

JULY, 1945

Our Yard



SUN SHIPBUILDING & DRY DOCK COMPANY, CHESTER, PA.



OFFICIAL U. S. NAVAL PHOTO

PRAYER



Lord, there is a singing in the land . .

Our voices rise strong and free
To thank Thee
For adding Thy right
To our might

So that Nazi ideology met defeat . . .

Lord, let us not forget that the war
is but half won . . . therefore
not won at all . . .

Give us Thy strength so Japan
too, will be conquered . . .

Guide our soldiers in battle
and protect them . . .

Give power to us at home so that
the products of our labor will make

certain our soldiers' victories . . .
will help to save our soldiers'
lives . . .

Open our eyes to the sufferings of
those who have lost loved ones
in this war to end oppression and
give our hearts compassion . . .

Give us a little of Thy infinite
wisdom so that we may become
wise enough to make a just and
lasting peace . . . so that Thy golden
rule may usher in a better way of
life for all unto the end of time . . .

Lord, there is a singing in the land . .

SUN SHIP SUPERVISION

SUN SHIP salutes Eugene Vickers, Jr. who came to the Yard back in October 1918 when the United States was engaged in the laudable task of helping to mop up German troops of the First World War vintage. At that time the system of taking on new employees was simple and the detailed application card with its wealth of information was a later development.

Mr. Vickers, who originally handled final pay and wage adjustments, became manager of the Employment office in August, 1923. His assistant was Miss Mary Gormley, who continues to play an important part in the big organization of today.

His office has records of more than 180,000 who came and went as employees. Some were brief sojourners; others have become strong, firm, enduring supports in the organization with records of 5, 10, 20, 25 and more years of service. Several who were taken over in the absorption of the Wetherill plant have service pins showing 50 or more years on the job.

Going over the high spots in his career as Employment Manager, Mr. Vickers says that peak in employment was reached on July 14, 1943, when 35,633 men and women were on the Payroll. He also said that the first woman to find a job in the yard, (outside of the offices) was hired October 1, 1942. The first woman welder went to work at Sun Ship a few days later. The Jap sneak attack at Pearl Harbor brought a rush of new help to Sun Ship. A few days before the blow there were about 12,800 at work. Within a few days after the attack the number jumped to 13,641.

During the 27 years he has been here, Mr. Vickers installed the fingerprint and photographic bureaus, the medical bureau was enlarged, separate sections were set up for incomers and those leaving service. New clerks were added.

Under the Vickers regime employees were added from all parts of the world. Every nation of Europe was represented. There were Sun Ship workers who came from India, the Philippines, South America, Australia, Africa, scores from China. He hired men with one arm; put another with no arms to work. He interviewed tens of thousands of applicants and came to understand human strengths and human weaknesses. He has greeted hundreds who have come back—many of them wounded. Others will never come back. Mr. Vickers has attended nearly every Sun Ship launching in the past quarter of a century. He is married and his wife is his best pal, travelling with him on every trip. His hobbies are the theatre and baseball.



EUGENE VICKERS, Jr.

*General Manager, Employment office,
Sun Shipbuilding and Dry Dock Company*



EMPLOYMENT OFFICE STAFF— Left to right: C. Curran, Guard; Minnie Wilson, Clerk; Ann Davis, Clerk; J. Medd, Fingerprinter and Photographer; Frances Loyer, Clerk; Dorothy Howard, Clerk; Ruth Gorman, Clerk; Dr. DeProphetis, Margaret Miller, Clerk; R. McCurdy, Exit In-

terviewer; Mary P. Gormley, Secretary; Edna Dickinson, Clerk; Louise Lonnquist, Clerk; W. Griffith, Interviewer; Kay Cuff, Clerk; G. Cannon, Interviewer; H. Wescott, Re-employment Interviewer.

KILLED IN ACTION



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ENS. FRED WENDEL, U.S.N., age 22, formerly of the 59 dept., North Yard was killed in line of duty at Jacksonville, Florida, October 27th, 1944. He entered the service in March 1943. He is the son of Mrs. Elizabeth Wendel of Wilkes-Barre, Pa.

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PFC. JOHN R. (BUD) McCARTY was killed in action on Okinawa April 15. He served overseas almost three years. He was formerly employed in 47 dept., in the Central Yard. His father is the ass't foreman of 33 dept. of the second shift in No. 4 Yard.



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T/5 JOHN E. TOMPKINS, 46 dept., was killed in Germany March 3. He was attached to a tank unit.



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PVT. JOHN T. BURGET, 26, who was in the Shipfitting dept., was killed in the fierce fighting on Okinawa on May 4.



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SGT. WALTER CARSON, formerly in 47 dept. with two years service, was killed in action in Lorraine, France, November 13, 1944. His wife, Margaret Carson, mother of five children, was employed in the Tube Mill as a welder. She is now employed as a machinist helper in the Tube Mill. She has one year service with Sun Ship.



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EDWARD J. LAMBERSON, son of Supt. Edward G. Lamberson of No. 4 Yard, laid down his life for his Country on the bloody field of Okinawa. Pvt. Lamberson served his apprenticeship at Wetherill plant. Photo of his daughter appears on the Baby Page.



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PVT. LAURENCE FAINELLI, one of Sun Ship's young employees, was fatally wounded and died in Holland on October 31, 1944. He formerly was in the 34 dept.

Roll of Honor

(Announced since our last issue)

DEAD

S/Sgt. George W. Clark, Lenni Mills, Pa., 59 dept. Died in South Pacific of malaria.

Pfc. John T. Burgett, 26, of 45 dept. 6612 Upland St., Chester. Killed on Okinawa May 4.

Pvt. Lawrence J. Fainelli, 34 dept., 3032 N. 25th St., Philadelphia. Killed accidentally in Holland Oct. 31, 1944.

Pfc. Lee William Ferguson, Ogden, Pa., 46 dept. Killed by explosion in England May 30.

Pvt. Edward J. Lamberson, 2220 MacDade Blvd., Holmes, Pa., 8 dept. Killed on Okinawa May 26.

MMM Walter Matthews, 80 dept. 2433 Madison St., Chester, died in Oakland, Calif. Naval Hospital May 20.

Pfc. John R. McCarty, 22, of 47 dept., 330 Ballymore Rd., Springfield. Killed on Okinawa April 15.

Cpl. John R. Mooney, 21, of 213 Birchwood Rd., Aldan, killed on Iwo Jima Feb. 26.

Pvt. Thomas S. Ratkelis, 46 dept. 1016 Fairmount Ave., Philadelphia. Killed in Germany April 18.

Signalman William C. Swift, 47 dept., 1209 W. 10th St., Chester. Accidentally killed in Chester May 21.

T/5 John E. Tompkins, 46 dept. 712 N. 46th St., Philadelphia. Killed in Germany, March 3.

Storekeeper 2/c Donald Wise, 47 dept., of Sycamore and Levis Rds., Upper Darby. Killed in South Pacific.

July 4
1776-1945

On this anniversary of our national independence, let us join together in honoring these boys who have given their lives for our safety. Join together with a renewed hope and vision for the peace of tomorrow. Join together so that this nation shall not perish.

Tank Is His "Pin-up Gal"

By Sgt. John W. Chapman,
Marine Corps Combat Correspondent

Somewhere in the Pacific: — A Sherman tank roaring over the top of a hill on Okinawa is the "Pin-up girl" of Marine Private Harman R. Palmer, 23, who for nearly four years was a machinist at Sun Ship, Chester. Trapped by Japs and pinned against a cliff for seven tense hours, Palmer and his comrades fought off the foe until the tank arrived.

Pvt. Palmer was a close friend of Pvt. Edward J. Lamberson who was killed recently on Okinawa. Both graduated from the Ridley Twp. High School, both worked at Sun Ship, and both joined the Marines.

Pvt. Palmer and his patrol party were ambushed in a small valley. The Pennsylvanian and 11 other survivors of the ambush found refuge against the perpendicular wall which frustrated fire from the enemy's cave-bound machine guns and provided the Marines with excellent defense against a frontal assault.

In the course of the long siege, Palmer related, several Japs attempted to snipe at them from the top of the wall.

"It turned out to be a shooting gallery for one of our men who carried a Browning automatic rifle," he said. "He killed seven Japs who showed their heads over the roof of our haven."

Palmer said that the men were worrying more about the shortage of cigarettes than their fast dwindling supply of ammunition. "Brother, did we nurse those butts!" he said.

The beleaguered leathernecks were planning a night dash for freedom when Palmer saw the Marine tank roll up to the crest of a nearby hill.

"She had the most beautiful chassis I've ever seen," he said with a grin. "I fell in love with her at first sight."

Overwhelmed at seeing the tank's 75 mm. cannon pouring shells at enemy positions, and two platoons of Marines charging into

the valley, the patrol survivors were rushing out to greet their rescuers when Palmer and three others were hit by hostile fire. He is now at the Oakland Naval Hospital.

He Tells About It

Young Palmer is the nephew of William C. Elliott assistant sales engineer and Richard Elliott of the drafting department. In a recent letter to his Uncle Bill he wrote:

"You ask where the break is, well it's about eight inches above the knee. One of the shells was an exploding shell and that's the one that did all the damage. It blew a hole through my leg that you could almost put your hand through. The other one only made a hole a little bigger than a pencil through my leg.

"When I first got hit I knew I was hit in the leg but I didn't know how bad, I thought at first our own men had opened up on us and I was all ready to open up on them I was so mad and so was Steve. About that time I tried to crawl out of the rice paddy, I found out I couldn't move and that my leg was laying upon my back. I was in the rice paddy around 15 to 20 minutes and I lay upon the ground around 20 minutes before they started out with me but it was almost 24 hours later before I got in the operating room and the wounds had begun to stink and gas gangrene had started to set in.

"Don't worry about that Nip. I got my first one about 10 feet away and I put a whole clip in him just to make sure. Then four of us got eight or nine we were sure of and a fellow that got hit two days later told me they counted seven around where we were holed up but they didn't go in the woods.

"Admiral Halsey pinned the Purple Heart on me and the name of the Hospital ship that took us to Guam was the *Com-fort*."



SUN SHIP'S NEW SERVICE FLAG — Gold star, now placed at the top, indicates 160 Sun Ship lads killed. The blue star shows that 17,788 workers left the Yard to join the armed forces. The lower emblem reveals that 701 service men are now in Sun Ship service, having done their bit for their Country. However, since the photo was made the totals have changed to 167 dead, 17,993 in the service and 724 veterans returned to Sun Ship.

Dear Mr. Pew:

Being an old Sun Ship worker under the most capable leadership of Edward B. Sisson of 34 Department, I couldn't help feeling very proud the other day at having the extreme pleasure of seeing a ship out here I had worked on at the Yard.

It certainly was a symbol of what America really is as it swayed proudly back and forth as if anxious and capable of completing its mission.

I cannot disclose its name nor its type, but certainly can express the pride it filled me with as a reminder of the Sun Shipyard's contribution to the war effort. I only wish Ed Sisson and the fellows I worked with on that ship could have seen how well she has stood up under the severe strain it has been under.

Cpl. L. Edwards (34 Dept.)



PFC. WILLIAM ZANE WETZEL, formerly of 33 dept., is now stationed in Iceland. He has been there for ten out of 18 months in the service.



Pfc. CHARLES SIDES, better known as "Tie", former 36 Dept. Apprentice Machinist. "Tie" is now with the Army in Germany. His father, Paul, is Captain of the Fire Marshalls here.



MISS LOUISE COPPLE, formerly of 91 Department has enlisted as a student nurse.



SEAMAN JACK LEWIS, who formerly was in the North Yard Maintenance dept. is now in the South Pacific on one of the fighting ships.



Sf 3/c PAUL ZOAK, formerly of 59 Department and who is with the Atlantic Fleet sent us his latest picture.

★★ NOW THE BOYS ARE COMING BACK ★★



WILLIAM E. HOPKINS is back in 45 dept. While in the service he was a gunner on a B-17 and he also was an Air Force photographer. He was wounded in the leg in Africa and has fought in African, Italian, European campaigns.

SAMUEL E. BOUNDS enlisted in 1942 and now he's working once more in the Pipe Shop. In the intervening time he became a sergeant in the Infantry, fought in the Western battle area and wound up helping to invade Germany.



JOHN BORSELLO, carrying some Nazi shrapnel, is back in the Blue print room after having served in the North African, Italian, French and German campaigns. He told John G. Pew Jr. he was glad to be back with the Sun Ship crowd.



STILL CARRYING in his body pieces of shrapnel that hit him during the fighting in France, James Pinto is back at work in the Copper Shop. He fought in Africa, Italy and France. He is shown with Vice President John G. Pew, Jr.

One of the most interesting and unusual coincidences affecting Sun Ship boys, developed the other day, when two letters arrived in the same mail at the office of OUR YARD; one directed to the editor and the other to Vice President John G. Pew, Jr. They came from two lads who were once employees of Sun Ship, and who are serving together on the Hospital Ship SOLACE. One of them is EM 3/c Raymond E. Mack, and the other is SSML 1/c Raymond Wahl, who worked in 69 Dept. Central Yard. His father also is in 69 Dept. but works in the South Yard. In his letter to Mr. Pew, "Ray" wrote:

"My 31-month tour of duty aboard the USS SOLACE, Navy hospital ship, has taken me to the scenes of most of our invasions of Japanese-held islands.

"In all this time of evacuating wounded right from beachheads, I have seen all types of vessels, but the biggest thrill of all is to see a Sun-built job right in the midst of action, doing its share toward victory.

"I make a practice of looking up patients from the Philadelphia-Chester area, thinking I might see someone from the Sun yards, but much as I would like seeing guys from home, I am happy to report no Pew employees have been encountered so far. May they continue to escape getting on my ship's casualty lists.

"When I get leave—I hope in the near future—I plan to pay a visit to the boys in my old shop, number 69, Central Yard, where I worked as a sprayer for five years before entering the Navy.

"My dad, George, is employed in Number 69 Shop, South Yard."

Dear Mr. Pew:

I have met a few of Sun Ship workers in my travels. I met one very recently on an L.S.T. His name was Al Lewchuck from Chester. He use to work in the Copper Shop, I believe, or the crane repair crew.

I worked in 34 department in the Central and North Yards, I used to be in the 29th Division, 116th Infantry regiment. I didn't stay long in France the first time. I met up with a little trouble and went back to England to a hospital until I was fixed up again. Then I was assigned to a Medical outfit, driving an ambulance. Keep putting those ships out, we need them, and we need plenty of them.

Tony Ford

Dear Ed:

Just a few lines or so to thank you for the copies of OUR YARD. The magazine is better than ever. I sure enjoyed seeing the pictures of some of the gang that I knew while there at the Yard, and also enjoyed reading some of the write-ups. Glad to see that all the yards are still going strong.

I hope that you'll continue to send them along to me. I sure do miss the gang at the Yard, and hope that it won't be too long before we can get together again.

Wesley S. Bateman, Jr.
Former Asst. Foreman, 42 Dept.

V-E DAY IN GERMANY

The following letter was written by Pfc. Jack P. Nester, son of Mrs. Matilda Nester, secretary to Supt. Sheain of Plant protection. Jack was wounded in the leg during the fighting in France. He is a graduate of Archmere Academy and has been in the service two years.

"Mother:

"We're all glad over here that the war is finally over in Germany. The news came just as we took this town that we are now in and although we were all very happy, we just kept on cleaning our guns. No celebration—but a lot of thinking. We were all thinking of the buddies we had—buddies we went out with—who were now lying dead behind us. We had a rough time on the front lines and I have memories that will never leave me till my dying day. We prayed and kept praying. We felt like rats in a trap—wishing we could run away, but the orders kept coming to move out, keep going, and kill all the damned Jerries in sight. We fought all day long and all night. Eating was another problem. The worst battle I was in

cost me ten years of my life—but this is nothing compared to the lives lost. After this battle, we fell in the command post, under German artillery fire, and had Roll Call, and then only did we know that nearly everyone was either dead or badly wounded. Three of my very close buddies were killed. In my Company, three tanks survived—and mine was one of the lucky ones."



2nd LIEUT. WILLIAM W. TAYLOR who is shown with his fighter plane was formerly a machinist apprentice at Sun Ship. He is now with the 3rd Command Squadron in the Philippines. He is the son of John B. Taylor of 36 dept.

Myron Zwizawski, motor machinist's mate, first class, former Sun Ship worker, is preparing at the amphibious training base at Little Creek, Va., to serve aboard an LSM, (landing ship, medium). His wife lives at 2608 W. Fourth St., Chester. His ship will join other LSM's in the Pacific area.

His brother, B. J. Zwizawski, is a shipfitter, second class, in the Navy now overseas.

Hi, Lu,

Everything out this way is running smoothly and everything's under control. Won't be much longer now till we will all be heading for home—The first half has ended and now we can concentrate a little more on this one here. You keep putting the ships out and we will take care of those yellow devils and in short notice.

Don't have enough points to get out as yet, ten short—if it stays the way it is, I'll be eligible in another half year or so, I hope. Just think, a couple more months and I'll be in the service three years. It is a long time but doesn't seem that long. I'll be overseas thirty months soon—boy! I'm really tired of the whole mess and am waiting patiently to return home again to my wife and friends—boy! that will be one of the happiest days of my life.

How is the weather treating you now, Lu? Has it gotten much warmer there? Boy! you should have some of this heat we are having or I should say we had for past two years—man! Give me some of that cold weather back home.

How did the people back home take the good news of Germany's collapse? Did they celebrate much? I guess not as they sure know there is another hard war to be fought over here. You are right, Lu, once those planes arrive here from Europe everything will be honky dory—maybe at the end of the year—I hope. We have been pushing them back pretty hard and with the help of those coming over, things will begin to shape up.

Cpl. John L. Miller



SGT. GUY HERALD, in center of group, was a shipfitter before he went hunting Nazis. Now that job is over, he is shown with a Hitler flag he and his buddies captured.

Hello Dick:

I'm the guy that used to run the bolt machine with Andy Delaney and I haven't written to you for so long, that I'm really ashamed of myself, but I feel quite sure that you'll overlook the situation.

Dick, first of all I hope that all the boys in the shop are coming along with their work as well as expected, and please give them all my regards. Secondly, I'm thanking you sincerely for keeping me posted with the goings-on around the Yard.

When I first started out over here, I was a radio man and then a telegraph operator, and also switchboard operator. Later I was a truck driver, and at present I work in the Motor Transportation Office.

The going is fairly rough at times, but there's no use complaining, because there are others that have it twice as bad as I do. We are all hoping for an early victory, because we all want to come back home. The news that we get from the German fronts is very good, but over here we've got a long way to go.

Dick, I miss my good old Sun Ship Number 36-785. That is a much better one than the one I got now. Do you think I'll have a chance to resume my job at the yard, that is, after I get home. Well, I sure got my hoping in it.

Sincerely,

James R. Leongis

Pfc. Robert F. Hall, formerly of the Sheet Metal shop, has been awarded the Silver Star for gallant service in France. The citation, given by Maj. Gen. L. S. Hobbs reads:

"Pfc. Robert F. Hall, 30th Division, 119th Inf. Regt., U. S. Army, is awarded the Silver Star for gallantry in action on Aug. 9, 1944 in France. When his unit was pinned down by fire from an enemy artillery piece that friendly counter-fire could not reach, Pvt. Hall with two comrades volunteered to attempt to destroy the hostile gun. Armed with bazookas Pvt. Hall and his companions crossed open terrain subjected to intense fire, until they succeeded in reaching a point that gave them a good view of the hostile gun. From there all three fired their weapons at the gun and destroyed it. Private Hall's inspiring courage and aggressiveness in helping to carry out this action prevented a number of casualties and enabled his unit to complete its mission successfully."



ENSIGN HENRY L. MUSSER, Jr. formerly of 45 dept. is now in the Pacific War area, attached to the aircraft carrier "Bunker Hill" which was attacked by Jap suicide planes. "Hank, Jr." left Sun Ship to join the ROTC at the University of Pennsylvania. He was commissioned last February and in March was graduated from the University. He received varsity awards in crew and football and attributed his athletic accomplishments to the tough training at Sun Ship.

A former Sun Ship lad, George M. Smith, has now been in eight major engagements against the Japs. Smith, who is awaiting reassignment, has just returned from this extensive period of duty which included the invasions of Cape Gloucester, Admiralty Islands, New Guinea and the Philippines.

It was during the Battle for Leyte Gulf that his ship, a destroyer, scored three torpedo hits, eliminating a Jap battleship's bridge and gunfire, sinking a heavy cruiser and scoring several hits on an enemy destroyer.

He wears combat ribbons of the American, European-African-Middle Eastern and Asiatic-Pacific Areas and the new Philippines Liberation ribbon, with two battle stars.

Dear Mr. Pew:

I did quite a bit of repair welding on ships out here and some were built at Sun. I put sixteen months in a Ship repair unit so you see I couldn't help but run into a few ships that I welded on back home. It sure made me feel at home when I found they were from Sun.

I expect to get home soon on leave. Till then I'd like to say hello to one of my old leaders in 59 Dept., Harry (Hank) De Paul, also Earl Hiesner, in 60 Dept., and the rest of the old gang.

Walter H. Mandell, M I/e

Dear Mr. Pew:

Just a short hello from one of your former employees. I left your Yard May 7th, 1945 and was sworn into the Army May 19th, 1945. I was sent here for training as a Combat Replacement (Infantry) which will be about 17 weeks.

I enjoyed working for you and hope you keep up the good work so we can all go home for keeps. Would appreciate your sending OUR YARD to me so I can keep up with your activities.

Pvt. William W. Cook

Dear Editor:

I want to take this opportunity to express my appreciation to you and the "Sun Shipyard" for sending me your most valued magazine OUR YARD.

I've been receiving the magazine regularly and really enjoy reading it. The pictures contained therein recall memories of more peaceful days when I worked at Sun's Central Yard Plate Shop, 47 Dept. What wouldn't I give to be back there right now! I'd appreciate it if you would relay my best regards to all the boys on the "cold press," and "big rolls" gangs of the first shift, 47 Dept. Central Yard Plate Shop.

Matt Zabrtka

AWARD TO HEROIC MERCHANT SEAMAN



VAL STANLEY ZDUN, 24, former Sun Ship employee and now a seaman on the M/S SUN, built by Sun Ship is presented with the J. Howard Pew Award for heroism beyond the call of ordinary duty by Sun Oil Company President J. Howard Pew. The tanker was moored in the harbor at Bari, Italy, when a munitions ship blew up nearby, setting fire to quantities of aviation gasoline stacked on the dock and damaging the Sun tanker. Zdun, acting on his own initiative, dove overboard, swam to the dock and cast off six manila mooring lines. This enabled the M/S SUN to leave the dangerous area and saved the ship and its cargo of 100,000 barrels of aviation gasoline. Zdun, who lives at 3232 W. 4th St., Chester, received the citation and a gold watch in colorful ceremonies on May 25 on the deck of the M/S SUN which was tied up at No. 3 Pier, Sun Shipyard.

Dear Mr. Pew:

I visited the Sun Shipyard on my last trip home and I wish you'd send me the magazine so I can keep up with things. I'm on an AKA and everything's going swell out here. I wish you and all the boys at the Yard good luck.

F I/c Eddie Blissick

George Laird Copper, 24, machinist's mate, second class USNR of Milmont Park, has arrived at the Naval Training Station, Norfolk, Va., to undergo training for duties aboard a new destroyer of the Atlantic Fleet.

Son of Mr. Clarence Copper of 408 Baltimore ave., Milmont Park, he formerly was employed by Sun Ship.



SGT. O. A. HUNTER of the Air Service, who worked first shift in 33 Dept. He went in the Service in October, 1942.

S I/c JOSEPH ACIRI who was in the Central Machine Shop, joined the Navy and is now with the fighting forces of the Pacific.

Pfc. GEORGE BAKER, formerly in the Burner Dept., served in the French and German theaters of war. He is the son of Rev. and Mrs. J. Frank Baker of the Chester Rescue mission.

Somewhere in the Philippines is **G.M. 3/c ALBERT BOYD** who worked in 36 dept, before joining up. His father, Henry Boyd, is in 30 dept. at the Ball Park.

His friends in 45 dept. used to call him "Andy" but his full name is **DAVID ANDERSON** and he is with the Army Engineers in the Philippines. A picture of his little son is on the Baby Page.

HE PUBLISHES A PAPER

Dear Mr. Pew:

I wish to take this opportunity to acknowledge receipt of the March and April issues of OUR YARD Magazine, for which I thank you ever so much.

I really appreciate the fine gesture of the Sun Ship people in sending me their very popular magazine, and I certainly hope it continues to reach me regularly as it has been in the past.

You know many of the men who know me have formed the impression that I am a public relations man for the Sun Shipyard—because I'm always bragging about the Sun Yard—about the fine ships it puts out—the fact that it's the largest single shipyard in the world and the fact that I worked there for almost 3 years before entering the Navy.

I've spread beneficial propaganda about Sun Shipyard and its ships to anybody and everybody who would lend an ear, at every base I've been stationed in the U. S. A. (which covers the entire eastern coast, ranging from Rhode Island to Florida)—and then when I boarded ship seven months ago, I continued my boasting.

All of my shipmates (that is, in my division) know that I worked at Sun Ship, that Sun Ship is in Chester, Pa., and that it is the largest single shipyard in the world and builder of the best tankers afloat—not to mention that I always state that Sun is the creator of the all-welded ship.

I publish a small paper for our division which I post on a door so that everybody could see it—in a recent edition, Sun Ship took the headlines—I cut out the article on the S.S. *Cimarron*, which appeared on the inside cover of the March issue of OUR YARD Magazine, and pasted it in my homemade paper. The article created quite a bit of interest.

I correspond with quite a few former Sun Ship workers who are now in the service,

and have picked up bits of news from their letters and formed a column which you may use (if you need any space filler) in your magazine.

The column follows:—

With "Sun's" Men in the Service

Ensign Joseph Kalatucka, of Sun Village, who was a first class sheet metal man on the third shift at the Central Yard, is now in the Philippines with the Naval Air Corps.—His brother, Joe, also an ex-sheet metal worker at Sun is with the Army, also somewhere in the Philippines.

Joe McHale, former Sun machinist, is now serving aboard the U.S.S. *Wisconsin*, which is now in the thick of things in the Pacific. Joe's ship really raised hell on Iwo Jima, prior to the landings there of American troops.

Matt Rupnick, former Central Yard checker, is a Navy Pharmacist Mate, and is now attending a property and accounting school at Pensacola, Florida.

Walt Wolski, another former Central Yard man, is serving aboard the carrier U.S.S. *Hornet*, which participated in the Tokyo air bombardment and gave air support to troop landings on Iwo Jima in February.

Karl Keeton, who came to Chester from Kentucky to work in Sun's Central Yard Plato Shop, is a Navy Yeoman, 3rd Class, and is doing duty in North Africa.

Russ Rosenberg, former first-class pipefitter at Sun's Central Yard, is with a Navy Ship Repair Unit in Virginia.

Caz "Hunk" Wrzesniewski, former Central Yard driller, when last heard from, was in Holland where he had met a pretty Dutch gal whom he said he was going to marry. No confirmation has been received.

Pete Jaworsky, ex-Sun Shipfitter, is a Navy Aviation Radioman doing duty in Hawaii.

MATT ZABITKA



CORP. WM. VANDERGRIFT, formerly of 47 Dept., was in the Normandy invasion and went on to Germany where he still holds forth. He is a son-in-law of Dick Clendingen, 36 Dept.

Hello Dick:

Well I guess you will be surprised to hear from me, but, I really haven't forgotten you.

I want to thank you an awful lot for having the Yard magazine sent to me, for I really do get a kick out of reading it, and looking at the pictures. It kind of brings back memories to me. It's been quite a long time since I first walked into the Yard with my "Pop." I was only a kid then, boy, time is really flying by fast, isn't it.

I cut a couple of good pictures of my Pop out of the OUR YARD magazine sent to me, and the old boy still looks the same. He is a grand old man. Dick, I sure miss driving him back and forth to work too, for that used to help those hum dogs of his out a lot. I hardly seem to know any body down the yard any more, all the faces in the photos in the magazine seem new, but you know all the gang I knew, so please give them my best regards.

I saw a letter in the March issue of OUR YARD from a Jim Foley. He is the Jim who used to work in the shop isn't he?

Eddie, 36-558



T/5 ROBERT A. ROCK is now serving with the 107th Port Marine Maintenance Co. in France. He finished his machinist apprenticeship in the Wetherill Plant a year ago.



Now in the Pacific war zone, FC 3/c JOHN B. PIERCE is remembered by his former associates in 33 dept. as "Bud". He lives in Media.



SF 1/c JACK L. TENNANT, of Chester, who was an apprentice in the shipfitting dept., is now doing plain and fancy diving for the Navy.



S 2/c DONALD PASTORIUS, who formerly worked in the ship repair office is now on a submarine. His mother, MRS. YENZIA PASTORIUS, is a guard in the squad of Capt. Lineweaver in the North Yard.





FRANCIS SKINNER,
Pvt.



JAMES SKINNER,
Pfc.



BERNARD SKINNER



PHILIP SKINNER, S 2/c



PETER SKINNER



PAUL SKINNER, S 1/c

SKINNERS GET INTO THE WAR

With the nation at war the call for men was so great that the government took five sons of Bernard Skinner, in the Carpenter shop, South Yard. It would have put a sixth son in the armed service but he couldn't quite make the grade physically. "Barney" isn't complaining but he can't quite understand why it is necessary for the Selective Service moguls to take five sons out of one family.

Including the father, four of the Skinners worked in the Sun Shipyards, three of them in various departments and one in the Slater organization.



JOHN SKINNER, S.F. 3/c

SUN SHIP LADS AT FRONT

Here are items showing what some of our former employees are doing in the service of their Country.

Pfc. Frank J. Collins, 68 dept., aids in the storing and issuing of medical supplies at a large aerial repair depot in England where B-17 Flying Fortresses are re-conditioned so that once again they may release havoc and destruction upon enemy supplies and communications. Already baptized in battle by their victorious campaign against Nazi Germany they may soon clash with the Sons of Nippon over Japan.

Charles Peterson, 58 dept., former head of the Erectors of North Yard second shift is now stationed in Okinawa. He has just been promoted to Chief Boatswain Mate in the Seabees.

Warren D. Wise, 25, storekeeper, second class, of Clifton Heights, Pa., will round out two years of service with the Navy on June 10. A lot has happened to him since he enlisted, including action at Wake Island, Tarawa, Shortland Islands, Bougainville, Saipan, Tinian, the battles of the Philippine Sea and Leyte Gulf, Iwo Jima and Okinawa.

Estey P. Boles, 24, seaman, second class, has completed a training course at the Atlantic Fleet's torpedo boat repair training unit, Melville, R. I., and will join a torpedo boat repair ship. He was in 59 dept.

Thomas Joseph Boylan, 20, fireman, second class, USNR, 36 dept., Chester, has been transferred to a Fleet service school at Virginia Beach, Va., for instruction toward advancement in rating.

George Nicholas Ceder, 27, a former welder, has advanced to seaman, first class,

USNR, aboard a carrier aircraft service unit of the Atlantic Fleet.

Robert Edward Coccodrilli, of 47 dept., seaman, second class, USNR, is at the Atlantic Fleet's motor torpedo boat training center, Melville, R. I., training for a PT Squadron.

Harry Louis Castagna, 19, seaman, first class, USNR, has completed 16 months of active service on board a destroyer escort of the Atlantic Fleet, where he is a loader on a main battery gun. He wears the American Theater and the European-African-Middle Eastern Theater ribbons. He was in 34 dept.

Chosen from among the latest group of recruits to complete indoctrination at Sampson, N. Y., because of his civilian skill of four and a half years in Dept. 59, Harry Edward Ersek reported this week for advanced instruction at the Ship Repair Training Unit, Staten Island, N. Y.

The second member of his family in service, John Manchin, a marine copper-smith with 5 years service, reported this week for advanced instruction at the Ship Repair Training Unit, Staten Island, N. Y.

Veteran of 18 months in the Mediterranean area and second member of his family in service, Peter Thomas Mooney for six years employed in shipfabrication shop-work reported this week for advanced instruction at the Ship Repair Training Unit.

From Bainbridge, Md., where he just completed U. S. Navy indoctrination, Anthony Saggese, electric arc welder for three years at Sun Ship reported for advanced instruction this week at the Ship Repair Training Unit, Staten Island.

Ens. Thomas M. Jackson, Jr., USNR, Swarthmore, recently celebrated his 22nd birthday aboard a heavy cruiser of the Atlantic Fleet.

Ens. Jackson entered the Naval Reserve about two years ago as an apprentice seaman in the V-12 program at Cornell University, Ithaca, N. Y.

His father is Thomas M. Jackson, Sr., engineer at Sun Ship.

Dear Sirs:

Before entering the Navy I worked at the Eddystone Yard on the Electrical Machine in 36 Department under Sam Custer.

I was wondering if you would please send me the OUR YARD to my new address. I really enjoy getting the magazine.

Give my best regards to the fellows in 36 Department in North Yard and tell them I was asking for them. There's not much to say but hoping to see you again soon.

Joseph F. Collins, S 1/c

Dear Mr. Pew:

I'm still receiving OUR YARD and I think it's really a swell magazine.

Things are looking much better over here, and I'm sure that you people back there are doing your utmost to send us the things we need. I'll close now, and thanks again for the Christmas card.

Pvt. Bernard Katz

Dear Editor:

In 1943, I worked as a welder in the North Yard until I enlisted in the Navy. Since I have been in the service, I always wanted to know just what things are like at the Yard. The reason I am writing is that I would like to know if there is any possible chance of your department sending me an issue of the OUR YARD once in a while. I am overseas at the present and I'd appreciate it very much.

Francis T. Benedict, S 1/c

SUN WOMEN IN THE SERVICE



ANNE O'CONNOR, HA 1/c, formerly of 91 Dept. and now serving at the Naval Air Station in Norman, Okla.



MARGARET E. CROWTHER left 91 dept. to join the WAVES. This snapshot was sent by her aunt, Miss Mary Calhoun, of Chester.



MRS. HELEN KELLEY, recently in 59 dept., joined up with the WACS and is now located at Ft. Des Moines, Iowa.



A PERFECT EXAMPLE OF HIGH ALTITUDE PRECISION BOMBING on Hof, a vital Nazi rail center. Flying with one of the forts in this attack was Flight Officer James J. Manion, 21 year old navigator, a former burner at Sun Ship.

Private Enoch J. Dzakavage, 28, Shenandoah, Penna., and formerly of Sun Ship, recently arrived at the U. S. Army General Hospital in Camp Pickett, Virginia, where he is undergoing treatment for wounds sustained in action against the enemy in Ryukyu Islands.

Pvt. Dzakavage, a veteran infantryman of 23 months overseas duty, participated in the battles of Kiski, Kwajalein, Leyte and Okinawa.

His list of decorations include the Purple Heart with Oak Leaf Cluster, four battle stars and the Philippines Ribbon of Liberation.

Howard George Kelly, 19, fireman first class, USNR, East Hampton, Mass., has arrived at the Naval Training Station, Norfolk, Va., to undergo training for duties aboard a new destroyer of the Atlantic Fleet. Howard was a former employee at Sun Ship.

He wears ribbons for the American Area and the European-African-Middle Eastern Area with two stars.

Dear Lew,

Since the war ended we really have been taking life easy. Almost seems like a dream to be leading such a nice and clean life after all that hill we went through in the mountains. We're in a town this side of the French border. The Alps are really high and all snow-capped. You would think the weather is nice and cool, but it's so darn hot I believe it's worse than Alabama. We're pretty fortunate though for we have a nice big swimming pool here in town and believe me it sure is being used a lot.

We have two hours of drill and exercise a day from 9 till 11 in the morning then the rest of the day we are free to do as we please. Usually we have a baseball game in the afternoon with one of the other companies in our battalion.

On the front we lived in almost everything and anything just as long as it was for our own good. Usually it was a foxhole or a dugout once in awhile a house, sometimes a tunnel or cave, it all depended on the situation we were in. We had it pretty easy. Lived in a castle, had good rations and very little action except for patrols and raiding parties once in awhile.

Pfc. Henry Dychala



MM 2/c GEORGE L. COPPER, former machinist at the Wetherill plant, is now with the Navy. His father, Clarence C. Copper, also Wetherill plant, has 28 years service with Sun Ship. A brother, Clarence C. Jr., who worked at Wetherill is in the Navy also.

15th AAF In Italy — Sgt. Reed E. Middleton, 27, formerly of Sun Ship was recently awarded the Air Medal "for meritorious achievement in aerial flight" during sustained operations against the enemy, it was announced by 15th AAF Headquarters.

A top turret gunner, Sgt. Middleton is stationed in Italy with a veteran Liberator bombardment group which has flown more than 200 bombing missions against strategic enemy oil, rail and industrial centers in Europe.

S/Sgt. Martin Fellman, son of Mr. and Mrs. William Fellman of Philadelphia, a photographer gunner in a B-24 Liberator, has been promoted from the grade of Corporal.

Sgt. Fellman, 19, is in Italy with the 460th Bomb Group, a veteran 15th Army Air Force heavy bombardment unit that has participated in more than 200 combat missions throughout the Mediterranean Theatre. He was employed as a shipfitter at Sun Ship before he entered the service.



PFC. ROBERT O. LOGAN, Chester, has been recently awarded the Certificate of Merit by Colonel J. M. McCulloch, commanding officer of the Eighth Air Force Service Command. Pfc. Logan is an auto mechanic in the transportation division of this major repair and supply base at which battle-damaged B-24 Liberators are repaired for further combat against the enemy. He recently designed and developed a modification for a wheel bearing wrench which simplified the adjustment and wheel bearings on the heavy vehicles of the base. He was employed as a berthing inspector by the Sun Ship for one year prior to entrance into the service in February, 1943.

Joseph Esser, machinist at the Wetherill plant with 19 years service at Sun Ship, has received an interesting news story telling how his son, Sgt. Jack Esser, took time out during the invasion of Germany to visit the father's former home in Binsfield. Joseph Esser had left it nearly forty years ago but the house was occupied by members of the family.

Sgt. Esser had learned the location from relatives in Luxembourg and when his outfit, the 121st Inf. fought its way into Binsfield he came across a house with the name "Anna Esser", his mother's name, on the door. Sgt. Esser had been awarded the Purple Heart and the Bronze Star and five battle stars. The news of finding the old family home appeared in the *Golden Arrow*, publication of the 8th Division.

Marine Corps Air Depot, Miramar, Calif., May — Marine Staff Sergeant Francis E. Finn, 23, son of Mrs. Gertrude Finn, Chester, has returned here from the Pacific for furlough and reassignment.

A truck driver with a Marine Air Wing squadron, he was based on Midway Island.

Prior to enlisting he was employed by the Sun Ship.

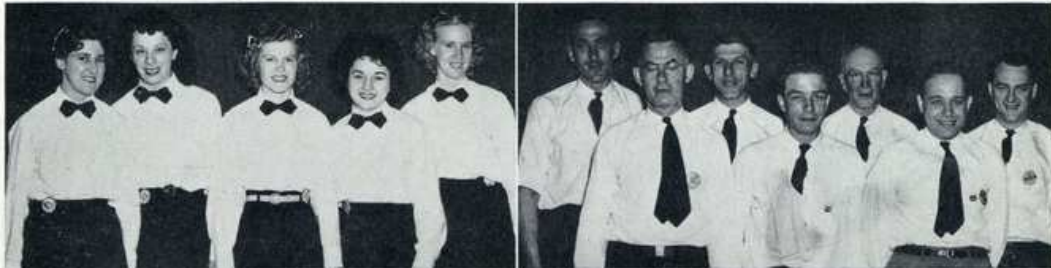
Sgt. Edwin J. Kelley, formerly of 33 dept., who had been fighting in Europe with the 8th Air Force has been attached to the 457th Heavy Bombardment Group.



TOPS IN SUN SHIP'S FIRST AID CONTEST

A competitive meet was held May 22nd, at 8:00 P. M. in the company garage with thirteen teams participating. The members of the Mayfair Emergency First Aid Detachment acted as judges under the capable supervision of Godfrey Novotny, Director of First Aid for the southeastern chapter of the American Red Cross.

The equality of the contesting teams was clearly indicated inasmuch as less than ninety points separated the winner from the lowest scoring team.



(Top, left) — **FIRST AND ONLY GIRLS' FIRST-AID TEAM:** Winners of a third place tie. Left to right: B. Wilson, L. Kovack, P. Harris, L. Manoni, and F. Dean, Captain.

(Top, right) — **WINNERS OF THE SPECIAL EVENT:** North Yard, First Shift, A Team. Left to right: H. Hill, R. Folkenstein, V. Mianny, J. Friel, H. Palestini, W. Kline, Instructor, H. Wyatt, Captain.

(Middle, left) — **WINNERS OF TIE FOR THIRD PLACE:** North Yard, First Shift, B Team. Left to right: H. Lewis, Jr. F. Jacobs, C. Martin, A. Craig, C. Elliot, Captain.

(Middle, right) — **SECOND PLACE WINNERS:** Central Yard, Third Shift. Left to right: W. Longbine, C. Ammon, A. Alizzi, J. Waldie, V. Penn, Captain.

(Left) — **FIRST PLACE WINNERS:** Central Yard, First Shift, B Team who scored 450 points out of possible 460. Back row: R. Mathews, C. Ortlb, B. Kneeder. Center row: W. Tarry, A. Cheetham. Front row: L. Cook, Captain.



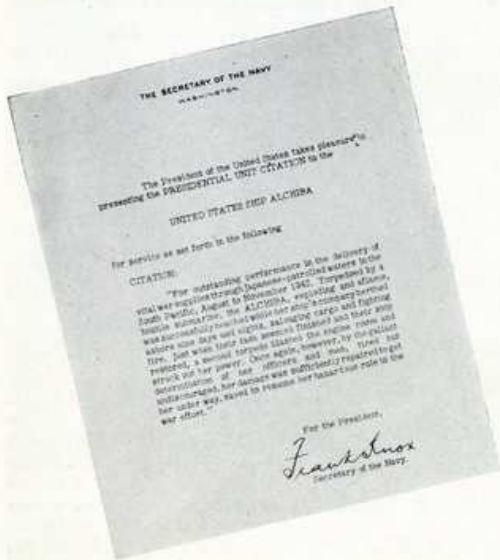
VIEW OF SPECTATORS, Judges and First-Aid Teams.

HE HELPED SAVE THE "ALCHIBA"



ABLAZE AFTER JAP ATTACK, the "Alchiba" refused to go down. Note debris in water caused by exploding ammunition.

(Insert) — TELLING HIS STORY to Vice President John G. Pew, Jr., Chief Boatswain's Mate F. S. Edwards praises Sun-built ships.



Former Chief Boatswain Mate F. S. Edwards is working in 68 dept. and there begins this story of a gallant ship and her crew.

Chief Edwards, a quiet sort of a chap with more than a quarter of a century service in the Navy, was assigned to the *Alchiba*. She had been built in the Fall of 1939 and was christened the *Normadove*. When the Navy took her over, the name was changed but that was all. Her stability, toughness and staunchness were the same as the day she was launched by Sun Ship.

They put her to work running supplies. On the fourth trip she lay off Guadalcanal loaded with high-test aviation gasoline, bombs and ammunition. It was just breaking dawn when a Jap sub sneaked up and fired a torpedo that almost lifted the ship out of the water. In a few moments the *Alchiba* was aflame with blazing gasoline leaping 150 feet in the air. Then the ammunition began to explode.

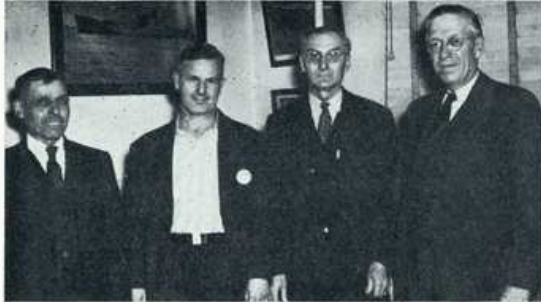
Commander James S. Freeman drove the ship up on the beach but the crew refused to abandon ship. They worked 20 hours shifts fighting the fire. They stood on scorching decks, tossing cargo overboard and all but 300 tons of stores were saved.

On Dec. 7 when the job of refitting was going along nicely, another Jap sub came in and fired its two torpedoes. The port side was ripped in and the engine room flooded. Chief Edwards said the men went back to saving the ship with more determination than ever.

"We said the Sun-built ship had held together so well that the men on her would hold together too. With such an unbeatable spirit we accomplished the impossible. Early in January we had her patched up, and started on a 5,800 mile trip to an American repair yard. When she went into the drydock, it was found that her keel had been broken in two places. Engineers said it was a miracle she ever reached port."

After he left the Navy a few months ago, Chief Edwards decided that the place he wanted to work was at the plant where the gallant *Alchiba* had been built. Former Secretary of the Navy Frank Knox even presented this Sun-built ship with a Presidential citation—think of it, honoring a stout, well-built ship for her courage just as if she were a living thing.

33 EMPLOYEES AWARDED SERVICE PINS IN MAY



MORE THAN A CENTURY of loyal service is the aggregate record of these three Wetherill plant employees of Sun Ship who are shown with Vice President Richard L. Burke. Each was presented with a 35-year service pin. They are, left to right: J. Luczaczko, A. Robinson and F. Thomson.

TWO OLDTIMERS are shown with Vice President John G. Pew, Jr. at the presentation of service pins. They are A. Strickland, left, and J. DeKnight, on the right.



(Top) — W. Lord, A. B. Cressy, D. Finks, J. Koszalinski, Mr. Pew, S. Wolverson, A. Petrone, and W. Kristman.

(Middle) — H. Siemck, S. Belizuk, R. Lidstone, J. Martin, J. Oberdorf, Mr. Pew, H. Lewis, E. Haltaman and J. Seconda.

(Bottom) — L. McCabe, S. Iacono, John Fry, H. Evans, Mr. Pew, H. Keir, H. Mundell, H. Johnson and B. Reilly.

MAY 1945

25 Years

33-3	.....	O. Wilde
47-10	.....	W. Forster
8-72	.....	A. Graham
8-58	.....	J. Kenney
69-5	.....	J. Saunders
55-34	J. De Knight
75-55	A. Strickland
79-7	E. Lamberson

SALARY ROLL

20 Years

79-14	A. B. Cressy
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HOURLY ROLL

15 Years

8-144	J. Robertson
34-54	T. Clark
42-8	S. Belizuk
55-301	H. Siemck
66-7	.....	John Fry
74-48	.....	K. Keir
84-40	.....	J. Oberdorf

10 Years

8-85	.....	H. Evans
30-2339	.....	R. Lidstone
33-354	.....	H. Lewis
34-133	.....	J. Lankford
47-126	.....	S. Wolverson
47-234	.....	D. Finks
47-259	.....	B. Reilly
47-4015	.....	E. Haltaman
47-10045	.....	J. Secoda
55-36	.....	L. McCabe
55-53	.....	H. Mundell
45-107	.....	W. Kristman
58-56	.....	A. Petrone
59-335	.....	H. Johnson
67-320	.....	M. Johnson
74-39	.....	H. MacPherson
80-38	.....	W. Lord



HARVEY LEE, dayshift welder at the Wetherill Plant.



RICHARD RITTENHOUSE, formerly of the Mail dept. in the Main Office, is now in the Wetherill Plant Office, Stores Dept. Shipping and Receiving of Materials.

Presenting
**THE
WETHERILL
PLANT**



ELECTRICIANS, WETHERILL PLANT, 1st SHIFT — Left to right: W. Smethurst, W. Springer, J. Mullin, H. Finck, E. Sauder and R. Millard.



W. BRUCE is a Chipper at the Wetherill Plant on the First Shift. He works exclusively on large propeller blades.



WILLIAM FEHL of 30S department at the Wetherill Plant, has four years service with Sun Ship. Bill is a sheetmetal worker, tinsmith, roofer and tinker.



(Top) — CARPENTERS — WETHERILL PLANT, 1st SHIFT — Left to right: W. Kaufman and T. Johnson.

(Bottom) — STOREROOM EMPLOYEES, WETHERILL PLANT, 1st SHIFT — Left to right: Valentine Stahoski, Shipper and Receiver; and John McCloy, General Storekeeper.

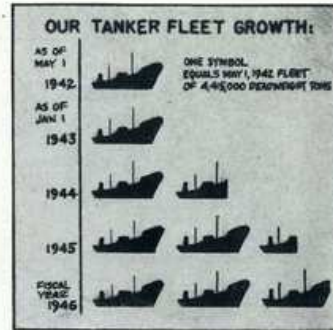


(Top) — 59 DEPARTMENT WELDERS, WETHERILL PLANT, 1st SHIFT — Left to right: C. Maloy, J. Mulrooney and E. Lally.

(Bottom) — PIPEFITTERS, WETHERILL PLANT, 1st SHIFT — Left to right: E. Rothwell and J. Dolan.

LABOR-MANAGEMENT CONTEST WINNERS FOR MAY

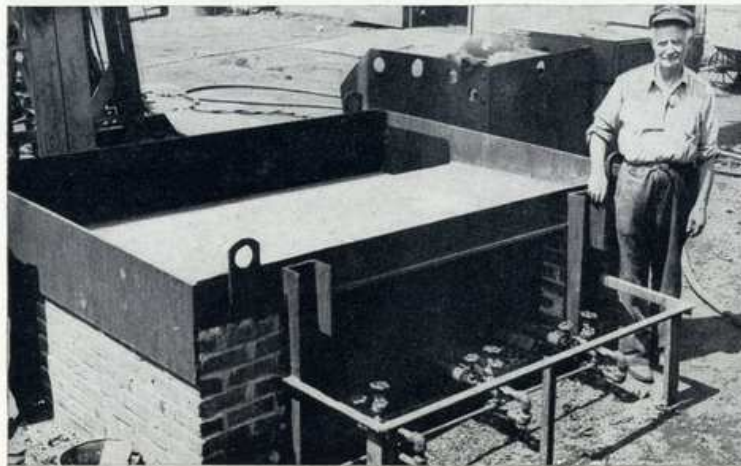
On June 14, 1945, the Labor Management Production Committee awarded two \$100.00 Prize Awards, and two \$25.00 Prize Awards for the May Contest.



W. CROSSEN, who was awarded \$25.00 for designing a special jig for repairing hiventers. This jig drills out all screws that have broken off flush on the transfer plate so that the holes line up perfectly and the machine can be assembled quicker.



J. MULROONEY received \$100.00 for devising a new method of patch welding on manganese bronze propellers. A wire was found that would produce a fused weld with near perfect color blend and proved to save time on each operation.



M. BURGO was awarded \$100.00 for designing a heating table used in separating brass chips from steel and iron chips. This table which is heated by gas drives off the moisture from the chips which are then ignited and the oil and grease burned off. When the process is finished, the mass is put through the magnetic separator which recovers approximately 85% of the brass.



E. KAMPES received \$25.00 for a specially designed circuit tester for use on automatic welding machines. This tester is more accurate and has overcome the confusion caused by standard testers.

THEIR WORK IS HAZARDOUS THEIR SAFETY RECORD HIGH

The regulators of Sun Ship, under the able leadership of Ed Lacross, built an enviable safety record during the first five months of the year. Only two lost-time cases were charged against the department because of accidents, both of them in January and none since January 31st. Only thirteen working days were lost by the two men who were out. This is a splendid record and the Safety Department is proud to honor the men and supervisors who have worked together to prove that "It can be done!"

It should be remembered that the work done by these regulators is hazardous — with a capital H — as hazardous as any other department working on the Ways. In the course of our hull construction, the regulators are the first to perform any work on the large sections of the hull after they have been erected. This work consists of adjusting all loose members of the ship such as shell plates, framing, decks, bulkheads and innerbottoms. They are required to use and to handle heavy tools and equipment such as large steamboat ratchets, hydraulic pumps and jacks in order to perform the operations.

Under these circumstances, it is indeed a rare feat for the men to work over 200,000 man hours with the loss of but 13 days working time, involving but two men. Ed Lacross and his entire department are to be congratulated. They have done a fine job.



REGULATORS PULLING IN SIDE SHELL to wing bulkhead at the forward end of midship box. T. Marsick, Ass't Foreman in charge of shipways No. 1 to No. 4, Central Yard; T. Saraullo, Ass't Foreman II; E. Blyth, Leader Regulator; J. Kralovich, Regulator 1st class.



REGULATORS MAKING UP CL BUTT of transverse bulkhead No. 1.20 above 3rd Deck. M. Griceo, Ass't Foreman I in charge of South Yard No. 9 to No. 12 shipways. F. Johnson, Leader Regulator; A. Georgi, Regulator 1st class.



REGULATORS MAKING UP WING bulkhead to longitudinal bulkhead at the after end of midship box. J. Thompson, Ass't Foreman I in charge of shipways No. 17 to No. 20, North Yard; J. Kirinich, Ass't Foreman II; W. Culp, Regulator 1st Class; T. Stephens, Welder.



REGULATORS MAKING UP LONGITUDINAL BULKHEAD to C. L. transverse bulkhead on forward end of midship box. Left to right: S. Sherry, W. Stanoski, and J. Santa Maria.



REGULATORS MOVING TRANSVERSE BULKHEAD at after end of midship house to proper set lines of Hull 471. J. Pastick, Foreman Regulator in charge of shipways No. 5 to No. 8, Central Yard; B. Innezelli, Leader Regulator; A. Barbic, Regulator 1st class.



REGULATORS ADJUSTING SIDE SHELL FRAMES to proper position above tank top. L. Wilson, Ass't Foreman II; W. Marnie, Regulator 1st class and T. Fine, Regulator 1st class.

SOFTBALL LEAGUES OPEN SEASON

The San Ship Labor Department Soft ball season under the direction of the Athletic Association was opened by the Second Skills League on May 21st. First Skills League went into action in June. The Second Skills League under the guidance of Lou Patisi of AT Department is made up of 10 teams. The standing of the teams is as follows:

Team	Games Won	Games Lost
AT Dept., A Ship	4	0
AT Dept., Central Yard	4	1
AT Dept., North Yard	4	1
AT Dept., South Yard	3	2
AT Dept., Central Yard	2	2
AT Dept., South Yard	2	2
AT Dept., Central Yard	1	4
AT Dept., North Yard	1	4
AT Dept., Central Yard	1	4
AT Dept., Fabrication	0	5



(Top) - 80 DEPARTMENT STOVEROOM - Left to right, front row: P. D'Amico, A. Chas. Hunt, J. Walsh, C. Harris. Second row: C. Harris, H. Brown, Gallagher, E. Frazier.



(Bottom) - 12 DEPARTMENT, N. Y. - Left to right, first row: J. Patisi, E. Stone, J. Smith, H. Smith, E. Kandioli and W. Owens. Second row: J. Lambert, M. Elliot, M. Waldert, M. Heffernan, E. Campbell, W. Kyle, G. Frickson, M. Kline and J. Linn, Manager.



(Top) - AT DEPARTMENT, N. Y. - Left to right, first row: J. Joffe, H. Newman, J. DeBate and J. Swankowski. Second row: G. Davidson, J. Kania, F. Patel, J. Finkle, Captain; Tug' Bill Einar, A. Johnson and G. Holmstrom, Manager.



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INDEPENDENT LEAGUE BOWLING

With the true spirit of sportsmanship in the air, the Independent League recently brought the 1953 bowling season to a close at their annual banquet.

Around the festive decorations, the numerous teams and their families gathered together for an evening of fun, feasts and good conversation.

The championship of the year of the Independent League went to the Installation team which the title of runner-up went to the North Yard Fab shop team. Two members of the winning team, C. Greenmasher and H. Edmondson recently left for the annual service.



(Top) - "NORTH YARD FABRICATING TEAM" - Left to right: W. Mathewson, J. Amitt, R. Melin, J. Kipland, W. Sney.



(Top) - 22 EXPEDITION - Left to right: O. Higgins, C. Spillway, H. McCalligan, D. Mc. Kinney, E. Kandioli, H. Kalford and H. Brown, Captain. Missing from the group is A. Winkler who is in row in the second service.



(Bottom) - AT YARD TEAM, left to right: John O. Patisi, Jr., John G. Patisi, Jr., Walter Coughlin, Mrs. Clarence Wright and Clarence Wright - Thursday Independent League.



(Bottom) - TYPICAL SCENE of the bowling banquet of the Thursday Independent League. The children of the table are Virginia Greenmasher and Harry Markert.

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(Top) - "INSULATION TEAM" CHAMPIONS - Left to right: S. Beeves, J. Winkler, M. MacCorm, E. Dieter. Missing from the picture are C. Greenmasher and H. Edmondson who just recently left for the annual service.

(Bottom) - ANOTHER VIEW of the dinner of the Thursday league bowling banquet.

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(Bottom) - ANOTHER VIEW of the dinner of the Thursday league bowling banquet.

SUN SHIP'S OWN Baby Parade

★ ★ ★

Buy Bonds to
Safeguard Their Future



KENNETH BEYTHE, 2½ months old, is the son of Sgt. Myke, aviation foreman in the signaling dept.

WILLIAM WISE is the son of James and Lois Walsh. James is a steerman in the signaling dept.



IDA LEE LAMBERSON is the daughter of Pvt. Edward J. Lamberson, whose job title appears among the list of Sun Ship seamen who were killed in action.

ALBERT ATKIN, 2½ years old, son of Mr. and Mrs. Paul Atkin, U.S. Marine, who Atkin works in 73 dept.

JACKY RUSSELL, 2 years old is the son of Pvt. Wendell Russell, formerly a leader in the South Yard, William Russell, 30 dept., Central Yard, is his grandfather.

SALLY RUSSELL, cousin of Jackey Russell, is 2½ years old and is the daughter of Mr. and Mrs. Kenneth Russell Barnes, now in the Navy, was formerly a steerman in the Boiler Shop.

WILLIAM LEWIS BARNES, 2½-year-month-old son of Wm. L. Barnes of 55 Dept., No. 4 Yard.



CHARLES SHIGURO, Jr., 2½ year old son of Charles Shiguro, Jr., leader in 39 Dept., C.Y.

DOROTHY JONES BEMA, 27 month old granddaughter of John Bema, 38 Dept., No. 4 Yard.

ELEANOR J. and RUSSEL FOREYTHE, Jr., 1½ are the children of Russel Foreythe, Sr., Asst. Foreman in 39 Dept., C.Y.

Three sons of Mr. and Mrs. Frank Madonia. Left to right: Bobby, 2 years; Frank, 9 years, and Fred, 6 years. The father is a rigging foreman with 9 years service in the Sun Ship organization.



BARBARA ANN BROCK is one year old and quite happy. She is the daughter of Mr. and Mrs. Over Smith, 39 Dept.

JIMMY and PAT WELSH are the up-and-coming sons of Mr. and Mrs. Arthur Welsh. Their dad, who is in the Navy, was a former steerman of Sun Ship.

RICHARD WALTON and FRANKLIN HERBERT SCHWAN, 2 year old twin sons of Charles Bowman, formerly of 33 Department, who is now with the U.S. Army overseas.

SUSAN, A. and MARY E. A., one and daughter of Charles Bowman, formerly of 33 Department, who is now with the U.S. Army overseas.

DAVID ANDERSON, 3rd, who is 1½ months old, is the son of David Anderson formerly of 43 dept. and Mrs. Jean Anderson who is with the Material Controller's Office, Maritime Commission. The father is with the Engineers in the Philippines.

INGER VANDERBILT, 19 month old daughter of Harry Vandergalt, formerly of 58 dept. who served in the Machine room and is laid and who has just returned to the Yard.

SUN SHIP'S OWN Baby Parade

★ ★ ★

Save Now in War
For Their Future in Peace



PATRICIA, nine months old and **ARLENE ELY**, nine years old, daughters of William Ely of 34 Dept., Central Yard.



JULIET F. ARNOULD, 8 months, daughter of George Arnould, Foreman, formerly in 79 Dept., is in the Navy.

JAMES O. HILL, three years old, son of James O. Hill, 36-435, of South Yard, blind child.



LINDA D. CURRY, 2 year old daughter of George Curry of 39 Dept., C.Y.

THIS LITTLE BOY lost his father, Mr. [unreadable] in Europe, and his mother, Mrs. [unreadable], 39-8332, Central Yard.



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JOYCE M. and RICHARD B. KOHN 10 months, are the children of Mr. and Mrs. Boston. Mr. Kohn works in 34 Dept., as an Expediter.



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JOSEPH LOUIS STELLACCIO, 2 year old son of Mr. and Mrs. Joseph Stellaccio, his grandfather, Luigi Stellaccio, is in 74 Dept., S.Y.

PRESTON L. MINTZ is one year old and he's celebrating with a cake almost as big as he is. His father, Harry Mintz, is in 39 Dept.

★ ★ ★ ★ ★
MAY, 1945 LAUNCHINGS

★ **S.S. Roxbury Hill**

★ **S.S. Castle's Woods**

★ **S.S. Drapers Meadows**

★ **S.S. Camp Charlotte**

★ **S.S. Marine Fiddler**

★ **S.S. Marine Runner**

★ **S.S. Cobble Hill**



S.S. ROXBURY HILL was capably sponsored by MISS DOROTHY LAMBERSON, daughter of Supt. Edward G. Lamberson of No. 4 Yard. This launching took place on May 3 in the Central Yard. Supt. Lamberson has been with Sun Ship for 25 years.



S.S. CASTLE'S WOODS, launched May 25 in the North Yard, was sponsored by MISS HANNAH W. HEPWORTH, secretary to Vice President Robert Haig. She is shown with her father, George E. Hepworth.



S.S. MARINE RUNNER, launched May 30, marked the wind-up of ship assembly in No. 4 Yard. MRS. ELIZABETH DAWSON, sponsor, is shown with her husband, Coleman Dawson, a Sun Ship employee, with 10 years and 4 months service.



S.S. CAMP CHARLOTTE was launched in North Yard on May 12. Sponsor of the ship was MRS. HELEN L. BROWN, wife of James H. Brown, general storekeeper, who has 26 years and 9 months service at Sun Ship.



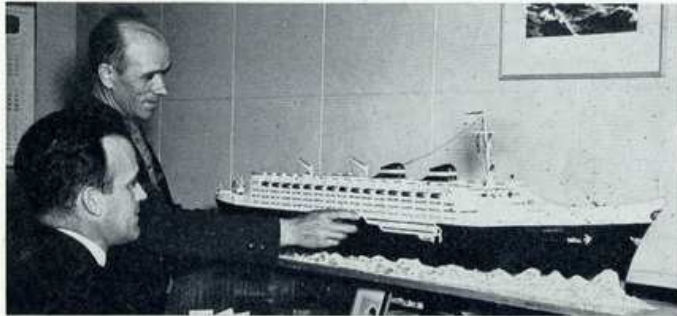
S.S. COBBLE HILL, launched May 2, had as its sponsor MRS. ELIZABETH CADMAN, wife of Douglas A. Cadman, foreman in the Shipfitting department. Mr. Cadman has 28 years of service with Sun Ship



S.S. MARINE FIDDLER was launched May 15 in No. 4 Yard. The sponsor, MRS. HARRIET A. OUTERBRIDGE, is the wife of Martin Outerbridge, who holds a 15-year service record.



S.S. DRAPERS MEADOWS was launched early in the morning of May 19. The sponsor was MRS. MILDRED M. HOOT, wife of Frank M. Hoot, production engineer, who has 26 years and 3 months service with Sun Ship.



ANOTHER POST-WAR SHIP MODEL designed by John Pastick is shown to Vice President John G. Pew by the artist. A few months ago John built another model but the latest is more graceful.

36 MACHINISTS

Congratulations to Mr. and Mrs. Sam Minnick, 36 Shop and Mr. and Mrs. Alabama Beard, Dry Dock, on the recent additions to their families: Mary Ann being Sam's 5th child and Jimmie being Alabama's 4th. Along with our thanks for the fine cigars goes our best wishes for much happiness and good health.

Congratulations also to Blair McCoy, Wetherill Shops on the arrival of a son. This blessed event gave Boss Harry McCoy his first grandson thereby increasing his chest expansion considerably. The baby, Robert Harry, was christened, between the showers on Sunday, June 10th.

Our best wishes for a speedy and complete recovery to Jimmy Preston, 36 shop, and Mary Connors, 36 tool crib, who are both hospitalized.

Those who missed the banquet of the Independent Bowling League lost a good evening's entertainment. Not to mention an excellent meal. 36 Dept. came in for some real recognition in the matter of prizes. Among those winning were Danny Garramore, George Read and Sam Minnick, all of the shop. Many of those present were disappointed at the inability of Mrs. Minnick to attend and missed her very much.

Big Bud Goheen was a recent visitor at the Yard. Having been granted a 15 day leave. Seattle seems to have agreed with him very well as he has become streamlined and in perfect health, and good spirits.

Dick says, anyone contemplating minstrel work can save a lot of time usually spent on make-up, by trying that little black box, which some one named a "Turkey

Caller."

To Eddie Lamberson and his family we wish to extend our deepest sympathy on the loss of his son on Okinawa. All the oldsters in 36 Dept. have known Eddie for many years and join with him in his great sorrow. Trusting that now, that his boy has made the Supreme Sacrifice, his name will be registered in the Book of Life.

In a recent letter from Marine Jack Bate-man, formerly of dry dock machinist, he tells of having met Hinderhofer, formerly of 36 Dept. and De Virgilio, formerly of 33 dept. out on Iwo Jima and Okinawa. At the time of writing he was well and in fine spirits and said that of all his former buddies here, Bob Cohee, of the dry dock, kept on the ball better than any and asked that we remember him to Bob.

RICHARD CLENDENNING, Reporter

HONORARY DEGREE CONFERRED UPON PRESIDENT JOHN G. PEW

John G. Pew, Sr., President of Sun Shipbuilding and Dry Dock Co., was honored with the degree of Doctor of Laws by Hahnemann Medical College at the commencement exercises on June 14. He also was a guest at the luncheon preceding the exercises.

Others upon whom the degree of Doctor of Laws was conferred are Dr. William Mather Lewis, president of Lafayette College, Judge Frank Smith of Philadelphia and Frederick H. Strawbridge Jr.

Dr. Leroy Edgar Chapman, Pennsylvania State Senator, and Dr. Frank Orthmer Nagle, head of the department of ophthalmology of Hahnemann, received honorary degrees of Doctor of Science.

Joseph S. Conwell, president of the college, conferred the degrees.

86 DEPARTMENT NORTH YARD DISPENSARY

Our View of V-E Day

Day began with an expectancy in the air; folks were more or less tense and even nature seemed to feel the importance of the occasion. Clouds hung low and the atmosphere was unusual.

The loud speaker was turned on. Working men and women gathered around, about one half block from the Dispensary. All gave their undivided attention.

Just as President Truman was speaking, a few drops of rain began to fall. Reminiscent of the boys who will never return—tears from heaven.

Near the finish of the broadcast the English national anthem was played. Unity and mutual respect were evident—all stood with uncovered heads just as they had done for our own *Star Spangled Banner*.

The ceremony ended. Work was resumed with mingled emotions. Everyone was elated to know that the European war had drawn to a close. After that came serious thoughts of the boys and events in the Pacific area.

During the morning, the one remaining ship pulled out of the Wet Basin and left for a trial trip. One felt that the end of the war was near at hand.

At noon the loud speaker went on again. Songs and hymns were played with *The Lord's Prayer* outstanding.

Bits of information and latest reports straggled in through the remainder of the day. By whistle time, 4:15 P.M., the sun was shining brightly, and going home all seemed to walk with a new spring in their step.

Now we wait and pray for our real V Day, when the whole world will again resume a semblance of normalcy.

Condolences are extended to the family of William Colburn, 55, who died suddenly of a heart attack on June 14. Stricken while working on a ship in the wet basin, North Yard, he was assisted to the dispensary and died a short time later. He had been connected with Sun Ship more than three years and is survived by a widow and other members of the family in Wilkes-Barre, Pa.

CHARLES H. DOYLE NAMED CONTROLLER

An announcement has been made by John G. Pew, President of the Sun Shipbuilding and Dry Dock Co., that Charles H. Doyle has been appointed Controller, to fill the vacancy caused by the death of C. B. Dimeler.

Mr. Doyle, who has been Works Accountant of the organization since July 1942, came to Sun Ship in 1923 as a checker in the Plate Yard. He was later transferred to the Payroll department and then to the Cost department where he remained until he became Works Accountant.

After attending Berwyn High School, he entered the Wharton School of the University of Pennsylvania from which he was graduated.

In his studies he specialized in Accounting. He is a member of Sigma Kappa Phi.

His wife is the former Miss Virginia Duncan, of Kentucky. It was a shipyard romance, Miss Duncan being employed in Mr. Landing's department. The pair were



married in 1936 and now reside at 325 East 14th st., Chester.

Controller Doyle's hobbies are baseball, football and the theatre. He is a consistent rooter for the Athletics, win or lose.

STORERUMORS — 80 DEPT.

Well, another month gone and we find a few changes here and there. We were sorry to say so-long to Sam Chiffens. Sam has been transferred to the Wetherill Plant and his place was taken by our man "Friday" Gilmore. We will miss Sam's endless arguments. But we think he was pulling our collective legs, starting a heated debate and then setting back in the middle enjoying himself. Good luck Sam!

Ed Mack the "in again — out againer" stayed two weeks this time and left for the service on June 15th.

Also very sorry to say so long to Charlie Cahoon. Our association was very pleasant and Charlie ranked high-up in the yarn spinning dept. along with our many other "Munchausens."

Brother Himes also pulled up stakes and left for Colorado where he is taking over a very fine managerial position. Himes always was an enthusiastic exponent of the "Go West Young Man" theory.

Our Jeannie finally pulled away. She and Eddie left for Florida June 15th where Eddie has a number of business interests.

Tom Campbell is now Private Thomas Campbell U. S. Army. Good luck Tom and it was really swell working with you.

George Knoll passed his physical and

awaits the call sometime in July. George says he was born two years too late.

Our deepest sympathy to Willard Lord on the death of his father.

Congratulations to Johnny and Pat Scappo on the new arrival, a baby girl. Johnny lost his bets on a "boy" but is still just as proud as all get out.

Harry "Kitzel" Rachman is still in the hospital at this writing. Get well quickly fellow.

Orchids from Ryan to Willcutta on those grand radishes Willcutta grows. The only

thing Jimmy likes better than radishes is more radishes.

"Thisa and Thata"

Bob lively presented the B/M room with a bunch of fresh garlic. Roth and Co. devoured same intact with much gusto.

Dell Turner has taken the first steps toward the simple life by purchasing the old De John place on Mt. Alverno Rd. Four and a half acres of good rich soil, a solid house and a barn; he's all set.

The Story of the Month

"Clarence Dood It Again." He again



DISPENSARY STAFF — 1st SHIFT, CENTRAL YARD — Left to right, front row: M. Duke, M. Upright, J. Williams, C. Bakia and M. Carney. Back row: J. O'Rangers, F. Pastisk, C. Eichelmeier, D. Alleback, Dr. S. Szitty, A. Seeber and A. Finnegan.

fought the little man's battle over a bottle of Blackberry Wine. Clarence claimed the wine was sour. A letter to the winery went forth voicing in no uncertain terms Clarence's indignation and ire. A reply came back instructing him to take the letter and empty bottle and (now the payoff) return it to the vendor or the nearest agent, who would replace same for him.

Earl Bennett's son Lynn celebrated a double event—his graduation from High School and his acceptance into the Service. Earl and Mrs. Bennett presented him with a very fine serviceman's watch. Best of luck to Lynn and come back soon.

Yes, sir, that was our Edith together with Ethel Locke leading the national Guard Unit. We have praised the girls a number of times before for their excellent work with the "Guard" and can only repeat, "Nice Going!" They left for Camp June 18.

Backfires From the Truckers

Kelly received his papers to report for induction on June 19th. Turnbull was jealous and his came to report on June 20th.

C. Clark, the former pilot of No. 61 Dump Truck, was inducted into the Service on May 24th.

The Distaff Side

Birthday greetings to Toni Cornacchia and Anne Holdren.

Almost all the gang had a card or letter from Sophie Brown. She likes the Marines very much and is very enthusiastic and plugging the service for all she's worth.

Addenda

The Bill Franklins moved into their new house in Yeadon accomplished by the former occupant getting into his house because that occupant got into his house—aw nuts—we give up. Good luck to Bill, the Mrs. and the little Franklins.

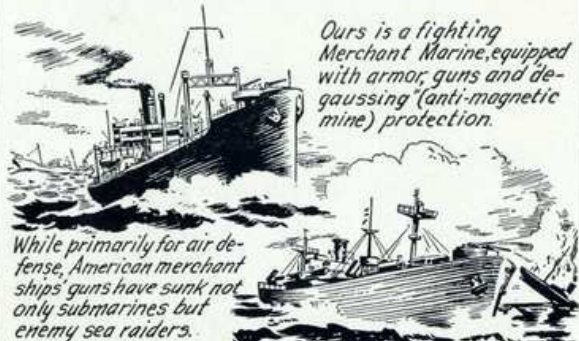
Hero of the Month

The Distinctive medal awarded for bravery under extreme danger was presented to none other than our Mr. Farley. It was he who caught the girl that fainted during a recent bond rally. Although he had to fight off a platoon to obtain his objective he came thru for dear old "80". The medal is made of sheet asbestos with a nut and bolt rampant on a field of ell.

Reporter . . . SID ROBINSON

Our Merchant Marine

A FIGHTING MERCHANT MARINE



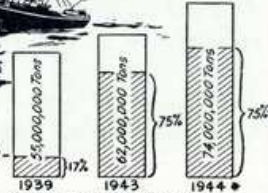
Ours is a fighting Merchant Marine, equipped with armor, guns and de-gaussing (anti-magnetic mine) protection.

While primarily for air defense, American merchant ships' guns have sunk not only submarines but enemy sea raiders.



Merchant ships' guns have broken up enemy air attacks on foreign ports. Gun crews often list their victims with symbols painted on gun mounts.

Despite all hazards, the American Merchant Marine continues to deliver the goods—in the greatest cargo moving operation of all time.



CARGO EXPORTED FROM U. S. SHADLO AREAS REPRESENT CARGO CARRIED IN U. S. SHIPS * ESTIMATED

Information courtesy of American Merchant Marine Institute, New York.

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DANNY MURTAUGH WRITES FROM GERMANY

Now Home on Leave

Danny Murtaugh is home on a furlough. He got here almost as quickly as the letter he wrote John G. Pew, Jr., from Germany. Danny, who was one of the most lovable chaps in 91 dept., is headed for the Pacific to hunt Japs, but he has a 30-day holiday which he intends to put in—just resting. After that he will get special training at Fort Bragg; then to the Pacific.

The star infielder was asked to play for the Phillies during his furlough but he turned down the offer. But to get back to the letter Danny wrote Sun Ship. Here's the epistle:

Hi Mr. Pew:

Well, we finally got half of our job finished, now we only have to knock off Japan. I consider myself pretty lucky. I only got into a few battles. It seems as if they sent our division just to clear out pockets. We were in the Ruhr Valley and also at the Czech pocket.

I am in a mortar squad which is constituted of five men. One man is leader, then we have two gunners and two ammo carriers. I am one of the latter. This Army is funny. I trained six weeks,

learning how to be a rifleman and then they put me in a mortar squad. I had only fired a mortar once and that was a dummy round.

Now that this war is over, we are all sweating out the Pacific but I don't think it will do us any good. We are traveling towards France and that can only mean that we are going to take a boat trip. All the boys are hoping it will be home but we started taking shots today and we don't think they would give us shots just to go home.

It sure is funny over here. We have been in many German villages and we haven't yet met one person who said they were in favor of the Nazi party. Yet when we searched their homes we always found all kinds of flags and weapons.

In one place the man had hid all his weapons in a hole in his garden. I got a Walthers 32 from a German prisoner. Now I'm trying to find a way to get it home.

I don't think I will get to play any baseball this year but I sure hope to be back home playing next year. I can't be missing many more seasons because I am getting a little older every year.

Give my regards to all my friends at the yard and tell them to keep up the good work. I happened to come overseas in one of our boats: one of the Marine line. I think it was the *Marine Dragon* or the *Marine Fox*.

Danny Murtaugh

SUN SHIP BAND OPENS OUTDOOR CONCERT SEASON



A LARGE GROUP ATTENDED the first summer musical event in Deshong Park with the Sun Ship band starred in the initial performance. At top is the band on the stage. Below, a view of the crowd. Shown on the platform, left to right, standing: Alfred Burfeind, master of ceremonies; Thomas Leeson, conductor; Gene Sieber, Paul Hayfield, William Sharpless, Michael Kawolchuk, George Woodward, Anthony

Comsalvi, Ernie Caccio, Edward Grueninger, "Ron" Ronberg and J. H. Eastwood, vocalist. Seated: Fred Palagruto, Gus Zangori, Joseph Allizzi, John Rhoades, Herbert Williams, Gilbert Rogge, William Johnson, Thomas White, Charles McKnight, Al Hankins, John Hefton, Michael Vaccaro, George Roberts, John Martin, Robert Simone and James Hannum.

SQUAD 'A' SUN GUARD NOTES

Latest Vogue:

Summer uniforms, with longies (a la red). Shivers and groans on the third shift.

A workman entering the front-gate, when squad 'A' was on duty was heard to remark: "Pride of the force this Squad 'A.'" Let's keep it going that way.

Good luck to Guard Margaret Donahue, in her new home.

Our deepest feelings to Alex Solosky on the passing away of his best pal, Mrs. Solosky.

Painter George Whitelaw has had much paint on his hands lately. Somebody said you painted your house but had to do it over again; you put the paint on inside — out.

Good luck and safe return to George Dunn who enters the army soon. Get a couple of those Jap-rats for us George.

Bill McElreavey extends an invitation to all, when they are down south, to stop in

at the Blue Line Inn, and have a cup of tea and split a cookie with him.

How to operate a power-mower by Professor Thomas Buchanan. Rule 1-2-3-4-etc. never, never, grab the exhaust to stop the mower.

Pity the hairless frate with a summer hat these cool nights. Many a paper towel was never used to dry the hands; but to act as a wind screen.

It's going to be 100% again as usual, on the 7th bond drive for Squad 'A'. Nice going fellows.

(Ding-Dong Bell)

DEPARTMENT 88 Capt. Mills-Capt. Johnson Squads

The "Norristown Flyer" and the "Philadelphia Express" bring quite a few of our Guards to their daily labors. "Pop Thorpe" and "Sunny Boy Olssen" pilot the "Norristown Flyer" with the help of back seat drivers, "Newly-Wed Cassidy" and "Capitalist Padder." "Old Man Norris"

with the help of "Father Brenenan" and "Day-off-a-Week Barton" brings in the "Philadelphia Express" on time mostly. He has as back seat assistants, "Machine Gun Walsh" and two of Captain Watkins Guards from the North Yard, "Millionaire" Megary and "Gentleman Eddie" White.

Guard Morris is going to take a Scotchman's vacation this summer. He is going to stay home and let his mind wander.

Raymond says that when folks agree with him, he feels he must be wrong.

Cherry says that a bachelor is one who enjoys the chase, but does not eat the game.

There was much excitement at the Main Gate recently. The rumor was circulated that a certain ship that had left the Yard several months ago was coming back. When this ship was here last, one of the Mates made an impression on one of our lady guards. We are very sorry to relate that the ship did not come in.

When is bread, meat? Brenenan says, when it's bakin.

Guard Sample — we are all rooting hard for your return and we hope that your leg is improving.

QUIPS FROM N. Y. PAYROLL

Clayton Robinson of the Contract Dept. is preparing for his fishing trip in Ocean City, N. J.

The Bradshaws just back from their vacation with lovely coats of tan. They visited Washington, D. C., Luray Caverns and the Skyline. They came home by way of Winchester, W. Va., Gettysburg, and Harrisburg.

Many happy birthdays to Bertram Bradshaw, Betty Graham, Frank Starr and Dolores Lilly. While on birthdays, apologies to Robert H. Schenkel for neglecting to mention his in the last issue.

The modern version of an old song title: "I want a girl just like the girl that married Harry James." Harry Burcaw is still talking about the grand time he had at the bowling banquet. He is a regular attendant and is looking forward to the next one.

Mary Bocilla's boy friend, Pfc. U. J. Dibardino was awarded the Bronze Star for his heroic achievements on Luzon.

Uncle Ezra says: I really didn't know they were so tough in the Army until I heard a Sergeant say to a Private "Wipe that opinion off your face."

Congratulations are in order . . . On July 7th, Jane Gallagher will say "I Do," and become Mrs. Robert George.

Virginia Vecchio, now Mrs. Anthony Varilli, bade good-bye to all the folks in the office. She is joining her husband who is stationed in Oklahoma. Lots and lots of good luck and happiness, Virginia.

The escaped lion from the local carnival was caught in Rose Pizzano's (Bond Dept.) victory garden. To her disappointment she was not at home, or all of Mr. Willcox's Dept. would have had lion steak for Sunday (no points).

Kay Lochboehler was presented with a corsage by her friends in celebration of her 3rd wedding anniversary on June 6th.

It's love love love . . . May Canavan came in with a beautiful engagement ring.

Mary Pedante and Dottie Shindell of the Con't Dept. were guests of Paulette Ertwine, also of the Con't Dept., at her home in Ringtown, Pa. The girls claim that the one who wrote, "How're you gonna keep 'em down on the farm," never spent any time in Ringtown.

It's a baby girl for the Hamptons; she's



JAZZ BANDS are not new. Al Plough of the North Yard Payroll sent in this picture to show that quarter of a century ago musical acrobatics were popular. Al is the chap diving into the piano.

the former May Gallagher of the Con't Dept. and he's Sonny Hampton of the Coast Guards.

Your Reporter: **AL PLOUGH**

NUMBER 4 YARD NEWS

"The Flasherettes" that dashing group of young women who have been doing their bit two or three times per month since last October to bring some joy to the soldiers were responsible for the S.S. Marine Eagle Second Anniversary program. This program, held Sunday, May 25, at St. Matthew's A.M.E. Church, showed us that these girls are very versatile.

Sun Ship workers were pleased to hear Mr. William A. Smith, Representative of the W.M.C., say that "Sun Ship has given greater numbers of Negroes employment than any other employer in this tri-state area; that Negroes at Sun Ship had an opportunity to earn higher wages in much greater numbers than in any other industry in the tri-state area."

Other speakers were: Mr. Edward G. Lamberson, General Superintendent, Number 4 Yard; Rev. Lucius Robertson, Personnel Officer, Number 4 Yard; Mr. Merritt Brown, National Representative Shipbuilders' Union C.I.O.; Mr. Jerome (Brud) Holland, Personnel Number 4 Yard; Mr. Hurley Ashburne, shop steward 55 Department, Number 4 Yard; Miss Odessa Richardson, 33 Department, Number 4 Yard; Miss Isabel Payne, 33 Department, Number 4 Yard; and Miss Rachel Stevenson, sponsor of the S.S. *Marine Eagle*.

Musical numbers were furnished by the Junior Choir, Bethany Baptist Church; Miss Gloria Beckford; Miss Esther King, 91 Department, Number 4 Yard; Miss



Sympathy is extended the family of Miss Catherine Joan Joyce who died on May 16 at Temple University Hospital, Philadelphia. She was 20 years old. Miss Joyce was employed in the Payroll office, North Yard and was popular with all of her associates. She came to Sun Ship in Aug. 1942 following her graduation from Notre Dame High School, Moylan.

Emily Bishop, 91 Department, Number 4 Yard and Mr. Edgar Garnett, 33 Department, Number 4 Yard.

Miss Agnes Jackson, 59 Department was Mistress of Ceremonies.

Program Committee: Doris Brown, Betty Bailey, Margaret Davis, Pearl Howard, Agnes Jackson, Isabelle Payne, Blondine Pearson, Odessa Richardson, Blanche Turner and Mrs. Alene Briggs Brown, Personnel Officer for Women, Number 4 Yard.



THE SUN SHIP CHORUS made a hit at the Philadelphia Art Museum Industrial Festival. Left to right, standing: J. Fox, R. Wiggins, B. Mayo, P. Dillard, I. Lewis, M. Anderson, R. Gibson, B. Stansbury, C. Wilker-

son, E. Barnes, F. Wilson, W. Brown. Seated: C. Miller, O. Jason, N. Hunt, F. Peters, F. Motley (director), E. Williams, S. Givens, A. Roane, W. P. Wells.

**STRIKE OUT FOR THE GOAL
THAT'S NEW**

*The things that haven't been done before,
Those are the things to try.
Columbus dreamed of an unknown shore,
At the rim of the far-flung sky.*

*And his heart was bold and his faith was strong,
As he ventured in dangers new,
And he paid no heed to the jeering throng,
Or the fears of the doubting crew.*

*The many will follow the beaten track
With guide posts along the way,
They live and have for ages back
With a chart for every day.*

*Someone has told them it's safe to go
On the road he has traveled o'er
And all that they ever strive to know
Are the things that were known before.*

*The things that haven't been done before
Are the tasks worthwhile today.
Are you one of the flock that follows, or
Are you one that shall lead the way?*

*Are you one of the timid souls that quail
At the jeers of the doubting crew,
Or dare you, whether you win or fail,
Strike out for the goal that's new?*

—Author Unknown



MIDSHIP HOUSE BEING HOISTED to erect on Hull 355. This house was assembled by 47 Department at 29 Bay in No. 4 Yard, No. 4 Yard workers like to boast that it is the largest, most complete midship house erected in one piece in the entire Sun Yards. This lift represents 53 tons and was erected and regulated in about 45 minutes from the time it was hoisted by the cranes. Harry Husum, Erector Foreman, was in charge.



DON SIDLE, who has been handling the office detail of the Safety Department for almost three years and his younger son, Pfc. Paul Sidle who was wounded while on a night patrol in France in September of last year. After being hospitalized for six months, Paul is now convalescing. His brother, Winant, a Major in the field artillery has been attached to the Seventh Army since the invasion of Southern France and also fought at the Anzio beachhead, Cassino and in Africa.

IT'S JOE'S FAULT . . .

I was talking with one of the boys from Richmond the other day. We were wondering how come there aren't enough ships to carry all the stuff the generals say they need to win this war.

"It's Joe's fault," he said. "Joe is the fellow we blame things on. It's a simple philosophy — too simple — goes like this: (1) Some things are going wrong; (2) we've got to find a guy to pin the blame on; (3) It's got to be a guy who is not you or me or us.

"We draw a little line and we put ourselves inside it — and the guy outside our line is the bloke who is ruining everything from the war effort to the price of tomatoes in Kalamazoo.

"If we're welders, we blame the shipfitters. If we're shipfitters, we blame the welders. If we work days, we blame the swing shift. If we don't work in the shipyards, we blame the guys who do work there. If our faces are white, we blame the guys whose faces are tan, brown or black. They're different, aren't they?

"Simple, isn't it? Now take the other side. Take a look at our armed forces, for instance. Sailors and soldiers from every profession, industry, trade, shift, race and color and state are being cited for their heroism in defending us. Quite a record, that is.

"That 'Blame it on Joe!' record — it's battered and bent. Let's play something else."



TEAMWORK WINS

FOUNDRY EMPLOYEES, WETHERILL PLANT — Left to right, front row: B. Karuth, F. King, F. Barbour, C. Reese, J. Selfinger, A. MacDougal, E. Lauchlan, J. Welsh, J. Snoble, W. Hutchins, A. Sommons, J. Speaks, M. Dougherty, E. Jablonski, J. Luczacko, N. Washington. Back row: J. Smith, R. Freeman, J. Seber, J. Surynt, J. Russo, A. Lucas, H. Dickerson, L. Parker, E. Bishop, J. Hines, J. Honkerson, W. Torney, E. Reese,

G. Smith, G. Milne, B. Hefton, J. Wright, G. Collingswood, A. Kazmarck, R. Taylor, C. Brooks, C. Terry, A. Leach, E. Pennington, T. Daley, W. Hitch, D. Monagle, C. News, J. Smith, R. Harding, W. Welsh, J. Zanzinger, W. Buckley, E. Archangle, J. Kline, W. Smith, D. Clark, J. Katerba, J. Moore, G. Pendleton.



PATTERN SHOP EMPLOYEES, WETHERILL PLANT — Left to right: C. Stinson, G. Steadman, R. Stauffer, T. Kennard, J. Gillespie, E. Strohl, H. Birtwell, P. Brown, W. Weaver, G. Robinson, L. Clark, J. Dougherty,

J. Gorman, H. Proctor, W. Glossop, W. Bunce, L. Quick, H. Krauss, J. Doran, L. Evans, A. Guissinger, J. Hollis.

91 DEPT. TIMEKEEPERS AND CONTRACT CLERKS

Dorothy Lewis from Wage Adjustment and Allen Taylor, M.M. 1/C U.S.N.R. were married on May 19, at Honey Brook Presbyterian Church, Honey Brook, Pa. The best man was Allen Taylor, Sr. The bridesmaids were Frances McIlhenny and Edith Richardson. Maid of honor was Betty Lewis, sister of the bride. The flower girl was Kitty DeHaven. The ushers were Sgt. John G. Lewis, and Robert DeHaven. Mr. and Mrs. Taylor spent their honeymoon at Harbor Hill, Cold Springs, New York; and Dorothy is now back to work.

Fay Ellis, one of our Comptometer Operators in the Contract Dept., and William Walter Holt, R.M. 1/C, U.S.N.R., whose home is in Athens, Ala., were married in the First Baptist Church, Chester on June 12. The bride was given in marriage by her father, Dixie Lester was the maid of honor, and Russell Thatford was the best

man. The newly-weds spent their honeymoon in the Poconos, and now the bride is back on her job.

Ed Bell's daughter Dorothy, and Fred Griffith were married in Lansdowne on May 23. The bride was given in marriage by her father. Maid of honor was Rosemary Stewart, and the best man was Jack Griffith, a brother of the groom. The wedding dinner was held at Strath Haven Inn, Swarthmore, and the bride and groom spent a two week honeymoon in New York City. The groom had recently returned from Europe, where he had been wounded, and he is still hospitalized.

Ed Bell has a son, Eddie III, who enlisted in the Navy and left here for Memphis, Tenn. on May 26. He is a seaman second class in the Naval Air Training Center.

Rose Phillips will celebrate her birthday on July 11, Francis Kaeslin on July 13, and Sam Williams on July 30.

Hilda Bonsall was quite proud lately

when she attended the graduation exercises for her son Stanton, Jr. and daughter, Shirley Mae.

Joe Martin, the manager and scorer for the Quoit League announces that 91 Department will have a banquet and party about the second week in July in honor of the Quoit League.

Ben Sturm, has been moved from the Blacksmith Shop office to the balcony of the Carpenter Shop.

George Burns recently spent a few days in his former hometown, Scranton, Pa. "The Scrantonians are great people," says George, "especially Big Mike."

Harry Perry spent a recent week end in his former hometown, Chestertown, Md.

Reporter: — Ed BELL



(Left to right): FRANCIS C., S 1/c, LT. WILLIAM J., THOMAS F. NAVIN, S 1/c, and their mother, MRS. MARGARET L. NAVIN of the Contract dept. All three are in the Pacific war zone where Thomas and Francis met recently.



"WHY DON'T YOU TAKE A WAR JOB, TONY? THE MONKEY COULD CATCH RIVETS FOR YOU WITH THAT CUP!"



HERO OF JAVA, Dr. C. M. Wassell addresses a great rally of Sun Ship employees in Central Yard on Maritime Day. He was given a rousing ovation.

The Story of Dr. Wassell



(Above) — **BEAMING GENIALITY**, Dr. C. M. Wassell who stirred a great Sun Ship throng at the rally is shown with Vice President John G. Pew, Jr. and Treasurer William Craemer.



(Right) — **BACK TO THE WALL**, Dr. Wassell shook hands with many hundreds of Sun Ship workers following one of the biggest band rallies staged here.

COPPER SHOP

Mr. Adam received letters from Jack Daniels and Jack Marsch. Jack Marsch is working as a pipefitter twelve hours a day in a shipyard in the Pacific. Jack Daniels is hiking around Florida with a pack on his back and a canteen of hot water.

Harry Ayjian and Bonsall Day have checked out to join the Army.

Wilkes received a nice long letter from Charlie Diehl who has shipped out on the *Northern Sun* as Radio Operator. He is on his way to Europe and expects to go to France. He said he didn't get sea sick yet but eats all the time. He would like

to hear from the boys in the shop and will answer all your letters. Here is his address: — Charles E. Diehl RO.; M.S. *Northern Sun*; c/o Postmaster; New York City, New York.

We received a V-mail from Charlie Worrilow who is in Germany. He and Reynolds had been together all through training, on their trip over and even over there. But on Mother's Day they were separated and haven't heard from each other since.

Andy Adam sent a V-mail to the boys in the shop. He expects to come home this year. We hope he makes it.

Reporter: SHIRLEY SPENCER

Found in "Stars and Stripes" Newspaper for Servicemen

And if you do not realize that we are making history and being watched from afar — get this. In the Feb. 28th issue of "Stars and Stripes" (edited in Paris) the following appears in heavy print: — "The Sun Shipbuilding and Dry Dock Co. of Chester, Penna. has just launched its sixth large ship of the year. It's the three million dollar tanker *Trevilian*."

GUESS WHO?

This is a picture of a fine looking youth who was in World War No. 1. The photo was taken when he was occupying Germany. He saw action in the Argonne and on the Meuse. Today he is a Guard in North Yard. His name is Troy Arnett. Yep, he's changed some.

**91 DEPARTMENT
(Second Shift)**

Isabelle Snyder has resigned to take up the job of housekeeping for her husband who was recently given a medical discharge from the Army.

Florence Ogden has transferred from key-sort operator to nurse in the Central Yard Dispensary.

Ben Knight has transferred from key-sort to timekeepers.

Overheard in conversation, "My garden is a mass of hysteria."

Erna Dilworth and Blanche Ousiany have left us. I'm sure they both will be missed greatly; two very cheerful ladies.

Pat Himes has left to make her home in Denver, Colo.

Mort Blatt is again with us after a lengthy illness, glad to see you, Mort.

Eddie Sharpeis looking well after a short illness.

Saturday, June 9, was Upsweep Hair Style day in the Contract Department.



JOHN M. CLOUD, Second Shift Leader in 47 dept. with 10 years service. Mr. Cloud holds the record of losing only four hours time in the ten years he has worked. He has one son, Arthur T. Cloud, who is on the U.S.S. NEVADA in the Pacific. He also has three daughters and one son living at home. His hobbies are baseball and wrestling.

SUN SHIP Portrait of the Month

It wasn't until Tommy Leeson came to Sun Ship that he was able to combine his interest in music with a very necessary occupation, work. But as leader of the Sun Ship Band and Dance Orchestra, and Assistant Foreman in 80 Dept. over Electric Trucking, Tommy has done a superlative job on both.

Tommy was born in Liverpool, England, and was orphaned at the age of six. In 1913 he worked his way to New York. He served four and one-half years in the British and American Merchant Marine and recalls that his first salary was five-dollars a month.

He liked the United States so much that he became a citizen. In 1917 he joined the U. S. Army and served in France until 1919 with the 27th Division.

Tommy came to Sun Ship in 1936; drove an electric truck at the Wetherill plant. He organized the band in 1937. He was then sent back to the Central Yard and was made leader in 1940.

Tommy and Ruth Leeson now reside in Yeadon. Thomas Jr. just graduated from High School and Ruth Jr. is ten years old.

"Tommy," we asked him, "Tell us a little about your career in general."

"Well," he replied, "I learned music the hard way. I learned to play a trumpet at the orphanage and showed such an aptitude for music that I won a scholarship to the Royal Naval Academy Prep School. I studied there for a while but decided that a Royal Navy career was not my forte. So I struck out on my own, and came to the United States. When I was discharged from the Service I was rated as Band Sergeant.

After the war things were plenty tough. So again my music came to the rescue and I worked with Gerhinger, Charlie Fry and other top local name bands of that time. I also played in the Pit at Woodbury and Pitman N. S.

All of you born after 1920 will be interested to know that the Pit refers to the place where a Pit Band was located in the theatre.

"Then one day," Tommy continued, "I found a letter at home telling me I had been appointed an assistant postmaster with the Penna. R. R. I tenderly wrapped up my little horn, patted it gently, said 'thanks pal,' and settled down to regular hours and steady eating for 15 years. I of course kept in practice on my music and kept up with all the changes and new pieces.

"In 1937, I organized the Sun Ship Band. There were thirteen members at the first rehearsal. Our first public appearance was at an M.B.A. meeting held in the third floor cafeteria."



Tommy stopped and laughed.

"Boy, was that a fiasco." But the M.B.A. members in spite of laughing and kidding encouraged us to continue and you know the rest of it. At one time we had 78 members in the band but lost quite a few to the service and many were promoted to positions where they could no longer help the band.

Before the U. S. Maritime Commission program had ships sliding into the Delaware with such rapidity, it was the custom of the Band to play in full uniform at all launchings. These were open to the public and many a heart was stirred as the ship slid down the ways, and our band played our National Anthem. And of course you are all familiar with the excellent work the band had done with its Park Concerts, parade work, visits to Military installations and its morning and noon Yard concerts.

Telling about his work in the Electric Truck Service he said:

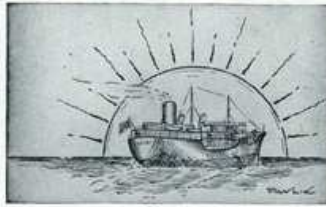
"The electric truck service is under the supervision of James Brown and comprises a network of dispatching points covering all four yards. Each yard has its own fleet and leader. The yards work hand in hand in relaying material from point to point.

"Originally we had six electric trucks and two 1½ ton cranes. We now have a fleet of 29 trucks, two 1½ ton cranes, two 3 ton cranes and a huge number of boxes and flats. On the day shift alone we handle about 850 orders daily. Our peak was reached when the "K.A." ships were in. On one day we handled 1000 orders; and brother that's stepping. The boys on the trucks have done a fine job under adverse weather conditions, pressure equipment breakburns and many hazards of driving an electric truck. The trucks are fast and very temperamental.

"I would like to ask the employees for one favor. We would appreciate co-operation in the shift unloading of flats and boxes in order to make more equipment immediately available for further delivery. If you ever have to wait a bit longer for service, look around you and see if you or your co-workers are unnecessarily delaying equipment. Thanks loads!"

SID ROBINSON

BILGE 'N BALLAST



FORM OF THE HULL

Our admiration is excited by the fair and graceful lines and the trim appearance of a ship. The term fair as applied to the curvature of a vessel means smooth and pleasing to the eye, without humps or irregularities. The factors influencing the shape of a hull form, and determined by the naval architect, are several and in many cases conflicting.

As an example, for a ship to have a maximum carrying capacity her form would approach that of a box, but then we realize that an enormous amount of power would be required to propel her at even a moderate speed. A slender, canoe-like form would be indicated from the standpoint of minimum resistance to propulsion, but then the cargo carrying capacity would be limited. So the selection of a hull form must be a compromise between at least these two factors, not considering those of stability, trim, rolling, pitching and in general sea kindliness.

A generalization that is in order, is to say that as the speeds of ships increase, their relative fullness of form must decrease in order to obtain economical propulsion and a reduction in fuel consumption.

Archimedes' Law

Archimedes, about 250 B.C., stated that the weight of a ship and all she has on board must exactly be equal to the weight of water displaced by the form of the ship — her displacement. Thus we see that the sum of the weights that enter into the construction of a vessel, e.g., steel, machinery, and outfit, plus the cargo, fuel, water, stores and crew are component parts of the displacement. For a given displacement, every ton saved in a vessel's construction is reflected as an equivalent gain in cargo carrying capacity — or a greater return in revenue per voyage for the ship



owner. In highly competitive trades this factor alone is no small consideration.

The distribution of weights on board should be such as to provide a desirable condition of trim; that is, so that the vessel floats at the desired drafts for the service intended.

Hull Proportions

The proportion of the length of a ship to its beam should be such as to provide an adequate margin of safety against capsizing, considering the weights involved. In a passenger vessel, a concentration of people on one side of the ship, to view some object of interest en route, produces a capsizing tendency that must be reckoned with. Likewise the shifting of cargo in heavy seas is productive of similar effects. Due consideration must be given to the results produced by damage to the hull so that the vessel will remain afloat, reasonably upright and manageable under these conditions. On the other hand, excessive beam may be associated with unsatisfactory rolling characteristics; from the standpoint of the comfort of those on board, the strain imparted to the vessel's hull and to the fastenings and stowage of cargo.

A vessel with relatively full amidship section and pinched ends has a tendency to pitch excessively; therefore a more equitable distribution of the hull form is indicated to minimize this effect. Likewise a balance in the shape of the ends should be maintained so that the waves of a following sea will not buoy up a wide and full stern and pitch the bow under.

A good sheer to the weather decks is essential for keeping them dry in heavy weather, and for providing a reserve of buoyancy at the ends of the ship by increasing the depth of a hull in those regions. Likewise, in this respect the end

erections, fore-castle and poop, are very valuable. Weather decks are cambered or arched up to provide drainage overboard of any waters collecting on them.

It is therefore apparent from this brief discussion concerning the form of the ship as we see it, that our admiration is worthy based not only upon the esthetic values of appearance, but also on a consideration of the practical factors that dictated the choice of the hull lines. Some may take issue with us in the statement that all ships have some element of beauty — but there is also the beauty of utility.

FRANK L. PAVLIK

LET'S SEE THAT BIG FISH

Sun Ship has thousands of fishermen — both salt water and fresh water anglers. Nobody's going to accept your fish story unless you produce a photo to prove it.

Send in your interesting pictures and tell how you caught that "big one". Mail or bring to EDITOR OUR YARD, Maritime bldg., Sun Ship.



WE WISH TO CONGRATULATE:

Mr. and Mrs. Louis T. Paolucci on the birth of a daughter, Francine Rita Paolucci, May 10th, weighing 7 lbs. 7 oz. Mr. Paolucci is in 59 Department, South Yard.

Mr. and Mrs. Jack Harris on the birth of a son, John Edward Harris, May 15, weighing 7 lbs. 3 oz. Mr. Harris is in 36 Dept.

Mr. and Mrs. James Rebecca Rooks, on the birth of a son, James Evans Rooks, May 24th, weighing 7 and one-half pounds. His father is now conducting a tourist camp near Dover-Foxcroft, Maine. He was director of the Sun Ship Glee Club. Archie M. Brown, Foreman at the Wetherill, is the Granddad.

Mr. and Mrs. Clarence Copper on the birth of a daughter on June 8. The father is a radial drill press operator at Wetherill.

Mr. William (Alabama) Beard 36-D, on the birth of a son, Jimmie, on May 25th. Weighing 7½ lbs.

Mr. Blair McCoy 8 Dept. on the birth of a son, Robert Harry, on May 18th. Weighing 7½ lbs.

Mr. Sam Minnick, 36 Dept. on the birth of a daughter, Mary Ann on April 21st. Weighing 7 lbs. 3 oz.



DEATH COMES TO A TANKER — Darkening as the oil-fed flame bites deeper into the doomed ship, a column of smoke marks the death throes of the USS MISSISSINEVA, an oil tanker set aflame by enemy action in the Pacific. Other ships stand by as the ship nears its fiery end. Your purchases of War Bonds will help to replace the MISSISSINEVA.



GOING AWAY PARTY was staged by Sun Ship friends of Pvt. Nicholas A. Delloso when he went into the armed service recently. Somebody "held out" on "Our Yard" by not giving the names of the pretty girls in the picture but men in foreground are, left to right: Pvt. Delloso, 60 dept., Frank Harris, 60 dept. and William Kirschner, 59 dept.

THE BRIGHT SIDE

By Al Plough

A soldier overseas wrote home asking for three socks. The folks back home, a little perplexed, asked him why he wanted three socks. He wrote, "Since I've been over here, I grew another foot."



1st LT. SAMUEL S. STARR, son of Frank C. Starr, of the Contract Dept., N.Y., who is now with the Army in Newfoundland.

He's making so much money, the Government doesn't know what to do with it.

PROVERB:— If you want something done — always request it of a busy man — an idler has no time.

JOIN THE ANTI-INFLATION ARMY

— Or maybe you've already enlisted. You're part of its ranks if

- You're one of the 81 million war-bond holders,
- One of the 70 million insurance policy owners,
- One of the 45 million savings bank depositors,

who are keeping their money out of the market for goods, and thus holding prices down. If you're not in that Army, you must be lonesome.

Join up — saving is not only patriotic, but profitable.

Correct Number, Please!

Are you cooperating with your employer and your government on your social security records?

Sun Ship must have a record of your correct social security account number in order to report properly your wages for social security purposes. The wages so reported are credited by the Social Security Board to each worker's individual wage account. *Proper crediting can be insured only if the Company has your correct social security number.*

Does the company have your account number exactly as shown on the social security card issued to you by the Social Security Board? Have you changed your name by marriage or otherwise and not corrected it? Have you only ONE social security card?

If you have changed your name through marriage or for some other reason, get a card, "Employee's Request for Change in Records," from the Social Security Board, Crozer Building, Chester. Fill it out and return it to that office.

DO YOUR PART BY SEEING THAT THE SUN SHIPBUILDING AND DRY DOCK COMPANY HAS YOUR CORRECT SOCIAL SECURITY NUMBER.

PRaise FOR SUN SHIP'S SINGERS

"Brud" Holland of Sun Ship's Personnel department took a deep interest in the opening of the Industrial Festival program at the Philadelphia Art Institute. A mixed chorus, an all-male chorus and two soloists, John Fox and Miss Frances Peters, took part in the event. In appreciation, Sarah G. Knott, director, sent this letter to "Brud" Holland:

"Your fine spirit of cooperation and the splendid program your group gave last night on the first Industrial Festival program, is deeply appreciated. We feel that you know what a splendid contribution you made to the program.

"We have heard Negro groups all over the country in our work on the National Folk Festival. We have heard some of the best, but somehow last night it just seemed to me that yours compared most favorably with the very best we have heard any place at all. You and Mr. Motley and the officials of Sun Ship are surely to be congratulated for having encouraged such a fine standard among the workers of the plant."

Thurs. Mar 1:— Note from our spy in the Pacific.

The clerk entered the office of the Jap Naval Commander and bowed. "Oh! Honorable One," he said, "I have completed the new simple filing system you requested. Only 4 files are now needed for the entire Jap Navy. We classify all craft — Under construction, finished, sinking, sunk."

INK SPOTS FROM HULL DRAWING ROOM

Bill Buckley Pho M 3/C, stopped in for a chin fest on May 12th. Bob Hoffman, on Army furlough, visited us May 17th; Bob has been re-stationed at Fort Ord, California.

We salute "Rick" Rhoades of this department, who has had seventeen years service in the U. S. Navy and is a veteran of World War II. Tacked on, for good measure, is an Army Service Record, plus the following awards: Navy Cross, Yangtze Medal, Navy Commendation Medal, Purple Heart—with three clusters, Asiatic-Pacific Campaign Bar—with three stars, American Theatre of Action and American Defense Ribbon—one star. Rick is truly a son of Uncle Sam.

Carl H. Sjostrom received the fifteen year Sun Ship Service Award recently. Congratulations are in order.

We say 'Auf Weidersehen' to Walter Pew and wish him much success in his new vocation.

The following men are cordially greeted as they join the staff of Dept. 78: S. Chu, S. Chung and W. Stubbs. Messrs. Chu and Chung are trainees from China who will be with us for a period of nine months for instruction in Shipbuilding.

Time out, for the swell Weenie Roast and outing that the majority of the office group attended on May 29th. The second annual picnic was held in Village Green, and Furman Hallman was again our genial host. He was assisted in the arrangements by Joe Clark and "Chat" Williams, and to the three we extend our sincere thanks for their efforts in making the affair a most enjoyable one.

The outstanding feature of the evening was a seven inning soft-ball game between the Fittings and the Structural teams, score—Fittings 6, Structural 5. The batteries were: Williams and Filliben for the Fittings, and Clark and Ambrosino for the Structurals. Joe Clark was unanimously voted the best player for the Fittings team, and is looking for a return engagement—but soon.

ALL-SUN FAMILY



CORP. FRANCIS McMANUS



ROBERT FRANCIS McMANUS



JOAN MARIE McMANUS



MRS. MARY McMANUS

Francis McManus worked as a burner in 60 dept. up to two years ago when he entered the Army. He received his military training and went to Europe with many other Sun Ship boys. He fought well and was wounded twice.

When he went away, his wife, Mary, decided that she would take her husband's place as a member of the Sun Ship family. She went into the Mold Loft and for two years has been doing a fine job. She is the mother of two children: Robert, 5, and Joan Marie, 3. Their pictures are published together because they typify an average Sun Ship family—patriotic, hard working and loyal to all that makes good Americans.



ELECTRIC TRUCK REPAIRMEN—Left to right: Jim Loper, Dick Empert, Paul Rementer, Jim Parker, Bill Crutchley, Guy Rostelli and Charlie Ruth, Asst. Foreman. There are 29 Electric trucks and 4 Electric cranes in the yard. Each truck has 2 batteries. Besides taking care of the truck batteries they must keep in condition all batteries received by Sun Ship for all ships built.

Obituary

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

Number	Name	Address	Date of Death
47-10916	Geo. Benjamin,	948 No. 43rd St., Phila., Pa.	April 30
65-10139	T. Liggus,	1612 W. Fontaine St., Phila., Pa.	May 14
91-779	Catherine J. Joyce,	518 E. 22nd St., Chester, Pa.	May 16
58-197	Allan Salyers,	Highland Ave., Cheswiche, Pa.	May 20
47-1834	A. E. Polcha,	Hazleton, Pa.	May 18
80-804	Willie Powell	2148 W. Sharswood St., Phila., Pa.	May 23
8-105	Owen Glotts,	1011 Remington St., Chester, Pa.	May 29
60-10503	John L. Brown,	1250 Alder St., Phila., Pa.	June 1
34-2139	W. J. McGill,	1548 So. 55th St., Phila., Pa.	June 1
47-4814	P. Marenelli,	331 W. 3rd St., Chester, Pa.	June 3
34-3277	J. Davis,	3139 W. Diamond St., Phila., Pa.	June 5
47-509	Foster H. Berger,	130 W. 3rd St., Chester, Pa.	June 6
67-3722	T. Bloguian,	2404 No. Bolton St., Phila., Pa.	June 7
4-250	M. Appromoff,	226 E. 3rd St., Chester, Pa.	June 11
80-1085	Wiltmer Hudson,	508 W. 11th St., Chester, Pa.	June 13
69-406	Wm. Collum,	129 E. 7th St., Chester, Pa.	June 14
67-2122	T. Holland,	2147 No. Camac St., Phila., Pa.	June 18

DON'T CUT YOUR WAR BOND PROFITS



PACIFIC WAR HEROES AT BOND RALLY



STATE GUARD AND BAND are shown in foreground of great throng that attended the rally in Central Yard.

Preceding the rally in Central Yard on Friday, June 8, there was a parade through No. 4, North and Central Yards with a large turnout of employees who are in the State Guard plus the Sun Ship and No. 4 Yard bands.

President John G. Pew paid high tribute to Aviation Machinist's Mate Edward A. McIntosh and Machinist's Mate Robert Moore as representing the spirit of America and his pledge to support them to the finish brought cheers. He added:

"We are all interested in getting this war over as quickly as possible. Our Army and Navy are both doing a wonderful job, but you all realize we are losing many of our fellow workers and fellow citizens. One of our first duties is to buy all the bonds we can possibly afford to buy, to help win this war. They are a good investment.

We can always get our money back and if we hold on to them we will get interest on them.

"The National Guard of Pennsylvania has always been a credit to the State. Our young people should join the National Guard and should support them. This Company has always made a practice of paying employees who belong to the National Guard for the period in the summer when they attend the National Guard Encampment for any wages they might lose during that time, whether it be a week or two weeks, and will continue to do it so long as I am here.

"We have appreciated the loyalty of our employees in the shipyard, during this emergency. In fact, we should all be proud of the results obtained by faithful work."



ON SPEAKERS PLATFORM during the Bond Rally (left to right): Edward A. McIntosh AMM, President John G. Pew, Col. James B. Cousart, 1st Regt. Penna. State Guard, Robert Moore, MM, Lt. Com. Harold Cohen. Upper row: Vice Presidents R. L. Burke and Robert Haig. Standing: Vice President John G. Pew, Jr. In background: Jack Wolfenden and Harvey Rittenhouse, supervising broadcasting equipment.

JOHN G. PEW, President of Sun Ship, brought cheers when he praised our soldiers, including the State Guard.

A Problem in Multiplication



$$\times 26,000,000 = ?$$

Take the case of John Smith, average American:

For over three years now, he's been buying War Bonds through the Payroll Savings Plan. He's been putting away a good chunk of his earnings regularly—week in, week out. Forgetting about it.

He's accumulating money—maybe for the first time in his life. He's building up a reserve. He's taking advantage of higher wages to put himself in a solid financial position.

Now suppose *everybody* in the Payroll Plan—everybody who's earning more than he or she needs to live on—does what John Smith is doing. In other words, suppose you multiply John Smith by 26 million.

What do you get?

Why—you get a whole country that's just like John Smith! A solid, strong, healthy, prosperous America where everybody can work and earn and live in peace and comfort when this war is done.

For a country *can't help* being, as a whole, just what its people are individually!

If enough John Smiths are sound—their country's *got* to be!

The kind of future that America will have—that you and your family will have—is in your hands.

Right now, you have a grip on a *wonderful* future. Don't let loose of it for a second.

Hang onto your War Bonds!

BUY ALL THE BONDS YOU CAN...

KEEP ALL THE BONDS YOU BUY

SUN SHIPBUILDING & DRY DOCK CO.

A stylized, cursive signature of John S. Keefe in dark ink.

VICE PRESIDENT