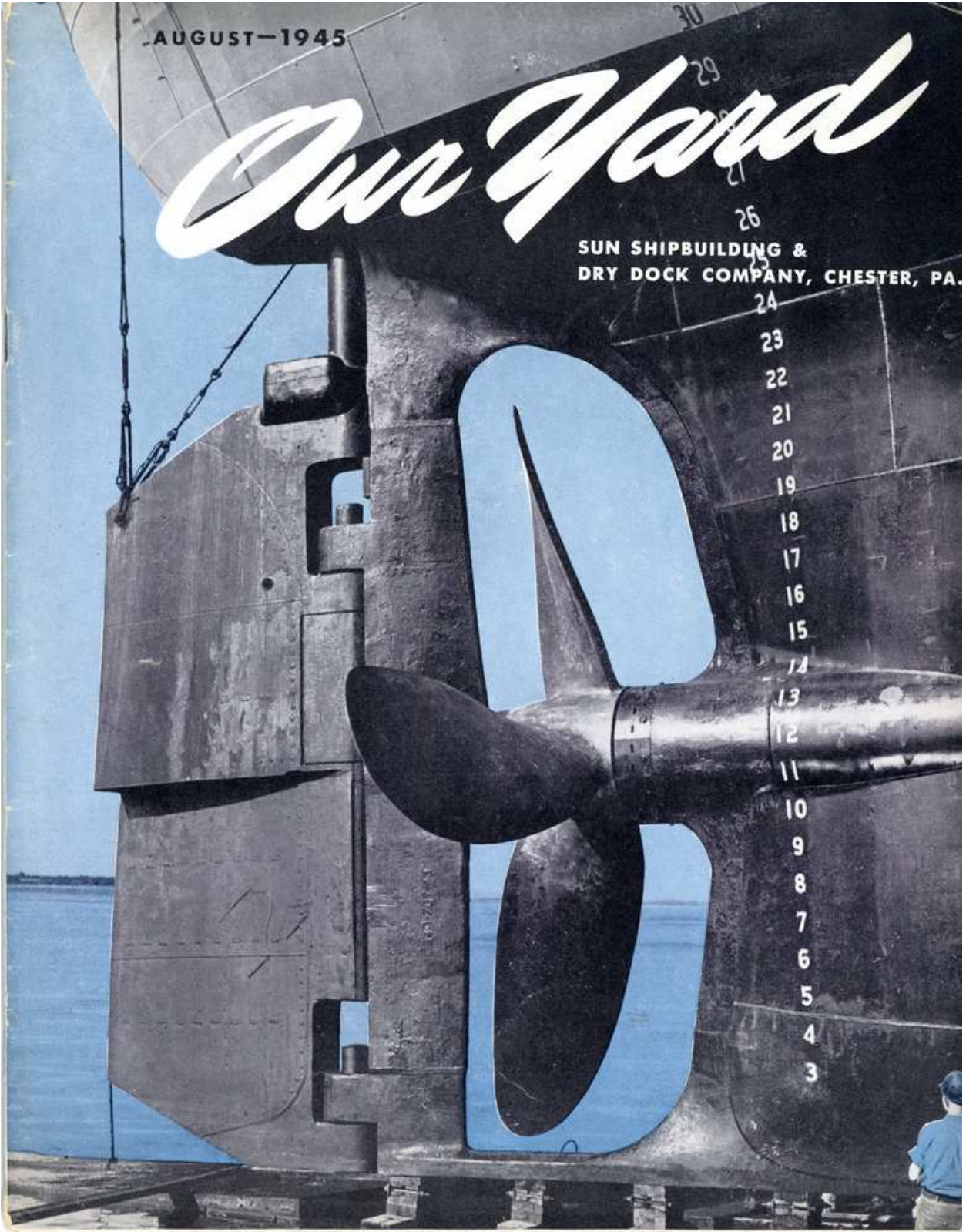


AUGUST-1945

Our Yard

SUN SHIPBUILDING &
DRY DOCK COMPANY, CHESTER, PA.





I notice by one of the papers a statement that would look as if we were going to shut down. We do not expect to shut down.

We will not have as much building to do for the government as in the past but we will have a large amount of repair work for them, as soon as we are in a position to handle it.

In turn, we are bidding on two tankers, ten cargo boats for one company and four cargo boats for another. We expect to bid on ten for a third company.

There is considerable work to be done next year and we hope to get our share and hope to keep a large percentage of our present employees working.

John E. Pew,

July 17, 1945

SUN SHIP SUPERVISION

FOR August, OUR YARD salutes David R. Owens, Foreman of the Payroll Department. Mr. Owens began his vigorous career at Sun Ship in December, 1926, working in the Timekeeping Department. He was promoted to leader in 1941 and made an Assistant Foreman a year later. In May of this year, he was chosen to head the Payroll Department.

Mr. Owens is well known throughout the entire four yards, not only because his department distributes the pay checks, but also for his ever active part in Sun Ship sports and other activities. Instrumental in the formation of the Sun Ship Athletic Association, Mr. Owens has served as its Secretary for the past six years. He guided the formation of the various inter-departmental sports programs and was business manager of the Sun Ship baseball team for four years. He also is on the bowling committee of the A and B leagues. Mr. Owens was on the Board of Directors of the Mutual Benefit Association for the past five years.

Prior to becoming foreman of the Payroll Department, his work was primarily concerned with systems and methods of efficiency. He supervised the installation of the McBee card system in September, 1942 and taught operation of the system at school for four months. The "B" system eliminated the old time sheet method.

Mr. Owens and his staff of about 200 co-workers are responsible for the paying of the Yard Personnel. At one time, around 1932, the staff consisted of 12 workers. The task confronting the department is very formidable and highly intricate. There are, of course, deductions today that didn't exist in the "good old days". Old Age Benefit, Withholding Tax, Bonds, Insurance and other specials. The pay must be calculated and the deductions taken off and a net figure arrived at. The check writing machine was a partial solution to the problem. However the delicate mechanism of these machines requires skilled, alert operators.

Considering the extremely small percentage of errors made in pays, we offer our admiration and congratulations to Mr. Owens and his very competent staff, for a tough job well done.



DAVID R. OWENS
Foreman, Payroll Department
Sun Shipbuilding and Dry Dock Company



PAYROLL GROUP, left to right: Ethel James, Mr. Owens, Ed Bauman and Helen Taylor. Ethel James, one of the nicest personalities of our payroll dept., came to Sun Ship in April, 1941 in our distribution division. Ethel attended Eddystone Grammar, Chester High and Sleepers Business College. Ed Bauman, asst. foreman, possesses a nice personality and is well liked by everyone. He started with Sun in Octo-

ber, 1942 as chief of the tabulating division. Ed graduated from Northeast High and spent two years at Penn. He graduated from the Wharton School of Finance. Helen Taylor is a girl of many accomplishments — takes shorthand, types, operates the punch and tabulating machines. She came to Sun in June, 1940 in the payroll division. Helen is a graduate of Smedley and Chester High Schools.

OUR HONORED DEAD

Roll of Honor

(Announced since our last issue)



Pfc. LEE WILLIAM FERGUSON, who had served more than two years in Europe and came through many battles without harm, was killed May 30 in an explosion in England. He formerly worked in 46 dept. and resided with his parents, in Ogden, Pa.



THOMAS DI RENZA, Jr. S.C. 3/c, formerly of 34 dept. was killed in European waters on June 18. He was the son of Mr. and Mrs. Thomas Di Renza of Philadelphia. He was a graduate of the Francis Military Academy, Stafford, N. J.



LT. (jg) GEORGE CHADICK, U.S. Navy, who was killed while on a mission in the Pacific War area. He was formerly employed in 91 department.

DEAD

Albert Georeno, S 2/c, of 1430 S. 49th St., Philadelphia; 34 dept. Killed in Italy April 20.

Thomas Di Renza, Jr., Ship's Cook 3/c, of 1740 S. 60th St., Philadelphia; 34 dept. Killed in European waters June 18.

Lt. (jg) George Chadick, of Wilmington; 91 dept. Killed in Pacific war area June 24.

Sgt. Harold Messerschmidt, of Grier City, Pa.; 34 dept. Killed in France Sept. 17, 1944.

S/Sgt. Jeremiah DeNight, of 916 Meadow Lane, Chester; 60 dept. Killed in Germany April 27.

Pvt. Albert W. Moyer, 27, of Kulpmont, Pa., 66 dept. Killed in Italy Feb. 26, 1944. Previously reported missing.

Dear Mr. Pew:

I've often wished I were back in the Yard again. I really enjoyed myself while working for your Company. I'm only hoping that I can come back there to 59 department again in which I served for quite a few months.

I would appreciate it very much if you would keep sending my OUR YARD book so I can very easily keep up with my corresponding with different friends.

Well I must come to a close for this time which I very much hate to do. So men keep your chin up and keep building them and we will sail them. Good luck and may God bless you all.

Steven Bakota

JOHN JOSEPH COOKE, 17, seaman, first class, USNR, Ardmore, Penna., arrived at the Naval Training Station, Norfolk, Va., in June to train for duties aboard a new destroyer of the Atlantic Fleet.

He is the son of Mr. and Mrs. Peter Cooke, 2753 Morris rd., Ardmore. He was employed in the Fabricating dept. and formerly attended Lower Merion High School.

Dear Jack (Beatty): How are you and the rest of the gang making out? I often wonder how many of them are still with you.

Not much going on down here. Meat and cigarettes are hard to get. The other day I talked with a young sailor who had two Sun ships blown out from under him. He had been on quite a few tankers and said that he thought those built by Sun Ship were the best afloat.

Russell Drake

Dear Mr. Pew:

I left Sun Ship in May 1942 in order to enlist in the Navy. Lately I have been wondering what plans Sun has for reemployment of former workers. I have been doing marine pipefitting for the past 3 years and so have kept up with my trade. I hope to return to the Yard after the war.

Of course it was just a coincidence but the last tanker I worked on in the Yard was the first ship I was assigned to in the Navy. That was the Esso Trenton. Incidentally, I used to receive your yard magazine. Do you still have one and if so may I have a copy?

John J. McMahon

Dear Brud (Holland): I want to thank you and your Personnel dept. for the splendid cooperation you handed me. Here I am way down in the Panama Canal, from there the Philippines. Well it's tough out here Brud. I don't see how guys could afford to be absent from the job. We are out here delivering the goods. Should we be absent, many a guy will be missing.

Three years at Sun Ship, my off days were 4 personal, 23 days sick. All the rest was put in man-hours. I had a job to do until V-E Day. Now I'm assigned to a dangerous job until Tokyo falls.

H. L. Clark Jr.

Dear Mr. Pew: I have received two OUR YARD's from you and believe me it sure is a welcome sight out here in the Pacific. I have seen a lot of familiar faces in the books and I'll be glad to get back there again.

My old job at the yard was Leader in 46 Dept. in the North Yard. Now I take orders and can't say I like them, but they have to be done, or else!

H. Blackburn

PFC. MAROTTA WOUNDED IN ACTION ON IJ SHIMA

Pfc. Vincent J. Marotta, 22, 59 dept., Philadelphia, recently arrived at the U. S. Army General Hospital in Camp Pickett, Va., where he is undergoing treatment for wounds sustained in action against the enemy in Ij Shima.

Pfc. Marotta, a veteran of seventeen and a half months overseas duty in an amphibious tank battalion, participated in the battles on the Marshall Islands, Saipan and the Ryukyu Islands. His list of decorations include the "Arrowhead", three battle stars, Purple Heart, Oak Leaf Cluster, Presidential citation and the Philippines Ribbon of Liberation.



TWO FIGHTING MEN take time out to call at Sun Ship. Former 1st Lt. Robert J. Scallan, left, who battled in the China-India-Burma theater of war has returned to his old job in 33 dept. Danny Murtaugh is on his way to the Pacific after fighting in Europe. Both are visiting Vice President John G. Pew, Jr.

HOW THE SWIFT FAMILY SERVED THEIR NATION



Petty Officer William C. Swift



William Swift, Sr. and Janet Swift meet in the Central Yard.



S 1/c Curtis G. Swift

Four members of the Swift family worked at Sun Ship at one time. Then the two sons, William Jr. and Curtis G. Swift, joined the Navy. William had been employed in the Fabricating dept. and Curtis was in the Electrical dept. William Swift, Sr. was in the Lining dept. and Miss Janet Swift in the Sheet Metal shop, Central Yard.

Petty Officer William Swift, who enlisted in the Navy Aug. 20, 1942, took part in the invasions of Jap held islands in the Pacific.

Luck was with him and he escaped serious wounds. Then he received word that his mother was very ill and he came back to Chester on leave. He had been away for two years. He visited his mother in the hospital. Leaving her he started home and was seriously injured when his car skidded. He died just a few hours later.

Curtis G. Swift, S 1/c, has finished his training and expects to be sent to the Pacific area. William Swift, Sr. and Janet say they intend to carry on at Sun Ship in memory of William.

Dear Editor:

I am taking a few minutes to drop you a line to thank you for sending me my copies of OUR YARD. There is no way possible for me to express my appreciation or for you to realize the memories OUR YARD brings back to me. Up here in the forward area we live on our memories of the past, our plans for the future and the poor marksmanship of the Jap riflemen.

I left Sun in April, '43 to enter the service. I did my basic training at Camp Carson, Colo. In Nov. '43, I was transferred into my present outfit. Upon entering this Co. I met George Aartam of Pleasantville, N. J., who formerly worked in 33 Dept., N. Y. Since then George and I have really traveled. We have served in New Guinea, from Milne Bay to Hollandia. We were together through the invasions of Leyte and Mindoro Islands and now here. We have been bombed and strafed by Japanese fighters and bombers. We have been shelled by the Jap Navy and seen their Special Corps in action. We have been missed by snipers and machine gunners. We have driven safely through mined areas. So far, the Lord above has taken care of us.

In our 18 months of living in the jungles we have shared our copies of OUR YARD whenever we found the time. George and I both send our heartiest thanks to you all.

Cpl. W. Lahey



S/C JAMES JOHN, formerly of 91 dept., is the son of Hubert John, foreman of South Yard Electrical dept. He has a brother, Capt. Hubert, Jr. in the Army and another brother, Joseph, with the paratroopers.

CPL. RAY TOWNSEND, 20, Chester, 15th Air Force Flying Fortress Radio Operator, is now carrying combat veterans of the 5th Army, WACS and Air Force personnel on the first leg of their homeward journey by air.

Converted bombers are flying the passengers from an airfield near Naples to Port Lyautey, French Morocco. There, the passengers board C-54's of the Air Transport Command for the final phase of their trip.

Flying Forts of the Home Bound Task Force make the 1258 mile flight from Italy to North Africa in approximately six-and-a-half hours. The planes are stripped of all combat equipment and fitted with seats to accommodate 20 passengers and a five-man crew.

Corporal Townsend formerly was employed as a welder by Sun Ship.

SHEET METAL WORKER MAKES MAPS

GEORGE J. SAVASTANO, a model making topographer with 941st Engineer Aviation Topographic Battalion in Italy, who formerly worked at Sun Ship, has recently been promoted to Technician Fourth Grade.

The 941st map makers have distinguished themselves in the European War with the production of almost 3,000 intricate target and intelligence charts, used by Allied Air and Ground power in the great offensive against Axis Nations.

Prior to his induction into the Armed Forces, Sgt. Savastano worked as a sheet metal helper with Sun Ship. He entered the service in July 1942 and, after completing basic training, was sent to the University of Kentucky where he underwent a specialized course in topography. Assigned to an aviation engineer company, he was shipped overseas in Oct. 1943, and saw active duty in Tunisia and Italy.

He wears the Good Conduct Medal, the Distinguished Unit Citation Badge, the Meritorious Service Unit Insignia and the European-African-Middle Eastern Theater Ribbon, with 3 Battle Participation Stars, for the Naples-Foggia, Rome-Arno and North Apennines Campaigns.



GEORGE L. MILLER, WT 3/c, former Sun Ship toolmaker is shown with his father, George Sr., right, and Dick Clendenning upon a recent visit to the Yard. The father is in 36 dept. A younger brother of George, Clarence R., at the age of 14 drew a cover page for "Our Yard" picturing General MacArthur. It appeared on the April, 1942 issue.

HERE'S WHAT THE BOYS ARE DOING

Sun Ship boys who are now in the armed service are figuring in many varied activities. Here are some late reports:

The miracle of whole blood for soldiers, sailors and Marines just evacuated from Pacific beachheads is more than a newspaper story to **LOUIS J. CALABRESE**, 45 dept., pharmacist's mate, third class, of 6562 Windsor ave., Philadelphia.

When Calabrese was first assigned to a Navy hospital ship, she was receiving casualties from the invasion of Saipan, saving many of their lives by on-the-spot transfusions from members of her crew.

Then whole blood began to arrive by air from the West Coast, and Calabrese has watched hundreds of badly wounded men make miraculous recoveries after receiving it in the surgical ward to which he is assigned.

RAYMOND WAHL, 69 dept., ship's serviceman (laundry), first class, USNR, of 1 Wills ave., Glenolden, is in charge of the laundry aboard a Navy hospital ship, where a ton and a half of clothes and linen are washed daily.

EDWARD THOMAS BALICHIK, 34 dept., torpedoman, third class, is now serving aboard a destroyer escort of the Atlantic Fleet.

He is the son of Mr. and Mrs. John Balichik, of Mount Carmel, Pa. He attended Mount Carmel Senior High School.

RAYMOND T. CONWAY, 23, of 86 dept., electrician's mate, third class, USNR, son of Mrs. Sam Conway, Wayne, Penna., is now preparing for duty aboard an auxil-

iary ship at the Naval Training Station, Newport, R. I.

Conway spent 13 months in the Pacific and participated in the actions of Palau, Formosa, and the Battle of the Philippine Sea. He graduated from St. Katherine's High School, Wayne, in 1941. He has four brothers, Edward, Robert, Francis, and Howard, sergeants, in the Army.

ETTORE DICAMILLO, 25, of 59 dept., electrician's mate, of Philadelphia, Penna., is serving aboard a destroyer escort in the North Atlantic. He also has seen service at Oran, North Africa.

Pfc. CHARLES N. BRASHARES, son of Mr. and Mrs. Arthur N. Brashares, Dorsey Avenue, Carlisle, Kentucky, is serving with the 3044th Quartermaster Graves Registration Company in the Mediterranean Theater of Operations. The company cares for the American Military Cemetery at Nettuno, near Anzio, the largest American burial ground in the theater.

The men in the company comb the area of the Anzio battleground and still pick up bodies of American dead more than a year after the Anzio fighting. In Memorial Day week G.I. searching crews found five American bodies in the heavily-mined "Purple Path" area.

WILLARD H. SAVAGE, 58 dept., seaman, first class, USNR, of Marcus Hook, is at the Atlantic Fleet's Amphibious Training Base at Little Creek, Va., training for duty aboard an LSM (landing ship medium). He and his shipmates will join a crew leaving Little Creek for the Pacific.

SEAMAN 1/c FRANCIS C. NAVIN, who was one of the young chaps in 36 dept. up to the time he enlisted in the Navy in July 1943, was a survivor on the U.S.S. **BUNKER HILL**, which was blasted by Jap "suicide" planes.

There were 656 casualties on the naval ship and Navin aided in saving the craft and in caring for the wounded. Two brothers are serving in the Pacific. They are Lt. William Navin and Thomas Navin.

CPL. JAMES H. MCGINLEY, formerly of Sun Ship, son of Mr. and Mrs. James J. McGinley, Philadelphia, has been assigned to Casablanca with the Air Transport Command's North African Division, which is now engaged in the greatest air transport movement in history.

Casablanca is the hub of the airborne redeployment of troops from the European and Mediterranean theaters headed homeward.

ROY W. McINTYRE, 22, who left Sun Ship to join the Navy, has advanced to fireman, first class, USNR, while serving aboard a destroyer escort in the Atlantic Fleet. He wears the American Theater and the European-African-Middle Eastern Theater ribbons.

DAVID PYE, 26, fireman, second class, of Collingdale, Penna., is serving aboard a destroyer of the Atlantic Fleet. He wears the American Theater and European-African-Middle Eastern Theater ribbons. Pye is married to the former Grace Marie Dole of Collingdale. They have a son, David, 3.



RALPH M. LEEDOM, Jr., who was formerly in 68 department, is now stationed at San Diego, California, in a Marine Corps Sea School. His father, who has four years service with Sun Ship, is in 80 dept. store-room, Aberfoyle, and his grandfather is in 36 dept.



Pfc. JAMES J. MCGINTY, formerly of 60 dept., who joined the Marines and is now fighting Japs in the Pacific.

Two Milmont Park, Pa., Navy men, **EDWARD J. BROWN**, of 30 dept., seaman, first class, and **EDWARD J. BREITENBACK**, of 46 dept., seaman, first class, are serving aboard a large training ship of the Atlantic Fleet.

Brown is married to the former Eleanor R. Daugherty, Collingdale, Pa. They have a daughter, Eleanor. Breitenbach is the son of Mr. and Mrs. Joseph Breitenbach.

Both were graduated from Ridley Township High School.

DONALD M. DIX, GM 2/c, returning from the war in Europe stopped off in Chester to marry Miss Mildred Blizard, and then continued on his way to fight the Japs. He was formerly in 45 dept., Central Yard. He is the son of Ted Dix of 91 dept. and a brother of William Dix, assistant foreman in 47 dept.



Hello Dick (Clendenning): Well, Dick, I hope you and the rest of the old gang at the yard are well. Bob Cohee writes me, you know. He's a swell guy and a good-hearted fellow. I worked at the Yard for 4½ years.

Dick, you may not recall my nickname — they use to call me Big Jack. I worked for Big Jim and he often would get after me to finish up a job on dock. Dick, there is also another 36 fellow who hit this island the same time as I. He worked in Big Jim's gang and Andy's and also in the shop. I also ran into a fellow from Parkside, you may know him. He lives in Parkside and worked in 33 Dept. — Bert Virgello. Would like to hear from some of the old gang. Mail here means a million.

Pvt. J. E. Bateman

DANIEL C. JONES, 21, motor machinist's mate, third class, USNR, Absecon, N. J., is serving aboard a destroyer escort of the Atlantic Fleet. Having been on his present ship for more than 18 months, he has seen exciting action and many interesting countries.

Before entering the Navy in April, 1943, Jones was a welder employed by Sun Ship. His parents, Mr. and Mrs. J. C. Jones, live at 151 Ohio Ave., Absecon, and his three brothers are in the Navy. William is a Lt. (jg); Edward, a motor machinist's mate, first class, and Charles an electrician's mate, third class.



SGT. ROBERT MORGAN, formerly a welder in C. Y., Sheet Metal Shop, now serving in the U. S. Army in Germany.



Dear Mr. Pew:

I was a former employee of Sun Ship, working as an electrician 3rd class for nearly two years in shop 33. I have now been in the Pacific for over a year.

At present I am in the Philippines. I sure would like to know if it would be possible for you to send me "OUR YARD" as I sure do miss it.

DONALD R. SCHAEFER,

Hi Dick (Clendenning):

Just a few lines to let you know I am still kicking and hoping you are okay. Just received another edition of the OUR YARD. Sorry to hear about Jimmie over in the Carpenter Shop, he was one swell man.

We were alongside a repair ship last week and I met four fellows from the Yard. One of them was Cressey's son, Larry. Another is Smith who used to run the burning table up in the Blacksmith shop and the best I can do with the third one is Shorty Zdun. I think that is spelled right. I didn't know the other one at all. Tell Mike Plisko and the gang I said "hello".

J. J. McDonough, Mo MM 3/c



THE HANNA BOYS, now in the Navy. Samuel E. (left), who was in 30 dept., is now in the Pacific. Richard, formerly of 33 dept., also is in the Pacific fighting area.

THREE BROTHERS IN PACIFIC



Joseph E. Mea, S 1/c



Edward J. Mea, S 1/c



S/Sgt. John B. Mea

All three of the Mea brothers worked at Sun Ship. Now all the boys are in the Pacific war area. They are: Joseph E. Mea, S 1/c, Navy; Edward J. Mea, S 1/c, Navy; S/Sgt. John B. Mea, Army. They are sons of Mr. and Mrs. John B. Mea of 39 North Eyre Drive, Chester.

It was Edward who enlisted first in April, 1942. He was employed in the Pipe Shop. He took part in the invasion of France on D-day and then came home for a leave of absence. His ship was later sent to the Pacific and he is taking part in the attack on Japan.

Joseph went into the Navy a year later, April 1943. He is on an LST and has participated in the Gilbert, Marshall and Tarawa campaigns. He, too, was given a 30-day leave but is now back with his outfit. Here at Sun Ship he was in 60 dept.

John has been in the Army about a year and he is a veteran of the Philippine campaign and wears the Philippine campaign medal and Bronze Star. He was in the Electrical dept. at Sun Ship. He is married and is the father of two daughters.

Dear Mr. Pew: Today I received two copies of your publications which were mailed sometime ago. The fact that I have moved quite a bit in the past six months accounts for the delay in receiving them. A bit tattered and torn but very good reading material. I am with the Seabees and my past experience at the Yard has come in handy. My work here is somewhat like I did at the Yard. There are fellows in my outfit that worked at the Yard also. So you see your books will certainly be passed around.

Louis Megaro



Cpl. JOSEPH MAKAR, former Sun Ship employee, was a prisoner of the Nazis for many months.

FOUR SUN SOLDIERS SERVE OVERSEAS TOGETHER



Dear Mr. Pew:

There are four of us "Sun boys" all from Chester, in the same company. All of us entered the service on the same day and, because of the trades we learned at Sun Ship, were placed in the same company, the 109th Port Marine Maintenance Company. We are very proud of Sun Ships and the part they are playing

in winning this war. We were stationed in the port of Antwerp, Belgium for a time and saw them delivering the goods that finally broke Hitler's back. We are now back in France awaiting future assignments.

We receive "OUR YARD" every month and take great enjoyment in reading through its pages time and again. We wish to tell you, Mr. Pew, that Sun Ship has done a great job and all of us are very proud that we were Sun Ship employees before entering the Army. Keep up the good work!

Yours very truly,

SGT. RANDOLPH MERCHANT, Ass't Foreman,
33 Dept. No. 4 Yard, 1st Shift

SGT. JOHN C. BLECHA, 47 Lifting Dept.,
Central Yard, 1st Shift

SGT. JOHN R. LOWRY, Leader, 46 Dept.,
South Yard, 2nd Shift

SGT. EMANUEL E. BRUTON, Leader 45 Dept.,
South Yard, 1st Shift

DIRECTS AIR TRAFFIC IN IRAN

ATC BASE, ABADAN, IRAN — Here at this large Air Transport Command base, **CPL. REGINALD W. TYSON**, 36, formerly of Sun Ship, aids in operating supply routes to the East. Abadan Air Base, linking the ATC's large network of 15,000 air miles connecting Dakar, West Africa, and Karachi, India, is located close to the Persian Gulf and is an important factor in transporting the vital war materials flown by ATC.

It is the tremendous task of the North African Division to transport by air a total war half-way around the world. Hourly giant air transports of this command are connecting places that once were just names in adventure stories and are now the sites of large ATC installations.

Cpl. Tyson's duty here is to make clearances on all the planes passing through Abadan and to control the air traffic at this station. He received training at Gulfport Field, Miss., and the Curtiss Wright school at Buffalo, N. Y.

A graduate of Lower Merion High School, Ardmore, Pa., he also attended Drexel Institute, Philadelphia. Prior to entering the service in April 1943, he was employed with the Sun Ship launching crew in 66 Dept.

VETERAN AT AGE OF 15
(BECAUSE DAD WINKED)

At the age of 15, George B. Chadwick was with the fighting forces of the United States. He was sailing on a Coast Guard cutter guarding convoys that were under attack from Nazi submarines. He was speeding to the rescue of crews whose ships had been sunk and — was having a whale of a time.

That is, until the folks in Washington discovered he was too young to be in the armed service and told him to go back to school to his deep disgust and to the disappointment of his dad, George W. Chadwick, a Sun Ship employee who is a leader in 34 dept.

Young George didn't run away to join the Coast Guard, not by a jugful. His father helped him and it's a painful thing to confess but he actually winked when the little rascal misrepresented his age. Yessir, he winked.

Because George, the dad, had been unable to join the Army when he was a kid, he always resented it. He was a good sport and said that if his son wanted to join up he'd help him.

George, Junior was in the Coast Guard 10 months before the Washington outfit caught up with him and figuratively gave him a swift kick in the pants. They were exciting months. One of the convoy trips took him through the Arctic ocean to Murmansk, Russia. On that run the German subs hunted in packs



GEORGE CHADWICK

and when ships were sunk members of the crew who went overboard were frozen to death in less than half an hour.

Out of the armed service, young Chadwick joined the American Legion (one of the youngest members in the world) and he waited until he was old enough to become a member of the Merchant Marine. His dad helped him in that too and saw to it that the lad's first ship was the tanker PENNSYLVANIA SUN, built by Sun Ship. The thrill of being on a tanker which the German subs were trying to destroy in order to cut off the supply of gasoline and oil from the Allies appealed to the youngster. He is still on a tanker.



Pfc. KENNETH FERGUSON, who is now in China with the Transportation Corps, was formerly in 33 department at Sun Ship. His wife, Betty, works in the South Yard Dispensary.

PVT. L. BRUCE HINKEL, formerly a Sun Ship Expediter, is now in the U.S. Army stationed at Camp Robinson, Arkansas.

S/SGT. JOHN F. HICKS, formerly of 36 dept., now a command gunner on a B-29 is back in the United States for special training previous to his return to the Pacific.



PVT. HARMON R. PALMER, who was recently wounded on Okinawa. His interesting letter was printed in last month's "Our Yard."

PVT. WILLIAM CONWELL, A.A.F., was a former Leader in the Shipfitting dept. His wife, Dora, is attached to Central Yard Dispensary.

JOSEPH F. LAKATA, S 1/c, worked in the N. Y. Machine shop until he entered the service. Now he's with the Seabees in the Philippines.

Dear Dick (Clendenning): Since my last letter to you, I have moved to a nearby island. Like all islands down this way, there is nothing here. We do, however, have a few paved roads. It seemed quite funny to see a paved road once again. We are here for a rest so I am told. The Army has a much different view on the meaning of the word "rest" than I do. But all and all things are not too bad here.

Before we came here to our new home, we were out on another mission. The weather was against us from the first day, for our fox holes had water in them all the time. The boys did a bang-up job of it too for quite a few Nips went to — or wherever Nips go when they die. We got very little sleep the whole time we were out but it's to be expected and we were a happy bunch of G.I's when we returned to our base camp and got a hot meal, for those "K" rations don't make much of a meal.

It was a pretty sight to see our bombers going in just before we made our landings. It's also nice to know the Air Corps is up there keeping an eye on you. It sort of makes a guy feel more secure.

Since our mission was completed we have heard Tokio Rose tell her side of it. That young lady can sure misrepresent the truth. At least we all get a laugh out of some of the things she says.

I'm still receiving OUR YARD, and I'm happy about it too, for it keeps one up to date on the doings. This is all I have in the way of news for now.

S/Sgt. Frank Schmucki

Dear Mr. John Pew Jr:

I guess you don't remember me by my name but I guess if you saw my "kisser" you would because I have been around your Yard for quite awhile. In fact by the time I get back to the Yard again, you are going to owe me a ten-year service pin.

My brother, Joe, who is a leader in the South Yard, also keeps me well posted on what happens in 59 Dept. and the Yard.

I want to say that the experience I picked up at the Sun Ship is coming in right handy now. Although I am not working on any ships now I am hoping that if I make the next grade I will be transferred to a ship repair unit where I can really be of some help to the war effort.

In my travels out this way for the past sixteen months, I have seen a lot of ships that slid down the "Sun Ship ways". Looking at them, I was wishing I was back there because they sure brought back a lot of fond memories.

Harry J. O'Donnell

Dear Mr. Pew: Well you can just think how surprised I was to see the pictures enclosed from OUR YARD for I used to work with the boys.

I am lying wounded in a hospital at Saipan, and today I got four issues of OUR YARD. The other boys all are enjoying reading them too. I was a member of 34 Dept., C.Y., second shift.

I was wounded in the battle of Okinawa on June fourth, I came to Saipan on a Sun-built ship. I am sorry I am not allowed to write the name.

I sure would be pleased if you let the boys know I still remember them all. My brother is still with you in 34 Dept.

Pvt. F. O. Middleton

Dear Mr. Pew: Want to thank you for copies of "OUR YARD". When I get through reading it from cover to cover I pass it on to some boys because they worked at the Yard a short time before entering the service.

The men and women are doing a very fine job in turning out those ships for the war. I know the Sun tankers will do their part in helping to bring this war down there to a close.

I saw one of the ships that was launched right after I got into the Yard down here in the Pacific. She was in our convoy going to Guadalcanal. I also saw several Sun tankers in the Luzon landing. You can't mistake a Sun tanker after working around them for awhile.

When I was a member of the Sun Ship, I worked in the 33 Dept. in the South Yard and North Yard. I tried to continue my work as an electrician in the Army but communication section in the artillery is as close as I came to it.

C. Kennedy

THAT'S HIS HOBBY



Sgt. William Zvarich is said to have accumulated one of the finest collection of photographs of illustrated names of fighting planes in the Pacific. The Sergeant, who formerly worked in 45 Dept., is stationed at one of the big air bases close to Japan and has met up with many of the famous bombers and fighters.

He has sent numerous photos of the noses of the planes carrying the names and symbols to his wife, Mrs. Mildred Zvarich, an employee in the main ration office. His father-in-law, Henry Brachman in 34 dept. has also received some of the photographs.

Sgt. Zvarich also has collected various types of the propaganda literature that our fliers are dropping over the Japs. One of the most interesting is in the form of a 100-yen note. Japs thinking it real money pick it up and read on the other side a message telling how the defeat of the Jap military machine is certain. The "Joltin' Josie" was one of the first planes to fly over Tokyo.



CARMON MONTELLO, M 2/c, was a former Sun Ship employee in the Shipfitting dept. He is now stationed in the Philippines.

WILLIAM E. OGDEN, now with the Harbor craft division, served his apprenticeship with Sun Ship as an electrician.

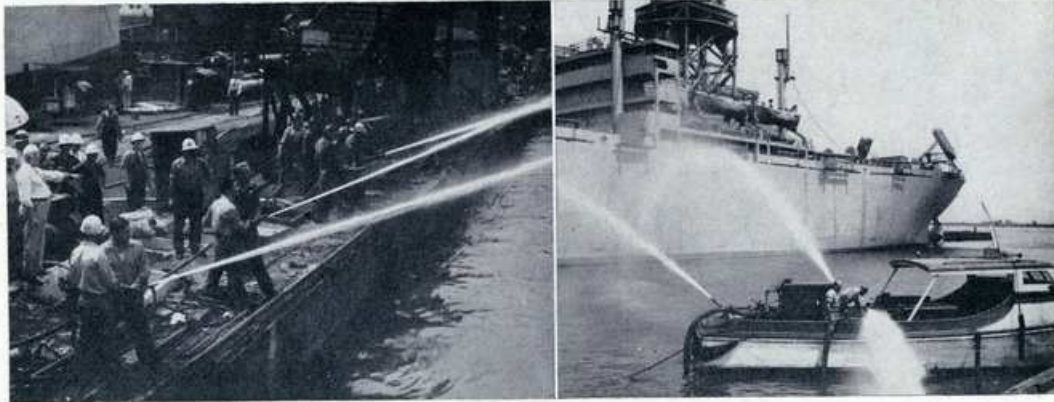
PVT. NICHOLAS A. DELOSO, formerly of 60 department and now with the U.S. Army at Ft. Knox, Kentucky.

Pfc. ROBERT MCCOY, formerly an apprentice at Wetherill plant, is now in Europe with an armored division. His father, Harry McCoy, is General Foreman of 36 dept. shops.

COX. LAWRENCE A. BICKI, formerly of 69 dept., expects to be home soon. He has been overseas since Aug. 14, 1944. His wife, Marguerite, is employed in 36 dept.

Know Your Fellow Workman

SUN SHIP'S FIRE FIGHTERS



FIRE DRILL directed by Supt. George Carney shows Sun Ship Fireboat Typhoon in operation and also lines of hose from nearby fire plugs

under the supervision of Chief Bradley. Members of three Sun Ship fire companies attended this drill.

A few weeks ago an important water main was broken in Central Yard. The Sun Ship fireboat was moved from North Yard to the Central Yard wet basin. Members of the fire companies were notified that in the event of a blaze, lines of hose would be run from the fireboat instead of the fire plugs. Fortunately there was no alarm during the period that the break was being repaired. It was a simple routine procedure but it illustrated the high efficiency of the Sun Ship Volunteer Fire department.

More than 300 men, most of them connected with fire companies in their home communities, make up the personnel of the plant fire fighting organization. The men are efficient because they are well-trained. Their drills are not playboy stunts but serious schooling under trained men. The three companies serve during the three shifts so that at no time of day is there any let-down in watchfulness.

Fire Fighting Apparatus

The equipment which is able to cope with the average blaze consists of the following:

One fireboat and two motorized hose wagons; 20,000 ft. 2½ inch fire hose; 5000 ft. 1½ inch fire hose; 16—40 gal. foam or soda-acid hand engines; 1800—2½ gal. soda-acid extinguishers; 700—2½ gal. foam type extinguishers; 300—2½ gal. water pump cans; 1500—1 qt. carbon tetrachloride or pyrene extinguishers; 12 foam generators, 4 tons foam powder; 15,000 gal. of water per min. at 135 lb. pump pressure; 96—3-way fire plugs.

How Fire Dept. Started

The volunteer firemen at Sun Ship were started as the result of a letter addressed to Mr. R. L. Burke. In the first part it stated — "There are in the Yard, several hundred volunteer fire fighters, many of whom if given the opportunity would be glad to serve as a fire force in the Yard on a strictly volunteer basis." This offer was accepted by the Management and letters were sent to all the fire companies in Delaware County requesting the names of their members who worked at Sun Ship. Replies were received from 41 companies with a total of about 450 names. These men were contacted and about 360 agreed to serve. In November, 1943 the first meeting was held. In July, 1944 time was allotted for fire drills and they have been held in all parts of the Yard to acquaint the firemen with hydrant and hose locations as well as special hazards.

Many of these firemen have attended State and Local fire schools; quite a few hold Instructors Certificates. There are fire chiefs, fire marshalls, asst. chiefs, foremen, engineers and etc. from nearly every fire company in Delaware County and many Auxiliary firemen from Philadelphia. Harry Hamby, an official instructor, attached to the Pennsylvania State training force took an interest in the intensive schooling of Sun Ship firemen.

These firemen are in addition to the Fire Marshalls, who are a part of the Guard Force and maintain and place equipment throughout the yard, offices and ships, and the chemists who in-

SUN SHIP FIRE COMPANY OFFICERS

	Co. 3	Co. 2	Co. 1
Pres.	S. Mitchel 59/321	F. Glatz 45/33	H. Evers 8/85
V. Pres.	L. Toma 8/706	W. McGuire 58/317	P. Rementer 33/517
Secretary	H. Smith 80/325	J. McKee 33/1054	H. Rittenhouse 33/697
Treas.	E. Sklar 33/1045	F. Renfroe 8/517	G. Moore 34/132
Chiefs	E. Brooks 47/1097	C. Bradley 30/381	F. Ball 60/109
Ass't Chiefs			
South Yard	L. Anthony 47/388	C. Lyons 47/709	T. Aucott 34/647
Central Yard	W. Critzer 59/1732	K. Munro 30/214	B. Stipe 74/115
North Yard	E. Davis 34/1101	R. Johnson 59/4438	J. Orner 36/21
Wetherill Plant	J. Dougherty 8/336	J. Stokarski 8/34	J. Gorman 8/285
Director	T. Ickes, Sup't	J. Bair, Sup't	G. Carney, Sup't

spect and test all repair work and new ships for gas, toxic fumes, oil or other fire hazards and issue all orders for hot work.

The volunteer firemen are organized into three companies, one on each shift. Each company has a President, Vice President, Sec., and a Board of Trustees, Chief, four Asst. Chiefs, 16 Captains and 16 Fire Police.

Fire alarms have been installed in the Carpenter Shop, Central Yard; 80 Department, North Yard; Maritime Bldg. Central Yard and evacuation drills have been held in these buildings.

The fire boat is under the supervision of 95 Dept. assisted by 68 Dept. and is on call from the Chief or his Assistant.

Supt. Carney Heads Organization

Supt. G. Carney is the director of all matters pertaining to the fire prevention and protection in the entire Yard.

Fire prevention plays an important part in fire protection. A blocked fire plug may cause delay and a fire will gain headway. A blocked exit can cause loss of life, poor house-keeping such as old papers, cloths, oily rags are hazards and add to the spread of fire should it start. Sprinklers must be inspected, electric wiring and fuse blocks must be in good condition. The rays from an electric bulb must not be to close to flammable material. Welding lines must be repaired to prevent grounds which cause fire. Electric motors not properly oiled or overloaded heat up, gas leaks are guarded against, also oxygen leaks are extremely dangerous where fire or oil is present. Empty oil, gasoline, paint cans and drums are explosive hazards. Gasoline storage and torches, alcohol, safety clean, carbon tetrachloride must be used so that no hazard is present. The storage of records and files must be regulated to give the best possible protection.

Since the Yard has not been working on Sundays, a fire patrol of 7 firemen and the Chief or Asst. Chief have covered the Yard on each shift and several small fires have been discovered and extinguished by these groups. Three men are also on patrol at the Wetherill plant.

The part fireman play in the detection and apprehension of arsonists, saboters, and firebugs is little publicized. Firemen must note the time the alarm was given, who and what they saw on arriving at fire, direction of wind, color of smoke and flames, extent of fire, and cause. If suspicious the firemen are careful not to disturb the debris or any mechanical devices used to ignite the fire. Also to preserve fingerprints, oily rags, papers, wax etc., that may be used as evidence.



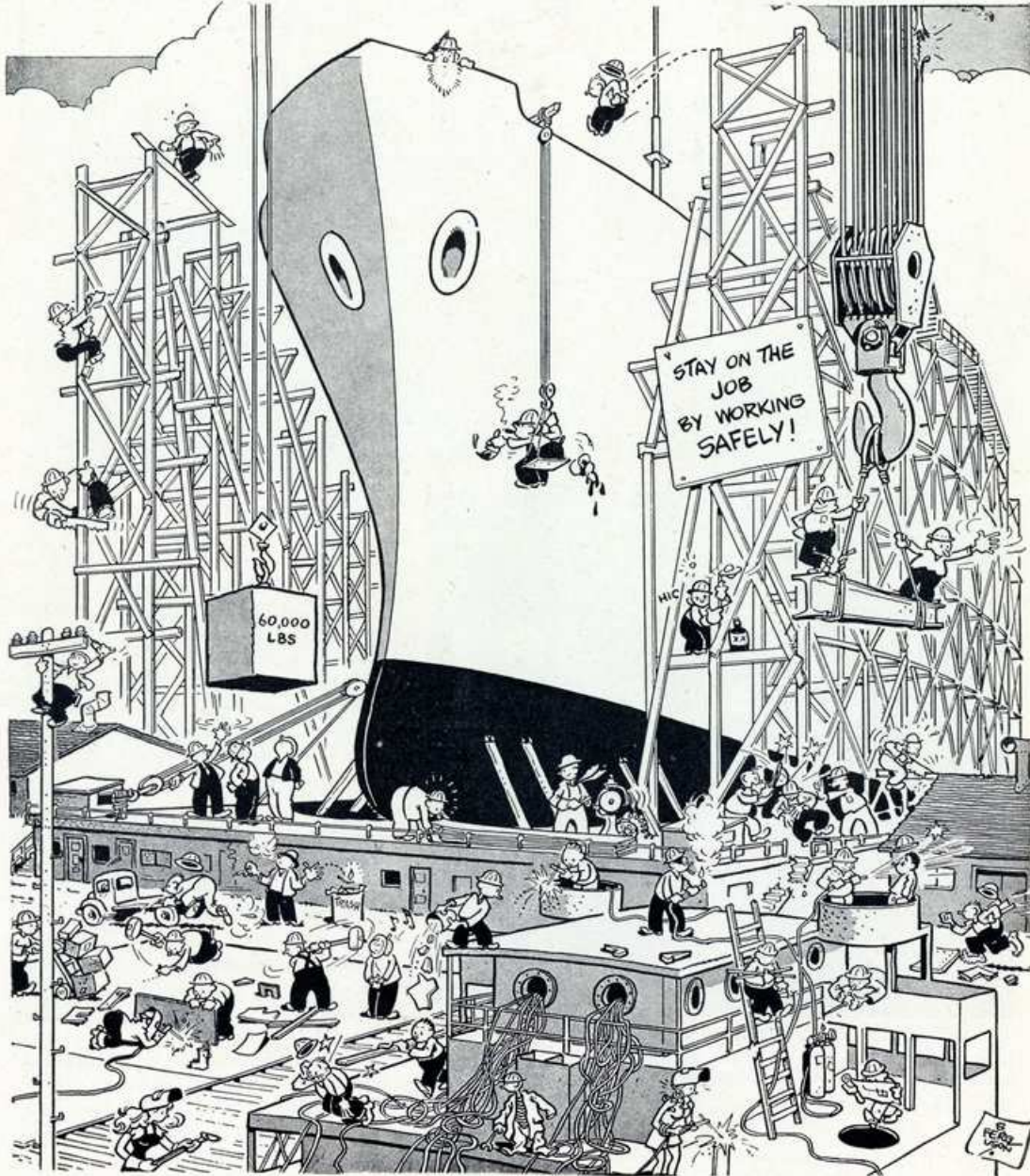
(Top) — OFFICERS OF No. 1 COMPANY — Left to right, top row: Asst. Chief T. Aucott, Battalion Chief Ball, Asst. Chief J. Orner, Asst. Chief B. Stipe. Bottom row: Fire Marshal Sweeney, President Evers, Asst. Chief Springer and Fire Marshal Sides.

(Bottom) — PUTTING ON THE PRESSURE at the Sun Ship fire pumps. Left to right: Asst. Chief Anthony, (S.Y.) President Mitchel; Asst. Chief Davis, (N.Y.); Asst. Chief Critzer, (C.Y.); Asst. Chief Dougherty, (W.P.); Chief Brooks, of Fire Co. No. 3 are shown with R. Brown, Foreman of 95 Dept., who explained this operation.

SLAP-HAPPY SAFETY

How many "Boners" can you find in this cartoon? Actually there are more than 100 hazards. A list of

them appears on Page 25. (Reprinted by courtesy of MARIN-ER.)





Service



Awards



At the presentation ceremonies staged recently in the office of Vice President Richard L. Burke, three Sun Ship employees were awarded 35-year service pins: J. Luczac-

zko, 4-136; A. Robinson, 8-57, and F. Thompson, 8-400. Two 25-year pins, three 20-year pins, twelve 15-year pins and seventeen 10-year pins also were announced.



Top row, left to right: J. Hickey, 66-469; T. Morrissey, 55-16; Vice President Richard L. Burke; J. Lankford, 34-133; D. McCracken, 30-10502; and J. Spath, 66-124.
 Second row, left to right: A. Soltner, 84-60; A. Korba, 59-296; B. Green, 75-10051; Mr. Burke, M. Johnson, 67-230; G. Richardson, 33-53; J. Bunker, 74-309 and S. Joklik, 66-25.
 Third row, left to right: S. Ambrossino, 55-799; E. Horitz, 36-1236; E. Roe, 47-143; J. Kearns, 30-98; Mr. Burke; J. Bzucilli, 4-212; W. Torney, 4-151, and G. Milne, 4-12.
 Bottom row, left to right: G. Burris, 45-29; W. Graney, 47-2813; G. Lewis, 42-270; Mr. Burke, K. Lutz, 8-84; H. Sinex, 36-10010; E. Corcoran, 58-533; F. Anderson, 36-87, and N. Outterbridge, 58-10070.

JUNE 1945

35 Years

4-136 J. Luczaczk
 8-57 A. Robinson
 8-400 F. Thompson

25 Years

69-7 W. Marshall
 66-25 S. Joklik

HOURLY ROLL

20 Years

4-151 W. Torney
 47-2813 W. Graney
 66-124 J. Spath

15 Years

4-12 G. Milne
 8-84 K. Lutz
 4-212 J. Bzucilli
 30-10502 D. McCracken
 33-53 G. Richardson
 36-87 F. Anderson
 36-10010 H. Sinex
 55-16 T. Morrissey
 55-799 S. Ambrossino
 58-10070 N. Outterbridge
 75-10051 B. Green
 84-60 A. Soltner

10 Years

30-98 J. Kearns
 30-336 T. Mullaney
 33-119 W. Ogden
 33-10007 A. Jenkins
 36-1236 E. Horitz
 42-270 G. Lewis
 45-29 G. Burris
 47-143 E. Roe
 47-1045 G. Fencil
 55-69 L. Waugh
 55-367 F. Scruggs
 58-531 F. Iacona
 58-533 E. Corcoran
 59-229 G. Bert
 59-296 A. Korba
 66-469 J. Hickey
 74-309 J. Bunker

PUNCTURED WOUNDS AND THEIR TREATMENT

Punctured wounds are very small deep wounds which have been made in the skin by a nail, the end of a wire, or any penetrating instrument. Wounds of this type are extremely dangerous and must receive prompt treatment.

Special dangers accompany punctured wounds and they are much more likely to become infected than an open wound since:

- (1) Punctured wounds usually do not bleed unless a sizeable blood vessel has been injured. Thus ordinary cleansing by bleeding is absent.
- (2) It is very difficult to clean them out.



(3) It is quite difficult to apply an antiseptic well down into the wound.

(4) Air cannot get down into the wound. This lack of air encourages the growth of certain germs, particularly the one causing lockjaw.

This germ is found in street dirt and is distributed everywhere. It is carried into homes and other buildings on the shoes and clothing. The germ does not thrive when in the open, but when it is in favorable surroundings, as in a punctured wound, it begins to grow.

Because the air cannot circulate in a punctured wound, it is a very suitable

place for the rapid growth of the lockjaw germ.

In the treatment of punctured wounds, the important thing is to try to encourage bleeding without bruising the



tissues. An antiseptic is applied well down into the wound followed by a sterile compress and bandage.

In addition, all punctured wounds should be examined by a physician who will often administer tetanus antitoxin.

Powder burns on the skin are really many small puncture wounds. These carry in tetanus germs from the skin, which may be covered by street dirt.

Tetanus is easy to prevent, but it often develops unless proper treatment is given. It is extremely important to have antitoxin given in these cases. Always take the injured person to a physician or if in the Shipyard go to the dispensary immediately.

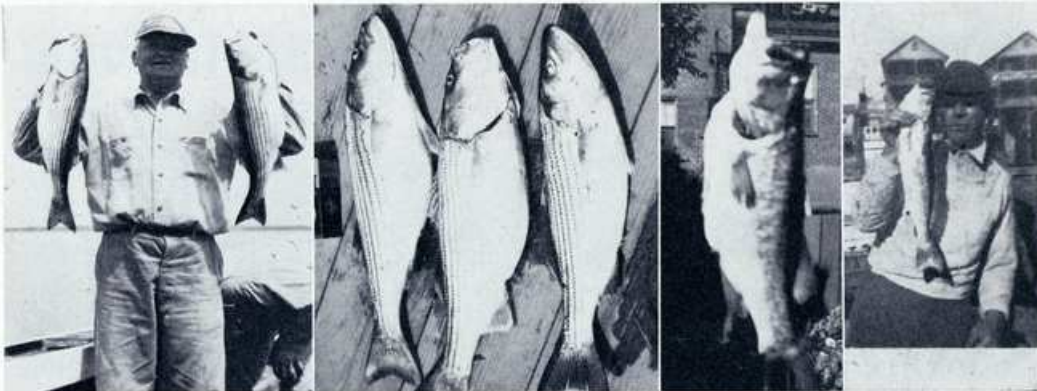
Thirty years ago it was considered "sissy" to disinfect a scratch. Even today arms, legs and lives are lost because some men cling to the false notion that small wounds are not dangerous.

If you get a cut or a scratch, get first aid immediately. Better than that, avoid cuts and scratches in the first place. That's the *best way* to protect yourself from infection.



FISHING IN THE CHESAPEAKE — Joy Schoff, Assistant Personnel Officer; William Hart, Leader in 66 Department; John Fry, Assistant Foreman in 66 Department; and John Fry, Jr. patiently await a nibble.

Fishing Days Are Here Again!



(Extreme left) — **TWO 6-POUND STRIPED BASS** caught by Mrs. Howard Wilson, wife of the 66 dept. expeditor, and held by Capt. Dan Ball, Neaviff, Md.

(Center) — **THREE BIG STRIPED BASS** caught in Chesapeake by a Sun fishing party including Mr. and Mrs. Harry Frank, 45 dept., Mr. and Mrs. Ray Coffin and Mr. and Mrs. Howard Wilson, 66 dept.

(Right) — **THIS BASS** was caught by Frank M. Hauser, rigger in Wetherill plant machine shop, on July 1 at Springfield Dam. It was a big-mouth, 22 inches long; girth — 15 inches; weight — 5½ pounds. It was taken on live bait.

(Extreme right) — **WEAKFISH WEIGHING 5½ POUNDS** was caught in Great Bay, N. J. by H. (Murphy) Cohen of 36 dept., Central Yard. It was taken on squid bait.



JOHN FRY, Assistant Foreman in the 66 dept. displays a croaker he just caught.



A CROAKER being reeled in by Frank Masser, Assistant Foreman of the Carpenter Shop.



WHEN JOHN E. ROWE, craneman at the Wetherill plant, was asked where he caught the bass and pickerel, he replied, "Powder Mill Dam." Every angler knows where that is. The bass weighed 6 lbs., 14 ounces.



CO. E Lined up for retreat at Indiantown Gap.

SUN SHIP SOLDIERS IN PENNA. STATE GUARD

Co. E. of Chester which numbers in its ranks nearly 40 Sun Ship employees has been awarded a special guidon as the outstanding unit in the Pennsylvania State Guard. This Company also won the honor of being the best company in the 1st Regiment and it carried away other records. It took first place in target practice.

Co. E. is commanded by Capt. Disbrow B. Petty, a member of the Sun Ship Guard force. The guidon was awarded by Maj. Gen. Milton Baker, Commanding General of the Division.

Special commendation was given to the two Guardettes of "E" by Lt. Col. Francis Fendell for the extra effort they put forth in advancing the clerical work of the battalion. Both of these Guardettes are Sun girls, Miss Ethel Locke, and Miss Edith Korp.

The Sun men of "E" who are largely responsible for this success in the State Military Guard are: Captain Disbrow B. Petty, 88-58; 1st Sgt. Wesley R. Harden, 33-60;



ETHEL LOCKE AND EDITH KORP, State Guard Wacs, from Sun Ship.

Sgts. Herloph I. Sather, 36-828; William Bradley, 59-1625; Joseph Medd, 81-53; Charles Wilson, 84-218; Corporals Earl Simpson, 59-2720; Oscar Skocik, 59-2607 and Lawrence Young, 74-366. T-5s, Robert Laxton III, 36-1682; Arthur Hinde, 59-8241; Carl Seaeffer, 60-66; Ira C. Walker, 60-87; William S. Atkins, 60-305; George Summer-

gill, 68-126; Harry Jones, 80-44 and Matthew T. Smith, 91-491. Pfc. Edward Johnson, 8-129; Robert Pratt, 33-740; Robert Hill, 45-322; Elmer Williams, 45-683; Charles DeTulleo, 59-8209; Ernest Jenkins, 66-399. Pvts. James Thomas, 33-45; George Strockbine, 33-599; Thomas Cleulow Jr., 33-1765; John Yost, 34-1106; Jesse McPherson, 47-1987; James Smith, 47-2128; William Degler, 47-4644; Francis Selleck, 59-2515; Charles Camp, 59-2343; Edward Lamey, 60-104; Herbert Benge, 66-407; John Favinger, 80-543; Leo Daschu, 91-1784; Bert Waltson, 91-67.

Other yard workers who are members of other companies of the 1st Infantry are: 2nd Lt. Richard A. Gray, 59-1258; Staff Sgts. Morris Fischer, 45-701; Martin Abrams, 80-159 and John Lanham, 92-280. T-4 Thomas J. Daniels, 59-5002; Corp Andrew Smith, 59-3802; T-5 Joseph Ulrich, 30-3199; Pfc. Edward J. Bryson, 30-2592; Isadore Segal, 33-1243 and Pvt. George Carter, 47-1438.



(Above) — CO. E OF CHESTER, leaving the Company street. Capt. Disbrow Petty of Sun Ship, commander.



(Right) — MOST OF THE MEN at rifle practice are Sun Ship employees.

JUNE, 1945 LAUNCHINGS

- S.S. Turner's Gap
- S.S. Fort Caspar
- S.S. Atlantic Refiner
- S.S. Atlantic Trader
- S.S. Atlantic Mariner



S.S. ATLANTIC MARINER was the last ship launched during the month of June. It was sponsored by MRS. VIRGINIA D. DOYLE, wife of Controller Charles H. Doyle, who has been with Sun Ship 22 years. This launching took place in the North Yard at 2:53 P. M. on June 26. Robert Haig, Vice President, directed the launching.



(Top) — S.S. ATLANTIC TRADER was sponsored by attractive MISS BETTE F. FLANIGAN, daughter of Raymond J. Flanigan, general foreman of the Pipe Shop, with 22 years and 5 months service at Sun Ship. This launching took place in Central Yard at 7:21 P. M. on June 16.

(Bottom) — S.S. ATLANTIC REFINER had as its sponsor on June 15, MRS. NELLIE WILKINS GLOSSOP, wife of J. William Glossop, foreman of the Pattern shop, Wetherill plant. Mr. Glossop has a record of 47 years and 1 month with Sun Ship.

(Top) — S.S. TURNER'S GAP was launched on Monday, June 4 in the North Yard with MRS. GRACE E. LANDING as the sponsor. Mrs. Landing is the wife of Granville D. Landing, head of the Accounting department. He has been with Sun Ship 27 years and 3 months.

(Bottom) — S.S. FORT CASPAR, gay with signal flags that spelled out the name Campbell and the number of Capt. Harold D. Campbell's department, was launched in South Yard on June 13. MRS. CATHARINE CAMPBELL, wife of the Yard Captain, was the sponsor. He has been with Sun Ship 26 years and 8 months.



PHYLIS ANN MALLOY, niece of John M. Foley, assistant foreman in 80 dept., is 3 years old. She insisted on posing with her toy doggie.



JANIE BOWMAN, 1 year old daughter of Charles Bowman, formerly of 33 Dept., and granddaughter of Walter Bradshaw of 69 Dept.

SUN SHIP'S OWN *Baby Parade*

BUY BONDS TO
SAFEGUARD THEIR FUTURE



FIVE CHILDREN of Mrs. Margaret Corson are, left to right: Everett, 9; Margo, 6; Joseph Costigan, 15 (raised by Mrs. Corson); Joseph, 14; Joan, 12; Barbara, 8. Mrs. Corson is employed in the Wetherill Plant tube mill as an inspector and tester. She has one year service with Sun Ship. Her husband, Walter Corson, was an erector in 47 department prior to his induction. He was killed November 13, 1944 at Lorraine, France. He had 1½ years service with Sun Ship and only four months service in the Army.



JIMMY MOORE is 2½ years old. His father, James Moore, formerly was a welder in 59 dept., but is now with the Army overseas. His mother, Anna R. Moore, is an electrician in No. 4 Yard.



LAFAYETTE DENNY, 19 month old son of C. Denny of 75 Dept., North Yard.



MARGARET, 3 years, and **MARY LEIGH**, 5 years, daughters of Mr. and Mrs. John Leigh, of Drexel Hill. Mr. Leigh is in 36 dept., North Yard.



PAUL DE AOWN, Jr., 3 years old, holds the picture of his dad, who twice wounded, is still in Europe. His mother, Elizabeth, works in 59 dept.



DIANE FLORENCE SAMMS, five month old daughter of Enoch Samms of 58 department.

SUSAN DIXIE LESSIG, 6 months old, is the daughter of Dick Lessig of 34 dept.



PATRICIA WEBB, 9 month old daughter of Samuel Webb, 91 dept.

BARBARA WALKER, three months old, is the daughter of Charles Walker, 36 dept.



CAROLINE PATRICIA PERRY, who is 6 months old, is the daughter of William Perry, Leader in 47 dept., No. 4 Yard.



LORETTA, 10 months and **RICHARD POLLINI**, 3½ years, children of Victor Pollini, of 47 dept., North Yard.



91 DEPARTMENT Timekeepers and Contract Clerks

By Ed Bell

The following will celebrate their birthdays in August:— Roy Getz, Aug. 5; Edward Bell, Aug. 6; Frances Cox and Roselyn Rennett Ozer, Aug. 8; Maude Schwartz, Aug. 11; Larry Wroten, Aug. 20; Marie Sweeney, Aug. 26; Harry Buchanan, Aug. 31. Many happy returns.

Others who will celebrate their wedding anniversaries in August:— William (Major) Henderson, August 8, 26 years and Ted Dix, August 16, 29 years.

Roselyn Rennett and Captain Benson Ozer were married at her home on Sunday, July 22. She was given in marriage by her father, George Rennett, Assistant Foreman of 91 Dept. The newlyweds spent a two week honeymoon, and then Captain Ozer reported for duty at Fort Wayne, Indiana.

Dorothy Lohrke recently had a very pleasant surprise when her fiance arrived home from Germany, after being a German prisoner for five months. He will be home for sixty-two days.

Ruth Hanunn is back at work in the Contract Room after being out four weeks due to an operation at Hahnemann Hospital.

On Tuesday, July 10, the Quoit League held their first annual banquet at Walber's on the Delaware. Joe Martin, organizer and manager of the Quoit League acted as master of ceremonies, and presented the trophy, a plaque, to the winning team composed of Tommie Dougherty and Lee Connors.

Prizes were awarded to Jack Grieco for having the most ringers, (25), and Russ Deaver for being the most improved player. Joe Martin was given a surprise present (wallet) by his many admirers. This banquet was to be the end of the season, but the boys decided that they enjoyed playing so much that they have started a summer season. Everyone had a wonderful time, and they wish to thank their many supporters and especially Joe Martin.

Our foreman, Mr. J. McKay, has been confined to his home since the last week in May. I hear that he is getting along nicely and we hope to see him back in the very near future.

Anne Cox underwent an operation for appendicitis at the Taylor Hospital on July 7. We hear she is doing nicely, and is looking forward to her return to work in the near future.



RED CROSS WORKERS ATTEND LAUNCHING — More than fifty representatives of the Red Cross in the Southeastern Pennsylvania Chapter were guests at the launching of the ATLANTIC MARINER, June 26. Hostess of the group was Mrs. Joseph M. Joseph, of Chester.

COPPER SHOP

Mr. Adams has received letters from Harry Ayjian, Walter Kaminski, Bonsall Day, and Archie Houser.

Harry is getting his training in Florida. Walter Kaminski is in France at the present time but expects to be sent to the Pacific. Bonsall Day has a nice place in Indiantown Gap. He has a white collar job working in the office. Archie Houser will be in Pearl Harbor for a short time.

Here is some good news. Andy Adam, who is now in the Pacific, has a new rating. He is Chief Petty Officer. Bob Adam left for the Pacific in the early part of July and will help the wounded boys.

Art Whaley has taken up golf. What next? The first game was 118, but he is working it down. Now it is 104.

Noel Howington from the third shift has checked out for military service and L. Fineman checked out July 13th for the Army.

Ralph Cuarente is building himself a home in Twin Oaks. He could use some help.

Frank Parker is a steady worker so he will finish his time earlier.

SQUAD "A"

By Walt Bell

The welcome mat is out to Homer Knecht and Edward Rody, two new members of the Squad "A" family. Good luck, boys.

Here's wishing a fast recovery to Margaret Donahue who has been ill in Taylor Hospital. Hope to see you back soon, Honey.

A loud roar, hiss and clanking of metal was heard on Morton Avenue the other morning. The citizens ran for cover, children cried, men were heard to mumble, dogs put their tails between their legs and yelped. The rumor was a Jap robot bomb, but no, it was not. Through the noise, dust and smoke came . . . Homer Knecht in his 1910 Dodge truck, at the unheard of speed of 12 miles an hour. People are still talking about the bomb scare in Chester.

Captain Swyers went into the roofing business on his vacation. After fixing his roof, he opened his house as a public shower bath. Cap., you should not wear hob nail shoes while walking on the roof.

While on vacations, boys, watch the sun-burn, it can give you a forced vacation that doesn't pay.

VETERANS PUT ON A WAR SHOW



(Upper left) — **WAR SHOW GROUP** — Top row: Robert B. Vale, Director Public Relations; T/Sgt. Harold C. Brown, T/5 Bob Whitbeck, announcer; Sgt. J. Gittle, Pfc. J. Polak, Alfred Burfeind, Personnel dept. Kneeling — Lt. J. Bollmeyer, S/Sgt. Joseph Otero.

(Upper right) — **MACHINE GUN** is put into action by S/Sgt. Otero and T/Sgt. Brown. Blanks were fired.

(Left) — **T/Sgt. HAROLD C. BROWN** exhibits the flame thrower. Preliminary to the burst of fire, the gasoline is ignited by the sparks.

QUIPS FROM NORTH YARD PAYROLL

By Al Plough

On June 14th a surprise Bridal Shower was given Virginia Varrelli of the Cost Dept. Those attending from the Dept. were Mary Pedante, Paulette Ertwine, Delores Lilly, Freda Dow, Jane Gallagher, Diana Rolfe, Marion Bradshaw, Doris Corliss, Virginia Anderson, Mary Buccella and Nicki Shandi. They all had a grand time and Virginia received beautiful gifts.

Mr. Harry B. Burcaw, Supervisor of the Contract Dept., N. Y. Payroll, just celebrated his 40th wedding anniversary. His Dept. wishes him and Mrs. Burcaw many, many more happy anniversaries and they're all looking forward for an invitation to the Golden Wedding.

Everyone was happy to see Mrs. Kelly back at her desk again after her illness. Clayton Robinson of the Cost Dept. is convalescing, after an operation at the Chester Hospital.

Gladys Hines said good-bye to everyone.

She is now making her-home in Wildwood, New Jersey. Lots of good luck and best wishes, Gladys.

If there's anything Charlie Worriow likes better than Apple Pie, it's MORE APPLE PIE.

The cigarette shortage doesn't worry Frank Starr because when it comes to rolling your own, he's a past master.

Edna May Emery of the Tabulating Cost Dept. is now vacationing at Stone Harbor, New Jersey. She sent salt water taffy to the bunch.

Congratulations: It's a baby girl for the Rogers'. She's formerly of the Cost Dept. and he's Ass't. Foreman of 59 Dept.

Happy Birthday greetings to: Howard Ziegler—August 3rd, Clayton Robinson—August 17th, May Canavan—August 19th, Harry Burcaw—August 21st, Marion Bradshaw—August 23rd, Francis Sweet—August 24th.

Ain't it the truth: It only takes a little jack to raise a car but it takes a lot of jack to keep it up.

Jerri Gorga of the Contract Dept. said

good-bye to all her friends. She's California bound, and will be married on her arrival there. She will become the wife of Louis V. Caveceke, BM 2/c, who is on the ship U.S.S. Betelegeuse, built here in Sun Ship in '39. Jerri will reside in Los Angeles, Cal.

Birthday greetings also to Mary J. Ryan of the Stores Accounting office.

OUR AUGUST COVER

Folks have said that most pictures of ships show the bow or sides and suggested that it was about time somebody got a photograph of the stern. So, our plant photographer, Ed Hipple, made this remarkable view of the wheel and rudder of the last ship launched in No. 4 Yard. He calls it "POWER".



BACK HOME ON LEAVE, War Correspondent Eddie Melville, whose drawings for "Our Yard" attracted so much attention, visits his friends at Sun Ship.

**88 DEPARTMENT
Capt. Mills Squad**

By Knapp

The discussions in the squad room before going on shift are really becoming a part of our work. They are interesting, morale building and very educational. The topics are discussed pro and con and include such great questions as:

"Does a hen get double time for laying a double yoked egg?" "The income tax!" "Is white a color?" "Why do men prefer blondes, or do they?" "Why an old man looks back and a young one forward?" "The best looking girl in 91 Dept?" "Rules for the Railroads." Etc. The affirmative side is usually taken by Brennan, Raymond, Leach, Welsh, Morris and Vail. The negative by Knapp, Barton, Thorpe, Olsson, Cassidy and Padden. Capt. Mills is the judge and jury and his decision is final.

There is so much bad in the best of us and so much good in the worst of us that it hardly becomes any of us to speak ill of the rest of us.

HOW ABOUT HOSPITALIZATION INSURANCE? HERE'S THE ANSWER

Hospital benefits can be retained by Sun Ship workers who leave the employ of the Company it was recently announced following a conference between John G. Pew, Jr. and Edward J. Coleman, representative of the Security Mutual Life Ins. Co. The plan involves converting the Dependents' Hospitalization insurance to a regular policy of insurance on an independent basis. All that is necessary on leaving Sun Ship is to make application to the insurance company for the change, subject to these conditions:

1. Application must be made within four weeks after last deduction from your pay at Sun Ship. Replacement policy will be dated as of the date the Sun Ship policy expires.
2. All dependents insured under the Sun Ship plan must apply for a conversion policy.
3. *The employee must also apply, unless he is ineligible.*
4. The Insurance Company reserves the right to disapprove any application and to withdraw this offer at any time.

Unless application is made for some other policy regularly issued by the Company, the following plan will apply to all approved applications on the employee, his wife and children over 16. Dependent children from three months to age 15 inclusive will be insured as explained below.

\$4.00 per day — for first 30 days — and 50% for 90 additional days (not applicable to claims for pregnancy). Children three months to 15 years inclusive \$3.00 per day for first 30 days and 50% additional for 90 days (on attainment of age 16 application can be made for \$4.00 daily benefit).

Available to wife of employee only. The plan will pay a hospital benefit of \$50.00 for hospitalized maternity resulting from any pregnancy existing at time policy is converted. Thereafter, claims due to pregnancy or complications thereof will be limited to 10 days hospital benefit for any one pregnancy.

In addition to hospital benefit, miscellaneous expenses for x-ray, laboratory charges, operating room charges, anesthesia and ambulance up to \$20.00 for any one accident or illness. (Does not apply to claims due to pregnancy or complications thereof.)

A surgical fee from \$5.00 to \$75.00 will be allowed for any operation listed in schedule. (Not applicable to claims due to pregnancy or complications thereof.)

Males 16 and over, \$17.00 annually — females 16 and over, \$18.80. (If maternity coverage is desired, and husband does not qualify, then premium shall be \$24.80 annually. Children under 16—\$12.00 annually. (Rates reduced \$6.00 for males and children, \$7.80 on females if surgical benefits not wanted.)

1. Applications may be obtained from the nearest personnel office or from exit interviewer's office.

2. Complete one application for each person to be insured.

3. Send completed applications and check for annual premium on each policy to Dependents' Hospitalization office, c/o Sun Ship Payroll Dept., North Yard, Chester, Penna.

Age limits for above plan are as follows: Eligible Dependents 16 to 54—Employed Men 16 to 59 — Children three months to 15 inclusive.



CALEB SWAINE COPE is a machinist at the Wetherill plant. He served his apprenticeship with a machine shop in Phila. and prior to coming to Sun Ship he was employed at the Penn Steel Castings Co. He now has 43 years service with Robert Wetherill & Co. and Sun Ship.



HOWARD JOHN TROTMAN, a welder leader in the Tube mill of the Wetherill plant, came to Sun Ship after he had worked for five years at General Steel. He now has 13 years service with Sun Ship. His nickname, as the picture portrays, is "Happy". He is married and has one daughter, Geraldine Elizabeth.



EDWARD G. RODY, now of the Sun Ship Guards in Capt. Swyer's squad, went through Pearl Harbor and took part in the battles at Saipan and Tinian without getting a scratch. He served 16 years in the regular Army, most of the time at Panama and in the Pacific. He was discharged from the Army on June 25. He had enlisted at the age of 15 with his mother's consent.



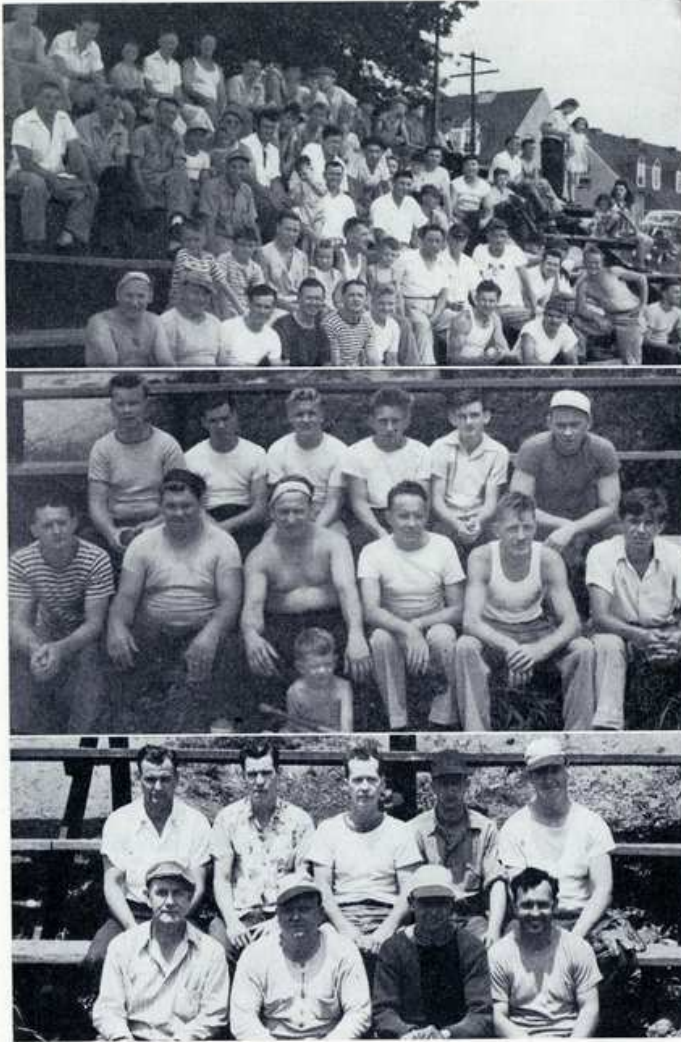
FRANK WINFIELD MIDDLETON, is an engineer at the Wetherill Plant, in charge of the Engine room and the Boiler room. Before being transferred to Wetherill he worked in Central Yard's heating plant. He has 26 years service with Sun Ship.



JAMES STORRIE is a Floor and Bench Assemblyman and Tester at Wetherill Plant. "Jimmie" was born in Kilmarnock, Scotland, and he worked at the Andrew Bartley Locomotive Shops, Kilmarnock, Scotland, before coming to the U.S.A. He has worked in various departments in the shipyard, and now has 20 years service with Sun Ship.

**SUN SHIP
SPORTS**

SOFTBALL LEAGUES AT HALFWAY MARK



SECOND SHIFT ROOTERS — A group of soft-ball fans watching the first-half playoffs.

WETHERILL PLANT, SECOND SHIFT — Left to right, back row: C. Innis, C. Doll, J. Robinson, Jr., K. Patterson, J. Daly and J. Swenson. Front row: J. Robinson, A. Knight, B. Huchenski, D. McKay, J. Aull, A. Letrinko and J. Aull, Jr., mascot.

46 DEPARTMENT, CENTRAL YARD — Left to right, bottom row: W. Warner, J. Wyatt, Ike Frame and G. Lawyor. Top row: R. Henderson, V. Fineran, F. Mullen, E. Coulter and J. Cuff.

The First and Second Shift Softball Leagues under the direction of the Athletic Association have completed the first half of their schedules and have now entered the final drive for the championship.

SECOND SHIFT LEAGUE

Mike Gitaitis and his 47 Department, A Shop Team were unbeatable all season but were nosed out in the playoffs 5-4 by the 59 Department, South Yard Team under the guidance of Walter Brysiak.

First Half Standing

	W. L.
47 Dept. A Shop	9 0*
75 Dept. N. Yard	7 2*
59 Dept. S. Yard	6 3†
8 Dept. Wetherill	5 4*
47 Dept. N. Yard	5 4
80 Dept.	5 4
46 Dept.	5 4
59 Dept. C. Yard	2 7
36 Dept.	1 8
47 Dept., 3rd Shift	0 9

*Eliminated in playoffs.

†"The Champs".

FIRST SHIFT LEAGUE

The first half was completed on July 12 with the 59 Department Team from North Yard managed by A. Postlewait in first place. However, the playoffs proved too much for them and rains held up the deciding games.

First Half Standing

	W. L.
45 Dept. N. Yard	5 1*
8 Dept. Wetherill	4 2
59 Dept. N. Yard	4 2
45 Dept., S. Yard	4 2
47 Dept. S. Yard	3 3
33 Dept. N. Yard	2 4

*Eliminated in playoffs.

SUN SHIP SPORTS

SOFTBALL LEAGUES REACH SEASON'S MIDPOINT



36 DEPARTMENT, CENTRAL YARD — Left to right, first row: Bob Rogers, Charlie Fitz, Paul Donchak, Johnny Copko and Otto Bettz. Second row: George Anastos, Alfred Korejwo, Joe Johnson, Fletcher (Slugger) Phillips and Allan Gee.

47 DEPARTMENT, FABRICATION, THIRD SHIFT, CENTRAL YARD — Left to right, first row: A. Zacharias, T. Simpson, Manager, S. Koiperna, B. Shott and W. McGowan, Captain. Second row: A. Cavallaro, D. Favario, J. Fox, M. Long and S. Jacoby.

59 DEPARTMENT, SECOND SHIFT, CENTRAL YARD — Left to right, first row: E. Ayars, G. Lawler, B. Good, E. Ericson, Manager, and G. Howarth. Second row: S. Broomal, J. Spect, P. Bench, R. Hampton, R. Goodwin and M. McDowell. Third row: J. Millman, G. Milne, E. Copeland and I. Kauffman.

ODDS AND ENDS OF SOUTH YARD

By B. Rathet

Electrical Maintenance

The entire Dept., under the congenial leadership of W. Walls and able Supervisor W. Durborrow, and R. N. Smith, (Assistant Foreman) has set a pace of which they are justly proud.

For examples, we submit the following:

The team of Larin and Dockus (Hull Wiring), who are always on the job, have wired more hulls than any other combination.

Our Temp. Light Men, Argentiero, Harner, Hsiang, Howe and Butler, who have made every tanker cook like Christmas Eve on July 4th, will continue to do the same on Cargo Ships.

Our Weld Repair Dept., whose job is repairing welding lines on shipways and Fab. shops. E. Acker, Duryoungen, Benedict, H. Ferguson, who produce welding line leads of perfection, Vic McNulty ('Nuffsaid'), and your reporter, Benny, who are always complaining of too much work, but do it anyway.

Also our two Crane Repair men, Mahoney and Knorr, who are always up in the air (with the cranes). R. Free, our Generator Operator, who *Shines* with the generators as he shines, and last but not least, W. Powers, who can find more trouble (and solve it) than any other 6 men.

And so we come to the end of our little "say so" and bid our general Foreman continued success and wise administration in this, his South Yard Electrical Maintenance Dept.

NEARLY \$4,000,000 IN 7TH WAR LOAN DRIVE

Sun Ship employees invested \$3,908,625 in War Loan bonds during the recent campaign, it was announced by Treasurer William Graemer.

"The Seventh War Loan campaign was most successful in the volume of bonds purchased," he said. "This compares with the \$2,210,349.20 worth of bonds purchased by Sun Ship employees in the Sixth War Loan campaign."

It was pointed out, however, that the quota which had been set was \$4,700,000.00 and the amount of sales was 83 per cent of the goal. It was the opinion of many that the quota set by the regional War Loan officials was too high. The Sixth War Loan quota was \$2,019,600 and Sun Ship workers topped this by nearly \$200,000. The Seventh War Loan quota was more than \$2,600,000 greater than the preceding one but, despite a smaller number of employees, the huge sum of nearly \$4,000,000 was invested by Sun Ship men and women.



It was mid-April of last year that **WILLIAM W. DAVIS** left his welding job at Sun Ship and went to war. Came July 2 of this year and Pfc. Davis, whose home is in Upland, was back at Sun Ship—once more a welder.

In that interval of less than 15 months many things had happened. He had been inducted, trained, sent abroad with the famous 318 Inf. He had been sent to the battlefield, was wounded, hospitalized, released from service and sent back home. Swift action and plenty of it. Also in that period Germany had been forced to her knees in abject surrender, the war in Europe had ended, the Japanese fleet had been virtually wiped out, Jap home islands had been captured and MacArthur had liberated the Philippines.

Pfc. Davis was in the Rhineland campaign when Nazi artillery got him. He was wounded by shrapnel and still carries some of it in his body.

WE'VE GOT THE WELDER'S BLUES

*We're so tired of wearing these safety shoes
They have those hard steel toes.
And just how heavy they really are,
Nobody but the welders know.*

*The Foreman and the Leaders
They don't bother us at all,
'Cause when it comes to Welding,
We've sure got it on the ball.*

*They laughed at us for trying
And said it ain't no use,
But the way we've done that Welding,
Has done give these men the blues.*

*We welded the OHIO,
And you see what she could stand,
That surely ought to prove to you
That we can weld to beat the band.*

*So girls just keep on welding
And smile our blues away,
And weld and weld with the gang
Until that final day.*

*When we have reached our goal at last
And all the boys are home,
We want to hear those Sun Ship boys,
Say "Girls, the job was well done".
Then back home to our firesides
We'll get our old house shoes,
Our rocking chair and song book,
And we'll sing those welder's blues.*

—L. STEVENSON, 59-9948.

SUN SHIP Portrait of the Month

By Sid Robinson

If you were to tell the younger generation that not so many years ago Broad & Chestnut Sts. in Philadelphia was a residential district, they would look at you as if you were a second cousin to Annanias. And yet it wasn't so many years ago that the Rappaports lived right where the Karlton Theater is now. And our own Charles S. Rappaport, Steward for all four yards, was born in that house.

"Tell us a little about yourself, Charlie," we urged.

"Well, I graduated from the Old Central High School and then attended Drexel for two years, followed by four years at the University of Penna. I wasn't particularly keen about the accounting business, and wanted a job with more romance and excitement. I was always interested in the stage from a production angle and obtained a job in that field. I learned a lot about the stage and met many great actors. In fact I was property man for Richard Mansfield, a truly great performer, but he possessed a temper like a buzz saw.

"When World War I came along I became attached to the Emergency Fleet Corporation as assistant paymaster at Hog Island. After the war I went into the accounting field with S. W. Strauss Co. in New York. That banking firm had financial interests in hotels and restaurants. As an accountant I had to re-organize and supervise operation of these various enterprises and thereby learned the hotel and restaurant business. Then for four years I supervised the dining rooms, banquets and dinners at Temple University."

In the meantime Charlie had married and was a proud father twice. Mrs. Rappaport has since passed away but his daughter lives close by and his son is in the Navy. His son is a former 80 Dept. man and worked in No. 8 way storeroom.

"What brought you to Sun Ship?" we asked.

"I came here in 1938 as manager of the cafeteria system. In those days it was yard owned. We had the main employees cafeteria and the main-office dining room. We served good meals at a very modest price as food was plentiful and cheap. Trailer wagons were strategically located throughout the yard and we had several half-ton delivery trucks carrying food to distant points in the yard. With the steady increase in personnel it became evident that an expansion of facilities was needed and canteens were constructed under the ways. "Shortly after, I was loaned to Baldwins to install their new cafeteria system and upon completion of that job came back to Sun Ship to take over Stewardship of the yards."

"Just what does that mean?" we asked. Charlie thought carefully and replied,



"Briefly it means getting all the ships of the four yards ready for their personnel. Originally, although detailed, there was ample time for preparation as only one or two trial trips a month took place. Now we have as many as two a week and had nine in one month."

"What actually takes place in readying a ship for trial?" we interrupted.

"Well each trip must be planned for at least a week in advance. Material schedules are made up and the menu planned. We must figure meals for about 125 men made up of the ship's crew, Sun Ship personnel, members of the trial board and guests. Menus are planned for a one to three day period with allowances for unexpected delays. Once we were held up by bad weather for five days. In peace time it wasn't too difficult to plan your menu. But today it's more a question of what can't we get, rather than what can we get.

"The bedding, mattresses and linen must be checked and readied. Of course, I have a staff of fourteen men comprising about twelve cooks and waiters and two assistants, one of whom stays on shore organizing the next trip and one with me on board ship."

Charlie has only missed two or three trips in the last few years. He claims the Delaware as his second residence.

"Do you ever get tired of making these trips?" we asked.

"No, I honestly do not. The trips never become monotonous. There is always something new and different happening and the company is congenial. I especially enjoyed the W.S.A. school-ship cruises. The personnel consisted of established engineers being trained to handle the new turbo electric drives. The classes usually comprised forty men and was the last trainee trip before final examination. I've formed some lasting friendships and made many fine acquaintanceships."

"We understand that history repeated itself and you indulge in one of your old loves."

"Well, if you mean the theatrical angle, yes. I have acted in the capacity of stage-manager, production advisor and costume manager for the Yard theatrical productions and minstrels. Right now we're planning ahead for another Sun's Fun, and I'm also looking forward to the renewal of the yard picnics."



TANKERS AND FLAT-TOPS IN THE PACIFIC

This official Navy picture which was supplied "Our Yard" by the U. S. Treasury shows 13 "Baby Flat-tops", 8 tankers of the type built by Sun Ship, 6 cargo attack ships and 4 ships unidentified. Your continued heavy purchase of War Bonds will help maintain these ships so vital to victory.



THE NAZI DAGGER which Dick Clendenning of Machine Shop is holding was taken from a German officer by Dick's son-in-law, Joseph Reilly. Pvt. Reilly, who married the youngest of the Clendenning girls, has been in the Army over four years and was awarded the Purple Heart.

36 MACHINISTS By Dick Clendenning

Hats off to 36 Dept.'s John Metzler whose prowess in black magic is helping to ease the minds of sick and wounded vets. He visits hospital after hospital and invariably leaves his audience in a good frame of mind. We all join in congratulating John on this fine show of helpfulness and hope he continues the good work. We were told that June 30th was a big day in John's life and wonder why.

We wish to extend our deepest sympathy to the family of Joe Garvey, formerly of the Dry Dock, who passed on. A veteran of World War I and a faithful worker and

good fellow. He will be missed by all.

Tom Feeley, clerk in 36 Dept installation, recently staged a flag raising at his home. This was preceded by the raising of the pole which was accomplished with the aid of Steeple Jacks, Charlie Stehl and Joe Mellon, all of 36 Dept. A vocal rendition of our National Anthem was given by Mellon. Charlie Stehl couldn't stay for the finale, pleading a previous engagement.

When the immigration authorities removed little Ah Pee Nee from our midst and sent him back to his native China, we lost one of the best little workers and finest fellows we ever had in the shop. He was noted for his kindness and pleasant manner and ever ready smile. We all miss him and he takes with him all our good wishes for happiness.

Three more new babies for 36 Dept. since our last issue (see stork column). Our congratulations, thanks and all good wishes for health and happiness to the new babies and the families of Johnny Lawrence, Bill Smith and Ralph Heisner.

Still getting lots of mail from our boys in the services, all branches and all parts of the world. They are all in good spirits and doing their work well and without complaint but without exception they are almost begging for letters from home. Each one has a couple favorites here who they ask about and would sure feel good to hear from. These boys know how busy we are here but they are kept busy too, yet they always find time to answer mail and very obviously derive great pleasure in so doing. If some of you fellows will just drop a letter to a couple of your old shopmates we are certain that you will be well repaid when you receive your reply and find out for yourselves just how much it meant to them.

As a precaution against vain regrets, because of neglect and remembering that nothing is truer than the old saying, "Cast your bread upon the waters, and it will come back to you a thousandfold." Get busy and write to your favorite serviceman and friend. Addresses may be obtained at "Our Yard" office.



WE WISH TO CONGRATULATE:

Mr. and Mrs. John H. Hulmes on the birth of a daughter, Carole Banks, on Sunday, June 10th at the Memorial Hospital, West Chester, Pa. Mr. Hulmes is a Drill Press Operator at the Wetherill Plant.

Mr. and Mrs. Arthur Murphy on the birth of a daughter on June 16. Mr. Murphy is employed in 47 Dept., Fab. Shop, North Yard.

Mr. and Mrs. Ventura DiBuonaventura on the birth of a son, Raymond. Mr. DiBuonaventura, who has seven years service, is in 39 Dept., North Yard.

Mr. and Mrs. Bill Smith on the birth of a son, Bill F. Jr., on June 30th. The baby weighed 6 $\frac{3}{4}$ lbs. Mr. Smith is a checker in 33 shop, C. Y.

Mr. and Mrs. Johnny Lawrence on the birth of a son, John S., on July 9th. The baby weighed 7 lbs., 10 oz. Mr. Lawrence is also in 36 shop, C. Y.

Mr. and Mrs. Ralph Heisner on the birth of a daughter, Susan Elaine, on June 27th. The baby weighed 6 lbs., 13 oz. Mr. Heisner is in 36 dept., S. Y.

Mr. and Mrs. C. C. Forney on the birth of an 8 lb. son on July 17. Mr. Forney is the salary paymaster.

DAUBS FROM THE PAINT SHOP

By C. Taylor



CHARLES ZALESKI

Iwo Jima Vet. Charles Zaleski, U.S.M.C. represented the Paint Shop in the historic campaign where he fought for 27 nightmarish days and nights as a machine gunner, "Zell" as he was known in the paint gang, started in the battle as No. 2 man on the gun and moved up to first position when No. 1 man was knocked out and from this position he was able to assist many Japs in joining their ancestors. In a recent letter to his old spraying partner, J. McGrail of 69 Dept., "Zell" said he was in a rest camp getting ready to stick a 69 Dept. moon-pole into the Hon. Jap empire if any of it is left by the time he gets rested. Picture of "Zell" was contributed by his sister, Miss Josephine Zaleski, and shows the old familiar Zaleski smile.

Ex-equestrian Mike Hemowitz, who not so long ago kicked or was kicked by a horse, is now back in the saddle — pardon us we mean harness. Mike says with a straight face that he is "off horses for life."

PW returns — ex-PW Wm. Jones, son of Bobby Jones of the Sign shop, is now back home. Instead of killing the fatted calf, Bobby went to the station to meet his fatted son as the Army really fed him before sending him home. "Bill" has been a PW for 2½ years.

Sick List — Billy Pepper, Paint shop old timer, is out sick. Harvey Wersinger, South Yard sprayer, who reversed the old "Dog bites man" gag by having a can fall on him, reports that his arm is coming along nicely now and that just to break the monotony he often puts the other arm in a sling. J. Messick, veteran 69'er, is also on the sick list.

Bell Bottom Trousers — The other night we met the Paint Dept.'s former (and one and only) apprentice, Walter Hancock, home on a short leave from the Navy.

EYE-WITNESS OF HORRORS IN GERMAN PRISON CAMPS

Pictures of the horror of German prison camps still linger with American Field Serviceman Fred Feddeman, son of Dr. Charles E. Feddeman, chief medical officer for Sun Ship. The young man has just returned home after two years of hard service in three war areas. Fred, right, is a graduate of Chester High and Washington and Lee University. He volunteered with the American Field Service and served two years in the India, China, Burma area and Italy, Holland, Belgium and Germany. His brother, Lt. C. E. Feddeman, Jr., extreme right, worked for Sun Ship as an oiler on the S.S. Pennsylvania Sun and also in the Wetherill Plant during vacations. After graduating from V.M.I., he went to Newport News where he was transferred to the North Carolina Shipbuilding Co., at Wilmington, N. C. He entered the Marine Corps in 1943. He recently was in action for 35 days on Iwo Jima.



FRED FEDEDEMAN LT. C. S. FEDEDEMAN, Jr.

Fred, in relating his experiences, said that the Belsen concentration camp was the worst and added — "In January of this year, it was estimated that 3,000 persons died of starvation and disease. This figure was more than tripled the following month, and in March, 17,000 lost their lives. Another 17,000 died the first two weeks in April before the liberation.

"Even two weeks after the British went in, the death rate was 600 a day."

Feddeman estimated that 10,000 bodies were piled up for burial when the British entered the camp. One of these piles, he said, was approximately 80 yards long and 30 yards wide with bodies stacked eight high.

"At one spot, you could stand and view graves of 15,000 persons within the radius of a quarter-mile. The largest graves contained 5,000 bodies and these were dug up by bulldozers.

"Starvation took the greatest toll of life because prisoners were fed only two small bowls of watery turnip soup a day. Disease, mostly tuberculosis and typhus, accounted for many lives, also.

"When a bunkmate died, some women were too weak to push out the body so they slid it to the head of the bed and used it for a pillow.

"There were no sanitary conditions and more than 1,000 inmates were housed in wooden huts which would have a normal capacity of 150. Yet, only a short distance away SS troopers were housed in beautiful and perfect buildings."

Feddeman entered the Field Service in June, 1943, and was sent to the China-Burma-India Theater, where his first job was evacuating battle casualties at Kohima.

He later was transferred to the front lines in Italy and finally assigned to Montgomery's troops of Northern Europe.



MEAT ROOM with the latest type refrigeration installed on a Sun Ship tanker built in South Yard. Part of the installation crew, left to right: V. Wilson, Leader; C. Miller, A. Powell, M. Rosenthal and L. R. Talley.

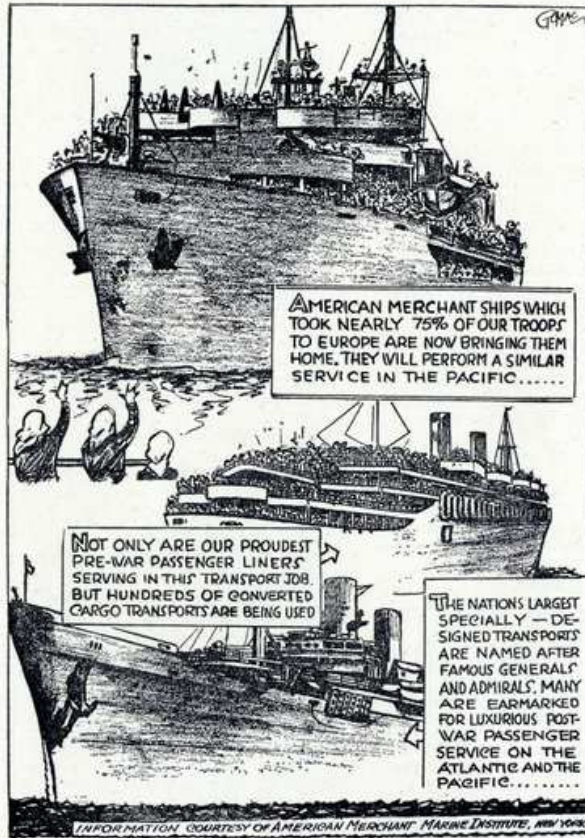
ANSWERS TO THE "SLAP-HAPPY" SAFETY CARTOON

1. Man walking on top of single plank scaffolding without guard rail.
2. No visible way of attaining board on which he is.
3. Man climbing up scaffolding.
4. No walks along scaffolding.
5. Small hook used on heavy load and whip line.
6. Man cutting off scaffolding below him.
7. Working on electric wires without gloves.
8. Same man climbing pole above hooks without spurs.
9. Same man working on pole without safety belt.
10. Crooked stove pipe throwing sparks toward scaffolding.
11. Men standing under heavy load.
12. Block and tackle fastened to small railing.
13. No railing on starboard side of way platform.
14. Load not properly placed on hand truck.
15. Trash lying around yard.
16. Man driving small nail with sledge hammer.
17. Man jumping on back of moving vehicle.
18. Man lighting cigarette and throwing match in trash can.
19. Man flicking ashes carelessly.
20. Using sledge on piece set up on ground; could fly up.
21. Man watching welder without glasses.
22. Burner with welder's hood instead of burner's hat and goggles.
23. Same burner with no kerchief on head to cover hair.
24. Burner wearing short sleeves.
25. Board piled criss-cross; one end could fly up.
26. Man ramming board into worker on edge of deck house.
27. Man carrying board has no hard hat on.
28. Man standing whistling with back to man using sledge hammer.
29. Man working in sloppy clothes.
30. Welder working with hood up.
31. Welder wearing useless jewelry.
32. Welder without proper welder's clothes.
33. Hose wound through ladder.
34. Broken ladder.
35. Man coming down ladder forward; should be turned around.
36. Man carrying load down ladder without holding on.
37. Ladder not secured at top with clips.
38. Ladder not secured at bottom, should be welded.
39. Burner using torch to light cigarette.
40. Man dropping oil on acetylene gauges.
41. Man reading blueprint and not watching where he is going.
42. Man welding without a hood.
43. Man working on grinding machine with flying tie.
44. Grinding machine vibrating showing that it is not securely fastened to deck.
45. Man working at grinding machine without safety goggles.
46. Same man looking in other direction when apparently grinding an instrument.
47. Man shooting air hose in man's face.
48. No check or safety valve on end of air hose.
49. Man running barefoot.
50. Man should not be running in first place.
51. Boards in front of running man have nails sticking up.
52. Hitting man over head with hard hat.
53. Pushing man at head of stairs.
54. Sawing off board man is sitting on between himself and building.
55. Drinking on job.
56. Climbing up scaffolding when drinking.
57. Battle sitting on scaffolding where it could fall and injure someone.
58. Rope instead of cable chokers.
59. Choker fastened around girder wrong.
60. Men riding load.
61. Man hanging on with one hand, leanine out and signaling with other hand.
62. Other man on load about to be hit by sign.
63. Block and tackle used on this girder too heavy, should have been used on 60,000 lb. block.
64. Broken cable in large tackle.
65. Broken steps going to top of way.
66. No railing on steps.
67. No bracing underneath steps.
68. Scaffolding not properly secured.
69. Boat not shored up heavily enough.
70. Launching equipment should be secured with cables, welded to boat.
71. Launching cradle should be placed under boat.
72. Only one small block and tackle in anchoring boat. This should either be one large tackle in center of boat or one to each side. Top block should be securely welded to boat.
73. Man dumping trash out of bucket over side of deck house.
74. Hose around rails and over deck before passing through port holes.
75. Painter's equipment not properly secured at top.
76. Painter working on too small platform.
77. Paint can not secured, will injure someone when knocked off.
78. Man jumping from scaffolding to ship.
79. Man wearing a beard and leaning over ship's rail.
80. Braces not fastened securely on scaffolding.
81. Ends of braces don't overlap, in fact, bolts are missing.
82. Scaffolding is a mess for safety.
83. Dogs and wedges lying where they could be kicked off.
84. No safety railing around all deck house levels.
85. No stairs on scaffolding.
86. Man trying to lift pile of heavy steel.
87. Lifting in wrong position—should lift with knees bent.
88. Large signs should not be tacked to scaffolding.
89. If insulation is already on gun turrets, man may start a fire.
90. No guard rail around man holes. (If covered no guard rail required.)
91. Railing around front of way too low.
92. Burner with only one lead from tanks.
93. Both tanks are acetylene tanks. What does he do for air?
94. No one is wearing flash goggles when working close to welders.
95. No ventilation equipment in evidence when there are many welding and burning leads.
96. Tool box can not be locked securely with window cut in end.
97. The craneway is made of open ties; too much danger of someone falling through between ties and breaking leg.
98. Gun turret on starboard side has no bracing under outer edge.
99. No safety covering over grinding wheel.
100. Welder should not be lying down to weld. Lying down is necessary in some instances.
101. No braces on cross arm on light pole.
102. Acetylene tanks should be securely fastened.
103. Painter has no head room.
104. What is painter using to lower paint up and down on?
105. 60,000 lb. block should have more than one center eye, one at each corner more satisfactory.
106. All chokers should have eyes in ends properly spliced.
107. Welder lying down has cuffs on his pants.
108. Steps are crooked leading to way.
109. Hose should not be over top of guard rail.
110. Woman welder has no gloves on.
111. Man's knee in position to get hurt.

★ ★ **BRINGING THE BOYS HOME** ★ ★

Sun-built ships which have been converted into troop ships are being used to bring back American soldier lads from Europe in royal style.

To be sure, the most of the boys are being speeded from the other side in former luxury liners and other large passenger ships but still more vessels are needed for the homecoming excursions. Many Victory and Liberty ships have been requisitioned.



Some of the ships built at Sun Shipyards and which were converted into troopships have large galleys and can feed more than 1000 men by using a modification of the cafeteria system. The meals are served in shifts and the veterans who have been taking their meals out of cans in foxholes will sit down to eat at well stocked tables.

The War Shipping Administration is making every effort to give the veterans all the comfort possible. The American Merchant Marine, which transported overseas nearly 75% of our troops, is determined to bring them back in the style to which they are entitled.

These same ships, specially designed transports which incidentally are named after famous generals and admirals are earmarked for luxurious post-war passenger service on the Atlantic and Pacific. Two of the most outstanding ships of our day—the Queen Mary and Queen Elizabeth are among the converted ships bringing the boys home. The Queen Elizabeth although designed as a luxury liner began to carry troops immediately upon completion.

BREAKFAST

- FRESH ORANGE
- CEREALS (Assorted)
- TWO FRESH EGGS, TO ORDER
- OVEN-BROILED BACON
- BRAN MUFFINS WITH RAISINS
- JAM AND BUTTER
- COFFEE
- FRESH MILK

DINNER

- CHICKEN SOUP WITH NOODLES
- BEEF STEW WITH VEGETABLES
- BEEF AND EGG SALAD
- BREAD AND BUTTER
- PRESERVES
- APPLE COBBLER
- COFFEE

SUPPER

- OLIVES (RIPE)
- CHICKEN FRICASSEE
- BUTTERED RICE
- STRING BEANS
- MIXED GREEN SALAD AND FRENCH DRESSING
- FRESH STRAWBERRY SUNDAE AND COOKIES
- BREAD AND BUTTER
- PRESERVES AND MARMALADE
- COFFEE
- FRESH MILK (½ PINT)



SUN SHIP'S FIREBOAT CREW — Here are the firemen who help guard the waterfront. Left to right: J. Martley, Sam Simonson, W. Bradley and A. Booth.



(Left to right): THOMAS, R.T. 3/c, PVT. JACK, and 1st LT. ERNEST C. BAKER, sons of Oliver C. Baker, who works in 84 dept., Maintenance, 3rd Shift, Central Yard. Thomas is with the Navy at Pearl Harbor while Jack serves with the Army Air Forces in the Philippines. Ernest was killed over Kiel, Germany on August 24, 1944.



VISITING MILITARY POLICE who came to Sun Ship to see a launching are photographed at the wet basin with a Sun-built ship as background.



MAINTENANCE GANG, WETHERILL PLANT, 1st SHIFT — Left to right, front: R. Thomson, J. Logue, C. Grant, R. Kilgore and J. Jackson. Back: T. Smith, M. Teer, W. Emsley, E. Bulovas and W. Graves.

JAPAN MISSED THE BOAT

America got the jump on Japan in the launching of tankers. Even before Pearl Harbor the Maritime Commission had embarked on a program of building tankers and Sun Ship took a leading part in this.

Japan failed to realize the vital part that tankers would play. Think of it! Japan's merchant fleet was third largest in the world. Yet she ranked seventh in oil tankers.

That this lack of strategic balance in the makeup of its merchant fleet has been a serious military handicap to Japan is indicated by daily reports of the number of Japanese planes destroyed on the ground, held there because of gasoline shortages.

According to best available figures, Japan's merchant marine included but 49 tankers on the eve of Pearl Harbor or five per cent of its total. In comparison, America's tanker fleet numbered 349 units or 30 per cent of the entire pre-war merchant fleet, another reason why the United States has been able to wage a successful war.

It is known that Japan had some tankers that were not listed in the various registers of world shipping. However, to bring the Nipponese tanker fleet up to a relative par with that of the United States would have required the secret maintenance of over 100 tankers in idleness or attached to the Japanese navy.

Japan's dire shortage of tankers has forced it to convert cargo ships to carry liquid cargoes. Strings of barges are also used to haul tins of petroleum. Heavy losses caused by American subs, planes and naval ships have also contributed to Japan's shipping woes.

INK SPOTS FROM THE HULL DRAWING ROOM

The advent of warm weather has adversely affected the news production for this column. Many are planning for those much needed vacations, to relax and provide a change of locale. However, the sun tan situation should be moderated. Ask the gals about it.

We welcome John Borsello, who rejoined the Blue Print Dept. on June 12. John is a veteran of World War II, having served in the African, Italian, French and German campaigns. He has been decorated with the Purple Heart, Presidential Citation, Good Conduct Medal, Infantry Combat Badge, and E.T.O. Ribbon with five battle stars.

A unique personality, in many ways, has left us to engage in a new enterprise. We refer to Parry Kling, of course, and wish him success and happiness in his new venture.

A letter has been received from 1st Lt. E. Lord-Wood from Ober-Ammergau, Germany. Everett has received the Purple Heart, Silver Star, Bronze Star, Presidential Citation, and four battle stars on the E.T.O. ribbon. Good luck, Everett!!

Dick Byham is convalescing from wounds received in the European Theater, at Kennedy General Hospital, Memphis, Tenn. We wish him a speedy recovery.

Our Turkish friends, Messrs. Unel and Gultekin, have transferred to the Mold Loft to complete another phase of their trainee instruction. Our Drawing Room associations with them have been very pleasant and popular.

NORTH YARD DISPENSARY

We had quite a system of air-conditioning during the hot days, due to Herb's ingenuity. Worked good, too.

Something new — A patient was sitting on the bench and the nurse inquired what his trouble was. The answer she received was: "I'm sleepy."

A new angle:— A man tore his sock for Ann to put a dressing on his foot.

Three guesses — Who is known as "The Midget of the Dispensary"?

Mary celebrated her third wedding anniversary on June 13th. She received very nice gifts.

Vacations have started so we will be seeing new faces on all shifts.

Al Jenkins, assistant foreman in No. 4 yard, 33 dept., took a vacation back on his farm in Luzerne county. He helped harvest the early crops.

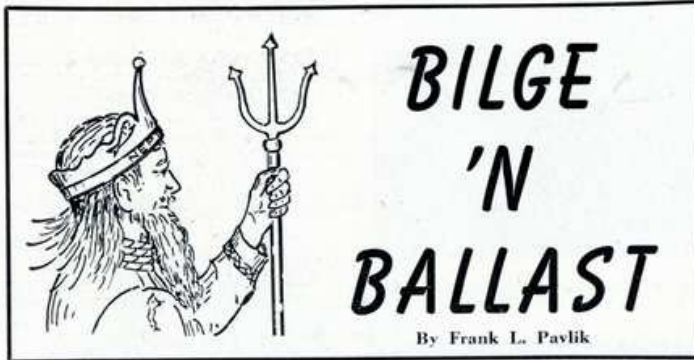
A 500-foot American tanker expands from 12 to 14 inches in length when her cargo of oil is loaded. The expansion is due to the heat of the petroleum which is warmed sometimes to a temperature of 125 degrees, to facilitate pumping.



FRANCIS BINGNEAR, who fought the whole distance from the Normandy invasion to the final surrender of Germany, is back at work in 45 department.



HOME ON LEAVE after serving in the European war area, Harry E. Cressy, S 3/c, is greeted by his father, A. B. Cressy, of the Safety dept.



Crossing the Line

Neptunus Rex is the recognized mythological ruler of the ocean domains, and when a ship crosses the Equator each pollwog, or first timer to cross the line, must pay due homage to him in a weird initiation ceremony. After the initiation the pollwog is classed as a shellback, and receives an appropriately engraved scroll bearing his name, the date, longitude and the name of the ship in which the event occurred.

The ceremony is one of great antiquity, dating back to the Vikings. It was originally intended for the crew alone; to test novices on their first cruise and determine whether they could endure the rigors of a seaman's life.

Today's version of the ceremonies is mostly on the humorous side, in which King Neptune, with symbolic trident and covered with seaweed, rises from the sea and is piped aboard ship to hold Court. He is usually one of the older members of

the crew and is assisted by Davy Jones, Her Highness—Amphitrite, the Royal Baby, and Court consisting of the Royal Scribe, Royal Doctor, Royal Dentist, and the Royal Devils. The Bears are the members of the crew that herd the novices to the ceremony, in which the initiation starts with the ship's officers that have not previously crossed the line! A canvas tank is rigged on deck for dousing the polliwogs in the baptismal ceremony, a cooling thought in these warm days.

The polliwogs are made to crawl on hands and knees between two lines of seamen equipped with paddles, after which the Royal Dentist takes over and paints their teeth with a colored fluid. The Royal Devils prod the victims into action with tridents hooked to batteries to add alacrity to the motions. Then down on hands and knees for more paddling, and to kiss the grease covered belly of the Royal Baby.

The Royal Barber seats each pollwog in



THIS CERTIFICATE was issued by King Neptune to Norval A. Lewis, former 67 dept. man, when he was initiated into the Ancient Order of the Deep.

his chair and clips his hair in a manner reminiscent of the first days at Barber School, massaging a handful of oil into the scalp for good measure. The Bears then tip the chair into the canvas tank, thoroughly dousing the victim. With presence of mind he should come up shouting "Shellback," otherwise he is due for more "treatment."

While the above may sound "off the beam" to some of our readers, it is entered into in a spirit of fun; and the certificate is prized by all its recipients. The preparations for the ceremony and its events form topics of conversation and planning for the crew, and the ancient ceremony is dear to the hearts of the seamen of all nationalities.

We quote from a letter by Pfc. Edward J. Matley to Andy MacLachlan, written in September 1943, describing his participation in "Crossing the Line" ceremonies, as follows:

"Took the part of the Royal Baby of King Neptune's Court during the Shellback hazing ceremonies. Fed the initiates vaseline and hemp strands with a soapy water chaser, clipped mustaches with tin shears, shampooed hair with vaseline, mustard, catsup, and eggs, beat them with wet towels and then baptized them in a tank of salt water. Added shaved ice to the treatment in the case of 12 Naval Nurses. Sadistic bunch of morons, weren't we?"



THEY'RE NOT FARMERETTES . . . Reason why Ethel Klinger and Margaret Murrinak wear the wide straw hats is because they work in the sun on the high platforms near the South Yard exit gates filling special Houdry tubes with cement to seal off. In winter they wear knitted wool sailors helmets.



G. WILLS BROADHEAD of the Estimating department acted as master of ceremonies at a recent concert given by the Sun Ship Band.

**PIPE SHOP
Central Yard**

By "Pinky" Pinkowitz

"Longshot" Firpo was an interested spectator down at the "Delaware Track" during his vacation days, but never picked a winner.

Kilgore still can't convince the boys on the proper method of farming. He has been on the subject of rabbits for the past few weeks in spite of the fact that our farmer friend has never seen a rabbit as yet.

After being on the shelf in a hospital as the result of an auto accident, "Al" Reed has recuperated enough to come home, and the gang in the shop wish him a speedy recovery.

"Al" Walter's wife presented her husband with a bouncing boy the other week.

Milis and Patton, the dream of the fair ones, boarded a train the other day after working exceptionally hard during the day. No sooner had they got a seat when Patton saw a lad eating a Kosher sandwich. Being from the old school he reached over to get himself a snack, but was rewarded with a wallop on the whiskers. Milis asserted his rights, but he got a sample of the same treatment.

"Dick" claims that "Lairdy" is the "Checker Champ" of the Shop, after Lairdy took his partner over in five straight sets. In fact it was the first time that Lairdy ever won a checker game since he began the study of this hectic game.

"Walt" Turner, the "Everglades" kid, always keeps his ration books in his pocket, as he frequently has to make a trip up to Allentown to get some of that desirable ration food.

Believe it or not, Rogan finally got his store choppers in, and will take the family on a two weeks vacation. Here's hoping you don't put them in your pocket, and then sit on them.

"Danny," the pipe bender, has his post-war job already planned. He hopes to work in a Pretzel factory. This would be down his line, as he is an old "Salt."

The fellows are glad to see their popular boss, "Leader Dunny," back on the job after a siege of sickness.



FRANCIS J. CROWLEY wears the Distinguished Unit medal for the services his outfit did in Europe. He was a Technical Sergeant with a bombing squadron. Released by the Army, he is now back with Sun Ship in 33 dept.

SERVICE TO THE SERVICE MEN



FIRST SERVICE FLAG raised at Sun Ship and one of first in the State of Pennsylvania was put up by the Sheet Metal Shop. First Sun Ship employee to be killed was C. Bevis, from that department. J. Purdy and H. Hornberger holding the latest flag which was installed through efforts of Foreman Charles Blavier and others in the Sheet Metal Shop.

John B. S. Purdy has written the following on the war activities of 30S dept. For a time he wrote personal letters to the boys who left the Sheet Metal Shop for the armed service. Then when the number passed 50 a mimeographed letter was put out; finally the men in the department were organized to send personal letters. Purdy writes:

"J. Peterson was the first man from our dept., and in fact from the Yard, to go away when Co. F, 112 Inf. was federalized from the P.N.G. to the regular U.S. Army. We had a grand send-off for him with many gifts and I presented him with a medal with 12 bars on it. I raised enough cash by voluntary contributions to see that Peterson and the next 50 men going away received either a Rolls Razor or a silver cigarette case and lighter. We gave the next 50 Eversharp Pen and Pencil sets and then it was up to the men to take care of the servicemen in their own particular gang.

"Dick Ebeling, who still sports one of our engraved cigarette cases, is now back on the job in the shop after three years foreign service. There are also some other returned servicemen back in the dept.

"The first service flag raised in Penna. and I do mean Penna. was over the 30S dept. It had 20 blue stars and before many months we had to add 32 more. I have that flag and I hope to have it framed for the shop in the near future. It was three weeks exactly to the day before the Fidelity Phila. Trust, the first in Phila., raised a flag.

"The 1st serviceman who gave his life in service was also from this dept. Carl Bevis who was on Atlantic Patrol duty when his boat was sunk.

"This was also the first dept. to have a roll of honor unveiled the same day as the 1st flag raising. At the top of the board I had placed 'Our front line of Defense'.

"This dept. also gave a grand testimonial party at WILSONS, 52nd and Walnut Sts., when three of our heroes were on furlough at the same time."



SOUTH YARD ELECTRICAL MAINTENANCE — Left to right, top row: M. Argentiero, Temp. Lighting; C. Harner, Temp. Lighting; Joe Larkin, Hull Wiring; E. Carr, Fab. Shop Maint.; M. Palco, Dry Dock Hicycle Maint. Second row: E. Acker, Fab. Shop Welding Repair; V. McNulty, Fab. Shop Welding Repair; P. Dockus, Hull Wiring; S. Ferguson, Shipway Welding Repair; L. McCoach, Shipway Hicycle Maint.; A. Mahoney, Central Yard Gantry Crane Maint. Third row: B. Rathet, W. Walls, Leader; J. Butler, Temp. Lighting; W. Hsiang, Temp. Lighting; L. Mohammed, Yard Maint. Fourth row: R. Free, Shipways Welding Generator Operator; W. Powers, Shipway Maint.; E. Clark, Welding Repair; J. Pulee, Central Yard Gantry Crane Maint.; G. McGregor, Hicycle Maint.; W. Howe, Temp. Lighting.



Massive assembly in North Yard.

BEACHHEAD MARTYR

For you the guns are stilled on distant hills;
Their ominous monotone is heard no more.
The vale where you abide, a Presence fills
And spreads beyond the confines of this shore.

The ships that steered you through far eastern seas,
To wrest an island from a pagan foe,
Were planned and built by men whose earnest pleas
Invoke an Unknown God to end this woe.

The while we pray, your comrades march with fate;
No choice of life or death for Victory.
Until all vestige of revenge they satiate,
Your new young blood this war worn world will free!

—PHILIP A. MARANGELLA, New Orleans, La.
Financial Assistant to Director
United States Maritime Commission.

Obituary

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

Number	Name	Address	Date of Death
59-11041	J. R. Scott,	1418 Christian St., Phila., Pa.	June 25
84-114	A. Tietzworth,	31 Center Ave., Essington, Pa.	June 27
67-2764	M. Gore,	1515 Bainbridge St., Phila., Pa.	June 27
80-1594	J. Robinson,	700 Bainbridge St., Phila., Pa.	June 30
68-10284	A. Jubilee,	2340 N. Lambert St., Phila., Pa.	June 30
58-4105	A. Lillienfeld,	5401 Diamond St., Phila., Pa.	July 1
75-288	A. Farrell,	728 Saville Ave., Eddystone, Pa.	July 2
36-10192	Ed. M. Hunt,	2257 N. 16th St., Phila., Pa.	July 4
36-704	J. Garvey,	1131 Thomas St., Chester, Pa.	July 9
42-885	James Felder,	44 N. Conestoga St., Phila., Pa.	July 10
66-817	Wm. McDaid,	1066 Floyd Terrace, Bryn Mawr, Pa.	July 14
47-4796	Isaac Bedroff,	5839 Chestnut St., Phila., Pa.	July 18

NAZI SUBS TOOK HEAVY TOLL OF TANKERS

Now that the war in Europe has ended and the Japanese fleet is whittled down to pint size it can be revealed that the losses to the American Merchant Marine were far greater than had been admitted. The percentage of tankers lost including those built by Sun Ship and other yards were excessively high.

Thirty-six of the first 100 American ships sunk by Nazi submarines were tankers.

Half of the ships sent to the bottom during February, 1942 were tankers. One ship which had just been launched and had completed its brief trial trip was sunk on the way from the shipyard to get its first cargo of oil.

America has lost 570 Merchant Marine ships, the great majority being victims of the submarine warfare. Of these 105 were tankers, 165 were Liberty ships, 285 were dry cargo ships of assorted sizes and types and 15 were passenger liners.

The Germans made a special drive against the tankers because the gasoline and oil they carried was vital to the war effort.

Losses were at their highest in 1942 with 318 vessels going to the bottom. The blackest period for American shipping were the months of March, April, May, June and July of 1942, when a total of 205 ships were lost. June was the record month of the entire war—52 ships of 388,649 deadweight tons. For a time sinkings surpassed shipbuilding.

Bearing the brunt of the overseas transportation burden in the early days of the war, America's pre-war privately-owned merchant fleet sustained 65% of the ship losses caused by enemy action, a study of official records made by the American Merchant Marine Institute discloses. These losses do not include the many merchant vessels sunk while under direct control of the Army and Navy or those lost through marine casualties, largely due to war operating conditions.

When the Battle of the Atlantic was at its peak in the spring of 1942 and before the great shipbuilding program attained full production, American-flag merchant ships, requisitioned by the government for war duty, made up the bulk of the fleet of vessels carrying supplies and troops.

Of a total of 570 ships of 5,431,000 deadweight tons that have been lost, 360 privately-owned vessels of 3,300,000 deadweight tons were sunk. Approximately one-third of America's pre-Pearl Harbor Merchant Marine was wiped out.



NEW FAD WAS STARTED when Mrs. Andrew Yeager took the 15 and 20 year service pins her husband had received from Sun Ship and had them remade into earrings. Andy recently got his 25-year service pin.



TUBE MILL, WETHERILL PLANT — DAY SHIFT — Left to right: Thomas Hickey, Welder Leader; Joseph O'Melia, Asst. Foreman; and Francis Anderson, Leader.

WETHERILL PLANT

By Fred Esrey

The Sun Ship Band still gives its regularly scheduled early concert at 7 A.M. to 7:45 A.M. and the noon concert from 11:45 A.M. to 12:30 P.M. in No. 2 Machine Shop, Wetherill Plant, under the capable leadership of Thomas Leeson. Employees at Wetherill desire to extend their thanks to the band members and their leader.

Two of the members of the band are John McClay, dayshift storekeeper at Wetherill and John F. Martin, draftsman in the Wetherill Plant office. John McClay plays the E flat bass horn and John Martin, the cornet. Martin is also the librarian of the band. Both of these men have been members of the band since it was organized in June 1937.

John McClay, a native of Upland, has played with many well known bands in this vicinity, and for a number of seasons traveled the circuit with the Ringling Brothers-Barnum and Bailey Circus band. The horn he now plays is the same one he played when he started with the circus band in 1912.

Meryle C. Cherry, of the Bedaux department, participated in a competitive archery shoot in Fairmount Park, Phila., sponsored by the Philadelphia Archery Club of which he is a member.

He was awarded a lapel pin for his score. He also participated the same day in a novelty shoot. The target was a two pound box of chocolates placed in a 6 ft. circle on the ground. The archers shot from a distance of one hundred and seventy-five yards. Cherry put an arrow in the center of the box of chocolates — which is equal to a hole in one in golf. Only several other archers' arrows landed in the circle. He presented the chocolates to his wife, Evelyn.

Richard "Dick" Rittenhouse, who was for a time employed in the mail department main office and later transferred to the storeroom Wetherill Plant, now is the toolroom attendant on the third shift. Dick is a resident of Haverford, Pa. He is an ardent swimmer; boating and fishing are his pastimes.

Newest addition to the Wetherill Plant office is Samuel Chiffines, who was transferred from the Central Yard storeroom,



Introducing Meryle C. Cherry, archery expert, who places his arrows with amazing accuracy. He is Bedaux clerk and rate setter at the Wetherill plant and drawing the long bow is his recreation. Meryle is a member of the Philadelphia Archery Club, and has taken part in many meets and hunted deer and other game with the bow and arrow. He has won numerous pins and other trophies.

Here is an example of how he can shoot. Recently at a novelty match, a 2-pound box of chocolates was placed in a six-foot circle on the ground. The archers competing shot from a distance of one hundred and seventy-five yards or 525 feet. Each archer was permitted to shoot only one arrow. Cherry put an arrow in the center of the box of chocolates, which is equal to a hole in one in golf. Only two other archers landed within the circle.

"Cherry," as he is known, was born at Altoona, Pa. He now has 19 years service with Sun Ship.

where he worked as a car checker in all yards. He is now receiving and checking material for the Wetherill Storeroom and shops.

NOTICE — All former employees of the Wetherill Plant now in the armed forces. Write to us at the Wetherill Plant. If your address has been changed, please notify Our Yard promptly.

Parker Kilvington, machinist, Boring Mill Operator, cartoonist and illustrator, has contributed more than fifty sketches to *News of the Week*. Parker's favorite subject is William Bilsky, a chipper on the second shift who likes the humorous sketches that have been made of him.

(Fishing) Frank Houser, a rigger in the Machine Shop, Wetherill Plant, caught a five and one half pound bass in the Springfield Dam. It measured twenty-two inches long. Frank, who is known generally as "Marty", spends most of his leisure time fishing, and his favorite is the Springfield Dam.

(Fishing) Dick Frazier, Supt., 2nd Shift, Wetherill Plant, accompanied by his wife and daughter Phylis and some friends went fishing in the Chesapeake Bay. Dick's daughter, Phylis, landed a twenty pound black drum fish. Dick is an ardent fisherman and gardener.



STOREROOM — 80 DEPT.

By Sid Robinson

Moans and Groans From Aberfoyle

A cordial invitation to all to visit his new country estate, is extended by R. Leedom. Art Morgan says it is quite a mansion, four rooms, pump and outhouses. A swarm of bees settled in one of his trees and Leedom scoured the countryside for a hive, but upon his jubilant return the bees were gone.

"Headlock" Johnstone scoffs at "One Round" Favinger's pugilistic ability and an exhibition bout is brewing.

The old place hasn't been the same with Dick Kilday over at Central Yard and, with Buckingham's exodus to the same spot we lose our chief trouble shooters.

After working on "left-overs" for so long, Scotty left for his vacation feeling a little left-over himself.

Gasps From Indiantown Gap

Our own Chester Co. E of the State Guards won most of the pennants at Indiantown Gap with very little close competition. 80 Dept. was well represented by Edith Korp, Jack Favinger, and Harry Jones. M. Abrams was also there but in a rival Co., Co. I of Phila. Abrams was a mess sgt. — in confidence we gained the following data: Favinger made a grand individual showing. Edith being one of a few girls didn't lack for attention, but preferred the mess hall and her cooking boy-friends. Jonesy was the hauling contractor handling the trucks and hunting for doughnuts and coffee all day.

Service Notes

That pretty little Marine, smart and chipper as a new silver dollar, turned out to be Sophie Brown on a visit. Sophie looks great and wouldn't trade her job for a million.

George Knoll wrote from Bainbridge, Md. and likes the sailor life quite a bit. He said it was rugged but, brother, you really ate and slept.

A letter from Kelly still at Fort Bland-

ing, the last sends his best regards to the gang and says — "WRITE."

Arrivals

Congratulations and best wishes to Anthony and Mrs. Paladino on the birth of a girl. The young lady is named Patricia Ann and already shows promise of being a heart breaker. Good luck and happiness. (Tony incidentally is an ex-paratrooper.)

And hot off the wire came the flash — twins to the George Smiths.

Sympathy

We offer our condolences and deepest sympathy to Tom Doyle on the death of his father July 18th.

On the Distaff Side

Birthday greetings to Toni Cornacchia, Alice Rake, Anne Smedley and Anne Holden. Many, many happy returns of the day.

Toni had her "freedom party" at a well known Philly restaurant. She was very surprised when the master of ceremonies wished her a happy birthday. "How does he know?" she said quite bewildered. Good luck, lady.

Madge Gill after a long and pleasant association here, is returning to peace time pursuits. We all enjoyed her ready wit and needling. Good luck Madge.

"We the People Speak"

Dear Sir: I am thirteen years old. There is a magazine that is put out by you. It is called OUR YARD. I was wondering if you could send me a copy. My brother Tom used to work at your Yard. Your magazine is the best magazine I ever read. Thank you very much.

ROBERT ANDREW McCULLOUGH

(You just can't turn down a kid like that. The June edition was sent to Robert.)



FOR OVER THREE YEARS Agnes Sroka, who works in the Tube mill, has been buying War Bonds and today she has \$2600 worth. Her latest purchase was a \$500 bond.

SUN STATE GUARD ENGINEERS PRAISED

Sun members of the 1st Engineers which unit was congratulated by General Milton G. Baker at the Gap for their excellent parade discipline are: 1st Lt. William M. Brown, 2nd Lt. James Monk, Staff Sgts. Lloyd Freeman, 30-10772; Burton E. Mayo, 33-10068; William H. Gardiner, 42-10350; Ferdinand Motley, 47-11328. Sergeants George E. Smith, 30-10289; John Carter, 33-10226; Arthur Saunders, 45-10567; James E. Russell, 47-10559; Milton Fordham, 59-10653; Leonard M. Laws, 69-10058; Corporal Nathaniel Harvey, 59-10673. T-5s Earl Kinnard, 34-10089; William Leevy, 42-898; George H. Thomas, 47-3659; Thomas Coleman, 47-3871; Julian Artis, 59-15175; John E. Deshields, 74-10053 and Thomas Boston, 47-3817. Pfc. Joseph Mander, 33-10133; Vincent Hutchinson, 33-10171; Horace Cuyler, 59-14257; Joseph Harrison, 60-10034; Joseph Cornish, 66-10056 and Ivory Blunt, 58-10245. Pvs. Charles Jackson, 30-10287; Alfred Turner, 34-10097; Virley Johnson, 33-10127; Leon Weldon, 42-777; James Smith, 42-10334; Henry Small, 42-745; Edward Jordan, 45-10469; William Betts, 45-10546; Charles Booker, 47-10298 and Robert Williams, 55-10489.



FAMILY AFFAIR marked the launching of the SS. FORT CASPAR. The sponsor was Mrs. Catharine Campbell. When the ship went on the trial trip, the Master was Capt. Harold D. Campbell, husband of the sponsor, and the pilot was Lt. Commander Fred M. Campbell, their son.

BROTHER, CAN YOU SPARE A DIME?

We hope this will NEVER happen to you, but it has happened to people who NEVER save money when they have the opportunity. Your golden opportunity to put some of that "long green" away the "easy" way for your "rainy day" is NOW — through the U. S. Treasury's Payroll Savings Plan.

Brother, count me "OUT" of the bread line, but "IN" the bond line, for \$_____ per pay period.



Supreme Headquarters
ALLIED EXPEDITIONARY FORCE
Office of the Supreme Commander

War Department
Washington, D.C.
18 July 1945

My dear Mr. Pew:

Mrs. Eisenhower has asked me to reply to your telegram addressed to her in Abilene, Kansas on the 21st of June. Unfortunately, due to the tremendous volume of mail and telegrams received by the General and Mrs. Eisenhower at the time your wire was inadvertently included in the mail sent to General Eisenhower's Headquarters in Germany, and has just been returned.

Mrs. Eisenhower regrets that she will be unable to act as sponsor for one of your ships to be launched during the months of July and August. She feels honored by your invitation but previous commitments would make it impossible for her to accept.

General Eisenhower directs me to inform you that he joins Mrs. Eisenhower in extending to you his deepest and sincere appreciation for your thoughtfulness, and asks that you inform your 25,000 employes that he extends to them his every best wish and thanks for the job that they are doing in support of our arms throughout the world.

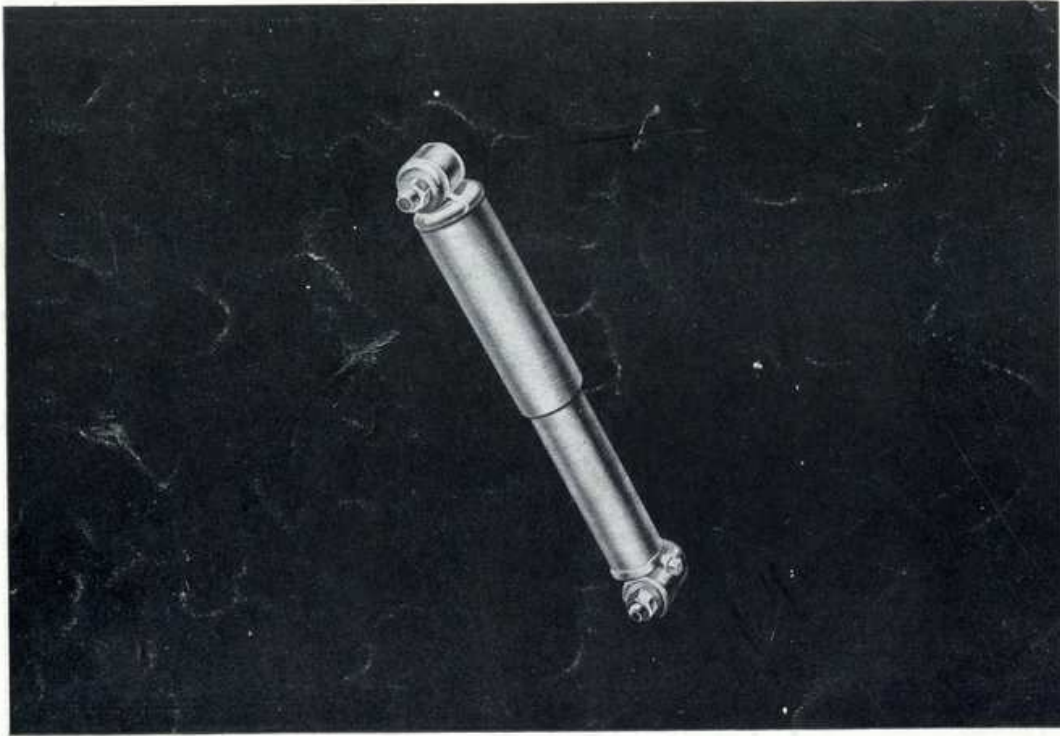
Very sincerely yours,

James Stack

JAMES STACK
Lt Colonel, ADC
Aide to the Supreme
Commander, AEF

Mr. John G. Pew
President - The Sun Shipbuilding
and Dry Dock Company
Chester, Pennsylvania

RECEIVED
JUL 19 1945



How many of these do you own?

If you look under your car, you'll probably find a couple of gadgets something like this one.

They're shock absorbers.

They take the sting out of sudden bumps and jolts. They make a rough road smoother.

And if you're wise, somewhere in your desk, or bureau drawer, or safe deposit box, you have a lot more shock absorbers. Paper ones. War Bonds.

If, in the days to come, bad luck strikes at you through illness, accident, or loss of job, your War Bonds can soften the blow.

If there are some financial rough spots in the road ahead, your War Bonds can help smooth them out for you.

Buy all the War Bonds you can. Hang on to them. Because it's such good sense, and because there's a bitter, bloody, deadly war still on.

BUY ALL THE BONDS YOU CAN...
KEEP ALL THE BONDS YOU BUY

SUN SHIPBUILDING AND DRY DOCK CO.