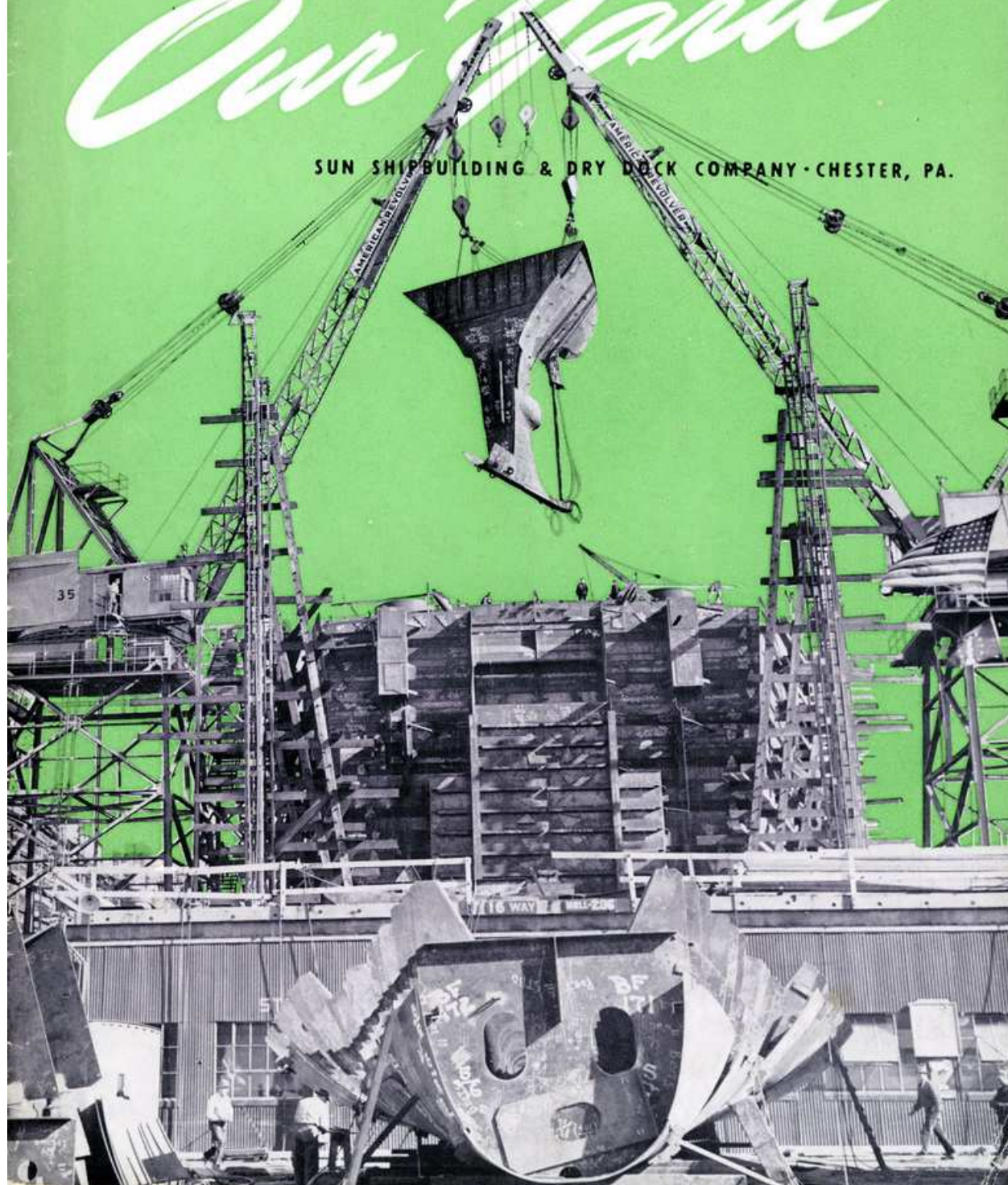


JUNE, 1945

Our Award

SUN SHIPBUILDING & DRY DOCK COMPANY - CHESTER, PA.



IWO JIMA FLAG RAISING HEROES VISIT SUN SHIP



(Right) — "CHIEF" HAYES, PHARMACIST'S MATE BRADLEY and PFC. GAGON are shown shaking hands with Mayor Swarts and Judges Sweney and Chadwick at the Chester city line.

Three servicemen, one of them an Indian lad from Arizona, gave the employees of Sun Ship the thrill of years on Saturday, May 12. They were the men who helped raise the American flag on Mt. Suribuchi, Iwo Jima, and who are seen in the photograph which has now become world famous. They are the only survivors of the group of six

men who raised the colors. They are Pfc. Rene A. Gagnon and Pfc. Ira H. Hayes of the Marines and Pharmacist's Mate 2/c John H. Bradley of the Navy.

Met at Chester City line by Mayor Ralph Swarts and Judges MacDade, Sweney and Chadwick, they were driven through the business district of Chester, were greeted at the Wetherill plant by hundreds and were escorted to the Central Yard by the Sun Ship band under Thomas Leeson and a color guard.

President John G. Pew greeted them on the platform and the ceremonies which were broadcast over Station WIP were under the direction of John G. Pew, Jr. Gene Reiley, of the War Finance Committee spoke of the bond drive. The three heroes were taken through the Yards before their return to Philadelphia.

Historically the event was a great one because the rally at Sun Ship was their first appearance before a large assembly in the United States. Sun Ship really set the pace for a tour that will take in the nation and the employees of Sun Ship gave them a reception that will not be soon forgotten.



GUESTS AT LUNCHEON, following exercises in Central Yard included President John G. Pew, Judges MacDade and Sweney, Mrs. Sweney, Father Omelan Mycyk, Mayor Swarts, the three flag raising heroes, Sgt. Keyes Beech, combat correspondent, and many others.



Part of the great crowd of Sun Ship workers that greeted the Iwo Jima flag raising heroes at the recent bond rally.

SUN SHIP SUPERVISION

For June, OUR YARD salutes Mr. Francis Woodall, General Foreman of the Paint Department.

When Francis L. Woodall came to Sun Ship in December 1922, there were only two or three spray guns in the Paint department. Today there are nearly a hundred. The department carried 80 men on the rolls. Now there are 436. This gives some idea of how the shipyard has grown.

Mr. Woodall had a varied career in his early days. Born on a 500 acre farm in lower Delaware, he tilled the soil until love of machinery turned him into a stationary engineer. After that he became a marine engineer on the "Fredrica".

He later turned to painting and after several years with a Wilmington firm came to Sun Ship. Soon he was a stage builder and then he advanced to the Paint department. He served as a leader for 12 years and assistant foreman for 5 years. He has been in charge of the Department since 1942 with supervision over all branches in all four yards.

"I have seen many improvements in our line," he said. "One of the important inventions was that of Paul Jorgensen, asst. foreman, who developed a machine to apply ground cork to surfaces where insulation against moisture is needed."

Mr. Woodall is married and has one son, Francis L. Woodall Jr., who is a second lieutenant in the Air Corps and is stationed at Randolph Field preparatory to overseas service.

Mr. Woodall's hobbies include bowling, hunting and fishing.



FRANCIS L. WOODALL
*General Foreman, Paint Department
Sun Shipbuilding and Dry Dock Company*



ASSISTANT FOREMAN IN PAINT DEPARTMENT — Left to right: R. McLain, Paul Jergensen, R. Sorenson, A. De Foe, F. Richardson, Jos. Saunders and R. Phillifee. These and several more who were not present

when the picture was taken, aid F. L. Woodall in bringing high efficiency to this important department.

OUR HONORED DEAD

Roll of Honor

(Announced since our last issue)

DEAD

Cpl. Raymond J. Ballone, 47 dept., 190 Conestoga Rd., Wayne. Killed in Germany April 17.

Maj. Bernard W. Green, 45 dept., Gradyville, Pa., killed on Okinawa, April 15.

Cpl. Joseph P. Hyland, 45 dept., Pottsville, Pa., killed on Iwo Jima March 10.

2nd Lt. Charles E. Topham, Wetherill plant, 804 E. 16th St., Chester, killed in plane crash Feb. 13.

Letters from Gold Star Mothers

Dear Mr. Pew:

As I am correspondent for the family I wish to thank you for your kind word of sympathy about my son, Charles.

Everyone who knew Charles liked him. It should strike a few of the sit-downers and strikers and absentees or what have we in this country very hard to know that not only my fine boy but many more like him will never see home or their loved ones ever again. My boy had lots of courage, that's what carried him forward to the front lines. The world will little note or long remember such fine boys, but in the hearts of us who loved him dearly he will remain forever.

Please send me a copy of your book *OUR YARD*, as I have kept all the rest thinking Charles could read them when he came home for a rest.

Mrs. C. ECKELS

Dear Mr. Pew:

Pfc. Benjamin F. McCabe, Jr., enlisted Oct. 21, 1942, fought for Attu Islands, later for the Marshalls where he received an arm injury, was in a hospital in Hawaii this time last year. Later he was sent to Leyte and

was wounded on Leyte Oct. 23rd and returned to duty in November. His last card home was a V-mail Christmas card dated December 1st. We have had no more word until we received the telegram March 29th saying he was killed in action on the 6th of December on Leyte Island.

Our boy was home one day since entering the service, which was the first day of January 1943. We wish to thank you for your kindness and sympathy in our bereavement.

Mrs. HELEN McCABE



MAJ. BERNARD W. GREEN who had been awarded the Silver Star medal for holding the beachhead at Guam against Jap attacks, was killed on Okinawa. He was formerly in the shipfitting dept.



CPL. RAYMOND J. BALLONE, formerly of 45 dept., Shipfitters, was killed in action on April 17 in Germany. He was inducted into the Army in Dec. 1942. He had his basic training at Camp Boure, Texas and was later transferred to Camp Hood, Texas.



PFC. STANLEY W. WALZ was killed in Germany March 20. He was formerly in the Fabricating dept. His parents received a letter from Stanley's commander in which a fine tribute was paid Pfc. Walz's bravery and courage which were an inspiration to his comrades.



PFC. EDWARD POWERS, 20, finished his last leave at home early in February and immediately went overseas. Word was received that he was killed on March 5. Powers was formerly in 33 dept.



PFC. BENJAMIN F. McCABE, formerly of the Electrical dept., was killed Dec. 4 on Leyte. He was 20 years old and had fought through the Attu and Marshall Islands campaigns.



CPL. JOHN J. DALY, formerly of 34 dept., was killed in action on Iwo Jima on March 4th. He enlisted in the Marines in September, 1942.



CHARLES W. ECKELS, formerly of 34 Department was killed in action overseas.



CPL. JOSEPH P. HYLAND, formerly of 45 Dept., was killed in action on March 10 on Iwo Jima. He is survived by his parents Mr. and Mrs. J. F. Hyland and family.



S/SGT. VINCENT W. LORUSSO, killed in Germany on Nov. 2, 1944, worked in 34 dept. before entering the service. His brother, Fortunato J., SF 3/c is now serving in the Navy overseas.



Dear Editor:

I just received my second copy of OUR YARD, and I sure appreciate it very much. It helps to bring back pleasant memories of the two years I spent at Sun Ship. So far I haven't noticed any familiar faces, but then again you do have a lot of people at the yard.

Everything out here is coming along pretty good so far. My job is quite interesting and it's what I wanted in the Navy. I'm attached to Supply Corps and work in the clothing warehouse as a receiver and checker of all enlisted men's gear.

The stories I used to hear about the California weather are all taboo to me now. I'd never want to live here as a civilian. I'll take good old Philadelphia any time, or just the East coast. At least back there you know what to expect most of the time.

Please give my best regards to all the boys in 60 Department, North Yard. Well so long for now and thanks for past good deeds.

Raymond Segal, S 1/c(SK)

Dear Editor:

I wish to thank you for the copies of OUR YARD that I have received in the past. They are the first of my mail that I read.

I have been stationed here (Seattle, Washington) since the first of the year. We came to a land of rain and green trees and flowers instead of finding the snow and ice that you folks back home were having. These last four months have been very pleasant for me while in the Navy. Seattle is a good liberty town, but think I would rather see good old Delaware County instead.

Sure do miss the old gang from the yard. I had met several from Sun Ship, back in Camp Peary, Va. but since I have come this far West, I find there are few here that come from that far East.

"Bud" Goheen



WHEN A RADIO CONTROLLED BOMB hit the ship Cpl. William M. Forwood Jr. was on, the former Sun Ship carpenter was hurled into the sea. He floated 10½ hours before being rescued. Home on a furlough to recover from his injuries, he is shown in the office of Vice President John G. Pew, Jr. with his father, who is an employee in 47 dept.

Dear Mr. Pew:

I happened to notice in the OUR YARD magazine that you wanted all your former employees to write, so I decided to write and let you know how I am. Many a day I have wished and prayed that I was back at Sun Ship because I have been in plenty rough water.

I was overseas for a year and three months and I thought that was too much. I could tell you plenty about your tankers, but I would rather tell you in person because I can't say much in a letter. I am serving aboard a sub chaser; they are just about the size of a lifeboat on a tanker and they sure do bounce around.

I was formerly in 60 Department and my father still works there. I started in the Yard in 1938 and worked there until 1943.

Everett McDaniel, Mo. M.M., 3/c

Mr. Pew, Jr.,

I used to work for you before I enlisted in the Army, about 3½ years ago. My dad Tommy Ryan has worked for you about 23 years or more I guess.

I just wanted to let you know how one of the boys from the Sun Ship feels after being overseas for 2½ years. I have been to Africa, England, France, Belgium, Holland and now finally Germany and I haven't found a place yet as good as old Chester, Pa. I sure miss the Shipyard and all the people I made friends with while I was there.

I haven't seen any German boats over here, but they do have some pretty good steel works. They were foolish to think they could rule the world. They got their own medicine now and our boys really dished it out. The Germans evidently can't take it, Mr. Pew. They are beaten now and they know it.

The Americans sure have the supplies in Germany. The people at home are doing a good job. It also takes boats to get it over here. You can bet your life I'm proud I worked in Sun Ship.

"Keep Em Sliding Down the Ways"

"Cause it will end, the Germans' Days"

Hugh J. Ryan

ALONG THE STILWELL ROAD — Technician 5th Grade (Corporal) William N. Fenimore, Jr., formerly of 36 Dept., whose wife resides at 128 Ridge Road, Linwood, has received the Bronze Star Medal in the India-Burma Theater "for meritorious achievement in connection with military operations as Quartermaster in the extreme forward combat elements of the Chinese troops during the period 15 February 1944 to 27 June 1944." During the Chinese advance in the area where he was stationed, the Chinese continued, T/5 Fenimore continued to operate dropping fields and warehouses despite Japanese artillery and small arms fire.

Fenimore was inducted in December 1942. For the past 20 months he has been on duty with the Quartermaster Corps at various points along the Stilwell Road.



CPL. SAMUEL J. PAGNANI, formerly in 34 Department, North Yard, Pipe Shop, now serving in the U. S. Army overseas.



CHARLES HARRISON, former Leader in the Paint Dept., and now serving in the U. S. Marine Corps.



S/SGT. JAMES MEDORI, a former welder, is now stationed in Washington. He has been in the service nearly four years.



PVT. FRED HOWELL, formerly worked in the Tube Mill, Wetherill Plant, but is now in the Army overseas. He has spent 19 months overseas as a replacement for the 178th Field Artillery.



EVERETT McDANIEL, Mo. M.M. 3/c, formerly of 60 Department, who is now serving overseas with the U. S. Navy. He is the son of E. McDaniel, also of 60 Department.



CARMEN ALEARDI, S 1/c, formerly in 66 Department Stage-Building, now serving in the U. S. Naval Amphibious Forces.

4 — OUR YARD

WITH THE 14th ARMORED DIVISION OF THE SEVENTH ARMY IN FRANCE — It's a great responsibility. That sums up the life of any First Sergeant in the army. Holding one of the most responsible — and most controversial posts in the army, the First Sergeant is alternately a "swell guy" when he gives out passes, and the "most hated man in the unit" when he gives out work details.

Holding this position is a former Sun Ship man, First Sergeant Rudolph N. Luongo, of Yeadon, Pa. with Company A of the 47th Tank Battalion, 14th Armored Div.

Keeping the Company functioning smoothly, taking care of the welfare of the men, keeping the records complete and accurate, and having the responsibility of the immediate and thorough fulfillment of all orders from the Company Commander is no mean job — especially when a unit is engaged in combat. The efficiency of Company A is a tribute to the work of Sgt. Luongo. When it moves out each man is confident that every other man and vehicle is in top combat condition.

Dear Sirs:

I am sincerely thanking you for send me OUR YARD magazine and I would appreciate it if you will send it regularly. I enjoyed reading it while I was working there in 59 Department and now that I am in the Army I enjoy it more than ever, especially to know that the old gang is keeping up the good work.

Pfc. H. Bass

William H. Lowe, formerly of 89 Department was commissioned a second lieutenant in the Army on March 19, upon successful completion of the Officer Candidate Course at the Infantry School at Fort Benning, Georgia. William is a graduate of Chester High School.

Flight Officer James J. Manion, a former Sun Ship employee and navigator of an Eighth Air Force B-17 Flying Fortress, entered the aerial offensive against Germany recently in a heavy bombardment attack upon the railroad yards of Ratingen.

F/O Manion is a member of the 385th bombardment group, Third Air Division, which was cited by the President for its historic England-Africa shuttle bombing attack upon the Messerschmitt aircraft plants of Regensburg, Germany.

Lee Locke, Jr., formerly of 74 Dept., Central Yard, and now of the Construction Battalion 542, Maintenance Unit, U.S.N., is stationed in New Guinea and has been for 18 months. He now has the rate of Machinist Mate 3/c. He was in Cuba and passed thru the Panama Canal.



MELTON HARRISON, formerly of 42 Dept now serving in the Navy in Seattle, Wash.

T/5 ALGESTRO RAGANI, formerly a welder, is now serving in the Automotive Repair Group in the Army overseas.

JOSEPH GRICCO, MM 3/c, formerly of 59 Dept., has been with the Navy for 27 months. He has a brother Vito in 59 Dept. and Mike in 58 Dept.

BRIDGE NAMED FOR FALLEN COMRADE

When S/Sgt. William John Herbster, former Sun Ship employee in the Pipe Shop, was killed during the Italian campaign, his comrades moved into France but they never forgot the heroic lad. Today there's a new bridge close by the town of St. Die that is named after him. His parents, Mr. and Mrs. Howard Herbster, Parkside, have received a letter from S/Sgt. Charles B. Malley telling of the tribute. He wrote: "The bridge has been named Herbster Bridge. It was a tough bridge to put in and was erected under enemy fire — a swell memory to Bill, all right."



S/SGT. WM. J. HERBSTER

ATC AIR BASE, MARRAKECH, F. M. — S/Sgt. Warren W. Smith, formerly of 33 Dept., son of Mrs. Ellen Smith, Rockdale, is performing duties of Chief Clerk in the Air Corps Supply Office of this Base Unit, commanded by Lt. Colonel Rollen H. Anthis, of the North African Division, Air Transport Command.

This Base is located at one of North Africa's most attractive cities, often referred to as "The Garden City" because of its great rows of palm and orange trees decorating the main streets.

As a civilian he was an electrician for two years with Sun Ship. He is a member of the West End Boat Club of Chester.

Somewhere in the Pacific, Sidney Rennett, son of George J. Rennett, foreman in the No. 4 Yard Timekeeping dept. received word that his mother had been selected to christen the S.S. *Royal Oak* on April 12. He could not be present because his task in the Navy was to help chase Japs so he wrote this letter:

"Dear Mother: "It was a source of great pleasure to learn of the honor conferred upon you in being designated as sponsor of the *Royal Oak*. Be sure I shall be thinking of you on the day of the launching and shall be praying for you and for the ship's long life and happy sailing. I am sorry I can't be with you that day but be assured that I will be with you in spirit. Sid."



BURD KAUFMAN, GM 3/c, formerly of 36 dept., and now serving in the Navy, receiving the Silver Star Medal for bravery in action. He served 18 months overseas and saw considerable action in Italy, Africa, Sicily, France, England and Scotland.

With 10,000 planes being hurled against Germany in a single day the task of maintaining, equipping and keeping this huge machine in action has developed into one of with the 9th Air Force is T/Sgt. Chalmers F. Morett, an the stupendous jobs of the war. Playing an important part outstanding propellor specialist, formerly in the shipfitting department of Sun.

His duty is to see that the blistering pace of the American Air Force is maintained day in and day out and that the unending plastering of the Rhine, the Saar and other vital parts of the Reich keeps up smoothly.

He is assigned to a service unit which maintains in combat cadence the A-26 Invader bomber, the Ninth's newest and the world's most heavily armed tactical air weapon. With over a year's service in this theater, the spurt of effort which combines with ground force offensives along the western front is nothing new to Sgt. Morett's organization of mechanics, welders, electricians and numerous other technical specialists.

SUN WOMEN IN THE SERVICE



LT. (jg) MARGUERITE ABBOTT, N.N.C., formerly of 86 Department and now serving in the U. S. Navy Nurses Corps.



CPL. AMELIA SHARKEY, formerly 59 Dept. and now in the WAC. Cpl. Sharkey writes that she enjoys her work very much.



KATHERINE SEPP KATLMAN, formerly of 91 dept., formerly served as a WAC. She is now married to 2nd Lt. Kaltman who is stationed in England.



PVT. MARY L. HOPKINS, formerly of 90 Dept. and now serving in the WAC.



NORMA ROBINSON, SK 2/c, formerly of 90 Dept. and now serving in the Spars in Hawaii. She has been in service for 22 months.



PVT. GRACE M. BARTOW, formerly of 91 Dept. and now serving in the Army at Fort Biggs, Texas.

Dear Mr. Pew:

I just received your Christmas card and wish to thank you. I worked in the Welding Dept. and am looking forward to returning to the Yard after the war. I have been overseas only a short time but have seen plenty and been through plenty. I was wounded in Belgium on Jan. 26. I am back in the fight again and hope that this will soon be over so that I may return.

William C. Lloyd

Dear Mr. Pew:

Before being drafted in the Army I was employed in 55 Dept. Central Yard. When I was employed in the yard I enjoyed it, and hope to work there after the war. I would greatly appreciate if you would give my regards to all the employees of 55 Dept.

John D. ("Lucky") Sholly

Lieut. W. E. Reynolds, formerly of 45 Department, is now in the Philadelphia Naval Hospital after having been wounded the second time. Gene is in the Marine Corps and participated in the Saipan and Iwo Jima invasions. On both occasions, Gene was wounded and is the holder of the Purple Heart and the Bronze Star. Gene graduated from Glen-Nor High School and the University of Alabama.

ATC AIR BASE, CAIRO — Paper shuffler, pencil pusher, or armchair "Commando" may be terms tossed at Staff Sergeant Samuel H. Lessner, formerly of 47 Department, but he hears no such terms when it comes to supplying information on soldier duty classification at John H. Payne Field in Cairo. Lessner maintains thousands of classification records of men who daily carry the war to the enemy.

CPL. A. BLOCK WRITES FROM INDIA

Dear Mr. Pew:

We are here in India at the end of the longest supply line in the world and your ships have aided considerably in speeding oil and other munitions to this theatre. It really gives me a great thrill to have been on both ends of the war, first as a burner in the Boiler room and now as one of Uncle Sam's boys. Even if production is curtailed after the war is over, I shall always cherish those pleasant working conditions I enjoyed while in your employ.

CPL. ALBERT C. BLOCK.



Mr. Pew:

I'd like to take a few minutes to thank you for your Christmas card which I received today. It was more than fine of you to remember us boys who are so far from home at this time. Again I say "Thanks."

Up to date my wife has kept me well informed by newspaper clippings on the events of the Yard. A few of the men I worked with also write regularly. So you see I'm pretty much up to date on the fine job you and the men are doing.

With the rapid progress of the war we here are starting to look to the future and the post war plans.

Like most men with families the future means a lot. Sometimes the future looks awfully dark. May I ask if there is any possible chance of my returning to my former job at the close of the war? If you can set me straight in any way with my problem I'll be more than grateful.

Since leaving the U. S. I've seen quite a lot of the world. I have traveled the entire coast of New Guinea. I spent some time in Netherlands East Indies and now the Philippines. During my travels I have seen a great many ships. Included with these were two tankers built by Sun Ship. It was with pride that I pointed out these ships to my buddies. One of these ships was the *White Plains* which was lost here in the Philippines.

Again I want to thank you for the card.

Cpl. Wm. J. Lamey

Dear Sir:

Your letter dated Dec. 22 arrived some time ago and I was pleased to hear from you once more. Also your Christmas card arrived and I want to thank you for it. It was really swell.

From your letter the "Sun" is doing a swell job in putting out the "ships." I have been on quite a lot of ships over here as yet not a one can compare with the "Suns." I think most all of the fellows over there think the same.

Give my regards to Miss Mary Gormley in the Main Office.

Cpl. R. P. Strain

Dear Mr. Pew:

Being an old Sun Ship worker under the capable leadership of Edward B. Sisson of Dept. 34 I couldn't help being very proud the other day when seeing a ship out here in the Pacific that I had worked on while in the Yard. It certainly was a symbol of what America really is as it swayed back and forth as if anxious to complete its mission. I cannot disclose its name or type but it certainly was a reminder of Sun Ship's contribution to the war effort. I only wish Ed Sisson and the other boys could have seen how well she stood up under the severe strain she has been under. With people like you behind us we can't hope for less than a quick, total victory.

Cpl. L. Edwards



SGT. W. A. PRICE, formerly of 45 dept., Shipfitting, now serving in the Army Air Service overseas.

Dear Mr. Pew:

We took part in the Leyte and Lingayen Gulf operations, out here in the Philippines and so far we've managed to stay on "top". Hope we stay that way till it's all over, which I also hope will be soon.

I have gotten together with some Sun Ship men. We talked about old times in the Yard. After doing what I've done and seeing what I've seen, I find the old adage true — "The Grass is Always Greener in Your Own Back Yard". Give my regards to all the boys in 59 Department.

Charles Cain, SF 3/c

Dear Mr. Pew:

I was an employee of Sun Ship working as a holder-on for four years. I hope to return to work again some day in 55 Department, Central Yard.

I have noticed the number of ships on the waters and I am sure that I have helped to build some that have passed me. They are doing a nice job of furnishing supplies for the Armed Forces.

I am now in France again. I have been wondering if it could be possible for you to send me OUR YARD.

Pvt. Stanley D. Collins



PVT. JOSEPH CONNOR, formerly of 36 dept., Outside Machinists, now serving in the Army overseas.

SUN SHIP BOY ON IWO JIMA

Dear Mr. Pew:

I was reading the praise of Admiral Land in OUR YARD and the article *Well Done* by Admiral Nimitz and it was "right on the beam."

On our way out here in the convoy I was pointing out to the Marines the Sun tankers with that extra cargo deck loaded with planes. According to one of the magazines there were 1400 ships in the convoy. It was sure some sight when we hit the target area and all got together.

The last three days of the trip were quite exciting, as Tojo had his planes out to meet us day and night. They just came one way as they did not get the chance to get back.

I am in Okinawa in the Ryuku Islands and not more than 300 miles from Tojo's back yard. The island is most all small farms. There are vaults by the thousands on the island where they bury their dead. In the mountains and hills it looks like a Swiss cheese with all the caves where the Nips hide and do their sniping.

They sneak out at night and get into the camp but it's just to bad for them. The climate is just about like back home right now. The natives are small and smart, but not so hot looking.

The Nips visit us about every night with their planes strafing and bombing and we watch them get knocked down. When they get too close we hit our fox holes 'till they get by. I remember when Mr. Ford said something about "back to the earth" a few years ago so now I know what he meant.

Best regards and good health to all the Sun Ship employees and thanks for the swell Christmas card and the OUR YARD book.

William J. Rogers, MM 3/c, U.S.N.R.

Sgt. J. D. Barber, former Sun Ship welder, came back to the plant the other day for a visit. Attached to a torpedo bombing outfit, his plane had been shot down off Iwo Jima and for three days the crew floated on the ocean until sighted and picked up by a destroyer. Previously, he had taken part in the fighting at Leyte and had helped destroy the Jap fleet. He has been in six major engagements and has completed 42 missions.

Corporal William C. Heckler, Philadelphia, has recently completed eighteen months of service overseas. In civilian life he was employed as a shipfitter at Sun. He is currently on duty with the Mediterranean Air Transport Service in Italy.



THOMAS L. RADIOMAN 2/c (left) and **GUSTAVUS C. HORNBERGER, WT 3/c**, sons of Harry Hornberger, leader in 92 dept. Gustavus, formerly of the 47 dept., N. Y. has been in the Navy for three years while Thomas, of 94 dept., Purchasing has been in the Coast Guard for three years.



Pvt. JOHN W. SMITH, formerly of 34 Department, and now with the U. S. Army.

JOHN FLATLEY, F 1/c, and **THOMAS FLATLEY, Yeo. 3/c**, formerly of 34 Dept, and now with the Navy. John is somewhere in the Pacific and Thomas is with the Naval Supply Depot in Oakland, Cal. They are the sons of James Flatley of 47 Dept., C.Y.

CHARLES R. SOLLINGER, formerly of 47 Dept., N.Y., who has been missing in action in Belgium since January 1, 1945. His brother, Morris, formerly of 34 Dept., was killed in action in Germany on March 2nd, 1945.

FORT LEWIS, Wash. — Technician Fifth Grade Alexander Chance, stationed at this Army Service Forces training center, has been accepted for attendance at medical administration officer candidate school at Carlisle Barracks, Pa.

The officer candidate is the husband of Mrs. Mary L. Chance, 416 Tregaron Rd., Cynwyd. Before his induction in the armed forces, Corporal Chance was employed at Sun Ship.

Mr. Pew:

Just writing you a few lines to let you know that I'm in France now, and also to let you have my new address.

I am getting along fine over here and the way it looks everything and everybody seems to be doing good.

T/3 Dominic D'Alesio

EQUIPMENT FOR HIGH OCTANE GASOLINE

FOR WAR OR PEACE-TIME

AVIATION

WETHERILL PLANT TUBE SHOP



THE TUBE being hydrostatically tested and inspected by Harvey Overline. Helping him are Fred Coldinon, Robert Craig, Judith Judefing and Sophie Hmielefski.

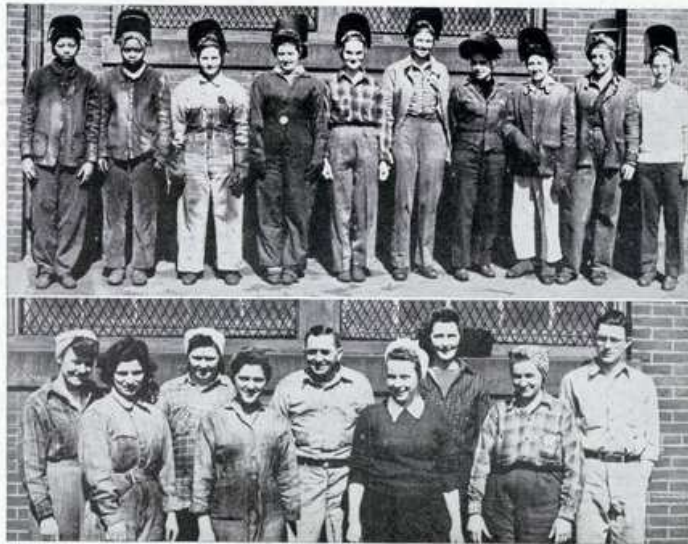


TUBE ELEMENTS being assembled preparatory to automatic fin welding by Kay Arcus and Caroline Petrillo. Tack welding is being done by Phylis Martin.

This shop is a unit in the over-all set-up for manufacturing oil refining equipment, and is specializing in the manufacture of tube elements of the same type and design as are now being made in the Central Yard Tube Shop.

This shop was set up and equipped for manufacturing these tube elements when orders increased. The working personnel in this shop is about 75% women.

The manufacturing procedure is briefly as follows:— Tube elements are made up by joining tubes, longitudinal fins, and other parts together by welding. Parts are first cut to length, then assembled in fixtures and put through the automatic welding machines for joining the fins to the pipes. The pipes have alloy steel shields and small parts welded by hand. After the welding operations, the elements are put through straightening presses, inspecting procedures, and finally hydrostatic pressure tests, and shipped to the various refineries where they become important parts in Petroleum Cracking Units which are making 100% aviation fuel for our Armed Forces.



(Top) — MANUAL WELDING AT THE TUBE MILL, WETHERILL PLANT — Left to right: G. Mears, M. Richardson, F. Zatlun, O. Campbell, S. Krise, G. Smith, P. Martin, M. Burat, V. Rawley and L. Copley.

(Bottom) — AUTOMATIC WELDING MACHINE OPERATORS AT WETHERILL PLANT TUBE MILL — Left to right, front row: Lillian Farr, Bobby Kennedy, Sally Graham, and Leona Herr. Back row: Kay Kissinger, Ann Wilson, Francis Anderson, leader, Ann De Forrest and Stan Remington, electrician. Missing from the group is Alice Beamer.



33 DEPARTMENT

Since this department is a highly technical one, with its subdivisions of new work, ship repair, yard construction, yard maintenance, and some of the cranes operating in both the various shops of the shipyard and on the ways, it differs from the other departments in the yard.

Ship Wiring in the Central Yard under the supervision of Emil Roenne, Foreman, in the North Yard under Clarence Heaps, Foreman, and in the South Yard under Hubert John, Foreman, entails many features, which commence with the completion of the main hull structure. The primary job is the electric wiring for switchboards, generators, auxiliary motors of ships, and for the lighting throughout the ship. This wiring is started when the machinists are finished with their foundations.

The switchboard controls the generators and all lighting and power circuits on the tanker. Then follows the wiring for telephones, fathometer, depth finding equipment, submarine detectors, Gyro compass and wireless equipment.

The depth finding equipment, as indicated by the name, is to find the depth of water under the hull during navigation of the ship.

The submarine detectors are for locating submarines or torpedoes. The gyro compass permits steering the ship on a true course, and in combination with the gyro-pilot does this automatically.

The telephone hook-up is for connecting telephones with the engine rooms and other parts of the tanker.

The Degaussing installation, one of the war-time features, protects the ship from magnetic mines.

There is also installed a general alarm system for summoning the crew.

Wiring for telegraph communication and signalling to the engine room from the bridge, wiring of guns, blackout switches, and navigation lights are the work of the Electrical Department. Then, too, there are hours of important work wiring the refrigeration system.

During dock trials and trial trips, the electrical department furnishes men to stand-by and operate the switchboard; also to repair units that may not function properly.

In the work necessary before the ship is ready for trial and delivery, the three yard Foremen are ably assisted by Messrs. Cantwell and Brinton, assistant foremen in the Central Yard; Messrs. Osowski and Dykes, assistant foremen in the North Yard; and by Mr. Jesse Gardner, assistant foreman in the South Yard.

The Ship Repair work is under the direct supervision of Mr. John, South Yard, ably assisted by Mr. McMullin, assistant foreman.

On all ships brought into the yard for repairs, there is the painstaking and thorough going job of checking all electrical equipment, such as motors, generators, switchboards, telephones, refrigeration, navigation lights, etc., and repairs to any parts that have become damaged. While this may not seem such a difficult procedure, the utmost care must be taken to renew old parts, and it entails days, sometimes weeks of careful and highly skilled labor.

Another branch of the department is the construction department under the supervision of Mr. Jack Wolfenden, assistant foreman under Mr. Holt.

It is their duty to take care of all new electrical construction, time clocks, telephones and the power houses, also the maintenance of the tube shops.

This highly trained crew can be seen in any kind of weather, or at any hour of the day repairing the underground feeders which are the life arteries of the plant. They supply the high voltage feeds to the various sub-stations; and the work is highly dangerous; but to the men who keep the wheels of the plant going, it is all in a day's work.

Another highly trained and skilled crew of men is necessary to operate the power houses in all four yards. Technical skill is required for the telephones and the vast system of communication throughout the shipyard.

The men and women who check and repair the time clocks can be seen making their rounds every day to keep the two hundred and fifty odd clocks right up to the second.

Under the construction gang of our assistant foreman, ably assisted by his efficient right hand man, Bill Lappin, also comes the public address system, which brings to you each noon the latest Associated and United Press news, the music which is suggested by each one of you; as well as special events of the day.

Did you ever stop to realize how every man in the yard depends upon electricity for almost every task he does, and then try to visualize how difficult and how much more time it would take to do the same task without electricity?

It is the Maintenance Department's responsibility to make sure that when you push that button or switch, you have ample power and light to do your job with the least effort and the greatest production possible.

Our Electrical Department is divided into eight main divisions:—

- 1— Automatic Welding.
- 2— Portable or Hand Welding.
- 3— Crane Repair and Operation.
- 4— Temporary Hull Service.
- 5— Electric Truck Repair Service.
- 6— Shop and Yard Maintenance.
- 7— Armature Winding and Motor Repair.
- 8— Refrigeration.

In the Automatic Welding division, it is necessary to have highly skilled and competent mechanics, experienced in both Electronic and Motor Control. Thru these men we have increased both production and quality of the welds produced from the Automatic Welding



ARMATURE is being assembled by John Wooley, one of the old-timers.

Machines, and it is their desire to reduce the amount of re-welding to a minimum.

The Portable or Hand Welding division involves maintenance and operation of eight hundred and fifty single operator motor generators, one hundred eighteen constant potential machines with outlets for 3,520 welders and 20 welding transformers.

The Crane Repair and Operating division includes the repairs of all cranes and the operation of all overhead cranes in shop and shipways.

The Temporary Hull Service includes Temporary Lighting for Hull Construction, service to welder's lines and equipment, maintenance of approximately 575 Portable Ventilating Blowers, and temporary electric service to ships from dock.

The Electric Truck repair men service and charge all batteries in the yard other than the garage, repair and keep in first class condition all electric trucks, and service all batteries used as permanent installations on ships.

The General Maintenance division takes care of all shop and yard lighting and motor repairs. It is these men upon whom we are dependent for power and lighting to maintain production.

The boys and girls in the Armature Winding division are seldom thought of as important cogs in the building of ships. However, every motor and every crane could not move, were they not maintained by this division. These workers re-wind well over 200 machines every month, and much depends upon how quickly and accurately these jobs are completed.

Maintenance on refrigeration consists of about 250 units varying in size from large meat and milk refrigeration boxes in the cafeterias to the small bottle type water cooler, as well as the air conditioner units in the Main Office building and the Maritime building.

What has been stated here for the North, Central and South Yards, applies also to No. 4 Yard, under the supervision of Mr. James Wilroy, Foreman, assisted by Bill Hadley, L. Jones, Al Jenkins, H. McCarthy and J. Scarle.

Here instead of tankers, the new troop ships, hospital ships and cargo boats have been built and launched. During a short interim, there were a score or more of barges built.

The task in our No. 4 Yard was more difficult, for it was a case of training the new men until they became proficient in their work. And too much credit cannot be bestowed upon the Supervision and their Leaders for carrying on in spite of all the handicaps and bringing much credit to the Department and the Yard for the spirit of co-operation and determination.

No one can have seen those boats sliding down the river without a feeling of elation and esprit de corps at the splendid work done by our fellow workers in the No. 4 Yard.

We also have our Second and Third Shifts in the Department, under the Supervision of Mr. William Brewer, Asst. on Second Shift and Mr. Harry Broomall, Asst. on Third Shift.

These shifts take care of maintenance and minor repairs in the department, and cooperate with the other crafts in the yard to speed delivery of the tankers.

The shipway cranes and those in the various shops are under the supervision of Mr. Sheriff B. Rankin and his assistant, Mr. Gerald Evans, who work in cooperation with all the departments requiring crane service. Their repair is under the supervision of the maintenance department.

It must be understood that where other departments in the yard are able to train men in a very short period of time, a careful study shows that the period of time for men to become first class mechanics in the Electrical Department is widened considerable and may reach as much as five to ten years.

Then, too, it requires much foresight and attention on the part of Mr. Holt, the Department Head, and his chief aides, Mr. Roenne in the Central Yard, Mr. Heaps in the North Yard, Mr. John in the South Yard, and Mr. Wilroy in No. 4 Yard to take a man who has become adept at new work on ships and assign him to repair work or construction. Hours of tireless effort on the part of these men are required to bring out the efficiency and qualifications of the man in his new work.

The Department is always on the job and cooperating one hundred per cent with all other departments to achieve the goal of more and more ships for Victory!



GENERAL VIEW of the Power House.



WELDING MACHINE REPAIRS being made by Dolores Rafferty and Ernest Tyler.

THE SAFETY RECORD AT SUN SHIP IS GOOD — BUT . . .



*Our Susan looks cute
In this clever disguise
But she looked a lot sharper
When she had both her eyes.*



*She may be late leaving the party
But she'll be early at the dispensary.*

IT WILL BE WRECKED UNLESS

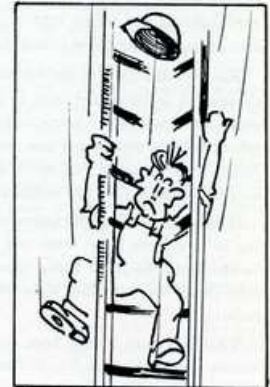
1. We wake up from our slap-happy illusion that the war is over!
2. We realize that the toughest job still lies ahead!
3. Each of us accepts a part of the responsibility for safety of others!
4. We pledge ourselves NOT TO LET OUR FIGHTING MEN DOWN!
5. Use our native horse-sense to avoid avoidable accidents.

HIGHLIGHTS OF THE RECORD

1. 386,552 manhours saved in 1944.
2. 802 lost-time accidents saved. (We stand third among the Atlantic Maritime yards.)
3. We are better than the average for the yards with Navy Contracts.
4. We are better than the average for yards with U.S. Army Contracts.
5. Let's try to improve the following figures — not spoil them!



*Nine little fingers
and eight little toes.*



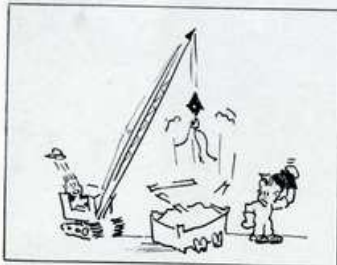
*You can hurry down this way
but you can't get up!*

This table shows the number of accidents, per million hours worked, in shipyards primarily engaged in new construction under U.S. Maritime Commission Contracts.

	All Regions	Atlantic Region	Sun Ship
June 1943	32.9	33.0	25.2
June 1944	23.4	26.3	20.7

This table compares our Yard with Shipyards primarily engaged in new construction under U.S. Navy Department Contracts.

	All Districts	District No. Four	Sun Ship
In 1943	26.3	9.1	25.2
In 1944	21.6	20.9	20.7



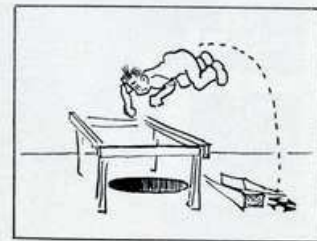
*Altho they both wore safety shoes
They now are mashed quite flat
Cause the signal man who had the crane
Had nothing neath his hat.*

This table compares Sun Ship with yards primarily engaged in new construction under U.S. War Department Contracts.

	All Districts	Sun Ship
In 1943	39.0	25.2
In 1944	27.6	20.7

TWO DOWN AND ONE TO GO

LET'S GO!!!



A hole in one!



We Must Not Relax Until Japan Is Defeated



WASHINGTON RELEASE:

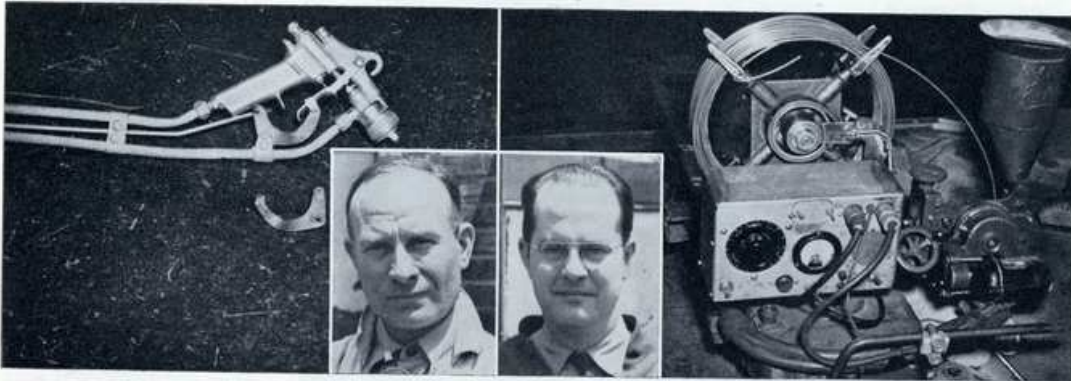
"Every American War Worker had a part in our great victory over Germany", Under Secretary of War Robert P. Patterson said in messages to war plants throughout the country and to labor leaders.

After congratulating the men and women in American war factories for their part in defeating Germany, Patterson asked them not to forget, in elation over victory in Europe, that our troops in the Pacific are count-

ing on them for unwavering support.

"Let us not forget, even on this joyous occasion", the message said, "that we still have an enormous job to do. The nation is counting on American labor and industry to provide the weapons and equipment needed to crush Japan.

"I am confident that this great production team will do whatever is necessary to see to it that military schedules are met fully and on time."



\$100.00 AWARD — CHARLES ANDERSON, 69-52

A special trigger used to operate the paint spray guns with the extension handles. The old type continually jammed and it was necessary for the painter to take the gun into the shop to have it repaired. This idea has eliminated a great deal of time which was lost by the painter taking his gun to the shop.

\$50.00 AWARD — THOMAS H. BOYER, 33-138

This machine which now uses a coil of welding wire has had several improved features added by Thomas H. Boyer. He has designed a new type control box which eliminates the use of electronic tubes which have been a common source of trouble. Also the welding head motor and reducer has been made much sturdier which will reduce maintenance costs.



M. GRICCO received a \$50 award for a new method of repairing a 150 ton hydraulic jack piston. Formerly the piston was lifted out by hand, taking three men. By inserting a $\frac{3}{8}$ " eye bolt in the head of the piston, it can be removed and replaced with a chain block.

MARCH PRIZE WINNERS



THESE MEN HAVE JUST RECEIVED their Prize Money for March from Mr. George D. Carney, Chairman of the Labor-Management Committee. Left to right, back row: Lewis Calhoun, M. Zellers, Clarence Smith, and Benjamin Kneeder. Front row: W. Crossen, Michael P. Jowden, Caleb S. Cope, and R. Hazlett.



THOMAS C. AYLING, who was awarded \$50 for a special guide block to hold brass guides on the fin tube welders. It is more easily repaired and holds its adjustment longer. It does not require expensive castings and machine work in its construction.



TWENTY-FIVE YEAR SERVICE PIN is presented to Superintendent Edward Lombardson of No. 4 Yard by Vice President John G. Pew, Jr.

FOR LONG AND

For 15 years J. Fillinich, of the Rigging department, has never been late to work. During the 25 years that A. Yeager has been employed in 47 department he has been late only twice.

These striking facts were revealed recently when Vice President R. L. Burke presented service pins to more than 70 Sun Ship employees at a ceremony staged in his office.



(Top row) - J. Fillinich, 25-21; A. Yeager, 47-6; (Mr. Burke); E. Stover, 24-200; J. Kivitschick, 38-256.
 (Second row) - J. Miller, 25-14; J. Cahn, 42-24; M. Lee, 39-26; (Mr. Burke); F. Stephens, 44-51; J. Wolanski, 47-45; D. Evey, 34-72; R. Linnon, 34-70.
 (Third row) - J. McIntyre, 29-219; C. Wierwille, 42-44; (Mr. Burke); G. Bann, 74-173; F. Huff, 22-55; C. Blake, 2-111; C. David, 43-424; A. Bannell, 2-729.
 (Bottom row) - J. Knick, 25-20; J. Ball, 30-380; J. Bentley, 32-20; F. Smith, 22-46; (Mr. Burke); W. Wallace, 34-729; H. Hanson, 24-18; D. Brooks, 47-386.

MARCH 1945

25 Years	J. Lankford
47-296	M. Jamerson
95-14	J. Miller
34-800	E. Stover
47-6	A. Yeager

HOURLY ROLL

20 Years	W. Weaver
1-21	N. Harshbarger
42-24	J. Cahn
55-38	J. Knick
38-28	M. Lee
47-206	D. Brooks
47-912	J. Ego
69-8	P. Jorgensen
24-18	H. Hanson

19 Years	B. Backhouse
36-73	D. Evey
36-106	R. Linnon
47-44	C. Wastell
48-63	J. Fillinich
48-472	J. Martin
74-113	G. Bann
84-44	F. Smith

10 Years	C. Blake
2-111	C. Van Omer
2-729	A. Bannell
30-381	J. Ball
33-217	E. Carr
37-1042	F. Christoff
38-30	J. Bentley
38-236	J. Kivitschick
39-219	J. McIntyre
46-53	F. Stephens
44-83	S. Lucena

FAITHFUL SERVICE

"The devotion of these men and numerous others who have been with our organization many years is remarkable when it is remembered that across the long span of years, they rose above the handicaps of storms, cold, heat and domestic afflictions," said Mr. Burke in congratulating the recipients of the gold badges.



FRID. GATSON with a record of 25 years of Sun Ship is shown with Vice President Richard L. Burke.

APRIL 1945

25 Years	F. Sayre
36-1000	C. Swager
5-4	G. Daugherty
22-70	B. Helton
43-24	B. Howard

20 Years	E. Uggate
30-1020	W. Martin
36-174	A. Ego
43-29	C. Hudge

DRAFTSMEN ROLL

15 Years	C. Stedman
----------	------------

20 Years	W. Binner
1-42	H. Springblow
3-54	J. Kraminski
69-94	W. Williamson

15 Years	G. Cahn
2-389	J. Helton
52-25	F. Hill
34-246	M. Bann
42-20	A. Pinn
47-105	V. Laitinen
53-32	A. Andel
38-97	E. Smith
69-49	S. Shafer
30-41	T. Owey
34-226	C. Noran

10 Years	W. Buckley
4-94	M. Taylor
32-214	S. Zolich
24-2011	C. Moun
46-279	J. Cloud
42-209	A. Spahr
47-215	J. Vancro
38-5	J. Bradford
34-454	A. Superfield
32-5048	R. Langdon
62-229	E. Martin
62-3508	W. Stewart



(Top row) - A. Yankovsky, 22-70; B. Helton, 4-42; (Mr. Burke); B. Howard, 43-24.
 (Second row) - R. Langdon, 62-229; W. Williamson, 49-94; V. Laitinen, 47-105; (Mr. Burke); A. Andel, 53-32; A. Pinn, 42-20; T. Owey, 30-41; A. Ego, 36-174.
 (Third row) - G. Bann, 74-113; C. Stedman, 15-15; W. Binner, 1-42; J. Cloud, 47-209; (Mr. Burke); W. Buckley, 4-94; A. Spahr, 47-215; M. Bann, 34-246; J. Helton, 2-389.
 (Bottom row) - T. Owey, 30-41; S. Shafer, 69-49; G. Cahn, 2-389; E. Smith, 38-97; J. Bradford, 34-454; W. Martin, 30-1020; C. Hudge, 43-29.



S.S. HAMMERFEST, launched April 19th at North Yard. MRS. DOROTHY A. MCKINNEY, Sponsor, and husband, John F. McKinney.

LAUNCHINGS OF THE MONTH

S.S. Hammerfest
S.S. Redstone
S.S. Winter Hill
S.S. Marine Star
S.S. Royal Oak
S.S. Santa Paula
S.S. Clarke's Wharf



S. S. REDSTONE, launched April 25th at Central Yard. MISS MARIAN PYLE BRIGGS, Sponsor, daughter of Alfred H. Briggs.



(Center) — S.S. MARINE STAR, launched April 30th at No. 4 Yard. MRS. MARY B. BROWN, Sponsor, mother of Wm. M. Brown.

(Top) — S.S. WINTER HILL, launched April 2nd at South Yard. MRS. VERA CECELIA PETCHEL, Sponsor, and husband, George Petchel.

(Below) — S.S. CLARKE'S WHARF, launched April 28th at South Yard. MRS. JULIA H. McDONOUGH, Sponsor, widow of Hon. John E. McDonough, and daughter, S/Sgt. Anna K. McDonough, and John G. Pew, Jr.

(Top) S.S. ROYAL OAK, launched April 12th at Central Yard. MRS. REBECCA RENNETT, Sponsor, and husband, George J. Rennett.

(Below) — S.S. SANTA PAULA, launched April 7th at North Yard. MRS. WILLIAM LYNAN STEWART, Jr., Sponsor, and husband with John G. Pew, Sr., President.

SUN SHIP SPORTS

WINNERS IN QUOIT LEAGUE



Something new has been added to Sun Ship sports by the formation of a Quoit League in 91 Department, consisting of 12 two man teams with a round robin play-off between the first four teams.

The first half ended early in April with the Cubs, Giants, Phils and Pittsburgh coming out on top.

The Cubs and the Phils won the right to play for first half honors. This game took place on April 19th with the Cubs winning by the lop-sided score of 21 to 2.

After the match our photographer snapped this presentation at the first half award. We salute Lee Connors, the Loving cup and Tommy Dougherty.

The 2nd half in its infancy shows the Phils leading the A's, Cleveland and Giants by one point.

We give a toast to Joe Martin for his work in organizing and maintaining just another step to bigger and better sports in "Our Yard."

AWARDS AT BOWLING LEAGUE BANQUET

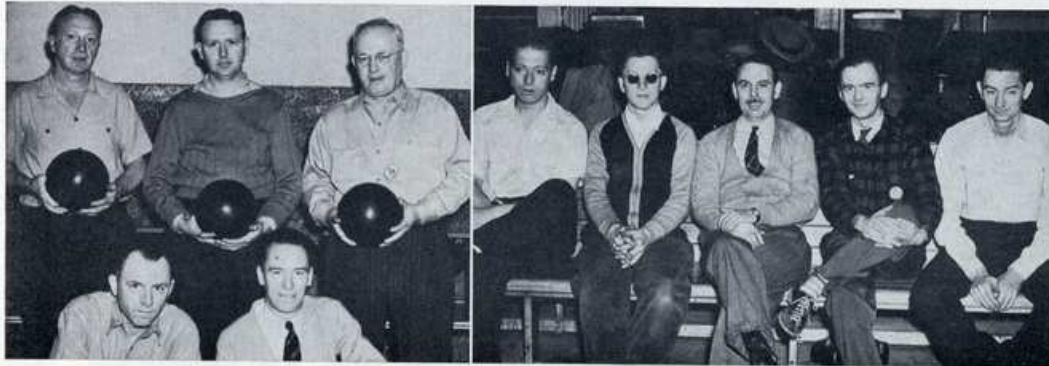
(See pictures of event in Pages 16 and 17)

There were nearly 500 Sun Ship enthusiasts at the Bowling Banquet staged at Columbus Circle. In addition to handing out the awards there were addresses by Toastmaster William Craemer, John G. Pew Jr., Robert Haig and Richard L. Burke.

George D. Carney presented the plaque to Capt. F. Shane of the victorious "Shipway" team in the "A" League. William B. Beatty made the presentation to Capt. Jack Bentley of the champion "Erectors" team in "B" League. Toastmaster Craemer presented the awards to Capt. F. Celia of "Shipfitters" team which led the Hull division.

John G. Pew, Jr. made the individual awards to the members of the "Erectors" "B" League team, the Sun Ship Champions. He also presented the awards to the winners of the Sun Ship Table Tennis League.

Present at the banquet were two score disabled veterans who came as guests of individual members. A floor show followed the regular program. The banquet committee included Chairman Norman J. Fisher, David Owens, J. Dougherty, W. Eilbeck and L. Highfield.



ONE OF OUR FRIDAY MORNING SECOND SHIFT TEAMS is 47 White, a team that is always giving trouble to the other teams and is a hard outfit to beat. At present in fourth place, they are shooting the works in an effort to reach the top. Back row: Gillen, Price, McKernan (capt.). Front row: Gregory and Ditchburn.

IN OUR SECOND SHIFT LEAGUE, this outfit is riding in third place and determined to get to the top. With that kind of spirit they should go places. Left to right: Johnson, Campbell, Robertson, Rogers and Kobus.



10th Annual Bowling Banquet



1. SERVICE MEN who were guests at the banquet.

2. SUPER CHAMPIONS include (left to right) George (left), Bill (right), William (right), George (right), and John (right) who were the winners of the tournament.

3. HEAD TABLE, left to right: Robert Hink, William (right), George (right), and John (right).

4. TABLE TENNIS winners in Philadelphia International tournament were John G. Pyle, Jr. (left) and W. A. Johnson, Jr. (right) and P. Williams.

5. SPECIAL AWARD is given George Hennings to John G. Pyle, Jr.

6. C. R. M. Kahn, guest speaker.

7. WILLIAM BEATTY officiated at the presentation of trophies to individual winners at B. George (left to right): McGovern, Geo. Marsh, Williams, Edwards and also the player in Capt. Hinkle of the Western team, B. George (right).

8. AWARDS made by William (right) to Bill (left), George (left), and John (left) who were the winners of the tournament.

9. PRESENTATIONS to Geo. McGovern (right) by Bill (left), George (left), and John (left) who were the winners of the tournament.

SUN SHIP'S OWN *Baby Parade*



Support the 7th War Loan Drive
and Make Their Future Safe



G. FREDERICK BONSTALL, 10 month old son of George Bonsall, Assistant Foreman of Layer-outs in 47 Dept., No. 4 Yard.



MARTHA JEAN HEISNER, 2 year old daughter of David Heisner, 45 Dept. Martha has won a number of baby contests in Philadelphia



JOHN, 2, and WILLIAM HARRISON, 1, children of John Harrison of 34 Department, Central Yard.



CHARLES 6, and DEANNE CINICOVE 4½, children of Edward A. Cinicove of 92 department.



JO ELLEN SZYMURSKI, 16 month old granddaughter of F. Babick, 59 Dept, 1st Shift, C.Y.



BARBARA HAND, 8 year old daughter of Frank Hand, 92 Dept. Counter, N.Y.



GERALDINE FORD, 3 years old, daughter of Wilson Ford, special Tool and Jig Room attendant at Wetherill Plant.

F. A. LEINBERGER, Jr., 10 month old son of F. A. Leinberger an Inspector for General Electric.



JOHN REGINALD and JUANITA REGINA BAUGHN, six months old twins of R. Baughn, Leader in No. 4 Yard Fab. Shop.



PHYLLIS LORRAINE PAGE, 2½ year old daughter of B. Bernice Page, 91 Dept., 2nd Shift, C.Y.

CORALYN M. BULGER, 9 month old grand-niece of Al Plough, Contract dept. Her father, Lt. Larry Bulger, is somewhere in India.



MARY ANN, 2½, and PEGGY JO GROSS, 4½, daughters of Joe Gross, Central Yard machinist.



PHYLLIS LESLIE HECKMAN, 7½, daughter of Tom Heckman, who is with the Expeditors in the South Yard Electric Shop.



JAMES R. WELSH, 6 year old son of Seaman 1/c Arthur Welsh, formerly of 59 Department and now with the U.S. Navy.



KARL, 13 and LEONARD RYAN, 12, sons of Pauline Ryan, Tube mill, Wetherill Plant.





91 DEPARTMENT Timekeepers and Contract Clerks

Harry Renz is very happy because his son, Warren, F.C. 3/c returned home to spend a 21 day furlough. Warren has spent 21 months on the Pacific with the Aircraft Carrier *Cabot*. He has been in every major engagement, and returned uninjured.

Jerry Wentland will celebrate his birthday on June 12. He became a proud daddy on April 26. It's a girl, born in Taylor Hospital, and weighed 9 pounds. Congratulations, Jerry.

John Kennedy will celebrate his birthday on June 9, and Joe Martin, the official scorekeeper for the quait matches, will celebrate his birthday on June 14.

Bill (Humphrey Bogart) Haseltine is preparing for a big job of house painting, and purchased 11 gallons of paint.

Dixie Lester recently received a pleasant surprise. Her brother arrived home for a 60 day furlough. He had been a German prisoner for 28 days. Dixie, her mother, and brother expect to pay a short visit to their former home in Kentucky.

Eva Majewski has been studying to be a nurses' aide and she enjoys it very much. Keep it up Eva, plenty of nurses are needed.

Frannie McIlhenny has heard from her brother-in-law who was formerly reported missing in action. He had been a German prisoner.

Dotty Lewis received word that her hero is home from the wars.

Rita Phillips recently won second prize in a sewing contest which was sponsored by the Ruth Chilton radio program at radio station WCAU.

The Hand Klaspers Klub accepted fourteen new members since the charter has been opened.

Reporter: ED BELL.

BURNERS' RAMBLINGS

Lee Camp is one fellow who should have followed the sea. Speak to Lee of ships and ocean spray — then watch his eyes light up like a decorated Christmas tree. Lee has been with Sun Ship several years, and has every copy of OUR YARD published since his employment here.

Clarence Stubbs, better known as 'Stubbsie', who is the second oldest burner with Sun, in point of service, celebrates a double anniversary in July. He will be sixty years old, and will also be looking back on thirty-five years of domestic bliss. Congratulations.



RICHARD CLAYTON was recently promoted to Assistant Foreman of 91 Dept. He has been in the Time Dept. since coming to Sun Ship 16 years ago. He was born in Chestertown, Md., and was graduated from Chestertown High School.

Sincere congratulations to "Det" and the best of luck.

COPPER SHOP

Johnny Hollis certainly could do with a pair of roller skates and wear them out in no time.

Charlie Diehl is now a radio operator and has shipped out on one of our boats, the *Northern Sun*.

April 23rd two chaps took an unexpected trip not knowing where they were going. While fitting airport screens the ship left the yard with them on it. They got off at Marcus Hook.

Ruth Phillips spent some time in the Chester Hospital during the month of April for an operation. We hope she returns soon and as well as ever.

Here is a letter you will probably enjoy reading. Copied word for word:—

Thursday

"Dear Harry:

"I don't expect you to be able to work on all these things but do what you wish. Take the car for a ride. I think the speedometer is about 12 miles an hour slow. Drive about 38 miles an hour and you will notice a terrible vibration. Check the motor the car is starting to miss. The front wheels shimmy. Gasket on the head going to the radiator is gone. I have permatex on it now. Heat temp. don't work. Check loose connection going to the rear. Amp. needle jumps. Must have a short. Fix gasket on the head. Check spark plugs, joints, coil, condenser, and carburetor. Car rattles like the devil. Just fix what you can. I will pick up the car on Friday.

"P. S.: Harry, if you don't think the car

is worth fixing just try to doctor it up a little so I can sell it."

Mr. Adams received a letter from Tommy Carroll who is now in Gulfport, Mississippi. He is going to Basic Engineering school. George Betchell is at the same camp and in the barracks down the street from Tommy.

John Manchin completed his ten weeks training at Sampson, New York. While on his seven day leave, he came to see the boys in the Copper Shop.

Jack Daniels left us May 9th for the Army. William Machamer left us to go back to Africa. John Biggins left us May 14th for the Army.

Reporter: SHIRLEY SPENCER.

91 DEPARTMENT Second Shift

Mary Gisko and her nephew, Raymond Meisberger, spent a week-end in Atlantic City.

Marge Bolinski has now taken her place among the ranks of the war wives. Marge's husband was inducted into the Army.

Louise Shea went to the carnival the other night. Louise was most interested in the freak shows.

Jerry Merello has thrilled a number of girls recently with her Marine.

Alice Zitkus spent a week-end at home. Helen Kraskowski was quite lost without her pal.

Margaret Ratliff celebrated her birthday on April 11th and Harold Hansen celebrated his on April 23. The following day Harold celebrated his wedding anniversary.

Edith Sharpe is in the hospital for observation.

Reporter: ADAH J. LEHMAN.

86 DEPARTMENT North Yard Dispensary

"Unbelievable", it may be as the Doctor says, but Anne Carmen really rolls cigarettes for Herb.

"Piggy" and Wilma have quite a time in their competition for the dog biscuits.

AN ODD REQUEST: A man coming in to be treated wanted to know if he could pick his own nurse.

A patient coming in all excited with a new injury cried, "Hey Nurse, I have a broken eyebrow."

We miss the Safety Men who have been transferred to other Yards and Shifts. The best of luck to Curley, King, Wolfe, and the others. Here's hoping the new ones turn out to be as nice, more about that later.

NO. 1 FIRE COMPANY BANQUET



SOME OF THE SUN SHIP EMPLOYEES who attended the banquet.



JOHN G. PEW JR. addressing members of Sun Ship's volunteer fire department.

QUIPS FROM PAYROLL DEPT.

Girls from Distribution and Tabulation attended a Service Men's Dance recently at the Aberdeen Proving Grounds.

Miss Phoebe Jobson continues to be operatic; she lately attended the performance of *Madam Butterfly*.

Sunny Tomannelli of Distribution has been out ill for over a week.

Miss Anne Russell received a telegram recently that her brother is safe and on his way home. This made everyone very happy since he had just been liberated from a Nazi concentration camp after being a prisoner for 10 months.

Sara Connolly, Mary Leary and Kas Coonan were fortunate enough to see the stage production of *Oklahoma*.

Marie Orobana (formerly del Vessoro) is back on the job after honeymooning in New York.

Dotty Shindell's sister gave birth to a baby boy, Carl James Saalack, Jr. From now on she is known as "Aunt Dotty" to the Contract Department.

Many happy returns to Nicki Shandi, Elsie Burroughs and Andrew Robertson.

Our soft ball team is really shaping up. The players and their positions:—

Second Base	Nina Raffaele
Short Stop	Frieda Dow
Third Base	Betty Graham
Center Field	Mary Bucella
Left Field	Virginia Varelli
Right Field	Vetora Mercadante
Catcher	Paulette Ertwine
Pitcher	Mary Pedante

Sam Henderson of the Contract Department proudly tells you he is the oldest man in the North Yard Payroll.

Definition of a Sad Case:— Twelve empty bottles.

The North Yard Payroll said good-bye to a grand man, Mr. Frank Brown who left the Company, and wishes him good health and happiness; and welcomes its new head of the Department, Mr. David R. Owens.

Proverb:— A man in a position to distribute favors will have an army of friends — since most friendships are based on an exchange of favors.

Frieda Dow left for the West Coast to join her husband who is on a furlough.

Judy McCarthy just received a beautiful alligator purse from her boyfriend in

the Armed forces, at Puerto Rico.

Uncle Ezra says:— That guy who died from drinking varnish, certainly had a fine finish.

Congratulations to Elsie Czarenko of the Tabulating Department on her marriage to George Widdowson.



Pfc. ALBERT SACKO served with the 29th Infantry Division in Normandy and he is now stationed in Mass. at the Camp Edwards Convalescent Home. BETTE SACKO, Payroll Distribution Dept., will be with Sun Ship 4 years in July. They celebrated their 2nd wedding anniversary on May 8th.

34 PIPE SHOP Central Yard

Harry Mister loves to relate his experience as a Cabaret Romeo, and his side kick Turner backs him up on every story.

Harry Moon, the steam smothering specialist, claims he can run a line in any part of a ship without burning holes in the bulkhead, or on deck.

Wilson and Laird are always at odds, and Laird claims that Wilson is worse than an old "Grand Mommy".

Mebbe Fry and "Big Al" can tell us why the gas has to go up the mast, after all you fellows are supposed to be Gas Vent Specialists.

"Jake" is always in a quandry as to how to bend pipe, but he always feels better when "Joe", the ship boss, breezes around and gives him another lesson.

"Jack" Dolan still boasts that he can use a pipe wrench as good as an old timer, and also read a blue print, providing, of course, it's upside down. Take it easy, "Jack".

Reporter: "PINKY"

SOCIAL SECURITY FACTS FOR SUN SHIP WORKERS

What is Old-Age and Survivors Insurance?

It is a Federal Social Insurance plan to pay monthly benefits to insured workers and their families when the workers retire or to their families when the worker dies.

Who Gets Monthly Benefits?

- Retired workers, aged 65 or over.
- Wives, 65 or over, of retired workers.
- Widows with young children.
- Children of deceased or retired workers.
- Widows, 65 or over, of deceased workers.
- Dependent parents, 65 or over, of deceased workers who left no widow, or children under 18.

If no one is entitled to monthly benefits, a lump sum may be paid.

How Much Are the Benefits?

All benefits are based on the worker's average monthly wage and the length of time he was in employment covered by the Social Security law.

What You Should Do

When you reach 65 and stop working, go immediately to the Social Security Board Office and file a claim for monthly payments. If you continue working after 65, it may be advantageous to discuss your eligibility for benefits with that office.

Family Survivors

In case of your death, your closest relative should go to the Social Security Board office to find out about insurance payments.

FOR MORE INFORMATION CALL OR WRITE TO: Social Security Board, 302 Crozer Building, Chester, Pennsylvania. Telephone: Chester 9151.

— Presenting Men of 47 Department —



LINER SHED, CENTRAL YARD—In the group are: J. Flatley, Ass't Foreman; J. Howarth, J. Catanese, J. Flamingo, M. Brown, E. Dwyer, A. Pompa, F. Simon, G. Ford, T. McCleerey, M. Jowder, U. Furey, E. Gruzinsky, B. Kozloskey, and T. Movellitti. There are seven others in this group that are unidentified.



47 DEPARTMENT, SOUTH YARD— Left to right:—Travaglini, Iacono, Settine, Cappelli, Newby, Allen, Zartman, Goodley, Bromley, Falcone and James. Also Kuzma the Burner, and Emerson of 59 Department.



47 DEPARTMENT, SOUTH YARD— Left to right, top row: Lindell, Styer, Carr, Cholokian, Klein, Episcopo, Schultz, Hamilton, Prokoff and Blaisdell. Bottom row: Zigapolie, Buffington, Moran, Davison and Patton.



WELDING TABLE GANG, SOUTH YARD— Left to right, top row: Gile, Teich, Haraschak, Mogilefsky, Osterly, Moran, Wilkinson, Simone, Harcarik, Vaksman, Rowles, McGinley, Turin, Lucas, Bruton, Washington, and Diskin. Bottom row: Waters, Weisman, Shallow, Durning, Ware, Lindsay, and Oliver.



47 DEPARTMENT, SOUTH YARD FABRICATING SHOP, DAY SHIFT



WILLIAM GAYLORD REYNOLDS, turning the outside diameter of a Diesel Engine Cylinder Liner in way of the water circulating space. The entire outside diameter is rough and finished-turned and the sinkhead is cut off on this machine. The diameter of the cylinder liner is 32" and the length is 10 feet, 8 inches.

Bill, a machinist and lathe operator, was born in Smyrna, Del., and served his machinist apprenticeship at the Vulcan Iron Co. of Chester. He worked for a time at the South Chester Tube Co., the duPont Co. and New York Shipbuilding Co. On March 3, 1903, he started to work for Robert Wetherill Co. and now has forty-two years continuous service. He has operated the 66-inch lathe (shown in the photo) the entire time.

Bill's daughter, May, is employed in the Sun Oil office in Marcus Hook and has acquired a 15-year service record.

SUN SHIP Portrait of the Month

Louis Feusht, Daylight Foreman Wetherill Plant, Machine Shop. "Louie" as he is generally known, was born in Philadelphia. He resided for some years in Prospect Park with his parents and is now a resident of Ogden.

He served his machinist apprenticeship with Robert Wetherill & Company. However later he became interested in the ministry and enrolled in the Philadelphia School of the Bible, and the Moody Bible Institute of Chicago and in 1925 he was ordained.

He was the first mechanical inspector of the Wetherill Plant and it was during the assignments of inspection and checking of vital parts for ships and during the erection and assembly of them that he made the acquaintance of a host of workmen in the various departments of Sun Ship.

For three and one-half years he had charge of the third shift at the Wetherill Plant during which time he acted in a supervisory capacity. He returned later to the day shift and assisted supervision of ma-



chinist and machine operators. Recently he was appointed dayshift machine shop foreman assisting supervision of the machine shops at the Wetherill Plant.

He has been pastor of the First Baptist Church of Ogden for fifteen years, being the initial pastor. He has built up a fine congregation and is held in high esteem in his community for his civic and ministerial activities.

He has quite an elaborate library and enjoys music in all its branches. He is also an ardent gardener of flowers and vegetables and raises poultry. Sports, too, have a high rating on his recreation list and he never misses the circus when it comes to town.



PRESENTING A GROUP of girls from the Central Yard layout shop. Left to right, standing: Ollie Inscow, Mary Baranowski, Betty DeStefano, Mariha Ives, Alice Bassett and Hazel Gardner. Sitting: Helen Skulska, Michie McGinnis, Louise Plebani, Helen Serina and Connie Lombardo.

LOFTING AND MOLD STORAGE — Left to right, top row: J. Quinn, R. Lee, E. Murray, S. Geiss. Bottom row: W. Abrams, J. Westing-burger, T. McNally, and A. Haigh.

88 DEPARTMENT — GUARDS Capt. Mills and Capt. Johnson's Squad

The Management has created a new and very important post. All the boys are hoping to get the job. It will be known as the "Keeper of the Hams." This job will require the utmost vigilance and will be filled by one of our most efficient guards. Guard Olsen will be Chief of the Refreshment Committee at the next meeting and roast pork and sauerkraut will be served. If a fellow starts to kiss his girl good night at 12:00 Midnight and at 4:00 A.M.

her father calls down to bring in the milk how many quarts of milk did the milk man leave?

The big argument in the Squad Room the other morning was why non-alcoholic beverages like soda pop are not used to christen ships instead of champagne. Guard Vail won the argument by stating it was good advertising for the temperance cause to use champagne, as after a ship has had its first taste of alcohol it takes to water and sticks to it.

Padden and Cassidy were discussing politics. "What we need is good men in poli-

tics," said Padden. "That we do. That we do," agreed Cassidy. "And we need them bad."

Admiral Wegat was in the Yard recently for a visit. He and Mack, the former OUR YARD Reporter, take care of Jamaica Inn at Media. We will be glad to welcome these two popular guards back to our squad when the Inn closes.

Our Lady Guard Lucky has left our Squad temporarily to help out on Captain Watkins' Squad in North Yard. We hope to have her back soon.

Reporter: WAYNE NORRIS.

The Prayer of a Tanker

This prayer was composed by Lieut. Com. Eugene N. Chadwick after a particularly stormy voyage on an old type of tanker. He now sails one of the Sun-built tankers. He was so impressed by the performance of the older vessel, he had to write these words.

Knowing that my remaining days are numbered in small figures, I beseech Thee, O, My Masters to hear my reverent prayer; that Thou may grant Thy faithful servant a last request.

May Man in all his power and glory, when deciding on my final fate, be reminded of that glorious day when I was slid off the ways with my hull bedecked with flags and bows, dripping wine, and a wish on every lip for many successful voyages, amid the sound of band music mixed with full throated cheers.

At the first feel of the earth's water I vowed in Thy name to fulfill Thy every wish and expectations; to deliver my cargo no matter where; and above all to bring my crew safely home; I have, with all the heart Thou hast built into my structure, dedicated my whole life to this humble vow; while performing my small part in World War I, I was sunk by enemy action, I then renewed my vows with great passion when Thou in all Thy wisdom and skill salvaged me from the sea's bottom, and reconditioned me so that I might live out my full life in Thy Service.

Down through that long voyage of years that brought today, I have performed my duties faithfully; I have sailed off many coasts, I have brought my cargo through hurricanes in the Caribbean, and my crew safely through violent storms off Hatteras; I have felt my cargo expand in my tanks under the hot sun, while steaming through the blue waters of the Mediterranean; I have tried in vain to tell my captain and crew, that all was well, that I would bring them safely home, in spite of the steel-rendering force of twenty-foot seas and Polar blast of ninety-mile gales, while fighting my way across the stormy North

Atlantic; I have plowed through seas for days on end while crossing the wide expanse of the great Pacific; I have never failed to answer the wheel as ordered by Captain and pilots, while feeling my way through treacherous inland channels, often through thick fog, and have always carried my burden to its destination and returned again to the open sea.

The event of the great war for world freedom found my facilities impaired, my boilers weakened, my speed reduced, and my whole structure flexed through long years in Thy service, but I was badly needed and took my place in convoys with hundreds of my younger sister ships. I again carried the oil so necessary to the military success of the allied forces all over the world.

I have stopped to rescue from the sea, the men from other ships crippled or sunk in battle, while the guns mounted on my decks fought off dive bombing planes and stalking submarines.

The pace and tempo of war have greatly lessened my remaining days of usefulness. I must make room in convoys for younger and faster ships, while I make short easy voyages.

Let my proven love for the ships ever keep Thee from selling me to another country, spare me the indignity of sailing out my remaining days under a foreign flag.

I beseech Thee, O, My Creators: that men shall never see me in my final resting place, as a battered hulk on the rocks of some Foreign shore; Let My reverent prayer be a request to be dismantled by men of the like that built me, part by part until my entity as a ship shall return to that from which I came; and let the last thing taken from my deserted hull be the Stars and Stripes. AMEN.



HONORING HEROES of Iwo Jima at the Bond Rally, WILLIAM C. EVANS, of the Machine Dept., appeared on the platform wearing the Distinguished Service Cross, the French Croix De Guerre, the French Victory Medal and the Purple Heart. All these were awarded him during the First World War. He is a member of the Legion of Valor.



RICHARD MADDOX, 30 Dept. Boiler Shop, No. 4 Yard, purchased on May 2nd the following bonds: a \$25, \$50, \$100, and a \$500 bond. On May 7th he bought a \$50, 3 \$100, and a \$1000 bond.

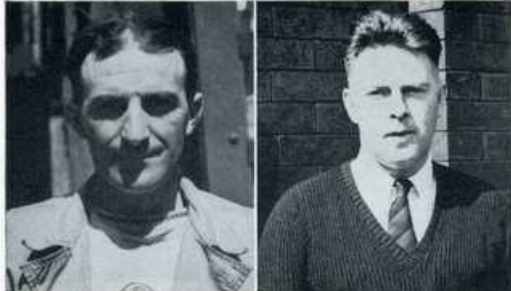


"OKLAHOMA" came to Sun Ship and put on a fast War Loan rally in the North Yard. The event which drew a very large attendance was presided over by Vice President John G. Pew Jr. Left to right: Betty Walters, Cpl. John Buckholz, Dave Burns, Alfred Cibelli, Jr., Chief Motor Machinist Mate Tom Diedrich, former Sun Ship worker, Vivian Swanson, Sonia Wojcikowska, Dorothea MacFarland, Cpl. George Koin, Albert F. Bell, Gene Reiley and Ezra Whitman.

"WHITEY" TRYENS BOOSTS WAR BOND SALES

William 'Whitey' Tryens, a burning leader with 11 years service at Sun Ship, has several reasons to speed the end of the war. He is a veteran of our war in the Philippines. He was with the U. S. Cavalry for 6 years. In the present conflict, his only son, 1st Lt. Andrew L. Tryens, has 5 years service to his credit. Others in the family are his wife, and two daughters and several grand-children. His hobbies are sports, raising flowers, and buying War Bonds. During the mighty 7th War Loan Drive he has hit upon a novel method of increasing sales of War Bonds among his burners. For each extra \$25.00 bond, bought by a burner on his boat, Whitey will buy a \$100.00 War Bond. To date he has purchased, during this drive, 8 extra Bonds. He expects to invest about \$2000.00.

YOUNGEST-FATHER-OF-A SERVICEMAN CONTEST



(Upper left) — JOHN GEORGE FARINA and (upper right) — CALVIN O. HAMILTON. (Left) — PVT. JOHN G. FARINA and (right) S 1/c RICHARD J. HAMILTON.



As the matter stands right now, John George Farina, 45 dept., seems to hold the title as Sun Ship's youngest father of a serviceman. He is 35 years old and his son John is 18. The younger Farina also is a Sun Ship man, having been employed in the Pipe shop. He is now stationed at Ft. McClellan.

Calvin O. Hamilton, at the age of 37 holds second place in the contest. His son Richard enlisted in the Navy at the age of 17 after having been an apprentice in the Copper shop for more than nine months. Calvin is a crane man at the Wetherill plant with 14 years service.



(Top) — FIRST AND SECOND SHIFT MEMBERS OF POWER HOUSE GANG, No. 4 Yard. From the left: Clifford Webb, in charge of Battery Dept.; M. A. Whitehurst, second shift oiler; B. Andrews, first shift oiler; Roland Harley, second shift operator.

(Center) — SUPERVISORY STAFF, 51 DEPT. DRILLERS, No. 4 Yard. Left to right, J. Jenkins, P. Schneider, J. Campbell.

(Bottom) CENTRAL YARD ERECTORS, from the left: Duane Acers, Anthony Pajka, W. McDonald, William Borden.

STORERUMORS — 80 DEPT.

Nuts and Volts From the E.T.D.'s

After a few weeks off because of a broken hand, Jonesy of No. 4 Yard Electrician trucks returned to duty. He is now "R. R. Crossing" Jones to the boys. And Jonesy, in turn, has developed a healthy respect for those rails.

Bromslaw Kometa of South Yard Electric truck service lost two days when a splinter pricked his finger.

The Abrams Vending Co. has been liquidated. No more peanuts or dogs sold enroute on the bus. Marty Abrams now rates a stake body truck.

When Smitty came in sneezing the other day, Gus piped up and said he had a "colt" in the head.

On the Distaff Side

Birthday greetings to Sophie Brown, Madge Gill and Dot Bullock. Sophie finally received her call and left Tuesday, May 15th for the Marine Corps. At the Mixed League bowling banquet the gal received a fine hand.

Well, by the time this goes to press we imagine Ev Kennedy will be Mrs. Ev didn't

believe in "Acres of Diamonds" and went to Joplin, Mississippi, for her spouse.

Welcome to Ann La Spada, the typists latest edition, and a regretful farewell to Mary Emper.

Mary Fillinich is a definite believer now in fortune tellers. The woman at the Gypsy Tea Room predicted wedding bells next year.

Stella is quite flattered and elated to say the least. After a year away from the States the sailor-boy she met at the weinie roast came back.

Here and There:

Fastest work time we know: Hired on Saturday drafted following Wednesday. Wow!

Back in the fold — Wimpy Worrell who recently renewed his charge from the Navy.

Bill Franklin finally received his notice to come up for re-examination and induction. "If I'm the same man I was six months ago," said Bill, "Bye, bye Sun Ship bye, bye."

Sorry to say goodbye to George Butner who left for "fertile fields."

Congratulations to Jim and Mrs. Brown on receiving the top honor of launching

a boat. Although the personnel of 80 Department couldn't be there, we were applauding.

All quiet in the B/M room this month likewise the counters and checkers' office.

News and Views From No. 2

This poem was contributed. It ain't too good but ah the beauty of its contents.

*We are the boys of No. 2
There's Papa Ray and Dick Poole too.
There's Mike and Jimmie and Barney and Dan,
There's Bill and Baldwin, Oh! what a man!*

*We're on our toes and work like h—l
Never stopping from bell to bell.
We love our work and each man sings,
And at 4:15 our feet sprout wings.*

*We're very quiet and so polite,
We love each other and never fight,
We're very careful not to hurt,
Each other's feelings by spilling dirt.*

*We never swear and never smoke,
Or ever tell a dirty joke,
We're so polite and so well bred,
The gang might just as well be dead.*

Reporter: SID ROBINSON.



Presenting our reporter **A. J. Corvelli**, popularly known as "Lefty" who has been in 59 dept. for 7 years. He was born in Orange, N. J. and his family came to Philadelphia when he was two months old. A graduate of the Vineland High School he attended night classes

at the University of Pennsylvania, specializing in Industrial Economics. He has bought a \$50 War Bond weekly since Pearl Harbor. He was formerly a semi-pro baseball star. He now has a Victory garden and his hobby is hunting. "Lefty" has been "59" dept.'s reporter since "Our Yard" was started.

WELDING LINES

Bond Seller Sam Says:

Your Bond purchases have licked Italy and Germany; however, we still have a major battle to win from the land of buck teeth. So keep up the good work and increase your Bond subscriptions until V-J Day.

A. Broadt was involved in an automobile accident and was seriously injured. We of "59" were sorry to hear of your misfortune Broadt and we are all rooting and wishing for your speedy recovery and return.

H. Peters has answered the call to arms and will be missed. Good luck "Pete" and you can bet your last welding rod that we'll keep 'em coming as long as you men need our ships.

W. Griffin who is now with the Shipfitters is making some fine tacking jobs.

Jim Clark of "C" shop could well be monickered "Smiles."

"Jack" Quinn is an up and coming swing enthusiast. We caught him practicing tee-ing off with a sturdy broom t'other day.

Cooperation Award of the Month

We of the 59 department feel that in Joseph May, 91-262, we have one of the most industrious and efficient clerks in the entire Yard. Joe has won the goodwill of every one and we certainly want to extend our thanks to this gentleman who is practically our "cure-all." Joe takes care of bond subscriptions, Red Cross subscriptions, vacations, lost-time records, sick leave, work records, hospitalization, in fact any problem that arises, in addition to his "time duties." Joe spends his lunch time every day ironing out the problems of a steady stream of welders who seek his aid. We feel fortunate that Mr. May came to our department on his return to Sun Ship after serving with the U. S. Army.

Charlie Craven is fast becoming a popular member of 59 department.

Men who are interested in free pre-induction rifle training, please contact your reporter.

Dick Shay, formerly of 59 department, South Yard, recently came to Sun Ship to visit old friends after two years of action in the Pacific with the United States Marines.

Bill Rowe, 59 department Leader, quiet, efficient, and easy to get along with, commands the respect of every man who has



SIX WELDERS working on one butt. A very unusual sight in the Yard.

ever worked under his leadership.

If you're constantly on a week-end spree,
And don't report to work,
You're only gaining the good will of,
A rat called Tojo Jerk.

Reporter: A. J. CORVELLI.

"TIS SAID" ABOUT SOUTH YARD FAB SHOP

Al Ferdinand and Hank Cisco are ang-ing up on Bishop Lee with five and ten cent words. Something for Webster to look into.

Smiling Charles Ford and Beau Brummel Bill Davidson look much better everytime

they get a haircut.

The girls of the South Yard would like to thank Mrs. Cramp for making their working day at Sun Ship very pleasant and comfortable.

Oscar's bay has been so clean that he wishes to tell everyone, please don't throw any cigarette stumps or trash into the bay.

The gang is glad to see Shorty back at work having been laid up a few weeks after a hard accident.

Yes folks, Lew Lerner can straighten your troubles out for a small fee of one cigarette. Cheap at any price.

Handsome Joe Arden has all the fellows and girls always saying nice things about him. Nice kid.

Reporter: DENVER.

59 Dept. Supervisors' Banquet, 1st Shift, Central Yard



(Above) — AMONG THOSE ATTENDING THE BANQUET WERE: Mr. and Mrs. A. Wright, Mr. and Mrs. C. Cronmiller, Mr. and Mrs. C. Crowe, Mr. and Mrs. C. Hearn, Mr. and Mrs. H. Wittman, Mr. and Mrs. J. May, Mr. and Mrs. G. Nuss, Mr. and Mrs. W. Rowe, Mr. and Mrs. P. Specht, Mr. and Mrs. A. Semeister, Mr. and Mrs. E. Palo, Mr. and Mrs. A. DeCarlo, Mr. and Mrs. J. Melnick, and Mr. and Mrs. G. McDonald.

(Below) — Mr. and Mrs. H. Sweeney, Mr. and Mrs. J. McCann, Art Sherrer, Phil News, Mr. and Mrs. A. Wright, Mr. and Mrs. J. Blythe, Mr. and Mrs. K. Morris, Mr. and Mrs. F. Harrison, Mr. and Mrs. C. Cronmiller and Mr. and Mrs. R. Forsythe.



PORTABLE WELDING MAINTENANCE — FIRST SHIFT — This group services and repairs over 700 Portable Welding Units used in Central Yard Shops and Shipways. Left to right, kneeling: E. McDevitt, D. Beeson, C. McFadden, Leader, V. "Reds" Moore, and Frank Hall. Standing: A. Boyer, J. Gorman, H. Walmer, C. Pearson, A. Adolf, F. Mesler, and T. Owston.



AUTOMATIC "UNIONMELT" WELDING REPAIR AND INSTRUCTORS — This group is responsible for both quantity and quality of our Unionmelt Welding in 30-B and 47 Department Shops. They maintain the large butt, fillet and portable automatic welders in 47 Dept. Fabricating Shops used in welding bulkheads, side shell, and deck sections which is a large production factor in turning out more and better tankers. In 1936 the department started with three Unionmelt welding machines and at present there are thirty-six in operation. Left to right, kneeling: Fred Young, Samuel A. Coniglio, Edward C. Kamps, Frank Klein, Samuel H. Stevenson. Second row: Edward Kretchman, Ralph W. Hoffman, Leader, David M. Thornton, Instructor, J. William Bailey, Instructor, Bernard F. Moran, Instructor, Ernest Tyler, Vivian M. Deal, Jervas Jefferis, Thomas H. Boyer, Assistant Foreman.



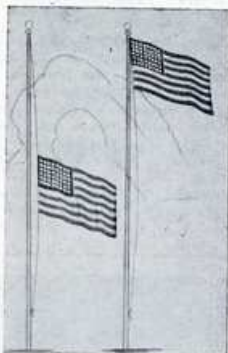
INTRODUCING THE "SIX OIL SPOTS" OF THE SOUTH YARD. Left to right: C. Faust, C. Mangen, G. Luttrell, F. Rusk, C. Meredith, and P. Davis. Their duties are to keep machinery and cranes well greased and oiled at all times.

BILGE 'N BALLAST



Flags at Half Mast

The custom of the half masting of flags as a sign of mourning is a survival from the days of the sailing ship when yards were scandalized and rigging was slacked off for this purpose. It is a well known fact that a good seaman's ambition is to have his ship make a trim and fit appearance; therefore trailing rope ends with yards askew, presenting a slovenly picture, was taken in the days of sail to represent a sign of mourning. The proper procedure in the half masting of flags is to raise them



smartly to the truck and then lower them slowly to the half mast position. At the end of the day, the flag should be raised from the half mast position to the truck, for an instant, and then lowered slowly and ceremoniously. On Memorial Day, the flag should be displayed at half mast until noon, and at the truck from noon until sunset.

National Ensign

The United States Flag has thirteen stripes, representing the thirteen original states, and a union or canton with forty-eight stars, one for each state in the Union. There are seven red stripes alternating with six white stripes, arranged horizontally; with a canton, consisting of a field of blue with five-pointed white stars, located in the

upper quarter next to the mast and extending downward to the lower edge of the fourth (from the topmost) red stripe.

In 1912, President Taft issued an Executive Order defining the proportions of the National Ensign in terms of the hoist or width of the flag as follows:

Hoist, or width of flag 1.0.

Fly, or length of flag 1.9.

Hoist of canton or union 7/13.

Fly of canton or union 0.76.

Width of each stripe 1/13.

Diameter of each star (over points) 0.0616.

Thus for a flag six feet wide, the length of the flag should be six times 1.9 or 11.4 ft. (approximately 11 ft. 5 inches), and the width of each stripe should be 1/13 times six or 0.46 ft. (approximately 5½ inches).

To show proper respect for the flag it should not be hoisted before sunrise or allowed to remain up after sunset. It should be hoisted smartly and lowered slowly, and never permitted to touch the deck or ground.

When the National and other flags fly together, the National Flag should be on the Flag's own right, or on the marching right, or when there is a line of flags the National Flag should be in front of the center of the line.

As stated in the previous issue, no other flag should be permitted to fly on the same hoist above our National Flag except the church pennant during divine services.

The Flag should not be used as a decorative covering or drapery; red, white and blue bunting should be employed instead. Neither should it be carried horizontally or used to cover a ceiling—it should float free and aloft.

The Flag should never be displayed with the union down except as a signal of distress.

It should be remembered that our National Flag is a symbol of the United States of America and all it stands for, and accordingly should be honored and treated with the greatest of respect.

FRANK L. PAVLIK



LAURA E. BLASIENSKI, 305 Sheet Metal Shop, Central Yard was united in marriage on December 13 to John J. Kobor, 1st Class Cook of the United States Navy, who is now serving in the South Pacific.

INK SPOTS FROM THE HULL DRAWING ROOM

V-E Day means the conclusion of but one phase of the global war. Americans have a particular interest in terminating the Pacific issue with equal success. Let's keep plugging 'till the Japs yell "Uncle" Sam.

Les Ives, S 1/c, stopped in to see us recently. He stated that he was developing plans in the Drafting Room for scout and bombing planes.

Bill Deck writes from rest camp to say that he is well after participating in the Iwo Jima campaign. He wishes to be remembered to all of his Sun Ship friends.

We wish to express our deepest sympathy to Joe Ambrosino and family. Joe's father died on April 21st.

That fishing trip of Earl Springers, on the first day of the season, netted at least one white pickarel—office made.

Again we spread the welcome mat and greet the following men who have joined the staff on the Third Floor—Main Office: Richard Rhoades and John McNulty.

There is a story on the golf clubs that Bill Joyce loaned his brother, John. Apparently John snapped the heads of three of the irons in play, and now Bill claims a new set of clubs. We are told "Bill sawed halfway thru the shafts of those clubs before he loaned them to John". P.S.—It is alleged that the clubs were originally given to Bill some recent fifteen years ago.

Those strenuous "Y" dances seem to be taking their toll—that is—on the day following. Ask Harpo, Paul, Tommy, or Al about it. We hear that Sinatra's protagonist also cuts a mean rug at these affairs.

The engineering project of the hole-thru-center-of-the-earth-to-Japan (for surprise attack) is still in the embryo stage. Thus far only a shovel with two blades has been developed, and the law of gravity has not been repealed.

FRANK L. PAVLIK

Found in "Stars and Stripes" Newspaper for Servicemen

Sat. Mar. 10:—Hon. Banzai charge ends in Honorable death.

A Tokyo report relayed by the German Radio said that the remaining Japanese troops on Leyte Island, in the Philippines, rallied around their Commander last Monday and launched a surprise attack during which they all died a hero's death.



BURNS AND THEIR TREATMENT

Shipyards workers, through their own carelessness or that of others sometimes receive serious burns or scalds. Burns are caused by contact with dry or moist heat. However burns caused by hot liquids or vapor are usually known as scalds. Electricity also creates burns. When a current passes through the body tissues are burned or destroyed. These burns are deep and heal slowly. Electric flashes burn the surface of the skin causing it to redden or blister.

A person whose clothing catches fire should not run nor even remain in an upright position. Running fans the flames and when one remains standing the flames reach the face and can be inhaled. The victim must be made to lie down, by force if necessary. Smother the flames with coats or blankets starting at the shoulders and working down. If no coats or blankets are at hand rub the flames out with the hands.

There are three degrees of burns: First degree—skin is reddened; second degree—skin is blistered; third degree—deep charring or cooking of the flesh tissue is liable to occur.

The dangers accompanying burns are from the possibility that the person burned is in severe shock and from the fact that burns are easily infected. Therefore burned victims must receive prompt treatment by a physician. Pain is the chief symptom of a burn and is probably more intense than in any other type of injury. Shock is severe in the case of any burn covering an extensive area. This is true even though the burn may be only of first degree. The duties of the first aid operator are to relieve pain, prevent infection, and to treat shock.

In the home the best treatment is to apply several layers of sterile gauze (or freshly laundered cloth), which has been soaked in a slightly warm baking soda solution. This is made by adding three heaping tablespoonfuls of baking soda to a quart of warm water. These dressings are bandaged lightly in place and the patient is covered with blankets. The dressings exclude air from the burned area and the warm blankets ease the effects of shock.

In addition an extensively burned patient should be given small drinks of water at frequent intervals if the physician's services are not available immediately. When clothing covers any burned area, quickly



(Above) — 45 DEPARTMENT, No. 4 YARD — Left to right, top: E. Carplick, C. Williamson, P. Ranck, H. Breeden, J. Manni, N. McQuiston, O. Schmidt, C. McCullough, A. Matt, T. Scruggs, L. Thomas and C. Boyer. Bottom: W. Fields, W. Bohrer, G. Le Touneau, R. Miller, F. Cline, J. Garvey, L. Chessman, H. Osman, A. Texter and F. Lindsay.

(Below) — THESE 45 DEPARTMENT EXPEDITORS, under the supervision of B. J. Griesmeyer, are responsible for the delivery of all hull material, both shop work and outside contract being at the ship when required and may be considered the backbone of this most important division of the shipbuilding industry. This group includes: G. Mackenrow, J. Torchiano, North Yard Leader; M. Levinson, W. Mansky, D. Heisner, E. Cocca, H. Creighton, Central Yard Leader; W. Warfel, B. Driesigacker, A. Greenbaum, G. Assan, L. Wolk, L. Hinkel, H. McLaughlin, S. Surden, M. Romano, L. English, and A. Stock.

remove it being careful to cut around any part that sticks to the skin. Then apply the sterile dressings.

In the shipyard anyone who is burned should be gently wrapped in a blanket, placed on a stretcher, and carried carefully to the dispensary. During transportation the burned areas should face up to prevent any chafing. This is especially important when the face has been burned.

BENJAMIN KNEEDLER.

LININ' THE LINERS

H. McNeil, known with respect to his co-workers as 'Mac', before the war was a well-known fisherman. His boat was well thought of in seashore fishing events. After the war he is going to spend the rest of his life doing what he likes best—fishing.

Sam Schleifer is going to go back to the junk business. You throw it away — Sam will take it.

Robert 'Reds' Taylor and his missus celebrate a wedding anniversary in June. Good luck to you both.



J. ALYN STEWART is the chief timekeeper of the salary employees' clock cards. He has been at the Shipyard since Jan. 19, 1942, and in the Treasury Dept. since June 26, 1944. He was born in Philadelphia and educated in Philadelphia schools. He is now married and lives in Upper Darby. He served three years in Uncle Sam's Aviation Corps beginning in 1927, and has seen quite a bit of the country. His hobby is salt water game fishing, and he has fished all the way down the coast from Block Island to Key West.

LINGER R. RILEY, Loyer-out in 47 Department, Central Yard, has been with Sun Ship for two years. Linger formerly resided in Clarksburg, W. Virginia, where he worked with the Coca Cola Distributing Agency. He is married and resides with his wife, Christine, in Trainer.

A. S. HOFFMAN came to Sun Ship in the Fall of 1918 from the Remington Arms Co. in Eddystone. He was at first connected with the Bond Dept. during World War I. After a couple of short assignments in other office work, he was made assistant to Fred Bonsall, then Supervisor of Billing. On the retirement of Mr. Bonsall in 1924, he became the active head of this division, a position he retains today.

SOUTH YARD ERECTORS — Left to right, back row: J. Foley, J. Kelly, A. Muldoon, T. Higgins, A. Paul, C. Kelly, and J. McCarthy. Front row: E. Luglio, C. Della Camera, H. Worrel, and G. Patterson.



SOUTH YARD ERECTORS — Left to right, back row: A. Lowther, L. Robinson, J. Devine, G. Gowen, G. Blythe, C. Johnson and W. Thomas. Front row: W. Noll, H. Murray, K. Kiker, W. Ewing, M. Cuniff, and F. Bullock.



CONTRACT ROOM — Left to right: Leonard Toy, D. Cairnes, Rita Phillips, Fay Ellis, Dorothy Kramick, Charles Willy, Frances McIlhenny, Gloria Phillips, Muriel Moore, Lottie Wesoloski, Paul Elark, Jean Tuohy, Marie Sweeney, Frank Dougherty, Leader, Mabel Berkey, Edith Nemiroff and Ted Dix.

CONTRACT ROOM — Left to right: Lillian Peters, Edith Nemiroff, Eleanor Coveleskie, Edward Bell, Rose Phillips, Anne Hardman, Rose Hiller, Grace Askins, Dan Everly, and Ida Weidner.

LETTER TO THE EDITOR

Dear Sir:

We are beginning to get some of the boys back in the Yard who have returned from the front lines.

Generally speaking, they are all impaired, mentally or physically. By mentally I mean nervous, as a result of the terrible experiences and hardships through which they have passed, making them highly susceptible to distress of any kind.

It has been brought to the attention of the writer that we have in our midst some few mental derelicts who delight in openly redienling the services which these boys and their buddies still over there have rendered to our country. A couple of specific cases can be brought forth where this derision took place in the presence of and for the benefit of returned servicemen, almost resulting in fisticuffs with the resultant troubles. These boys know — as we shall never know — just what they have passed through and witnessed and the hardships and perils their buddies are still facing over there. To return to their old job and find ridicule and

abuse heaped upon them by any of those who surely got the best of the bargain — staying home — would be a bitter pill for anyone to swallow, let alone one whose nerves are already taut. It is hard for decent people to realize that anyone could be so callous and distinctly un-American as to stoop to anything so lacking in principle and common decency.

These boys do not want "hero worship" and need not be handled with kid gloves — nor do they ask for special privilege. They could not ask for what common sense should tell anyone that they need — a little respect and understanding, gentle understanding, and they need it bad. It goes without saying with almost anyone that they are most certainly entitled to this little consideration which will cost no one anything. We of Sun Ship who have grown up with the Yard and expect to stay when the going gets tough, would give plenty to bring about the elimination of the few "black marks" mentioned — that the good name of the Yard may not be further blemished in the eyes of the boys to whom we are indeed grateful and indebted and of whom we are most certainly very proud.

R. CLENDENNING, 36-769



51 DEPARTMENT SUPERVISION — CENTRAL YARD — J. Kornkiewicz, A. Brugnetti, W. Ryan, and N. Coppa.



ERECTORS ON No. 1 WAY — Left to right: "Dewey" Sutherland, Bud Kerr, Assistant Foreman; Mike Gresham, Foreman; Sam Baxter, and Thomas Pedlico.



"HERE'S HOW IT HAPPENED". Cpl. John Buckholz tells a Sun Ship audience how he lost a leg at Peleliu. This unusual picture was made by Ed Hipple, "Our Yard" staff photographer.

92 DEPARTMENT
1st Shift — North Yard

Remember When:

Rapp could not find BT 12B.
Smitty was King's right hand checker. Both with their flashlights and rulers checking footage and berths.
No one was allowed to sit or walk on the tables.
You went on the boat for the first time and thought you would never learn to find your way around.

One counter broke the record for being late — 29 straight days. His riders now have a new driver.
C. Carr, better known as G. I. Joe is going to write a book on his two years experience in the Army.
Ed. Cinieeve who was a Sgt. in the last war and spent many months overseas — advises all to buy more War Bonds.
The laughing and smiling Weidel Broth-

MERCHANT MARINE HEROES

Nearly 400 Pennsylvanians in the Merchant Marine gave their lives or are listed as "Missing at Sea". Many hundreds of others were taken prisoners and several thousand have been wounded. The Merchant Marine Institute announces that New York, Pennsylvania and Texas lead in the honor roll of casualties. Losses among the tanker crews have been extremely high.

The state totals, excluding those held prisoner follow:

State	Dead or Missing
Alabama	107
Arizona	4
Arkansas	12
California	239
Colorado	12
Connecticut	50
Delaware	18
Florida	155
Georgia	132
Idaho	4
Illinois	107
Indiana	25
Iowa	18
Kansas	39
Kentucky	19
Louisiana	242
Maine	46
Maryland	194
Massachusetts	339
Michigan	63
Minnesota	42
Mississippi	31
Missouri	35
Montana	5
Nebraska	4
Nevada	2
New Hampshire	17
New Jersey	270
New Mexico	6
New York	1466
North Carolina	68
North Dakota	4
Ohio	86
Oklahoma	21
Oregon	46
Pennsylvania	197
Rhode Island	60
South Carolina	43
South Dakota	5
Tennessee	17
Texas	380
Utah	7
Vermont	1
Virginia	112
Washington	62
West Virginia	12
Wisconsin	35
Wyoming	3

ers are seen exchanging cigarettes with somebody each day.
Moor and Danhart are at work again.
McQuaid is back on first shift and while this article goes to press he is waiting for his greetings from Uncle Sam.
Leader Martin rides to work on a bicycle. Any one looking for transportation can contact him under 20 Way.

88 DEPARTMENT — GUARDS
Capt. Watkins Squad — North Yard

Ed. White once worked on a farm and used to feed the horses. He told Joe Megary that the black horses ate more than the white horses. So Megary asked him why. Eddie's reply was, "Well we had more black horses than we had white horses."

Joe Megary shocked the whole squad recently by taking a day off.

Joe tells a story that he once worked for a firm 20 years and they asked him to take a day off so they could take inventory. Joe spoke up and said, "Why when I took this job you said it would be steady."

E. HANDLEY TURNS PRIZE MONEY OVER TO RED CROSS

When Edward E. Handley, 45 dept., turned in his suggestion for a deck drain, he told the Labor-Management committee that if he was lucky enough to win an award he would turn the money over to the Red Cross. The idea was so good that it won a \$50 prize and Ed lost no time in presenting the money to the Red Cross.



Congratulations to:
Mr. and Mrs. Joseph I. Doran on the birth of a son on May 4th. Mr. Doran is a 91 Department Timekeeper at the Pattern Shop in the Wetherill Plant.



JOHN M. DORHAM is machining the inside water service area of a piston head. This is one of the processes in turning a forged steel Diesel Engine piston head from a solid forging.

Because the outside face of the piston head is concave, the inside must be convex and the relative thickness must be the same throughout the entire head to insure proper water circulation. This work is being done on a forty-two inch lathe. The length of the cutting tool is 940 MM (37"), length of the piston head is 350 MM (13 3/4"), thickness of face is 19 MM (3/4").

John M. Dorham was born in Chicago, Ill., and came to Millmont when eleven years old. For a time he worked as a caddy at the Springhaven Country Club, where he made the acquaintance of John G. Pew, Sr. It was Mr. Pew's suggestion that he serve an apprenticeship and John chose the machinist trade. He has thirteen years service with Sun Ship and is married and the father of two children. His half-brother, Joseph Caster, is a welder in 59 dept. Golf is John's hobby and he plays a mighty fine game. He is a member of the Sun Ship Golf Team which won the 1944 Philadelphia Industrial League Championship.

ALL-SUN FAMILY



ZELMA REYNOLDS



HENRY REYNOLDS

When Henry C. Reynolds, machinist, left Sun Ship for the European war front, his wife Zelma came to the plant as a welder. Married at 16, she is the mother of twin daughters 9 years old and a son, 11.

At the present time Mrs. Reynolds is working in the tube mill and her husband is in a hospital in Europe, having been wounded in Germany.

"He was wounded on the anniversary of our wedding," said Mrs. Reynolds. "It wasn't a nice way to celebrate the event but he is getting along all right and I hope he will soon be home. He was with Sun Ship four years before going into the Army."



FRED, CORA MAY and OLLIE FAY REYNOLDS

SUN-BUILT SHIPS ARE "TOPS"

S.S. Kernston
"Somewhere in India"

Dear Sir:

No doubt this will strike you as rather odd, coming as it does from shipboard in one of the far corners of the earth.

My purpose in writing you is to ask if you will favor me with some sort of photograph of one of your "T-2" Tankers. I have been sailing on a T-2 now for about two years, and very much desire such a photo for the wall of my study den at home.

My last ship was the S.S. Kittanning, which you launched about September, 1943. I sailed her until she was torpedoed in July of last year. I have no doubt but what you have seen the photographs taken of the damages she sustained. Inspection of her after the torpedoing certainly gave the lie to what were then strong rumors about all-weld jobs and their weaknesses. After being severely strained by four direct torpedo hits, two on each side, there was not a single weld that did not stand the test. Rather, the metal itself tore in places adjacent to the weld.

Of course it must be well known to you the esteem in which your ships are held. However, I should like you to hear from me, unsolicited, that through conversation with ever changing crews I have found it to be the consensus of opinion among them that any ship which is "Sun built" is tops with them. Take my word for it, there is no feeling to substitute for that of absolute confidence in the ship itself, especially if you are sailing the North Atlantic in winter, or bucking a hurricane as we did last fall!

I shall be very grateful for any consideration you may extend my request. Thanking you for your kindness, I am,
DAVID E. VAN ORDEN
Chief Radio Officer
S.S. Kernston



Note — The estimated number of ships lost through absenteeism was computed on the basis of the total man-hours lost through absenteeism per month in Maritime yards divided by 535,000 man-hours, the average required for Liberty ship construction as of November 1, 1944. Based on data from the U.S. Maritime Commission, Division of Shipyard Labor Relations.

Obituary

Sun Shipbuilding and Dry Dock Company extends its sympathy to the families of the following employees who died during the months of April and May.

Number	Name	Date of Death
33-884	N. Bradley	March 30
55-408	C. Albrecht	April 2
91-1042	R. Houck	April 3
66-23	James Paterson	April 4
80-751	J. D. Buckley	April 9
38-44	Edward Pier	April 10
91-1	C. B. Dimler	April 11
33-178	A. Metzger	April 17
67-1685	Raymond Coward	April 19
55-854	D. M. Wilbois	April 20
34-2974	Tee Row	April 20
80-354	Howard Green	April 20
80-1391	Theo. Nichols	April 20
59-3981	H. York	April 21
46-11009	C. Allen	April 25
68-238	John Blackburn	May 3
59-10747	J. Bowens	May 5
80-2163	W. E. Williams	May 5
59-4782	James Cavanaugh	May 6
47-10999	W. L. Logue	May 8
33-1563	D. Pietropaolo	May 13

33 DEPARTMENT FLASHES

Our trip today takes you a bit farther. To the North Yard, where we want to introduce you to our genial Foreman, Clarence Heaps, who has been doing a good job in the Electrical Department for many years. In his work up there, he has been ably assisted by Wally Dykes and Abie Osowski, Assistant Foremen, together with Ab Herman, Karl Miller, Eddie Mack and Roll Peet.

Of course, they wouldn't take any credit, without telling you in no uncertain terms that they depend on Leaders Rockwell, Swier, Eill, McCabe, Lodge, Henderson, "Squire" Congdon, Sam MacWalters, Kernan, Woolsey and Medders to carry on the instructions to the men under them. We are sure that Foreman Heaps can be proud of his gang for the splendid work they are doing.

What really is Foreman Heaps' hobby? Someone whispers that they think he enjoys a bit of farming down Wilmington

way; others say that he is inclined more toward the "finnie tribe" in the nearby streams.

It was gratifying to note the small number of men in this Department who wanted passes to leave the yard on "V-E" day. While there was a joyous note in everyone's heart that day, still there was an air of subdued calm, that denoted what everyone felt in their heart. There can't be any spontaneous outburst until the infamous enemy in the Pacific is brought to his knees. Everyone feels that they owe it to the boys over there to keep on pushing out the needed ships, and waiting until the big day to celebrate — "V-J" day.

"OUR YARD" HAS MOVED

Hereafter the editorial room of "Our Yard" will be in the Maritime Building, Central Yard, and will be part of the Public Relations office.



RALPH V. RULON, Inc., PHILADELPHIA, EMPLOYEES who install Mastic Asphalt floor in refrigerator rooms, etc., on all vessels built in Yard. Left to right: P. L. Frazier, Supt.; J. Coleman, R. Waters, W. Gaines, T. Simmons, L. Kellogg, W. Pindell, A. Williams, B. Frank Sheidy, Foreman.



75 DEPARTMENT PLATE YARD — CENTRAL YARD — Left to right: Clarence Michner, Raymond Goldthorp, Amos Horn, of 33 Department, Fred Dublisky, Hopp Finestein, Ralph Carrerras, Joe Yusciky, Joe Lanzendarfer, Jim Prendergast, Kenneth Rowland, and Walter Biernacki.



OPERATING ROD BEING LOWERED THROUGH HATCH TO POSITION IN MAIN CARGO LINES by Len Seddon, Jim Hughes, R. Chrystler, E. Brooks, A. Peterson, J. Taylor, Brown, and D. Reese Esrey, Assistant Foreman, all of 36 Department.



RALPH V. RULON, Inc., PHILADELPHIA, EMPLOYEES who install Mastic Asphalt floor in refrigerator rooms, etc., on all vessels built in Yard. Left to right: P. L. Frazier, Supt.; J. Coleman, R. Waters, W. Gaines, T. Simmons, L. Kellogg, W. Pindell, A. Williams, B. Frank Sheidy, Foreman.

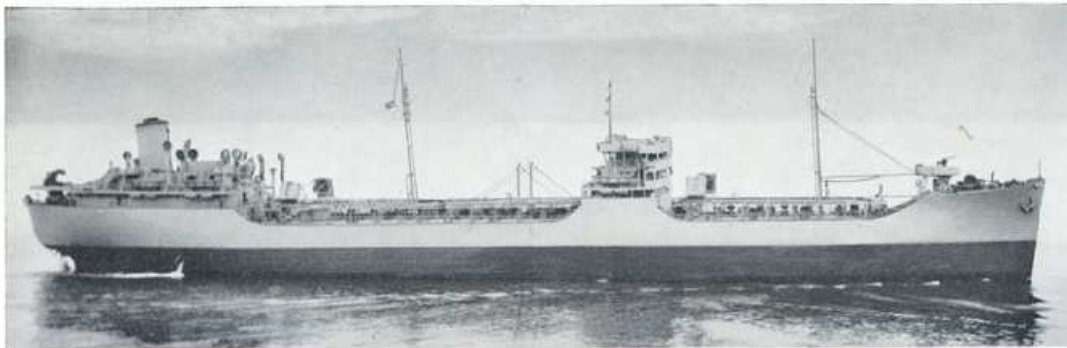


75 DEPARTMENT PLATE YARD — CENTRAL YARD — Left to right: Clarence Michner, Raymond Goldthorp, Amos Horn, of 33 Department, Fred Dublisky, Hopp Finestein, Ralph Carrerras, Joe Yusciky, Joe Lanzendarfer, Jim Prendergast, Kenneth Rowland, and Walter Biernacki.



OPERATING ROD BEING LOWERED THROUGH HATCH TO POSITION IN MAIN CARGO LINES by Len Seddon, Jim Hughes, R. Chrystler, E. Brooks, A. Peterson, J. Taylor, Brown, and D. Reese Esrey, Assistant Foreman, all of 36 Department.

ESSO ROCHESTER



PROVES HER METTLE

How the Sun-built tanker "ESSO ROCHESTER" shot down a Jap bomber in the Philippines is described in the Standard Oil Co. magazine, "The Ships' Bulletin". Attacked repeatedly while at Leyte the gallant crew not only fought off the enemy but delivered the precious cargo and aided in the refueling of American naval craft and planes.

"Soon after Gen. MacArthur's forces landed on Leyte the ESSO ROCHESTER was ordered to accompany a convoy of reinforcements headed for Leyte. Arriving at their destination, the ships were bombed by the Jap fliers on the average of three or more raids a day. Each attack was driven off with enemy losses.

"On an evening in mid-November, when the weather was cloudy with occasional rain, the ESSO ROCHESTER left her anchorage to join a convoy which was to leave Leyte after dark. The merchant vessels in the convoy were under orders not to fire at night under any circumstances, as the tracer bullets would disclose their positions.

"After the ROCHESTER had proceeded a short distance, there was an air-raid alert and heavy gunfire was heard from the shore batteries. Soon afterward, the drone of an enemy bomber was heard through the overcast, coming from the direction of the beaches.

"The bomber dived at the tanker and came near hitting her afterdeck. As stated by officers of the ESSO ROCHESTER, the Japanese plane crashed into the sea not more than 50 to 75 feet from the

vessel's stern and burst into flames before it sank beneath the waves.

"It was the next morning when the armed guard of the ROCHESTER had their chance and took it.

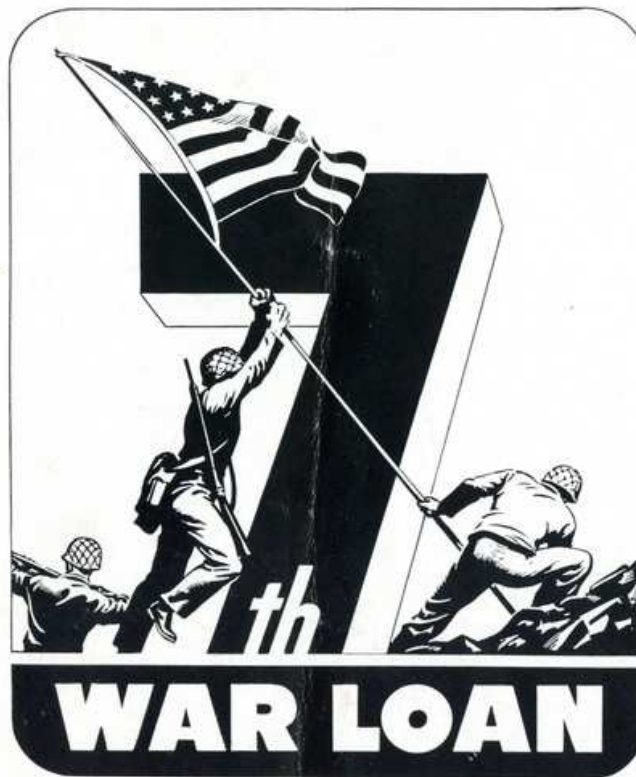
"At about 9:50 A.M., a Japanese two-motored dive bomber appeared and flew over an LST, dropping a bomb which was a near miss. It went for the big carriers, which sent up a heavy anti-aircraft barrage. The enemy plane then disappeared in the clouds, but soon returned to attack the convoy. Passing over a destroyer, which at once opened fire, the dive bomber headed in the direction of the ESSO ROCHESTER.

"As it came within range, the gun crew of the tanker were letting go with the 3-inch gun forward and the anti-aircraft guns. Chief Mate Edwin C. Geick, of Bayonne, New Jersey, who was on the bridge and witnessed the attack said one of the anti-aircraft guns amidships immediately scored a direct hit on the Jap's starboard motor.

"With the motor stopped and in flames, the dive bomber, of the "Sally" type, wavered, and as the firing continued it lost altitude rapidly. The enemy plane, also hit by at least one 3-inch shell, plummeted down out of control, exploding when it hit the water less than 150 feet from the ESSO ROCHESTER'S port bow. The force of the explosion threw debris and parts of the bomber far enough to land on the tanker's fore-stle head.

"Another Sun-built ship proves its mettle."

SUN SHIP WILL GO OVER THE TOP FOR



The important fact about Sun Ship's part in the 7th War Loan campaign is to drive home the slogan: **YOUR SHARE IS ONE WEEK'S WAGES PER MONTH.**

If each employee will keep that in mind, we will reach our quota of \$4,700,000.00. At the present time our Sun Ship workers are asking that \$900,000.00 be deducted monthly from the payroll to buy War Bonds, or \$2,700,000.00 for three months. This leaves only \$2,000,000.00 in EXTRA bonds to be bought over the 12 weeks.

Another vital thing; by investing one week's pay in bonds each month the employees are saving. They are building backlogs to buy that new

home, educate the children, start a small business, build up a nest egg for the future.

Foremen and Assistant Foremen are asked to contact every person in their dept. and induce them to pledge the investment of one week's wages each month in War Bonds. Purchases can be made in cash or by extra deductions. Forms are being supplied for both methods.

Very truly yours,

A handwritten signature in cursive script, appearing to read 'John P. Beech'.