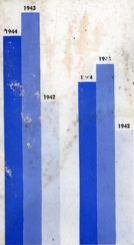


INTERESTING FACTS ABOUT THE SUN SHIPBUILDING & DRY DOCK CO.



COST OF MATERIALS
(Approximate)



WAGES



TAXES



DIVIDENDS



EARNINGS USED FOR PLANT EXPANSION, EXPERIMENTAL WORK, &c.

	1944	1943	1942
Average Number Employees.....	28,355	33,620	22,873
Wages Paid Employees.....	\$102,290,029.02	\$114,241,073.13	\$71,240,611.73
Cost of Material.....	129,461,000.00	144,713,000.00	90,164,000.00
Taxes (Federal, State and Local)....	10,553,997.67	13,361,958.15	8,207,307.15
Average Weekly Payroll (All Employees)	1,967,115.94	2,198,866.78	1,370,311.73
Profits paid Stockholders as Dividends	1,260,000.00	1,750,000.00	1,260,000.00
Earnings used for Plant Development, Land, Buildings, Machinery, Equipment, Experimental Work, &c.....	2,041,567.54	1,872,051.14	1,800,155.04

Insurance averaging \$4,780 per policy was paid the families of 183 employees as the result of natural or other deaths outside the plant and to the families of 9 as the result of accidents within the plant. Families of these 9 also received Workmen's Compensation benefits.

AVERAGE NUMBER OF EMPLOYEES



Our Goal

MARCH 1945



The Sun-Built SS Cimarron — Navy's Most Famous Tanker — Has Fueled More Ships Than Any Navy Oiler!

Built by Sun Ship, the U.S.S. CIMARRON now takes her place as the most famous tanker of the present world conflict.

She has had a part in every major Navy action in the Pacific • She has fueled more ships than any oiler in the Navy • She has been attacked by submarines • She has been bombed by enemy planes • But — She has never been damaged • She has never had one of her crew killed or wounded.

The CIMARRON was launched by Sun Ship on Jan. 7, 1939. Her sponsor was the wife of Admiral Wm. D. Leahy, and a group of distinguished persons from Washington attended the ceremonies.

Right from the start the big tanker with a rating of 18,230 tons and a carrying capacity of approximately 150,000 barrels made good. With her trim lines and twin screws she had plenty of speed.

Now she is out in the Pacific making history. She is fueling the battlewagons and the aircraft carriers.

The CIMARRON has traveled with every task force sent against the Japs.

She helped to fuel the bombers that General "Jimmy" Doolittle used in his first raid against Tokyo and she figured in the campaigns at Guam, Guadalcanal, in the Marianas and other islands and in the latest Philippine drive.

Recent attention has been directed to the CIMARRON by the Navy because 15 members of the crew come from Pennsylvania, eight of them living in the vicinity of Philadelphia.

And finally, Sun Ship has been called upon by the Maritime Commission to build five more tankers of the Cimarron type.



SUN SHIP SUPERVISION

Carl Lohrke, General Foreman of 55 Department, which handles chipping & caulking, riveting and tank searching and testing, was born in Hazleton, Pennsylvania and came to Chester in 1914. He worked at Baldwin's and the Remington Arm. plant until 1919 when he came to Sun Ship as a Chipper and Caulker in 55 Department. He worked at all crafts in that department and in 1934 was made Assistant Foreman to George Petzel. In January, 1942 he was made General Foreman of 55 Department.

He has one daughter who is married and resides in Ridley Park, and another daughter, Dorothy, who works in the Contract Department.

Congratulations and best wishes to Carl Lohrke.



CARL LOHRKE

General Foreman of 55 Department,
Sun Shipbuilding
and Dry Dock Company



ASSISTANT FOREMEN IN 55 DEPARTMENT — Left to right, front row: R. Bagle, S. April, J. Bertone, J. Gallagher, F. April, H. Lucio, G. Eyre, Clerk, W. Savers, M. Brown, P. Hardy, and D. Monello. Back row: S. Sudzika, J. Holman, M. Twardowski, T. Merrisey, C. Stephens,

J. Keeney, H. Cooper, J. Foremy, E. Butakis, J. McDonough, E. Whitmire, D. Coucher, F. O'Neil, J. Polinsky, J. Friel, E. Loveland, M. Pierce, T. Couley, W. Faust, H. Kelley, J. McKenna.

OUR HONORED DEAD

Roll of Honor

(Announced since our last issue)

DEAD

S/Sgt. Howard W. Anthony — welding — in Belgium, Jan. 16.

Pfc. John B. Bedwell — boiler shop — France, Jan. 7.

Sgt. Frank S. Bellace — machine shop — France, Dec. 17.

Pvt. Robert Berger — fabricating — Dec. 25. Location not given.

Sgt. Fred J. Blackburn — carpenter shop — Philippines, Jan. 20.

Pfc. Joseph L. Connolly — electrical — Belgium, Jan. 15.

Pfc. Benjamin Domenico — boiler shop — France, Dec. 2.

S/Sgt. Vincent Louiso — pipe shop — Germany, Nov. 2.

Pvt. Albert McCaskey, Jr. — fabricating — Italy, Dec. 23.

Lieut. Frederick E. McKenna, Jr. — fabricating — Germany, Nov. 4.

Pvt. John J. Pizzo — welding — in Belgium, Jan. 20.

Fireman 2/c Arthur Schatz — lining dept. — Leyte, Dec. 2.

S/Sgt. Robert R. Schnatz — machine shop Europe. Date not given.

Pfc. Frank Singleton — tool room — Germany, Dec. 10.

Seaman Walter Toczek — welding — Leyte, Dec. 3.

Pvt. Howard W. Warren, Jr. — welding — France, Feb. 6.

(Editor's note: — Kindly send in the names of former San Ship employees who have made the supreme sacrifice for their Country. Local news lists do not always state whose service men were employed. We particularly want the names of those outside the Philadelphia area.)



PVT. ROBERT BERGER, formerly of 47 Dept., North Yard, who was killed in action on Christmas Day, 1944. His father, Earl S. Berger, is in 30 Dept., Central Yard.



S/SGT. VINCENT W. LOUISO, 20, an infantryman, was killed in action in Germany on Nov. 2. His parents, Mr. and Mrs. Mariano Louiso, reside at 2814 E. Thompson st., Phila. S/Sgt. Louiso went overseas in June 1944 and saw action in France, Belgium and Germany.



Pfc. JOSEPH L. CONNOLLY, formerly of the Electrical dept., was killed in Belgium. He was the son of Mr. and Mrs. Andrew B. Connolly, of 7032 Upland St., Phila. His brother, Andrew B. Connolly Jr., who also was in the Electrical department, is somewhere in the South Pacific. There are eight other children in the family.



S/SGT. HOWARD W. ANTHONY, formerly of 59 Dept., South Yard, was killed in action on January 16th in Belgium. He was wounded in action in July at St. Molo. He is survived by his wife, the former Miss Virginia Parr of Prospect Park, and his 15 month old son Richard Howard.



SGT. FRED J. BLACKBURN, 24, killed in the Philippines Jan. 20. Formerly a stogie-builder at San Ship, he was the son of Mr. and Mrs. F. J. Blackburn of 2758 North 2nd St., Phila.



THOMAS L. HEDGELSON, formerly 59 Dept., was killed in action in Germany on Dec. 3rd.

PVT. CHARLES LEHARE, formerly of 47 Dept., is Crane Rigger on the 2nd Shift, Central Yard, has been reported killed in action.



WALTER J. MARKOCKI, S.F. 2/c, formerly of 30 Department, Central Yard, and **SEVEN LEONARD**, S. F. 1/c, who are new with the U. S. Navy at Albany, Cal.



CPL. JOHN LINDSAY, formerly a machinist in 36 Dept., and now serving with the 107th Port Marine Maint. Co. somewhere in France.



PVT. WILFRED J. PETUS, formerly 58 Dept., was wounded January 9 in Luxembourg.



GEORGE J. COATES, S 1/c, formerly 66 Dept., and now serving in the U. S. Navy.



JOHN (left) and KEVIN (right) MULLIN, sons of Richard Mullin employed in the Washhill Plant Toolroom, always greeting each other recently after an arduous meeting in San Francisco, Cal. They had not seen each other in 2 years. Both worked here at Sun Ship—John a welder in the sheetmetal shop and Kevin an electric-truck driver.



JOSEPH PLATTE, F 2/c, formerly a Leader in 22 Department No. 4 Yard, now serving in the U. S. Navy.



LT. JOHN L. KEERNS, formerly of the Washhill Plant, who recently received a citation "for meritorious service in connection with military operations against the enemy." (See citation on page 5).



DONALD F. AVERILL, S. F. 3/a formerly an Expeditor in 47 Department, Central Yard, and now a Navy diver. Donald had been with Sun Ship four years before sailing in April, 1944.

DRAMA IN THE SKIES



ARCHIE S. RUSSELL

Riding the tail position of his B-24 Liberator, Sgt. Archie S. Russell saw 50 German fighting planes coming on to attack his outfit in Germany. Sgt. Russell, who formerly was a Sun Ship marine draftsman and whose father, Thomas Russell, is a Sun Ship worker in the mold loft, told this story of his exciting experience.

"I no sooner got my sights on the first of them than a 20 mm. shell came crashing through my turret. I picked off one of the Kratos, and then the turret, which was pretty badly chewed up, went out of operation.

"Another shot in the tail knocked out the hydraulic lines and in a few minutes there was a great blaze in the turret. I tried for several minutes

to get out the flames, while shots were shaking the ship all around me. A piece of flak came hurtling through the tail and clipped me in the left arm. It was about that time I gave up the job and went forward for help.

"I never thought the pilot would try to make it home. We had to throw parachutes from the waist windows to act as brakes, as the hydraulic system was out. I learned afterwards that it took both pilots and the engineer, pulling their wheels like demons, to keep us from landing with our nose down.

"When we finally saw the ship from the outside none of us could understand how we got her back at all. Her body was so ripped up that she was good for nothing but salvage."

Mr. John G. Pew, Jr.

It was with the deepest appreciation that I received your letter of sympathy. Enclosed you will find a picture of my husband, S/Sgt. Howard W. Anthony, also one of his son, as his daddy only saw him when he was eight weeks old and I know he would like you to know his son too.

Heartaches are great at this time, but with faith in our God, we the families of our loved ones can carry on. May Victory be soon and peace again among men of the world.

MR. HOWARD W. ANTHONY

Dear Charlie:

A fire or two while sitting next to a red hot wood stove, burning my shins off and freezing my back and trying to write on the tip of an old oil can which keeps tipping away from me all the time.

Went on guard last night at eleven o'clock and around 11:30 it started to snow, and looother how it snowed! Between the wind and the snow my face felt like a piece of raw meat and still does. I had on all my leather flying equipment plus a wool cap over my helmet and two pairs of gloves and I was still cold. Did I drink coffee when I came off? So hit the blankets until noon and then back to work.

I had three wonderful days in Paris and lots of fun. But we are a long way from Paris right now. When it isn't raining it's snowing and the mud is a foot thick and plenty mushy, and it's bitter cold all the time. What it's going to be like another month from now, is a story by itself I guess.

Our equipment is something to write home about. Most of it we have made ourselves out of nothing but scrap, but it works and that's what counts. Give an American kid a piece of old scrap iron or steel, tell him what you want to do and damned if he doesn't come up with something that fits the job.

Haven't had a copy of the yard magazine for a long while. Reading material of any kind is awfully hard to get if not almost impossible. When we do get a magazine by the time it's passed around it's in shreds and half of the pages are missing.

How are all the fellows in the shop: Rods, Dave Harris, Jim Collins, Paul Sheid and all the rest? Give them my regards. I wrote Mary Duke a while ago so realized her she owes me a letter and get on the ball and write one. Hope they are O.K. in the dispensary. Are Miss Finegan, John Nair and Veronica Lake still around?

Jim Foley

(This letter was sent to Charles Painter of 30 Department by Cpl. James J. Foley.)

Dear Sir:

I received your Christmas Card in the very strange atmosphere of war in Belgium. Thanks for remembering me. The sight of that tanker going down the ways reminded me of much happier days in the shipyard. When I was embarking I saw half of the E. H. Blum snored to's pier right opposite our ship. The ship in the picture looks like the American Sun. I remember greasing the boom's way up on the forward mast one crisp Saturday afternoon in the winter of 1940-41. Then I remember her in drydock later with a torpedo hole right through her No. 3 tanks. But she was still afloat, just like six of her sister ships that were in drydock at the same time, including old Grasshopper Stillwell, which had stumbled into the path of a German raider. It's pretty hard to sink a Sun ship. The old Ohio saved Mahatma. Boy, that was a horsey. I worked on her in drydock in her check up after her recent breaking thru run to Bermuda Aires. She was a winner from the start.

We'll take it easy, and if you run into my kid brothers, Norman in Hull Division, and Leonard in 47 Shop in No. 4 Yard, say hello to them for me.

Cpl. Frank Paul



HALF BROTHERS

These half-brothers, both Marines, met in the Philippines recently for the first time in 18 months. One of them, Sgt. E. William Harding (left), was an expeditor at Sun Ship. The other, Pfc. Frederick P. Racine, attended Frankford High School and was formerly employed as a writer by the Railway Express Company in Philadelphia.



JAMES L. BEGLEY, S/Sgt. U.S. Army Air Signal Corps, now at an Army rest camp in Calcutta, India, was a machinist apprentice at Wetherill prior to enlisting. A brother, William F. Begley, is in the Signal Corps in England. They are the sons of John Begley, Sr., machinist lay-out at Wetherill Plant. Another brother, John Begley, Jr. is a machinist boring mill operator at Wetherill. An uncle, Joseph A. Begley, is a Bedeuzee clerk at Wetherill.



Whenever one hears about "Sunny Italy", his thoughts drift to a scene somewhat like spending a winter in Florida. **CORP. GEORGE M. GILGORE** of Woodlyn, Pa. has learned a different lesson after spending part of a winter in the mud with his 15th AAF 8-24 group in Italy. He is a former welder at Sun Ship.



Dear Mr. Pew:

Every so often I get a copy of the Philadelphia papers and in most of them there are articles on Sun Ship. It makes a G. I. that once worked for the outfit feel pretty good. In most cases the articles tell of your Yard turning out ships; that's good news to us over here. We feel that the Yard is turning out the goods we need and we really do need those ships bad.

Our race across France brought us through Belgium and into Germany. It has been very interesting and educational as well as exciting, but there are times when I would prefer another spot. The people here tell us that the weather has been the worst they have had in some time, but we even acclimated ourselves to this condition. I have come to the conclusion that a G. I. can do anything. We thought some things were impossible, but Joe always figures a way to do them.

Yours, Sgt. John A. Romanelli



NORMAN KILMER, S.F. 1/c, formerly 59 Dept., now serving in the U. S. Army overseas.



PVT. JAMES VINCENT FETHIELD, formerly of 33 Department, who was wounded December 31 in Belgium and died on January 11th.



WOUNDED IN ACTION

Struck in the right thigh by pieces of an American Jeep when the vehicle was demolished by a German 88 mm. shell during a barrage in a Belgian woods, **Private Donald A. Heitzer, 20**, a former Sun Ship welder, is now recuperating at the 128th Army General Hospital in England.

Crawling along the ground to reach a more advantageous position during combat with German troops, Pvt. Heitzer saw an artillery shell land on the jeep. "It was a direct hit and it blew the car to pieces. I was not far from it and was struck in the leg by pieces of the frame", related Pvt. Heitzer, a member of an airborne infantry unit. "I saw a medic down the road and hobbled down to him where he gave me first aid. Then a jeep carried me to an aid station. Not long after I was evacuated to England by hospital ship."



SAMUEL J. LEWIS, Jr., son of Samuel Lewis of the Wetherill Plant Maintenance Dept., worked here for 7 years in 45 and 34 Depts. The proud father of two boys, "Bud" is now in the Navy. His address is on file at the "Our Yard" office.



MARINE 1st LT. ROBERT J. NEAL, son of William H. Neal, Jr., Retiring Officer, is a dive bomber pilot, recently returned to the Marine Corps Air Depot at Alton, Cal., from the South Pacific where he participated in 16 raids. Operating from Palupeya, Espiritu Santo and Bougainville, Lt. Neal and other aviators scored direct hits on two bridges.



SAMUEL SHAKESPEARE, S.F. 3/c, formerly of 33 Department Central Yard, and now with the U. S. Navy stationed in New Orleans. His brother, Frank Shakespeare, works in 73 department.



(Left) — **PVT. JOSEPH D'ANGELO**, formerly of 89 Dept., Central Yard, now serving in the U. S. Army in France.

(Right) — **JOHN P. OLSZAWSKI, S 1/c**, formerly of 47 Dept., North Yard, who had been with Sun Ship three years prior to answering the call to the colors. He is now with an Air Transport Squadron in Maryland. His brother "Cluddy" is with 47 Dept., South Yard.



JOHN PASDOCK, formerly of 33 Dept, Central Yard, who was wounded on December 5, 1944 during the invasion of Leyte in the Philippines.

SGT. STEPHEN L. LEWIS of the Marine Corps, formerly of 24 Dept., Central Yard, now somewhere in the Pacific. His sister Hanna is a welder in the South Yard.

S 1/c WILLIAM CLARK MORGAN, son of Ralph Morgan of 28 Dept. Bill has been in the Navy about three years, and is on active duty in the Pacific.

Pfc. PHILIP HENRY, who served 11 months in the Army, was stationed at Camp Lee, Va., Camp Van Dorn, Miss., Camp Reynolds, and Fort Devens, Mass., where he was honorably discharged. He is now in 45 Dept.

Pfc. JOHN BERCKMAN, formerly 24 C Dept., now serving in the U. S. Army somewhere in France.

Martin N. Jasper, former Sun Ship employee, is an airplane electrical specialist at Casab Air Base, Casablanca.

Leonard R. Grabuski, 20, son of Mr. and Mrs. Ben Grabuski of Mount Carmel, Pa., waist gunner on a B-24 Liberator, has recently been promoted to sergeant.

Pfc. Vitold C. Tanshavage, 23, of Kingstons, Pa., former Sun Ship welder, is serving as a clerk with a Depot Repair Squadron of a Troop Carrier Service.

Promotion of Pasquale P. Marocci, Downingtown, Pa., from the rank of private to Pfc. has been announced at an English Air Force fighter station. He was a former Shipfitter here.

John G. Pew Jr.:

I wish to thank you and Sun Ship for your Christmas Greeting. It is good to know that those back home have not forgotten us though we are miles apart. May this war soon end and we can enjoy a life of peace and happiness. I hope soon I may return to work with a swell bunch of fellas.
Pfc. Thomas Cassidy

Dear Sir:

At present I am on the continent with Gen. Patton's 3rd U. S. Army and it goes without saying that we are the best in the business. At times though, Jerry can get pretty rough himself. Wishing good luck to my friends in 45 Dept., particularly Johnny and Jimmy Joyce and Jack Doyle, and to yourself continued good health and good luck. I remain

Lt. John C. Costello

The following letter was sent to Mr. Read Holland, No. 4 Yard Personnel Office.

"Just a line to say — You keep the boys building ships and we will 'em. I formerly worked in 68 Department but now I am with the U. S. Navy.

"Give my best regards to everybody."

S. Lord

Hello Again:

This weather is sure holding us down. I have only gotten one mission in, in over a month. I now have 39 missions. I was expecting to finish up this month, but now

I'll be lucky if I finish up next month. The weather isn't too cold here on the ground but it's sure getting cold up in the air.

You said that I should not be afraid or ashamed to pray. Well, I am not as religious as I could be or should be, but I do pray. They say "there are no atheists in foxholes". Well, I believe that can also be applied to bombers. I know I and the rest of the crew each day say a few words once we start down the bomb run, and our crew is no exception to the rule. Once we get started on the bomb run there is no turning off until the bombs are away—on the target.

1st Lt. Wm. B. Hamby

Dear Sir:

Fourteen months overseas on a repair ship has changed my mind as to what a hard day's work is. Yes sir — if I were running the press in the Tube Mill now you can bet I'd talk to it like a granddaddy.

Keep the books coming—I really enjoy them.

Joseph Diamond, MM 3/c

There are a large number of soldiers returning to the states now. The people back home must be laying down on the job according to the reports we are getting over here nowadays. The people back home don't know what this is all about. They are having a pretty good time back there. I know the people cannot help as over here, but they can wake up and see what this is all about. Many soldiers who have given up their lives to protect them back there and they cannot see it.

Pfc. Amos B. Sewell

Dear Sir:

I worked in 59 Dept. in the South Yard and later in the North Yard in 1942, '43 and the beginning of 1944. Since then I have been in the Army overseas, and was wounded in France. Now I have returned to the States for further treatment.

I am submitting my present address and ask to receive copies of "OUR YARD". I would also like to say hello to Mr. Bell in the Personnel Office.

Pvt. Bernard Saelens

FROM A MOTHER

I received your letter and "OUR YARD" and I want to thank you for both. I was so glad to see my boy's picture in your magazine. We are heartbroken over our loss and as time goes on, it gets worse. Richard was only over there six weeks. We received a lovely letter from him on October 20th and he said he was fine and not to worry. Then 3 days later, we received the telegram saying he was killed on October 23rd. So you can understand the shock I received.

A month later we got another letter which was dated the day before he was killed. It is so hard to believe that he is gone forever. Thank you for sending his picture back to me. It is the only one I have.

Mrs. EARTH REAZAY

Lt. John L. (Jack) Kerns, former West-geil Plant employee, recently received a citation "for meritorious service in connection with military operations against the enemy". Kerns, who formerly played on Sun Ship's basketball team, entered the service on June 10, 1941, and was commissioned a 2nd Lt. at Fort Benning, Georgia on Dec. 5, 1942. He went overseas in early 1943. He is the brother of Artie Kerns, former employee who was killed in action in France on Oct. 8, 1944. Kern's citation reads as follows:

"FIRST LIEUTENANT JOHN L. KERNS, 01302141, 323d Infantry, United States Army. For meritorious service in connection with military operations against the enemy on Pelelie Island, Palau Group, 22-24 November 1944. When the need became apparent for gun positions on a high ridge LIEUTENANT KERNS was assigned this mission. By utilizing efforts and outstanding organizing ability LIEUTENANT KERNS selected the men to accomplish the mission, made reconnaissance and selected the positions and under sporadic enemy rifle fire supervised the construction. The rapidity of LIEUTENANT KERNS' solutions and difficulties encountered were to a great degree responsible for the early destruction of the last pockets of enemy resistance on the island.

JAMES C. SHURT,
Colonel, G.S.C., Chief of Staff."



CPL ERNEST FISHER, formerly 59 Dept. welder, now serving in the Air Corps as a Puntsweeper.



JOHN LEWIS, who worked for Sun Ship 7 months, is now with the Seabees in the South Pacific. His father, Samuel Lewis, is in the Warhill Plant Maintenance Dept. John's address may be obtained at the "Our Yard" office.



SGT. CALVIN S. LUCAS, husband of Frances Lucas of South Yard Fabricating Shop, is with the Medical Section of the 30th Division, and was recently awarded the Bronze Star for his conduct in action. Mrs. Lucas has been employed with Sun Ship for one year.



WARREN E. FERGUSON entered the Navy May 27, 1944, and received his boat training at Camp Peary, Va. He was transferred to Naval Training School at Norman, Oklahoma, and is now stationed at Fort Lauderdale, Florida, Gunner Training School. A graduate of Glen-Nor High School, he had seven years service with Sun Ship Co., having served his mechanic apprenticeship at Warhill.



HORACE G. FERGUSON, Jr., Torpedeman 3/c, son of Horace G. Ferguson of the Warhill Plant machine shop, has been reported missing in action. A torpedeman 2/c on U.S.S. Warrington which was lost at sea during a hurricane, he was formerly employed in 59 dept. as a welder and tacker. His ship had participated in 5 invasions in the South Pacific.

POSPANKO WOUNDED

Wounded in the abdomen and left arm when a German 88 mm. shell exploded a few yards from him during combat in Belgium, Pvt. John Pospanko Jr., 19, former Sun Ship employee from Mt. Carmel, Pa., is now recuperating at the 129th Army general hospital in England. He has been awarded the Purple Heart.

"Pvt. Pospanko is making steady progress and will recover from his wounds," said Lt. John E. Kreber of Monroeville, Wis., his ward surgeon.

SNITKIN GETS MEDAL

Pfc. Benjamin A. Snitkin, former Sun Ship worker, has been awarded the Good Conduct Medal for exemplary behavior, efficiency and fidelity.

Pvt. First Class Snitkin was employed as a pipe fitter helper prior to entering the Army in April, 1943.

Hello Gang: I don't have the time to drop you all a line, but I want to say hello to all of my old friends at the Yard, so I hope this will do.

Kenneth W. Thompson
F 2/c



LEON GODSHALL TELLS EXPERIENCES

—When Corporal Leon V. Godshall, son of Mrs. Ellen V. Godshall, of Greenlane, Pa., was given the task of hauling food to his Engineer company in the front lines he never thought he would have to dodge not only 88 shells but snipers as deliver the hot rations. Cpl. Godshall is a former Sun Ship worker.

"The boys spend 48 hour shifts in their foxholes," said Cpl. Godshall, "and I have to take the chow up in the morning and then again late in the afternoon. Yesterday I had to step on the gas and keep twisting the wheel to throw off a sniper's aim, and nearly every day the 88's hang down near us. One afternoon the boys had just gotten their axes like loaded when a barrage opened up. You should have seen them scamper for their foxholes, but they all made it."

This poem was written by Seaman 2/c Harry E. Cressy, son of A. H. Cressy of the Safety Dept. He addressed it to his mother and added the postscript: "I mean every word of the poem, Mom."

MOTHER'S MEDAL

*I left her standing by the train
Smiling through tears of grief and pain;
My striped collar showed the trace
Of tears from that beloved face.*

*I wondered then why she should fright
For wasn't I prepared to fight
For victory, freedom, peace and love,
Promised by my God above?*

*For days I thought of her standing there,
Her smiling face, her graying hair,
Till God helped me to realize
The mystery of those tearful eyes.*

*Dear Mother, yours is the hardest fight
For yours is the misery of the sleepless night
And dragging days in the house alone;
Watching for mail; and the silent phone.*

*And when at last, peace reigns o'er the world
You'll stand at the station, your flag unfurled
To receive the medal that you have won
The loving smile of your home-coming son.*

Sir:

I worked at the Yard about two and a half years ago as a Boiler Maker, before I entered the Army. I am enclosing my address and I sure would like to get "Our YARD" each month as I would like to know how things are going back there. If "Woodie" the Crane Runner is still working in the Central Yard Boiler Shop, say 'hello' to him for me. Just tell him that it's that par Ellis who promised to write to him a long time ago but is just getting around to it. My former number was 30-9001.

Cpl. Emanuel Ellis



(Left) — **CPL FRANK NYE**, formerly 75 Dept., Photo Yard, now serving in the U. S. Army with an Engineering Unit in Belgium.

(Right) — **MIKE WEINTRAUB**, S 2/c, formerly a Burner in South Yard, and now with the U. S. Navy at Memphis, Tenn.



LIEUT. W. KAISER, who recently returned to this country after completing 35 missions over Europe, is now recuperating from operation fatigue. Lieut. Kaiser formerly worked in the South Yard Berthing Dept.



LABOR-MANAGEMENT PRODUCTION DRIVE



Report for January

\$100.00 AWARD

David Cifuni, 47-4334

Special Dog for Fastening T Bars

A new method of hanging T bars on all and forward ends of longitudinal bulkheads without the use of clips. It saves the labor and material necessary in both fastening and taking off clips.

\$25.00 AWARD

Michael P. Jowder, 47-3808

Eye Bolt Holder

This special eye bolt holder is used to cut eye bolt or any other kind of bolt close to the head. These eye bolts had to be burned off before and then ground down. This operation will take less than one minute to cut $\frac{3}{8}$ " or 1" bolt.

\$25.00 AWARD

W. Savage, 65-318

Jig for Cutting Insulation

A special jig designed and built to save time and material. It is possible to make a total of five cuts to dimension at one time with the utmost neatness and uniformity.

\$25.00 AWARD

B. G. McCowan, 36-4080

Jig to Facilitate the Drilling of Round Stock Pins

A special jig to facilitate the drilling of round stock pins, such as clevis pins of various diameters. This jig consists of a block with a series of over-sized holes drilled in alignment to accommodate the standard sized pins used. With this improved jig, a number of man hours can be saved.

\$25.00 AWARD

G. Buchanan, 34-111

Deck Drains

A change in the design of the deck drains which does away with the flange and enables it to be set on the deck and welded to suit the thickness of the floor. This change saves both material and labor.

\$25.00 AWARD

David H. Geiger, 34-1787

Hatch Rope Bit

This device is a combination hatch rope bit, clamp and roller used to clamp over the side of the hatches to assist in lowering material into cargo tanks. This device is safer and eliminates the previous practice of wrapping the rope around anything that seemed suitable.

\$25.00 AWARD

Eugene Perkins, 34-55

Permanent Chain Hoist on Trucks

Installation of a chain hoist and a davit on the 34 Dept. delivery truck to use for loading and unloading material too heavy for a man to lift. This hoist will help to speed up production and save man hours.

HONORABLE MENTION

Joseph W. Gregg, 30-8 — Fitting Rolled Shell Sections for Welding.

Charles E. Riskey, 59-148 — Improvements to Docking Plug.

Camillo A. Casciato, 33-488 — Hand Lever on Hydraulic Press.

E. McCowan, 68-102 — Portable A Frame for Recovering River Wire.

PACIFIC PRIMER

1. It takes 1 ton of high explosives to kill one Jap.
2. To kill 20,000 Japs on Saipan took 20,000 tons of high explosives — not counting the weight of the shell cases.
3. The Japs seldom surrender. They fight to the death.
4. There are 4,000,000 Japs under arms, with 2,000,000 more ready for service.
5. It is going to take ALL the munitions we can produce to make the Japs quit.

And our job here at Sun Ship is to make tankers to fuel the ships and planes and tanks and other mechanized units of the Army and Navy.



LABOR MANAGEMENT COMMITTEE at a recent meeting. Right to left: H. Cooper, 34 Dept.; S. Samsel, 58 Dept.; J. P. Grant, 47 Dept.; C. Almond, 47 Dept.; W. Ramsey, Business Agent; Mr. William Beatty, Mr. A. S. Hoff, Mr. John J. Brewster, Mr. Oscar Holt, Mr. A. A. Norton, Mr. John Wilkinson, Mr. Jay F. Schaff, Secretary; Mr. George D. Corsey, Chairman; D. Andrews, 6F Dept.; J.C. Wolf, 8 Dept.; A. Ziegler, 65 Dept.

DECEMBER PRIZE WINNERS who received their awards and Certificates of Merit at a recent meeting. Right to left: W. Crossen, 74 Dept.; E. Gilbert, 74 Dept.; E. Knedler, 74 Dept.; T. Ayling, 33 Dept., and T. Goodley, 47 Dept.



65

DEPARTMENT

THE JOINERS

"A Joiner," says Webster, "is a finished wood-worker on board ship." This was true when Webster was a boy. However, today joiner work, while the same as in the past, also embraces work of a metal fire-proof construction.

Most joiners as we classify them in the shipyard were skilled carpenters when they were hired. However, they must be made acquainted with a ship and ship practices as well as become adept at working with light metal trim, etc.

A joiner's work is confined for the most part to the living quarters of a ship. It is very important that they get an early start since the erection of bulkheads and doors opens up work for the other crafts; namely, pipefitters, electricians, ship carpenters, sheet metal men, and radio men.

Description of Joiners' Work

The joiners go aboard ship after the quarters have been tested and painted. All living quarters are first insulated and bulkheads and doors are erected to lines previously laid out by the joiner lay-out man. The erection of bulkheads and doors establishes boundaries for rooms, bathrooms, and passages as well as the centers for lights and ventilation, the object at this stage being to have everything in balance.

After the other crafts have completed their preliminary work and it has been tested, the joiner is able to go ahead and panel out the rooms. After the floors are laid the joiner sets furniture and is ready to trim out the room, install hardware such as locks, coat hooks, ajar hooks, etc. and in general make it liveable for the men who are going to occupy the various rooms. Since a joiner's work is the finished job he must do his work with a great deal of skill, accuracy and neatness. He must be able to get along with other craftsmen since he will

be required to work with them. His work must at all times have a clean, neat appearance, as this is the essence of joiner work.

Aside from the work in the quarters, the joiners build the ship's icebox, where perishable foods are stored until needed. On a cargo boat it is not an uncommon practice to carry perishable cargoes. The job of insulating and constructing the iceboxes in the various holds falls to the joiners.

The joiners also work in the ammunition chambers, insulating and erecting panels, as well as installing various gratings and boxes on deck. The joiners lay all caulked and canvass decks.

While at present the majority of the joiners are engaged in new construction, nevertheless, drydock or repair work plays no small part in our program. There are ships coming in all the time for repairs, alterations, and additions. Much of this work is due to the conversion of quarters to meet military requirements. The problems on repair work are many and varied.

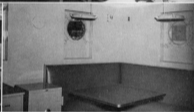
Training Program

In conjunction with the joiner department, a joiner school is in operation where the fundamentals of joiner work are taught, as well as actual full scale erection of staterooms using joiner materials and in keeping with proper joiner practice.

A great number of boys in the No. 4 Yard who have completed the joiner course at the school have advanced from Second Class helper to First Class Mechanic and many to leaders.

One can readily realize after looking at the pictures on the next page that a joiner can be justly proud of the work he turns out and the personal satisfaction he derives is one of the rewards that go with his job.

SOME EXAMPLES OF THE JOINERS' FINE WORKMANSHIP



(Above, left) — Partial view of wheelhouse on a T2 tanker. (Below) — Typical crew mess room on the same type ship.

(Above, right) — An officer's state room. (Below) — Typical officer's office on a T2 tanker.

Miracles and Men

History may decide that the supreme miracle of World War the second was the building of fifty million tons of steel cargo ships — which is possibly more tonnage than this country had launched in the previous three hundred years.

Most of us know only vaguely how it was done. We've seen pictures of huge, completed sections of ships being dropped into place by cranes, the way a car body is lowered onto a chassis on the assembly line. We've caught glimpses from the train of hundreds of these great ships taking shape along river banks or loading at docks. We still don't understand how a landing craft can open up in front like a barn door and spew tanks and troops into the surf, and then back off into deep water. Even a rowboat gets stuck in the mud.

What a war record these cargo boats have checked up! They've been up there in front — thousands of them — to open every major offensive — Africa, Sicily, Italy,

and Normandy; and on the island-hopping road to Tokyo. They've kept millions of our fighting men fed and clothed. They have fueled a thousand war ships and one hundred thousand planes. The shells and bombs that are shattering Germany and Japan came via cargo ships streaming endlessly out of every American port.

But this titanic armada is essentially a weapon of peace. That's the finest thing about it. Every raw ship that glides into the water — and stays on top of it — is going to bring better living to Americans.

The prospect is hazy in detail, but think what it will mean to our factories and workers to have our own ships searching out every good market in the world! And coming back loaded to the gunwales with the rich, raw products of every country!

It may be that the building of these ships will prove to be a profound contribution to lasting peace.

REPRINTED FROM *Good Living* (ALLIS-CHALMERS MFG. CO.)

23 EMPLOYEES GET SERVICE PINS IN JANUARY



JOHN A. WILLIAMS

Mr. Williams, who recently completed forty years of service, operates a Radial Drill Press at the Wetherill Plant. Up until the time when Sun Ship acquired the Wetherill Plant, Mr. Williams did all his work by hand. With the advent of World War I, Sun Ship installed machinery which eliminated most of the hand work on steel bulkheads and ship fittings.



J. TAYLOR of 36 Department receiving his 25 year service pin from Mr. Burke.

January Awards

SALARY

55-6	C. Lohrke	25 Years
90-19	Miss Helen Schmidt	25 Years
36-17	A. Urban	15 Years

DRAFTSMAN

78-10	E. Hoskins	25 Years
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HOURLY ROLL

8-419	J. Williams	40 Years
36-735	J. Taylor	25 Years
8-426	J. Ashton	20 Years
42-213	G. Wilson	20 Years
4-161	A. Lucas	15 Years
36-84	F. Bartlett	15 Years
69-55	W. Bradshaw	15 Years
30-2053	T. Adams	10 Years
33-49	C. Taylor	10 Years
33-378	W. Neiman	10 Years
34-94	J. Hickey	10 Years
36-501	G. Millaway	10 Years
42-58	J. Brown	10 Years
42-405	W. Dorsey	10 Years
47-304	S. Condo	10 Years
47-1028	H. Johnson	10 Years
59-375	J. Emanson	10 Years
59-727	J. Duberty	10 Years
59-13401	E. Mann	10 Years

Vice President Richard L. Burke Emphasizes Company's Appreciation of Loyalty and Faithfulness

"You men have been called in here today for the purpose of receiving your Service Emblems which are presented to you by the Company in recognition of your loyalty and service to Sun Ship.

"We have service records here from ten years to forty years. It is always a pleasure for me to have you men come in to receive your pins. Before the war emergency expansion program I knew all you men by name and while I still recognize the faces of most of you, I find it a bit difficult today to remember your names.

"I want you men to know that your long and faithful service is appreciated by the company. I hope all of you are satisfied with your jobs and we want you to go on and work as long as there is work here at Sun Ship.

"Thank you, gentlemen, for coming in this afternoon."

—**MR. BURKE** AT PRESENTATION OF SERVICE EMBLEMS



(Top) **E. HOSKINS**, **MISS HELEN SCHMIDT**, and **C. LOHRKE**, all of whom received 25 year emblems.

(Center)—**J. BROWN**, 10 years; **G. WILSON**, 20 years; **W. DORSEY**, 10 years; **S. CONDO**, 10 years; **J. EMINSON**, 10 years; **M. JOHNSON**, 10 years; **J. HICKEY**, 10 years, and **J. ASHTON**, 20 years.

(Below)—**J. DONERTY**, 10 years; **W. NEIMAN**, 10 years; **F. BARTLETT**, 15 years; **J. ZIEBRO**, 15 years; **A. URBAN**, 15 years; **A. LUCAS**, 15 years; **G. MILLAWAY**, 10 years, and **W. BRADSHAW**, 15 years.

SOME MIGHTY
GOOD REASONS
WHY
SUN SHIP
WORKERS

BUY BONDS



JOYCE RADER, 8 year old daughter of "Rolie" Rader of 30-B dept., S.Y. and Edith Rader, welder on the Wertheil plant.



JIM 2, and MARIE WESCOTT 4, children of James Wescott of 47 dept., C.Y.



JOAN 2½ years, and CHARLOTTE BURRELL 3 months, children of John C. Burrell of 60 dept., C.Y.



JOHN TRAVERS, 10 month old son of Pvt. John Travers, formerly a machinist in Wertheil plant. The boy's mother, Doris, works in 36 dept.



RICHARD HOWARD ANTHONY, 15 month old son of Staff Sergeant Howard Anthony, formerly of 59 Dept. Central Yard, who was killed in action in Belgium on January 16.



ALFRED, 9, ALICE, 11, CATHERINE ANITA, 6, and JOAN ANNE, 18 months, children of A. J. Dougherty, Expediter in 47 Department, Central Yard.

We regret that space has not permitted us to publish all the baby pictures received for this issue, but the ones selected will appear in April. We are glad to receive baby pictures, however, although sometimes we have to hold them over until the following month.



MARIE and ARLENE PASTORE, twin daughters of Albert Pastore of 66 Department.



BONNIE, 3, and LEWIS, 8, children of J. Jacobstein, Foreman of 36 Department, No. 4 Yard.



RALPH WILLIAM PARKER 2, and BARBARA ANN 4, children of Mr. Ralph D. Parker, an Inspector for the Standard Oil Company (N. J.) now stationed in the Sun Ship Yard.



(Left to right) — BOBBY, 11; JOYCE, 9; DOROTHY, 6; and EILEEN SMITH, 4 yrs., are the children of George Smith, Truck Driver, Central Yard.



FRANK MAGGIORE, JR., 8 year old son of Frank Maggiore, 47 Dept., Central Yard.



ROSE ANN DE FRANK, 4½ months old daughter of Dominic De Frank, 39 Dept. Central Yard.



GRAYCE P. NYE, 2 year old daughter of Cpl. Frank Nye formerly of 75 Dept. and now serving in Belgium with an engineering unit.



CAROLE ANNE, 3, and JANET SUSAN, 8 months old, children of Robert M. Wiedersax of 92 Department.



LORRAINE BODNIK, 4 year old daughter of Joseph Bodnik of 45 dept., South Yard. Her grandfather, Frank Munro, works in 60 Dept.



36 DEPT. MACHINISTS



RICHARD CLEMENDING, who came to Sun Ship in 1919, has worked in 36 Dept. for the past 12 years. Previously he had worked in 84 Dept. Dick has contributed many columns and articles to "Our Yard", especially facts and letters on Servicemen. Dick is Second Vice President

of the S.S.A.B.A. and has been a member since it began over 25 years ago.

Four children and two sister-in-law work here at Sun Ship. The latter one now in the Armed Forces. 25% of Dick's pay goes into War Bonds. Dick has had many more pleasant experiences during the years spent at Sun Ship and says that when it comes to close adherence to the Golden Rule and dishing out the good old American square deal — you just can't beat Sun Ship.

We wish to extend our deepest sympathy to Frank Semester who recently lost his mother.

George Traxmy of the shop has been getting more than his share of troubles lately, the most recent being the result of a fall sustained by Mrs. Traxmy while shopping. Information of this mishap was phoned into the Shop and Gas was informed by the garage that a company car was available to convey him to the hospital.

Did you see that lovely bloom on Mike's "Flower Ball"? It sure was a beaut — but didn't you think it resembled the native daffodil?

Sinatra (so we are told) has some real competition in the person of our own "Beetle".

Peggy Maroonik was mighty proud of the lovely bouquet which her soldier husband sent on her birthday.

Deepest sympathy to Larry Owens, South Yard machinist, whose father recently passed away. Larry's brother Jack, now in the Navy, served his apprenticeship in 36 Shop where he was employed at the time of joining the Navy.

Andy Delaney of the shop, whose son was recently wounded in action, says that the boys overseas need morale — the kind of morale that is spelled with four letters — MAIL. So come on fellows — give with the mail to some of our former shop-mates who are now so far away from home.

As a member of the famed 11th Heavy

WINNERS OF SUN SHIP BOND CONTEST

Eighteen prizes totalling \$3700 with one of them including the honor of christening a Sun-built ship were awarded on Washington's Birthday and the following day at ceremonies in Central and North Yards presided over by John G. Few, Jr., vice president.

Edward Cumm, leader in the sheet metal shop, No. 4 Yard, won the first prize in the Sun Ship Special Contest and selected his wife, Mrs. Elaine Cumm, to christen the S.S. CHATEAU THIERRY which was scheduled to be launched March 3. A \$1000 bond, presented by Sun Ship, also is included in this award. Mr. Cumm is a leader in the sheet metal dept.

Second prize in the Sun Ship award to employees who had increased their purchases of bonds in the Sixth War Loan drive went to Edward Stein of the electrical dept. He got a \$1000 bond. Albert Sellers, machine shop, won the \$500 bond and Harry Mervine, burning dept., got the two \$100 bonds.

Actual drawing of the winners was done by Corp. Robert B. White, U.S. Marine Corps, who also spoke at the two rallies, and by Mrs. Grace Clark of 91 dept. Al Barfield had charge of the drawings. One of the most effective features of the events was the large turnout by the members of the Sun Ship Band under Tommy Lorenson.

Winners of the prizes at the Gracie Allen Bond Award at the North Yard were: top prize, \$500 war bond to Melvin A. Zellers, 84-162; second prize, \$200 in war bonds to Sol Berger, 45-588. Twelve \$25 bonds to the following: John Birmingham, 47-655; Bare Mitch, 51-65; Anthony Cappelli, 42-139; Mrs. Catherine I. Kennish, 59-9968; Fred J. Smeeton, 8-125; Douglass A. Cadman, 45-1; Helen T. Rose, 59-9768; George J. Bennett, 91-3; Harry A. Wesker, 36-151; Michael Cahill, 65-161; Augustus C. Heath, 30-2005, and Edward Rasmus, 45-1180.

Bombardment Group of the 7th AAF, Cpl. John J. Miller, formerly of 36 Department, has been commended by Maj. Gen. Robert W. Douglass, Jr., commanding the 7th AAF, for his part "in the campaigns which have taken a large section of the Pacific from the enemy's hands". Gen. Douglass issued his commendation along with a personal message of congratulations as the group rounded out its fifth year, one of the oldest, most traveled heavy bomber outfits in the Pacific. Johnnie joined the 7th AAF in the Pacific in April, 1943.

CAN ANYONE REMEMBER:

The time when men did not make fun of women's styles?

The time when someone wasn't viewing with alarm?

The time when older people were not in despair over the younger generation?

The time when part of us were not complaining about hard times?

The time when work did not make us weary?

The time when we were really satisfied with life?

Reporter: DICK CLEMENDING.



RECENT MEETING OF THE DIRECTORS OF THE MUTUAL BENEFIT ASSOCIATION held in the Main Office Cafeteria on February 8th. Left to right: Clarence Roberts, John Grant, John Begley, Ed Crighton, Preston Lilley, R. Clemending, R. Frazier, I. Albany, S. Griesmeyer, F. Burr V. Horvey, J. Petterson, and A. Yeager. Those not present at the meeting were: John G. Few, Sr., W. Croemer, L. Collison, and A. Heath.

INK SPOTS FROM HULL DRAWING ROOM

John W. Hudson, Naval architect, presided at the Chamber Rotary Club meeting on January 23. He presented Sun Ship's Vice President, Mr. Robert Haig, as guest speaker. Mr. Haig's topic was most timely, dealing with the present and past war aspects of shipping and ships.

On February third, the S/S Trefevan was sponsored in the launching ceremony by the wife of a member of Dept. 78, Mr. Charles A. McCasley had the pleasure of naming his wife, Marion, to officiate in this capacity. Mrs. McCasley was modestly attired in a suit of pale blue, over which she wore a coat of black Persian lamb with black hat and accessories to match. Relatives and friends completed the launching party. Charlie has a service record of 27 years, 8 months with Sun Ship. Congratulations to the McCasleys!

And our congratulations are also extended to Mr. Ernest Hosking. Ernest has completed 25 years of service with the company, and recently was presented with the appropriate service award.

Thanks a million, — to those who contributed their copy of the January issue of OUR YARD to mail to "JD's" service men. Because of a shortage we requested these numbers, and your spontaneous re-

sponse was most gratifying.

Visits from servicemen included the following: Jim Cook and Johnnie Johnson (both in the Navy), Jack Salger, U. S. Merchant Service and Joe Chermol, U. S. Army. All were in the best of health, and we were mighty glad to see them. Good luck to each of you.

Believe it or not! The Hull Drawing team, "A" Bowling League, has emerged from the basement and is in second place (as of the date of this writing — Feb. 8th). Captain Joe Ambrosino is striking for first position, and pins his hopes on the team consisting of J. Petchel, J. Jennings, S. Woogler, J. Dougherty, and E. Dougherty.

But the end is not yet! We have a team to spare, the Hull Structuralists, captained by Walt Pew. To avoid getting hauled-up, we list on this team the following: E. Hall, A. Hubay, T. McKay and anchor man T. Crompton. The team has sublet the basement from the previous tenant and is rolling in comfort.

P.S.: Have you met Betty the Button Bender? Or have you noticed the official garb and demeanor of "Judge" Lively?

Can you punctuate, with three periods, the following telegram delivered recently by Western Union?

"I'M BLUE EYED BLONDE IN JAIL. HELP ME GET OUT."

Reporter: FRANK PAVLIK

JOHN RODGERS, Machinist and Marine Inspector at Wetherill Plant, "Jack", as he is generally known, was born at Borrowdale, England, and served his machinist apprenticeship at Vickers, Ltd. Shipbuilding Co. Prior to World War I he served two years in the Yeomanry Regiment (same as our National Guard). He served 5 years in the British Army, with the Second Indian Cavalry a mounted unit, and saw service in Belgium and France.

He came to this country in 1923 and was employed at the Crump Shipbuilding Co., Philadelphia. In 1925 he came to Sun Ship Wetherill Plant, where he has worked continuously since.

He is married and resides at 414 Crum Lynn Road, Ridley Park. He is the father of three children, two daughters and one son. A daughter, Mrs. Joan Gillon, is employed in the purchasing department, Main Office.

He checks and inspects many of the vital propulsion parts for the ships that are machined and assembled at the Wetherill Plant and sent to the shipyard for installation.



SUN SHIP'S QUESTION MAN interviewing Sun Ship War Workers on Hull 425.

Franklin Buys War Bonds

"Being at the time he was ordered on this service in the early spring of 1776 upwards of seventy years of age, he suffered in his health by the hardships of this journey (to Canada); lodging in the woods, etc., in so inclement a season; but, being recovered, the Congress in the same year ordered him to France. Before his departure, he put all the money he could raise, between three and four thousand pounds, into their (Congress') hands; which, demonstrating his confidence encouraged others to lend their money in support of the cause." Thus Franklin wrote in the third person.

Franklin turned his cash over to the Government with far less security than we receive today. He practically gave it, as he gave himself, to winning the war.

— HENRY BUTLER ALLEN.

*The Life and Writings of Benjamin Franklin by Albert Henry Smyth, vol. IX, p. 696.

STICKING TO YOUR JOB ? OR QUITTING ?

This year, in the first 9 months of 1944 each month 10% of all employees left their shipyard jobs.



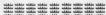
Out of every 10 employees leaving shipyards, each month 6% QUIT (The other 3% left because of discharge, military service, etc.)



Every time an employee QUILTS an average of 48 hours of work are lost because of getting the old employee off the records, training a new employee, etc. So, these 366 QUILTS from January 1 to September 30, 1944 caused the loss of dollars 423,775,356.



This is Government money, taxpayers' money, your money that is being wasted by QUILTS. Also, these shipyard QUILTS from January 1 to September 30, 1944 caused the loss of ships:



These 36 ships could have transported all supplies for landing operations of 2 armored divisions.



THIS IS YOUR VICTORY
THAT IS BEING PUT OFF BY QUILTS



ELECTRICAL DEPARTMENT, NORTH YARD—When we arranged for this picture we didn't figure on such a large group being present, but we managed to get them all in. These boys take care of all lighting and

meters both on ship and ashore and install all of the electrical cordage aboard ship. This North Yard department comes under the supervision of C. Meaps, who is responsible to Quartermaster, 33 Dept.

'TIS SAID ABOUT SOUTH YARD FAB SHOP

Overheard in shop . . . John the Driller to his helper Sam: "Go down to my locker and get the Old Man so we can drill these holes in this side shell. Let's go." . . . Helper after being gone 5 minutes returns and tells John, "I can't find the Old Man. I looked all over the locker and all over the shop and I can't find him, he ain't there." Note: (Old Man is a gig or vice used for drilling holes.)

Moer (Lippy Darocher) always bare. Wears a different baseball hat and shirt every day. Now doing his spring training to reduce excess weight.

Greecie the Charlie McCarthy of S. Y. is giving the boys some pointers on raising Victory Gardens, being coached by his co-worker Reds Thornton manching a baloney sandwich.

Three Musketeers of S. Y. Shop, Moey, Joey and Nickey: One for all and all for one. (Nickey now in the Armed Forces).

The \$64 question and no coaching. What man in the shop has a big cigar and a big smile for everyone at anytime? Three guesses. His initials are J. P. M.

The S. Y. Boss: "Into our shop pass the most glorifying girl-welders of Sun Ship." Orchids to you one and all. You are doing a swell job.

Stoney McGlims, the Alma Mata boy, known to everyone as the "great loser" is having some competition with Carl Finks. Special attention: A beauty contest to all girl welders is now underway. For information and particulars contact Danny Bove, Bean Brunson or Darby.

S. Y. is noted for champions too numerous to mention. The A-1 champion of all, one known to your department as Whalkey, crane operator (alias bombardier) holds several records. He can hit a moving target from his cab a distance of 96½ feet, with a cud of chewing tobacco. His only rival is George Bert, welder extraordinary. He is known as a terra firma tobacco chewer.

Vic (Alce)-Triclan, noted for his quick and accurate measurements of Electrona, is now writing a book on same. (Congra-

lations).

Old Bob Johnson, the daddy of all chip-pers, is the only man in the S. Y. who can chip and keep in time with chewing gum.

Our best thought of the day, when bigger and better ships are built S.S.H.A.D.H. Co. will build them. We on the loose front back the boys on the fighting front by buying War Bonds today and everyday until Victory is won.

Bill (nice guy) Syver threw a party for some of the boys a few weeks back, and a grand time was had by all, especially by Eddie Carr, who lost his teeth. Poor Eddie—wasn't able to find them till the party broke up. Incidentally, this was Bill's farewell party. The poor guy is going to get married.

Archie, the hooker on, has all the pretty girls in the shop saying he's the cutest thing inside a cage. Ray, the shop silent man, promised he'll smile only when you give him peanuts.

Poor Guy, the sapper office boy of 75 Dept., is now saving cigarette stumps. With all the fine brands of cigarettes on the market, Guy should have no trouble with his hobby.

Serinity of the Office Force believes what Joe Straub says.

Reporter: DENVER.

Our Yard and those in 80 department express regrets at the passing of H. Elliott Wells (80-336) who died Feb. 19 of a heart attack. He resided in Swarthmore and was a graduate of Swarthmore college. He was active in Masonry, being a member of W. Bartram Lodge, No. 298, Media. His son, Tech, Sgt. William P. Wells, is in the Air Force and recently completed 35 missions over Germany. Mr. Wells was popular with his associates at Sun Ship because of his ready wit and his desire to help others. In addition to his son he is survived by his widow.



We Wish to Congratulate:

Mr. and Mrs. "Forky" Kaiman on the birth of a son on Sunday, January 28th. Mr. Kaiman is employed as a Machinist on Second Shift at the Wetherill Plant.

Mr. and Mrs. Charles J. Hauger on the birth of a son. Mr. Hauger is employed as a Leader in 41 Department on the First Shift.

Mr. and Mrs. Melvin Sailer on the birth of a 9-lb. baby boy on January 20th. Mr. Sailer works in the Copper Shop.

Mr. and Mrs. Joseph Szwach on the birth of a daughter, Dorothy Irene, on January 26th. Mr. Szwach is in 59 Department.

Mr. and Mrs. George Jackson on the birth of a son on Friday, February 9th. Mr. Jackson works on the second floor, machine shop, in the Wetherill Plant.

Mr. and Mrs. Maxwell E. Bass on the birth of a son, Richard Stanley who weighed in at 6 lbs. 12 oz. Mr. Bass is in 60 Department.

Mr. and Mrs. Michael Gasdelle on the birth of a daughter on Saturday, February 17th. Mr. Gasdelle is a machinist inspector at the Wetherill Plant.

Harvey Rittenhouse of 33 Dept. on the birth of a granddaughter, Carol Ann Collins. Mr. Rittenhouse's son-in-law is overseas.

Mr. and Mrs. John Pinner on the birth of a daughter, Dorothy Spencer, on Feb. 22. Mr. Pinner works in the Production Control Dept.

SUN SHIP

Portrait of the Month



When we decided on Mr. Grassville D. Landing as our Portrait of the Month, everyone remarked how congenial an assignment it would be.

There, on his desk, was a mountain of work. Telephones rang. Co-workers interrupted with questions, and high pressure was in the air. And through it all Mr. Landing was calm, assured, genial and very much unperturbed.

"How do you do it?" we asked.

"Nothing to it," he replied. "I'll let you in on a little secret, I'm an optimist, both by nature and club affiliation."

Biographically Mr. Landing gave this data. "I'm 53 years old but don't feel it. I'm married and have one daughter. My son-in-law is in the service somewhere in the South Pacific." His eyes lit up. "I have one grandchild, a boy!"

"I attended high school in Pocomoke City, Md., and then graduated from Goddard Business College in Wilmington, Del."

"When did you come to Sun Ship, Mr. Landing?" we queried.

"Oh a couple years ago," he replied. "It was on Feb. 18, 1918, when I started here in the Payroll Dept."

We did some mental calculation. "You were 26 when you came here, what did you do all the years before that?"

"I was in charge of the killing dept. for a large wholesale grocery concern, but figured I'd like suitcases better than suitcases, and my length of service here has proven that point."

Mr. Landing's office is designated as Accounting Dept.—Commercial and Financial.

That covers a wide field of technical work in finance; and among the large headache jobs his office handled was the balancing of the Facilities accounts connected with construction of the new yards.

He has also been manager of the North Chester Realty Co. since 1933, no mean job in itself.

"Is it true that you and Mr. Dinsler have the enviable duty of interviewing the ladies applying for Main Office jobs?"

"Yes, it's true to a certain extent. The job is pleasant but not always enviable. We strive to get not only qualified workers, but those whose general personalities will not clash with the co-workers."

"How about hobbies and club affiliations?" we persisted.

"Well I have no special hobbies," Mr. Landing answered. "I like a variety of activities and am fond of all sports. I am a member of the Chamber of Commerce. I am also an active member of the Optimist Club of Chester."

"What is that?" I asked.

Autosided at our abysmal ignorance, Mr. Landing continued. "The Optimist is a well known organization setting forth the principle 'Friend to the Boy.' Our activity aside from the social aspect and annual play, is directed at keeping the boys off the streets. We have a club house, and each member is responsible for a particular youth and his guidance. We have men from all the professional and business fields in our organization. Of course, on the psychological aspect we firmly emphasize the benefit of adopting an optimistic rather than a pessimistic attitude."

He continued. "We have a creed, it may seem Pollyannaish at first reading, but on deeper analysis it hits home with an impact."

Mr. Landing gave us a copy of the Optimist Creed which is well worth printing here.

THE OPTIMIST CREED

By CHRISTIAN D. LARSON

Promise Yourself!—

To be so strong that nothing can disturb your peace of mind.

To talk health, happiness and prosperity to every person you meet.

To make all your friends feel that there is something in them.

To look at the sunny side of everything and make your optimism come true.

To think only of the best, to work only for the best and to expect only the best.

To be just as enthusiastic about the success of others as you are about your own.

To forget the mistakes of the past and press on to the greater achievements of the future.

To wear a cheerful countenance at all times and give every living creature you meet a smile.

To give so much time to the improvement of yourself that you have no time to criticize others.

To be too large for worry, too noble for anger, too strong for fear, and too happy to permit the presence of trouble.

—SUN ROBINSON

45 DEPARTMENT NOTES

After a very enjoyable evening at a banquet and show given by the Supervisors' & Foremen's Association of Sun Ship, a gala house warming was given at the home of Mr. and Mrs. George Barris of 511 Trites Ave., Glenolden, by some of his fellow workers.

The guests were as follows: Mr. and Mrs. Souder, Mr. and Mrs. Allen Bush, Mr. and Mrs. Charles Diers, Mr. and Mrs. Charles Springer, Mr. and Mrs. Fred Glatz, Mr. and Mrs. William Ryan, Mr. and Mrs. William Clark, Mr. and Mrs. Joseph Eastman, Mr. and Mrs. Pat Doyle, Mr. and Mrs. Harry Booth, Mr. and Mrs. Lawrence Taylor, Mr. and Mrs. John Doyle, Mr. and Mrs. Charles Kelly, Mr. and Mrs. Phil Leonard and Mr. and Mrs. Mike C. Tristrait of East Orange, N. J., who were week-end guests.

YOUNGEST DAD OF SERVICE MAN?



EARL L. BENNETT, assistant foreman in 80 department, may be Sun Ship's youngest father of a son in the service. He is only 28 years old and his son Earl Jr. has been accepted by the Navy. The young chap is 18 years old. His father was married at 18 and was a father at 19. Earl senior has been connected with Sun Ship since 1928.



"BIG BEN" PERSING and his pet squirrel JERRY, which he trapped in Brookhaven some time ago. This little fellow after two weeks around the Shipyard has become a First-Class helper in 84 Department. "Big Ben" formerly had a pet blackbird which died recently and he is quite happy over his new pet.

EMPLOYMENT OF WOMEN IN 33 DEPT.



(Top) — MEN AND WOMEN of South Yard 33 Dept. The women operate drill presses, manufacture cable hangers for ships, wire navigation and running lights, assemble lighting fixtures and wiring for the ships. Two of these are maintenance workers who prepare welding lines and light cords.

(Center) — THESE PEOPLE WORK ON THE BALCONY, Central Yard, 33 Dept., and are engaged in rewinding armatures and repairing coils under the supervision of A. Hoffman, leader, and are directly under the supervision of W. Durbasow, Asst. Foreman.

(Bottom) — E. Healdick, G. Mason, E. Patton, E. Shilder and E. Bearoff, manufacturing cable hangers for ship wiring.

(Top) — REWINDING ARMATURES, repairing armatures, and repairing coils under the supervision of A. Hoffman and F. McCaffrey, directly working for Mr. Willis Durbasow, maintenance foreman of 33 dept.

(Center) — Left to right: E. Patton, E. Phillips and E. Bearoff, under the supervision of Mr. J. Haffelinger (right) are assembling lighting fixtures and wiring for the ships in Central Yard.

(Bottom) — These employees of North Yard 33 Dept. shop are engaged in manufacturing cable hangers for ships; operating drill presses and other machinery; assembling lighting fixtures and wiring for all ships in the North Yard; wiring navigating and running lights.

33 Department takes credit for increased production by the employment of women. Mr. John, Foreman of the South Yard, was the first supervisor to take advantage of the additional help. Formerly we had only four or five women working on armatures and repairing coils. When the women were transferred from the Tube Mill to the South Yard and placed on drill presses and other machines, there was speculation as to their value, but it was soon learned that the shop women performed their work with great efficiency and speed.

Mr. Hoops of the North Yard and Mr. Roensee of the Central Yard were quick to follow Mr. John's lead and soon had female workers in important jobs in the shops.

In the Central Yard Mr. Roensee found that the women, in certain jobs, were the equal of any men on the boats, also. Witness their speed in adapting themselves to the job of telephone wiring and switchboard work. We also have six female crane operators, and their work is highly satisfactory.

RESULTS IN INCREASED PRODUCTION



MISS MAE HUSSLER operating low-bay crane in the South Yard Fabricating Shop.



A. GUNNING, A. WLODGERSKY, C. BUSBY and DOLORES RAFFERTY operating drill presses for ship material.



RUTH HEIDECK, who wires off the navigating and running lights for ships, is shown here holding a running light.

33 DEPARTMENT FLASHES

The Department in its entirety wishes to extend its deepest condolences to our valiant foreman Al Jenkins of No. 4 yard in his recent loss. Words appear so meaningless at a time like this when one's helpmate through long years has been taken away; and no one who has not experienced a similar situation can plumb the void which follows. We pray that Time and a kindly Father will soften the grief and bring a sense of understanding to one of our beloved Asst. Foremen.

Congratulations are in order to our genial maintenance man in the shop of the Central Yard on the arrival of a beautiful little daughter to his charming wife. We only hope that now Jim can reduce with a bit of stepping over the floors at night to keep Mrs. DeTore from waking up. There are several fellows in the Department who could give good advice to Jim for the next few months.

And believe it or not, we have finally succeeded in waking up Joe in the South Yard, so that you will hear from that sector of the home front. Here it is.

Delegates to the Supervisors' banquet escorting their charming wives were Bill "Sheik" Walls (we wonder), Mike "Unleazzgo Rameno" and Joe "Boom-boom" Wronoskiw. 'Twas a good meal and the show was enjoyed by everyone.

Helva wears a muff during the winter. We wonder whether she does the same in the summer.

Little Louie, on one knee, giving out with Al Jolson's famous version of "Sonny Boy" to Eddie (one armed bandit) Gallagher.

Everyone calling Gerrie "Smiffles".

Joe Larkin likes to work under No. 9 way.

An excellent group picture of No. 33 South Yard Shop was taken and will be discovered in one of the following issues.

Joe Thuzder was missing for a few days, as was "Gravel" Gerrie.

Tucker getting a feel of the boats.

The way some of the Assistant Foremen and Leaders are studying electronics, they'll be able to guide the men better when electronics come into shipyard work.

We'll bet Pop Cole won't try to fix any more gas stoves. Some of the fellows and girls got a hot foot from that incident.

Genially watching Rowe explain a job to one of his gang.

Expediting Department has really added weight since Pop Elliott took sick. We're hoping he'll be well and back soon.

Joe Thuzder has a lot of buddies.

Second Floor work done by Gerber.

Sam asking Lynch to bring hoses that don't give splinters.

Central Yard is really showing as up on man-hours per ship. Let's pull out, gang, and show Central Yard up. And that's all from the Southern border of the yard.

We welcomed our ex-stenographer, Dotie Hagan, who has been helping us in the office with the emergency work. The telephone has been exceptionally busy since her entrance in the office and not all the girls, as she likes to make you believe, Get off that line, "Bill".

We miss our old college chum, "AJ" Metzger, who was forced to return to the hospital for another study and observation. The Department sends its kindest regards and hopes that he will make a speedy recovery and be back with us with his ever-present smile, his kindly disposition and friendly advice, which is sadly missed around the central yard, as well as in the other yards. His fortitude and strength under all the handicaps that he has overcome, might well be a lesson to many of us when we feel that we are burdened with some petty ill or worry. Hurry back Metz, and all the luck and prayers for your speedy recovery.

Our sincerest regards and deepest feelings are extended to Mr. Thomas Jackson, Superintendent of this Department, in the

prayers that his son, who was painfully burned at the Naval Base where he is stationed, will soon be discharged from the hospital, in perfect health and ready to carry on.

The Department welcomes a new worker in the person of the charming wife of one of our former workers, Franklin D. Moran, who left the Electrical Department to do his bit in the U. S. Navy several years ago. Mrs. Moran, born in St. Omer, France, was welcomed on the balcony by the efficient armature winders, and will soon learn all the intricate details of that work. She is going to carry on where Frank left off.

Bill is heartick because his flame has been taken from him. The ingrate of the cord-repairing division in a very short time became the problem child of the Department. We are politely told that this remarkable person came into the Department with the idea that it was soft work, and that if you were not a faithful user of a prominent lotion, you might get dirty hands. Consequently our boss was hard put to find a place for her suitable to the talents she displayed. It's simple to understand that working in any department of the yard necessitates difficult and trying work; but one must always remember that there are lots of conveniences in the yard which are denied the boys who are carrying the brunt of this war in jungles, fox-holes and bitter cold weather. Buck up, kid, one of these days the war will be over and you can sit in a warm room and read and eat in comfort. But while you're here try to make yourself understand that this yard is part of the great sacrifice that everyone is making to have America a better country. You owe something to your partner who is over there fighting to make this the last war; to your boss for keeping up production in the departments; and to the grand fellow in the front office who is always making and keeping this yard the fastest in the country for every single warner in it.

That's all — so long folks, (as our Master of Ceremonies on the broadcast at noon tells you).

Reporter: HOMER REIDLE.

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



CS — PASSENGER AND CARGO SHIP, PRESIDENT JACKSON — CS F & C — Combination passenger and cargo type, length (over-all) 491' 10", Beam, 69' 6", Draft (loaded), 26' 6", Cruising radius, 20,300 miles,

Net tonnage, 5,170. Dead Weight Tonnage, 9,932, Shaft Horse Power, 8,500, Propulsion, turbine.

WAYS OF THE WELDERS

•

Bondseller Sam says:

"Don't let down in your share of pulling in this tag-o-war. Pull your full share and then some. BUY WAR BONDS."

Kerms has acquired a new handle and responds to the title Colonel Granch.

Mr. and Mrs. Shanko recently greeted little Miss Charlotte Arlene Shanko, weighing 7 lbs. 9 oz. Papa Shanko is passing out cigars to visitors.

Which member of "59" is becoming the "pen and pencil" welder?

Toto has the full sympathy of the department in the loss of his mother.

S. Fiorella (Tommy Sparrow) has a new lease on life at Sun Ship. That's the spirit Tommy; congratulations on a wise choice.

"Fifty-niners" welcome Mr. A. Heldtsaar

to the supervisory staff of the department. We know that you know what makes 59 click.

Your reporter takes this opportunity to appeal to the person who found (or may find) a wallet belonging to GEORGE NUSS containing a considerable sum of money and numerous identification cards. George needs that money badly. He will give a substantial reward to the finder. He wants the identification cards also. Anybody who has information about the wallet will please get in touch with GEORGE NUSS (59-705), Central Yard, or call A. Cervelli, Chester 24216.

Ralph has another accomplishment: the art of welding hairpins.

Carl Breedlove and his girl friend are humming the wedding march.

Wonder if Brownie would lend a few of

his live crow decoys this Spring? You gents who like shotgun practice can shoot crows on Sundays with the consent of land-owners. Nos. 5, 6 or 7 shot do a good job — if you can get the shells.

Windy is hoping his new suit will be delivered in time for the Ball.

Ode to a classic absentee —

On Saturdays and Mondays

You are always out.

#Aen shifted to new fields

You packer and poet.

So, observe your attendance

And try to get in;

You'll feel a lot better —

New pastures you'll win.

Reporter: A. (LEFTY) CORVELLI

GASOLINE POWERS THE ATTACK!

1 Half of the supplies shipped to our Army overseas are petroleum products.



2 To go 100 miles, one armored tank division needs 25,000 gallons of gasoline.



3 On a single 6-hour flight, 1,000 four-motored Army bombers use, on the average, 1,850,000 gallons of fuel.



4 It takes 12,500 gallons to train a single pilot.



★

Use Your Gas Wisely

★



MOTHER OF 17 at the age of 43, Mrs. Catherine McCarthy is mother in the South Yard. Fourteen of the children are living. Three of the boys entered the armed service. Mrs. McCarthy's oldest child is 23 and her youngest is 4. Mrs. McCarthy is shown above with 14 of her children. Her husband, James C. McCarthy, former employee of the Chester Water Company, died on May 13, 1942. This picture was taken three years ago. Recent photo was not available because the family is scattered.

Sun Ship Writes Sequel to "Jamaica Inn"

One hundred and fifty Jamaicans arrived at Sun Ship on February 7th to work as laborers here at the Yard, and help alleviate a serious labor shortage.

The soft-spoken dusky-faced natives from the West Indies are making their home at the century-old, abandoned Media Jail which has been transformed into a comfortable living place equipped with mess hall, showers and other modern equipment. The renovation of the place was supervised by Jay Schoff, Assistant Personnel Officer.

Before the Jamaicans arrived, John G. Pew, Jr., Vice President, met with the three judges of the Cassius Pheas Court, the three county commissioners, Assistant District Attorney William R. Toal, and Chief of Police Malcolm Langhead, of Media.

It was agreed at the meeting that the Jamaicans will live in the old building and breakfast and dinner will be served by the Slater Catering System. The men will be on the day shift and will be transported back and forth to work in special buses.

Vice President John G. Pew, Jr. expressed the opinion that others may come in the near future and at the same time suggested that the jail be called the "Media Jamaica Inn." "Later," he said, "they may be a Chester 'Jamaica Inn.'"

The Jamaicans' stay will not be permanent, as the men must return to the West Indies after the war under an agreement with the British Immigration Office.



THE LABORERS' TRANSPORTATION from New York City was supervised by Assistant Personnel Officer Alfred Burfield. On their arrival at 8 P. M. the men were given dinner at Central Yard's cafeteria.



JOE MEDD in charge of Identification Department, fingerprinting CLARENCE OSBORNE, new 68 Department Rigger. Medd has been with Sun Ship for the past six years and has fingerprinted thousands of Sun Ship workers during that time. All copies of these prints are forwarded to the F.B.I. in Washington—a national wartime measure taken to prevent espionage and sabotage. Before coming to Sun Ship, Medd was a member of the Pennsylvania State Police.

47 DEPT. — No. 4 YARD Swing Shift

Hil! Gang, here we are again. Things have really been jumping since we last went to press. Lend an ear and gather in some of the air currents.

The European situation has changed considerably since our last jettings. However, there is no time now for extreme jubilation, job neglecting, great overconfidence, and all the other mental phobias which caused a let-down in our important nation-wide production before. Like a caged rat, the most notorious paper-hanger in all history has pledged himself and his people to battle to the very last. Much tough fighting still lies ahead, the Huns will fight a battle of attrition to the bitter end, so we'll need every tank, every gun, every bullet we can haul to Europe. Keep the ships rolling off the production line, gang!!!

I wonder:

Why it is that a certain young lady among the Burners has suddenly lost her nose for news?

Why the fire at Getty's end of the Fab. shop seems much warmer than the others? Or is it something else there that attracts so many workers?

Who is going to throw the next get-

COPPER SHOP

For the benefit of those who missed it Jan. 27th, Benny McCray didn't. When asked how it felt to be hit in the face with a pie he said, "Not bad. Messy though, awful messy." Pie face boy will never dare fly again.

Melvin Snider is now a father of a nice round baby boy.

A. Wilkes hasn't decided just how much property he is going to buy in Atlantic City. We'll all be there for the house warming, A.W.

Why didn't L. Wasgill show up for a week, when we had a lot of ice? Ask his brother Fred. It wasn't because it was cold either.

Whaley thought if he lugged his car up M. Adams would sell him his. So Whaley ran into a pole one morning on MacDade Blvd. But the whole idea backfired. M. Adams wouldn't sell so Art had to get his car fixed.

Bazzy Seno passed his driving test and M. Fusco is the co-pilot.

Lee Chong is the only man from the Copper Shop who has been helping out 67 Dept. on Sundays. They really need help.

Why does Superman Dougherty wear part of his pajamas to work? Mrs. Dougherty is trying to keep Mike on a diet, but he forgets all about it since he leaves home. We have noticed lately that Snider hasn't been getting here as early as usual. What's the matter Mel? Has the baby been waking you up nights?

That certain person must have cast a spell over Johnny Ballis, to make him do all the running he's been doing lately.

Jack Berchman, who was one of our third shift boys, is in France with two of his buddies. Archie Houser is somewhere in the Pacific and George Bechtel is in Samspon, New York.

REPORTER: SHERLEY SPENCER

together? Some of those during the past Christmas season were sizlers.

Are we doing our full share in the Bond drive?

Why it is that a certain burning leader becomes so disagreeable every time a certain learner is absent?

Why it is that Hill says L. Adams should have an "interest" in the ice cream section of the canteen alone?

How D. Scott and W. Harris are enjoying sunny Calif.?

Why "Little Reds" Spencer has taken such a sudden interest in the Inzerbottom shop office?

How J. Johnson can hope to be a successful pug? And yet, he does seem to keep winning, doesn't he?

What happens to R. Tull and Ophelia ever so often? We'd like to enjoy your presence more.

How the girls are getting on who were recently transferred to the other Yards?

Why it is that Clark, who used to rush out of the Inzerbottom nights, now comes out so slow you'd think he hated to go?

Why it is that G. Knight has suddenly decided he could make much more regular time? Has he become much more patriotic?

If we are doing all we can to hurry the return of our boys???



How Well Do You Know Your Yard?

(Upper left) — **EARL HOUTZ** of 36 Department with ten years service at Sun Ship. Is Earl (a) shaping, (b) drilling, (c) turning, (d) chucking-up, or (e) boring?

(Upper right) — **ELWOOD MONTGOMERY** of 36 Department with five years service here. Is Elwood (a) reaming, (b) facing, (c) planing, (d) turning, or (e) milling?

(Lower right) — **APEE NE** of 36 Department with 1 year service at Sun. Is Apee (a) grooving, (b) beveling, (c) threading, (d) drilling, or (e) chipping?



ANSWERS ON PAGE 32

88 DEPARTMENT (GUARDS)

Guards Mack and Wegat have been assigned to the Jamaica Inn, Modia. Their duty there primarily is to assist in helping the new employees who recently arrived from Jamaica. Guard Norris will be our new reporter during Mack's absence.

At this time we wish to welcome to our Squad the new guards who have joined us since our last issue: Guards Semple and Leah and the ever charming Lady Guard, Gene Keiler. Also Guards Allen and Sellings, who as you know were recently transferred from Captain Seyer's Squad.

Walsh tells us it now takes ten days to go to Baltimore and return. Come on, let us know the delay.

Let us remember a Leader who makes our squad worth while — namely Capt. Mills.

Reporter: J. BRENNAN.

TO SUN SHIP WORKERS

SAIPAN HAS BECOME AS AMERICAN
AS STATEN ISLAND — YOUR BOND
BUYING HELPED TO DO IT! KEEP UP
THE GOOD WORK MEN!

Launching of S S Marine Flier

Alfred Sampson, 31 years old, of 8750 Holstein Ave., Philadelphia, was selected to sponsor the launching of the S S Marine Flier, a new Cargo Freighter which went down the ways into the Delaware River on Tuesday, February 27.

He chose his wife, Mrs. Alice C. Sampson, a graduate of Cheyney State Teachers College, Cheyney, Pa., Class of 1942, to christen the freighter. John C. Pew, Jr., Vice President, presided at the ceremonies.

BURNERS' RAMBLINGS

On asking some of the fellows their ideas for post-war plans we were able to get an idea how varied were the backgrounds of your co-workers.

Henry Parks, for a starter. He told us he was an automobile mechanic before the war. In his own words, "I'm still massin' around cars a bit". He rented a garage near his home where he takes his own car apart and then puts it back together, just to keep in practice. However, he also has been learning radio repairing. But as he said, "I won't consider myself any good until I can take out every little screw and wire, toss 'em all in the corner, then make a radio out of the mess."

Malcolm Fouzels has no immediate plans other than driving into a gas station, filling

up the tank and traveling up and down across the country on a nice extended trip. "Male" is a veteran of the present war. Congrats to him and his missus, who celebrate their birthdays in March.

Big Sam Schliman will go back to the junk business. Happy birthday to Sam's daughter Suzanne, who is just two years old.

John Salina's plans provide for earning a living for his wife and five children. They're his hobby.

Warren Hook, who plowed under his pigs for the winter food supply, expects to start raising peckers again very shortly. They are also his post-war plans.

Charles Caswell is going back on the street as a salesman. Just the type we can envision being called "C.C."

Ed Lamey, who is a fire Captain on the shipways, has not formulated any plans. He also says he has no hobbies. With all the clubs he belongs to (and active, too) we wouldn't be able to think of any future plans either.

Howard Dettler (Ladies Joe) wonders if there is a possibility that some of his investments (he dreams 'em) could be made workable. An inventor in the department, who has made some Rubie Goldberg stuff come true, is Nate Olszansky. Nate figures to devote his post-war future to designing other devices.

"Whisey" Tryons will devote more time to his flowers and following his favorite

sports more closely. "Ponti" will spend his free hours in his airplane. New Seltsman will go back to selling commercial electrical appliances. Happy birthday to Nate's daughter, Flora, who was just sweet sixteen.

Bill Lambert will form an orchestra again. Bill says he is a trumpet player the same as Harry James, and his wife is as beautiful as Betty Grable. The Fran Pylis is a former-piano teacher.

Don Oliver is going to spend his post-war years seeking a special hair brush for curly locks. When his quest is successful he will get duplicates for: Frank Harris; Aagle Grasso; Herbie Belchic; (yours truly); Joe Mills and Jerry Binsler.

Ray Hayes (he who wears the cowboy hat) is going to catch up on his Western story reading. Same day, he may be sheriff of Dry Gulch or is it Bleached Bones, Oregon?

George Weddle will devote all his time (and money) to adding to his collection of antique American.

Jay Spencer and Nick Dellano are going to buy a bowling alley of their own.

Ed Carpenter will spend more time finding out what makes the world go 'round.

Ernest Lang says his wife will find out when she reads this column that he has a pleasant birthday surprise for her.

Our deepest sympathies to Harry Johns, whose father recently passed away. The elder Mr. Johns was 74 years old.

Ross Frank is anxiously awaiting the day he can purchase a new harmonica. His last one gave up the ghost.

Tommy Ryan, the Burning Leader, with Sun Ship for twenty-one years, was recently married. The bride is the former Annette Fox. Tommy is a veteran of the last war and spent several months after the Armistice as a song and dance man with an Army unit. Best wishes, Mr. and Mrs. Ryan.

A little birdie just told us that "Twinkle-toes" Nelson is not only a devotee of the Art, but quite accomplished.

Reporter: TED LOUFUS.

FIRST AID REPORTER

The First Aid Detachment of the North Yard recently launched a campaign for more members, stressing the fact that the First Aid Shop in the North Yard is sorely in need of representatives.

At a recent meeting, in an earnest attempt to create more interest and encourage new membership, a motion was made that N. Verratti be made Co-Captain to assist George Klein, Captain.

Other business of the meeting was a discussion of the coming demonstration on March 8, 1945 before the Safety Committee to show that the First Aid Corps is capable of handling any case requiring first aid.

Teams were selected to put on this demonstration at two separate intervals: 9:30 A.M. and 4:00 P.M. in the No. 4 Yard Cafeteria. All members of the Safety Committee have been invited to view these demonstrations at that time which is convenient to their shift.

It was also suggested there be more rivalry between the four yards in regards to first aid, such as contests at frequent intervals which prizes or trophies to the team or teams making the best showing. This would serve a dual purpose: It would

make all present "First Aid" conscious and it would keep the competing teams in practice.

A First Aid Corps should be composed of at least one out of every ten employees, and in a company as large as Sun Ship, First Aid membership should be ten times as large as it is at present. This would make it possible for a member to be present to direct first aid at the scene of every accident.

Anyone, male or female, interested in registering for training should send their name and button number to the Editor of OUR YARD or to this reporter.

Reporter: "HANK" WYATT

NORTH YARD BOILERMAKERS

We wonder where Joe "Junior" O'Donnell got this sudden desire for country life. By the time Monday gets working steady, Martin and Fitz will have heard all of the alibi it is possible to think of.

Since "Woodie" had his Packard painted, he claims he is getting 13 miles on a gallon of gas. Where can we buy that paint?

The North Yard Boilermakers sure have their quota of "high" men. "High Gear Martin," "High Test Woodie," "High Pressure Sherman" and always "High Hart".

We hear "Bob" Quay is interested in poultry raising.

"Little Joe" has signed up with the Navy and leaves on April 7th. Everyone in the gang wishes you lots of luck, Joe.

Sherman sure takes care of McNeill. He is building him a home in the pipe shop.

"Grand Pappy" sure is full of miseries, and all of them are where he sits down.

Ben Keegan sure has no use for the Irish. Every time "Dan" comes near him he moses.

69 DEPARTMENT

More Johnstone, the champion air painter at Aberkyle, is popping vest buttons these days. More challenges the whole lar yard to a game of darts. His form is so good, he had to throw darts left handed to get competition. All takers please call 291 during your lunch hour.

SUN SHIP RADIO PROGRAMS

Sunday, 4 P. M. to 4:30 P. M.—Station WFIL

"THIS WEEK IN PHILADELPHIA"

Monday, Wednesday and Friday 6:30 P. M. to 6:40 P. M.—Station WFIL

"SPORTS BY MOOREHEAD"

Monday, Wednesday and Friday 8:35 P. M. to 8:50 P. M.—Station WFP

"SUN SHIP QUESTION MAN"

Monday, 9:30 P. M. to 10 P. M. Station WIP

"DOLLARS TO DONUTS"

Saturday, 6:15 P. M. to 6:45 P. M.

Station WCAU

"MUSIC BY WARRINGTON"



(Left) — AL RAMSAY, Electrician, North Yard, has been with Sun Ship for 2½ years. He helped with the construction of the South, North and No. 4 Yards. He is now working on shipways under the supervision of Wally (Red) Dykes. He is married and has one child. His wife Ethel was one of the first girl electricians in the yard.

(Right) — JACK (SMITTY) SMITH, Electrician, North Yard, has been with Sun Ship now for 2½ years. He is married and has one child. Smitty is a resident of Philadelphia.

NOTICE

Unless conditions change, there will be no more keels for ships laid in No. 4 Yard, due to the fact that to use these ways we would have to spend a large sum of money on the piling under the ways.

We do expect to operate the No. 4 Yard shops and to bring the other employees in the different crafts in that yard, down to the North, Central and South Yards.

Employees will be placed in positions in their departments, as far as possible. Should it be necessary to change a few mechanics' classifications, it will be a question of seniority in that department, for the entire yard.

This notice is posted because we have received so many inquiries regarding this matter and one day last week Messrs. Ramsey and Smullyn with three labor members from the No. 4 Yard called on me and asked this question.

John G. Pew,

March 6, 1945

PRESIDENT

★ PERSONALITIES AROUND THE YARD ★

PAT GALLOWAY (standing) timekeeper in 47 Dept., No. 4 Yard, completed 2 years service with Sun Ship on Feb. 27th. She was formerly an "Our Yard" reporter. **ADA HARRIS** is Secretary to Mr. Taylor, Foreman of 47 Dept., No. 4 Yard.

MARGE DESMOND has been with Sun Ship for 3 years and has been compensation clerk since August 1944. She makes up all checks for workmen's compensation, involving payment for time lost due to accidents in the yard. Marge is the daughter of the chief of police of Chester. Her favorite hobby is whipping up good things to eat, as those who have tasted her cooking can testify.

SHIRLEY SPENCER completed two years service with Sun Ship on February 20th. Formerly of the Electric Shop, Shirley now does secretarial work for Mr. Adams, Foreman of the Copper Shop. Shirley says the reason she wanted to work for Sun Ship was because her father did. He is a second shift leader in 68 Dept. Besides her work, Shirley likes to read, swim and eat ice cream.

A well-known and popular figure around the Yard is **WILLIAM DEWAR** who has for almost 25 years supervised the application of bituminous coatings and mastic asphalt flooring in this yard. Mr. Dewar is in charge of the Marine Division of Ralph V. Rulos, Inc., Phila.

JOSEPH H. MEGARY, North Yard Guard, purchased a \$2000 bond during the recent Sixth War Loan Drive from Captain Watkins of the Guard Dept. He still has all the bonds he purchased since he has been at Sun Ship. A veteran of the Naval Aviation Corps in World War I, Megary was a private detective prior to coming to Sun Ship.



PHILIP DURNELL, 66 Department, Leader in Carpenter Shop, Number 4 Yard.

PEGGY McKINNEY of North Yard Payroll Department entertained the servicemen with her singing at the Servicemen's Hospitality Center in Chester on February 1st.

C. B. LAWTON lays Selsite flooring on all Sun-built tankers and cargo boats. Selly, Battersby Co. had charge of installing Plastic Armor. Mr. Lawton has worked for Sun Ship for three years.

RUTH FORNEY, of the Retaining Board, Central Yard, who has been with Sun Ship over a year, was born in Hughesville, Pa., and later moved to Nebraska. At the present time she is visiting relatives in Kansas. Ruth finds her work at the Retaining Board very interesting and most enjoyable.

91 DEPT. TIMEKEEPERS AND CONTRACT CLERKS

On Washington's Birthday Lou Lenny had quite a coincidence. His first claim for a wage adjustment that day was for an employee named George Washington.

The Question and Answer Man was in the Timekeeper's Room at noon recently and Dorothy Lohrke sang "Don't Fence Me In". We knew that she is a tap dancer, but did not know that she could sing.

Mrs. Helen Mercadante celebrated her sixth wedding anniversary on February 22nd. Gloria Phillips celebrated her birthday on March 12th. Frances McIlhenry celebrated her birthday on March 13th. Jean Tushey celebrated her birthday on

March 11th by going to a banquet at Walker's on the Delaware with the "Six Slick Chicks."

Dorothy Cairnes celebrated her birthday on March 1st. Bontle recently heard that her husband has been awarded the Philippines Liberation ribbon. He is in the famous 38th Division which fought on Bataan.

Fay Ellis was an usher at the Chester Optimists' recent showing of "Very Good Eddie."

The blonde bombshell, Ruth Hanson, has been instrumental in pulling Ed Bell out of a hole with his work, not forgetting to mention Rose Hiller and Helen Mercadante.

John Kennedy has gone to Little Rock, Arkansas, to recruit labor.

We hear that Art Kretz is going to take up residence on North Eyre Drive with the rest of the big deal.

Who is the young lady in 91 Department who took two of her girl friends from the same department on a blind date, and got her wires crossed?

Ted Dix is very busy at home, trimming trees in his apple orchard.

Gertrude Nasados, who had been confined in Chester Hospital is now at home convalescing. We hope for your speedy recovery, Gertrude.

We wish to express our sympathy to Dorothy Lewis, whose brother, Edward DeHaven Lewis, was killed in action in the Southwest Pacific. He was in the U. S. Navy.

Reporter: ED BELL.

"STORERUMORS" 80 DEPARTMENT

Highlights from the Swinger's:

Congratulations to Mrs. Gloria Daniels, attendant at No. 27 way, who recently visited the preacher and changed her name from Harris to Daniels.

Birthday greetings to Mabel Clements, the new "Sweet and Lovely" in Foley's Office.

Foley's bowling team continues merrily on its undefeated way. Twenty wins, no losses in that Arseny Friday morning league. Keep it going boys, keep it going.

George Hall is assuming the title of checker champion. So far nobody has been able to beat him. Any challengers around?

D. Curtis wound up a victim of icy roads, sustaining a sprained back. Got well fast fellow, we miss you.

Morty, the smiling kid, claims he needs a bicycle. Quite, "I'm down on the main floor, someone wants contract material on the balcony. I go up and someone starts yelling downstairs. I go down and someone yells upstairs. It's a frame-up; just a vicious cycle."

Shoey and Ernie are at it again. They rebuilt Ernie's car four times the other side.

Greetings to Hines, Jones and Aenavage. The boys are modestly doing a good job and deserve mention.

Backlogs from the Gas Truckers:

Charlie Turnball's wife presented him with a baby girl. Mother and daughter are fine and pop has also pulled thru. Best of luck to all of you.

Hartman was feeling pretty rocky the other day. His son had been in on leave from the South Pacific where he was ground crew chief at an Army Air Corps base. Earle said he never saw 21 days go so fast in his life. Good luck, fellow, and come home soon.

Sorry to hear that C. Thornton has been out sick since Jan. 24th. Our sympathy and condolences to W. Hunter on the death of his sister, and to Logan on the death of his father.

News and Views from No. 2:

Studen's little paddle jumper got into an argument with a big boss. The result, the paddle jumper is in the garage and the boss still operating.

Eder has stopped worrying about Kaiser material and is now sweating it out on nuts and bolts that are among the missing.

"The Mike Sterinsky Old Butts and Stogie Fund" is well under way. The purpose of the fund is to keep Mike supplied with enough cigars to stop his crying.

That sure was a heavy pencil that fell on your finger, Ray.

Giggles from the Girls:

Millie "Bolton" Dinecker, formerly of BOB, gave birth to a boy on January 9th. The lad has been named William Albert. Best of luck from the gang.

Birthday greetings to Mary Emper and Peggy Breyles.

That house-warming party of Bill Franklin's was quite a shenanigan. We understood the warning party got a little on the red hot side. The gang really had a swell time.

Jimmie Ryan received a royal welcome



LIFE BOAT WITH TUG FOR BACKGROUND — Left to right: Martin Braunstein, S. Custer, John Lefever, Charles Weaver and Earl Bowlen at the tiller. The tug in the background is the F. A. Churchmen.



LIFE BOAT IN THE ICE — Left to right: Coxswain Earl Bowlen, Engineer John Lefever, and Deck Head Martin Braunstein.

The material life boats which are installed aboard Sun-built tankers are given a very rigid and thorough inspection. They are checked for both actual performance in the water and various pieces of riggings and gear which include fresh water, food, radio sending sets, fishing lines, sails and many other items.

The men from the Installation Department prepare these boats for inspection. When they are ready, Lt. Com. Ralph Pruitt, USCG, is notified and he with his crew of picked men take the boats out into the river for Naval Endurance tests and inspections.

When these tests are over and the boats passed, they are stowed aboard in their proper places. There are six life boats aboard Sun tankers, two of which are motorized.

upon his return after his recent accident. The girls were much happier when he took his black glasses off. Nasty stuff, that ice. But girls, you should have seen Jimmie without the black glasses — wow!!! Shades of the Bride of FU-MANCHU.

Mary Emper had a few of the girls from BOB out to her house.

Build Ups from the B/M Room: (Thanks to H. Rachman)

Jean Streiffield is now out of Chester Hospital, recuperating at Lakewood, N. J. from an operation on her foot. Glad you feel better Jean, and come back quickly.

The gang is quite proud of the new paint in the B/M room. "Singing Sam" Glendon claims it was done in his honor.

Clarence Postler is doing nicely after his recent very serious illness and has been seen taking short walks. It is also rumored that Clarence is talking about the next Presidential Campaign — so expect him back soon, gang.

FLASH! The shocking news is out. Bill Conner and Sarah the cat are on the outs. We never thought that romance would hit the rocks. Sarah not only refuses to look at him, but eats under another desk.

"Kites!" Rachman rehearses every day at 4:15 P. M. for the coming Penn relay in April.

Bill O'Neill, the new member of Sun Ship Fire Co. No. 1 makes a bee-line for the end of 2 pier at lunchtime. He says he likes to watch the Sea-Gulls.

Well, so long until next month, and may this column be a "Peace Time" column by then. Bay Bonds!

Reporter: **SUN ROBINSON.**

58 DEPARTMENT

We have another modest sport in our midst — Carlton Eiffe of the Erecting Department. He challenges all Sun Ship to a game of Chinese checkers. They tell us he has several trophies at home.

WETHERILL PLANT

Fred, 1 inch short of 5 feet, is a reporter of Wetherill news to "Our Yard". A native of Chester, he was employed at the Gas Company Office at Sixth & Welsh Streets prior to coming to Sun Ship. He joined Sun Ship in 1922 and was first employed in the Expedition Office. He went to sea on the watership CHALLENGER, then owned by Sun Ship, and made a trip around the world. He returned to the Wetherill Plant and later was assigned to his present position in the Main Office there, where he has worked continuously for 21 years. His father, D. Reese Esrey, Sr., deceased, was a Wetherill Plant Machinist, a veteran of 66 years service. A brother, Horace J. Esrey, is in the Wetherill Foundry, a moulder with 40 years of service. Another brother, D. Reese Esrey, Jr., is in 36 Department Installation, a machinist leader. A nephew, David Reese Esrey, III, is in 24 Department as a pipefitter. A niece, Mrs. Josephine Bowhall, is a welder in 36 H Tube Mill, and another niece, Mrs. Hester Archer, is in the Contract Office, North Yard.



FRED OTIS ESREY

Fred is the father of two children: Phyllis Ethel Esrey, in the Ridley Park High School, and David Arthur Esrey, at the Twinner Grammar School.

Valentine "Wally" Stabooki is now collecting espy cigarette and tobacco packages, and would appreciate any contributions to his collection, which now numbers more than fifty.

Sam Sterrett, shipper and receiver in No. 2 Shop second shift, is back on the job after several weeks off with a fractured foot.

Ed Marshall of the Bodusz Dept. is now observing all parking regulations.

A list of all the men who have enlisted or were inducted into the Armed Forces from one, four or eight departments has been posted on the bulletin boards in their respective departments. The management is desirous of having the present service addresses of all former employees now in the Armed Forces. Please give that serviceman's address to your personnel office. Remember, if you don't write you're wrong. Send that letter today to the men in the Armed Forces. The heads of the Army, Navy, Coast Guard, and all other branches of the service say that it is the best morale builder known.

James Robertson, machinist and lathe operator, recently received a letter from his son Donald A. Robertson, a prisoner of war in Japan. It was the first communication from him since he was captured at Clark Field in the Philippines more than three years ago. The letter, written August 7, 1944, follows:

Dear Mother and Dad:

Hope this finds all in good health and spirit. Am feeling pretty good and working every day. Give all the folks my regards and tell them to write and send some pictures. (One line deleted by Jap censor). Wish I could be home to enjoy the seasons to which we were accustomed, also the pleasures. Books, photographs and cards are our only diversions from the routine work. We get quite a few vegetables

Six More Sun People Sponsor Ships



(Upper)—ARTHUR MARTIN, Chief of the Guards with 10 years and 6 months service, chose his daughter, Miss Phyllis J. Martin, as sponsor of the S.S. NEW MARKET.

(Center)—MRS. MAE G. CALLOWAY, wife of Charles J. Calloway, Foreman of the Brooklynian Machinists with 24 years and 2 months service, sponsored the S.S. CARNIFEX FERRY.

(Lower)—JAMES TAYLOR, Assistant Foreman of the Drilling, Reaming, and Boring Department with 14 years and 10 months service, chose his wife, Mrs. Margaret E. Taylor, as sponsor of the S.S. MARINE.

(Upper)—MRS. ETHEL C. ADAM, wife of Andrew Adam, Foreman in the Copper Shop with 26 years and 9 months service, sponsored the S.S. PORT REPUBLIC.

(Center)—MRS. EMILY S. SEAMEN, wife of John Seamen, Foreman in the Plate Yard with 27 years and 7 months service, sponsored the S.S. SALMON FALLS.

(Lower)—MRS. LULU JAMERSON, wife of Naze Jamerson, Assistant Foreman of the Cleaning Department with 24 years and 10 months service, sponsored the S.S. ALLABOONA.

from our garden in camp and what we buy. I'll close now, hoping to see or hear from you soon. With love to all.

Donald

The letter was sent from the Osaka prison camp through the Red Cross. By this time the employees of the tube mill No. 3 shop seem to like the environment

of the Wetherill Plant, especially the ladies.

Norman Michener, machinist apprentice, formerly employed in the mail delivery dept. C.Y. who rode the motorcycle through the various yards and was nicknamed "Poppy," has his monicker changed to "Toots." He is now at the Uni-

versity Hospital, Philadelphia, for treatment. The men of the Wetherill Plant hope for his speedy recovery.

John Mulsooney, who hails from Wilmington, Del., has been sick for several weeks. He is a welder in No. 2 shop.

John Martin was grounded for several weeks on account of inclement weather; ice and snow kept him from riding his bicycle between the plant and his home in Upland. John is employed in the drafting room.

Meryle Cherry is very happy. It is open season for all hunters, especially bow and arrow hunters who may shoot wild doves. However, it is only permitted in the States of Delaware and Maryland.

George Jackson, timekeeper second floor machine shop, has become the papa of a boy, born February 9. George has been married 15 years. Congratulations, George.

Robert Gunn, Standard Oil Company inspector, is back on the job again after

having been ill with the grippe.

"Big Ben" Persing recently visited the Wetherill with his pet squirrel which he tamed in several weeks. Ben is quite a hamster.

We of the Wetherill salute the following men who have entered the armed forces: George Wagener, Carmine Centrone, Charles Teal, Vincent Giordano, Walter Ludwig.

Louise Bryan, timekeeper in the tube mill, got her feet caught in some welders lead wire and fell. Louise fortunately did not get injured but is sure did mess up her suit. Louise has been at Wetherill for a month having come from the N.Y.A. vocational training school where she worked in a similar capacity.

Corp. John J. Miller, formerly of the maintenance gang, is now convalescing at Camp Peary, Williamsburg, Va.

FRED (OTIS) ESKY



W. CLAUDE FAUST came to Sun Ship 4 years ago in Facilities Construction Department, in charge of labor. He has been in the Financial Accounting Department now for 2 years. He makes up all Sun Ship book deposits. Claude adds health and accident insurance before coming to work here. He is married and his hobbies are fishing and horseback riding, but he is also quite a thespian. Just ask him if he likes lentil soup!

Red Cross Exceeds Blood Quota for Fourth Straight Year

1944 Collections Average Ten Pints a Minute;
5,000,000 Additional Pints Requested



PLASMA ON THE BEACH—Just released, this photograph made in the early days of the Normandy invasion shows how promptly medical treatment was administered on the beach. U. S. Army medical soldiers, just a few feet from the surf, are here administering a plasma transfusion to a survivor of a landing craft sunk somewhere off the coast of northern France. Note feet of second prostrate man on right.

Exceeding its quota for the fourth straight year, the American Red Cross National Blood Donor Service in 1944 procured 5,371,664 pints of blood for the armed forces, or 571,664 pints more than their estimated requirements, it was announced by Basil O'Connor, Red Cross National Chairman.

The 1944 record represents an average of ten pints of blood a minute, day and night throughout the year and brings to 11,024,015 pints the total amount procured

since the inception of the project in February, 1941, Mr. O'Connor stated. He said that the Army and Navy have requested the Red Cross to continue procurement in 1945 at the present rate of 5,000,000 pints a year.

Hailing the four-year record as an "outstanding testimonial to the determination of the American public to back up the men overseas," Chairman O'Connor said that 31 Centers and 43 mobile units are participating in the program and called

on the people in those communities to continue their support of the project.

"Despite this magnificent record we must not let down," he said. "The drain on supplies is enormous and numerous cases have been reported in which twenty or more pints of plasma have been required to save one man. We must obtain approximately 100,000 additional pints of blood every week to keep the armed forces fully supplied."

Pointing out that February marked the fourth anniversary of the inauguration of the service, Chairman O'Connor said that the program has been expanded systematically to meet increasing Army-Navy needs.

"In 1941, we procured 48,504 pints," Mr. O'Connor added. "In 1942, 1,321,659. In 1943, 4,282,188. Each of these figures, as in the case of the 5,371,664 pints procured in 1944, is somewhat in excess of the amounts officially requested. Although some centers and mobile units occasionally fall behind in their weekly quotas, and although special situations sometimes require urgent local appeals for donors, the Red Cross has always met its national quotas."

Chairman O'Connor cited four principal reasons for the success of the program: The response of millions of individual donors, many of whom have relatives or friends in the armed forces; the cooperation of business firms, labor unions, and other organizations in sending in a regular number of donors each week; the cooperation of the radio and press and other publicity media; and the support of thousands of Red Cross workers.

In reviewing the accomplishments of the service, Mr. O'Connor said that the outstanding development of the past year was the inauguration of the "whole blood" program. Five Centers on the East Coast and five on the West Coast are supplying both whole blood and plasma. The whole blood is flown daily to Europe by the Army Air Transport Command, and to the Pacific by the Naval Air Transport Service. It supplements the use of plasma, which has been widely hailed as the foremost life-saver of the war.

DAUBS FROM THE PAINT SHOP

LIFE AND DEATH. It seems like everything happens on a Saturday to some people, as was the case with Bob Phillips, shepherd of the South Yard Painters. On the 3rd of February the Phillips pup spied a better set of poles on the other side of the railroad and proceeded to cross over; in his enthusiasm he failed to notice the Baltimore limited, which promptly brought his short life to a tragic end. There was no insurance. Anyone having a dog to dispose of with no purchase price attached, see Bob at once. Male dogs will be given preference. That night Bob's sister-in-law presented the clan Phillips with a new arrival. Thus does a wise providence balance the scales.

FOOD AND WASSAIL DEPT. At a recent ban-

quet to which we had invited a ticket and therefore favored with our presence, our attention was drawn to the Enosce. There was something about him that reminded us of someone we knew a long time ago; there was something about his jokes that reminded us of jokes we had heard a long time ago too. Then it dawned on us that the hero of the occasion was none other than our old friend Foster Goodell minus his painters' overalls but wearing, of course, attire in keeping with the M.C. trade. Suffice it to say that Foster's encoosing and jokes are on a par with his spraying.

PROTOGENIC. Our private sleuth "Yeeboot" who keeps us up with this world, informs us that the South Yard Painters were at last herded together and photographed for OUR YARD. We haven't seen the picture but it must be somewhere in this book and we hear that photographer Hippie is to receive the Soldier's Medal or the Nobel prize

for the work.

STORK CLUB. The home of Johnny Buckley, C. Y. painter, was made fuller and noisier on Dec. 17th by the arrival of a brand-new girl.

STRATEGY. The other night someone pulled the "lousy sweater trick" on our old antagonist and well-known gentleman farmer, Mike Henowitz. In addition to his painting and gentleman farming, Mike is equally well known as a lexicographer, trencherman and egg merchant and also is a proser in the field of co-educational howling. In this instance Mike's team was abetted by a substantial margin and Mike took off his treasured sweater knitted from wool from his own sheep, someone hid the sweater and Mike's score went down.

BOY WANTED. Boy, interested in the field of "Jewellian" to send in stuff for this column. We are getting tired of making it up out of our own head.

SUN-BUILT TANKER SUNK BY TORPEDOES



Sinking by submarine of the large Standard Oil Co. of California tanker H. D. COLLIER with the loss of 33 merchant seamen was disclosed by the War Shipping Administration recently.

The H. D. COLLIER, 12,700 deadweight tons, was built in 1938 at Sun Ship.

The vessel was transporting 102,000 barrels of high octane gasoline in the Arabian Sea when attacked by the unseen submarine. After three torpedoes struck, the raider surfaced and shelled the tanker as two lifeboats were launched. One, containing the vessel's master, was swamped and drifted into the flames fed by gasoline which covered the water surrounding the ship, and all hands aboard it were lost.

A second lifeboat, in which seven merchant seamen and seven Navy gunners escaped, circled the sinking tanker all night in an effort to pick up other survivors. She was bracketed by shells from the submarine, and no one was found. The submarine finally left the scene and after several days in the lifeboat the fourteen survivors were rescued by the SS EMPIRE RAJA.



NORTH YARD STAGEBUILDERS—Left to right, front row: A. Corbin, S. Lewis, T. Alexander, leader, G. Hinkle, ex's foreman, P. Wilds, P. Foster, P. Oella. Back row: E. Lynch, L. Donnell, and H. Falby.

A PIPE FOR EVERY TRIAL TRIP



ROBERT COLE, with 4½ years service, has been a member of the trial trip crew for some time. When he was made Quartermaster he found he had time on his hands during the night anchor watch. He had always been a pipe smoker and one night carved the ship's name on the pipe he was smoking. That gave him the idea for this unique hobby. He now buys a new pipe for every trial trip and carves on it the name of the ship. He now has 65 pipes—count them?

BILGE 'N BALLAST



Ship Terminology Unusual

The jargon of ships and shipbuilding contains many interesting and unusual expressions. For example, the term *rudder* is a derivative of the Anglo-Saxon *rother*, meaning "that which steers or guides."

And *starboard* is derived from the Nordic *stjornborð*, steering side, as most of the vessels up to the twelfth century were maneuvered by means of a rudder blade projecting from the right hand side of the hull, aft. The left hand side of the hull was originally called the *larboard* side, after lead board or leading entrance. The similarity to *starboard* led to confusion in shouting orders and the term port was adopted, presumably from the Normans in the French harbor (port).

The *derrick* takes its name from the famous British hangerman of Queen Elizabeth's time, Thomas Derrick. He made the rig consisting of post, boom, topping lift and purchase, from which his victims were hung.

Most shrouds are the main athwartship stay ropes extending from the ship's side to the top of the mast. In the older rigs so many of these ropes were fitted that the mast was hidden, much in the manner that a shroud covers a corpse.

Two sayings, "The devil to pay and no pitch pot," and "Between the devil and the deep blue sea," have a maritime background. In wooden ships the "devil" was the hardest seam to make watertight by running pitch into it. If the pitch was not hot, the job was most difficult. The second saying refers to the "Devil" as one in a position where there is nothing between him and water.

The *lock bag* is the locker or compartment where personal belongings of the crew left lying about the ship are stored.

At stated intervals these articles are returned to their careless owners for some compensation, although originally minor punishment was meted out to the culprit—hence the sailor's humorous appellation of "locky."

And the animal world contributes to ship terminology. Witness the wildcats on the windlass; the toothed wheels that grab the anchor chain. The doers and hatch covers are made fast by the latches known as dogs. The catspaw is the knot used to finish off the end of a rope, and the goose-neck is the fitting on the end of the mast. The monkey gaff is the spar from which the ensign is flown. It is often attached to the after side of the mainmast, high above the deck.

Long ago in the China trade there existed a skipper by name of Charley Noble. He was most meticulous about the appearance and tidiness of his ship, and even insisted that the galley smoke pipe be polished, so that it was known in all ports. Today the term Charley Noble is applied to the galley smoke pipe, and particularly to the special heads fitted thereon.

A ship's husband is the owner's agent in a foreign port who arranges for supplies, repairs etc. and is probably so named because a ship is traditionally referred to as "she".

And in conclusion, the unit of linear measurement, the fathom, which is equal to six feet, comes from the Dutch *vaeden*. It represents roughly the distance between the tips of the fingers on the right and left hands with the arms stretched horizontally.

—FRANK PAULIK

91 DEPT. TIMEKEEPERS Second Shift

Blanche Owsliany has been stepping out lately. Early in January Blanche was seen at the Grand March. The next day it looked as though Spring had come to the Contract Room. Flowers were blooming from each girl's head, thanks to Blanche, who shared her bouquet.

Margaret Ratliff recently said, "All men are alike." And in the same breath: "but none of them are like Ernest." Margaret celebrated her fourth wedding anniversary, January 25th. Ernest, Margaret's husband, is in the armed forces, overseas.

Mr. O'Grain is back with us again after a prolonged illness. It is needless to say how glad we are to have him back.

The Contract Room has recently added two new girls to the staff—Lore Krasser and Mary Simon.

Marge B. celebrated her birthday on February 1st.

Mary Cosko was out for a severe cold for several weeks. The telephone was kept rather busy during Mary's illness, I am told.

REPORT: ADAM LERMAN.



MISS CARRIE M. MASSEY, of the Treasurer's Department, at work on the teletype machine. This machine was installed in June, 1944, and receives incoming telegrams, including urgent messages for workers in the yard, and transmits outgoing telegrams.

Miss Massey has been in the employ of the company for 4 years and has been in the Treasurer's department for 2 years. She is engaged to Pvt. Ralph Johnson, who is serving with the Army in the Pacific. She enjoys music and the sings with the Y.W.C.A. Glee Club.

LETTER TO EDITOR

February 7, 1945

Dear Sir:

I am being transferred to the Metals Mill, otherwise known as "Jamaine Inn", to assist the Jamaicans that Sun Ship will have there, starting tonight at midnight.

I would like to have you get in touch with Wayne Morris in 88 Department, Captain Alvin Beard, or I would like to have him take my place as reporter for our department. He is a good man and has been writing some articles the past few months. I know you two will get along swell.

My association with "Our Yard" has always been very pleasant and I hope to sever my connections, as I have enjoyed writing for my department ever since the magazine started.

Good luck to you and the magazine and I will be looking forward to every issue to see my department news.

Respectfully yours,

DANIEL J. MACK, 88-15.



ASSEMBLY TABLES—Left to right: M. Reed and M. Murphy are assembling DF tubes, while C. Bunt and A. Strak assemble KT tubes.



LEADERS AND ASS'T FOREMEN ON SECOND SHIFT, 47 DEPT. No. 4 YARD: Back row (blind in): M. Foster, L. DeVought, D. Clark, H. Poynter, A. Foster, T. Tull, A. Lee. Front row: S. Flomana, C. Nelson, R. Baughn, W. Foster, W. Pratt, S. Gettys, W. Perry, J. Bruton, H. Rathfuss, J. Stevens. Kneeling: J. McGeehan, Foreman.



CENTRAL YARD BOYS — left to right: J. Deven, J. Ulrich, V. Sombie, W. McIntire, P. Gallagher, N. Gillespie, S. Snear, and J. Coulson.



46 DEPT. No. 4 YARD SUPERVISORS — "A grand bunch". Left to right, standing, are the Leaders: C. Strothers, C. Hughes, J. Druiden, C. Seagraves, S. Rickards. Seated, Assistant Foremen: R. Parkinsen, L. Veaghers, C. Simpson, W. Smith, A. Hoagland, W. Miles, H. Boyer.



84 DEPARTMENT, CENTRAL YARD — left to right: O. Kennick, W. Shultz, W. Stone, W. Hasbel, H. Klingler, B. Pershing, E. Previtt, F. Campbell, L. Hinderhofer, C. Rice, and E. Ewing.

No. 4 Yard Swing Shift Party

Some of the Swing Shifters (second shift) of Number 4 Yard decided to do their bit for the war effort by having a party for wounded war veterans, Sunday, January 29 at Mercantile Hall.

What a party—delicious sandwiches, punch, ice cream, cake, coffee, good music and dancing!

Taking part in the brief program were Joe Williams, Shirley Turpin, Elsie Jackson, Catherine Wilson and Edna Upshur Pegues—all second shifters;—also Dr. Ferdinand Upshur, Sgt. Booker T. Johnson, veteran of the invasion of Anzio, Italy, Corporal John H. Freeman, veteran of the Philippine campaign and Corporal Thomas Davis, veteran of Guadalcanal—all patients of Valley Forge General Hospital; and Mrs. Alene Briggs Brown, Personnel Officer for Women's Yard No. 4.

Those responsible for the party were: Edna Upshur Pegues, General Chairman; Elsie Jordan, Estelle Smith, Bonita Bailey, Beulah Galloway, Lucille Toplin, Lucy M. Catlett, Vaztie J. Mills, Estia Carollie, Gladys Thomas, Dorothy Claiborne, Mary Brown, May Downes, Rosella Clark, Margaret Neal, Elizabeth Robinson, Elsie M. Jackson, Elizabeth Harris, Elisa Barmin, D. Stinson, Mr. Perry, Charles Pegues, Mr. and Mrs. William Green, Mary Williams, Hazel Carter, Ethel Jones, Clara Claiborne, Cecelia Carter, Mary Lundy, Shirley Turpin, Essie Coverdale, Lucille Pearce, Evelyn Lambert, and Joe Williams.

LININ' THE LINERS

When the noon hour whistle blows, and all is quiet (or should be) don't be alarmed by strange noises. It's only Zeke Cincirewicz taking his siesta. If he snores a little, be sympathetic, maybe he's tired. Did you know Zeke is a veteran of this war?

There is a liner working with you, who is a former baseball star, Dale "Carnegie" Feldman had tryouts with several major league teams offered him. However, he gave up his ball-playing career to become a chemist. After the war he will once again be a chemist.

Nominated as the most perfectly matched team in the department — Ray and his Tacker. They are exactly the same size and you know the saying about dynamite in small packages.

R. "Big Boy" Reed sells these cigarettes so that he won't be licensed all day. No profit, says Reelie, just accommodation for his friends.

Men who can do most with the following — tobacco-cigarette-paper and a wet lip — are Cowboy Carl and Slim Texas.

If it's magic or trick you are seeking get "Wah Ross", any lunch period. Wah always has a cheery smile for the next fellow.

If it's legal advice ye be after, try Mel Feinberg; he's studying law, evenings.

A special mention should go to "Coal-miner" Joe's family. Practically every adult male in the family is in the armed forces. There are brothers, cousins, nephews, etc.

If a fellow tries tossing you about a bit, it's George Hirsh, who thinks he's still in the Army practicing some offensive holds (meant for the enemy).

Reporter: SIBNEY A. WOLFE.



THE RIGGING GANG — NUMBER 4 YARD—boasts one of the finest work relationships in the entire shipyard. Their last time record for 1943 averaged about 8%, and 1944 is expected to be lower. Their production record has been highly satisfactory and their cooperation with all progressive Sun Ship movements is above reproach.

R. Nielson, Foreman, is a proud supervisor, and he has every right to be. To the Rigging Gang, Number 4 Yard, we say, "Keep up the good work."

Left to right, first row: E. Plummer, O. Dunson, W. Jefferson, J. Williams, E. Carmichael, H. Goldsborough, C. Cornell, D. Vaherting, R. Foster, C. Jones, R. Cole. Second row: G. Wooten, R. McCall, W. Williams, W. Switzer, leader, Mrs. L. Curtis, SS Department Clerk, E. Euffin, E. Brantzell, E. Viscione, Standing: E. Nielson, Foreman, J. Donahue, Leader, E. Kewey, W. Lottimore, J. Ziegler, leader, C. Marchant, W. Timberlake, F. Tuomo, leader, C. Mobley, J. Bush, Assistant Foreman, L. Gunnerson, Assistant Foreman, W. Brown, G. Wilson, Assistant Foreman, H. Jackson, F. Johnson, H. Jones, A. Andrews, Assistant Foreman, A. Chapman, C. Marly, Assistant Foreman.



TREATMENT OF SEVERE BLEEDING — VENOUS BLEEDING

As was stated last month, there are two types of severe bleeding: venous and arterial. At this time we will describe the first aid treatment of venous bleeding.

As is the case in other injuries, the patient should be kept lying down, at least until it is found that the injury is not serious. If the bleeding is serious, try to keep the injured part raised unless there is a fractured limb.

Bleeding from veins comes in a steady stream and is under much lower pressure than it is in an arterial wound. Therefore venous bleeding may be controlled somewhat more easily. In fact, the bleeding sometimes may be controlled by placing a sterile compress over the wound and bandaging it snugly in place.

In more serious cases pressure is applied with the fingers along the edge of the wound, especially on the edge away from the heart. When bleeding is very severe, and direct pressure on the wound does not control it, apply digital (finger) pressure on the proper one of the six pressure points as described last month. This

application of digital pressure is severe venous bleeding is highly recommended. When serious wounds of the neck occur, sometimes both artery and vein are cut. In such cases, apply hand pressure both above and below the wound. Maintain the pressure until a physician says that it may be released. The prompt use of a sterile compress is advisable.

When varicose veins are ruptured, bleeding is very profuse, and occurs from both ends of the vein. First aid treatment must be prompt if a life is to be saved. Treatment is given as has been described before; elevate limb, apply direct pressure, and follow with a sterile compress and snug bandage. Secure the services of a physician as soon as possible.

Treatment for shock must be undertaken as soon as all serious bleeding has been controlled. If the accident has occurred in the shipyard, the patient must now be carried to the dispensary.

We would like to say at this time that first aid protection is provided on every ship launched in the Sun yards. The ships slide smoothly into the river, but there is great risk of accidents occurring before the ship has been brought to dock. One possible cause of trouble is the cutting of the stern cable. Dangler jerks, also, in the handling of the many ropes and cables as the tops are maneuvered to bring the new ship to dock.

At least two trained emergency first aid men now ride each ship down the ways.

Reporter: BENJ. KNEIBER, 74 Dept.

JACK WOLFENDEN, Assistant Foreman in 33 Department and Noon-line Announcer on Public Address System, as he appeared recently on Sweet Land of Liberty.



2nd Half Bowling in Full Swing

Everything is going well in our bowling leagues in the second half; in fact, this is one of the best seasons we have ever had. There is more interest shown than we have had for a few years, less forfeits, and we will have one of the best seasons, financially, we have ever had, although many are not aware of it.

Bowling is supported entirely by the bowlers themselves. Each bowler pays for his own bowling and contributes \$4.00 per night to pay for the teams' entry into the A.B.C. and point money for each winning point to pay for the banquet at the close of each season, the show, hall rental, and other incidental expenses. We mention this because of the fine showing of the past fifteen years in which we have had a League in which all the teams, whether on top or on the bottom, were composed of men with good sporting blood who sup-



ported this League and kept it together.

Leading "A" League at this writing is the Tool Room with 16 wins—ahead by three of Hull Drawing and Riggers, who are pressing for the top. In "B" League, Smith Shop is being trailed by Erectors who are saying they'll be leading before long. In Thursday Independent League, 33 Expedi-

tors are on top, tied with North Yard and trailed by only one by 84 Maintenance.

Our two Second Shift morning Leagues have not as yet sent out any standings so we cannot give you anything on them. We are still looking for a "300" game this year—our last one was rolled by Ross Staley.



CRANEMEN, "B" LEAGUE—Riding at present in third place, this smiling outfit is set to shoot the works to get that top spot. They're always a team to upset the apple cart for somebody else. We give you: M. Bullock, A. Hinkle, W. Reynolds, Ramsey, A. Winkle, and W. Sider, Captain.



SMITH SHOP, "B" LEAGUE—Riding the crest at this time, we give you the league leaders who really wanted to get there. We wish you follows all the luck in the world and we hope you can make it. Left to right: J. Kluka, A. Glenn, D. Wilson, T. Jayce, and W. Crothers, Captain.



HERE THEY ARE, the first half champs of our Second Shift Friday morning league, battling in a league where competition is keen, but they finally came out on top, proving they had enough of what it takes and believe us it takes plenty. Right to left: Captain Polge, Chuck Fisher, Roy Neudt, Roy Hampton, Bull Venish, Eddie Venish, and Wayne Singers. We offer our congratulations.



IN OUR TUESDAY MORNING Second Shift League, this outfit is constantly fighting for a berth in the top row and giving the other teams plenty of trouble in a big way. We give you Back "The One and Only" Rogers, Hank Greenway, Andy Robleson. Back row: Otto "Sleepy" Reitz and Ernie Dithburn.



WE OFFER A SALUTE TO TOMMY AMOROSO of 80 Department (left) in our Friday Bowling League for his high single of 250, which is tops for the first half and will be hard to beat in the second. On the right we have Roy Neuls of the Leaders who capped the high average laurels in the first half with an excellent 183. Nice shooting Ray, we wish you lots of luck in the second half.



ERECTORS, "B" LEAGUE — Led by Captain Jack Bentley, this outfit is in second place by one point and fighting hard to displace Smith Shop, who are on top at present. Keep going boys, we hope you make it. Standing: E. Strzela, J. Dutton. Seated: W. Simpson, Captain Jack and P. Matrowski.



ONE OF "B" LEAGUE'S OUTSTANDING BOWLERS, Mr. Cox of Inspectors, whose 639 is still high three. A good sport and a swell fellow.



LINEMEN, "B" LEAGUE — In fourth place at this time are the Linemen, a young ambitious group who intend getting places, and are serving notice they are going to get there. Left to right: L. Blachewsky, W. Forington, J. Singley, J. Glowpinski and B. Gibbs, Captain.



TIMEKEEPERS, "B" LEAGUE — This team is in last place right now and we offer to tempt to them. It takes a good bunch of sports to keep coming down week after week and still lose, but this gang keeps plugging and some day they will get places. Left to right: F. Griffith, T. Dougherty, H. Miller, P. Will, and E. Teering, Captain.

Millions Saved by Welding in One Phase of Shipbuilding Program



Savings of over 2,000,000 tons of steel reported worth more than \$103,000,000 in the construction of ocean-going cargo ships alone, is estimated by engineering authorities of The Lincoln Electric Company, Cleveland, Ohio, world's largest producer of arc welding equipment.

Sea Ship, one of the government builders of the type of ship referred to, recently published some interesting information on their welded-ship program in a tribute to J. W. Van Dyke, late Chairman of the Board of the Atlantic Refining Company. The published statement reads in part:

"J. W. Van Dyke was the father of the deep sea all-welded ship. Without the welded ship the miracle of shipbuilding that lifted our nation from a poor fourth to the greatest sea power in the history of the world would not have been possible. Without the welded ship the miracle of quantity production and operation accomplished by the U. S. Maritime Commission would not be possible. Without the welded ship our advance to ultimate victory could not be possible."

SUN SHIP ENTERTAINERS



(Above) **JOHNNY HEFTON**, MASTER OF CEREMONIES, at the Servicemen's Hospitality Center, Chester, on Feb. 1, is a member of Tommy Leeson's Band and works in 34 department, North Yard.

(Below) — **BERT WALSTON** of the North Yard Exception Office introduced the show's entire company to the audience. Mr. Walsion originated the Sun Ship Cavalcade and we thank him and all of the Sun Ship artists for their generous efforts.

(Above) — "**SUN SERENADERS**"; Anne Harlett, Rose Harlett, Elaine Swantek, and Yveta Weikman as they entertained at the Hospitality Center.

(Below) — **JOHN "WHITEY" EASTWOOD** of 33 Dept. N. Y., and **JANE GALLAGHER** of North Yard Payroll, as they appeared at the show, where they entertained servicemen from the Valley Forge General and the Philadelphia Naval Hospital.

ANSWERS TO "HOW WELL DO YOU KNOW YOUR YARD?" QUIZ, PAGE 30

Earl Huntz is checking-up (d).

Eliwood Montgomery is planning (c).

Agnes Ne is drilling (d).

SECOND SHIFT NOTES — NUMBER 4 YARD

Not only are some of the Number 4 Yard employees interested in building ships in order to bring about a successful and speedy conclusion of hostilities on the battlefronts, but they are also planning and working to bring about better racial relations on the home front for Chester and vicinity.

Much in evidence of this objective was a program held at St. Daniel's Methodist Church Sunday night, February 11, in Chester. The program was planned by and under the direct leadership of George Raymond, clerk in 91 dept, third shift. (Incidentally, this is the same George Raymond who is President of the Chester Branch N.A.A.C.P. and an active member of other civic and social organizations in and around Chester.)

Highlight of the program was a round-table discussion on "What Must We Do to Bring About Better Racial Relations in Our Community?" This topic was developed by a prominent Jewish Delaware County lawyer; a Negro member of the National P.A.C.; a Delaware County Quaker and member of the Board of the Robert Wade Community Center of Chester, who also is a chemist serving many of the industrial plants along the Chester river front; and a 52 dept. cosmon who is a graduate of Shaw University, N. C.

During the question and answer period that followed the main discussion, the interest was so great that the chairman was compelled to bring the program to a close due to the lateness of the hour.

The chairman remarked that other such gatherings would be worked out for the immediate future.

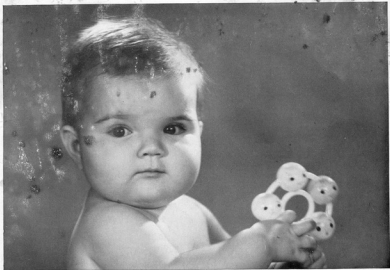
No. 4 YARD NOTES

Many of the employees of No. 4 Yard have taken to bowling like ducks to water since the opening of the Central Bowling Alley in the western section of Chester. Several teams have been formed and a tournament is very definitely in the making. Even many of the female employees can be seen night after night getting their bowling arm and eye in shape. Yours truly is still watching for that over-ambitious beginner sliding half-way down the alley hanging on to a ball by the thumb, but no luck yet. Here's still looking.

No. 4 Yard employees are very grateful for Sun Ship's recent wood-selling program which is relieving fuel-distressed families during this coal famine. This all adds up to prove that Sun Ship is really a good place to work.



WALTER TURNER (extreme left) and **I. FRAZIER** (extreme right) at the Nipple Threading machine. **LYDIA COOPER**, tool room supply clerk, looks as though she wants to give Turner a helping hand. **WILLIAM MACE**, in background, looks for tools.



WAR BOND MAN

— CLASS OF '63

Someday you'll want to see that boy, or girl, of yours off to college . . . and right now is not too early to start making plans.

Maybe your youngster, like so many other American boys, will work his way through school . . . but even in that case you'll want to be in a position to give him a little help if he needs it.

By what you put aside in War Bonds today you can help make sure he gets the same chance as other boys, tomorrow.

Chances are you're already on the Payroll Savings Plan. Saving as you've never been able to save before. This is fine not only for you, but for your country—provided you keep on saving.

But take your dollars out of the fight—and you will be hurting yourself, your boy's future, and your country.

Buy all the bonds you possibly can. Try to get even more than you ever have before. And remember this . . .

For every three dollars you invest today, you get four dollars back when your Bonds come due. You, and your boy, can use those extra dollars.

Make sure you get those Bonds! Hold on to them till they come due!

SUN SHIP WORKERS —

FOR YOUR COUNTRY, FOR YOUR FAMILIES, FOR YOURSELVES

BUY MORE WAR BONDS!

