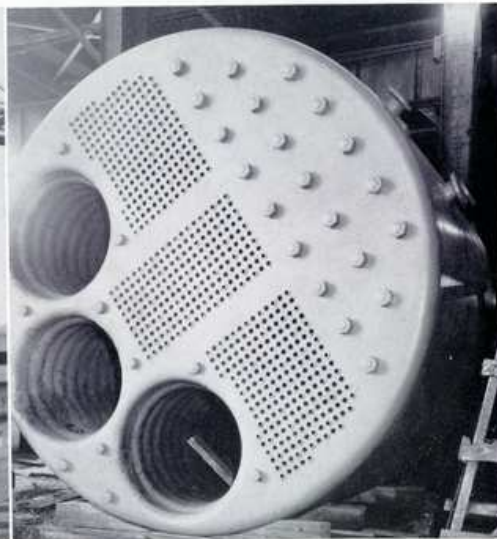
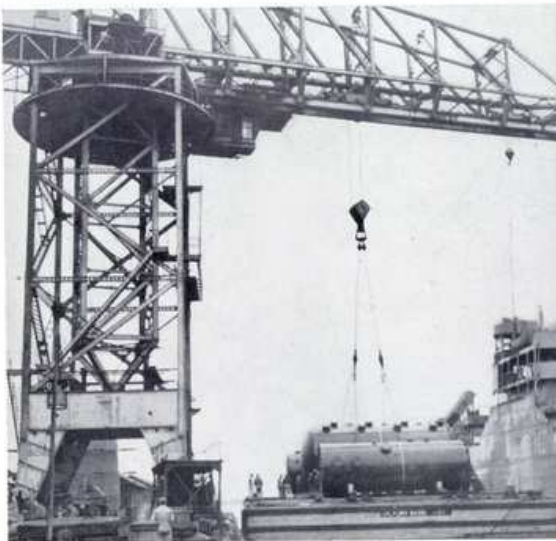
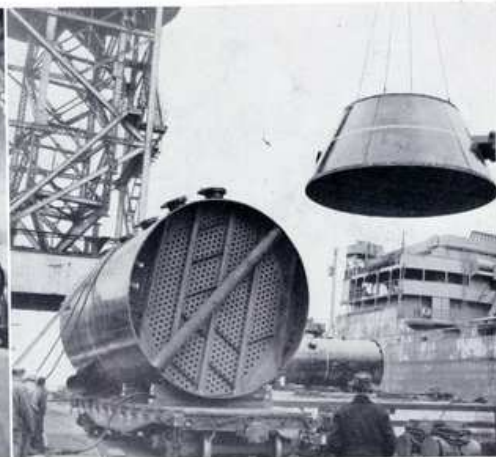
ARABIA BOUND —

(Below left) 16 FT. DIAMETER FRACTIONATING TOWER for making gasoline. It was built in our Boiler shop and is being shipped to Arabia.

(Below right) 16 FT. DIAMETER TOWERS for an oil refinery in Arabia. They were also built in Sun Ship's Boiler plant.

(Lower left) OIL REFINING TOWERS being loaded on barges at Sun Ship which will be towed to Philadelphia where the towers will be loaded on decks of ships for shipment to Arabia.

(Lower right) 15' 3" DIAMETER ALL-WELDED SCOTCH MARINE BOILER built in our Boiler shop for another shipyard. Since it is too large for rail shipment, it is shipped from here by water.



SUN SHIP SUPERVISION

Roderick D. Taylor, General Foreman of Fabrication and Assembly Shops and Plate Yard at No. 4 Yard, was born and educated in Richmond, Virginia, and came to Pennsylvania in 1916 when he entered the employ of the Remington Arms Company at Eddystone. At the time of the explosion there he helped to give First Aid to the men who were brought into the Rifle Plant for treatment.

He came to Sun Ship on October 29, 1917, the same day that the first ship, *The Chester Sun*, was launched. He started in the Fabricating and Assembly Shops. At that time there were five shipways. Since then, he has seen the company grow to 28 shipways.

He is now General Foreman of the Plate Yard in the Fabricating and Assembly Shops in No. 4 Yard. He has one daughter attending Chester High School and he resides at 524 East 22nd Street, Chester, Pa.

Congratulations and best wishes to Roderick D. Taylor.



RODERICK D. TAYLOR

*General Foreman of Fabrication
Assembly Shops and Plate Yard, No. 4 Yard
Sun Shipbuilding & Dry Dock Company*



ASSISTANT FOREMEN AND LEADERS IN No. 4 YARD—Left to right, top row: J. Ferguson, P. Fraley, L. McQuaid, L. Paul, W. Drumheller, O. Stanback, J. Sample, J. Dickerson, S. Coleman, J. Brown. Second row: N. McCormick, A. Jacobs, J. Good, G. Bonsall, R. Van Houtain,

B. Kocis, R. Goffney, A. Glenn, M. Palm, J. Temple. Bottom row: M. Levis, R. Jones, A. Kasprovicz, F. Beckett, W. McGee, C. Miller, J. Rosati, H. Smith, C. Laurelli, A. Tuppeny.

NEWS OF OUR PEOPLE IN THE SERVICE

For Their Country

*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



S/Sgt. ROBERT R. SCHNATZ was killed in France December 2. A member of an armored division, he was wounded in September. He worked at Sun Ship and was inducted in July, 1942.



Pfc. MARIO DIGNAZIO, former Sun Ship employee, died a hero's death on Peleliu Island and the Silver Star has been awarded to him posthumously by Maj. Gen. Paul J. Mueller. The citation reveals that when it became known that many had been killed or wounded while trying to capture a ridge Pfc. Dignazio volunteered to bring in the wounded under constant enemy fire. In his errands of mercy, he was mortally wounded.



STANLEY BRZOSKI, COX., formerly of 60 dept., was killed on October 30th in an undisclosed engagement in the Pacific. Stanley, a graduate of the Eddystone High School, worked for Sun Ship sixteen months before entering the Navy. He spent two years in the service with seventeen months of this time overseas.



S/Sgt. ALBERT RUTMAN, 20, was killed in Germany October 10, his mother was recently informed. He attended Collingdale High School and worked at Sun Ship. He went overseas in February, 1944. He was awarded the Silver Star for helping to destroy two tanks and scout car in France.



Pfc. ALBERT HAND, formerly of 91 dept., who was killed in action on November 12. Albert received his basic training at Camp Van Dorn, Mississippi before going overseas. Still working at Sun Ship are his two brothers, John, of 34 dept., C.Y. Frank, of 92 dept., N.Y.



Cpl. ALFRED ADAMS, Jr., a former pipefitter in 34 dept., Central Yard, was killed in France on November 10. Adams had served two years in the Army.



Sgt. ANDREW diJOHN, who worked as a shipfitter at Sun Ship, was killed October 6 in Germany. Sgt. diJohn was inducted in February 1942 and went overseas last February.

Sirs:

I am a former employee of Sun Ship. I worked in the North Yard, 59 Dept. for three years before I left to join the greatest outfit on earth—the Marines. My memories of Sun Ship are all happy ones.

We boarded a troop train in North Carolina and traveled across this great land of ours in five days. There was a hushed solemnity as we pulled into the West Coast station. We all knew this was it. We all remember those who went before us, the Marines of Wake Island, the Canal, Tarawa, Saipan. And we won't forget the death march of Bataan either. In a few short hours we will be on our way to Tokyo. Very true it is, that it will not be a through trip. But when we have landed on some far away, bloody beach, and have secured it, the American flag, "Old Glory," will be a lot closer to the "Land of the Nipponese".

After two long days, at last we lifted anchor, and slipped away into the night. But that's not the end, only the beginning, for these boys will be heard from again soon. Will you boys there at Sun keep the faith with us? Will you back us up with everything we need? Will you fellows get that extra ship to us on time? We will hold everything if we have to die, but there will be no need to die, if that ship gets to us on time, and when we need it. Somehow I know you fellows won't let us down.

**A Former 59 Welder
(One of Liney George's Boys)**

Sirs:

I left your employ in August, 1943 and I was then a first-class butt welder in Central Yard shipways. I have been overseas since February, 1944 and in France since June. Here in the Army, I am 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 "OUR YARD" magazine each month. I would also appreciate hearing from any of my old buddies in the Yard. May I wish you all the best of luck and ask you to keep up the production.

Sgt. Eugene G. Brown

Dear Sir:

I appreciate and really enjoy reading of the happenings in the Yard in the OUR YARD magazine and wouldn't care to miss any copy. So I want to take this opportunity to thank you for sending it to me.

**A/C E. J. Sullivan,
(Formerly of 33 Dept., South Yard),
Group M. Sqdn. 215, Class 215,
S.A.A.C.C., San Antonio, Texas**

Dear Sir:

Would you kindly send me a copy of December's OUR YARD and all future issues.

I always got a lot of enjoyment reading it when I worked at the Yard and since I have gone into the Navy I am sure I would get more pleasure out of it now.

**W. Todd Ebner,
(Formerly of 45 Department),
Co. 224, D, 12, L.,
U.S.N.T.C., Sampson, New York.**



Pfc. WALTER J. BENCROW-SKI, formerly of 30 dept., who was wounded in action on September 17th. His father works in 84 dept., on the second shift; his sister works in 47 dept., N.Y. and his brother-in-law is in 34 dept., C.Y.

NOTICE

For obvious reasons, the Army does not allow us to publish addresses of men in service abroad. However, we have the addresses of men whose photos and letters appear in *Our Yard*, and anyone who wants to write to them may obtain their addresses at the *Our Yard* office, Central Yard Personnel Dept.

A Service Man's Prayer for His Family

Dear God, watch over them for me,
That they may ever guarded be.
Help them each lonely hour to bear,
As I would, God, if I were there,
When they are sleeping watch them then,
That fear may not their dreams offend.
Be ever near them through the day,
That none but good may come their way.
Sweet faithful family, that waits for me,
Across this big country!
Be merciful, oh God, I pray,
Take care of them while I'm away.

Received by Mr. and Mrs. Harry F. Hamby, Sr. from their son, Harry F. Hamby, Jr.



PVT. HARRY HAMBY, Jr., former employee in the electrical dept., has been graduated from the Marine Telephone Field Service School at Camp Lejeune with high marks. Young Hamby wrote: "My good standing in my class was due to the fine training I got in Sun Ship's electrical dept."

IN FRANCE

or
Sunset and the Dawn

*I'm here in France the day is done
And I look into the West
I think of it once free
The land God made and blessed
But when I think of good old home
And of the Golden West.
Where I shall some day be again
This place God also blessed.*
*So now at dusk, the day is done
I look up into heaven
I thank Him for His blessed love
That He to us has given
Then at night, and in return
He watches over me,
That I may wake up once again
And still from sin be free.
So now again as day goes on
I'll live the best I can.
All through God's grace, and love
You know that God gave unto me.*
*So once again the day is done
The sun sinks in the West
Assurance to me God has given
That I in him can rest.
Now this last verse based on the rest
God to this world has given
His only Son who died for us
That our sins might be forgiven.*

Pfc. RICHARD E. COOPER.



IT'S IN THE BAG! Filling the clothing requisitions at the warehouse of a Quartermaster platoon, servicing a large air depot in Italy, Pfc. Harry Wachtel, Phila., Pa. checks off new GI bag-gons. Pfc. Wachtel was formerly in the Sun Ship Machinist department.

Sir:

Tell old Cressy that I am asking for him and also the rest of the gang in the Safety Department. My best wishes for a very successful bowling season as that was my favorite sport while at Sun Ship. I was there almost five years and I don't believe I missed two nights of bowling in all that time. I guess the machinists are still up near the top of "A" League. Of course those engineers always gave us a pretty good run for it. I'm laying for them when I get back.

I have been receiving "OUR YARD" regularly and really enjoy it more than any magazine we have here. I saw pictures of the bowling banquet from last season and it really brought back many good memories. I would like to see a picture of the dance band sometime. I enjoyed playing with the band while there and hope to play again with them someday. I will never forget the show we put on. Right now our dance band is working up a show to put on for servicemen on different islands in the Hawaiian Island Group.

Sun Ship is really doing their share and more in helping to win this war. I enjoyed working there and still say that it is the best shipyard on the East Coast to work at. The management is tops and the fellows are swell. I never met a better bunch of fellows anywhere and don't think I ever will.

Austin W. Atkins, S. F. 2/c



WILLIAM MOORE, Jr., former No. 4 Yard crane operator and now serving with the U. S. Navy.

Sirs: Just a few lines to let you know that I received "OUR YARD" magazine yesterday and was more than glad to get it. I really enjoy reading it and incidentally there are a few of my shipmates who are also former employees of Sun Ship, so naturally I am sharing it with them — and they too are enjoying it.

Morris Weintraub, F 2/c



MARTIN JACOBS, formerly in 36 dept. and now serving in the U.S. Army Air Forces as a nose gunner on a B-24. He is stationed in Tonopah, Nevada.

The following letter was sent to Lou Messick, 36 Department, by Nick Kok M.M. 1/c, formerly of 36 Department.

Hiya Lou:

I have had a change of duty since I last saw you. No more of that soft coastwise duty and getting home regular. The ship I am on now is a torpedo boat tender. We repair and supply M.T.B's. I don't have anything to do with the repair of the M.T.B's. All my work is in the engine room, in fact I am in charge of one of the watches. I never thought that I could be able to hold that job down so soon. I have been studying a lot and applying myself as much as I could and now it looks like it's paying off. It all goes back to my training at the Yard, though. Our engine is very similar to the gear jobs at Sun, but a little smaller.

One thing I wish you would do and that's give Dick Clendenning and Dick Spincie my best regards and the rest of the guys I know too. I would like to write to them all but you know how it is.

Sincerely yours,

Nick



NIEL and FRANK AMALFITANO

BUILDING WITH WAR BONDS

To Sun Ship Workers:

Friends: I wish, at this time, to express my sincerest thanks and appreciation for the part you are all doing in the great task of winning this war for freedom-loving and peace-loving people of the world.

You and I are but small cogs in the large machine working toward the one goal — to crush the Nazi and Nipponic regimes. Victory is now in the future but it is in all our dreams and thoughts at present. It is an "Air Castle of the Future". We are all building our future lives and homes of the future peace, in our thoughts and dreams. To assure ourselves of our "Air Castles" not falling during the storm of hardship or depression we are building our foundation firm and solid with War Bonds.

We are now winning our ground, so to speak, on which to erect our "Air Castle". It is being won through loneliness, sorrow, sweat, toil and blood and lives. We must not let the



ANTHONY DeGEORGE, AXEL WELSH, and J. "MICKEY" McDONOUGH, formerly of 36 dept., C.Y. Anthony and Axel are with the Seabees and Mickey is with the Army.

latter be in vain. It is a great help to the fellows in the Armed Forces to know the people at home are doing their share in this struggle. It is indeed a pleasure to fight, knowing that someone back home is also doing his fighting in other ways than with a gun.

This epistle leaves me in the best of health and happiness and it is my hope it finds everyone equally well at home. With everyone fighting, one way or another and with the Blessing and Help of Our Lord, our "Air Castles" will come into being in the very near future.

Frank Amalfitano
(Somewhere in France)

(EDITOR'S NOTE—Back of Coxswain Frank Amalfitano's fine letter we find that his brother, Sgt. Niel Amalfitano, a former Welder, is now fighting in China. His father, Joseph Amalfitano, is a rigger in South yard. Frank was a rigger before joining the Navy.)

SALVATORE S. PICERNO, 30, 246 Cohansey St., Bridgeton, N. J., aviation mechanic in a B-24 Liberator group, has been promoted to the grade of corporal.

Picerno entered the AAF April 8, 1943, and received training in aviation mechanics. Prior to his entry in the army, he was employed as a shipfitter by the Sun Shipyard. He attended high school in Bridgeton.



When he received a Christmas card

from John G. Pew, Jr., Vice President, MARINE Pfc. JOSEPH J. KELLY, off in the distant Pacific War zone wrote his mother: "Gosh, Mom, somehow it gave me a home feeling because I did enjoy working at Sun Ship". Pfc. Kelly formerly worked in the Electric dept.

"ANGAUR"

Dedicated to the men who died at Angaur Island, Sept. 17, 1944.

On 17 Sept. one Sunday morn,
In the pages of history a battle was born.
Each gun roared as if to say,
Brutality must go—we've come to stay.
The question asked then may be,
Where lies this isle of immortality?

As day wore on and darkness fell,
Each moment of fear spelled only hell.
The flares lit the darkened night,
As if to bear the battle light.
Time passed on and dawn soon came,
When all thanked God and praised his name.

The days of battle now have ceased,
The flag of Freedom unfurled flies released.
The many dead shall ne'er be known,
Except by God, upon his throne.
The battle's fought, the victory's won,
Angaur is free, the job is done.

— Glenn R. McMahan
Co. A, 154 Engr. C. Bn.

Mr. Pew:

First of all I want to take this time to wish you and all the boys of the 36 Machine Shop, North Yard, a very Merry and Prosperous New Year. I received your most welcome card a few days ago. Thanks a lot for sending me one. It made me feel very good to know that you didn't forget your boys. That is about the only thing we boys over here have to look forward to. It makes our morale pretty high when we know that the folks back home are still thinking of us. I wrote in, about a month and a half ago for a copy of OUR YARD book. I know it takes quite a while for delivery. Things are going a little better over here than they have been for the last couple of weeks.

Keep on building your tankers as fast as you have been doing and we boys will be well satisfied. Tell Mr. Carney, Mr. McCoy and Mr. Hess and all the boys of the 36 Machine Shop, North Yard that I was asking for them and hope to be back on the old planer in the shop soon.

Pvt. John Lindsay

This poem is dedicated to the homecoming of my son, 1st Lt. Marvin E. Berger.

A. BERGER, 91-212

This is a homecoming story,
Of one whom I'm sure you all know,
He came home in a blaze of glory,
After fighting the terrible foe.

'Twas on the fourteenth of October,
That a Youth looking cheerful and glad,
Lieutenant Marvin E. Berger —
Marched down the street with his dad.

We'll always remember that great day,
As one that was packed full of thrills,
The reception they gave him on that day.

Was enough to give you the chills.

The houses were all decorated,
With flags and banners galore,
The grown ups and kids were elated,
To see Marvin back home once more.

He received a tremendous ovation,
From neighbors all lined on the street,
They put on a swell demonstration —
He was almost swept off his feet.

That night a large congregation
Of friends and his family too,
Held a wonderful celebration —
I know he was thrilled through and through.

The "Cheer Club" was well represented,
To pay him a tribute well earned,
The neighborhood children presented
Some gifts to their "Hero" returned.

This story will oft be repeated,
And those who were present will say,
The way that our "Hero" was greeted
They'll remember 'til their dying day.

Gentlemen: Upon opening the September issue of OUR YARD I came across a printed form headed, "Please Fill This Out." Enclosed is the form which I have filled out and you may be sure that all we Servicemen among Sun Ship's former employees think the same. OUR YARD is tops with us.

Pfc. John B. Salerno, USMCR



T/5 WILLIAM W. BOYD, a former Apprentice Draftsman before joining the Army, has been overseas for fifteen months. Bill is the son of A. V. Boyd of 36 dept. and the grandson of Capt. S. Warburton of the Guards.

LAWRENCE A. PAPI, Metalsmith 3/c, formerly of 59 dept. and son of Joseph Papi of 66 dept., C. Y. Lawrence has been awarded the Navy and Marine Corps Metals for distinguished heroism during the conduct of salvage operations in the Port of Naples, Italy, and the Anzio-Nettuno area, Italy.



Pvt. CHARLES BROOKS was at left end when his team, the 1st General Hospital "Terrors", played the first game of football held in France since the beginning of the war. It was held in the Parc du Prince stadium in Paris before 23,000 soldiers and Frenchmen.

Pvt. Brooks' football activities are of course extra-curricular for he is assigned to the sec-

tion which is responsible for the maintenance of the grounds within which this hospital is housed.

He has been in the Army two years, overseas one year and was formerly employed by the Sun Shipyard. His brother, **Pfc. JOSEPH BROOKS** with the Signal Corps in Belgium, was also employed by Sun Ship.



JAMES FUELLEN, S 1/c, formerly of 33 dept., No. 4 Yard, was called to the colors in January, 1944. He is now stationed at Pebco, Washington.



Pvt. VINCENT PET-RAGNANI, formerly of the Mold loft, North Yard, and now with the Army at Camp Gordon Johnston, Florida.



Pfc. FRANK P. SOUSA was formerly a welder in the North Yard. He was wounded during the bitter fighting on the German border and is now in a hospital in England.

Hi Dick:

Just a line thanking you for having the "OUR YARD" Magazine sent to me. I was on leave in Australia when it arrived. I met two boys, Anthony De George and Axel Welsh, who were in 59 dept. who are now with the Seabees. I am enclosing a snapshot of the three of us. You can tell Dave Houser and Ray Tuttle that I was always thinking of them in Australia. Well Dick, tell all the gang in the Shop I said "hello" and I hope it isn't too long before I can walk into the shop to say "hello".

J. J. McDonough, Mo. M.M. 3/c

Marine **Pfc. WILLIAM C. COCCO**, 24, recently was awarded the Purple Heart for wounds received on D-Day at Saipan. The Marine has fought at Tarawa and Tinian as well as Saipan.

Before joining the Marine Corps he was graduated from the West Philadelphia High School and worked at Sun Ship.

Cpl. GEORGE H. GILGORE, 22, grandson of Harry Woodward, Woodlyn, Pa., is a member of a 15th AAF B-24 group that was recently awarded the War Department Distinguished Unit Citation for the completion of a highly successful bombing mission on the Florisdorf oil refineries at Vienna, Austria.

The ground personnel were cited for their devotion to duty and through the employment of their highly technical skills, enabled the group to put a maximum effort of aircraft over the target.

Cpl. Gilgore is a welder, the same occupation he followed at Sun Ship before he entered the army in April 1943. He arrived overseas last March, landing in Africa, and later moved to his present base in Italy.

Cpl. PAUL A. WISDA, 25, of Wilberton, Pa., who recently received his corporal's stripes, is a special diet cook in the main kitchen of the 117th general hospital in England. His responsibility is the preparation of special meals for battle veterans from France, Belgium, and Holland who are patients requiring special diets.

"The work I am doing here in the Army is quite a change from my civil occupation as truck driver, but I sure have learned a lot," said Cpl. Wisda. "I am glad to have even an indirect part in the recovery of these men."

Before entering the Army last February, Cpl. Wisda was employed by Sun Ship in the Wetherill plant.

Sir: Thank you for sending me the issues of OUR YARD for the past three months. I am sorry I didn't write sooner, but I have been busy over here. I am doing the same work that I did at Sun Ship during the six months I have been overseas. There are two other men in my outfit who worked at Sun Ship and we are going to have a photo made of the three and send it to OUR YARD. I want to say "hello" to the 66 dept.

Sgt. C. V. D'Allisse

Sir: Several months before I came to France you sent me a check for a week's pay which I want to thank you for as it helped my family considerably. By giving me an opportunity to work and learn much about how to operate a storeroom you have helped me get ahead in the Army. I am now a supply sergeant and like my job very well.

Hoping that after this job is done I will be able to come back and continue as one of your employees and show you how much I appreciate what you have done for me.

S/Sgt. Gilbert L. Johnson



DAVID R. F/2 and **JOHN SEAMAN, Jr.**, sons of John H. Seaman of 75 dept. David formerly worked in the Mold Loft.



Pvt. LUTHER H. KLINE, formerly of 34 dept., N.Y., and now with the Army stationed at Camp Blanding, Florida.



Cpl. JOHN D. SHENK, formerly of 30 dept., Sheet Metal shop, N.Y. and now with the U.S. Marines.



FRED L. HOPPES, formerly of 59 dept., C.Y. and now with the Army. He is the son-in-law of Mrs. Bessie Lytle of 33 dept., C.Y. His father, William Hoppes, has been with Sun Ship for the past two years.



SAIL HER INTO TOKYO BAY!

*My old swimming hole in days gone by
Exists no more and I'll tell you why:
It's where you're building ships, our trump
card
I'm happy to say it's Sun's South Yard.
You're building ships there by the score;
They're more than helping to win the war.
I'm aboard one now and I'll be proud the
day
We sail her into Tokyo bay.
— Frank J. Kameniski ("King Kong")*



Pvt. LOUIS J. GUIDETTI, formerly a machinist in the Wetherill Plant, is now with the Army. His father is a leader in 74 dept., a sister is in 59 dept., and another sister in the Central Yard Dispensary.

Pfc. FLOYD E. ROUTZAHN, formerly of 47 dept., N.Y., is with the Marines somewhere in the South Pacific. His brother, Donald, is in 47 dept., C.Y.

ARTHUR E. NOLD, formerly of 59 department and now a member of the U.S. Navy. (See letter below).

Pvt. JOSEPH SIGMAN, formerly a leader in 91 dept. Contract before he joined the Marines, is somewhere in the South Pacific.

WILSON BUTLER, formerly of 33 dept., C.Y., and now an engineer on an Army Transport Tug from Hog Island. His brother, William, is a leader in 59 dept., No. 4 Yard.

MARTIN TANENBAUM, formerly of 45 department, Central Yard, and now with the U.S. Army overseas.

HERE IN THE ETO

*I've learned to call Radio "Wireless,"
A Victrola to me now's a "Gram,"
Instead of catching a street car
Now, "Blimey," I'm catching a "Tram."*

*I drive on the left here in England
But "Lorry," and not in a truck,
And, when I'm spending my money,
"Five shillings" is "Limey" for buck.*

*My auto won't run without "petrol,"
And "cheerio," I use for goodbye,
A "Clippie" is a street car conductor,
I say "Bloke" instead of a guy.*

*But though my speech has been altered,
And changed since I've been away,
I still had no trouble in wishing all,
"Happy New Year" the American way.*

1st Lt. Joseph L. Graham

The Air Medal has been awarded to Sgt. VINCENT M. MARABELLA, B-17 Flying Fortress waist gunner with the 351st Bombardment Group, for "meritorious achievement" on six bombing assaults on enemy installations in Europe. He is a former Sun Ship employee.

The citation read in part: "The courage, coolness and skill displayed by this enlisted man upon these occasions reflects great credit upon himself and the Armed Forces of the United States."

Sgt. Marabella, 21 years old, graduate of Overbrook high school, was a shipfitter before entering the army Jan. 12, 1944. He is the husband of Mrs. Theresa Marabella, 330 North Edgewood St., and the son of Mr. and Mrs. Frank J. Marabella, 6139 Arch St., Phila.

ALLEN B. KEYSER, 23, of 5736 Warrington Avenue, Philadelphia, Pennsylvania, has been promoted to Corporal at the 7th AAF base in the Central Pacific. He is assigned to a supply section in the AAF. He is a 1939 graduate of West Philadelphia High School and attended the University of Pennsylvania Evening School. He was employed by Sun Ship and joined the Army in February, 1943. He arrived in the Central Pacific last August.

Fellow Workers of Sun Ship:

After being in the service well over a year I thought it was about time I dropped my mates a line. I have been serving in the U. S. Seabees. It really is a swell outfit and I am mighty proud to be one of them. Since I have been in the service, I actually witness the importance of our Merchant Fleet. This war could not be won without it. Each and every one of you is doing a great job and you really don't know what a great job you are doing. I have come into contact with quite a few ships built by Sun Ship and I proudly said to my mates, "I worked at the Yard that built that ship." I have been overseas for nine months and I don't expect to get back until I have at least eighteen months overseas. So what do you say fellows—get that stuff out to us.

Arthur E. Nold S.F. 3/c

Dear Sir:

I am dropping you these few lines to thank you for sending me the issues of "OUR YARD" for the past few months, and to tell you the fellows in our Battalion from Chester get a great deal of enjoyment from it also.

I will close by thanking you again for the "OUR YARD" books.

Samuel L. Brent, CM 3/c

Dear Sam:

Hello folks! Here's hoping that you are all feeling fine, and in the best of spirits when you receive this letter. I am feeling okay and just loafing around in the hospital waiting for my leg to get better. Before I go any further I want to wish you a Happy and Prosperous New Year. I know the boys over here are slugging their hearts out so that we may all be back for the next New Year. Sam, you tell the boys back in your place to keep on pushing them out as fast as they can, and I know the boys here will push on as fast as they can. Well, I guess that's about all I have to say. Hoping to see you all soon.

Sincerely,

Pvt. A. Keiser

Sir:

I would certainly appreciate it if you could possibly send me "OUR YARD" every month. I worked in the yard for 4 1/2 years. I served a four year machinist apprenticeship there and I last worked with the engineers on the third shift. Prior to that I operated the planer in the North Yard machine shop. I sure would love to be back there now as I sure do miss the boys. I am somewhere in England now, but I expect to go back to the shop when I get back again, back on the old planer.

Pvt. John F. Lindsay

Sir:

I received my copy of "OUR YARD". It sure is swell of you to send it to me and I would really appreciate it very much if you would continue to send them. I am now aboard an amphibious cargo attack ship and it is 428 feet long. It's a nice ship but I must say it is nothing like the ships I used to work on.

Robert Teitelman, SM 3/c



MARINE Cpl. JOHN R. MOONEY of Aldan, Pa., was presented with the Purple Heart at ceremonies honoring members of the Fourth Marine Division wounded while fighting on Saipan and Tinian in the Marianas. He is the son of Mr. and Mrs. John Mooney, of 213 Birchwood Road and was a former Sun Ship welder.

The award was made by Major Gen. Harry Schmidt, of the Fifth Amphibious Corps. "I thank God that you are here in person to receive this honor," he said. "You are heroes all."



S/Sgt. JOSEPH di DOMENIC, formerly of 84 dept., 3rd shift, now serving overseas on a Liberator Bomber named "Paoli Local" after the P.R.R. famous suburban trains.

Sir:

It seems a long time since I was working on No. 2 Way, in 66 dept. I would like to be remembered to my friends who are left. It has been 16 months since I last saw the good old U.S.A. but I hope to return sometime next summer. Everything is going along fine out here in the Marianas except when the Japs come over in their "Bettys", then my 5 ft. foxhole doesn't seem deep enough.

I have seen a great number of ships built by Sun Shipyard and it sure makes a fellow proud to feel he has been on both ends of this war. I never knew the value of tankers until I travelled 5000 miles across the Pacific. Plenty of rough days are ahead before the Japs are beaten and it will take plenty of ships to do it. Best luck to you and the boys in the Yard and keep the tankers coming.

Thomas W. (Sarge) Clark



Pvt. GEORGE C. BURRIS, formerly of 47 dept., N.Y. and now with the Army serving overseas. George has a brother, John, in 60 dept., C.Y.



COLIN S. McLARTY, formerly of the Wetherill Plant, is now in training at Duke University in the Navy R.O.T.C. Unit. Colin is the son of F. McLarty of 38 dept.



Pfc. ALFRED WHITTINGTON, formerly of 45 dept, and now with the U.S. Marines somewhere in the South Pacific. His father is employed in 66 department.

Mr. Pew:

I want to thank you for the Christmas card which I received Christmas day. It was sure nice to remember your employees who are now in the service. It has been over two years since I left the Yard for the service. I have been receiving OUR YARD magazine monthly and am very pleased to read of all the ships that have been launched and are now doing a big part in helping defeat the enemy.

Between the folks doing war work back home and us boys doing our job the enemy can't help being defeated.

Pvt. Francis J. Szolalis



Cpl. WILLIAM MELVIN, here seen refueling a jeep, is a member of the Fortress group commanded by Col. Karl Truesdell, Jr., of Washington, D.C., which led the first American bombing attack on targets in Berlin, and which was cited by the President for its outstanding bombing of an important railroad marshalling yard at Munster, Germany. Cpl. Melvin, son of Mr. and Mrs. Albert Melvin of Flatwoods, Ky., was formerly a welder for Sun Ship.

Gentlemen:

Since coming into the service, I've become a daddy. My son is now eight months old and I have never seen him. I am working as a Storekeeper in Clothing Supply, that really being the kind of work I did before coming to Sun Ship. Every once in a while I run into a former fellow worker from Sun Ship. There are three of them stationed on this base with me that I know of. I wish to be remembered to all the men in the Yeager Shop, North Yard and 60 Dept. men in North Yard. Also Ed Hill and William Beatty.

Raymond Segal, S 2/c (SK)



JOHNNY SMITH, formerly of the Draft Deferment Office, paid a return visit to Sun Ship recently and got quite a cordial welcome from Ethel Locke and Marie Powell.

Sir:

The work I am doing today is much different than I did at your Company. I am with the Air Force Signal Corps and the nature of our work here can not be discussed. Coming into France I saw many, many ships and I know for sure there were quite a few of ours there doing their jobs, as always. I have received the last three issues of "OUR YARD" and believe me I really enjoy reading them as I have many friends still working there, besides my brother who is a welder there. I have been over here just a few days short of a year now and really don't know how much longer we will be either. Give my regards to the boys in 36 Department, South Yard.

Cpl. William Carter



Cpl. RICHARD MAIER, formerly of the Wetherill Plant and now serving in the U. S. Army overseas.

Dear Mr. Pew:

It's Sunday; we're underway at sea "somewhere in the South Pacific". I guess soon enough we'll be making an invasion that you folks back home will be hearing about.

It was back in May '41 that I returned home from my freshman year at college, Indiana University. I had worked 15 months to pay for that first year at college. In the summer of 1941 I was a shipfitter's helper in 47 dept. and saved enough to give me my second year in college. When September rolled around I asked Mr. Beatty if I could work in 47 dept. the next summer. He was swell and said "I think so." Then came the war. I asked Mr. Beatty if I should continue college or come back to Sun Ship on full time. He advised me to finish my education. So in 1942 I returned to your plant under Mr. E. C. Daniels, one of the best men I ever served under.

Well, Mr. Pew, I finished another year of school and with the help of the Navy programs managed to graduate and get a commission. When I look back over the past five years and look at the officer's emblem on my cap I can't help thinking that Sun Ship did this for me. If it hadn't been for men like Mr. Beatty, Mr. Daniels and you I wouldn't have a college education and be sitting in an officer's stateroom writing to you.

Fred T. Vogel, Ensign, U.S.N.R.



36 DEPARTMENT

TUBE SHOPS

The heart of the modern petroleum cracking unit is built up of tubes and Sun Ship's 36 Department makes them. Contributing immeasurably to the production of 100-octane aviation fuel, the Tube mill in Central Yard, No. 3 shop at the Wetherill plant and the Allison plant in South Chester specialize in the fabrication of all sorts of tube elements.

Women are playing an important part in the work and the finished products are being rushed to oil refineries in the United States and abroad. So technical is the field and so confidential are the various steps that visiting by workmen from other departments is prohibited.

Since women were introduced in the field in 1942, they have consistently made good and at the present time 385 out of the 525 employees in the three plant units are women.

All the employees in 36 Dept. are received as helpers, second class and go through a careful course of training. The tasks are not difficult for any average man or woman to learn and women have, at one time or another, performed each job.

The manufacture of one type of tube, for instance, would involve the following procedure. A piece of pipe, $2\frac{3}{8}$ " diameter and about 25 ft. long, is placed in a machine and one end is beveled to 45 degrees by a special tool. This pipe is then passed over to a welder who welds a cap to the pipe, thus sealing the tube at one end. In the next operation the excess weld reinforcement is ground off so that the joint of tube and cap is fair with the surface of the tube.

While this is being done, another group of workmen have been drilling holes in lengths of 1 in. standard pipe

and about 25 ft. long. This is done on a multiple spindle drill press designed and built by Sun Ship. This can drill as many as 50 holes at one time. After drilling, the pipes are cleaned and one end is plugged and welded.

Other workers assemble the parts by arranging the proper number of 1 in. pipes on a $2\frac{3}{8}$ " tube and tack-welding the parts. The assembled tube is then welded its full length in another special machine designed and built by Sun Ship, and steel bars are attached and welded. After any defects have been corrected by hand welding, the tube element is straightened and tested hydrostatically to prove the tube free from leaks.

Final operation is the attachment of special orifices, called shields, over the holes in the 1 in. pipes and after these are welded in place and the orifices prove of proper size, the fabrication is complete.

There are many other types of tubes made. A cracking unit may contain as many as 800 preheating elements. The products of the Sun Ship plants are important factors in turning out aviation gasoline of high quality and in such great volume that all who participate in fabricating the tubes can well be proud of their contribution to winning the war.



Left to right: J. Triska, removing hydrostatic test connection from tubes on test table. A. Melito, making repairs to weld on the tube. C. Bottino and M. Shaw, Inspectors.

Left to right: E. Bunzel, operating controls of the tube straightening press and T. Meredith directing the straightening of the tube.

Princess Astrid of Norway Christens S. S. Finnmark

Princess Astrid, 13 year old daughter of Crown Prince Olaf and Crown Princess Martha of Norway christened the *S.S. Finnmark* on Tuesday, January 9 at Central Yard's No. 8 Way.

The launching of the \$3,000,000 Maritime Tanker, which will be turned over to the Norwegian Government, was under the direction of Vice President John G. Pew, Jr. The royal party met President John G. Pew in his private office and Princess Astrid was presented with a gift.

Princess Astrid was accompanied by her mother, the Crown Princess Martha, her sister, Princess Ragnhild Alexandra, who last May christened the *S.S. Karsten Wang* here, and her brother Prince Harald, the future king of Norway. Accompanying the royal family were Norwegian Ambassador and Mrs. Wilhelm M. Morgenstierne, of Washington; Mr. and Mrs. G. O. Mejlender and Naval Attache

Ostby; Rolf Christensen, Royal Norwegian Consul, New York, and Mrs. Christensen; Oivind Lorentzen, director of the Norwegian Shipping and Trade Mission; Mathias J. Moe, Norwegian Consul, Philadelphia; Kristian Skou, director of Public Relations for the Norwegian Shipping and Trade Mission, and Mrs. Skou; Wedel Jarsberg and Mrs. R. N. Ostgaard.

After the launching the royal party and guests were luncheon guests of Captain Hans Augestad of the Norwegian tanker *Skotaas* which was here at the Yard for repairs.

The *Finnmark* is the third tanker delivered to the Norwegian Government from Sun Shipbuilding and Dry Dock Company and the sixth which has been transferred to Norway for the duration. Title to these vessels remains in the United States.



PRINCESS ASTRID christens the *S. S. FINNMARK*. Assisting her is Vice President John G. Pew, Jr.



PRESIDENT JOHN G. PEW and the Royal Party posed for this photo at the request of "Our Yard" photographer.



THE SPONSOR'S PARTY photographed in the office of President John G. Pew. Crown Princess Martha is standing in the center of the picture. At her right is the Sponsor, Princess Astrid, and on her left are her

son, Prince Harald and her daughter, Princess Ragnhild Alexandra. President John G. Pew is at the extreme left in the picture.



Reprinted from "Ships"

TRIAL TRIP

We are going to see if the tanker X is worth \$2,800,000. If you are spending that much money, you naturally want to check performance pretty closely.

She's a big ship, 505 feet long. It took a lot of man-hours to build her and a lot of steel went into her construction.

Compact engines of 6,600 horsepower represent the best American ingenuity and engineering skill can produce. She is built to carry 140,000 barrels of petroleum products, either high octane fuel or fuel oil for our fighting ships.

As a unit, the ship is packed with precision machinery and a bewildering array of instruments that not only record certain things, but some of them actually think. There's a lot of magic, a world of hidden power and latent capacity in her steel hull.

There are 125 of us aboard as she pulls away from the slip on her maiden voyage. The various procurement agencies are represented; some of the sub-contractors have specialists aboard, for they want to see their machinery under operating conditions. The balance consists of one lone editor and a crew that is trained to the job.

The crew is a shipyard crew. This ship isn't sold, remember, until she has passed gruelling and exacting tests. Not until the title passes, does the purchaser put a crew aboard.

The crew knows its job superlatively. How many tankers and ships they have put through tests they can scarcely remember. They know little tricks of making a turbine sweat, of how to overload a motor, how to torture the finest steel — of making big ships do more than they will ever be called upon to do in actual service.

We pull away from the yard leaving behind many large and busy ways with tankers in some phases of construction; there are other sister ships to the tanker X that are being fitted, readied for their tests next week. Nothing here to give comfort to Hitler, Tojo & Co.

Four tugs have eased the tanker into the stream. An aluminum ladder joins the tanker and one tug and the tug captain climbs down, waves a casual good-bye to us. This is an old story to him.

We are shown our quarters; a pleasant cabin with two comfortable berths, a steel desk, a davenport — and a

tiny, compact bathroom and a shower. Later, this will be the quarters for Gunnery Officers.

Before us is placed the schedule of tests to which the ship is to be subjected.

The Officers' Mess table is a picture. The food is excellent, and is similar in quality to that in actual ocean service. Mostly the officers eat in working clothes. As soon as dinner is over, the tests will start. The air crackles with technical discussion; the men are a trifle tense, impatient to get to their posts. The ship snores along at a fast clip, cutting the water cleanly. There is no sense of motion.

We go below, down into the engine room. It is crowded. Men are standing around with recording sheets, with instruments, with tools, with electric torches in their pockets. It's improbable that the lights would all go out. But, these men guard against the improbable. They know, if lights go out, that then the need for seeing things would increase in urgency. They leave nothing to chance. They are alert, calm, unemotional. Mostly they are wearing dungarees. A few are as precisely dressed as if on the street.

The ship is loaded; ballast has been taken on to load the vessel to 22 feet aft and 16 feet forward.

The space is crowded with machinery. Its hum and mutter dominates, makes one aware that here is tremendous power unleashed but controlled, power that is driving 16,600 deadweight tons of ship through the water at high speed.

We are informed that the propeller is turning at 97 R.P.M., or 8,200 Shaft Horse Power. That's tops.

We are going to test the Main Steering Gear at top speed. Two large motors, heavy, powerful appearing, drive the steering gear. Technically, the test is designated as "Hardover to Hardover with each motor."

Steering gear must invariably perform at peak efficiency. Otherwise, disaster awaits in a critical moment for any ship. Each motor drives the rudder in both directions through pumps and rams; the force it must exert is terrific. We are sending the ship on a straight line as fast as she will go, then making the most abrupt changes in direction it is possible to make; then the process is reversed and another motor takes the load.

A bell rings from the bridge. The men tense, consult stop watches, eye gauges, keep instruments on the alert. The bell clangs again. Levers are thrown, the long hand of a gauge marches steadily across a long white, blackly marked gauge. We feel the ship heel ever so slightly; there is a high hum of motors, the whisper of machinery in motion. Men watch their tools, their own elements of machinery, scribble neat items on recording charts. Later, there will be check against check, one man's instrument against another, one stop watch's time against another, one notation against another.

We go on deck. It is getting close to sundown. Down below the tests continue, and the ship answers smartly, yet so gently you scarcely sense the change of direction. Look behind and there's a wake that tells the story of the snake dance the ship has been doing. You are amazed at the abruptness of the turns.

We go back to the engine room. Now comes the most

dramatic of all tests: "Crash stop ahead to Stern." Briefly, this test consists of putting the ship ahead at full speed, then suddenly putting her in reverse, a test that is a severe one on electrical and mechanical controls. Such a test would ruin the finest automobile ever built.

Again, here is the same crowd. The Watch Engineer is in charge of this delicate, nicely timed act. Before him, on every side of the engine room are instrument panels, literally hundreds of them. Mostly, they confuse the landlubber. But, to the Watch Engineer and his assistants, they render visual evidence of how electrical and mechanical units are functioning.

Before the Watch Engineer are three levers. He watches the R.P.M. gauge and when it reaches maximum, nods to another man who telephones the bridge. The telegraph rings with a brassy, imperative sound. Men tense, waiting. There is another ring. The Watch Engineer's hand is on the lever. His eyes flash over the panels as he pulls it back. Then he grabs another lever, pushes it ahead. A switch cracks like a pistol. You feel the ship slow, start to take the pull astern. Then the Watch Engineer's voice is raised in minor profanity. He points with an accusing finger to one gauge. Something is wrong. The lever is pulled back.

A man scurries behind the panel, makes an adjustment. Again, the ship is built up to full speed. When she reaches 97 R.P.M., the test is repeated. The offending piece of machinery requires further adjustment. It is made. This time, the switch crackles, the big mass of steel ship stops, reverses smoothly.

Her top forward speed is 97 R.P.M. In reverse, she can do 60 R.P.M. We run astern for a full fifteen minutes at this speed. We do a crash stop astern to ahead at 8200 Shaft Horse Power. The Watch Engineer grins cheerfully, the men start to check their findings.

When we go on deck we find it is dark. An electric torch carefully guides us over the long catwalk to the bow of the ship. What we propose to do now is to let go each anchor, stopping at intervals in order to test the efficiency of brake controls.

We stand in the darkness. There's a golden crescent of new moon behind a black cloud on the horizon and the wind is chilly. The steam windlass engine turns indolently, exhausting any water that might be in the cylinders.

At a signal, the winchman lifts a brake and a tremendous racket fills the air. An anchor, weighing 11,400 pounds, attached to a heavy chain is running toward the bottom at full speed. Sparks fly from the hawse hole and the roar reaches a crescendo just as the anchor reaches bottom. Another signal and the other anchor is released. After a wait, the windlass engine gently huffs and puffs, lifts the anchor. The chain runs smoothly and the men who are checking report that there is a chain speed of better than 30 feet per minute.

Another test completed.

In the Yard Engineer's quarters we find a table filled with sandwiches, percolators of coffee, pitchers of milk. There's ice cream, cake, pie and watermelon. In spite of a memorable dinner, we are all hungry and fall to. "Chappie," who is in charge of the food for trial runs,

presses more and more on you, grins his approval as you accept.

The Watch Engineer, scrubbed clean, ends up with a piece of watermelon that seems to weigh pounds.

"I probably shouldn't do this," he commented. "I'll be chasing tigers all night!"

* * *

The bunk was comfortable. Even three cups of strong coffee couldn't keep your reporter from sleeping. From the open port one lone star, a silver dot in the black veil of night, swung gently back and forth, a phenomenon too difficult to weigh seriously against an over-powering desire to sleep.

This is not a pleasure cruise. A five-thirty blast of the whistle reminds you that the additional phases of the test are to start. At seven a bell rings in the cabin. You won't sleep against that warning!

The air is fresh and keen. The sun is well above the horizon. At the bow the waters curl cleanly away. At the stern, the propeller churns the water to a swirling pattern of creamy foam and the water, under the morning sun, is a pale translucent green. The ship is slipping along easily on a great circle, warming up the turbo-electric drive.

Later, the ship is driven at over-speed for six solid hours, with the Main Propelling Motor developing 8200 S.H.P. at 97 R.P.M.

All over the ship you encounter men who are checking a thousand details of performance. The performance of every item of machinery, of every instrument and gauge on the structure is being subjected to constant severe and exacting tests — and they must all be right.

The wheelhouse is sanctuary for an array of navigational instruments. Suffice to say, these uncanny gadgets eliminate any human frailty to error. They can and do detect the presence of submarines below the waterline. Navigation is largely mechanical, thanks to these curious and amazing instruments. These instruments are carefully tended, closely watched, and frequently consulted at times, under all conditions.

The wireless room is very super-special. As it should be!

We return to dock and the tugs gently push the tanker X into the pier. As we walk down the gangplank, there is feeling that here is a great and useful ship, destined to play her part in bringing victory to the Allies. Next week she will be on the high seas, headed for Certain Places.

I pause and pat her hull.

"Good luck to you, tanker X."



STOREROOM HEART OF THE PLANT

It's two years since women took a hand in helping operate Sun Ship's vast storeroom through which more than 1,000,000 tons of material valued at approximately \$130,000,000 pass. In addition to working in the Store-room offices, women are employed at the counters where stock is issued, in the cages where contract goods are stored and in the receiving and traffic sections.

Under the supervision of James H. Brown, head of the huge department, a constant flow of everything needed in the building and equipping of a ship moves smoothly, efficiently and unceasingly.

It takes a force of almost 800 men and women to handle the immense stream of material ranging from monster propellers and gigantic plates to tiny screws and wash towels. The Storeroom is the heart of the plant with its arteries and veins receiving and distributing the goods.

Approximately 540 trucks and 270 car loads of material are used to bring the products to Sun Ship each week. Each shipment must be checked, handled and stored under the watchful eye of General Manager Brown's staff. In the distribution of the goods within the yards 37 gas trucks and 29 electric trucks are in almost constant service.



(Top) — These steel racks hold all kinds and sizes of bars. Left to right: Ann Quigley, Alice Flynn, Emma Craft, and Adele Dempsey.

(Middle) — This department receives all material that comes into the Yard. Left to right: H. Jones, laborer; C. Calloway and W. MacEntee, checkers; E. Hayne, laborer; Pete Curley, checker; J. McCanta, laborer; G. Thomas, laborer; Ken Yarnall, checker; and John Maloy, leader.

(Bottom) — The Tariff department takes care of the demurrage, R. R. Bills, R. R. Discount, and Bills of Lading. Left to right: Mary McLaughlin, Bill Johnson, Ann Haldren, Frank Corcoran, leader, Madeline Gill, Del Turner, and Virginia Detweiler.



STOREROOM — 80 DEPARTMENT — Left to right: Edna Little, Amy Burbine, Stella Zabitzko, Blanche Donnelly, Dolores Deramedi, Toni Cornachia, Mary Murray, Evelyn Kennedy, Madelon Favinger, Mr. Earl Benner, Asst. foreman, Edith Korp, Mr. James Ryan, leader, Alice Rake, Margaret Broyles, Mary Fillinich, Anne Smedley, Mary Emper and Mary Marsch. (Inset) — **REBECCA PLUMMER**, secretary to James Brown.



GENERAL STOREKEEPER AND HIS SUPERVISORY STAFF — Left to right: Frank Cunningham, James Ryan, Vance Holloway, James Brown, General Storekeeper, Willard Lord, James Wright, Tommy Leeson, Frank Corcoran, Bill Conner and Bob Curry.



A WORD OF APPRECIATION

On behalf of the Company, I want to express my appreciation to you men for the long and faithful service you have rendered Sun Ship.

You people who have been with us for so many years represent the real backbone of our organization.

I hope you will want to stay with us at Sun Ship as long as there is work here. And I hope you'll never see the day when there won't be work here.

—RICHARD L. BURKE



F. P. PEARSON, 42-460, is shown receiving his 20-year service pin.

DECEMBER, 1944

SALARY

47-8	H. Ferry	25 Years
45-11	R. Van Horn	20 Years
30-41	R. Plotts	15 Years

DRAFTSMAN

38-65	George Powell	15 Years
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HOURLY

33-4201	H. Sheaffer	25 Years
75-466	H. Robinson	25 Years
8-65	F. Leinhauser	20 Years
33-33	E. Shockley	20 Years
47-43	J. Wahoski	20 Years
55-314	Y. Temochuk	20 Years
55-401	C. Stephens	20 Years
66-30	A. Roux	20 Years
68-253	G. Amalfitano	20 Years
68-264	W. Rhymes	20 Years
74-10014	J. Proctor	20 Years
55-65	E. Parmer	15 Years
84-63	W. Biebas	15 Years
74-100	E. Travers	15 Years
1-27	A. Guissinger	15 Years
8-30	A. Lastowka	15 Years
30-38	S. Sanetrick	15 Years
34-819	C. Laird	15 Years
36-85	R. Cohee	15 Years
36-982	E. Spry	15 Years
42-460	F. Pearson	15 Years
47-3631	R. Carter	15 Years
67-209	J. Wallace	15 Years
67-255	A. Roberts	15 Years
67-370	G. Washington	15 Years
84-10075	E. Simpson	15 Years
30-2053	T. Adams	10 Years
34-2551	J. DeTullee	10 Years
42-51	J. Besman	10 Years
42-250	W. Anderson	10 Years
42-288	E. Miles	10 Years
47-1075	F. Maggiore	10 Years
47-10023	J. Ferguson	10 Years
60-300	F. Martin	10 Years
66-61	W. Simons	10 Years
69-551	E. Pachorick	10 Years
75-11	P. Zacary	10 Years
75-85	A. Eagle	10 Years



(Top) — Left to right: J. Wallace, 15 years; A. Roberts, 15 years; E. Pachorick, 10 years; J. Mack, 10 years; P. Zacary, 10 years; A. Eagle, 10 years; and F. Martin, 10 years.

(Middle) — Left to right: J. DeTullee, 10 years; F. Leinhauser, 20 years; A. Lastowka, 15 years; E. Parmer, 15 years; E. Travers, 15 years; G. Powell, 15 years; J. Besman, 10 years; and T. Adams, 10 years.

(Bottom) — Left to right: G. Washington, 15 years; J. Proctor, 20 years; A. Guissinger, 15 years; J. Ferguson, 10 years; and E. Spry, 15 years.



ABSENTEEISM AND JOB HOPPING TO BE STOPPED



WASHINGTON RELEASE: "Local boards of the Selective Service System have been instructed by National Headquarters promptly to reclassify men who change jobs without satisfying their local boards that the change will result in greater contribution to the war effort. The boards were informed that Army physical standards to be applied to these men will be drastically

lower than those under which men are inducted for general military service."

The Sun Shipbuilding & Dry Dock Company now sends all employees who have been absent from work without an excuse for seven days the following warning.

"If we do not receive a satisfactory explanation for your absence within three

days of the receipt of this letter we will assume that you are no longer interested in returning to your employment here and in accordance with the Employment Stabilization Program of the United States Government we will be required to send your name to the War Manpower Commission for investigation."

DECEMBER AWARDS

On January 11, the Labor-Management Production Committee awarded one \$100.00 prize; one \$50.00 prize; and four \$25.00 prizes.

\$100.00 AWARD

Thomas Goodley, 47-308
"Air Clamp"

This air clamp is used to clamp angles on to girder plates. The angles can be tacked on in one-half to one-third the previous time. It also eliminates the use of clips and wedges and saves all unnecessary tacking, leaving the plate clean.

\$50.00 AWARD

Thomas C. Ayling, 33-476
"Improved Arm Holders for
Fin Tube Welder"

The arms at present are in one piece, therefore they are stiff and have no chance of following the work to be welded. By cutting the arm-holder into two sections — each section to be pivoted, each can be adjusted separately. The amount of pressure on the wire feed wheel can be regulated so the wire will not be flattened out when the arm is adjusted to the work to be welded.

\$25.00 AWARD

Raymond Gilbert, 74-110
"Preventing Spindle Wear on
Pneumatic Grinders"

By using emery wheels with a $\frac{3}{8}$ " lead bone in them instead of the wheels in use at the present time which have no lead bone, there would be no spindle wear from wheel friction. This eliminates time and expense in repairs and keeps the machine on the job. This applies to the small Pneumatic Grinders having a $\frac{3}{8}$ " diameter spindle.

\$25.00 AWARD

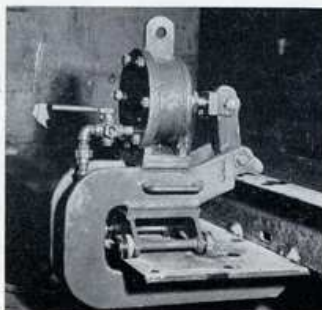
Raymond Gilbert, 74-110
"Improvement on Chicago 332-A
Surface Grinder"

The Chicago 332-A Surface Grinder has no method of lubricating the lower end plate bearing. By drilling, tapping, then inserting an alemite fitting in the collar of the lower end plate, the bearing can then be lubricated by a greasegun. Thus saving time in not taking the machine apart in order to grease it.

\$25.00 AWARD

W. Crossen, 74-130
"Improvements to Hiventor"

On the Chicago Pneumatic Model 490E Hiventor, which is used extensively throughout the Central and South Yards,



\$100.00 AWARD FOR DECEMBER — "THE AIR CLAMP" — Thomas Goodley, 47-308.

the fan housing is fastened to the detachable brass ring with six 10/32 x $\frac{3}{4}$ " R. H. Brass screws. Due to vibrations of the machine these screws become loosened resulting in the loss of parts of the same. Each screw has a hole through the head at right angles with the threaded body. When the machine is assembled, a wire may be passed through the holes in the heads of all six screws and the ends of the wire twisted together thus eliminating the expensive loss of parts.

\$25.00 AWARD

Benjamin L. Kneedler, Jr., 74-127
"Repairs to Chain Hoist"

Coffing chain hoists used in the yards are frequently overloaded beyond their rated capacities. As a result, the hook at the top of the hoist starts to pull out of the riveted hoist frame. This distorts the frame and frequently enlarges the hook hole. The two $\frac{1}{4}$ " rivets holding the frame together at the top are often broken as the frame spreads. This makes the hoist very unsafe. The hoist frames are made of malleable iron and tests show that the distorted parts can be heated and quickly forged back to their original shape. To prevent distortion during forging the two sides of the case are riveted together. If the hook hole has been greatly enlarged it can be welded and a new hole drilled. In addition to strengthening the case at the top, two $\frac{3}{8}$ " rivets are used instead of the usual $\frac{1}{4}$ " rivets. This will prevent the case from becoming distorted too quickly. More work may be performed with the hoists when they are assembled in this manner.

HONORABLE MENTION

Morris Banks, 69-647
"Improved Bos'n Chair"



OCTOBER PRIZE WINNERS are shown receiving their Certificates of Merit from George D. Carney, chairman. Left to right: J. MacDonald, J. Tokarchick, W. Edwards, P. Simmons, and Charles B. Bowden, Jr. Seated are the members of the Committee: Max Cooper, William Ramsey, John J. Bresset, A. S. Hall, O. Holt, A. A. Norton, George D. Carney, chairman, William B. Beatty, and J. Wilkinson.



NOVEMBER PRIZE WINNERS — Left to right, back row: O. Boddy, R. Forsythe, L. Mackiewicz, and J. Wescott. Front row: D. Tamburino, T. Phillips, and H. Kane.

LABOR-MANAGEMENT COMMITTEE REPORT FOR 1944

1. Number of meetings held	18	8. Percentage of suggestions adopted to total proposed	21%
2. Number of men present representing Management	108	9. Number of suggestions considered impractical or present system more satisfactory	375
3. Number of men present representing Union	82	10. Number that were put to use but did not merit awards	38
4. Total number of men present	190	11. Total number of suggestions that received awards	64
5. Average attendance at meeting	11	12. Total amount of awards	\$2,742.32
6. Number of suggestions received and discussed	477		
7. Suggestions put to use	102		

Sees Peacetime Shipping Prosperity

Vice Admiral Emory S. Land, chairman of the Maritime Commission, looks forward to a season of prosperity in American shipping following the end of the war. Sun Ship workers would naturally share in this prosperity. He contends that additional transportation will be called for to wage the campaign against the Japs. He asserts that the peace needs also will demand more ships. In one powerful sentence Vice Admiral Land outlines the aims of the Maritime Commission:

"It believes that a dynamic shipbuilding industry in America will be a substantial form of discouragement to the Hitlers and Tojos of the future."

His views on the outlook for 1945 in the shipbuilding and shipping industry follow:

"Ship construction in 1945 is dependent on the war needs of the Joint Chiefs of Staff, which precludes a completely definite program at this time. Whenever there is an end to the war in Europe, there will be a concentration of shipping in the Pacific in support of the war against the Japanese, with the consequent transport requirements. Meanwhile, there would be establishment and maintenance of essential shipping to devastated Europe.

"Certain facts are inevitable. Possession of the largest merchant marine any nation ever has had will place the United States in a strong position in peacetime commerce. For a period after the war the United States will probably be called on to furnish the greater

part of the materials, the services and the shipping that will place war stricken areas on their economic feet.

"The Commission is bound by law to create and maintain a merchant fleet that can perform the peacetime functions of carrying all its domestic water-borne commerce and a substantial portion of its foreign trade.

"There should be shipbuilding in America, the Commission believes, sufficient to keep our talent abreast of the times, and our resources together. Furthermore, it believes that a dynamic shipbuilding industry in America will be a substantial form of discouragement to the Hitlers and Tojos of the future.

"A function of the Commission is the fostering of foreign trade. In performance of that function it can only supply the tools. It cannot furnish the cargos that will make the United States Merchant Marine a forceful part of the business structure. By every means at its command it is encouraging American flag shipping companies to assert themselves in support of an expanding foreign trade.

"The companies in turn are urged to point out the way to American business men, so that when peace arrives they shall have an understanding of how they can help to raise not only the volume of exports, but the volume of imports. It is not beyond the intelligence or the capabilities of American business men to lead the world down the economic highway whose destination is a peace founded on mutual respect between worthy nations.

"Meanwhile, the Maritime Commission continues to build ships for war, and the War Shipping Administration to direct their movements toward eventual victory. When that time comes there is the hope that there will be a fuller understanding of the importance of the Merchant Marine to our welfare, and that public opinion will be that the nation's maritime rights are upheld."

SPORTS

BOWLERS AT HALF-WAY MARK

SPORTS

The mid-point was reached in A and B Leagues with "A" league putting on a whirlwind finish. Paint Shop, Shipways, Copper Shop and Engineers separated by only 4 points went into the last night with Shipways finishing last by one point, Toolroom 2nd by one, Copper Shop and Paint Shop tied for 3rd with 2 points down to the winning team.

In the "B" League, Berthing stayed it out to win by 3 points with Welders a close 2nd. Cox's high three still stands "639". Marvel high single "254".

HULL DRAWING — "A" LEAGUE — Combining Engine drawing and Hull drawing to one team made them a tough outfit to lick — Watch them next half. Left to right: Petchel, Jennings, Wooley, J. Dougherty, and E. Dougherty.

We offer a toast to "Counters" in "B" League and Installation in "A", the two bottom teams. Without these boys who didn't win there would be no league.

The two Christmas prizes were won by Roberts in "A" and Bentley in "B".

In the Independent league, Installation is leading by 5 points. 60 Department is 2nd. This league is getting to be a pretty fast outfit with Fullmer having high 3 with "636" and Wrable high single of "263".

ACCOUNTING — "A" LEAGUE — Finishing midway up the ladder this team is always a headache to the top teams. Give them an inch and they take a mile. We give you: Boyle, Anderson, Gross, Fisher, Brown and Pasal.



SHEET METAL "A" LEAGUE — This team has been revamped several times but feels now that they have the right combination. Although not too good in the first half they are really going after the second with everything they have. Introducing: Temple, Dunn, Parvast, Wilson, Wilkie and Briner.

(Inset) **GEORGE PALEN** one of the League's leading bowlers and a hard man to stop. He is out after the high average and has a good chance of getting there.

OFFICE "A" LEAGUE — Another team of giant killers, always knocking some team off the perch. This is one of the original teams in Sun Ship bowling and is headed by a veteran of 15 years "Bill Craemer" who is still bowling with the "boys". Here we have: Burgess, Moonan, Craemer, Mitchell and Murphy.



SECOND SHIFT MORNING LEAGUE — Although many are not aware of it, Sun has a bowling league composed of 2nd Shift employees bowling at the Army every morning and able to give any of the other Leagues a run for their money.

We may be able to arrange a few matches between leagues in the near future and raise the competitive spirit still higher.

Our photographer snapped these as the League started throwing them recently.

Junior Members of the Sun Ship Family **To Have and To Hold**



BOBBY LYNN 4, and JAMES ARTHUR GABINS 2, grandchildren of Mrs. Nicey Williams, a welder in No. 4 Yard.



CAROL 4 years, and KARL AUER 16 months, children of Charles Auer, burner in the South Yard.



RICHARD MERCHANT III, Invasion Day baby born June 6, 1944. His father, Richard Merchant, Jr., formerly employed in 59 dept., is now in the Armed Forces.

MAXINE BOYER, six-month old daughter of Maxie Boyer, Assistant Foreman of 46 department in No. 4 Yard.



SARA 3, and NORA MacDonald 4, daughters of Jack MacDonald, 34 dept., N. Y. Pipe shop. "Lady" the dog, is a 3 year old St. Bernard. Lady has a top speed of 15 miles per hour.

BUY WAR BONDS



SHIRLEY ANN 7 years, and BARBARA JEAN PRETTYMAN, 10 months, daughters of Clyde Prettyman, leader in 60 dept.



MARSHA 3 years, and SUSAN BLITMAN, 6 months, granddaughters of Leon Matthews of 30 dept.



ROBERT BERKHEIMER, 21 month old son of Herman Berkheimer of 59 dept., N.Y.



CONNIE FRYER, 3 year old daughter of Fred Fryer of 47 department, Central Yard.



DOROTHY GILES, 7 year old daughter of Fred L. Giles of 91 Department.



TARRY WARFEL, 3 year old son of V. Warfel of 59 department.



DORIS LEFLAR, 3 year old daughter of Benjamin Leflar of 80 dept., North Yard.



JOHN 9 years, HORACE, Jr. 4½ years, and MARY ELIZABETH DELGRANDE 4½ months, children of H. Delgrande, 68 dept., C.Y.





BURNERS' RAMBLINGS



TED LOUPUS, of 60 department, who has been writing "Burners' Ramblings" for "Our Yard" since April, 1944. Before coming to Sun Ship in September, 1943, Ted was a salesman. After the war he hopes to be a selling writer. He is married and has three daughters, Arlene, Barrie, and Ginny.

A short time ago, a great many of us thought this war was about over. There was talk of the last ten yards, talk of the final push. Now we can see that wars are not won by wishful thinking, but courage and blood. Courage of the men at the front and their blood, too. For a great many reasons we all can not be there at the front. Some must stay behind to supply that man on the front line battlefield.

Your job at the shipyard is a big one. Do it well. But, you can do even more as your share in the final victory. Don't expect the man at the front to give up all his blood—YOU GIVE HIM SOME OF YOURS. Be a blood donor, have the satisfaction of knowing that maybe your blood took some soldier or sailor off his back and put him up on his feet.

The Red Cross Blood Donor Service will again be here at Sun Ship, for three days beginning March 5th. Men of the Burning department show what you think of your fighting men. Back them up with a donation of your blood. Let's make it 100 per cent for your son or brother, or neighbor

or cousin, or the fellow you formerly worked with.

John 'Ed' Conte, not the radio crooner, and his wife, Frances, celebrated her birthday (not saying which, of course) in fine fashion.

For the unusual in daddies this month, we have Nate Schwinger. He started to tell us something his wee lad, Larry, had said or done, then abruptly stopped. We asked him to continue. Nate said, 'Aw what's the use, you'll think I'm braggin'.

The boys at No. 1 Way Canteen at lunchtime after very much forceful persuasion, removed Angelo Grasso's hat. He was made a member of the "Goldilocks Boys Club for More Hair." Members to date are: This reporter, Herb Belchic, Nate Schwinger, Frank Harris, Joe Milo and Domenic Oliver.

Irv, the hose repair man on Hull 425, says the burners are all swell guys. I thought maybe because they push him when he gets stuck in the morning coming to work. All kidding aside, he thanks the fellows for the swell present.

Freddie Gianniscoli at New Cumberland in the Army asked to be remembered to the fellows.

Bernie Hunnigan was burning strong-back off the side-shell. Not wanting to risk the dropping of any, he sought aid. Leaderman Earl Heisner held the strong-backs while Bernie burned. We always thought it was something about Nero and a fiddle, while Rome burned. But—maybe it wasn't Rome, but Bernie.

Don't ask Si Magnus to answer any questions for you unless you have a lot of time to wait for the answer. Si studied law and each question requires judicial treatment.

Reporter: TED LOUPUS

LININ' THE LINERS

A brand new column this month devoted to the Linemen. One of the newer departments at Sun Ship, they have done a marvelous job. If you know anything interesting either about yourself or your fellow workers, jot it down and leave it at the "Our Yard" Office, or mail it.

Men about the shipways were surprised to see an old pair of coveralls with a sign attached reading—For Sale—Cheap. There was also a pair of old shoes with a familiar sign. Both signs directed interested parties to contact Toby Kaufman. Mystery was in the air. Now we can reveal the purpose of the house-cleaning. Toby was married and the brand new Missus insisted on a clean slate and clean clothes. Good luck to you both.

Sid Finkelstein wants to know why all the swooning over Messrs. Sinatra, Crosby, Haynes, etc. He has a tacker better than the others, he says. He wants to know if Sinatra can weld. The crooning, swooning tacker is Jimmy Lee. By the way, Sid, his wife, Pearl, and little Jerry just celebrated Mamma's birthday.

What Lining Assistant Foreman received a congratulatory letter from a celebrated radio comedian? ? ? The letter to A. F. read: "Just heard your wife had a little girl. Congratulations on the birth of your third daughter. That's how I started."

The snows being what they are, Zeke, John, Lobo and Tony recently from Reading, decided to live in Chester for the balance of the winter. There were too many snow-bound days enroute. All are hibernating at the Y.M.C.A.

R. Reed, who has so very many friends, just smoked his last Christmas cigar. Ask Reedie to tell you of the winter of '36, when it was so cold the ducks froze to the lake; then in the spring flew away with the entire lake.

J. Arthur Wisonant, a native of South Carolina, went home for his holiday vacation. The time was spent in bed with la grippe. He said he missed Chester so much—he took sick.

Tex and Woodie are still living in the past. When they finish a job, they whip out a soap-stone and figure what they would have earned piece-work.

George Hrab will rattle you for anything or nothing. He wants to prove the Army training was beneficial to him.

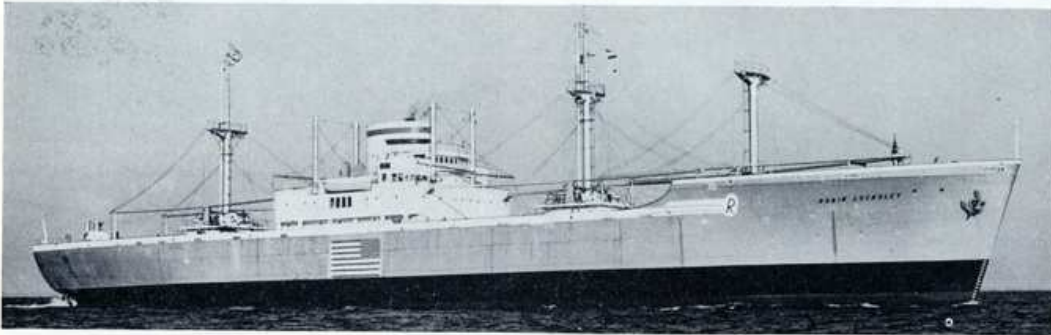
Well, see you next month, fellows. Meantime, "Keep punchin' for Uncle Sam, right on the Punch-Marks."

Reporter: JOHN A. WOLFE



PRESIDENT JOHN G. PEW, Sr., addressing the Appreciation Dinner of the Day Shift Fire Department on January 18. This picture is being used through the courtesy of Edward Wertz of the Wetherill Plant. We regret that "Our Yard" Photographer was unable to attend the Fire Department's Banquets on January 17th and 18th because of illness.

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



ROBIN LOCKSLEY — Combination passenger and cargo type designed for trade routes between New York and ports on the southern and eastern coasts of Africa. Length (over-all), 479' 8". Beam 66'. Draft (loaded)

27'. Cruising radius, 18,500 miles. Net tonnage, 4,258. Dead-weight tonnage, 10,048. Shaft horsepower, 6,300. Propulsion, Turbine.

WELDING LINES

BOND SELLER SAM SAYS:

Every man in the Yard can aid the war effort by starting bond drives individually. Ascertain whether or not the fellow working next to you or the buddy who rides to work with you has subscribed to the limit of his ability. If the answer is no in either case then go to work on him and make it your duty to convince him that it is the patriotic duty of each and every one of us to subscribe until it really hurts. **HELP UNCLE SAM NOW**, and by doing so you will automatically be laying plans for a sound post-war program, for your Country and Yourself.

George Timlin is a sad looking gent these days. His friend and former piece work partner is in South Yard while George is in Central Yard. George is hoping that N. Romanelli will soon join him so that he can go to town again.

Co-operation medal of the month goes to Mr. Jay Schoff, our genial Personnel Officer, for the housecleaning and "re-benching" job at No. 6 Shipway.

Fred Suloff is now a member of 45 department. "59" is sorry to lose you, Fred,

but we know you'll do as good a job in 45 as you did in "59". Good luck and good berthing.

WANTED: One oversize hammer head crane to tilt boats so that all flat welds will be in a horizontal position when DeLatour is being counted.

POST WAR DREAM: An automobile with equipment for lateral movement to facilitate parking. Just the thing for Jack Wiggins monthly fender bill.

We hear a lot about taxes these days — griping. Your reporter read an article recently about the "Voice." This lad had a total income of \$1,500,000 and he was taxed all but approximately \$110,000. That is more than most of us could stand and yet from this gent no gripe came forth. We "59 'ers" who are paying our share should regard it as a small fee towards the guns and ammunition it will buy to help win this war.

Grygo buys a box of tooth picks with his cigarettes these days. It is really surprising how much closer he can get to his face without being burned, than without the aid of his smoke "stretchers."

Andy Semeister, according to reports, will

be a brand new shiny husband by the time this issue is published and circulated. Congratulations Andy and we hope your plans all turn out in good order.

Dave Goldsmith, although a welding repairman in 33 department, is welcomed back by all Central Yard 59 men after serving 11 months with the U. S. Army. Many of us remember this youngster as the lad who repaired more lines than you could shake a stick at, in less time than it takes to say, Welcome back, Dave.

Speaking of servicemen — there are a few veterans of World War II beginning to trickle back into our department. Let us all do what we can to get them back in their pre-service stride. Few ex-servicemen like to be the target of a question and answer barrage, especially regarding injuries. They would much rather fall in line with their former duties without being felt sorry for or ganged up on. Bear these facts in mind when you next shake the hand of a returning veteran.

Prof. Crackpot Welder is working on a new type welding glass. It will be dark enough to exclude the harmful light rays, yet light enough to enable a welder to

GUESTS ON "SWEET LAND OF LIBERTY"



Left to right: **MRS. GENE FORD, DONALD MCKAY, JOHN PASTICK, WILLIAM DAGGENHART, JAY CALDWELL BEATTY and KATHRYN and DOROTHY CLENNENING.** Mrs. Ford, supervisor of women in the Production Control dept., told of the progress of women workers at Sun Ship and Donald McKay, great grandson of the famous New England shipbuilder, delivered a fact revealing talk on the "Flying Cloud", the swift clipper built by his ancestor. John Pastick, of 58 dept., told

of the glorified model of the passenger and cargo liner of the future which he built and William Dagenhart related his 18 months in the service in which he packed a lifetime of experiences. Jay Caldwell Beatty ended the broadcasts for the year with a very interesting talk. Kathryn and Dorothy, who were recent guests, had the honor of being the first set of twins to appear on the program.



INSPECTORS AND WELDER LEADERS, C. Y. — Left to right: Eddie McCue, Harry Gashell, Dorothy Nichols, Eddie Larsen, Joe Bradford, Irene Kiershi, A. Smith, Shorty Eisman, Warner Bender and Dan Morslander.



75 DEPARTMENT — PLATE YARD — No. 4 YARD — Left to right, front row: J. King, W. Clark, H. Durham, S. Pearson, and W. Bowman. Second row: W. Pate, F. Hodges, F. Ferrell, G. Cohens, G. Ford, J. Alexander, E. Reed, H. Bunn, R. Ward, R. Teagle, J. Sharper, J. Rosati, foreman. Third row: W. Tinnin, W. Caison, L. Latney, J. Bean, I. Spady, H. Purnell, W. Crews, W. Crowder.

insert welding rods into line handles without raising his shield. It's a great time saver if old "Cracky" can do it before he blinds himself with flashes, while experimenting.

We recently heard from: Lt. H. Laughead, AAF; Irv Filbert, Navy; Joe Mitchell, Navy; Pete Phillips, Marines; "Greeny," Army; J. Dugansky, Army; J. Guerro, Navy; Lt. S. Cariola, AAF.

Morgan, Breedlove, and Ralf have become an established partnership in Central Yard welding circles.

Harry Fielder, 59-1314 Central Yard, will be married on February 17th at the Christ Lutheran Church, Walnut street, Upper Darby, at 4:00 in the afternoon.

All of "Dick's" friends are invited to the wedding and party afterwards at 381 Wembly road, Upper Darby, at 8:30 P. M.

Reporter: A. "LEFTY" CORVELLI



(Left) **JOHN R. DOYLE** is back on the job here. Behind that simple statement is the tale of courage on the Italian battlefield, of wounds, of suffering and months spent in hospitals, of a gallant struggle to "come back" and finally a soldier's return to the place he held as a welder in Sun Ship.

A Virginian, Doyle came to Sun Ship in January, 1939, and started work as a welder. Volunteering into the Army in June, 1943 he went overseas in November. On patrol one day in Casino, he was hit in 30 places by high explosive fragments. Taken to a first-aid station, he was later moved to a hospital in Naples, then to another in Bizerte, and then brought back to the U.S. for many months of treatment. He received an honorable discharge and eager to get back to work, reported at Sun Ship Dec. 26. Now he's back where he originally started working as a welder.



Courtesy Charles E. March

THE ROUTINE OF THE DAY for the employees of the Wetherill plant in 1904 was to go to a lot where now stands the Ukrainian Hall at Fourth and Upland during their lunch period (45 min.) and have several innings of baseball. A great deal of interest was created and the outcome of the noon hour playing brought a challenge of The Old Men of the Wetherill Plant vs. The Young Men of The Wetherill Plant. The game went along very nicely for the Young Men up until the last half of the ninth inning when the Old Men had a rally and made 16 runs in the last half of the ninth. The Young Men never lived it down. Final score was 16 to 15 in favor of the Old Men.

Reading from left to right, top row: William Quaille, James McNeal, Harry Pedlow, Albert Baker, William Lenahan, William Tollinger, Oram Boyer, and William Robinson. Kneeling: Cornelius Green, Charles March, and Clarence Smith. Bottom row, left to right: Walter Martin, Oliver Robinson, William Reynolds, George Stewart, William Grant, Samuel Connors, Lea Fritz, and John Baldwin.

Four of these men are still employed at the Wetherill Plant of the Sun Ship Co. They are William Robinson, William Reynolds, Charles March, and Lea Fritz.



ERECTORS, CENTRAL YARD — Left to right, front row: J. Prezekop, Fritz Zukuskie, Al Stanowski, Jack Wistar. Back row: Jack Conley and Jersey Hammond, assistant foreman.



OFFICE STAFF OF MAIN GARAGE where all Sun Ship cars and station-wagons are dispatched from. Left to right: Ruth Greaves, Jeanette Wolfe and Edward Keller.



JOSEPH WEST (left), No. 4 Yard Personnel staff, second shift, discussing with an employee one of the many problems that are brought to the Personnel department. Mr. West is a graduate of the State Teachers' College at West Chester. He was formerly employed by the U.S.O. in Chester as staff assistant.

No. 4 YARD NOTES (Second Shift)

Among the graduates of the Foremanship Training class of January 5, at Swarthmore College, could be seen several of the second-shift leaders of No. 4 Yard.

The ten weeks' course, one of the many phases of the training program started by Sun Ship after Pearl Harbor, was organized to give employees for supervisory positions a better understanding of the handling of men in the respective departments.

Some of the second shift Leaders receiving their certificates were: J. L. Valentine, 36 dept., J. C. Jenkins, 51 dept., M. Nelson, 46 dept., H. Thomas, 51 dept., E. Tingle, 68 dept., B. McNeal, 58 dept., T. Lynch, 59 dept.

Recently returned from overseas and back at his old job is Robert Stanfield of 36 Maintenance, No. 4 Yard. Veteran of World War II, Stanfield is more determined to help keep production of essential war materials at the highest possible level after getting actual experience of what it's all about.

Not only is he anxious to stick on the job himself, but to those with absentee tendencies, a word or two of what our boys are up against he hopes will make

SUCCESSFUL SIXTH WAR LOAN DRIVE

We can all be very much pleased at the splendid response of our Sun Ship workers to the 6th War Loan Drive. William Craemer, Treasurer, in releasing the final figures stated that the results were substantially better than the preliminary figures given early in January.

The quota set for our employees by the U. S. Treasury Department was \$2,019,600. The cash subscriptions of the employees were \$2,442,846.80. We went over the top with a final percentage of 120.95. Fine work, and congratulations to everyone.

Besides the regular systematic subscriptions for War Bonds, 9300 of our workers subscribed for extra bonds during the time of the 6th War Loan drive.

Our advice is to hold your bonds, because this is one gilt-edge investment that will not shrink in value, and when held to maturity will increase in value 33-1/3%.

Close to \$1,000,000 in cash goes into the U. S. Treasury each month from the workers at Sun Shipbuilding and Drydock Company for war bond purchases deducted from weekly earnings.

This represents an overall average deduction of 13 percent of the payroll, with 92 percent of the workers contributing. The 100 percent club, comprising workers who turn their total earnings at Sun Ship into war bonds, has 7 members. Nearly 50 workers invest 50 percent of their wages in bonds, and about 200 invest 25 percent. The yard average is well above the national average of payroll deductions, with about one-third of the employees contributing 15 percent or better.



them realize how necessary it is to stay on the job until the day of final victory.

John H. Claxton, guard, No. 4 Yard, is back with us at his former job after serving eleven months in the Army. He is very conscientious about his job and is doing well. He prides the fact that he was among the first colored men hired for guard duty at No. 4 Yard. He was very outspoken in his praise of Sun Ship, and is glad to be able to aid his pals on foreign soil by helping in a set-up that is pledged to make sure the boys get the stuff they need to do the job with and on time.

I DON'T UNDERSTAND

*War is a thing I don't understand —
All this fighting and killing of man,
Why should our boys lie wounded and bleed?*

Is it all because of some man's greed?

*Things that are beautiful as well as life,
All are destroyed in this senseless strife;
Things created by God and not man,
Why it is done I don't understand*

*When this war is over and Victory is won
And they lay aside the smoking gun,
How peace can return again to this land
Is one of the things I can't understand.*

*With a sad heart the thought comes to me
As I think of the boys that have gone
overseas:*

*What will be their future, tell me if you
can,
As it is one of the things I can't understand.*

*When you think of the ocean wide and deep
And think of the boys that over there
sleep*

*If you don't buy more bonds whenever you
can,*

Then it's one of the things I can't understand.

— P. D. VERNON, 74-219
South Yard.



36 MAINTENANCE MACHINISTS — No. 4 YARD — (Left to right), rear: P. Hunt, O. Guilford. Back row: A. Peoples, J. Ward, J. Cannon, M. Vanvladrick, G. Sweigart, J. Burn, W. Jackson, C. Hill, T. Fortune. Second row: T. Brokenbaugh, J. Fulmore, H. Price, J. Devore, H. Johnson, W. Thompson, L. Bailey, L. James, B. Treherne, S. Dorsey, R. Benson. Front row: H. Derry, R. Richardson, J. Moody, L. Washington, M. Holmes, W. Denny, T. Harrigan. Front: C. Durant.

47 DEPARTMENT SWING SHIFT — NO. 4 YARD

Seems like only yesterday we were telling ourselves we'd finish up the Japs within a month, the Huns within a year, and it would all be over. It's over three years now since the infamous attack on Pearl Harbor, and we know we have a long, long journey to reach the culprits in Tokyo, and the Nazi over-lords still are capable of rising to great heights fighting desperately like caged beasts. Let's make, and keep some resolutions this year, eh gang! Here's a few examples:

1. To keep on the job every day, unless it is just physically impossible to do so; the boys are on the job every day over there and they don't collect overtime pay for it either.

2. To try to turn out as much production as it is possible to turn out. Ships are a vital necessity in time of war, let's not have any more "Too little, too late." Remember?

3. To buy, and keep, as many War Bonds, as it is possible to do so. We have reached a really critical stage of the war, let there be no slacking in putting out the cash necessary to keep our tanks, guns, etc., rolling off the production line.

4. To become all-out "War-minded," mentally, physically, and morally over here until it's over, over there.

Congratulations are now in order for Eddie Carlton and Dottie. They had a fine reception too.

It was swell for many of the gang to get together New Year's Eve at C. Adams. They tell me that the New Year really was ushered in right.

These cold days make me envy Dot Scott, sunning in sunny California. By the way, a former burner is stationed out there.

Ed, this department offers you congrats on the fine job you're turning in in your new position.

We leave you now with these words: Do your part of the war, work steadily and buy Bonds regularly.

MARITIME OFFICE (Headley Bldg.)

"Honey Chile" Green Council had her picture taken all by herself. So she says. Made sure no one else was around, eh, Helen. Helen and Dot are jealous now and we believe their ration on Hershey Bars will be cut drastically.



FROM CHIPPIN' TO FIDDLIN' — WARREN SAVERS, asst. foreman in 55 dept., No. 4 Yard, 1st Shift. He resides at 1033 Parker St., Chester.

LOVE VERSUS SHIPS

Love is like a ship. His Lordship meets her Ladyship. Good fellowship ripens into friendship. Companionship, courtship, and then a partnership. After a honeymoon on a steamship, she shows poor sportsmanship and assumes too much leadership. Your home soon becomes a battleship, followed by hardship. He goes before a judgeship who puts the partnership into a receivership. The ship of marriage soon goes on

the rocks; so, you see, if you get married, you are sunk.

The moron who thought short cake was made for midgets.

She wanted to burn his love letters, but didn't have the hearth to do it.

A man, after years of study, found a formula to make hair grow. It was so marvelous, it could make hair grow on a billiard ball, yet he died penniless. People didn't want to buy billiard balls with hair on them!

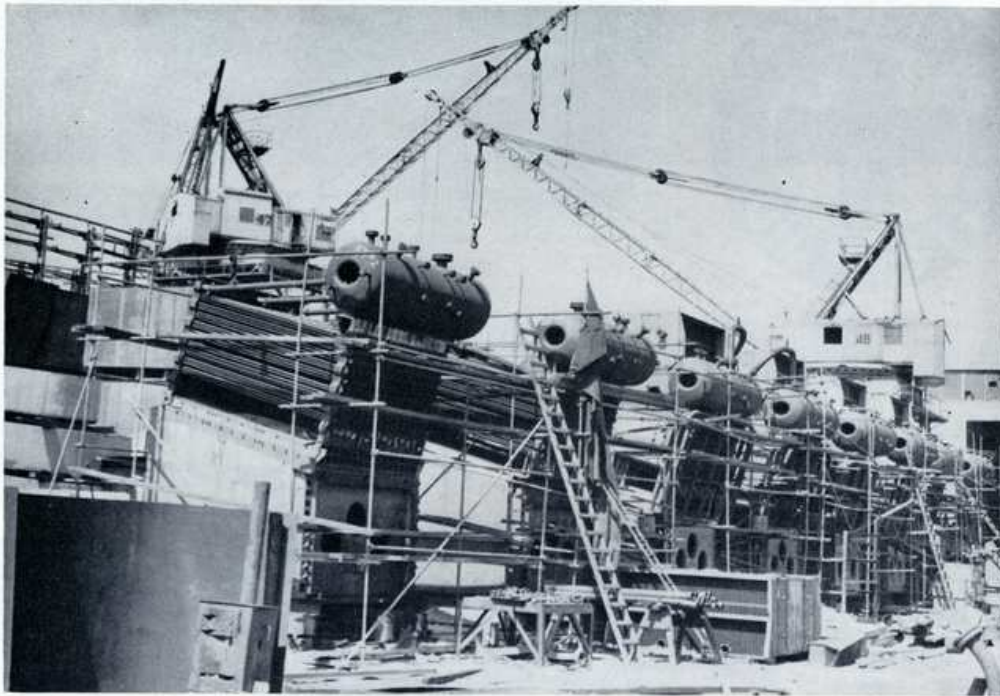
Reporter: AL PLOUGH



(Top) — 47 DEPARTMENT BURNERS — CENTRAL YARD — Left to right, back row: S. Panczak, J. Stokes, R. Albright, N. Della Guardia, E. King, C. Schrodning, G. Healy, J. Strate, A. Schrodning, C. Welsh, G. Marcum, J. Costigan, L. Greenberg, W. Radewanuk, J. Torchetti, F. Janson, L. Hinderhofer, A. Burrows, J. Biddle, and W. Roe. Middle row: J. Ciacio, R. Raber, I. Ellsworth, V. Varen, J. Titerence, D. McGurk, O. Pinder, G. Hamway, S. DiStephano, J. Greenberg, A. West, J. Middleton, F. Schultz, J. Webster, E. Crowther, M. Josephs, J. Dewey, E. Kehl, D. Mar'ani. Front row, kneeling: J. McCarthy, and E. Schoer, Ass't foreman.

(Middle) — GEORGE PALEN, FOREMAN 47 DEPARTMENT, SECOND SHIFT, NORTH YARD, AND HIS ASSISTANT FOREMEN AND LEADERS — Top row, left to right: Tom McKernan, Ben Bridgen, G. Smiling Webster, V. Price, Ed Dodds, Emmet Welsh, Speed Ferrel, W. Byrnes, Frank Dellamonica, and Ralph Brennan. Bottom row: Andy Mucha, Gino Nardy, George Palen, E. Haltaman, Russ Dodge, and Frank Quinn.

(Bottom) EDDIE DODDS AND HIS CREW ON W1 TABLE 47 DEPARTMENT — SECOND SHIFT, NORTH YARD — Eddie is a hard worker and sets a fine example for his excellent crew to follow.



POWER PLANTS FOR SUN TANKERS

Battle line of steel ready to advance on the foe, these 8 huge boilers present an impressive sight at No. 4 Yard. The big cranes in background add to the massive assembly.

91 DEPARTMENT



EDWARD R. BELL, reporter for 91 department, Day Shift. Before coming to Sun Ship in May, 1942, Edward worked as a Railway Mail Clerk and Musician. His work in 91 department consists of keeping records of steel fabricated for all hulls.

Pete Shade has received word from his nephew, First Lt. James F. Kernan, who formerly worked in 91 Dept. Lt. Kernan, a navigator of a B-17 Flying Fortress, has been awarded a third oak leaf cluster to the air medal for participating in bombing attacks on Nazi industries. He has finished all of his missions and is awaiting orders to return home.

Did Bill McGovern ever tell you how he won a basketball game by scoring the winning field goal while lying on the floor

in a semi-conscious condition?

Jim Hoban is in Fitzgerald Mercy Hospital to have an operation performed. Best of luck, Jim!

Catherine Talrico is now at home convalescing after an appendectomy. (Hurry back, Kay!)

Esther Marvel has returned to work after being confined to Chester Hospital.

Tom Murphy is seriously ill in Chester Hospital after an operation for gall stones. We wish Tom a very speedy recovery.

FLASH! John Kennedy has returned to the Yard after scouting labor for quite some time.

We wish to thank Mary Ann for coming back to work.

Walter Welch formerly of Wetherill Plant, who was wounded in France, has been discharged from the hospital in England, and expects to return to active duty. Walter is a cousin of Ann Hardman, 91 dept.

Harold Bonsall, brother of Hilda Bonsall, 91 dept., who was wounded in Germany has been returned to this country, and is now in a hospital in Virginia.

Reporter: Ed Bell

OUR YARD wishes to express it's sympathy to Det Clayton, leader in 91 dept. and Mrs. Harry Perry of the Main Office, on the recent passing of their father.

NOTICE

TO FACILITATE AN EARLY REPLY, ALL COMMUNICATIONS ADDRESSED TO THE PAYMASTER'S OFFICE, RELATIVE TO WAGES, MUTUAL BENEFIT, BOND REFUNDS, ETC., SHOULD CONTAIN YOUR NAME, ADDRESS AND IDENTIFICATION NUMBER.



There are two types of severe bleeding: venous and arterial. Of the two, arterial bleeding is more dangerous. This is due to the fact that blood in the arteries is pumped at high pressure directly from the heart. Usually the flow of blood from a cut vein may be controlled by finger pressure near the edge of the wound away from the heart.

At this time, however, we wish to stress the great danger accompanying arterial bleeding. When an artery is cut the blood comes in spurts unless the artery is deeply buried, when the flow may appear to be steady. Bleeding must be stopped very quickly or death will result. Loss of three pints of blood is always fatal.

When someone is bleeding badly, *quickly* remove enough clothing to expose the wound. Apply digital (finger) or hand pressure between the cut and the heart. The six pressure points are located as follows: just in front of the ear, the middle of the lower jaw bone, on the side of the neck, behind the collar bone, on the inside of the upper arm, and in the middle of the groin.

Apply pressure at the proper point, but send someone to locate an emergency first aid man. In the meantime try to control



FIRST ANNUAL BANQUET SPONSORED BY FIRST AID DEPARTMENT of the Chester Chapter of the American Red Cross. Seen among the diners are several well-known Sun Ship First-Aiders: Alvin Harris, John Cook, Len Cook, Ruddy Flokenstein, Fred Thompson, William Klein, "Dusty" Mitchell, Pat Brennan, Howard Rolls.

the bleeding. Have others help by loaning their jackets to keep the patient warm, thereby helping to prevent shock.

His body should be protected by coverings underneath as well as above. However, remember that while shock is a serious condition, the immediate control of arterial bleeding is much more important. After bleeding has been controlled and the patient has been well covered, no time

should be lost in transporting him to the dispensary.

There is a need for more manpower in First Aid. In the North Yard the job is being handled by only 30 persons. Men and women are asked to take the course in emergency first aid. Leave your name with the Safety Office or with any member.

Reporter: BENJAMIN L. KNEEDLER, JR.



THREE-MAN LIFT at a recent Red Cross Banquet. Left to right: Arthur Cheatham, George Rementer, Cy Sevino, Leonard Cooke, and patient is William Tarry. These men are all from the C. Y. Detachment.



HARRY SHEAFFER, 33-4206, received his 25-year service pin on Dec. 26. Mr. Sheaffer has been out sick for several months.

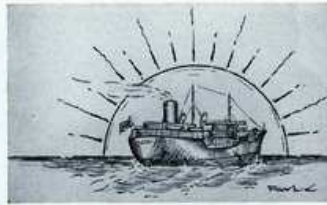


(Right) No. 4 Yard men inspecting trusses for car floats. Left to right: John Jackson, R. Butcher, Bob Crutchley, foreman, and William Oxidine, leader.



(Left) These car floats were constructed at No. 4 Yard and at peak production are turned out on an average of one float every 1½ days.

BILGE 'N BALLAST



FRANK PAVLIK

The reporter for the "Ink Spots" and "Bilge and Ballast" columns of "Our Yard", Frank L. Pavlik, has been in the employ of Sun Ship for more than twenty-two years. Frank is a Drexel "grad" in Structural Engineering and Mechanical Engineering, with

post-graduate work completed in Business and Economics. His wife, Mary, is also a Drexel "grad" and they call Yeadon their hometown.

He is currently attached to the Hull Technical Staff of Mr. John W. Hudson, Naval Architect. He is a member of the Society of Naval Architects and Marine Engineers.

Frank is sports-minded, with emphasis on tennis and golf. Included in his hobbies are travel, music (long-haired and popular) and photography.

As the windy month of March approaches it may be of interest to briefly discuss the origin of prevailing winds, cyclonic storms, etc.

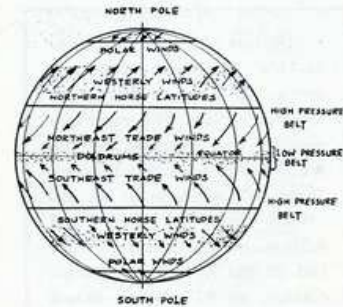
Wind is a current of air in motion in a relatively horizontal plane. Winds are caused by differences in atmospheric pressure or weight of air in adjoining localities. Heated air is lighter in weight than cold

air, and therefore exerts a lower atmospheric pressure. Wind, in general, conforms to the laws of fluid mechanics, flowing from a zone of high pressure to a zone of low pressure. This effect is modified somewhat by the rotation of the earth and the disposition of various land and sea areas. The difference in pressure or the gradient is responsible for the direction of air motion and for its velocity; a great difference creating a high velocity and vice versa.

In general, a low pressure belt of warm air rings the earth at the equator with high pressure belts north and south of it decreasing in pressure toward the poles.

The trade winds blow from the high pressure belts to the equatorial low pressure belt. They are deflected by the earth's rotative effect forcing them to the right in the northern hemisphere and to the left in the southern hemisphere, creating respectively the Northeast and Southeast trade winds, (as shown in the diagram).

At the equator there is a region of calms known as the Doldrums, created by the upward movement of heated air in the equatorial low pressure belt. The air movement here is generally vertical. At the outer edge of the trade winds, but



still in the high pressure belt, the pressure gradient is slight, and accordingly the winds are light and variable, producing regions of calms, shown as the Horse Latitudes in the diagram.

On the polar sides of the high pressure belts the winds blow toward the poles and are deflected again by the earth's rotative effect, creating the prevailing westerlies of the temperate zones. They are actually a southwesterly wind blowing toward the North Pole and a northwesterly wind blowing toward the South Pole. Over the great extent of uninterrupted water masses in the southern hemisphere the westerlies blow with great force and steadiness in Lat. 40 degrees giving rise to the term "Roaring Forties" in these latitudes.

A cyclonic storm is caused by the spiral, inward flow of air to a local region of low pressure known as the storm center. The whirling motion is imparted to the air column by the earth's rotative effect.

As a basis of comparison of relative wind force the late Admiral Sir F. Beaufort devised the scale that bears his name. We are indebted to Captain H. D. Campbell for the copy of the table which appears below:

Number Beaufort	Seaman's Description of Wind	Mode of Estimating for a Full Rigged Ship	Wind Velocity in Knots*
0	Calm	Full Rigged Ship, All Sails set, No Headway.	Less than 1
1	Light Air	Just sufficient to give steerage way.	1 to 3
2	Light Breeze	Speed of 1 or 2 knots, "Full & By"	4 to 6
3	Gentle Breeze	Speed of 3 or 4 knots, "Full & By"	7 to 10
4	Moderate Breeze	Speed of 5 or 6 knots, "Full & By"	11 to 16
5	Fresh Breeze	All Plain Sail, "Full & By"	17 to 21
6	Strong Breeze	Ship "Full & By" can just carry topgallant sails.	22 to 27
7	Moderate Gale	Ship "Full & By" can just carry Whole Upper Topsails.	28 to 33
8	Fresh Gale	Ship "Full & By" can just carry Reefed Upper Topsails & Whole Foresail	34 to 40
9	Strong Gale	Ship "Full & By" can just carry Lower Topsails & Reefed Foresail	41 to 47
10	Whole Gale	Ship "Full & By" can just only carry Main Lower Topsail	48 to 55
12	Storm	Ship can carry storm staysail or try sail	56 to 65*
11	Hurricane	No canvas can stand	Above 65

*1 Knot=1 Nautical Mile per Hr.=6080 ft. per hr.

— FRANK PAVLIK

Officials of the Blood Donor Service announce that an extra 100 pints of blood per day for at least the next two months are needed for the wounded of our armed forces. These 100 pints must be obtained between 6:30 and 8:30 p. m. The smaller facilities of the new Blood Donor Center, at 119 North Broad Street, necessitate using the technical equipment at maximum efficiency during the other hours of the day, but the evening hours can easily accommodate the additional 100 donors.

The amount of whole blood now being shipped from the East and West coast Blood Donor Centers direct to base hospitals overseas, has caused a drop in the supply of blood available for processing into plasma.

It is essential that Philadelphia up its donations at least for the next two months, and all who can do so are urged to make their appointments between 6:30 and 8:30 p. m.



CHARLES J. GRAUEL, who works in the Hull Technical dept., has been with Sun Ship for 16 years. Mr. Grauel attended the Chester schools and Drexel Institute. His hobbies are tennis and table tennis.



HARRY S. BURR, machinist in 84 dept., has been at Sun Ship 25 years. He holds many posts in the American Legion of which all his family are members. Known as a one-man blood bank, he has given 41 transfusions for men hurt in the Yard, their families, or to help the servicemen's blood bank.



HELEN G. COUNCIL is a typist for the U.S. Maritime Commission while her husband is serving in the Armed Forces overseas. Helen takes 10% of her salary in War Bonds.

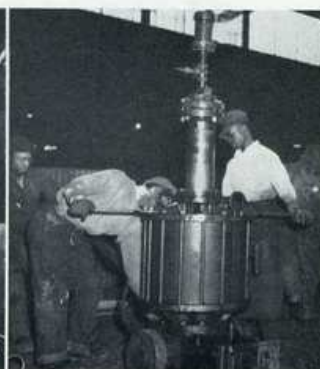


HENRY F. TINNEY, Boiler shop, C.Y., works on the large drill press. He came to work for Sun Ship in November, 1919. Mr. Tinney has two sons, Leroy and Henry, Jr., and one daughter, Mrs. Louise News, all of Chester.

BLACKSMITH SHOP — No. 4 YARD



Shaping a piece of steel in the Blacksmith Shop in No. 4 Yard are, left to right: Ralph Yarbray, leader, William Robinson, with the hammer, Jim Watkins, David Cooper, and James Cockerell.



Working on a fan bending Jack Hammer in the Blacksmith Shop in No. 4 Yard are, left to right: H. Jackson, Rodney Duncan, Thomas Marshall, and W. Randolph.

VACANCIES WANTED

New employees of the Sun Ship Yard are having difficulty finding a place to live. Do you know of a vacant room, apartment, or house? Will YOU help the war effort? Fill in the name and address of the owner or agent and send it to A. F. Bell, Personnel Office, Central Yard.

OWNER'S NAME _____ PHONE NUMBER _____

ADDRESS

- ☐ White ☐ Room ☐ Furnished
☐ Colored ☐ Apartment ☐ Unfurnished
☐ House

THE BRIGHT SIDE

A girl received a check from her soldier hubby overseas for her birthday. The check was made out for a hundred kisses. She felt a little disappointed and figured she'd carry it through by answering:—"Just received your check; the milkman cashed it this morning."

Definition of a Bachelor:—A fellow who didn't have a car when he was young.

PROVERB:—A good friend is better than a near relation.

UNCLE EZRA SAYS:—"He found his latest pin-up girl in a bowling alley."

COPPER SHOP

Johnny Hollis is so overrun with money that he carries his check book in his pocket all the time. He takes it out pretty often.

Whaley has gotten stuck pretty often with things he buys but the other day he didn't. He bought a pair of overshoes but found out they were too small. He sold them without a sales talk.

Who saw Wilkes January 12th in his tails? Or didn't you know him?

Bill Carrigan has plenty of headaches nowadays. Everybody goes to him with their troubles, he's shop steward.

Joe Mrsic was seen opening up another bank account. We can understand that because he really needs them.

Has anyone heard from "Silent" Bill lately?

Since Bill Ely has been making so many trips to New Jersey he is slowly but surely turning farmer. Probably for the best. He is starting out with eggs.

Barrett has been feeding us nuts for weeks. His son sent him 25 lbs. from California. He should have sent more, they're really good.

Frank Parker feels like he lost his right arm since Tommy Carroll left him and joined the Navy. G. Bechtel left us January 8th for the Army.

Mrs. Andrew Adam launched Hull 404 in the South Yard on January 17th.

Reporter: SHIRLEY SPENCER

Wives of 25-Year Men Christen Sun-Built Tankers



WILLIAM RENNIE, foreman of the Hull Machine shop with 25 years service, whose wife, Mrs. Alice Rennie, sponsored the S.S. Bushy Run.

J. H. ROBINSON, rigger, with 25 years service, chose his wife, Mrs. Isabella Robinson, as sponsor of the S.S. Chadds Ford.

STORERUMORS 80 DEPT.



"Our Yard" greets **SID ROBINSON**, one of its first reporters. Sid was among those who answered the call for reporters when the magazine was being organized. Besides his

pick-up column, "Storerumors", Sid was the author of "I Remember When" and now the new "Sun Ship Portrait" column. Sid came to Sun over four years ago starting in 45 department and later shifting to 80 department. Sid graduated from Overbrook High in Phila., and attended Temple University where he took teaching. He also completed eight courses in Engineering and Naval Architecture at the E.S.M.W.T. School here at Aberfoyle.

Short circuits from the E.T.D.'s: Most of us remember the "Wimp," our old friend Wimp Worrell. Wimp was in on a visit recently. He had been a member of a gun crew aboard an oil tanker and just came back from the Philippines and Australia. He will be stationed at the Brooklyn Navy Yard for a while and would like to hear from some of the boys.

After a recent storm, G. Smith hit the railroad on No. 2 pier and the skid threw him 20 ft. He landed with a crash and came up with only a few scratches. And lest we forget, the track underwent repairs.

"Things I'd rather forget" — Department: Harmer order an electric crane for a special rush job at 33 department which turned out to be a 5 lb. box of fittings. "I've been double-crossed," yelled friend Harmer.

News and Views From 80 C.Y. and 80B

Mack Council was in on a visit the other day. It is now Corporal Mack to us. The boy looks great and feels fine. Mack misses the old gang and says he would like to be back soon. We'd all like to see every Mother's son back, Mack, and hope it will be very soon.

Well, the first half of the Mixed Bowl-

ing League schedule finished up with first honors taken by the Sun Golds. The Store-room is represented on the team by Anne Holdren and Sid "Robby" Robinson. The same team took their first 4 points to start the second half off right. Second place went to the Sun Blues. The storeroom placed Madge Gill and Sophie Brown in that five.

Swift and sudden Ginny. Zip she's here and zap down to Charleston to see her sailor hubby Jimmy. Ginny had a swell time but hated, of course, to see Jimmy leave.

Tell Jimmy Ryan that the sidewalks in Chester are bad enough without his falling and cracking them up. But all jokes aside Jimmy, we're sorry you slipped on the ice and were badly injured. Better wear skid chains next time.

Ran into Reese Onimus the other night. Your scribe had one minute and Reese had 50 seconds to make trains going the opposite way. Reese looks fine and sends his best to the gang.

The latest additions to Highland Gardens are the Bill Franklins. Bill bought a house elsewhere but cannot get in for six months

until the present occupant gets into one he bought, the occupant of which cannot get into the one he bought, the occupant of which — phooey I give up. Let's call it a vicious circle.

The manager of a local skating rink has acquired a number of new customers whom he eyes with a dubious and sad glint. Yep — when the girls of 80B descended on yon rink, things began to happen. But as we hear it, top honors went to Peggy who skated for the first time and didn't fall once. Mary F. held on to Blanche's hand so tightly she caused a big purple bruise. The balance of the falls and screeches were fairly well divided. They plan to go every Weds. and Fri. — No, not that!

Birthday greetings to Maddie Favinger and Mary Emper. Best wishes and many happy returns.

Ann S. spent a week-end with Peggy and had a grand time. But Ann did not quite like the early hour of rising.

Frozen Custard From No. 2 S/R

Our all-around man, Stevens, left the 12th of January for the Army. The boys really miss him.

What caused the rift between Murphy and Penelope the cat? Since Penny left, Murphy is not the same. Please Penny come back to our Murphy.

Danny Devlin and Mike went to the fights together. Says Danny, "That guy gets excited and lights up like a stop-light. Wow! his blood pressure." Says Mike, "That Danny can't keep still. He yells like a fire siren and jumps a mile in the air." "Just pals," says we.

And now it comes out. Our man Gilmore, who never let this column down yet, is an expert chef. We accidentally dropped into a certain store in Bryn Mawr and had a delicious snack. Lo and behold standing at one side was Gilmore. Inquiring revealed he cooks the food there every night for the following day and then comes in to "Sun" to help the war effort.

Remember if you think you've got a gripe, read the casualty lists these days. Buy Bonds!

Reporter: **SID ROBINSON**

**THE WAR IS COSTING THE U. S. OVER
\$10,000,000 AN HOUR: \$175,000 IS
SPENT EVERY MINUTE: \$3,000 EACH
SECOND! — SO, BUY BONDS.**

DONNELLY BROTHERS BOOST UNCLE SAM



Left to right: **CAPTAIN JOSEPH J.**, **JAMES J.**, R.M. 3/c, **CPL. WILLIAM J.** and **WARRANT OFFICER JOSEPH HOWARD DONNELLY**. Blanche Donnelly, their sister, works in the 80 Department, Central Yard.



CAPTAIN LINAWEAVER'S SQUAD — NORTH YARD — Left to right, front row: Harris, Colligan, O'Melia, Pastorius, Capt. Linaweaver, Stark, Whitby and Slawter. Back row: McMonigle, Clemson, Mases, Grayson, Julien, Nicholl and Smyth.

CAPTAIN BROWN'S SQUAD — No. 4 YARD — Left to right, front row: J. Colbert, R. Jenkins, C. Johnson, Capt. Brown, L. Brown, G. Jackson, P. Henson, H. Norris and G. Tomlinson. Back row: D. Shelton, J. Lampkin, N. Wallace, H. Myers, R. Gibson, J. Cloxton and M. Robinson.

88 DEPARTMENT

Cherry has been on the sick list for the past few days. He is able now to be around again. Glad to see him back to duty as the "Sick Bay" is not so good.

Hear the Admiral was sightseeing in New York. Bet he has a stiff neck from looking up. Says he will take California any day in preference.

Well we are into 1945 and you can rest assured 88 Department is going to keep plugging and purchasing War Bonds until "its over, over there." Safe to say this department always comes out on the top of the heap in War Bond drives.

Here's wishing every one a very Happy Healthy and Prosperous New Year and we trust by the time the next one comes around, all our families will again be united, that there will be many familiar faces at the table and feet that are not strange under that same table and again it shall be "Peace on Earth, Good Will Toward Men."

Reporter: D. J. MACK



T/4 FRED MacFARLANE, fiance of Miss Francis M. Deasey, Payroll Distribution Department, North Yard, is now stationed in France in a Port Battalion.



SPRAY PAINTERS, SECOND SHIFT — Left to right: G. Young, Assistant foreman, explaining function of a spray-gun to J. Jay, A. James, S. Foust, and J. Brown.

PAINT SHOP

Moving Dept.—Mr. Wait, 69-439, one of our better known down-home painters who incidentally was once in the contracting business with a gentleman by the name of Sea has run afoul of priorities. It seems that brother Wait, in the interest of economy of footsteps, wanted to build another building on his Delaware country estate but after he had gotten the foundation dug he could not pry the OPA loose from the priorities. Mr. Wait was not to be outdone, however, so he moved his own house down to the creek and left it there. We fail to see how this could help the situation but these Delawarians probably know their business better than we who merely sit and write.

Fashion Note—J. Hemehler, South Yard

Beau Brummel showed up the other day wearing a new tie and a raincoat. The mystery was, why the raincoat. Mike, who usually knows such things, explained that the gift was one of great sentiment and that Jake wore the raincoat purely as a protective measure. The tie was really a thing of rare and blinding beauty having a white background plentifully and appropriately sprinkled with large purple, orange and black spots and was equipped with elastic band and metal clips which made it fit snugly under his celluloid collar.

Sports debacle of the first order was the tumbling of Paint shop "A" at the end of the first half from first place to an embarrassing position. Our reporter who requests that his name be kept anonymous was quick to point out that the fault lay with every member of the team which up to the last minute was overconfident.



We Wish to Congratulate:

Mr. and Mrs. G. West on the birth of a son. Mr. West works in 80 department.
Mr. and Mrs. Ted Loupus on the birth of a daughter. Mr. Loupus is in 60 department.

Mr. and Mrs. Asnen on the birth of a son. Mr. Asnen is in 59 department.

Mr. and Mrs. Fred Fryer on the birth of a daughter, Bonnie. Mr. Fryer works in 47 department.

Mr. and Mrs. Charles J. Hauger on the birth of a son, John Charles. Mr. Hauger is a leader in 47 department.



SOUTH YARD PAINT SHOP — Left to right, front row: A. Ingman, M. Hymovitz, leader, A. Bezar, H. Wersinger, B. Mitzky, J. Damico, J. Hemcher. Second row: R. Phillippe, Asst. foreman, J. Smith, B. Green, C. Kelly, C. Getz, G. Whitehead, A. Minio, D. Jamison, W. Eilbeck, leader, H. Hite, R. Hazlett, H. Reichert. Third row: W. Hirmisey, R. Peterson, I. Malseed, T. Bates, T. Simms, P. Conroy, F. Jones, C. Hite, H. Jones.



TESTING A LIFE BOAT'S MOTORIZED PERFORMANCE BEFORE SECURING THE BOAT ON TANKER BOAT DECK — Left to right: J. C. Beatty, J. Garvey, E. Wheeler, R. Spare, T. Welsh, rigger in 68 dept., J. Metzler, J. Breslin and A. Mansueto.



EMPLOYEES OF RALPH V. RULON, INC., Philadelphia, Pa., who supply and apply the bituminous solution, bituminous enamel, and mastic asphalt decking on all vessels built by the Sun Yard. These men are all under the supervision of William Dewar. Left to right, front row: H. Howard, W. Morrison, B. Kanas, foreman, R. Marvel, M. Byrne, and E. Stoltz. Back row: J. Dunn, W. Edwards, D. Williamson, B. Miller, A. Croce, S. Nuzzo, G. Wilkie, and F. Johnson.



SOUTH YARD BOILER AND STACK GANG — Left to right, front row: R. Rader, S. McKinney, P. Kaylor, W. Cosgrave, D. Leighton, L. Heinelein, P. Ramundo. Second row: C. Auer, Butch Meischker, J. Yacomo, Pat Izzo. Top row: J. Anthony, P. Palestino, Joe, and E. Mecke.



DRAWING WINNERS FOR THE SIXTH WAR LOAN ON DECEMBER 22 AT CENTRAL YARD — Left to right: Cpl. Edward Wernicki, Cpl. Thomas L. Cleary, Deep Sea Diver Charles Dougherty, USN, and Al Burfeind, Assistant Personnel Officer.

WETHERILL PLANT NEWS

John Williams, Radial Drill Press Operator, limped around his machine for half a day and after he had completed his lunch he decided to remove his slipper to ascertain what caused his shoe to tighten. Upon closer examination he discovered that he had failed to remove the shoe horn that he had used that morning to ease on his shoe. John has recently completed forty years of service with Robert Wetherill & Co. and Sun Ship Co. Congratulations, John and keep up your fine record.

Valentine "Wally" Stahoski, shipper and receiver at Wetherill Plant, desires that this should serve notice to all persons who intend to volunteer their assistance during the remodeling of his cellar — that ample assistance has been obtained and that he is very appreciative of the 694 who did kindly offer to help. He had offers from stone masons to bubble dancers to assist and attend the grand opening.

Ellen W. Roenne, now Mrs. Thomas E. Evans, was married on January 23. Her husband, Corporal Thomas E. Evans, be-

fore enlisting in the U. S. Army was employed in the Accounting department, Central Yard. He has been in the service for 15 months and is now stationed in Florida. Ellen for a time was employed in the Stenographic department, Central Yard before coming to the Wetherill Plant Drafting office. She has three years service with Sun Ship Co. The employees of the Wetherill Plant desire to extend their heartiest congratulations to Ruth and Tommie.

Wilson Ford, special tool and jig room attendant, would like to be advised and has made the following inquiry — does a man who wears a beard when he retires, sleep with the beard under the cover or outside the covers? Anyone who knows, will they please advise Mr. Ford.

Parker Kilvington, second shift boring mill operator, machinist, and artist who makes many of the sketches for **NEWS OF THE WEEK** and **OUR YARD**, nightly draws humorous and timely sketches of some of his fellow employees on the second shift. They are posted on the shop Bulletin Board. William Bilsky is his favorite. Everyone enjoys them, Parker, keep right on sketching.

Reporter: FRED ESREY.

SOUTH YARD FAB SHOP

To you, John Muscolino, we of the shop extend to you a hearty welcome back to your old job.

Handsome John with eighteen months service in the United States Navy under his belt, helped Uncle Sam wipe out the Japs at Saipan and many other Pacific Islands. After being laid up in a hospital for six months, John was given an Honorable Discharge. Johnny came marching back to Sun Ship to make sure the Jap sun will shine no more.

Now that Bill Styer of 84 dept. has got his *Lathe* which he wanted very much, he can only be found in his office. Bill, old boy what are you going to do with the *Lathe*?

With the new face lifting the office got, Bill Davidson's still feels that one coat of paint should have been enough. Remember chum, one will always get you two.

Mr. Carl Finks of Finks Plantation did the fastest bit of interior decorating in his office so now Hopeman Bros. are bidding for his services. Hollywood Personalities: Bill Moran, Henry Greenstreet; Smitty B. Smith, Frank Sinatra; Archie, Tarzan; George Wilkinson, Sherlock Holmes. These gentlemen act like them — even if they don't look like them.

Reporter: DENVER

DRIVE YOUR NEIGHBORS

I would like Yard workers who desire to ride to and from work in my car to contact me.

Name

Address

Section of city or community

My Shop Building

Shift Yard Phone

LEAVE ABOVE INFORMATION AT
NEAREST PERSONNEL OFFICE



BARBARA MULRINE of the Stores Accounting dept. was so thrilled with the Nazi paraphernalia that her brother, Leo, captured that she brought them to work with her recently. Her brother, formerly of 47 dept., C. Y., and two other soldiers captured several Nazis in Germany last October and confiscated these various articles. Left to right: Fred Favinger, Isabel Wilkinson, Barbara Mulrine, Dora Liberatora, and Guy Rossman.



No. 4 YARD DISPENSARY, SECOND SHIFT — Left to right: Miss White, Nurse; Mrs. Williams, Matron; Miss Harriet Loper, Secretary; Mr. S. Squirrel, and Mr. J. Dudley.

GET IT OFF YOUR CHEST

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.

Editor Our Yard:

I live in the country and drink Springfield water. I work at Sun Ship and drink Chester water. What a difference, oh my friends. Now what I would like to know is whether some arrangement might be made so that we could get pure, clean water to drink while at work because my system is being clogged with dirt from this Chester water. — Poisoned Pup

Editor's note: — While Chester water is chemically pure, we'll admit that it doesn't taste like water from a bubbling spring. Drawn from the same source, the Delaware river, Chester water holds a sort of Philadelphia water taste. Both cities are waiting for the glad day when stream pollution will end, and wholesome, sweet water will be supplied the consumers.



ENGINE CREW, NORTH YARD, SECOND SHIFT — "Butch" Webster, Clyde Mills, and Lester Marks. When you hear that whistle blow — watch out — these boys are rolling along.

DEASEY BROTHERS SERVE OVERSEAS



Left to right: Pvt. JOHN J. JOSEPH T., S 1/c RM., and Cpl. VINCENT, brothers of Frances M. Deasey of the Payroll Distribution department, North Yard. John, an infantryman in France, has been missing since August 13, 1944. Joseph is now in this country after doing his part in two invasions in Europe. Vincent is stationed in the South Pacific.



SUN SHIP Portrait of the Month

"Mr. Thomas K. Hardy," we said, "just what do you mean by Commissary Liaison? It sounds interesting but is also a big mouthful."

"Well," Tom replied, "my work here at Sun is interesting, very much so, although it has its headaches. But to put it simply, Commissary Liaison means being the contact office between the Sun Management and the Management of the Commissary operators, also between the employees and our feeding set-up. I'll explain that more fully as we go along."

"But in reply to a number of your questions, I was born in Chester Park on Nov. 1st, 1899. The event took place in an old farm house right in the center of the park. Mother and Dad lived there for a number of years until we moved to Ridley Township. I graduated from Ridley Park High School and then attended college. At the present time I am taking summer courses at Cornell in Industrial Feeding and Hotel Management. What else?"

"How about your family, Tom?"

"Well, I'm very happily married and have three sons. Two are in the Armed Services. My oldest boy served his apprenticeship in 30S Department (remember "Stoop" boys) and is now in the Philippines. Another boy is in the Seabees and the third fellow is a student at Ridley Park High School."

"How about telling us a little about your association with 'Sun,' Tom?"

"I came to the Yard on May 6, 1936 and worked in the Contract Payroll Division. I also acted as head cashier for the restaurant system when it was company owned and continued my position when the system was taken over by outside management. And now I'm on a subject I can really talk about. You know the average person has absolutely no conception of the problems involved in Industrial Feeding. Their idea is, wave a magic wand and presto, food. Let me draw a few comparisons."

"Originally there was only the Main Cafeteria and one small canteen under No. 8 way. This set-up was added to by mobile wagons dispensing sandwiches and drinks. We served about 1500 employees a day at the most. When the Yard expanded so rapidly, it became

necessary to have expertly planned Industrial Feeding installed and the set-up grew to four dining rooms and fifteen canteens. We now feed an estimated 9000 to 11,000 employees daily on all three shifts. Quite a difference and a tremendous increase."

"Now let us compare the food set-up. Way back yonder food was plentiful. No ration points, prices were cheap. Anything you wanted was available. We were able to serve a breakfast consisting of 2 eggs, bacon, potatoes, toast and coffee for twenty-five cents. You can't even get bacon today and prices are sky-high."

"But even so, picture the number of varied tastes, preferences and constitutions you have among 11,000 employees. To fully satisfy all would be a job for Superman. We can only steer a middle of the road course. You can compare this set-up to a city of 10,000 population. If you had to feed the entire population at one time you'd be in a sweat."

Tom paused and then continued: "This office is a clearing house for suggestions. The Sun Management welcomes any and all constructive suggestions for improving and facilitating our feeding set-up. I sincerely welcome all suggestions and want the Sun employees to write or contact me with anything they have. After all, I'm a Sun Ship employee too. Each suggestion will be given careful consideration and acted upon if feasible."

Now on the lighter side of the picture Tom handles all intra-yard banquets and launching luncheons. The many fine contacts he has made have been a never-ending source of pleasure to him. The high spot was the luncheon for the Royal Norwegian family.

"You know," said Tom, "they were so dog-goned democratic I was very nearly disappointed. No ermine or sceptors. Just plain folks and grand people."

And although modesty prevents Tom from talking about it, he is an excellent amateur motion picture photographer. His equipment is extensive and very valuable—you should see his work; the man is good.

Thanks, Thomas K. Hardy, Commissary Liaison, and may your problems be small bites.

—SID ROBINSON



CLAIRE GRAYSON and GLORIA SCHWAB both work in the Draft Deferment Office. Claire's husband is overseas with the Armed Forces. Incidentally Claire's and Gloria's fathers work at Sun Ship. A. B. Glauss works in 74 dept., C. Y., and Fred Schwab works in 33 dept., C. Y.



JOHN McCRAY, crane operator in No. 4 yard, is the father of 25 children. The oldest, a daughter, is 24 and the youngest is 4. A son, 18, is in the Navy. There were no twins and nine of the children are still living. While eight of the children died of natural causes, tragedy marked the deaths of the other eight: four were killed in an automobile accident when the family lived at Petersburg, Va., three were burned to death and one was drowned.

John and his wife were married when he was 19 and she was 16. He is now 50 years old. Mrs. McCray died four years ago.



CHARLES FAUST, South Yard rigger, is ready to cut the rope which holds the turning wire on the ship while it is being launched. This wire is attached to heavy anchor cable that lies in the river bottom with the other end of the cable attached to shore. They are used to turn the ship during a launching after it hits the water.

**BACK UP OUR BOYS!
BUY WAR BONDS
FOR VICTORY**



SOUTH YARD RIGGERING AND VENTILATION GANG — 45 DEPARTMENT
— Left to right, front row: Moe Smuckler, Neimeyer, F. Puka, F. Celea, Asst. Foreman, R. Cox. Back row: R. Henry, J. Kelsay, J. Corney, D. Devitis, R. Solberg, and F. Brown.

INK SPOTS FROM THE HULL DRAWING ROOM

Two additional members have left the office to join the Armed Forces. This month we salute: George Hinkle and Robert M. Hoffman. Good luck to both of you!

We spread the "Welcome" mat and say "Howdy" to: Russell Martin and Thomas F. Dunion.

Our deepest sympathy is extended to the family of Claude Allcutt, Blueprint dept. Mr. Allcutt died in Crozer Hospital on January 9th.

The Two-Bit Club has effected reorganization for the activities of the 1945 season.

Reporter: FRANK PAVLIK



RICHARD T. A.O.M. 3/c and **JOHN B. ANDERSON, Jr.** sons of John B. Anderson of the Main Office. Both boys are now serving overseas.

91 DEPARTMENT (Second Shift)

Our trickster, Louise Shea, says she has reformed. We wonder. That's all right, Louise, we'd all be lost without you. By the way, Louise's husband was home on a fifteen-day leave.

Man-hater Millie Feeser is seen wearing a fraternity pin. Can it be that Millie has at last found a man that she can't hate?

Ray Houck has been quite ill. We all send our get-well-quick wishes.

Mildred Rusinko is back after a much-needed rest. Glad to see you, Mildred.

Betty Young is in the hospital for an operation. Best wishes for your speedy recovery, Betty.

Reporter: ADAH LEHMAN

86 DEPARTMENT North Yard

Congratulations to Anne — she had a Wedding Anniversary on Jan. 15. We had a nice time celebrating.

Arva gave a diagnosis one day and the patient wanted to know if she was speaking in Latin or Greek.

From one of the boys:
My name is "Groucho",

But I'm no groucho.
You treat my burns so well

I don't even yell ouch.
You're a bunch of very good girls

And so I present you with these pearls.
(chocolate covered)



JOHN LYTLE, Jr., son of Mrs. Bessie Lytle of 33 dept., C.Y. John has been in the U. S. Navy for two years and has made his fourth successful trip across the Atlantic.



STERN POST ASSEMBLY IN SOUTH YARD — Its massive size dwarfing the seven workers perched on its slopes. Giant cranes swing this into place easily and accurately.



AFTER END OF HULL 399 at time of the launching. Left to right: Leonard Burcz, Dominick Del Russo, W. Ewasko, A. Hamberg, C. Faust, J. Bradley.

Sun Ship wants the address of every former employee who joined the Armed Service, the Merchant Marine or Red Cross, for its permanent record.

Send in today the names and addresses of as many as you know. Don't miss any. Help us make a complete record for the future. Mail to John G. Pew, Jr., or hand to your Personnel officer, attention of Mr. Pew.



• Today, the United States has the largest Merchant Marine in world history. In addition to such basic models as the C-1, C-2, C-3 (Cargo), Victory, Liberty, and T-2 (tanker) types, specialized designs have been created to serve the diversified war and peacetime transportation needs of the Nation • Know your merchant fleet. Here are illustrated 30 types of vessels which form part of our great merchant fleet. All have distinctive characteristics, easily recognized after close study of the silhouette models illustrated below



S. S. AMERICA—Passenger liner sailing as U. S. Navy transport "Great Seal." Length (overall), 727' Beam, 107' Draft (loaded), 27' Crating radius, 12,000 miles. Gross tonnage, 34,485. Net tonnage, 14,233. Dead-weight tonnage, 14,141. Shaft horsepower, 34,500. Propulsion, turbine.

C-10-P & C-10—Combined passenger and cargo type. Now to be in use as troop ship. Length (overall), 499' Beam, 67' Draft (loaded), 27' Crating radius, 17,400 miles. Net tonnage, 4,100. Dead-weight tonnage, 4,000. Shaft horsepower, 5,500. Propulsion, turbine.

C-1-P-C—Combined passenger and cargo type. Length (overall), 491' Beam, 67' Draft (loaded), 28' Crating radius, 16,000 miles. Net tonnage, 5,135. Dead-weight tonnage, 4,937. Shaft horsepower, 6,100. Propulsion, turbine.

SS. HUSSON—Combined passenger and cargo type designed for South American trade. Length (overall), 492' Beam, 67' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Shaft horsepower, 6,500. Propulsion, Diesel.

AFRICAN COMET—Combined passenger and cargo type designed for South and East African trade routes. Length (overall), 497' Beam, 67' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 6,140. Dead-weight tonnage, 5,714. Shaft horsepower, 6,500. Propulsion, turbine.

RELIABLE—Combined passenger and cargo type designed for trade routes between New York and South and East African ports. Length (overall), 498' Beam, 67' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 6,140. Dead-weight tonnage, 5,714. Shaft horsepower, 6,500. Propulsion, turbine.

ROBIN LOCKLEY—Combined passenger and cargo type designed for trade routes between New York and South and East African ports. Length (overall), 498' Beam, 67' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 6,140. Dead-weight tonnage, 5,714. Shaft horsepower, 6,500. Propulsion, turbine.

EXPORTER—Fast freight steamer type designed for the West Coast, Mediterranean and Indian trade. Length (overall), 472' Beam, 66' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 5,714. Dead-weight tonnage, 5,516. Shaft horsepower, 6,000. Propulsion, turbine.

V-2-B-41—The Liberty type, used for general cargo purposes. Length (overall), 492' Beam, 67' Draft (loaded), 28' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, turbine.

V-2-B-3—The Liberty type, designed for general cargo purposes. Length (overall), 492' Beam, 67' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 5,900. Dead-weight tonnage, 5,800. Propulsion, reciprocating.

C-1-A (Cargo)—Used for general cargo purposes. Length (overall), 473' Beam, 66' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 5,800. Dead-weight tonnage, 5,700. Propulsion, turbine or Diesel.

C-1-B (Cargo)—Used for general cargo purposes. Length (overall), 473' Beam, 66' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 5,800. Dead-weight tonnage, 5,700. Propulsion, turbine or Diesel.

C-1-B-1—Designed for general cargo purposes. Length (overall), 492' Beam, 67' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, turbine.

C-1-B-2—Designed for general cargo purposes. Length (overall), 492' Beam, 67' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, turbine.

C-1-B-3—Designed for general cargo purposes. Length (overall), 492' Beam, 67' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, turbine.

LA-5-A-1—Designed for specialized use, coal and grain trade on Great Lakes. Length (overall), 437' Beam, 66' Draft (loaded), 26' Crating radius, 15,000 miles. Net tonnage, 5,000. Dead-weight tonnage, 5,000. Indicated horsepower, 5,000. Propulsion, reciprocating steam.

SS. HUSSON—Cargo type. Length (overall), 492' Beam, 67' Draft (loaded), 27' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Shaft horsepower, 6,500. Propulsion, turbine.

T-2-B-41—Tanker type. Length (overall), 512' Beam, 69' Draft (loaded), 31' Crating radius, 16,000 miles. Net tonnage, 6,140. Dead-weight tonnage, 6,140. Shaft horsepower, 6,000. Propulsion, turbine.

T-1-A-1—Tanker type designed for coastal and inland waterways. Length (overall), 330' Beam, 57' Draft (loaded), 12' Crating radius, 15,000 miles. Net tonnage, 415. Dead-weight tonnage, 1,400. Shaft horsepower, 600. Propulsion, Diesel.

T-2-B-41—Tanker type. Length (overall), 512' Beam, 69' Draft (loaded), 31' Crating radius, 16,000 miles. Net tonnage, 6,140. Dead-weight tonnage, 6,140. Shaft horsepower, 6,000. Propulsion, turbine.

C-1-A-1—Transport type. Length (overall), 492' Beam, 67' Draft (loaded), 28' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, turbine.

C-1-A-2—Transport type. Length (overall), 492' Beam, 67' Draft (loaded), 28' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, turbine.

P-1-A-1—Passenger type of special design. Length (overall), 492' Beam, 67' Draft (loaded), 28' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, turbine.

LA-5-A-2—Special cargo vessel. Length (overall), 437' Beam, 66' Draft (loaded), 26' Crating radius, 15,000 miles. Net tonnage, 5,000. Dead-weight tonnage, 5,000. Indicated horsepower, 5,000. Propulsion, reciprocating steam.

LA-5-A-3—Special cargo vessel. Length (overall), 437' Beam, 66' Draft (loaded), 26' Crating radius, 15,000 miles. Net tonnage, 5,000. Dead-weight tonnage, 5,000. Indicated horsepower, 5,000. Propulsion, reciprocating steam.

C-1-A-3—Transport type. Length (overall), 492' Beam, 67' Draft (loaded), 28' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, turbine.

ET-41—Special cargo vessel. Length (overall), 437' Beam, 66' Draft (loaded), 26' Crating radius, 15,000 miles. Net tonnage, 5,000. Dead-weight tonnage, 5,000. Indicated horsepower, 5,000. Propulsion, reciprocating steam.

MS-5-A-1—Special type designed for general cargo purposes. Length (overall), 492' Beam, 67' Draft (loaded), 28' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, reciprocating steam.

MS-5-A-2—Special type designed for general cargo purposes. Length (overall), 492' Beam, 67' Draft (loaded), 28' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, reciprocating steam.

V-2-B-41—Special cargo vessel. Length (overall), 492' Beam, 67' Draft (loaded), 28' Crating radius, 16,000 miles. Net tonnage, 6,000. Dead-weight tonnage, 5,900. Propulsion, turbine.



GROSS TONNAGE—is the internal capacity of a vessel measured in cubic feet.

LENGTH (OVER-ALL)—is the extreme length of a vessel measured from bow to stern.

NET TONNAGE—is the internal cubic capacity of a vessel which remains after certain spaces such as crew's quarters, working spaces, and machinery compartments have been deducted from the gross tonnage.

DEAD-WEIGHT TONNAGE—is the actual carrying capacity of a vessel and is equal to the difference between the vessel's light and loaded.

BEAM—is the breadth of the widest part of the hull's inner surface.

DRAFT (LOADED)—is the depth of the vessel immersed in the water and measured from the top of the keel to the waterline.

UNITED STATES MARITIME COMMISSION

