

APRIL, 1945

Our Yard

SUN SHIPBUILDING & DRY DOCK COMPANY CHESTER, PA.



HOW A TANKER REFUELS AT SEA

(Right)

FLOATING "PIPE-LINE" FOR FLEET — Many days' cruise away from a friendly port, this U. S. Navy destroyer moves up to the side of a capital ship to take aboard a load of fuel. Refueling at sea removes the necessity for putting into port, gives a task force the range to perform hard-hitting missions on the vast Pacific.



(Top) — **OIL ON THE WATERS** — Looks as though the old maritime device of 'oiling the waters' to calm high seas could come in handy during this refueling operation. A tremendous cascade of sea water foams over an oiler as it draws alongside a warship to transfer more 'life-blood' during a battle mission in the Pacific.

(Below) — **OIL AND WATER MIX** — And with disastrous results. While refueling operations were going on somewhere at sea, a terrific wave swept over the bow of a destroyer escort, washing three Navy crewmen away from their stations. Two held on to the gun mount, and the

third clutched a cable just before going overside. His mates found him hanging there, gave him a quick hand up.

(Top) — **HEAVY SEAS** — Waves of white foam splash over a U. S. Navy auxiliary vessel in the Pacific. The oiler is pulling alongside a U. S. Navy aircraft carrier for a refueling operation.

(Below) — **AN OILER**, armed to defend itself and its cargo, pulls alongside an escort to put on fuel supplies. Both ships steam ahead as refueling operations are carried out, in rough seas or calm, on the very edge of battle zones, to keep ships ready for action.

SUN SHIP SUPERVISION

For April, OUR YARD salutes Mr. George Petchel, General Hull Foreman, No. 4 Yard.

Mr. Petchel was born in Clifton, Luzerne County, Pa., and received his early schooling at the Foster Township School. He entered the service of the D. S. & S. Railroad Car and Foundry Shop and later spent two years as a roadman for Cox Brothers and Co., Incorporated.

George came to Sun Shipyard in the spring of 1918 and assembled bulkheads in the shop and in front of the shipways for Hull No. 5. He then transferred to the Shipfitting Department and on November 27th was promoted to Foreman in the Shipfitting Department where he remained until he was promoted to Riveting and Chipping Department Foreman in December, 1937. When No. 4 Yard was opened he was transferred to 79 Department where he was made General Hull Foreman.

Mr. Petchel married Vera Phalen of Ardmore in 1916 and is now the father of two boys and two girls. John is employed in the Hull Drafting Department, Helen is a bookkeeper with the Suburban Dairies, Agnes is a Secretary at the Wills Eye Hospital and George attends St. Cyril's School in East Lansdowne.



GEORGE PETCHEL

*General Hull Foreman, No. 4 Yard
Sun Shipbuilding
and Dry Dock Company*



FOREMEN WHO ASSIST MR. PETCHEL — Left to right: R. Nielsen, Foreman, 68 Rigging; J. Postick, Foreman, 58 Regulating; N. West, Asst. Foreman, 58 Erecting; F. Ryan, 79 Production; C. Davis, Foreman, 45 Berthing; R. Crutchley, Foreman 59 and 60 Departments; L. Chessman,

Foreman, 45 Shipfitting; M. Williams, Foreman, 67 Cleaning; H. Childs, Foreman, 69 Painting; A. Williams, Foreman, 55 Chipping and Caulking; T. Read, Foreman, 46 Dept. Liners and Tackers, 51 Dept. Drillers and Reamers; A. Sutton, Foreman, 66 Carpenters and Stagebuilders.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

★ **They Died for Their Country:**

★ **Enshrined in Memory—They Live.**

★



THE following honor roll of 129 former Sun Ship employees who made the supreme sacrifice that this Nation might remain free from tyranny has been compiled to March 31 from various sources. It is not complete since it has not been possible to check casualty lists out-

side of the vicinity of Sun Shipbuilding & Dry Dock Co. area.

You will render a large service by sending to the Editor of "Our Yard" the names of any others who left Sun Ship to join the armed forces and who were slain in action or who died of wounds or other causes in line of duty.

ALDAN

Harry W. Schrader

ARDMORE

2nd Lt. Robert J. Graham

ATLANTIC CITY

Pvt. Charles Laigaie

BRIDGEPORT, PA.

Joseph Proietto

CAMDEN, N. J.

Cox. Stanley Brzowski

CHESTER

S/Sgt. Howard W. Anthony
Pfc. Charles T. Blanchfield
Pvt. John J. Brown
Lieut. John J. Buckley
Lieut. Wm. M. Connelly
Pfc. Joseph L. Connolly
Pvt. John J. Connors
Pfc. Mario D'Ignazio
Pfc. Benjamin Domenico
Pvt. Thomas L. Ford
Seaman William O. Grubb
Lieut. John L. Hugg
Lieut. Hilburn A. Hunter
Sgt. William J. Karman
T/Sgt. Arthur J. Kerns
Pvt. Elmer Kestel
Pvt. Joseph Lykens
Pfc. Charles Mahoney
Flight Officer John E. Marron
Pvt. Kenneth M. Martin
Pfc. William J. McDowell
F 2/c Albert F. Murray
Sgt. James E. Nicholas
2nd Lt. Charles E. Topham, Jr.
Pvt. James V. Petrillo
Fireman Arthur Schatz
Pfc. Frank Singleton
S/Sgt. Fred Taylor
Cpl. Verne J. Townsend, Jr.
Sgt. Edward A. Urban
Pvt. Howard W. Warren
Pvt. William Williams
S 2/c Chester Harold Yarnell

CHESTER TOWNSHIP

Sgt. Andrew DiJohn

CHICHESTER TOWNSHIP

S/Sgt. Merton E. Nuttall, Jr.

CLIFTON HEIGHTST/Sgt. James Garrell
Pvt. Alfred T. Novino**COLLINGDALE**

1st Lieut. Frank Crummer, Jr.
S/Sgt. James A. Fitzgerald
S/Sgt. Albert Rutman
Pvt. George Swyers, Jr.
Seaman Walter Taczek

CONCORD TOWNSHIP

Pfc. John M. Ogden, Jr.

CRUM LYNNE

Cpl. Paul Richle

DARBY

T/3g Abram J. Butts
1st Lieut. Frederick Hobdell
Pvt. Joseph Kane
Pvt. Albert R. McGuigan, Jr.
S/Sgt. William J. McClure

DREXEL HILL

Pfc. John B. Bedwell
Pfc. John H. Honey, 3rd

EDDYSTONE

Pfc. George Grass
Pvt. Joseph R. Michaels

FEDERALSBURG, MD.

Rocco Priganni

FRACKVILLE

Pfc. Thomas McLoughlin

GILBERTON

Pfc. Joseph Cominsky

GLENOLDEN

Pvt. John W. Pazdalski

Richard Shannon

HAVERTOWN TOWNSHIP

Pvt. Thomas M. Kane

Pfc. Andrew Watson

LANSDOWNE

Pvt. Alfred Novine
Pvt. Paul A. Palladino

LOWER CHICHESTER TOWNSHIP

Pfc. Furry Fecondo
Pvt. P. J. Margera

MEDIA

Pfc. Edward Grayson
2nd Lieut. Donald E. Hedden
Lieut. Frederick McKanna

MIDDLETON TOWNSHIP

Pfc. Michael Balock
Seaman Bertram E. McDowell

MORTON

Pvt. Winfield E. Wright

NEWTOWN TOWNSHIP

Pvt. John M. Writer

NORWOOD

Pvt. Robert Berger
Pvt. John W. Wolf

PARKSIDE

Sgt. William J. Herbster
Pvt. Raymond P. Lovell

PHILADELPHIA

Sgt. Albert J. Angeletti
Sgt. Frank S. Bellace
Sgt. Fred J. Blackburn
Pvt. Louis Cariofolis
Pvt. Walter Carson
Pvt. William J. Crowe
Pvt. Julius Czechowicz
Pfc. William J. Davies
Lt. John E. Diemer
Pvt. James S. Floyd
Pfc. Isadore E. Goldberg
Pvt. Thomas L. Heddleson
Pvt. Benedict V. Kunen
S 2/c Richard J. Larmer
S/Sgt. Vincent Louisso
Pvt. Albert J. McCauley
Pvt. William Mulhern
Pvt. Herbert M. Parnes
Pfc. Edward Powers
Pvt. John J. Pino
Pvt. Herbert F. Rhode
Pvt. Austin R. Seekford
T/S James E. Sheppard
Pvt. Eugene P. Shipley

PHOENIXVILLE

Morris Sollinger

PLEASANTVILLE, N. J.

Pfc. Albert Hand

POTTSVILLE

Pfc. Richard L. Reiley

PROSPECT PARK

Cpl. Leland J. Johnson
T/4 William S. Levan
J. F. Mansure

RIDLEY PARK

Howard B. Duff, Jr.

RIDLEY TOWNSHIP

Frank Decker
George Fisher

ROSE VALLEY

Ensign Eugene C. Brewer

SPRINGFIELD TOWNSHIP

Pvt. Jack Hendren
Pvt. Raymond E. Thomas
Lieut. Lloyd O. Tircutt

SWARTHMORE

Sgt. Alfred W. Larson

TRAINER

Charles Halvorsen

UPLAND

Pfc. Ralph W. Lineweaver

UPPER CHICHESTER TOWNSHIP

Pvt. Kenneth Babe

UPPER DARBY TOWNSHIP

Pvt. Carl Dunphy
Pfc. James R. Googe
Pfc. Thomas Kane
Pfc. James J. McDevitt
Lieut. Calvin H. Smedley

UPPER PROVIDENCE TOWNSHIP

Lieut. Delmont Garrett
Lieut. Robert C. Mealing

YEADON

Sgt. Al Behnke
Sgt. James F. Fallon

SALEM, N. J.

Pfc. Paul Sickler

KILLED IN ACTION



WALTER EDWARD TOCZEK, S 3/c formerly of 59 Department, who has been reported killed in action.



Pfc. FRANK SINGLETON, formerly of 74 Dept., who was killed in action. He is survived by a brother William who is with the Navy and two sisters, Anne and Pauline who are in the Nurses' Corps.



Pfc. ISADORE E. GOLDBERG, formerly of 59 Dept., who was killed in action. His brother Rudolph, works in the Sheet Metal Department.



Pvt. HERBERT RHODE, formerly of 59 Department, who was killed in action. Herbert is the son of Mrs. Geraldine Rhode of Philadelphia.



CPL. PAUL J. RICHLE, formerly of 51 and 46 Departments, was killed in action in France on Dec. 14th. Paul was inducted June 9, 1941 and went overseas in June 1944. He has 2 brothers — Michael of 47 Dept., and Albert of 66 Dept. Two other brothers, Pvt. Stanley and S 2/c Edward also worked at Sun Ship prior to their induction.



PVT. ALBERT McCAULEY, formerly of 34 Department, who was killed in action in Italy on December 23, 1944.



PVT. JULIUS CZECHOWICZ, formerly of 33 Department, who was killed in action on October 16th in Germany.



Pvt. BENEDICT KUNEN, formerly of 34 Department, who was killed in action on February 8, 1945 in Germany.



Pvt. JOHN PINO, formerly of 59 Department, who was killed in Belgium on January 20th.



KILLED IN ACTION

ROCCO PRIGANNI, former 36 Dept. Mechanic, who was in North Africa and took part in all Mediterranean invasions on up through Italy, has been reported killed in action.



Pvt. HOWARD C. WARREN, Jr., formerly of 59 Dept., who was killed in action on February 6, in France. Howard's father is in 66 Dept., C.Y.



Pfc. JOHN BEDWELL, formerly of 30 Dept., who has been killed in action. John is the son of Mrs. Lucy Norsworthy of Drexel Hill.



Sgt. FRANK S. BELLACE, formerly of 36 Department, who was killed in action in France on December 17, 1944.



Pfc. BENJAMIN DOMENICO, formerly of 30 Department, who was killed in Action in France on December 2, 1944.



LT. FREDERICK E. McKANNA, Jr., formerly of 47 Department, who was previously reported missing, was killed in action on November 4th over Germany.



PLENTY OF FLAK

Lt. William B. Hamby, 25, son of Mr. and Mrs. Wm. B. Hamby, Sr., 1305 E. 11th St., Eddystone, recently tallied his 35th sortie flying as pilot of a B-24 Liberator. He is a member of a unit twice cited for outstanding performances in the Mediterranean Theatre.

Lt. Hamby has flown over targets in Vienna no less than five times and on four other missions his formation bombed important industrial targets in the Munich area. However, the mission most outstanding according to Lt. Hamby was one to Ferrara, Italy where the objective was an important bridge.

"It was the first time I ever saw flak, and there was plenty of it," he said. "Our ship received holes in the pilot's windshield and the bomb bays looked like sieves. Luckily, no one aboard was injured. In all the missions I flew after that one I never experienced so much concentrated anti-aircraft fire."

A former electrician for Sun Ship, Lt. Hamby entered the Army on Feb. 1, 1944 and arrived overseas in August of 1944. He wears the Air Medal with three oak leaf clusters.



LT. WM. B. HAMBY.
(See article to left)

PVT. N. KRESSMAN, formerly of 34 Department, and now with the U. S. Army stationed in North Carolina.

Cpl. JAMES V. ROTHWELL, formerly of 46 Department, North Yard, who is now serving with the U. S. Army somewhere in the European Theater.

JOHNNIE JOHNSON, S 2/c, formerly of the Hull Drawing Room, recently visited at the Main Office.

Pfc. A. D. Manzini Gets Bronze Star



Marine Pfc. Albert D. Manzini, son of Mr. and Mrs. Henry Manzini of Atlantic City, was recently awarded the Bronze Star Medal for "heroic achievement in action" against the Japs on Tinian.

A former student at St. Michael's School in Atlantic City, and later an employee of Sun Ship, Manzini fought with the Fourth Marine Division on Roi, Namur, Saipan and Tinian. It was on Tinian that an exploding Jap grenade caused the loss of his right eye. His action during that same incident earned for him the Bronze Star Medal.

Dear Mr. Pew:

It has been my desire for a long time to write to you and thank you for a lot of little things that mean a great deal to me. I have been in England for ten months ferrying soldiers and ammunition over to France. We of this ship have had many narrow escapes where it was merely a matter of fate or chance that we were not killed. But we are still going strong and with the kind of ships that the American shipyards are turning out I know that victory is inevitable.

Thomas Moore, Merchant Seaman



JOHN H. MCKENNEY, M.M. 2/c, better known to his friends as Jack, was formerly in 45 Dept. He is now serving in the Navy on Midway Island. His father, John McKenney, works in 45 Dept.

Pfc. JOHN H. DUNN, U.S.M.C., formerly of 59 Department and now with the U.S.M.C. stationed overseas.

SIDNEY MARGULIES, formerly of the Sheet Metal Shop and now with the Pacific Fleet. His father, Max Margulies, is an Asst. Foreman of the Sheet Metal Shop. Sidney has two other brothers in the armed forces overseas, Norman and Irving.

Dear Mr. Pew:

I received your very nice Christmas Card the other day. I have been overseas a year now. I spent some time in the British Isles and while there I had the opportunity to take a trip on the River Clyde in Scotland, through the heart of the shipbuilding center. No doubt you know how narrow the river is. Because of this I was able to get a good view of the shipyards. From what I saw, I'll take good old Sun Ship any day. I have seen quite a few Sun-built ships since I have been over here. Each time I saw one, it brought back fond memories. Things are going well for us here on the Army front and all other fronts. Keep up the good work on the home front and we will do our best to get this mess over as soon as possible. Please say hello to the boys in 59 Department, Central Yard, Second Shift, for me.

S/Sgt. Edward Kashinsky

Dear Mr. Pew:

I would like to take a few minutes to express my thanks to you and the Company for the very nice Christmas Card that I received from you and also the checks that my wife received from the Company in the past. It is really an honor to look back and think that I used to work for Sun Ship and I would really love to be back there on the ways again. I would appreciate it very much if you would give my regards to the Berthing Department in the Central Yard.

W. T. Halbruner, C.M. 2/c

Dear Mr. Pew:

I have just received your swell Christmas Card way out here in the Philippines. Since my training at Camp Peary, Virginia, I have been half way around the world. I never thought while back in the Yard that Sun Ship Tankers were so plentiful, even over in these parts. I can spot them miles away because of the time I put in down at the Yard.

William R. Strous



Pfc. STAN BUTAKIS, formerly a tank tester, now with the Army in Germany. His father, Walter Butakis, is in 55 Dept., S.Y. He also has a sister Helen who is a clerk in 96 Dept. and a brother Ben, Assistant Foreman in 55 Dept., C.Y.



Pvt. EVERETT SALLIE, formerly a 59 Dept. Welder, with 2½ years service, now serving in the Army. He received his training at Fort Knox, Ky. His brother C. Sallie, works in 47 Dept., N.Y., and his brother-in-law Earnie Handy, works in 46 Dept., S.Y.



JOSEPH J. THORNTON, formerly of the Copper Shop, Central Yard, and now with the U.S. Navy. Joseph's brother George works at Sun Ship and brother Fred is a Petty Officer in the Navy. His sister is in the Order Department.



D. A. CADMAN, RM 3/c, formerly of 47 Department and now with the U.S. Navy. His father, Norman Cadman, is an Assistant Foreman in 45 Department.



T/S JOSEPH T. COSDEN, formerly of 97 Department, is now serving in Northern Burma.



JOSEPH F. CHERMOL, Jr., formerly of the Hull Drafting Room and now serving overseas with the U. S. Army.



Cpl. HAROLD BREEZE, formerly of 42 Dept. and now with the U. S. Army overseas. Harold has three other brothers in the armed forces.



A/C JOHN GRIECO, Jr., formerly of 33 Dept., who recently completed his pre-flight training as a pilot. Jack spent a sixteen day furlough home in February. His father, John Grieco, is a time-keeper in 91 Dept.



GEORGE W. BECHTEL, Jr., formerly of the Copper Shop, Central Yard, who entered the Navy on January 5 this year.



DON WILKINSON, son of Harold Wilkinson of the Chipping Dept., C.Y., and Clara Wilkinson of the Salvage Dept., who is with the Navy.



Pfc. JOHN J. UFER, formerly of 59 Dept., C.Y. now with the Marines in the Pacific. John's sister, Josephine Woytko, is in 30 Dept., C.Y.



Pfc. JOHN F. ROBBINS, formerly of 46 Department, and now with the U. S. Army stationed in New Guinea.



S/SGT. SOL SCHNOLL, formerly of 34 Dept., N.Y., now a tail gunner on a Flying Fortress.



CLARENCE L. COPPER, formerly of the Wetherill Plant, and now serving in the U. S. Navy in Africa. He enlisted in the Navy in 1943. His father Clarence Copper works in the Wetherill Plant.



Pfc. H. BASS, formerly of 59 Department and now with the U. S. Army stationed in Ogden, Utah.

**TWO SUN SHIP BOYS COMMISSIONED
IN FIELD WITHIN TWO WEEKS**



LT. JOHN J. BRESSET, Jr.



LT. THOMAS D. BISHOP, Jr.

Two Sun Ship boys have been commissioned second lieutenants on the field of battle in one of the most amazing coincidences on record at the Yard.

They are Lt. Thomas D. Bishop Jr. formerly in the materials ledger section of the plant and —

Lt. John J. Bresset Jr. formerly in the electrical department.

Both were commissioned for extraordinary service and skill.

Both received their bars in the Belgian war theatre.

Both were raised from the ranks less than two weeks apart; in late January. Both were staff sergeants before being advanced.

Both reside in Chester and are graduates of the Chester High School.

Both are married. Both have relatives in the Sun Ship plant.

Lt. Bishop is the son of Mr. and Mrs. Thomas D. Bishop, of 141 E. Parkway Ave. He is with the 4th Armored Division. He left Sun Ship in the summer of 1941 to enter the service. While he was working here he attended night classes at the Wharton School, University of Pennsylvania.

His uncle, Daniel McMunigal, is in the cost department of Sun Ship. Lt. Bishop married Miss Olive F. Forman who is at present with her parents in Battle Creek, Mich.

Lt. Bresset's father, John J. Bresset of 1134 Hancock St. is foreman in the welding department. His sister, Mrs. Helen Pope, is employed in the voucher division, Main office.

He left Sun Ship to enter the Infantry in the fall of 1941. On Washington's Birthday, only a short time after he had been commissioned, his wife presented him with a daughter, Sandra Ann.

In a letter to Vice President John G. Pew, Jr. and dated Jan. 29, "Somewhere in Belgium" young Bresset was still a staff sergeant. He wrote:

"I was very much pleased to receive the nice Christmas card you so kindly sent me. I wish to express my many thanks. I have been receiving regularly my copy of OUR YARD. It sure is swell and I get quite a kick out of the news and pictures of fellows with whom I had previously worked. Dad keeps me very well posted on the news of 59 dept. and by the sound of things they sure are doing a bang-up job.

"I have met several fellows throughout the outfit who previously were employed in the Yard and I'm quite sure that if it were possible to send you the ships that we "built" over bottles of beer, your quota would be a cinch. We all recalled the swell memories that linger with us and the great pleasure it was to work for such a swell Company. The boys at the front are very proud of the fine job you have done and I only hope that we in turn can do as complete a job in the same manner."

JOHN J. BRESSET, JR.



FRED NEWS, Jr., former apprentice in the Refinery Drawing Room, who entered the Navy on July 10, 1944 and is now in the Pacific Theater of War. His father, Fred News, Sr., better known as "Ducky" has been with Sun Ship for eighteen years.



CPL. JOHN J. MILLER, formerly of 36 Department with a group of natives in the Mariana Islands.



Pfc. VICTOR PADAMONSKY, formerly of 36 Department, and now in the European Theater. He is posed against a bomb-blasted building in France.



T/S WILLIAM L. ROUKE, Jr., formerly a leader in the Fabricating shop, South Yard, and now with the U. S. Army Medical Division overseas.

Eugene Vickers Jr., head of the Employment Dept., recently received word that his nephew, Pfc. Joseph D. Vickers was killed in action in Germany March 1. The young man, who resided at 1624 N. 60th St., Philadelphia, was attached to the 5th Ranger battalion.

LT. TAYLOR HONORED FOR HEROIC EXPLOITS IN LIBERATOR BOMBER

He was over Vienna, bombing a railroad yard when his plane received a direct flak hit that smashed the main gasoline tank. So, First Lt. William S. Taylor, former Sun Ship welder, turned his bomber toward the Russian lines. The dramatic story is described by T./Sgt. Arthur F. Ryan, who with Lt. Taylor is attached to the 15th AAF in Italy. Here are the details as sent to Sun Ship.



LT. WILLIAM S. TAYLOR

The B-24 Liberator became a flying bomb. Escaping fuel saturated the rear section of the plane. Despite the critical condition of his bomber, Lt. Taylor, the pilot, held the Liberator on course until after "bombs away." Realizing that he would be unable to return to a friendly base, Lt. Taylor flew toward Russian lines.

To give the plane needed extra speed, Lt. Taylor ordered the crew to throw out ammunition, machine guns and other removable equipment. After Russian lines had been crossed, he turned the Liberator's nose toward Germany, glided the plane below the cloud undercast and ordered his crew to bail out.

After they reached the ground all crew members were guided by peasants to a Rumanian town and later to the Russian army.

Lt. Taylor has been awarded the Air Medal. He also wears the Distinguished Unit Badge with two Oak Leaf Clusters and the European-African-Middle East Theater ribbon with one campaign star.

Private Charles P. Sweeney, son of Mr. and Mrs. P. J. Sweeney, 48 E. 22nd Street, Chester, is a member of an Aircraft Assembly Squadron in North Africa now entering their third year of overseas duty with the Air Service Command, vast supply and maintenance of the AAF overseas. Pvt. Sweeney attended St. Robert's High School and was employed as a welder with the Sun Shipyard before entering the service in March 1942. His present duty in the squadron finds him working with the engineers. He has been awarded the Good Conduct Medal and is authorized to wear the European-African-Middle East campaign ribbon with one bronze participation star for the Italian campaign.



PVT. CHARLES P. SWEENEY



GLEN WILKINSON, formerly of 33 Dept., and brother of Don, is now Pier Captain at the Sheephead Bay Training Station at Brooklyn, helping train sailors for the Merchant Marine.



PVT. RICHARD ROUKE, formerly a helper in the Mold Loft, and now with the Army Air Corps.

Lt. Brooke Pennypacker Gets Combat Leave

Lieutenant Brooke W. Pennypacker, Jr., veteran pilot of a Fifth Air Force Troop Carrier Command transport plane, is returning to the United States for combat leave. He is the son of Mr. and Mrs. Brooke W. Pennypacker, Sr., 403 Urban Ave., Norwood.



LT. BROOKE W. PENNYPACKER, Jr.

Since going overseas in July, 1943, Lt. Pennypacker has flown more than 1300 hours. He has been awarded the Distinguished Flying Cross with two Oak Leaf Clusters, the Air Medal with one Oak Leaf Cluster and the Asiatic-Pacific theater ribbon with one campaign star. He received his pilot training at the Altus Army Air Base, Altus, Okla., and was commissioned second lieutenant in March, 1943. In December, 1943, he was promoted to first lieutenant. Before he entered the Army in 1941, Pennypacker was employed at Sun Ship.



VINCENT OAKES, E.M. 3/c, formerly of 33 Dept. and now with the U. S. Navy, and his brother, **ROBERT**, R.M. 1/c. Vincent was on the coast of France on D-Day and at present is on active duty on a D. E. boat in the North Atlantic. In the center is their mother, Mrs. Anna McLaughlin, who formerly worked in 47 Dept.

CITED FOR BOMBING MISSIONS

Augustus J. Rahn, veteran employee in 33 department, has received a letter from Lt. General George C. Kenney, commander of the Allied forces in the Southwest Pacific, telling how his son 1st Lt. Augustus J. Rahn Jr. had been decorated with the Air Medal and later made a captain. Gen. Kenney wrote:

"He was cited for meritorious achievement while participating in aerial flights in the Southwest Pacific area from June 23 to July 31, 1944.

"Your son took part in sustained operational flight missions, during which hostile contact was probable and expected. These flights included bombing missions against enemy installations, shipping and supply bases and aided considerably in the recent successes in this theatre.

"Almost every hour of every day your son and the sons of other American fathers are doing just such things as that here in the Southwest Pacific. I would like to tell you how genuinely proud I am to have men such as your son in my command and how gratified I am to know that young Americans with such courage and resourcefulness are fighting our Country's battle against the aggressor nations."

M. M. PAXTON, ASST. PURCHASING AGENT, CONTRIBUTES FIVE TO ARMED FORCES



Left to right: MARINE PVT. SANDY M., PFC. PAUL R., Army Air Forces, LT. (jg) MARY E., Waves, LT. JOSEPH M., Army Tank Corps, and CPL. JOHN M., Coast Artillery. Two of the sons worked at Sun Ship: Joseph in the Timekeeping Dept. and John in the Hull Engine Drawing Room.

Joseph was wounded twice within 56 days and has been returned to the Z. I. (zone of interior, i.e., the U.S.) for treatment of a shattered arm and severe abdominal wound.

Spec. 3/c Joseph E. Burns Cited for Rescue Work on Blazing British Tanker

A British tanker caught fire while riding at anchor in a French harbor. In a few minutes dense masses of smoke rolled into the sky. Close by was an American warship whose crew watched the tanker's outfit fight the blaze. It was a losing battle and help was badly needed.

A rescue party headed by Specialist 3/c Joseph E. Burns, formerly of the Sun Ship Wetherill foundry, went to the aid of the blazing tanker. The particular specialty of Burns was fire-fighting. He had been a former member of the Sun Ship Volunteer Fire Department and he knew his business.

He and his men carried three unconscious members of the British ship to safety; then turned to the long, hard fight to control the blaze. They did it. They succeeded because Specialist 3/c Joseph E. Burns had been trained in a great plant which builds world-famous tankers—the Sun Shipyards. The sequel came when Rear Admiral Harold cited Burns for his courage and skill.



WILLIAM SOKOLOWSKI, S 1/c, formerly of 59 Department, and now with the U. S. Navy.



GEORGE DICKERSON OBEHNEIN, formerly of 36 Department where he served his apprenticeship and also was a leader, is now with the Navy in Guam. He is the son of S. Obenhein, who has been with Sun Ship for 19 years.



Spec. 3/c JOSEPH E. BURNS (See article above).

JAMES E. CARR, S 1/c, who served and completed his draftsman's apprenticeship in the Hull Drawing Room, and is now stationed in Hawaii with the U. S. Navy.

Pfc. THOMAS F. JOHNSON, formerly of 8 Dept., Wetherill Plant, now serving with the 1st Army in Belgium. Still working at Sun Ship are 3 brothers: Charles, Erector Leader in S.Y.; James, Leader in N.Y., and Edward of 8 Dept., Wetherill Plant.

Cpl. VINCENT D'GIANDOMENICO, formerly of 36 Dept., and now with the U. S. Army. Vincent is a gunner on a B-29. He is the son of Alexander D'Giandomenico of 47 Dept.

T/5 JACK MARSCH, formerly of 34-C Dept. who is now stationed somewhere in the South Pacific. His wife Mary now works in 80 Dept., C.Y.

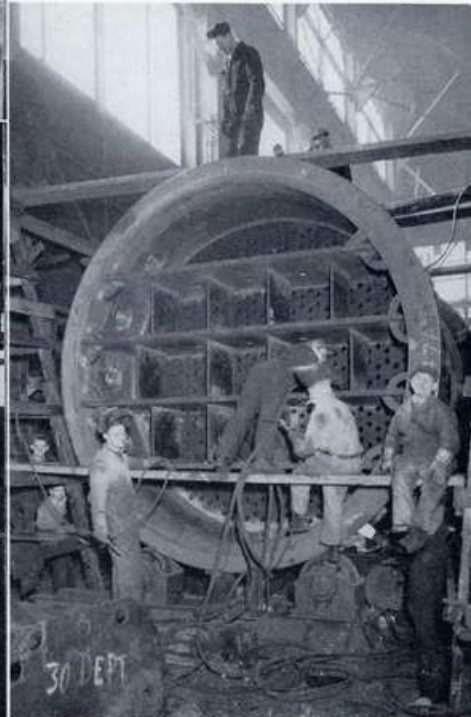
FOR OUR ALLIES *CRACKING CASES FOR MAKING HIGH OCTANE GASOLINE*



In these pictures are shown Cracking Cases in the process of construction at Central Yard's Boiler Shop. When completed, they will be transported to oil refineries throughout the country to manufacture urgently needed high octane gas to propel our giant B-29's on raids over Tokyo. In a sense it may be said that raids over Tokyo begin in Central Yard's Boiler Shop.

The tube elements for some of these cases are now being manufactured in the Tube Shops.

All of this highly technical equipment is urgently needed by our allies and the workers engaged in its construction are doing vital war work.





36 DEPARTMENT

Installation Machinists

The installation machinists in 36 Department are responsible for the installation and functioning of all mechanical machinery necessary to operate a ship. Their duties embrace a wide scope of activities, each of which requires that work be performed under close tolerances.

Utmost care is given to the installation of the propulsion motor comprising two main units, the stator and rotor. Before this machinery can be set in its proper position, a fine piano wire .018 of an inch in diameter is stretched from the center of the rotor coupling through the eye of the stern frame casting. Reference marks are taken from this wire which enable the machinists to bore out the stern tube and make adjustments to line up the tail shaft and propeller. This operation is commonly known as "running the line".

Power is supplied to the propulsion motor by a 6000 H.P. steam turbine and a 5400 K.W. generator which must be accurately aligned and connected with the main condenser, circulating pump, and the mechanical unit which governs the actual speed of the ship.

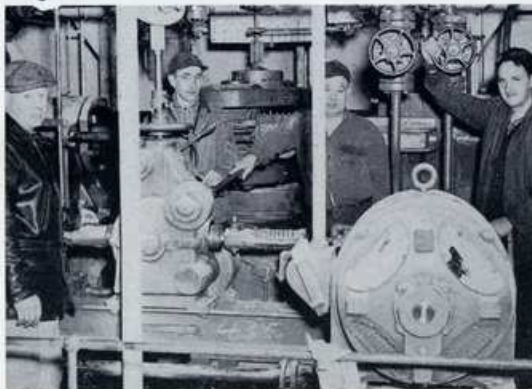
The machinists also install two turbine driven auxiliary generators for operating all additional machinery and lighting the ship, as well as a diesel unit for use in emergencies.

Many auxiliary pumps must be set and put in working order, such as the boiler feed water, and fuel oil service pumps. When they are used in conjunction with forced draft fans and Bailey Regulators the boilers operate

automatically. In addition, boiler mountings, damper control, feed water heaters, and fuel oil heaters are installed for boiler operation. Sanitary pumps take care of the toilets and water service; fire and Butterworth pumps are used to fight fire and clean the cargo tanks; and the bilge pumps in the aft and forward engine rooms remove water which accumulates in the bilges because of leakage. Finally, the general service pumps are con-



GEORGE LAIRD, ASSISTANT FOREMAN, and MIKE DEL VACCHIO, Machinist, making final check-up on main propulsion unit. This giant unit drives shafting and propeller which sends the ship forward.



TESTING STEERING GEAR MACHINERY under the supervision of James Neilson, Assistant Foreman. The hydraulic electric motor at right operates pump which forces oil into cylinders which in turn pushes tiller of the rudder. Those shown are: (l. to r.): James Neilson, Assistant Foreman; Charlie McBride, Machinist; Stanley Beaver, Machinist, and Joe Breslin.



OPERATING THE AUXILIARY GENERATORS which generate electricity for motors and lighting aboard ship. Left to right: Steve Latocha, Assistant Foreman; Joe Meroth, Machinist; Eddie Pack, Machinist.

nected to the various piping systems to be used only in emergencies.

Likewise the machinists install pumps and operating gear to transfer liquid cargo throughout the tank areas and to load or unload the ship.

Machining is a very necessary operation of installing the rudder and steering gear equipment. Prior to installing the rudder another line must be run because the stern frame gudgeons have to be machined to insure proper alignment. This is essential, for poor alignment means excessive work and wear to the steering gear as well as making it difficult to steer the ship. Steering gear equipment is the hydraulic-electric type and is controlled from the pilot house and other stations through two systems known as telemotor and control shafting. In case of power failure the steering gear can be operated manually with a hydraulic pump and wheel.

The machinists are also responsible for all under-water

insertions. Bleeder plugs are inserted along the bottom of the hull so that tanks can be drained while the ship is in dry dock. They are also used during construction for draining water after tests have been conducted for water tightness. Penetrations are also made below the water line for sea and overboard discharge valves, and depth sounding devices known as fathometers.

Approximately 27 fans are used for heating and ventilation, 175 gauges and 97 thermometers are installed by the machinists, along with operating gear for skylights and even the steam whistle on the smokestack.

The duties of the installation department are too numerous to permit a comprehensive analysis, but this partial report on their activities should acquaint all fellow workmen with the wide scope of this department's responsibilities. The machinists are doing a wonderful job, but this would not be possible without the splendid cooperation of all other departments in Sun Ship's organization.

Navy Tug Tows Damaged Tanker 950 Miles to Port



In one of the salvage epics of World War II, the 1,600 ton U.S.S. *Choctaw*, a U. S. Navy ocean-going tug, towed the giant Sun-built tanker S.S. *Murfreesboro*, Hull 261, which was launched on September 15, 1943, 950 miles from the spot in the North Atlantic, where it was disabled by a collision, back to a U. S. port in 24 days—three times as long as the tug had ever been to sea before. The *Murfreesboro* was damaged when struck by another ship in an Allied convoy proceeding toward the European Theater. Loaded with a 5,500,000 gallon cargo of aviation gasoline, the tanker burst into flame. After survivors were removed

and efforts to extinguish the fire proved futile, the *Murfreesboro* was abandoned. When the tanker remained afloat, a call for aid was sent out by a convoy escort, and the U.S.S. *Choctaw* was dispatched to the scene from Bermuda, 950 miles away. Commanded by Lt. John D. Garland, USN, of Somerville, Mass., the *Choctaw*, after a series of difficulties in the high seas, at last secured tow lines to the stern of the stricken ship and towed her safely to port—with 4,500,000 gallons of its inflammable cargo still aboard. During the journey the ships averaged only 1.7 knots an hour.



USS AUGUSTA AND USS CHARGER PUT OUT TO SEA — The USS Charger was formerly the Rio de La Plata, Hull No. 188, which was

delivered in an unfinished condition to the Newport News Shipbuilding Company, Virginia. She was converted and made into a light carrier.



LABOR-MANAGEMENT PRODUCTION DRIVE



On March 8, 1945, the Labor Management Production Committee awarded one \$100.00 Prize Award, two \$50.00 Prize Awards, and one \$25.00 Prize Award. In addition, Honorable Mention was awarded to F. Bundick, 59-307, for "Method of Entering and Escaping Wing Tanks."



GEORGE D. CARNEY presenting awards to the January Winners on March 8, 1945 in the Main Office Cafeteria. Left to right: W. Savage, G. Buchanan, B. McCowan, E. Perkins, M. Jowder, and D. Geiger.
(Inset) — DAVID CIFUNI, of 47 Department, North Yard, who was awarded a \$100.00 cash prize for his suggestion: "Special Dog for Fastening T Bars."



ANTHONY J. PETRUNIS, 34-1035, demonstrates the Pipe Climbing Apparatus for which he was awarded a \$100 prize. The photo at left is a detail view. This apparatus is in the form of a pair of shoes which the men put on to climb up the pipes in the tanks after the staging has been taken down. A great deal of time and material is saved, besides increasing the element of safety.

U. S. Maritime Commission Reports on Employee Suggestion Program

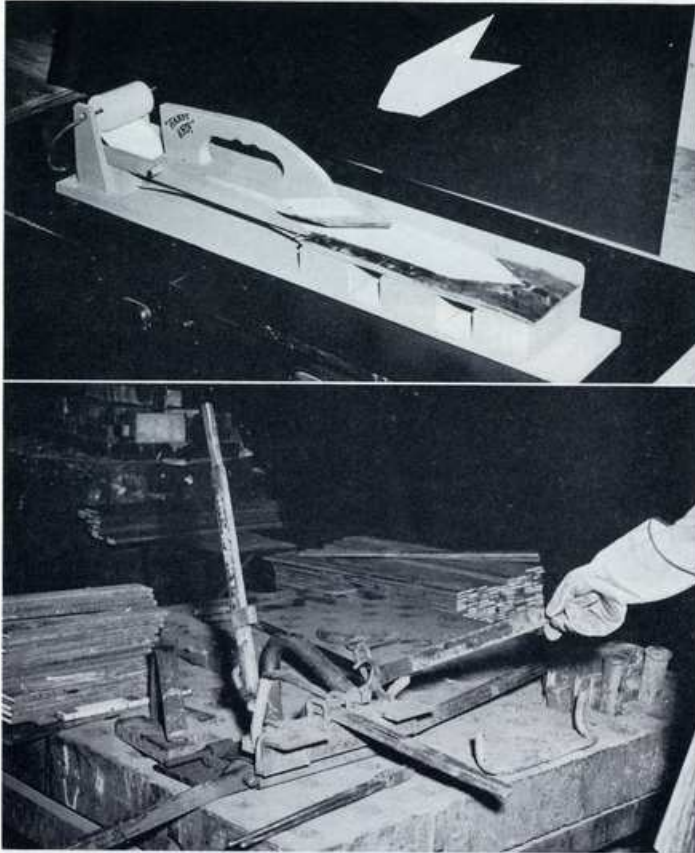
Over forty-four million dollars have been saved in man-hours and materials through suggestions of shipyard workers. A report of the Shipyard Employee Suggestions Program, cumulative from the beginning of the program, August 11, 1942, to December 31, 1944, shows that 3020 suggestions have been reported to the Shipyard Efficiency Awards Committee from the Maritime Commission regional offices. These suggestions have been reviewed by the Committee and 90 percent of them determined sufficiently meritorious for distribution to all shipyards.

The report from Sun Ship showed 30,997 man-hours saved, and \$40,760 saved in man-hours and materials. The cost of administering the program was \$5,034.



EDWARD HANDLEY, 45-397, won \$50 for this Drain Box idea, a specially constructed box which carries the shrinkers water off the decks and increases the factor of safety by carrying the water to the ground before ice is formed on the staging. It also prevents interference with welders on decks, shell butts, and in tanks.

OTHER WINNERS IN LABOR-MANAGEMENT DRIVE



(Top) — F. RICHARDSON, 69-6, was awarded \$25 for his "Cutter for Making Luminous Tape Arrows." This simple device for speedy and accurate production of luminous tape arrows will produce more than enough arrows for an entire ship in less than one hour's time. It consists of a heavy steel blade hinged at the back and elevated enough to allow the roll of tape to pass under it. The operator lifts the handle with his left hand, pulls the tape through to the desired length, presses down with his left hand and then rips the tape back toward the blade.

(Below) — DAVID McFARLAND, 42-502, got \$50 for this "New Device for Making Grab Rods," which cuts the time required to make them by approximately 40%. This great saving in labor is accomplished by doing the complete job with one heating.

SUN SHIP WORKERS—

Keep those war bond dollars of yours in the fight!

Don't let that boy of yours in the armed services down!

TANKER CAPTAIN SAVES THE DAY

An American tanker captain helped to save the day on Guadalcanal when the American situation was desperate. Through lucky hits, Japanese artillery had destroyed every drop of our gasoline supply. The tanker captain intercepted and decoded a last-ditch radio appeal for gas, and, on his own responsibility brought his precious cargo to Guadalcanal instead of to its ordered destination.

Sun Ship Built 39% of Tankers In United States

Last year, Sun Shipbuilding and Dry Dock Company topped all previous records for ship construction, both in volume and efficiency, Sun's annual report revealed.

During 1944 the shipyard constructed 39 per cent of the ocean-going tankers built in the United States.

They delivered a total of 81 ships to the Maritime Commission, compared with a total of 73 delivered in 1943.

This was accomplished with an average of 15 per cent fewer employees than in 1943, reducing the man-hours per tanker to a new low level.

Sun Ship ended the year with incomplete orders for 65 tankers, five C-4 cargo vessels and two troop ships.

MERCHANT MARINE NEVER FAILED NAVY

Admiral Nimitz Honors Seamen for Backing Pacific Victories

Supplies provided by cargo ships and tankers operated by American steamship lines under the W.S.A. have contributed greatly toward late U. S. Navy successes in the Pacific, Admiral Chester W. Nimitz revealed recently.

With oil requirements numbering in millions of barrels to be transported thousands of miles to the scene of fleet operations, the success in keeping the fleet adequately fueled was dependent solely upon deliveries of commercial ships, the Commander-in-Chief of the Pacific fleet recently wrote Administrator E. S. Land, War Shipping Administration.

"Never once did they fail," declared Admiral Nimitz, and added:

"Never before has any comparable fighting force been supplied with the materials of offensive warfare over such vast ocean distances as those now being transported to the fleet by the commercial ships operating under the W.S.A.

"During our operations we have had all types of ships working side by side with similar ships of the Navy. While the two groups were under separate administrative control their ultimate objective was a common one."

Acknowledging the commendation, Administrator Land said:

"The tanker fleet companies, along with the rest of the American Merchant Marine, are aware that a big job remains to be done. The W.S.A. and the armed forces can count upon them to do their part until the last gun is fired."

MEN AND WOMEN OF CENTRAL YARD C SHOP FORM EFFICIENT PRODUCTION TEAM



THE ABOVE GROUP IN C SHOP consists of welders, tackers, fitters, and burners.



TACKERETTES — Left to right, Back row: L. Hummel, L. Kreiser, D. Nichols, H. Kelytko, and F. Powell. Front row: R. Pelino, E. Lahr, M. Schattner, H. Kostyk, E. O'Brien, B. Chavis, and R. Russ.

The welders and tackers appearing on our feature page this month are efficient members of the production team of C Shop in Central Yard.

C Shop makes the final assemblies on fabricated sections before they are delivered to the Shipways. The men and women pictured here under the able foremanship of Mr. Harry Gaskill are extremely important to the speedy and sturdy construction of the huge assemblies that leave this shop for the ways.

Tackers follow the fitters, tacking the members on the shell and decks and bulkheads as they are lined in place. The piece work welders follow with the complete weld.

These folks like to work in C Shop and they claim one of the best production records in the yards.



TACKERETTES — Left to right: F. Powell, L. Hummel, D. Nichols, L. Kreiser, H. Kelytko, H. Kostyk, E. O'Brien, M. Schattner, E. Lahr, R. Pelino, R. Russ, and B. Chavis.



FABRICATING BULKHEAD, C SHOP — Left to right: J. Homplimatys, J. Miller, C. Leevy, A. Talarico, R. Collins, M. Truban, L. Wyatt, H. Hampton, L. Jackson, P. Chubb, Assistant Foreman in 47 Department, E. Tuttle, Leader in 59 Department, F. McMahon, and R. Flynn.



FABRICATING DECK, C SHOP — Left to right: V. Greto, D. Nichols, D. Begley, H. Goldstein, E. Clenenger, H. Kelytko, J. Piperserto, J. Ackers, E. O'Brien, H. Kostyk, D. Mazzur, and R. Lynch.



WELDING BULKHEAD, C SHOP — Left to right: J. Holbrook, L. Lavin, A. Broadt, J. Greenwood, A. Klauka, M. Mullen.



WELDING CHAIN LOCKER, C SHOP — Left to right: H. Gaskell, Assistant Foreman, C. Rucker, Leader, D. Impaglizzo, E. Andrews, E. Larson, Welding Inspector, W. Thomas, Leader, and J. Fergus.

SUN SHIP SPORTS

WELL FOLKS, HERE SHE IS — GERTRUDE DITCH-BURN, one of the Sun Ship family and Chester's leading woman bowler. Gert works on the third shift and has been a part of our Contract Group for two years. Starting to bowl only five years ago, Gert has achieved the goal sought by every bowler, that of reaching the top, and has she! Just listen to this. In the recent women's tournament at the Penn Rec Alleys her scores were:

Team	148	160	161 — 469
Doubles	176	201	160 — 537
Singles	192	196	242 — 630
All Events	1636		
Average	182		

See if you can match that, fellows. Gert is the proud possessor of eight trophies and has a medal for ten series of 165 in the Record Tournament. Her average is 167 for the past three years. Her high single is 245.

Gertrude, "Our Yard" salutes you. Keep up the good work!



Bowling Leagues Roll Toward Finish

Our bowling leagues have passed the mid point in the second half and the batting is really tough. Erectors are in first place by four points in "B" League with the Paint Shop and the Blacksmith Shop crowding them. Marvel's 254 and Cox's 639 is still tops and is looking good.

In "A" League, the Tool Room is in first place by three points with the Shipways fighting hard. Robert's 254 and Staley's 668 is still good enough to win the prize money. The high average goes to Griff Roberts all 184.2.

The Independent League is led by the Expeditors by just one point. The Central Yard Welders and Instrument are just waiting for a break. Fulmer's 636 and Wrable's 265 still look good.

Our Delri Team is only four points out of first place and has hopes of coming out on top.



(Above) — "SAFETY", B LEAGUE — This smiling gang is one of the trouble makers of "B" League. They are always knocking some top team for a loop. Located about half-way in the league, these fellows are a bunch of good sports, getting a big kick out of every game. We introduce (left to right), Renz, Doyle, Cochrane, Lentz, and Cressy.



(Top) — BOILER SHOP, B LEAGUE — Located in 14th place, this gang is better than their standings show but a few bad nights and not too many breaks and there you are. Always in there trying and giving all they have, we give you Bartholomew, Weaver, Grau, Bardsley, Somers, and Reiber.

(Below) — PAINT SHOP, B LEAGUE — Riding high in B League, this team has high hopes of winning the second half, and they have a good chance. A gang that bears down all the time and has a fine team spirit, left to right: Maguire, Eilbeck, Bartholf, Marvel, Welch, and Highfield.



(Top) — TUBE MILL, B LEAGUE — In 9th place at this writing, Tube Mill is still trying for a higher berth in the Sun. With the spirit they show, we feel they will end up near the top. There is still time enough left to do so and we wish them lots of luck. This group consists of Kaminski, Seigel, Toohey, O'Melia and Hickey.

(Below) — PIPE SHOP, B LEAGUE — A toast to the Pipe Shop, for here is a team, although on the bottom, still ready to roll every Wednesday night, win, lose, or draw, and that is the toughest assignment in the league. We have here Nuss, De Angeles, Evans, McGovern, and Gibbons.



SUN SHIP'S OWN *Baby Parade*



BARBARA, 16 months and **JOAN McINTYRE**, 2½ years, are the children of James McIntyre, a Welder Leader in the North Yard.

WILLIAM H. KLEIN, Jr., 5 year old son of William H. Klein of 92 Dept. North Yard.



ANNA (left) and **FREDDIE LARSON**, children of Alfred Larson, North Yard Guard Department.



BETTY, 3 years and **GEORGE PATTON, Jr.**, 6 months, are the children of George Patton of 58 Dept.



IRENE, 10½ and **TED MIECZKOWSKI, Jr.**, 4 months old, are the children of Ted Mieczkowski, 47 Dept. Central Yard.



ELAINE ANN PERRETTA, 7 year old daughter of Joseph Perretta of 47 Department, South Yard.



GROVER C. LINAWEAVER III 3, and **HELEN S. LINAWEAVER** 4 months, are the children of G. C. Linaweaver, Jr., 59 Dept. Their grandfather is Captain G. C. Linaweaver, Sr., of the North Yard Guards.



LINDA K. WOOLLEY, 3 year old daughter of E. Stewart Woolley, 96 Dept.



JOSEPH GARNETT, Jr., 3 month old son of Joseph Garnett of 58 Dept., No. 4 Yard, Second Shift.



CAROL ANN O'NEILL, two year old daughter of Bill O'Neill of 80 Dept.



BETTY ANN, 8 and **DAVID LILLEY**, 5, are the children of Al Lilley, 36 Dept. Central Yard.



DONNA McCUE, 15 months old daughter of William McCue, 36 Dept.



HARVEY DAVIS, 2 years and 4 months old son of Margaret Davis of 59 Dept.



JACKIE MANGIGIAN, 18 month old son of Kochadour Mangigian, 60 Dept. gas welder.



JACKIE DEVINE, 5 year old son of John C. Devine, burner in the South Yard.



JOHN BAPTIST, 3 months old grandson of William Baptist, 47 Dept. No. 4 Yard.



BARBARA GENE SANTON, 15 month old daughter of Charles E. Santon of 34 Dept.



ROBERT, 1, and **JEANNE**, 8, children of S. Ioppolo, of 47 Department, Outside Fabricating Shop, South Yard.



ERNEST COLLINS, Jr., 11 year old son of Golda Collins, 47 Dept. South Yard.



STORERUMORS — 80 DEPT.

The gang hated to say good-bye to Jack Mays after a long and pleasant association. Jack has taken a position as Assistant Field Director for the Red Cross. He will attend the American University at Washington, D. C., starting April 2nd for a four weeks training period. Following this, Jack will be sent to the Pacific Area.

Well known for his activities in Veterans' affairs, he is Post Commander of the Sgt. Alfred Stevenson Post No. 1190 American Legion. He held other offices locally and in the county. Good luck, fellow, in a good cause.

We offer our sympathies to Emma Craft on the death of her husband. Following the traditional pattern of bad news coming in bunches, the bereavement came suddenly upon the heels of a letter from her son saying that he had been wounded but not to worry. Our strength is with you Emma, and we can only offer the old saw in consolation, "It is always darkest before the dawn."

The B/M room extended a hearty welcome to Charlie McClung. Charlie was on 2nd shift for two years and says that life has begun again on the day shift. But he is having trouble getting his system adjusted to the new schedule. He's on day shift but his innards are still on the swing shift.

V. Kozak also was transferred from the 2nd shift to the day trick and has joined the gang at the windows. Vi is the quiet one among the garrulous.

SIGNS OF THE TIMES — We know for sure Spring is here, cold weather or not. Bill O'Neill has shed his overcoat and is hanging on to his heavies by a pants leg.

Clarence Pantzler is still on the sick list but gaining strength rapidly. Sam "Hoot" Gilson has been out sick. The rumor is that the breeze, from the breezy comments of the gang, finally got him. We hope both are back in time to make this news stale.

The B/M gang is waiting for a certain national artist to blossom out in a new straw hat.

"Eu" Collins has purchased a pair of roller skates. He claims he will get to work sooner in the morning rather than wait for the bus. We know, we know!

Flash or flush! Bill Conner and Sarah have made up. True love will always win out.

Walter Roth has been appointed chairman for the War Loan Drive in his community. We're sure he'll do a great job and of course *everyone will be glad to help him*.

Bob Lively, the mascot of the B/M room



M. J. FORD has been stationed at the Sun Yard since June, 1941 as the Head Marine Surveyor for the War Shipping Administration. Almost the entire ship repair program here has been directed by Mr. Ford, including the large torpedo damages as well as voyage and maintenance repair work. Well over a thousand ships have been repaired and put back into service during this period.

From his home at Grassy Point on the Hudson River Mr. Ford went to the T. S. Marvel Shipyard to start his career; then to sea, obtaining his Chief's License in 1913. During the last war he was an Officer of the U. S. Navy.

In 1933 he was appointed Surveyor with the old U. S. Shipping Board. Mr. Ford is a member of the American Society of Naval Architects and Marine Engineers. He is one of the best known surveyors in this country and has a wide circle of friends on the ships and ashore and with most of the operators' and owners' personnel. His affable manner and friendly attitude toward all are qualities which speed up the work and contribute much to efficiency.

will celebrate his 22nd birthday by inviting the gang to his house on April 28th.

Many thanks again to Dot Mundy. Our little Dot is growing up.

The typist gang were glad to see Ann Smedley back after a serious illness of several weeks. Hope her sister is O.K. She was in the hospital with pneumonia. Quiet Ann was missed by all.

Welcome to the new blond bomber, Miriam Petterson. This new addition to the whistle-stop brigade joined us from up-state. Her pleasant smiling countenance has made her a welcome asset to the typist force.

We were sorry to say "so long" to Mary "Baby" Marsch who transferred to 34 Dept. A card from Ronnie Spedden confirming

a "Storerumor". It's a boy! Best of luck to all of you and don't be a stranger.

Baldwin was elected Shop Steward for 80 dept. and is working hard at it to keep everyone satisfied.

Barney Suden came out fine in settling his automobile accident. The other fellow has to pay. Barney says, "See, I told you I'm a careful driver but you wouldn't believe me!"

Jack Farringer and Moe Johnston have been a-feudin'! Jack beat "Moe the Champ" at darts and Moe was so incensed he challenged Jack to a return match for \$5.00 stakes. The bet money has disappeared and Moe is worried about the money and match. We think Jack is trying to wear Moe down to the point where he'll be too upset to throw right. Tisk-tisk Jack, such a thing.

Bill Johnson is taking a nature lover's course on "Our native trees and bushes and how to identify them." His first careful study is on Poison Oak, and it seems he got the data first hand — on his right check.

We wish Tom Singleton a speedy recovery from his operation and hope to see him back soon.

Brooks, the weather man of the No. 1, is still calling the turn. When it's clear he says, "Fair today and tomorrow." If it rains the next day he claims he was double-crossed.

So with high hopes that V-E day will beat this column to the press, we say, "So Long" and keep buying bonds.

Reporter: SID ROBINSON.

Our Yard regretted to hear that Harry Simon, Secretary to Vice President Richard L. Burke, underwent an operation in Taylor Hospital recently. We wish him a speedy recovery.

LETTER TO EDITOR

Dear Sir:
To show that I read "Our Yard" Magazine (and most of the men do) I have a gripe for you. On page 19 of the February issue, the field of the flag on the ship ROBIN LOCKSLEY is facing to the left. It should be the other way around, or am I wrong in my flag rules?
— Samuel Kligman, 47-5327.

Editor's Note:
No, you are correct. The prism of the submarine's periscope reverses the image of the flag so that it is seen in its correct position inside the submarine.

BILGE 'N BALLAST



Navigating Instruments

The present state of development of navigating instruments aids greatly in the more accurate determination of a vessel's position at sea, as compared with the practices of other days. The instruments are constructed to function with greater precision, and are supplied to the ship in greater variety. A brief description of some of these follows.

The magnetic compass, either of the liquid or dry type, is fitted in a suitable columnar stand known as the binnacle (originally spelled bittacle). The four principal points of the compass, viz. North, East, South and West, are known as the cardinal points. The process of consecutively naming all thirty-two points on the compass card is known as "boxing the compass". The compass card is mounted in a

CARDINAL POINTS (N. E. S. W.)
INTER-CARDINAL POINTS
(NE, SE, SW, NW)



COMPASS CARD

bowl supported on gimbals (leveling rings) so that it remains horizontal regardless of the ship's roll or pitch. The vertical black line scribed on the inner surface of the bowl is known as the "lubbers line." The compass is so mounted in a ship that a line from the compass pivot to the lubbers line is parallel to the line of the keel. The lubbers line, therefore, serves as a reference mark for determining the ship's heading with respect to the compass card. Several compensating magnets are fitted in the binnacle, together with the iron balls on either side of it, to correct for the magnetic errors induced by the steel in the ship. Many of the compasses are electrically illuminated.

The Pelorus

The pelorus is a "dummy" compass used for taking bearings on visible objects, such as light beacons, etc., to determine a ves-

sel's sea position with respect to the beacon. It consists of a compass card or graduated disk mounted in gimbals on a columnar stand, and surmounted by two sight vanes for taking the bearing. The direction lines of the bearings are plotted on the proper chart and serve to locate the vessel thereon.

The gyro compass is a non-magnetic compass. It acts on the principle of the familiar gyroscopic top, and consists basically of a rapidly spinning rotor so swung as to place its axis in the geographical meridian pointing to the true North. It gives a reading of the heading of the ship on a graduated compass card. The gyro-compass is usually located in a special room on the ship and reports through gyro repeaters located at the various steering stations. The gyro compass requires specialized attention to its mechanical parts, and must have a constant electrical power source.

The gyro pilot is a special development of the gyro compass for mechanical steering. It also mechanically records the course of the ship on graph paper.

Radio Compass

The radio compass or direction finder is a radio receiving set whose loop antenna is mounted over a dummy compass card. It is used to take bearings on radio beacons, each of which has its own characteristic signal. These beacons have been set up by the government at appropriate places along the coast line, and are shown on the charts. After taking radio bearings on several of these beacons, the direction lines are plotted from them on the chart. The common point of intersection of these direction lines, known as a "fix", is the location of the ship — the receiving radio station.

In addition to the hand lead and line and sounding machines, various echo sounding devices have been developed to determine the depth of water under a ship, a necessary function for safe navigation. The various types of echo sounding devices vary somewhat in detail construction, but employ the principle that a sound made in water will echo or reflect from the ocean floor and may be picked up by a sensitive listening mechanism. The speed of sound in water is about 4800 feet per second, and by measuring the elapsed time between sound generation and receipt of the echo, the depth of water may be computed by this formula:

$$\text{Depth of Water} = 4800 \times \frac{1}{2} \text{ elapsed time in seconds.}$$

These instruments have also been used for determining the depths of the ocean for indication on hydrographic charts.

—FRANK PAVLIK



CONGRATULATIONS TO:

Mr. and Mrs. James Bell on the birth of a daughter on March 6th. Mr. Bell is employed in 59 Dept.

Mr. and Mrs. Samuel Warburton on the birth of a daughter on March 15. Mr. Warburton is in 30 Dept.

Mr. and Mrs. John M. Dorhan on the birth of a daughter, Janet Eva, on March 16th. Mr. Dorhan is a lathe operator at the Wetherill Plant.

Mr. and Mrs. David R. Esrey, Jr. on the birth of a daughter, Edith, on March 17th. Mr. Esrey is a Leader in 36 Dept., Machinist Installation.

Mr. and Mrs. Steve Palma on the birth of a daughter, Stephanie, on March 8. Mr. Palma is in 60 Dept., Central Yard.



JOHN WILKINSON, Superintendent of the Wetherill Plant, was born in Glasgow, Scotland, and served his apprenticeship with Lambertson and Company, Engine Builders, Coatbridge, England.

Prior to coming to Sun Ship he worked at Reading Iron Company, Reading, Pa., and Harlan & Hollingsworth, Wilmington, Del. In 1917 he came to Sun Ship as Superintendent of Installation of Engines in ships. In 1926 he was made Superintendent of the Wetherill Plant.

"Jack," as he is known, is a dynamic congenial Scotchman, keeping the wheels in motion at the Wetherill Plant and turning out the engines and numerous mechanical parts that are vital to the propulsion of ships and oil refinery equipment. He is married and resides with his wife at 309 West Mawry Street, Chester.

SUN SHIP WORKERS DONATE 654 PINTS OF BLOOD



MRS. LUCY K. JACKSON, Audit Clerk in the Maritime Commission Building, at the end of her transfusion. Hot coffee was given donors afterwards. All had to rest for a half-hour after transfusion.

JOHN R. DOYLE, welder, who was badly wounded in Italy, donated a pint during the current drive. Red Cross Aides are also shown.

BILL BRIGGS of the Electrical Drawing Room and Elsie Piny, Stenographer and Secretary in the U. S. Maritime Office are answering preliminary questions. Mrs. Marguerite M. White, Chairman of Blood Donor Service, is at extreme left. She is the wife of E. E. White, Sun Ship's Safety Director.

The Mobile Unit of the American Red Cross visited Sun Ship for the third time on March 5th, 6th, and 7th to accommodate the day shift workers who donated blood for the use of our Armed Forces. The quota of 600 pints for three days was filled easily with a surplus of 54 pints.

One of the finest gestures in the plant came from John R. Doyle, a welder who is back at his old job, after having been badly shot up in Italy. With thirty shrapnel wounds on his body, he volunteered to give a pint of blood to save some comrade.

Mrs. E. E. White, wife of Sun Ship's Safety Director, and Chairman of the Chester Blood Donors Council, was in charge of the Unit.

Blood transfusions are no novelty at Sun Ship. During the three visits of the Unit, almost 2300 donors were accepted by the Red Cross. In addition, a week rarely passes that a transfusion is not given to some member of the huge Sun Ship family. This service includes all employees and members of their immediate families. The average is about forty per month.

Mr. John G. Pew Jr.
Sun Shipbuilding and Dry Dock Co.
Chester, Pa.

Dear Mr. Pew:

The Blood Donor Service of the Chester Branch, American Red Cross, wishes to thank the Management and Employees of Sun Ship for their splendid response on our recent Blood Donor days in the Yard. It is always a pleasure to come to Sun Ship.

We wish to thank all the departments who helped to make our visit a success; especially the Safety Department, for their recruiting of donors; the 68 department, for setting up headquarters for the Unit, and the Slater System for their generous cooperation.

Sun Ship is indeed to be congratulated on its contribution in every way to the men on the Fighting Front.

Very sincerely yours,

MARGUERITE M. WHITE,
Chairman, Blood Donor Service.

SOUTH YARD GOSSIP, 47 FAB SHOP

The hardest working combination in South Yard Fab under the guidance of Bill Silver Tooth is doing a swell job assisted by League of Nations Quartet. Kelly to English to Calore, added assists by Sugar and Ann, tackers deluxe. Never a dull moment.

Harry Reynolds, Dean of the Counters, and the great Impresario from Atlantic County gave the boys a lecture on How to Train Dogs using the new Chamberlain Method—umbrella.

The Pin-Up Girl Tacker of the Month—Arline "Blondie" Jones.

The Mr. Anthony of South Yard—Lew the Driller. Bring your troubles to him, he can help you.

Three cheers to the Yoo Hoo Boys of Joe Riggio's gang of Shipfitters.

The best dressed fem tacker voted by the Contest Board of the South Yard is Ala-

bama Brownie. For further details see Committee Chairman Danny Bove.

Orchids and congratulations to Cookie on your 21st birthday. Good luck and best wishes for the ensuing years.

Things I never knew 'til now: that Sun Ship is the largest shipyard of its kind in the world—28 ways—and builds the finest tankers that travel the 7 seas—and all built by you men and women who are doing a great job.

Look alikes: Wayne Diamond and L'il Abner, the Al Capp comic strip cartoon.

The wandering expeditors of 58 department—Higgins and Whitey, doing their stuff on the double. Wonder why?

The long and short end of the bracket department of the Fab Shop—Howard Still and James Smalley.

Andy, Leader in 59 department, giving orders to his gang of workers, used all sorts of signals to attract their attention including jujitsu, whistling, tap dancing, etc. Reminds you of a baseball umpire.

Kangaroo Court now sitting in session during lunch period only. All cases must

be presented 14 days in advance before decision is rendered.

Morise would like to go to Trinidad if he had enough Yankee Dollars.

Oddities of Life

Congenial Leader Jim Emerson is a great humanitarian and noted for his kind deeds, especially his best everyday feeding of the sea-gulls and pigeons. From information received, Jim has been recommended for the S.P.C.A. medal.

Two men who have the same thing in common—Clark Gable of the cinema and B. S. Smith.

The Toonerville everyday arrival—steam crane No. 12 headed by Robbie.

The Daddy Ship Rigger and Duke "The Bear-Hunter" and Pete at the controls.

TENSHUN—SPECIAL NEWS ITEM: "Dutch" Meltzer Blue Ribbon Welders vs. plus 540 gang equals competition. "All is well that ends well," says I.

Two names to remember—George Lewis and Bill Abrams, two swell fellows, wonderful disposition. Two men who can get things done when the occasion calls.

Al Ferlinand, the big he-man and the

Men of Long Service at Sun Ship Have Made Company What It Is Today, Says Vice President Richard L. Burke



Left to right: W. COUPE, 15 years, and C. McKAY, 15 years.



Left to right: Y. TEMCHUK, 20 years, and E. SHOCKLEY, 20 years.

At a presentation award gathering held in the office of Vice President Richard L. Burke on March 2, thirty-four employees received Service Pins ranging from 25 years to ten years service.

Heading the list was J. H. Gordon McConechy, who received a 25 year service pin. President John G. Pew made the presentation at his own office. Two other employees, J. Nelson of 67 Department and J. Stevenson of 78 Department also received 25 year pins.

Six employees received 20 year pins, while eleven received fifteen year pins. The other awards were for 10 years.

Vice President Richard L. Burke in presenting the awards stressed the company's appreciation of the employees' long and faithful service to the company and said that it was the men who had given such long and loyal service to the company who have made it what it is today.

"I want to tell you that we all appreciate the long and faithful years of service that you men have given Sun Ship", remarked Mr. Burke. "You men who have given such long years of faithful service have made the Company what it is today. The Com-



J. H. GORDON McCONECHY, Chief Engineer, receiving his twenty-five year service pin from President John G. Pew.

pany's reputation up through the years has been built by you men through your long and loyal service to Sun Ship.

"I hope that there will be plenty of work here in the future. Thank you gentlemen for coming in this afternoon."

most-well-dressed of Bill Abrams Lay Out Department, showing off his new heavy undies to the gang. Perish forbid — what next?

Flash to This Column Exclusive

Special notice to all cigarette smokers, especially to those of you guys and gals who can't buy them. You can do two things. (1) Stop smoking; take a pledge. (2) Stop mooching; it's very annoying.

Bill Moran, that cheerful personality on the weld table, hasn't been his usual self these past few weeks. We all hope that Bill shouldn't worry so. Remember Bill, there will be a day.

We are all happy to learn that Bill Forwood, one of Pete's burner boys, has re-

turned to the shop. We all wish you good luck Bill, and may all your troubles be little ones.

Marty the welder is always hungry.

The big three — Lew Lerner, Joe Riggio, and Harry Reynolds — at the conference table discussing logistics of the Eastern and Western war fronts.

Noon time everyday — "Kibitzer" Angelo always getting in Danny's hair.

Elmer Cassidy, outside crane operator, is a great guy. He makes the following statement — "A man may be down, but he is never out because I am always willing to give any one a lift."

In this great momentous year of our Lord, 1945, while our armies and navies

are accomplishing great victories all over the world, we should pay special tribute to the following list of men who left our shop to join the Armed Forces fighting on all fronts around the world and the seven seas. Some of these boys have been wounded and decorated for meritorious services performed. Most of these men you all know. The least that we can do for them is to write them a line. Remember, if you don't write you're wrong.

- Samuel Ebling, Seabees
- Nathan Brookman, Army
- Joseph Snofsky, Army
- George Frey, Navy
- Robert Ebersole, Army

(Continued on next page)

Service Awards February, 1945

38-1 — J. H. G. McConechy . . . 25 Years
67-210 — J. Nelson 25 Years
78-13 — J. Stevenson 25 Years

SALARY ROLL

79-19 — T. Caley 15 Years
33-8 — J. Wilroy 10 Years

HOURLY ROLL

1-31 — H. Birtwell 20 Years
36-758 — W. Wallace 20 Years
47-159 — C. Neifert 20 Years
60-36 — C. Stubbs 20 Years
60-40 — T. Ryan 20 Years
75-10 — G. Coursey 20 Years
8-56 — H. Morris 15 Years
8-64 — S. Thomson 15 Years
8-548 — J. Stauffer 15 Years
33-41 — J. Casey 15 Years
34-62 — J. Housmann 15 Years
45-183 — W. Coupe 15 Years
53-389 — F. Sabot 15 Years
59-1129 — J. Morgan 15 Years
67-303 — C. McKay 15 Years
69-52 — C. Anderson 15 Years
8-423 — C. Wolf 10 Years
30-2287 — J. Dugan 10 Years
33-56 — C. Umberger 10 Years
42-404 — C. David 10 Years
45-336 — C. Boyle 10 Years
47-155 — C. Smith 10 Years
47-2080 — S. Cornacchi 10 Years
47-4117 — A. Bowers 10 Years
51-16 — J. Kornkiewicz 10 Years
55-319 — G. Starum 10 Years
59-708 — L. Arcus 10 Years
59-4227 — A. Kindik 10 Years
65-142 — A. Kasacavage 10 Years
66-60 — W. Bennett 10 Years
66-160 — J. Burke 10 Years
69-87 — M. Mizner 10 Years
75-91 — M. Sprowles 10 Years
92-46 — E. Penot 10 Years



(Top row) — Left to right: C. Stubbs, 20 years; L. Arcus, 10 years; J. Dugan, 10 years; S. Cornacchi, 10 years; C. Smith, 10 years; J. Burke, 10 years, and E. Simpson, 15 years.
(Second row) — Left to right: J. Morgan, 15 years; C. Wolf, 10 years; S. Thomson, 15 years; H. Morris, 15 years; A. Kasacavage, 10 years; J. Kornkiewicz, 10 years, and J. Stauffer, 15 years.
(Third row) — Left to right: H. Birtwell, 20 years; W. Bennett, 10 years; C. Boyle, 10 years; A. Bowers, 10 years; J. Wilroy, 10 years; T. Ryan, 20 years, and J. Stevenson, 25 years.
(Bottom row) — Left to right: A. Kindik, 10 years; G. Starum, 10 years; F. Sabot, 15 years; J. Hausman, 15 years; C. Umberger, 10 years; E. Mann, 10 years; C. Anderson, 15 years, M. Mizner 10 years, and J. Casey, 15 years.

(Continued from preceding page)

Ralph Beato, Army
Lester Durham, Army
Leroy Hughes, Navy
Ernie Morris, Navy
Bert Bickel, Army
George Cappos, Army
Harry McCay, Coast Guard
Evan Fields, U. S. Army
J. Posipanko, Merchant Marine
Fred Peddicord, Navy
Harry Abramson, Army
Nicholas Dellamonico, Army
Walter Uhlig, Army
Robert Trout, Army
Charles Spence, Army
Henry Berordi, Army
Harry Hagey, Army
Thomas Donnelly, Marines

James McGarey, Army
Harry Glassman, Army
Floyd Johnson, Navy
Walter Lucas, Army
John Kushner, Army
Thomas Comorata, Army
David Smyth, Navy
Edward McGinty, Navy
Austin Atkins, Navy
Frank Bello, Navy
G. Migliosi, Navy
John Stango, Navy
E. Deaver, Navy
Howard Warren, Jr., Navy
C. Perry, Army
M. Kocsko, Army
C. Johnson, Army
C. Levicoff, Army
G. Lee, Army

A. Roma, Army
A. Dean, Army
V. Caldwell, Navy
W. Rouke, Army
J. Fishman, Navy
A. Kuserick, Army

Reporter: DENVER.

40 MILES OF SHIPS

America has literally built tankers by the mile. If lined up end to end on the Delaware River, new American tankers constructed since Pearl Harbor would reach from Sun Shipyards to Roebling, N. J., over 40 miles.



(Top) — MISS ELNORA M. TAYLOR, daughter of Roderick D. Taylor, General Foreman of the Fabricating Shop, No. 4 Yard with 27 years and 2 months service, sponsored the S.S. MEUSE ARGONNE.

(Top) — JAMES TAYLOR, Assistant Foreman of the Drilling, Reaming, and Bolting Dept., with 16 years and 10 months service, chose his wife, MRS. MARGARET E. TAYLOR, as sponsor of the S.S. MARNE.

(Top) MISS SUSAN JANE BROWN, daughter of Archie M. Brown, Foreman in the Machine Shop, Wetherill Plant, with 39 years and 1 month service, sponsored the S.S. NEW HOPE.

(Below) — MRS. ALICE C. SAMPSON, wife of Alfred O. Sampson, Coppersmith with eight years and nine months service, sponsored the S.S. MARINE FLIER.

(Below) — MRS. ELSA S. YARNALL, sponsor of the S.S. SOMME. Mrs. Yarnall was the winner in the County Bond Purchase Contest.

(Below) CHARLES E. McCAULEY, Draftsman in the Hull Department with 27 years 8 months service, chose his wife MRS. MARION McCAULEY as sponsor of the S.S. TREVILIAN.

BURNERS' RAMBLINGS

With this issue, your reporter rounds out one year writing this column, for your column it is, of you and the man working next to you. I hope that reading of your fellow workers has given you at least a portion of the enjoyment afforded me in gathering your news.

Now, I should like to depart from the news for a moment. You are men of all sorts of communities, from many states, of many religions, varied colors, and almost all nationalities. You have worked alongside that other man; as your brother is fighting alongside his brother, on some far flung battlefield, or on a mighty ship at sea. Those men are fighting, as you are working, to build a future world of Peace and Freedom. Some day when we shall see the end of this war, you will go home. Your community may never have encountered men such as you work with at Sun Ship. Should you hear disparaging remarks concerning such a man, because he lives in a different section of the country; or goes to a different church; or his color is different from yours — then remember and tell them, "I worked with him at Sun Ship and he was a regular guy." That will be your chance to help build an even

stronger and sounder America — for the generations to follow.

We had a pleasant surprise visit when George "Bob" Hodge, formerly of 60, called on the boys at the lunch-room. He is an Aviation Cadet and expects his wings shortly. During Bob's furlough his son, Kenny, celebrated his third birthday. Good luck, Bob, in the "Blue Up Yonder" and drop one for the boys at Sun.

Pfc. Jerry DeKnight sent a letter to his good buddy, Frank Caso, stationed in France. Jerry saw Sun built tankers. He said it was almost like eating "hot dogs" or digging into a big banana split — it was that nostalgic. He said to tell all the fellows to keep up the good work.

Congrats to Michael Hunigman, who celebrates his birthday, every year, the first day of Spring. It was Michael's eighth. His daddy is the celebrated Bernie.

Ed Carpenter went fishing one recent Sunday for suckers. 'Twas nary a bite.

H. Witman, the burning leader, admits to his first love being his wife. Second? It is a toss-up between his guns and his motorcycle.

Steve Palma finished a brilliant (?) season on the basketball court in the Main Line league. He says he has only one gripe.

His game was too consistent. Two points in each game. Maybe it's those vitamins you've been taking, Steve.

Notes on the arrival of Spring:—"Big Sam" Schlisman broke out in an easter egg colored, egg shade, baby blue shirt. That's a better herald of the changing season than the returning of the birds.

Another Beau Brummel is Nate Saltzman with his two-toned (or is it three?) light leather sleeves, medium colored apron, deep-colored leather trousers.

But for dude supreme we give you Leon Gordon. His natty ascot tie is the latest in burners' wardrobes.

Irv Talasnik is out sick. We hope he recovers soon so he can rejoin us at work.

Some day, we know, our patience will be rewarded. We have been watching Sammy Eisman eat his lunch while reading a newspaper, without once raising his eyes. Some day he's going to reverse the procedure. We want to ask him how the editorial page tasted, or what's new on the egg salad front.

More members for the Goldlocks Boys Club, for more hair:— Jerry Binder, Joe Canelli, and "Fire Ball" Bentley.

Dave Farina, the Ardmore cigar smoking champion, is stationed at an Army camp in Florida.

Mac Rae is going to need a bookkeeper.

He writes all charge numbers, after every job, in a little black book. Mac and his wife Margaret recently celebrated their 17th Anniversary. There is one son, Junior. Good luck.

A. Jay, the burner, who is also a fireman on the shipways, guarantees any of his riders an unfireman like, safe ride down MacDade Boulevard.

Until next month, keep those Torches High for Liberty. Reporter: TEN LOUPUS.

COPPER SHOP

Lightning is the one fellow who makes quick work of the bonus on anybody's boat. Who is he?

Mike Dougherty is on a diet (and what a diet!) to lose some of his tonnage so that he'll be in shape for the Army. The question is—how long will he stay on it?

About a half hour before Mike was to give his pint of blood, he was offered some cakes, but wouldn't take them. It was killing Mike to just look at them and not be able to eat any. But don't worry about Mike, he had his own little plan. When he left he was on the beam and shining bright because he knew the ladies of the Red Cross would give him plenty of doughnuts.

The Copper Shop collected \$199.00 for the Red Cross.

Bill Ely is the proud grandfather of an eight-pound boy named Paul.

Bud Wilkes is all set for the summer. He put his boat over on April 8th. Now the work begins.

Andy Adam, who is somewhere on Luzon, sent his father a P-38 Model Plane made of various sized bullet shells. Andy made the plane himself. It took a lot of time and work and it is very pretty. He also sent home a Jap mortar shell with writing and numbers on it. Some of the Chinese from the shop could read it. Send us a V-Mail sometime, Andy, and Good Luck.

Eddie Reynolds and Charlie Worrilow paid the Copper Shop a visit before being sent overseas. Both boys looked very well and have put on weight. They have been through all their training together and even sleep next to each other in their barracks.

Mr. Adam received a letter from John Dychala some time ago. John was in California when he wrote the letter, but he is probably at sea now. If any of you boys feel like writing, you can get his address from Mr. Adam. Hope to hear from you soon, John, so keep writing.

Eddie Babicki has an iron cross which he received from his brother who is fighting in Germany. After he killed a German soldier, he took the cross off his uniform.

Charles Todd has returned to the Copper Shop after being in the Army two months.

Reporter: SHIRLEY SPENCER.

81 DEPARTMENT — NUMBER 4 YARD



Left to right, front row: F. Morris, S. Brenson. Second row: W. Hall, C. Williams, G. Hazard (Assistant Foreman), A. Taylor (Time Clerk), J. Turner, J. Hackett, W. Miller (Leader). Third row: W. Carvin, W. Costley, C. Brooks, F. Gross, J. Jackson, W. Prince. Fourth row: S. Speller, F. Greene, J. Marshall, F. Jones, T. Jenkins, I. Kelly, B. Mathies.

33 DEPARTMENT — North Yard

On Saturday evening, February 24th, a party in honor of Quartermen Abe Osowski was given by his men at Lithuanian Hall, 4th and Upland Sts., Chester. Thanks to the girls of the shop, Laura, Vicki, Millie, Gertie, and Camelia for their swell cooperation in making the party such a gala affair. Many thanks to Buckley of Rockwell's gang for his splendid supervision and Mrs. Buckley for her delicious potato salad. Tommy Leeson helped engage the orchestra and they really could give out with the jive. Ask Joe Newman of Kernan's gang and Jake Stinger. Mike Risby of Midship did a swell job with his microphones and reproducing system. He certainly has a swell set-up. At 11:00 o'clock Abe Osowski led the grand march around the ballroom and 100 Electricalites followed around in a jovial mood. Mr. Buckley presented to Abe a beautiful traveling bag and Abe gave out with a short pulling out speech and his heartiest thanks. The way he smiled alone and thought of words was enough to show his appreciation. Mrs. Abe

is quite charming and has personality too, boys. Ask Joe Newman the gag he pulled. While dancing, Newman bumped into Abe. "Hiya," Abe hollered; "Hiya Abe," Newman shouted back. "Do you like Abe?" quoted Newman's partner. "Oh yeah, he's O.K.," said Newman. "He better be, he's my husband." Boy, oh boy, did Newman get re-rated yet?

Again many thanks to some of our boys who helped to make the evening such a success. Incidentally, North Yard Shop girls should be advertised as Powers "Modelovely" defense workers. What they look like at work and how they really look in high heels and Saturday Night dresses! Wow! Wow!

So here's a tanker full of thanks and appreciation to all who participated and attended this affair. When better parties or shindigs are given, don't fail to attend, because 33 Department men and women know how to have a swell time.

Sweet dreams, an honest day's work, "Heaps" of good luck and yours till Victory.

Reporter: JOE VORON.



58 DEPT. ERECTORS, NORTH YARD, FIRST SHIFT — Left to right: Long, Weiss, E. Robinson, Crane Runner, Miller, C. J. McCall, Foreman, Firon, Assistant Foreman, and Al Geller.



GARAGE MEN IN CENTRAL YARD — Left to right: G. Harrison, Sam Hunter, O. Banks, and J. Ballard.

NORTH YARD SIGN SHOP — The job of the North Yard Sign Shop is to paint identification signs on various sections of ships, make safety signs for the yard, paint draft marks on the bow and stern of tankers and paint the Bulletin Boards at the main gates. These Sign Shop boys claim they are the best dart shooters in Sun Ship. Left to right: R. Fellman, H. Poole, J. Bartholf, M. O'Neill and W. Hamilton.

NORTH YARD DISPENSARY PERSONNEL — Seated: H. Halgate, First Aid Man, and mascot "Piggy." Left to right, first row: E. Hinkel, A. Carmean, Nurses: A. Sawka, Clerk; M. Krauss, A. White, Nurses. Back row: R. Howard, Clerk; L. Ivory, Maid, and T. Robinson, Janitor.



(Above) — **SUN SHIP CHEMISTS** (See story below). Inset, center: **HARRY MOONEY**, Assistant Foreman in 66 Dept., Stagebuilders, North Yard has recently completed 27 years of service with Sun Ship. Mr. Mooney is quite a football and baseball fan and is a fisherman of the first water. He resides in Eddystone and is the father of two sons and a daughter.

45 AND 58 TIMEKEEPERS, NORTH YARD EXCEPTION OFFICE — Joseph Smith, Rose Gorman, Al Josephs, Bert Waltson, Exception Office Supervisor, and H. Masters.

The Shipyard Chemists and What They Do

The Chemists' Section of 79 Department is probably one of the smallest departments in the yard. Headed by John M. Techton, who is Chief Chemist, with Richard Bolton and John Branson as Chemists on Day Shift, Edward Craig on 2nd shift and Michael Thurstlic on 3rd shift, the department is charged with many and varied duties that are necessary in the operation of a shipyard.

The primary responsibility of the department is that of Gas Testing all of the many tankers that arrive here for repairs. The conditions under which all shipyards carry insurance requires that all these tank vessels be declared "gas-free", that is, that there be no flammable or explosive gases in the tanks and compartments on them and that they be brought into the yard in a condition under which it is safe for our work to proceed. This operation of gas-testing is today made by means of an electrical indicating device which gives an immediate indication of the condition of the air in the tank. Many other tanks and

spaces also have to be checked to see that there is sufficient oxygen in the tank to support life and that there are no other gases which would be dangerous to life, such as carbon monoxide, propane, carbon dioxide, etc., as the gases found are many and varied, and some very dangerous gases may be created by a very innocent looking package, such as dry ice, for example.

After these tests are made, all the tanks and compartments must be entered and all areas very closely inspected for oils, oily scale, wax and other inflammable substances that would catch fire in case burning or welding is required in the course of the work.

It is required by the insurance companies and the Bureau of Marine Inspection of the Coast Guard that these tests and inspections be made by a chemist who is licensed for such work by the American Bureau of Shipping.

Since nearly all repairs on tankers and other vessels require burning or welding, the chemist is called on to inspect the area involved and if in his judgment, "hot-work" can be safely carried on, he issues a permit for that particular job with such restrictions as he sees fit to impose on it;

he also requires that precaution be taken, fire watch assigned, etc.

This means that every job on a vessel under repairs calling for burning and welding or riveting, must be visited and approved. In addition, many inspections are made on these jobs to see that no change in conditions has occurred since the permit was issued and that everything is proceeding in order. In many cases, some job must be held up while one department finishes its job and this must be arranged for by the chemists.

All jobs on vessels outside the shipyard are visited, even though the large majority of them do not involve hot work, since on a vessel loading 100 octane gasoline, many hazards exist against which our workmen must be guarded.

On new construction, the chemists approve the painting of many compartments, first ascertaining if hot work there is completed and when the vessel goes overboard the loading of fuel oil is supervised by the chemist. The fuel oil tanks and adjacent areas are then placarded with fuel oil danger signs and a watch is kept on work in those areas. Restrictions are imposed on areas where the chemist feels such are

required.

The loading of ammunition on vessels is scheduled and supervised by the chemists who work in close cooperation with the U. S. Navy detail in the yard.

The fire watches on all vessels are assigned by the chemist and work under his supervision. The office of the chemist is at the Drydock Building with a branch at the 67 dept. office in the North Yard. All work requiring a chemist in the No. 4 yard is performed by the regular chemists organization.

WESTINGHOUSE ENGINEER PRESENTED WITH GOLD WATCH



WALTER E. ROUP, engineer for the Westinghouse Electric & Mfg. Co. at Sun Ship, was recently presented with a beautiful gold watch by his friends. The presentation was made by A. J. Gilmore, Supervisor of the Electrical Installation Inspectors. At the same time a diamond and gold lapel pin was given to Mrs. Roup. Mr. Roup has been at Sun Ship for the past ten years and is retiring from active service this month.



NAMED FIRE DEPARTMENT COORDINATOR — Charles Kimmel, formerly of the Safety Department, has been appointed Coordinator of Sun Ship's Fire Department, it was announced on March 1 by George D. Carney, Superintendent. Mr. Kimmel will assume this job on a full time basis with general supervision over all the fire equipment in the four yards. Mr. Carney stated that "setting up fire lines will keep persons not connected with the Fire Department, First Aid, Maintenance, Safety, or Management out of the Fire area." Fire Police will be chosen from the rolls of the Sun Ship Firemen and will be sworn in according to State Law.



**SUN SHIP
Portrait
of the
Month**

On the first floor of the Main Office Building is a large but compact unit known as "Accounts Payable". This group of co-workers has the intricate job of paying for all materials and services rendered the Company. And if you think of the tons upon tons of material received in all four yards, brother it's a job.

Heading this unit is Harry White, who came to Sun Ship in May, 1918. The thing that is most amazing about Harry is his cool, calm, unperturbed demeanor and the nonchalance with which he talks millions as if they were telephone numbers. "Money recedes in importance, when thousands upon thousands of dollars goes through your hands everyday," said Harry, "and you recognize it for just what it is—a medium of exchange."

When asked to tell a little about himself, Harry was not too pleased, he doesn't like publicity!

"I was born in Nottingham, England," he grudgingly volunteered. "But mother and I joined Dad in America when I was four years old. Father had gone over a short time before my fourth birthday. We came right to Chester and remained here since. I attended the Chester Public Schools, graduated from Chester High and then took additional courses in Mechanical Drawing, and a thorough training in General Accounting."

"Do you have any hobbies?" we asked. "Well," Harry hesitated, and then his face lit up, "I love to travel. Outside of my work here at Sun, my only other real interest is going places that are new and different. I live from day to day looking ahead and planning my vacation trips. You know, I often wonder why and how a person who loves the outdoors as much as I do, could work inside for twenty-seven years."

"Maybe you love it so much because you are inside all the time," we batted in. "And maybe you're right," Harry replied. "I've made some wonderful trips. To England, for example, for the coronation of the present King, going and returning on the Queen Mary. I've been through Central America and hope to do South America after the war. I'll never forget Paradise Beach at Nassau in the Bahamas. The sand was whiter than anything I had ever seen and the sky bluer. Then there was our West with Yellowstone National Park, and nowhere can you match that beauty. Florida, New England, Canada

and Mexico were a few of my other trips. And believe me, I'd like to live a couple of years in Mexico City before my time passes. I've traveled by boat, plane, rail, car, and foot. And I love it."

"How about telling us about the nature of your work and the changes that have taken place?"

"Well, when I first came to Sun I worked in the Cost Distribution Department. We used the old Powers Tabulating Machines which worked much on the same order as the key punch system now in use in the Time Departments. When Mr. Dimeler came the system was gradually eliminated and a new one put in. At that time I was transferred to the Accounting Department, Voucher Division, and have been there since."

"Just how do we pay a bill?"

"When material is shipped us we get an invoice from the vendor showing what was shipped and how much we owe. This invoice is recorded on a voucher card by means of a Burroughs Recording Machine which records the date, number, and amount of the invoice, and shows how much has been vouchered and paid to date and how much is unvouchered. If the operator makes an error, it will not record as the machine automatically locks itself. The invoice then goes to the Invoice Department and is checked against the receiving record issued by the Storeroom to make sure the material was received without exceptions."

"If all is in good order the invoice is approved and returned to our department and a voucher is drawn to the account of the vendor. We also check for freight deductions, charge out the freight charges we pay and watch the discounts. If there are any damages we issue the claims against the vendor or carrier."

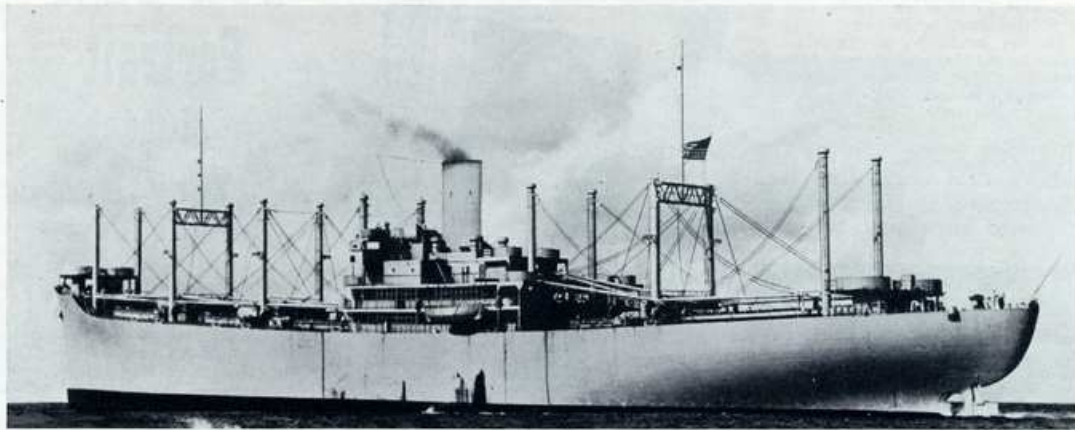
"About how many sources of material or vendors do we deal with?"

"Well, roughly speaking, I'd say about two thousand vendors at the minimum. Our material comes from all over the country and some items which cannot be obtained here are imported. You can realize the magnitude of the proposition when you know that we are at present handling 15,000 invoices a month and about 2500 freight bills in the same period; roughly that covers about 600 to 650 transactions daily."

We figure it out about better than one a minute. Nice going, nice going. OUR YARD salutes Harry White and his co-workers for a fine job. And may we run into you Harry in Mexico City some day soon. (We can dream, can't we?)

Reporter: SID ROBINSON.

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



C-3-S-A2 SEA PORPOISE — Another of the Maritime Ships playing an important part in helping bring the day of victory nearer. "Our Yard" wishes to take this opportunity to thank the Public Relations Division

of the U. S. Maritime Commission for its cooperation in supplying this magazine with suitable pictures for monthly publication.

91 DEPARTMENT

Timekeepers and Contract Clerks

Anne Hardman has been confined to her home for the past three weeks with a cold, and we hope for her speedy recovery and return to work.

Ida Weidner has received word from her brother, William, who was formerly employed in the Copper Shop, and who is now with the U. S. Army in the Philippines. Bill has sent home a letter of commendation, which he received from the Commanding General of the Sixth Army, for completion of a certain air strip.

Lottie Wesloski celebrates her birthday on April 11. Happy birthday, Lottie.

Ruth Fisher has been at home ill for the past three weeks. Hurry back Ruth.

Jack Grieco has had quite a share of

good news this past week. First, his son, Jack, Jr., was home on a 21 day furlough, and second, his daughter, Ardis Anne, has returned home from the hospital and is now doing nicely.

George Burns, who holds the title of "King of Corn", has strong competition in the persons of Flash McGillen, Dead Pan McGovern, of the day shift, and Mort Blatt, the Tommy Manville of the second shift. Ask the boys for a sample, they will oblige.

During the past month 91 Dept. formed a Dept. quoit league. All games are played during 10 minutes of the lunch period. It was quite surprising the number of good quoit players in the Dept., namely: Ted Dix, Marty Clark, Jack Grieco, Lee Conners, Tom Dougherty and Joe Spence. From time to time the league standing will be published.

	W.	L.
Phillies	5	0
Cubs	4	1
Yankees	3	2
Pitts	3	2
Cleve	3	2
Chicago	2	3
Giants	2	3
A's	1	5
Boston	0	5

Bill McGovern leads the League in having the most ringers, totaling 4. The Phillies who lead the League are composed of J. Grieco and Marty Clark. A large number of workers watch the games with considerable interest.

Paul Clark and Francis Kaeslin spent a recent weekend in Harrisburg and I understand they are satisfied with our State Capital.

Since the spring weather has arrived,

Mutual Benefit Association

The Directors of the Association are receiving complaints covering the payments of benefits. The Board wishes to state that if employees would read their book of by-laws and endeavor to comply with these rules when out sick, they would be paid as promptly as possible.

The by-laws state that you must present a doctor's certificate each week after being out sick seven days. Have your doctor state cause of disability and date started and then send to the Paymaster's Office or the Secretary of the Mutual Benefit Association.

Please put button number and correct address on certificate. The Board of Directors will appreciate your cooperation.

— PRESTON LILLY, Secretary.



PRESTON LILLY, Secretary of the Mutual Benefit Association, explaining a benefit case to Miss Elaine Weaver and Mrs. Florence Jones. Both these girls assist the Secretary in handling the affairs of the Association.

Claire has been getting better bus service to and from work.

I understand that the Hand-Klaspers Club is now meeting at Wilson's each Saturday night.

Harry Renz, 68 Department Timekeeper, received a copy of the commendation which his son Warren Dempster Renz, FC 3/c was given. It read:

COMMENDATION

"For outstanding service and meritorious conduct as a member of the crew of U.S.S. CABOT on 25 November 1944, off the west coast of the Philippines while this vessel was under attack by Japanese aircraft. During and after a heavy aerial assault he displayed unusual ability, skill, and untiring devotion to duty which contributed to the defense of the ship, quick repair of damage, and aid to the wounded, thus assisting in restoring the ship to a state of highest possible efficiency. His loyalty and devotion to duty was in keeping with the highest traditions of the United States Naval Service."

Reporter: ED BELL.



FRANK (left) and **TOM DOUGHERTY**. Frank, Leader in the Contract Department, was educated in the Chester Public Schools and the Peirce School in Philadelphia. He is married and has three sons. His favorite hobbies are reading, walking and going to boxing bouts. Tommy, leader in 91 Department, has been with Sun Ship eighteen years. His favorite sport is bowling and he has been bowling on the timekeeper's team in "B" League for eight years. He is married and the father of three children.

INK SPOTS FROM THE HULL DRAWING ROOM

Congratulations to John B. Stevenson upon the receipt of his 25-year Sun Ship Service Award. Mr. Stevenson is a member of the Hull Fittings Staff and develops rigging plans as a specialty. His son Shaw, known to many of us, is in the U.S. Navy.

The stork has been flapping his wings again, so we extend our felicitations to Mr. and Mrs. Surl Ewing upon the arrival of a son, Richard E. "Dickie" was born February 20th and weighed 7 pounds, 13 ounces.

We say "Auf Wiedersehen" to Charlie Zwick and wish him much luck.

Several new members have joined the staff of 78 Dept. and we take pleasure in introducing: David B. Gross, Eugene A. deBoyrrie, Paul Sloan, J. Carney.

We are glad to see Anthony Koukedis back on deck again, apparently shipshape after a brief illness.

Reporter: FRANK PAVLIK.



(Above) — 46 DEPARTMENT SUPERVISORS, CENTRAL YARD — These men align and prepare the various hull members for welding. Left to right, bottom row: P. Showalter, E. Daily, E. Courtin, C. Eppley, R. McCue, and J. Ciliberto. Top row: R. Taylor, E. Kressler, J. Olsen, J. Vickers, J. Rosato, A. Quesenbury, P. Walls, and M. Feinberg.

(Below) — MEMBERS OF 91 DEPARTMENT, TIMEKEEPERS, who check your time cards daily and make sure that you get that pay check each week.



HOMER H. REIGLE came to Sun Ship three years ago, after working five years on construction projects throughout the East, as paymaster, chief timekeeper, etc.

In 1914 he entered the employ of State Senator Charles A. Snyder of Schuylkill County, and served as his private secretary for the next twenty years, while his "boss" was State Senator, Auditor General and State Treasurer of Pennsylvania, and District Attorney of Schuylkill County. He was away from the Capitol at Harrisburg for two and one-half years during the First World War, when he served with the French Army as an ambulance driver and at the headquarters of the Ambulance Service in Paris.

Mr. Reigle has a son, Bryce, formerly of the Shipfitting Department, Grating and Ladders gang of the South Yard, who is serving with the 9th Army Air Command in England, after six months in North Africa, Sicily and Italy. He will have completed two years of foreign service next month. His wife, Blanche, is the efficient checker at the South Yard Tool Room under No. 10 way. Reigle's hobby is fishing and attending baseball games at Shibe Park.

33 DEPARTMENT FLASHES

We want to express to every worker in the Department the thanks not only of the distinguished gentleman of the Safety Department, our good friend, Edward White, chairman of the Red Cross Drive in the Shipyard; but also the sincerest thanks of Mr. Holt, our Department Superintendent, for the splendid showing that the department made in the last drive. A check will show that the average was better than \$1.00 per man in the department and this is "tops". Thanks gang. We hope you will always keep up the good work in this and subsequent drives, with the knowledge that

you have contributed your share.

Our genial Master of Ceremonies has taken quite a ribbing during the past few days about some of the records. Especially that Scotch bagpipe yowling on St. Pattie's day. But over a period of time, we think he has done a good job and deserves the thanks of everyone in the yard.

We welcomed an ex-serviceman back in the department a few days ago, Tim Sheldon, who was tail gunner on a bomber in the South Pacific, which was shot down by the Japs. Tim is sporting a well merited reward, and deserves commendation for his splendid work against the Nips. We all want to wish him the best of luck and hope that the environment in the yard will be a benefit to his health and well being.

Dolores came back to the shop after a few weeks recovering from a most distressing accident and a bit of seasickness. Welcome back, Dolores.

It seems that when we do get a good write-up from our friend Joe in the South Yard, he forgets the magazine goes to press each month. Wake up, Joe! We want those articles each month.

Our sympathies are extended to our grand Crane Leader and his wife on the bitter loss they sustained just recently with the unfortunate passing of their nephew — killed in action on the Western Front. It seems such a feeble effort to try to lift some of the grief that comes with the never-ending telegrams, and one is at a loss to express the sympathy and sincerity that comes with those things. And these losses are coming in such large numbers to members of our official family in the Department, relatives and close friends, that we sometimes wonder why they must be.

So long folks. See you next month when we'll have a better column.

Reporter: HOMER REIGLE.

FIRST AID TREATMENT OF SUFFOCATION — Namely: ARTIFICIAL RESPIRATION

In the last two issues we described the treatment of severe bleeding. We will now describe briefly the treatment necessary in suffocation cases.

Suffocation results from stoppage of breathing caused by certain accidents as drowning, electrical shock, and gas poisoning. It is important that we should know the proper treatment of suffocation since these accident hazards exist in the shipyard and at home.

When normal breathing stops because of one of these accidents, the victim turns blue and death will result unless help arrives quickly. The first aider in many cases can save a life by artificially supplying air to the lungs of the accident victim. This is accomplished by alternately compressing the lungs through the diaphragm and releasing the pressure in a steady rhythm. This is known as artificial respiration.

Knowledge of the correct application of artificial respiration can be acquired only by enrolling in a good course in First Aid. However, a short description of the Schafer method follows: Lay the patient face down with one arm extended over his head. The other arm is bent and supports his head on his hand. Do not waste any time loosening the patient's clothing. Every minute is precious. Kneel over one of the patient's legs on the side the patient is facing. Place the palms of the hands on the small of his back with the fingers resting on the ribs, the little finger touching the lowest rib and the finger tips just out of sight. Hold the arms straight and swing forward slowly until your shoulders are directly above the heel of the hand. This takes about two seconds. Don't use too much pressure nor bend your elbows. Immediately swing backward, removing your hand pressure. Rest two seconds, then swing forward again. This complete cycle is repeated about twelve to fifteen times per minute.

Artificial Respiration may be carried on for four hours or longer if necessary or until a physician pronounces the patient dead. One person can administer artificial respiration for some time if he is careful to rest after each forward swing.

If assistance is available, the patient may be rolled on to a blanket and covered without breaking the regular rhythm of respiration. The assistant also can loosen the patient's clothing about the neck and waist. Operations may be changed without interrupting the tempo of respiration. Keeping

the regular rhythm of respiration is very important. Artificial respiration must continue until the patient is breathing normally.

After respiration has been completed the patient must remain quiet in a prone position and kept warm. He may be given stimulants only after he regains consciousness. He must be watched carefully in case his breathing stops again.

Reporter: BENJAMIN KNEEDLER.

LININ' THE LINERS

For the unusual we give you "Duke" Ryan. Duke has his own dance band. Besides leading the twenty-five musicians, Duke plays every instrument. Some day that name will flash on marquees.

Al Witcoskie, 46-893, is now in the Army. Al is the chap who enjoyed eating his lunch while sitting on top of the lockers. Good luck, Al.

Toby Kauffman and his very recent bride spent their honeymoon a la "Purple Sage." They hired ponies, dressed in Western garb, and imagined they were roughing it (in Fairmount Park).

"Big Joe" Ciliberto has more reasons than one to do a good job as Ass't Foreman. The Armed Forces have a mighty representation from his family. Joe's brothers, brother-in-law, cousins and nephews are all in khaki or Navy blue.

Arthur Whisonant had a spark start his shirt sleeve burning. Both his hands were full. Was Arthur licked? No, sir. He brought his head close to his sleeve, and—?

"Does m-i-r-a-g-e spell marriage?" asked Junior.

"Yes, my child," the mother answered bitterly.

A few punch lines on the mark:— Happy birthday to M. Feinberg.

Charlie Kevinas, 46-1302, is the man who walks alone.

How about the chap who burned through 2 pairs of his trousers?

Chas. Eppley, the Leader was approached by a liner.

Liner: "I'm Chilly, Cholly."

Chas.: "I'm Cholly, Chilly."

What kind of clovers does Irv Hoffman carry? They must be at least 7-leaf.

Keep punchin' right on the mark, for Uncle Sam.

Stanley Chesney says he likes plenty of gravy, with mashed potatoes. His hobby is house painting. He is on second shift, Central Yard.

Reporter: JOHN A. WOLFE.

88 DEPARTMENT Capt. Mills-Capt. Johnson Squad

G — is for Gast, or better known as singing Sam.

U — is for Uncle Dan, who climbs 8 way tower, night and morn.

A — is for Andy Cherry, chief wolf of the squad.

R — is for Raymond, who lost the "Marathon Talking Contest" to Walsh.

D — is for David, who is the Main Office Parking lot guard. You must be on the list or else.

S — is for Seimple, a new recruit to our squad. Welcome to our Dept.

Capt. Mills is all smiles. Don't tell anyone, but he is a "Grandpop," and about the youngest looking grand-dad you will ever see. How do you do it, Capt.?

Mack and Wegat, two very popular and efficient members of our Squad, are still at Jamaica Inn in Media, looking after the interest and welfare of our fellow workmen from the West Indies. We will be glad to welcome them back when their duties are done.

Capt. Johnson spent a very enjoyable week-end at Camp Dix, N. J. Things happen on such a large scale that it's almost beyond comprehension, but the Capt. is able to describe it all in a very intelligent and interesting manner.

Eddie White of Capt. Watkins' squad in North Yard took a day off and got a hair cut and his glasses changed.

Jos. Megary, also a member of Capt. Watkins' squad, was the biggest bond buyer in the last drive. More power to you, Joe.

Who was the first man killed by a Ford? Joe Brennan says he was Jesse James.

Olssen is teaching our new lady guard, Jean Keifer, Swedish. We wonder if she might be thinking of going to Sweden. How about it, Jean?

Reporter: J. BRENNAN.

NOTICE

Anyone desiring to sponsor a disabled veteran at SUN SHIP'S BOWLING BANQUET on May 17, 1945 at Columbus Center may do so by contacting Norman Fisher, Phone 354, or Dave Owens, Phone 286. The tickets are \$2.50 per veteran.



A CORNER OF THE SIGN SHOP — Left, Eileen Brown, 91 Dept. Clerk, whose engagement to Tammy Gibson of the Coast Guard was recently announced. On the right is F. Richardson of 69 Dept. Sign Shop, known in the yard as "Richie".



THE NORTH YARD CONTRACT GIRLS are shown as they attended a birthday party recently in honor of Paulette Ertwine's 21st birthday at Palumbo's. Left to right: Paulette Ertwine, Virginia Osman, Catherine Horan, Jane Gallagher, Dorothy Shindell, and Mary Pedante.

34 DEPT. SUPERVISORS HOLD FIRST ANNUAL BANQUET



JERRY SCALLON AND GEORGE BUCHANAN accompanying Marie the accordionist to "When Irish Eyes Are Smiling."

THE COMMITTEE ON ARRANGEMENTS — Left to right: Emil Owsiany, Joseph Danleve, John Metrick, Charles S. Rappaport, Chairman; David Thomas, and Eugene L. Perkins.

The First Anniversary Dinner of former Central Yard Employees, 34 Department, who are now Supervisors, was held at the Odd Fellows Hall on Saturday evening, March 10, 1945.

Approximately 150 Sun Ship Supervisors and their wives attended. A full course turkey dinner was served by the Adams Catering Service and the guests were entertained by a nine act vaudeville show made up of topnotch performers of both screen and radio. "Louie" Rosenberg's seven-piece Orchestra supplied the music for the evening.

After dinner, speeches of thanks and appreciation were delivered by the guests of honor: Vice President John G. Pew, Jr.; George D. Carney, Superintendent of Engineering; and Raymond Flanigan, General Foreman of 34 Department.

Charles S. Rappaport, Chief Steward at Sun Ship, headed the committee in charge of arrangements.

(Right, above) — VIEW OF WEST SECTION OF FLOOR.

(Right, below) — GUESTS AT SPEAKERS' TABLE — Left to right: Mr. and Mrs. Edward B. Sisson, Foreman of 34 Department, North Yard; Mr. and Mrs. Andrew Adam, Foreman of Copper Shop; George D. Carney, Superintendent of Engineering and Miss Julia Horn; Vice President and Mrs. John G. Pew, Jr.; Mr. and Mrs. Raymond Flanigan, General Foreman of 34 Department, and Mr. and Mrs. David Van Horn, Foreman of 34 Department, Central Yard.



92 DEPT. — North Yard 1st Shift

Ass't Foreman Fisher has fully recovered from his recent accident (a broken collar bone) and can be seen once again on the ways.

A. Carr, recently discharged from the Army, is again counting piece work welders. Glad to see you back, Carr.

Local boy makes good. Did you see Leader King's picture in the local newspapers — a singer no less.

The question arises — who can count the most chippers in one day — is it E.

Boyce or N. Rapp? It seems that Pistol Cannon and R. Sirulnik pick Boyce.

Pancoast's new helper is E. Cinicove. Both are doing a good job counting drillers.

F. Smith, no relation to T. (DA) Smith, has all the answers to your tax problem.

News for Harry & Milt: even the North Yard has its O. T. Boys.

The one and only T. Brennan finally found himself a locker which he can call his own. He hopes his moving days are over.

Willy, our janitor, seems to have had something on his mind several weeks ago. We wonder what.

A. Petragani, the strong silent type, never complains.

The counters are now represented on the Safety Committee at the North Yard with McQuaid and your writer attending each Safety meeting.

You can see Moore and Danhart each noon, as cashiers under 18 way.

Whitmarsh says the shop is under control except when Woody coasts along.

Pat Concannon, formerly of this Dept., is doing a good job now as a ship fitter.

F. McGovern says he is losing weight and what we think is fat is actually muscles.

Reporter: BILL KLEIN.

SUN SERENADERS WED



FREDA WILKINSON, of the Contract Department, North Yard, and RICHARD L. DOW, B.M. 2/c, USN, who were married on December 12, 1944. Freda is one of the members of the Sun Serenaders.

ELAINE SWANTEK, of the Tabulating Department, North Yard, and MITCHELL GLINDMYER, S.C. 3/c, U.S.C.G., are shown as they appeared at their wedding on January 24th.

36 MACHINISTS

We wish to extend our deepest sympathy to John Orner who recently lost his mother. Also to the family of Joan S. Hutchinson who recently passed away. "Hutch" was in the shop some three years, having recently left. The big good-natured fellow was liked by all and was greatly missed when he left and all were sorry indeed to learn of his passing on.

Morris Sollinger, formerly of 47 Department and a brother of 36 Department's Bob Sollinger, was recently reported killed in action. He had been wounded and hospitalized twice previous to receiving fatal wounds. We hereby extend our sympathy to Bob and his family and trust they may find solace in the knowledge that "Greater love hath no man". Another brother Charlie, formerly of 47 Department, is also in the service.

Also reported killed in action was Rocco Priganni, formerly of 36 Department. "Roc" was among the first to land in North Africa and took part in all the various Mediterranean operations and in the battle which followed and is still continuing in Italy. "Roc" was very popular in the shop and his passing was a shock to all.

Grace Sheid of the shop recently had a birthday and was sporting a beautiful cameo ring, a gift from the mister. Nice going folks and many happy returns of the day.

Welcome to J. Hentz, recent addition to the shop checkers. He is well and favorably known around the shop, having been previously a motor mechanic in the Electrical Department and looking after the motors in the shop for a long time. He recently suffered a painful ankle injury which still bothers him a lot and we trust he will soon be fully recovered and his old self again.

Let's See What the Mail Bag Gives!

Here's one from Stanley "Bob" Dychala, formerly of 55 department, from the Southwest Pacific where he is now holding forth on a destroyer. Says he is in the best of health, but mail is way behind as they have been moving mighty fast over there lately and have gone a long way since starting. First it was Saipan and Tinian, then the Palaus, next came Leyte and then the night battle of Suragio Strait and then the trip to Oromoc Bay followed by Mindoro, then Lingayen Gulf on Luzon (where he had a very close call) and the next one was??

He advises us to get a big map ready so when he returns (which may be after the next engagement) he can sit down and take us on a long voyage following his destroyer's course. Asks especially of "Big Stanley" of 55 Department and sends his regards to his other friends at the yard. Good luck "Bob" and we are anxiously awaiting your return.

Another one from the South Pacific comes from Frank Schmucki who says that he has just finished a long trip to his new home there. Says it is just a piece of coral and hot as "blazes", with temperature around 110°, says there is no shade as the Air Corps and the Navy did a good job in their bombing. Plenty of wrecked Jap equipment there and says the boys are scampering around in some Jap trucks, says it heats walking as that is one thing the infantry sure gets a load of. Frank asks to be remembered to all his old shopmates in 47 Department, especially Harlan Italy.

Henry Dychala writes from Italy and expresses his gratitude for "OUR YARD" which he says he receives regularly and thoroughly enjoys. Says he received a clipping from the "Record" which featured his brother Joe of 46 Department and which named him as the only one of the Dychala boys who did not work at Sun Ship. He is still wondering just what he was doing in 36 Department for a couple of years and can't figure out how that error was made. Neither can we "Hennie" and please accept our apologies. Hen asks for all his old buddies and as usual especially Lou Messick.

Pvt. Fitzgerald tells us his last move in the Pacific took sixteen days from "down under" to the Hawaiians where he is now located. Tells about the show which takes place aboard ship while crossing the equator and says old father Neptune really takes over. He asks about Mike Plisko and D. J. and also for Harry McCoy and "First Class" Jack.

Letters also from "Cal" Callahan; "Scotty" Kilgour; Ben Dychala; "Bud" Goheen; Frank Elliott; Vic Padamonsky; Johnnie Miller; Nick Kok; Bob McCoy; Bill Vandergrift; Jack Bell; and Pierce Robinson; John Daily; Eugene Francia; and Bob Glover. All are asking for letters, so how's about picking out a couple of these boys and dropping them a few lines?

Reporter: DICK CLENBENING.



No. 4 YARD won this Safety Shield for January. The shield was presented recently by the Safety Department and has been hung at the No. 4 Yard gate. The Safety Shield is given each month to the Yard showing the smallest number of days lost by the workers due to accidents. No. 4 Yard will retain the shield until some other Yard tops it in safety.



CENTRAL YARD EXCEPTION OFFICE, FIRST SHIFT — These men handle irregular attendances, latecomers, early goers, absentees, new men, reinstatements, drop-from-rolls, compensations, and compile daily force reports. Left to right: Bill Schineller, "Ducky" News, "Reds" Foster.



AL PLOUGH, whose column "The Bright Side" appears in "Our Yard" magazine, just completed his third year at Sun Ship. A pianist and composer, Al has played all the leading theatres throughout the states and has appeared on bills with such names as Judy Garland, Jimmy Dorsey, Rubinoﬀ, Abbott and Costello, Joan Davis, Frances Langford, and others.

Back in the early twenties, Al had the first jazz band in vaudeville. The band consisted of a banjo, dancing violinist, trap drummer, and piano. The drummer had a rack with tin cans, frying pans, and cow-bells on it and he hit them all in tempo to the rhythm of a tune called, "Junk Man Ray".

Before coming to Sun Ship, Al played the piano for Philadelphia's popular singing comedian, Eddie White. On their last trip to Hollywood, Al wrote a song for Abbott and Costello entitled "Laugh, Laugh, Laugh". Al still keeps in practice and his piano recordings are played frequently at noon hour over our Public Address System.

Al was a Sergeant in World War I and saw action in the Battles of the Meuse, Argonne, and Toul Sector.

His favorite sports are baseball and boxing.

QUIPS FROM THE PAYROLL DEPARTMENT — North Yard

Misses Doris Mekenney, Marge Hickey, Esther Strom and Mary Leary celebrated birthdays in that ever famous month of February. All spent the day doing their bit for defense, but Miss Leary spent the evening attending the Army's stage production of "Winged Victory".

Mrs. Bette Sacko was given a rather surprised thrill on a recent Sunday. While working she received a call from her husband, Al, in North Carolina. He had just returned from a ten month stay overseas.

Miss Vera Burch has just returned from her hometown in Georgia, where she attended the funeral of her dad.

The Payroll department was certainly the receiver of a load of joy last week when a carton of chewing gum (Beechnut, too) arrived from Kearney, Nebraska. The thanks for this thoughtful gesture go to Miss Jean White's boy friend, Cpl. Robert D. O'Brien, who is stationed there. P.S.—The office was really quite !!!!

The payroll has certainly been hit hard by sickness. Those out include Marge Hickey, Anne Russell, Elsie Long. Good luck, gals, and get back as soon as you can.

Miss Phoebe Jobson was among those attending the opera La Traviata at the Academy recently. It was the eighth time she had heard it.

It would be a marked event if Chez-Vous ever operated on Wednesday and Saturday nights without the smiling countenances of Frances Deasev and Esther Strom.

Sara Connolly is still making those old time dances on Friday nights. This gal has really got everybody's pep.

Vetora Mercandante, Contract department, North Yard, on her twenty-first birthday, March 12, announced her engagement to Frank Parker, Jr., 34 Copper Shop.

The Rogeres are infanticipating. Jane Gallagher announced her engagement to Bob George on February 11.

We all wish Mary Pedante's mother a speedy recovery.

A surprise party was held at Palumbo's Restaurant in honor of Paulette Ertwine's 21st birthday. Those attending were Mary Pedante, Dorothy Shindell, Catherine Horan, Virginia Osman and Jane Gallagher.

Paulette was called upon the stage to accept a gift from the girls.

Mrs. Helen Tierney left the Company and is now residing in Washington, D. C. Good luck, Helen.

There's a feud on between Andy Robertson and Al Gross as to who's the best bowler. We sure hope they get it straightened out as we are anxious to know just which one is the best.

That's all for now.

Reporter: AL PLOUGH.

WELDING LINES

Bond Seller Sam Says:

Before you cash any of your War Bonds, picture the cashier as a battle-scarred veteran who has just appealed to you for help by purchasing more War Bonds.

The Philadelphia Industrial League Table Tennis Championship was recently won by our own Sun Ship Team represented by Rod Johnson, 59 Department; George McHenry, 45 Department; and Dave Schwaite, 59 Department. The Sun Ship Team beat the Sears Roebuck Team winners of the first half. The match was played at the Bendix Aviation Club, Germantown, Pa. Congratulations are in order and we can and should support our team by attending the games.

Neville finally went into second gear as did Morton, Morton, and Nipon — Sheep — with four fangs.

E. Sine is really hale and happy.

Wonder if Montz sold that L. C. Smith?

G. "Whitey" Lineaweaver out camping with Uncle Sam's Army. Good luck Soldier.

H. Peters ready for the Navy soon.

Danny DiTomasso is now I-A-C.

DiUlise is also in second gear.

Tom Culbertson, formerly with the Navy, is back in the wolf pack. Glad you are back with us again, Tom.

E. Pague is close to sixty and is as active as a porcupine in a salt mine.

DeFulleo and his brand new high badge number — Grrrrr — rrrrr.

McKinney and McCarron "leading" the Dry Dock Welders and doing a good job of it.

Max Hecker driving everyone crazy with his tricks, riddles, and slight of hand.

Dickerson the "Midship Man."

Paciaroni shedding "pink" tears.

Pontillo is never too tired to smile.

Settine and Friel singing "the sky's the limit."

Bob Caldwell smiling at the use in voltage.

Giordano, Carter, and Mayer — "Certified" enthusiasts.

No complaint — Romano.

Leader Charlie Cronmiller is doing a bang up job.

Outen and his "Virginia Bay" fishing fleet dream.

Chong is a credit to the Chinese anywhere.

Lally playing the coy old "gent."

Edmonds is just outof sick bay.

J. Bell is giving his friend the "half track cure."

"Moe" Cahall looking like Spring Fever. G. Robinson is recuperating on the First Shift.

Correcting De La Tour to read De La Cour — "so sorry."

J. Wilson is our little dynamo.

E. Woolverton giving a tin horn a break. Klotz almost attaining mortorcycler's heaven.

"Hank" Graham playing radioman.

R. Amy missing the amateur boxing in Chester.

Scheinfeldt singing the D.D. blues.

"Frollicking" Frolowicz contemplating store snappers.

Rovinsky playing "possum."

Lou Pettica's decrepped headpiece.

Kasto Bendo, the inscrutable.

"Huck" Beford is back on the job and is as shiny as a new dollar.

Don't hide your clock on Saturday, or sleep till Monday night; We need your help on these two days to win an important fight.

Reporter: A. "LEFTY" CORVELLI

88 DEPARTMENT GUARDS Squad "A"

Guided by the enthusiasm and able leadership of our Captains, G. E. Swyers and R. E. Fitch, Squad "A" came through with 100% cooperation in the recent Red Cross Drive, accumulating the sum of \$129.50 in contributions to a great cause.

Guards Claude Allen and Ernest Sellings have been temporarily "loaned" to Squad "B". We miss them sincerely.

Our entire squad expresses deep condolences to Captain Mills, whose pilot son was lost in action in the European Theater of battle. This is the third captain of our Guards who has sacrificed a son in World War II. The heroic fathers, namely Captains Swyers, Lineweaver, and Mills are to be praised for their courage.

Miscellaneous: Guard Danny Laudenslager celebrated a birthday recently . . . Guard MacDunn has given up his attempts to grow a man-sized moustache . . . Our guard at the traffic gate, Jim Carney, indisputedly has earned the title of "the man always on the job" . . . The recent warm spell had the guards fretting with their heavy winter uniforms and looking forward to donning summer apparel.

Reporter: HELEN CALVARESE.



FOUR GENERATIONS OF SIDES — Left to right: John Sides, 88 years old, Paul Sides, Captain of Fire Marshals in 88 Department, Paul Sides, Jr., of 36 Department, Central Yard, and Eugene Sides, three years old.

**NEWS FROM No. 2 WAY
Central Yard**

The members of 51 Department extend their sincere sympathy to the family of J. Kempski who passed away on March 17th. Mr. Kempski had been with the Company for ten years.

The boys in 58 Erecting Department would like to say "hello" to George Najunas, who is in the Chester Hospital recovering from an injury sustained in the Yard. Good luck, George and we hope you will be back with us soon.

We wish a speedy recovery to Pat Logue and Eddie Mack, both of 58 Department, who are recuperating from recent operations.

Congratulations to Mr. and Mrs. George Partridge on the recent birth of a baby girl.

The fatal step is about to be taken by John McKenna, Assistant Foreman in 55 Department; John McCarey, Assistant Foreman in 58 Department; and Albert Merrifield of 58 Department.

Jake Abbott, former Assistant Foreman of 45 Department, is now located in India with the U. S. Navy, according to a recent letter received from him.

Ted Alden, formerly of 46 Department, is now serving with the U. S. Marines in the Fifth Division on Iwo Jima.

If anyone is wondering why Gracie Fasano of the Berthing Department is walking on air these days, just take a look at her left hand. The lucky fellow is Tony Bizzarro of Chester, who will enter the U. S. Navy shortly.

Who is the Leader in 92 Department who had his hat painted yellow so the Baseball fans wouldn't annoy him for his autograph?

Reporter: ANNE COX.

**91 DEPARTMENT
STORES ACCOUNTING**

"Dottie" Spire, formerly of our department, is at present in the Contract department. We sure miss her and she has our best wishes for every possible success.

Guy Rossman is the proud daddy of a baby girl and here again are our sincere wishes to Mother, Pop, and the new arrival, Nancy Jane, for many more years of happiness. Guy celebrated the happy event with cigars and candy for the entire department. As a remembrance, a gift of a silver baby set and beautiful coach cover was presented to Dad.

Reporter: GRACE M. HITCHENS.

THE BRIGHT SIDE . . .
By AL PLOUGH

Definition of Alimony: The high cost of leaving.

Proverb:— Those who have everything that brings happiness work so hard to keep it they haven't time to enjoy it.

The moron who went to a football game because he thought quarter back was a refund.

Uncle Ezra says: She lost her job on account of illness — The boss got sick of her.



MIKE GRESHAM, Assistant Foreman in 58 Dept with 9½ years service, is one of Sun Ship's most cooperative men and has helped to make the yard what it is today. Before coming here Mike served with the U. S. Navy and Merchant Marine. He is married and resides with his wife and two daughters, Helen, 13, and Joan, 9, in West Phila.

WILLIAM JESTER, Central Yard Shipfitter, has been with Sun Ship for over two years. Mr. Jester is a carpenter by trade and worked for the Aniline Chemical Co. at Marcus Hook during World War I. He is the father of nine children and lives at 300 Clayton Street, Chester. His daughter Eveline was just recently married.

LOUIS J. HUNTER, popularly known as "Whitey," the efficient leader of the South Yard Electrical Dept., was born at Centerville, Maryland, in 1905 and has been working at Sun Ship since 1935. He is the father of two boys and is the owner of a beautiful sixty acre farm at Centerville. Whitey is one up on the other fellows in the department because he can retire to this farm and live a gentleman's life of ease after the war. He is in charge of the wiring of the after quarters on ships launched and delivered in the South Yard.

75 DEPARTMENT

The 75 Department Office Force which consists of Boss Jack Seaman, Joe McBride, Bert Smith, and Walter A. Felts all have boys in the service. Jack Seaman heads this group with two in the Navy.

Congratulations to "young" Bert Smith for purchasing the new flag which flies over the office. Bert's son, Sgt. Stanley Smith, formerly of the Sheet Metal Shop, has been wounded in action twice. He is now somewhere in Germany in a hospital plant.

Our sympathy goes to Frank "Reds" Shakespeare who lost his infant son recently.

Our hats are off to the patriotic boys of 75 Department who donated blood to the Red Cross recently.

We are glad to see a happy look on the face of Tony Pinti, popular leader of No. 4 Crane. His wife has finally recovered after a long illness.

The boys of 75 Department received a visit from Cpl. Lee Dempsey of the Army recently. Lee looked to be in the pink from the Army life.

John Scallan of No. 5 Crane is about to become a benedict shortly.

Reporter: N. NICKERSON



THOMAS HOWAT, Assistant Foreman in 47 Department. Tommy's job is to see that material is transferred between the four yards as it is needed. He also ships out material for outside contracts. He was formerly an erector leader in Central Yard, and has

been with Sun Ship for nine years. He resides in Glenolden, Pa., with his wife and three month old son Tommy, Jr.

Obituary
March, 1945

Sun Shipbuilding and Dry Dock Company extends its sympathy to the families of the following employees who died during the month of March.

NUMBER	NAME	DATE OF DEATH
80-449	J. Turner	March 1
80-39	W. Hodgson	March 1
47-4118	James Fleming	March 4
34-2507	M. McNeary	March 4
58-10265	Fred T. Jones	March 5
45-10654	R. Wallace	March 6
91-10271	J. Greer	March 9
45-10268	C. Johnson	March 10
42-74	W. Owsiany	March 13
46-176	P. G. Gurer	March 14
69-209	M. Coyne	March 14
58-593	C. Chapman	March 15
67-3106	J. Wylie	March 16
51-531	J. Kempski	March 17
67-3828	W. E. Johnson	March 24
36-597	P. W. Bullard	March 29

"Victory Gardeners last year," says the U. S. Department of Agriculture, "supplied 40% of the Nation's fresh vegetables and fruit crop. It is urgent that as much and more, if possible, be cultivated again this year."

**“BUY AND
HOLD” TO
KEYNOTE
7TH
WAR LOAN
DRIVE
AT SUN**



When the double-featured 7th War Loan Drive opens at Sun Ship on April 9th, it will carry a special request to “Buy and Hold” War Bonds. The Payroll Savings Fund Feature of the drive will run from April 9th to July 7th and an intensified Community Drive will run from May 14th to July 7th, inclusive.

Sun Ship employees are reminded by the War Finance Committee that 85 million Americans hold U. S. War Bonds to insure a speedy Allied victory.

The slogan to “Buy and Hold” has been adopted to emphasize the necessity of keeping funds available for tankers, planes, and all armor needed by the Army and Navy and Merchant Marine Service.

As in the past, SUN SHIP WORKERS will respond whole-heartedly to the 7th War Loan Drive at Sun Ship. Most workers realize that the war isn't over yet despite optimistic newspaper headlines and most workers are painfully conscious that on far flung battlefields there are some dear to them. Maybe a son, a nephew, or a friend; maybe that “helper” of yours who worked side by side with you in the past two years.

At any rate, Sun Ship Workers will make it a personal matter to see that our boys over there have all the necessary supplies and equipment to carry the fight through to a successful conclusion by buying War Bonds to the limit.



She Proved to the World that Welded Ships Can Take It!

SHIPS have courage. Ships have heart and spirit. Ships write epics.

The trials of war have tested every atom of the M.S. PENNSYLVANIA SUN and found her staunch-hearted and true. She has become the symbol for the stamina of the all-welded tanker.

Since her launching on May 20, 1938, at the SUN SHIPBUILDING AND DRY DOCK COMPANY, the M.S. PENNSYLVANIA SUN has sailed more than 506,000 important miles with essential cargoes of crude and navy fuel oil. The power she delivered to our Allies under lend-lease—to our Armed Forces since Pearl Harbor—is staggering . . . especially to our enemies!

Torpedoed in the Caribbean Sea in July, 1942—while on her third mission for the War Shipping Administration—her entire superstructure was gutted by fire. Abandoned by her crew—she would

not die. Her indomitable spirit would not go under. Her crew reboarded her—fought the fire—repaired the damage sufficiently to get to land. There temporary repairs were made and, then, completely controlled from the after-end, she made an ocean trip of hundreds of miles under her own power to the Sun Shipbuilding yard at Chester. The M.S. PENNSYLVANIA SUN then was repaired and continued in her vital war work.

The 26,000 employees at SUN SHIP ON THE DELAWARE IN CHESTER feel that the M.S. PENNSYLVANIA SUN is typical of the Cimarron-type and T-2 all-welded tankers they build and launch. The M.S. PENNSYLVANIA SUN can take it because SUN SHIP men and women have given all their will and skill to making her—have welded their love for America in every seam of her sleek and graceful hull.