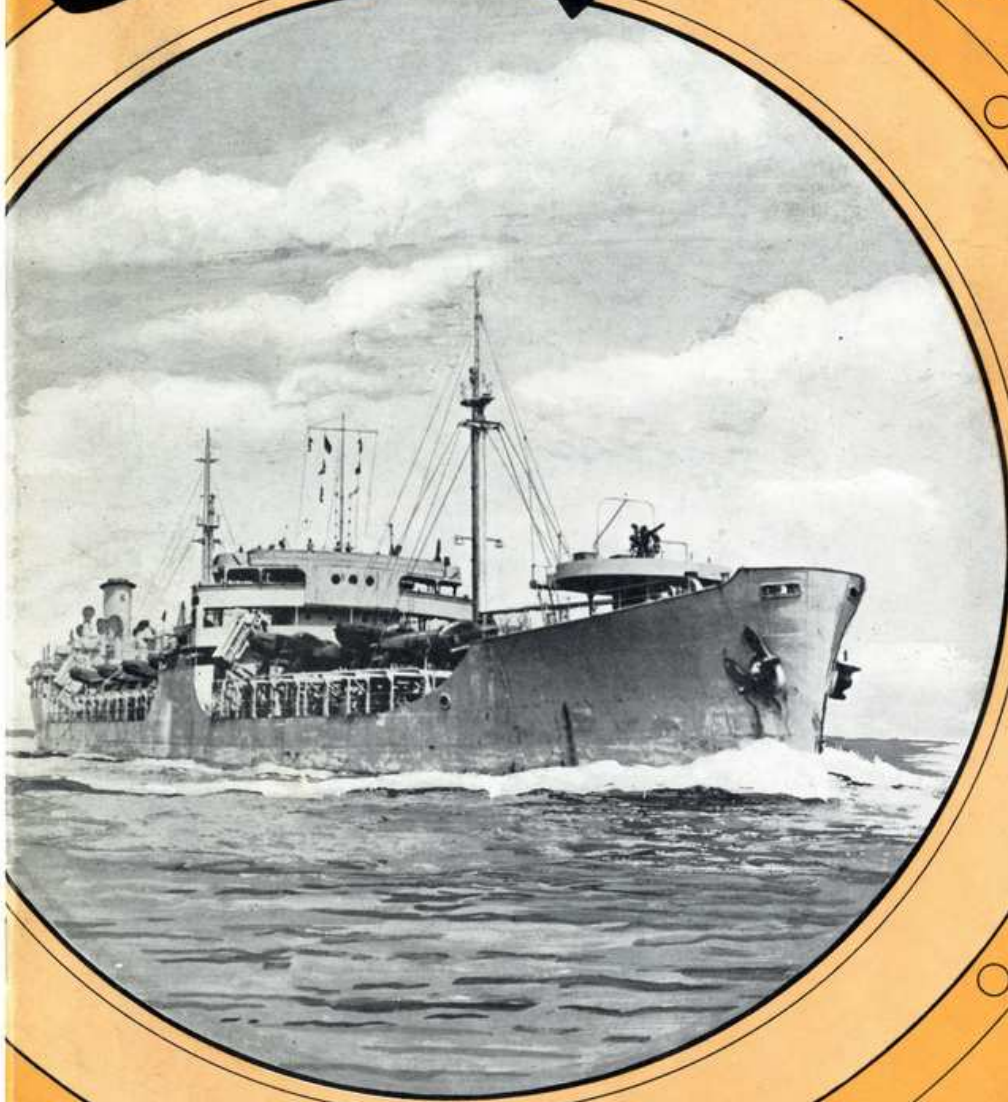


Our Yard

SEPTEMBER, 1945



SUN SHIPBUILDING & DRY DOCK COMPANY, CHESTER, PA.

TO ALL EMPLOYEES



The long World War has ended in a glorious victory for our Country and the principles on which our Nation was built.

The Sun Shipbuilding and Dry Dock Company has every reason to be proud of the part we were able to take in the world emergency. What we accomplished was the result of the good work done by each individual employee and the fine cooperation between employees and management.

I want to thank all of you for your faithful and patriotic devotion to your Country, for your loyalty to the Company and for the results obtained through your energy and skill and the teamwork with the supervisory force.

You will be happy to know that from 1936 up to the present day we have hired no person from the outside to act in a supervisory capacity in the plant. From leaders up, the supervisory employees came from the ranks. This speaks well for the Sun Ship organization.

We are happy the war is over. Naturally, there will be many changes in all lines of industry. The Government has cancelled a great number of contracts covering every phase of war production.

Sun Ship is no exception to this sweeping order. Employees in the shipyard as well as the employees in thousands of other plants necessarily will be laid off.

It is possible that a great many of our workers will go back to the positions they held before the war and are desirous of doing so as speedily as possible. Any employee in this situation can go to the Foreman and make a request to leave the service of the Company and this request will be granted if the services of the employee can be spared. He or she will be laid off for lack of work and will receive any bonus and vacation due.

In turn, if the employees who wish to remain with us are given notice of a layoff they will be retained, if possible, in the place of some other employees they may know of in the department who would like to be laid off to take another position as soon as the Company dispenses with their services.

John F. Pew,
PRESIDENT

August 27, 1945.

SUN SHIP SUPERVISION

SUN SHIP salutes E. E. White who has been serving the Company as Safety Engineer since 1936.

Mr. White entered Swarthmore College after graduating from Mercersburg Academy but left in order to enlist in the Engineers of World War I in which outfit he served overseas.

After completion of the interrupted course at Swarthmore, he spent ten years in the mines and three with Government Employment Agencies before being called to Sun Ship.

The peak enrollment figure in 1936 was just over 5000 which is a far cry indeed from the peak of nearly 35000 which was reached in 1943. A reorganized Safety Department kept pace with the growing business of the Company and, during the past nine years, has been a vital factor in the conservation of manpower, despite the tremendous increase in responsibility.

The results were made possible by one of the finest examples of cooperation that has come out of the war. Credit should also be given to A. B. Cressy and Sheldon Cochran, the assistant Safety Engineers. Mr. Cressy was made responsible for results in the Central and South Yards and Mr. Cochran took over the North and the No. 4 yards. The management and the Supervision placed their enormous influence behind the safety program, and the Safety Inspectors and the Safety Committees did the rest.

It was a difficult job because the building of tankers and cargo ships has many hazards, but Sun Ship has been able to maintain a high standing among the other shipyards of America.



EDWARD E. WHITE
Safety Engineer
Sun Shipbuilding and Dry Dock Company



(Top) — **THIRD SHIFT — SAFETY DEPT.** Left to right: Wagowan, Hite, Work, Murray, King, and Graham.



(Bottom) — **THE FIRST AND SECOND SHIFTS WORKING OUT OF THE SAFETY DEPARTMENT.** Left to right, first row: Caley, Lentz, Wolfe, Sprinco, Connor, Beard, Scully, Davis, Willis, Cooper. Second row: Bradley, Carpenter, Doyle, de Manincor, Thompson, Spires, Blanchard, Walbridge, Morgan, Stacy. Third row: Robinson, Tyson, Yates, Harper, Kimmel, Sidle, Lewis, Morrow, Krumm. Seated in front are Cochran and Cressy, the Assistant Safety Engineers.

★ OUR HONORED DEAD ★ Roll of Honor ★



S/SGT. JEREMIAH M. DE KNIGHT was killed in action on April 27th in Regensburg, Germany. He was a member of the State Guard Company "E" and held the rank of sergeant at the time of his re-enlistment. He has three brothers now serving in the armed forces. He formerly worked in 60 dept.



S/SGT. GEORGE W. CLARK, husband of Helen Clark and son of Mr. and Mrs. George Clark of Downingtown, died of cerebral malaria on May 10th on Luzon Island in the Philippines. He contracted malaria while his outfit was hard pressed fighting the Japs in Northern Luzon. He formerly worked in 59 dept.



PVT. ALBERT W. MOYER, formerly of 66 dept., was killed in action on July 14. Pvt. Moyer trained at Fort Benning, Georgia, and at Fort Jackson, South Carolina.



STOREKEEPER 2/c DONALD WISE was killed in action in the South Pacific. He was the son of Mrs. Warren Wise of Clifton Heights. Wise formerly worked in 47 dept.

David W. Ford, 47 Dept. 6151 Larchwood Ave. Phila., Pa. killed on Ryukyus Island August 13.

William F. Williams, S 3/c, of West Chester, 36 Dept. Died at Banika, Russell Islands in May, 1943.

Hello Dick (Clendenning):

How's the boy these days? I just received your letter today. I imagine that you didn't know I was transferred to another base. I've been here in Italy for about a month now. It's not so bad but, I still would like to see the States. Can you imagine that I have a year overseas already, time really flies. I got the Yard book of a couple months ago, the one where Beatty's pictures are in but, I didn't receive any after that one and I really enjoy reading them.

We flew in here by plane, Dick, and what a ride as we ran into a hail storm at nine thousand feet and it just sounded like machine gun bullets hitting the plane. Everytime we hit a downdraft, we would drop about three feet and back up again. I'll stick to the ships and water, if the plane ride is like that all the time. Well, I have a brand new G.E. radio now as I won it a couple weeks ago and it really breaks the monotony. How's Jack Beatty? Tell him I'll write as soon as I get a little more settled, give him my regards.

Boy! you ought to see this place, they must of precisioned bombed it as it's a mass of ruins. Well, Dick I really appreciate your faithfulness in writing me and say hello to the boys.

Jack Bell

Dear Mr. Pew: As you can see by my address I am now in Manila. I guess that you have already read in the newspapers and other sources about the condition this place is in. Since I left New Guinea I have been on Leyte, Saipan, Iwo Jima, and I took part in the invasion of Corregidor, Bataan and Okinawa. So you see I have been around quite a bit. I have three ribbons and several combat stars, which give me extra points, but still not enough to get out of the Army. At least I am authorized to wear the combat stars. If I wait as long to write the next time as I did this time, I will probably be in Tokyo when you hear from me again. Give my best regards to Bill Gaul and all the boys of 47 Dept. Central Yard.

Hank Natale

LIEUTENANT JOSEPH F. LOUGHRAN, of 310 Lynbrook Road, Springfield, Delaware County escaped death when he and five others parachuted from a Superfortress (B-29) before the plane crashed near Wink, Texas.

Two others whose identities were not disclosed, died in the accident. Loughran's wife, Florence, resides at the Springfield address. He was formerly an expeditor in the 36 Department.

Dear Mr. Pew:

I am a former employee of the Sheetmetal Shop. I would like to make a request for the Sun to send me a monthly issue of OUR YARD.

The main reason is that I miss the Yard and I do think the magazine will bring back memories. When I have time to lay back on the sack I like to think of the Yard and the fellows I used to work with.

Please don't mind my handwriting as we got plenty of needles and it is very sore, my arm I mean. Pretty soon I hope to be sailing on the T2 Tanker especially one I helped to build.

Herbert T. Daley

JOHN J. VOLPE, 51-108, 26 years old, of 5016 Baltimore Avenue, Phila. enlisted May 5, 1942 and was discharged July 29, 1945. He served in the Aleutian Islands, Normandy, Northern France, and the Rhineland. He holds the Good Conduct Medal, Asiatic Pacific Service Medal with 1 Bronze Service Star, and the European, African, Middle Eastern Service Medal with 5 Bronze Stars. He was wounded in Toul, France during an air-raid.



LT. JACK BRESSET home from the War talks things over with John G. Pew, Jr. Lt. Bresset, a former Sun Ship employee, is the son of John J. Bresset, foreman of the Welding shop. His mother was sponsor at the launching of the SS FT. CHESWELL.



PFC. FRANCIS JOHNSTON, step-son of Chief of Plant Protection Harry Sheain, has been home on a 30-day leave.

FRANKLIN THOMAS PERRY, A.M.M. 2/c, who formerly worked as a welder in the South yard, is now stationed at the Naval Air Station, Miami, Florida.



SEAMAN GEO. W. BECHTEL, Jr., who left the Copper Shop to join the Navy, has been sent to an Engineering School in Gulfport, Miss., to take a special course. He is the son of George W. Bechtel at the Maritime Bldg. main desk.

SGT. BRYCE H. REIGLE of the 9th Air Force Transport Command is a veteran of the campaigns in North Africa, Sicily, Italy and France. He was formerly in 45 dept., South Yard and is a son of Homer H. Reigle of 91 dept.



PVT. WALTER H. GLATTS, formerly in 45 department, is now stationed in the Hawaiian Islands. His brother-in-law, Francis Mullen, is in 46 department.

RICHARD TRUAX enlisted in the Marines on January 23, 1942. He was wounded on October 17, 1944 in Guadalcanal. He then saw service at Cape Gloucester, New Britain, Peleliu, and the Palau Islands.

Hello Dick (Clendenning):

Received your V-mail and believe me it was really swell hearing from you again. Sorry I couldn't answer any sooner but we have been on the move and this is the first chance I've got to do any writing.

Happy to say your letter has found me in the very best of health and doing fine as could be expected. Well, the place we just left was a paradise compared to this area. Honest we are actually in a no-man's-land. Surrounded by mountains on all sides going up anywhere from eight to ten thousand feet high. The nearest town is five miles away, that is, if you would call about a dozen and one half houses and one barn a town of any kind.

We're living in tents, sleeping on cots but that's okay with me. The chow is darn good at least that hasn't changed any. Honest this place is lousy. We're right near the Yugoslavian border, in fact, only a stream about 75 yds. wide separates us. We're guarding two bridges to keep troops from going either way because this is where they've been having all that trouble with Tito.

You'd at least think since war is over we'd have it nice and easy in some big town but it's just the opposite and this is the worst deal since I've been over here. Guess your wondering when I'll be home. Well, they say the 34th is going home in December but this army can change their minds so quick I won't believe it till we're on our way.

I started my 23rd month overseas but it looks like I'll have at least 26 or 27 months over before we ever go back home. The mail is coming in fine. My brothers Ben and John are pretty busy because I haven't heard much from them lately. If it wasn't for mail, the radio, and being able to go swimming and fishing, I'd go nuts here. Speaking of fishing, this is a fisherman's paradise. I got a line and stuff from a big town and I am really having a swell time here.

Good to hear everything at home is okay and things at the Yard are okay. Yes, I still receive the OUR YARD and I sure enjoy reading it too. I see you're starting to get some of the guys back, hope I can get back there pretty soon.

I know all about Bob's ship because I read about it in the "Yank" Magazine and the "Stars and Stripes" over here. Boy, he must of had it pretty darn rough from what they wrote. We've got a bar with lots of drinks and all the beer you can drink.

Give all the fellows my very best regards. Oh, we've been cited by the French and Brazilians: the French Croix de Guerre and the Brazilian Medalla de Guera. We sure have been getting plenty of awards for all the fighting we've done here.

Henry Dychala

Dear John:

Just a few lines, letting you know I am in good health. Hope you and family are the same.

Things here are about the same, I made another rate since the last time I wrote to you. I still have my platoon. I haven't done much lately. The movies are getting better. The chow is fair, nothing to rave about. We had beer once, and that was about a couple of weeks ago.

I haven't gotten any word of my getting home for a furlough. By the looks of things I'll be lucky to get home for Christmas. I'm starting on 30 months overseas with three landings to my credit.

John, will you please do me a favor? The shipyard sends me the OUR YARD and they are using my old address. I would appreciate it very much if you tell them of the change.

I'm playing a little baseball lately. We are starting a league out here. It's a pass time. I like to play ball anyhow.

Joe

Mr. John Pew, Jr.: You probably don't remember me but you showed me a swell time last April, taking me to dinner in the cafeteria and to a launching in No. 6 way. I would be ungrateful if I didn't express my thanks. As you can see I'm on the Philippines with the 33rd Div. in a motor squad. I hope to be more than a private when I return. I was an Ass't Foreman in 45 Dept. with 5 years service. And believe me I enjoyed my job; how much I never knew till I had to leave it.

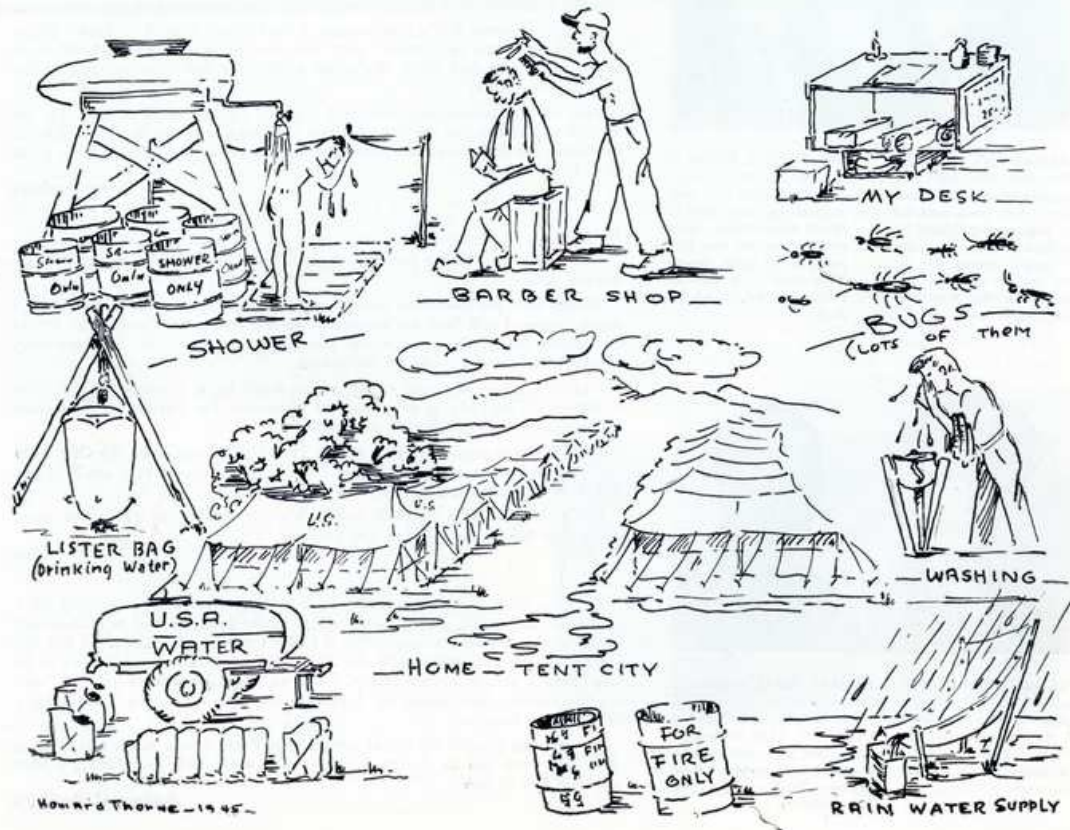
Would it be possible for me to receive OUR YARD, I sure would like reading about the yard and its doings. I hope you're well; also your father. I wish you both lots of luck.

Andrew C. Boyd Jr.

SKETCHES FROM THE FRONT LINE



These sketches were drawn exclusively for "Our Yard" by PVT. HOWARD THORNE, formerly of the Pipe Shop. Pvt. Thorne has been helping in the defeat of the Japs in the Pacific. He is married and has a 3-month-old baby girl.



HERE'S WHAT THE BOYS ARE DOING

ANTHONY A. MALIZIA, S 1/c, who was in the Welding department, has reported for duty on the staff of Rear Admiral C. F. Bryant of the Atlantic Fleet training command. He is a graduate of the Eddystone High School.

HAROLD JACKS, 19, SM 2/c, son of Mrs. N. Jacks, Philadelphia, is serving aboard a Coast Guard frigate of the Atlantic Fleet. Steward's Mate Jacks graduated from Dobbins Vocational School in Philadelphia. Before entering the service, he was a pipe fitter at Sun Ship.

Advancement in rating of **LOUIS A. AMBROSINI** to S 1/c has been announced. Ambrosini has been in the Navy since May, 1944. While serving aboard the USS Arkansas he saw action in the invasions of Iwo Jima and Okinawa. Before his enlistment, he was employed as a welder in the Sun Shipyards.

HUGH H. KEENAN, S 1/c, USNR, formerly of Sun Ship, has helped take a fast carrier into action which has penetrated deep into the inner defenses of the Jap homeland. He participated in strikes directed against enemy strong points in the Philippines, Formosa, French-Indo-China, Tokyo, Iwo Jima, Okinawa and Kyushu, directly contributing to blasting more than 450 Jap planes from the skies.

Keenan entered the Navy in September, 1942, and was assigned to a tanker in the North Pacific for six months, then reported aboard a carrier in October, 1943. His battle station is at an anti-aircraft gun.

JAMES F. AVERILL, of 46 Glendale road, Upper Darby, returned to Sun Ship after serving in the Rhineland and Northern France campaigns and being awarded the Good Conduct Medal, Purple Heart and Bronze Battle Stars.

ELLIOT G. JENKINS, of 621 West Sixth street, Chester, was called to military service on Oct. 20, 1942. He participated in the Mandated Islands campaigns and was wounded, receiving the Purple Heart. He also holds the Bronze Service Star.

Jenkins began work at Sun Ship in 1929, at the age of 22, as a brakeman and when he left for the Army he was a yardmaster. After being discharged on Aug. 3, he returned to his old job.

DAVID KILGOUR, Jr., USNR, son of Mr. and Mrs. D. Kilgour, Brookhaven road, Media R. D. 3, has been advanced to Watertender 3/c. Before entering the Navy, Kilgour was employed as a machinist by the Sun Ship.



H. L. CLARK, Jr. is chief steward on the S.S. C.H.M. JONES in the Merchant Marine. He was formerly in 47 dept.

CPL. FRED A. MUSHLIT, who has been serving in the Far East War Theatre, was formerly in Sun Ship's 45 dept.

WILLIAM F. HIGGINS, 21, EM 3/c, USNR, of Chester, and a veteran of ten months' destroyer duty, has been assigned to the USS SOLACE, a Navy hospital ship, in the Pacific. He was formerly a ship fitter at Sun Ship.

Before his assignment to the SOLACE, Higgins served on a destroyer which was credited with seven planes in the Marshall and Marianas Islands campaigns. The son of William Higgins, of Chester, he attended West Philadelphia Catholic High School and Saint James High School, Chester.

EARL MAURICE SHEEDER, 24, S 2/c, USNR, of Philadelphia, is at the torpedo boat repair training unit, Melville, K. I. for instruction in the repair and maintenance of torpedo boats.

Sheeder attended Penn Treaty High School, Philadelphia, and before his enlistment was employed by the Sun Shipbuilding and Drydock Co.

HARRY ROBERT KITTLE, Jr., 17, S 2/c, USNR, of Petersburg, Va., is at the Naval Training Station, Norfolk, Va., for duties aboard a new destroyer of the Atlantic Fleet. He has completed instruction at the Naval Training Center, Bainbridge, Md. Before enlisting, Kittle was employed by Sun Ship.

JOSEPH THOMAS BRADLEY, 20, SF 3/c, USNR, Philadelphia, is serving aboard a destroyer escort of the Atlantic Fleet. He wears the American Theater and

European-African-Middle Eastern theater ribbons with one star on the latter for his participation in repulsing an enemy air attack in the Mediterranean. He is a former Sun Ship worker.

JAMES J. GOSNAY, 21, EM 2/c, USNR, Drexel Hill, is serving aboard the repair-ship "MELVILLE" a veteran of two wars, which is currently preparing tank landing ships for their voyage back to the states.

He attended Upper Darby High School. Before entering the Navy in November, 1942, Gosnay was an employee of the Sun Shipbuilding Co.

LASHELLE WALTER BROUGHTON, 21, TM 3/c, USNR, of Drexel Hill, arrived at the Naval Training Station, Norfolk, Va., recently to train for duties aboard a new destroyer of the Atlantic Fleet.

Broughton formerly worked at Sun Ship and is a veteran of 20 months of duty aboard a destroyer and a destroyer escort in the Atlantic. He wears ribbons for the American and the European-African-Middle Eastern theaters with one combat star.

HARRY CLAYTON BITTERLICH, 20, F 1/c, USNR, has arrived at Norfolk, Va., to train for duties aboard a new destroyer of the Atlantic Fleet. He formerly was in the Sun Ship employ.

Bitterlich, a veteran of 25 months aboard an attack transport and a minesweeper in the Atlantic and Pacific, wears ribbons for the American Area, the European-African-Middle Eastern Area, and the Asiatic-Pacific Area.

T/5 WILLIAM F. COYLE, 31, formerly a tool clerk at Sun Ship, who entered the service on Apr. 2, 1941, and served two and a half years in Australia, India, Burma, Guadalcanal and New Caledonia, was discharged recently. He holds a Good Conduct Medal, the American Defense Service Medal, the Asiatic-Pacific Service Medal with two bronze stars, and a presidential citation.



Coast Guardsman **DANIEL LYONS**, S 1/c, son of Mr. and Mrs. B. P. Lyons of Chester, is pictured securing a fire hose on the deck of a Coast Guard manned Army freight supply ship carrying war material to the Pacific. He is a 1932 graduate of Smedley Junior High School and later worked for Sun Ship.

S/SGT. JAY A. MANCINI, 318 Market Street, Marcus Hook has been discharged after 38 months in the Pacific and 46 months in the service. He worked at Sun Ship before entering the service. He wears the Bronze Star for heroic achievement against the Japs on Luzon. He was in charge of a detail of five men who on April 24, 1945, crawled forward under heavy fire to aid several wounded infantrymen and removed them to safety. Four of the rescuing group were wounded.

Dear John:

Now that the war is over we have many hopes and plans for the future. But for the time being we are still confronted with the job of bringing the news to the boys and providing entertainment in the way of shows, dances and movies. Not to mention the sports program during the day.

Right at the moment I am enveloped in the plans for the coronation of our 132d Infantry's "Sweetheart of the Philippines" and Victory Ball. Last week we had the first leg of our dance and beauty contest. It was a bang-up affair to say the least and there were over 85 of the most beautiful Spanish and Filipino girls on the island attending. A wonderful time was had by all and the fellows were Ga Ga at so many beauties all in one place. And with the good news of Japan's desire to surrender we were all popped up and for the most part we exerted our excited energy on the dance floor.

This week we are planning on over 100 girls (the cream of the crop), a floor show of native dances and costumes, plus an exciting Jitterbug team to lend a bit of modern jive to the occasion.

Ten girls were picked last week and ten will be picked at our Victory Ball. The same evening the queen and two princesses will be chosen.

The affair will be high-lighted by official war photographers who will make pictures of the coronation, etc. Pictures and the story will be sent to Yank, Life and the hometown newspapers.

We think it's a very unique affair and hope our sweetheart will make the big time with the publicity we hope to give the event.

Our club house has a polished mahogany floor, a bar and cocktail lounge, plus a porch overlooking the sea under the coconut and palm trees.

Our 14 piece band will be there as usual and as always they will be on the ball. I sure would like to escort one of the beauties for it will surely be something to remember when we are back in the States. Hope this letter finds you all well and write soon.

Your Friend, Joe



PFC. STEPHEN J. ADAM-OFF, formerly a member of 60 dept's burning gang, Central Yard, is now in the Army somewhere in the Pacific.

WRITTEN JUST BEFORE THE JAPS QUIT

Hi, Dick (Clendenning):

Well Dick since I last wrote you I have moved and am now located in the Western Pacific some place in the Ryukyus Islands. This place is plenty big and a lot closer to the Nips. We are still pounding sin out of them. Although they come over nearly every night they return with a couple less. I'm sure this thing won't go on much longer now since the other fellows are starting to come out this way.

While stationed here I met up with three Chester buddies of mine and they too are from the shipyard. Ed Hostick, Firpo Corello from the Electrical Shop and Eddy Ryan from the Erecting Dept., I believe. Boy, it sure was good meeting up with them as I haven't seen them for over three years. We certainly had a fine reunion.

Dick, you'll have to overlook the blotches on the paper as we are having a lot of rain and sort of a typhoon and boy, is it blowing. As I'm writing this the rain is falling on the paper and doing a little damage. I do hope you will be able to understand the scribbling.

How is the weather treating you Dick? It sure is plenty hot here. What I wouldn't give to be back in a colder climate like home.

Cpl. John J. Miller

SUN SHIP VETERAN ON SHIP HIT BY THREE "SUICIDE PLANES"

One of the most remarkable stories of the war in the Pacific is the description of an attack on the destroyer "NEWCOMB" by seven Jap suicide planes. Three of the planes made hits. One skidded from the "NEWCOMB" to carom against another ship, making a double. The crew of the destroyer brought down four enemy planes but suffered heavy loss — total casualties being 91 dead or wounded.

A former Sun Ship employee, Stanley Dychala of 55 dept., was one of the heroic crew to meet the series of attacks. With the destroyer nearly "disembowled", Dychala and his shipmates fought against fire and finally saved their ship. His wife, formerly Irene Clendenning, is employed at the Allison plant. Here is the story of how the Japs massed their suicide planes to sink the American craft.

"The 2,100-ton NEWCOMB, veteran of Pacific campaigning, fought the Kamikaze pilots for two terrific hours on April 6 near Ie Shima in the Ryukyus off southern Japan and is afloat today because her heroic crew, many with hair aflame and clothes burned off, refused to give her up even when all power and communication was lost and more than half of the ship was enveloped in flames," the Navy said.

"The NEWCOMB, which had out-fought suicide pilots at Mindoro, Lingayen Gulf and Okinawa, was supporting heavy units of the fleet when at 4 p.m. a very large formation of enemy planes was reported. American fighters intercepted the flight but some slipped through.

"The gunnery officer, Lt. (jg) H. B. M. Harris-Warren, Coronado, Calif., counted forty enemy planes at one time, twenty-one in the water.

"At 4:25 p.m., the first enemy dived at the NEWCOMB whose gunners sent it crashing twenty feet away without damage to the ship.

"Almost immediately the second suicider started his run. As the ship's guns scored hits, the commanding officer, Cmdr. Ira E. McMillian, gave orders at the last minute for a sharp turn. The plane crashed in the NEWCOMB'S wake.

"The third Japanese tried a low level attack and landed. Flying through a curtain of steel, he caromed off a gun mount into the afterstack. Gasoline, steam from a boiler, metal from the superstructure and the plane mingled with the resulting fire to make the amidship section an inferno.

"Then came suicider No. 4, anxious for an easy kill. The NEWCOMB was ready and one of the first salvos sent him splashing.

"Kamikazers No. 5 and 6 started simultaneously. With a partial loss of power, McMillian tried to change course fast. One plane struck another body blow, amidships. A terrific explosion indicated the plane's bomb load had let go.

"Ships in the vicinity watched in amazement as from the scene of destruction gunners hurled steel with accuracy at the sixth suicider.

"The NEWCOMB was littered with debris,' the Navy related. 'Burned and wounded men lined her decks. Wounded were carrying wounded. Amidships fire-fighters were trying to use portable pumps to extinguish fires billowing from the deep cavity where the firerooms had been. Yet when the LEUTZE pulled alongside she was greeted with cheers and waving hands.

"The next suicider, hit in the wing, skidded across the NEWCOMB'S deck and rammed the stern of the LEUTZE. The hard hit rescue ship began to drift away as her crew fought her own fires and aided wounded."



STANLEY DYCHALA, S 1/c, AND WIFE, IRENE



SGT. MAURICE G. FELTON is back in the States after fighting in Germany and France. He was formerly a Sun Ship welder.

SUN SHIP MEN ON STRICKEN SHIP

Two Sun Ship boys were on the heavy cruiser U.S.S. CANBERRA which was struck by a Japanese aerial torpedo off the coast of Formosa. They are S 1/c Richard Channing Hoffman, 20, who was formerly in the Pipe Shop and Pfc. Julian J. Presloid, 20, who was employed as a lay-out man in 47 Dept.

The CANBERRA was badly damaged but has been repaired and is returning to the service.

It was shortly before sunset on Oct. 13, 1944, while the CANBERRA was in the protecting screen of ships around the aircraft carriers which were recovering their planes following a raid on Formosa, that seven Japanese torpedo bombers attacked the task force. Three of the planes were shot down, and the other four began a run on the CANBERRA, which was making an emergency turn to cope with them.

The big cruiser had held fire up to this point to avoid hitting other vessels, but now her anti-aircraft gunners went into action and quickly downed three of the attackers. The fourth succeeded in launching its torpedo before joining the others in a flaming crash into the water.

A huge ball of flame shot more than 100 feet skyward when the missile exploded on the starboard side, killing one officer and 22 enlisted men and injuring about 40 others, as boiler rooms were destroyed and engine rooms temporarily flooded. No other casualties were suffered by the USS CANBERRA during her eight months' action in the Pacific.



FATHER AND SON are veterans of two wars. John W. Oberdorf, who looks after the cranes in all four Yards, meets up with his son, Pfc. John LaRue Oberdorf, who just arrived from Iwo Jima where a Jap sniper "creased" the back of his neck. Young John also was in 84 dept. His dad was in the Engineers during the first World War.

Dear Mr. Pew:

Here are a few lines to let you know that I sure do appreciate your little book you sent me from the Company. I have now been in the Army three years. Previously I worked for Mr. Holt of 33 dept.

I have 22 months overseas now. I have been with 97th Inf. Div. but they are home and I am still here. I was wounded and put in the hospital and missed my outfit. I am now waiting for reassignment. I was wounded in Germany twice so consequently I have spent a great deal of time in the hospital.

Give my regards to everyone in the office. Well, I will have to close now. Keep on sending my copies of OUR YARD. I sure do enjoy them.

HERBERT LAXTEN



Victory Parade

The following write-up entitled "Victory Parade" was sent in by Mrs. A. McLaughlin of Lenni Mills, Pa. whose son Vincent Oakes E.M. 3/c formerly worked in 33 Department.

"Aye, ring the bells, and blow the horns, and wave the banners high. (But do you mind if some of us sit quietly by?) The ticker tapes are falling in the city streets like rain. (The wind is blowing sand across the mounds at Alamein.) Here come the bands, with majorettes responding to the cheers. (A boy is looking at his sleeve, and winking back the tears.) 'What shall we wear to the dance tonight? Let's get some fancy things.' (She's just a girl—the one in black—they sent her back his wings.) We won a brilliant battle and we fought a gorgeous fight. (The ghosts beneath the Bering Sea are bitter cold tonight.) 'Don't you get excited now, when all the flags are flying?' (That woman with the Gold Star pin, I think I saw her crying.) So Hitler thought that he could fight! We had to show him how! (The blood and tears and toil and sweat have been forgotten now.) Let's go and drink and eat until we're positively filled! (Tarawa was the place, I think, they said that he was killed.) Let's move along; we can't stay here till all the marchers pass. (That fellow with the ribbons on—his eyes were made of glass.) Yes, ring the bells, and blow the horns, and wave the banners high. (But do you mind if some of us sit quietly by?)

MAJOR HOWARD N. SIMPSON, M.C.



PFC. WILLIAM P. DUNCAN, formerly of 33 dept., Central Yard, is now serving in the Army in the Philippines with the 375th Transportation Corps Harbor Craft Company. He was married last December and his wife now resides in Ambler.

CORPORAL CHARLES S. O'DONNELL, of Wayne, a veteran of 34 months overseas with the Third Technical Air Communication Squadron, received his discharge on August 26.

O'Donnell has in his possession a Good Conduct Ribbon, seven campaign stars, the Bronze Star and an arrowhead, acquired during his participation in battles in Africa, Sicily, and Italy. Before entering the Army on April 4, 1942, he was employed by the Sun Ship as a welder's helper.

FRANK BRINER, TM 1/c, USNR, son of Mr. and Mrs. Wallace Briner, 830 East Fourteenth street, this city, is on the destroyer USS Evans, on which he served when she was hit by four Jap suicide planes during the Okinawa campaign. He was on the Evans, which survived the Jap attacks, during previous battles at Saipan, Guam, Palau, the Philippines and Iwo Jima. He also took part in the North African invasion.

A veteran of nearly a score of engagements ranging from Saipan to Okinawa, **CHESTER M. POLECK**, son of Mrs. Eva Poleck, 2929 West Ninth street, this city, has been advanced to Watertender 2/c, USNR, aboard the USS Mobile in the Pacific. In the Navy 19 months, and aboard the cruiser 14 months, Poleck, in civilian life, was employed as a machinist at the Sun shipyard.

Dear Mr. Pew:

I would like to know is there any possible way of me receiving the OUR YARD magazine. When I see other fellows aboard ship getting there magazine from the Company they were employed before going in to the service it makes me feel bad because I don't know what's going on back at Sun Ship and I would like to spend a few enjoyable hours reading OUR YARD. So, if you could see that this little item is taken care of I'll be very much indebted to you.

Johnnie Mulhen

ANTRIM OSBORNE BROWN, 41, USNR, 911 Elsinore street, this city, serving aboard a destroyer escort of the Pacific Fleet, has advanced to the rating of chief metalsmith. He wears the American Theatre Ribbon, Asiatic-Pacific Theatre-Middle Eastern Theatre Ribbon with a star for his participation in the invasion of Southern France.

S/SGT. JOHN LOUIS CRESHINE, 22, son of Mrs. Helen Creshine, 823 Lincoln street, is temporarily stationed at the Atlantic City redistribution station, pending reassignment. Sgt. Creshine, employed at Sun Shipyard before entering the service, served eight months overseas as a squad leader and wears the European-African-Middle Eastern Campaign Ribbon and Good Conduct Medal.

Know Your Fellow Workman

SUN SHIP'S DRY DOCK REPAIRMEN



DRY DOCK CREW all set for a repairing and cleaning job on a tanker.

NEW "NOSE" is put on a ship by skilled Sun Ship repair crew. This ship had been in a collision.

There's romance at the Sun Ship Drydocks. There are thrills and tales of adventure. There are tears and laughter. There are lusty jokes with an intermingling of tenderness from men who sail the seas. All this we see for the Sun Ship Drydocks are the hospital wards of crippled ships. Here the broken, blasted, battered craft that just missed swirling down to Davy Jones' Locker comes for repairs. Also, here come other ships that call for minor work or a painting job.

Warships, tankers, passenger vessels, dry cargo craft, ferryboats, barges, tugs — almost every type of boat that floats comes to the busy area between the Central and South Yards — are lifted high and dry on the massive structures that looks for all the world like a football stadium. They are fixed up almost like new and sent away to distant ports and new tasks.

Since June 11, 1921 when the S. S. JOSEPH M. CUDAHAY was eased into No. 1 Dry Dock and the opening of No. 2 Dry Dock on Jan. 23, 1924, there have been 3,666 ships handled in these floating repair basins by Sun Ship specialists.

In addition, a larger number, approximately 4000 ships

were repaired at the shipyard docks or at anchor by Sun Ship mechanics. Placed end to end these 7,666 ships would stretch from Chester, down the Delaware river and Delaware bay, past Cape Henlopen and far out into the Atlantic to Bermuda.

Sun Ship's repair department has grown into a great industry. It called for many skilled mechanics and millions of dollars worth of material and equipment. Naturally the heaviest pressure came during the critical days of the war on the Atlantic when Nazi submarines were sinking ships as fast or almost as fast as the shipyards were building vessels.

Those were the days when men worked at top-speed and crippled ships anchored nearby or were tied up to docks awaiting their turn for repairs. Only vital tasks were done. No time was wasted on refinements. The main thing was to put the ship in shape to operate safely and get the gasoline or fuel oil or other war munitions to their destinations. Every hour was precious.

Sun Ship men and equipment met the test. No ship was on the Dry Dock a second longer than was necessary. Crews worked day and night, Sundays and holidays.

In the early days the Dry Docks had its own staff of ship repair experts. This force was augmented as business grew but with the coming of the Second World War the demand upon the facilities of the Ship Repair department increased to such an extent that the entire Sun Ship plant was drawn upon. This not only boosted the output but it developed a greater number of mechanics trained in repair work.

Head of the Ship Repair department is John G. Pew, Jr. assisted by H. E. McBride, who has been associated with the plant many years. On the staff are William Payne, G. W. Broadhead, and Walter Vogel. Representing the War Shipping Administration is M. J. Ford. Head surveyor for the American Bureau of Shipping is W. S. Roberts.

Actual operation of the two Dry Docks is under Olaf Martin, Dockmaster. He has been with Sun Ship 27 years and 6 months. His leaders are K. Anderson and J. Mireider. Others who help handle the business of getting ships on and off the Dry Docks are D. Sileo, C. Deal, F. Galoonis, J. Tasker, O. Grimstead, C. J. Horan, E. Myers, J. Tindall, A. Thompson, A. Ruger, H. Kemp and R. Cole.

In her first War accident at sea, she was divided into two pieces; the pieces were joined together in dry dock at another yard, and the vessel returned to service.

The second accident found her again separated into halves. The two parts were then brought to our dry dock and the bottom of each part was renewed where severely damaged. The two halves were joined together and the E. H. BLUM has now been in continuous service for more than two years without any sign of weakness.

The S. S. BIDWELL was another double-dose repair job. She was torpedoed by a Nazi sub and the bottom was so badly damaged that when the ship was placed on the

Dry Dock a large section fell out. She was repaired and was getting along nicely until another submarine got her again. This time several men were killed. She came to Sun Ship and was almost in half. Sun Ship restored the BIDWELL to her former strength. She is afloat and going good today.

In a report made to Vice President John G. Pew, Jr., some of the repairs done to war-damaged ships are cited by Mr. McBride. He wrote:

"Characteristic of the kind of work done during these two years, was an all welded tanker which had been unfortunate enough to get two torpedoes amidships. The vessel made a zig-zag run of about 450 miles at full speed with the enemy trying to overtake her astern. After making a safe harbor with her port side torn out for a length of about one hundred feet and her bulkheads punctured and partly destroyed, the vessel was temporarily tied together with beams. She then, under her own power, covered a voyage of about eighteen hundred miles with about 60% of her strength to make port at our Yard. In one day less than two months the vessel was repaired by the welded process and returned to active duty.

"Another ship was towed into our docks with her engine room torn open to the sea and the engines and auxiliaries completely demolished. The ship, as well as being torpedoed, had been shelled and holed for her entire length. Not a portion of the vessel being without damage. It required six months to secure new machinery and gears for this ship and put her back into service at a cost of one-third that of building a new vessel.

"A third case of severe damage to a vessel was when two halves were towed into the docks and were pumped dry and the two parts built together into practically a new ship. This ship has been in service in foreign waters and has given a good account of herself for the past year. The men in the Yard are wishing her good luck in the future.

"An old riveted tanker came to us with her port side blown away for a length of eighty feet, her deck flying in the air for a height of thirty feet, dismasted and severely hurt throughout. This vessel was repaired with riveting and part welding, thus returning her to service much more quickly than if the older methods of repairing had been used.

"Since Pearl Harbor the Shipyard has made repairs to dozens of ships belonging to our Allies, both foreign built and Liberty ships. These ships were urgently required for duty and were returned to that duty with as much haste as possible and with a full sense of the responsibility that rests on each individual member of a repair gang. Romantic tales have been written about vessels in trouble in far away places, but to the shipyard repair gang, the thrill of getting the vessel going again has come to our door."



DOCK MASTER OLAF MARTIN is shown with his Dry Dock team, who have helped to make Sun Ship's repair department famous. Left to right, top row: Dockmaster Martin, F. Olsen, H. Kemp, D. Sileo, A. Thompson, J. Tindall, A. Ruger, O. Grimsted, C. Nielsen, J. Tasker. Bottom row: K. Anderson, J. Mireider, J. Horan, A. DeMarco, C. Deal.

"LITTLE KNOWN" MEN VITAL TO LAUNCHINGS



CENTRAL YARD LAUNCHING CREW WHEN THE S.S. MISPILLION HIT THE WAVES



(Upper left) — KNOCKING OUT one of the last supports.
(Lower left and right) — THE CUTTING OUTFIT from Central Yard whose saws release the ships.

(Upper and middle right) — HERE ARE THE NORTH YARD CUTTERS who man the saws at launchings.



NORTH YARD LAUNCHING CREW WHEN THE S.S. HERON'S BRIDGE WENT DOWN THE WAY



THEY DIED ON THE HOME FRONT

DURING the war period, Sun Ship achieved a high record of safety. There have been only 45 Yard fatalities in the years 1942, '43, '44, and up to present time this year. The number of fatal accidents which came to Sun Ship employees outside of the plant was far greater, they totaled 73 in the same space of years. Also, in 1942, '43, '44, and '45 there were 496 natural deaths.

Since Pearl Harbor, there were 241,000,000 man-hours worked at Sun Ship which means that there was 1 Yard fatality for every 5½ million man-hours worked.

Sun Ship dedicates this page to the Safety Dept. as a tribute to those who gave their lives in the line of duty on THE HOME INDUSTRIAL FRONT.

Credit and honor are due to these former employees who came from all walks of life, most of them unfamiliar with heavy construction, to aid in bringing victory to their country. To these honored dead and to their families the Sun Shipbuilding & Dry Dock Co. and its big family of employees pay tribute.

Those who met death within the plant:

CRAFT	NAME	LENGTH OF SERVICE	CRAFT	NAME	LENGTH OF SERVICE
1942					
Electrician	Charles L. Spindler	4 mos.	Electrician	G. Elam	9½ mos.
Stagebuilder	Merle C. Dunham	4 mos.	Machinist	Edward Hardman	10½ mos.
Burner	Harry G. Jenkins	5¼ yrs.	Chipper	Charles Schnyder	2½ mos.
Helper	Herman I. Goodman	3 mos.	Stagebuilder	Ettore Ragni	3 mos.
Erector	Ralph K. Byer	4 mos.	Electrician	W. Bullock	1 yr. 2 mos.
Helper	Thomas J. Ercolani	1 mo.	Leader	R. W. Holcomb, Jr.	2½ yrs.
Erector	Manuel E. Schein	1 mo.	Helper	F. Iannotta	3½ mos.
Burner	Benjamin Rosenberg	2½ mos.	Painter	W. Ludlam	1½ yrs.
Helper	Donald L. Williams	6½ mos.	1944		
Erector	Morris A. Hollingsworth	11 mos.	Rigger	Weldren Weeks	5 mos.
Carpenter	Robert H. Scroggins	11 mos.	Electrician	Harry Huhn	15 yrs. 2 mos.
Stagebuilder	O. Alton Shook	10 mos.	Crane Oper.	Wm. H. McCoy	9 mos.
Welder	Carmen V. Salamone	4½ mos.	Stagebuilder	John Grabouski	1 yr. 11 mos.
1943					
Erector	Edward E. Smith	9 mos.	Crane Oper.	Marlin E. Leach	2 yrs. 9 mos.
Pipefitter	Louis Rosen	1 Yr.	Stagebuilder	Walter Hay	2 yrs. 8 mos.
Machinist	Albert Sabin	1¼ yrs.	Burner	Charles Heiss	1 yr. 10 mos.
Pipefitter	Laurence Savage	2 mos.	Pipefitter	James D. Lee	1 yr.
Labor	E. L. Paden	2½ mos.	Erector	Paul Hall	4 yrs. 4 mos.
Welder	Ferdinand Ferrari	1 yr.	1945		
Helper	Edgar Teagle	7 mos.	Handyman	William Ward	9 yrs.
Welder	Phillip Paul	11 mos.	Helper	Rudolph A. Perillo	5 mos.
Welder	Claude B. Ashe	5 mos.	Erector	Albert Lelienfield	3 yrs. 9 mos.
			Crane Oper.	Andrew Farrell	3 yrs. 3 mos.
			Rigger	Arthur Jubile	2 yrs. 6 mos.
			Crane Maint.	Harry Klinger	4 yrs. 11 mos.



GEORGE MENARD, JR., who led the Sun Ship golf team to victory with a 72 score.



CHARLES FRAZIER whose consistent playing helped bring victory to the Sun Ship team.

SUN SHIP RETAINS GOLF CHAMPIONSHIP

Sun Ship's golf team has won the Philadelphia Industrial League championship two years in succession. Sam Warburton's players achieved their victory on the Paxon Hollow Course near Manoa.

Sun Ship's score totaled 621. Second place was taken by Shipbuilders A. A. with 662. Bendix Aircraft came third with 680.

George Menard, Jr., former Philadelphia amateur champion, led Sam Warburton's Sun Ship team with 72. Professionals Walter and Paul Brickley had a 75 and 78 respectively for New York Shipbuilders, while Ted Johnston had a 75 for Bendix. Will Gunn was low for Sun Oil with 79.

The scores:

1. Sun Shipbuilding Company, 621 — (George Menard, 72; John Doran, 76; Paul Marra, 77; Charles Frazier, 78; Joe Raquet, 78; Art Kershaw, 80; Matt Green, 80; Paul Brown, 80). 2. Shipbuilders A. A., 662 — (Walt Brickley, 75; Paul Brickley, 78; Andy Vitchell, 79; Colin Barnett, 80; Herb May, 82; Jim Cox, 82; Frank Iannotti, 92; Carmen Iannotti, 94). 3. Bendix A. A., 680 — (Ted Johnston, 75; Tom Frazer, 78; Lew Goldbeck, 81; Bob Statzell, 84; Bart Nippes, 88; Joe Leptich, 91; Ted Blanchard, 91; George McClure, 92). 4. Sun Oil Company, 706 — (Will Gunn, 79; Francis Conahan, 80; Joe Hayes, 86; John Thompson, 86; Tank Highburger, 90; Andy Campbell, Jr., 93; Ed Montgomery, 96; John Hansel, 96). 5. Naval Aircraft, 712 — (Leo Shea, 82; Lt. George Berner, 83; George Simpson, 84; Ed Gallagher, 86; Tom Harveson, 91; Len Germovshek, 93; Al Pohl, 94; Frank Walmsey, 99).



SAM WARBURTON managed the Sun Ship golf team which for a second time took the championship of the Philadelphia Industrial League.

SUN SHIP FISHERMEN

with

(THE ONES THAT
DIDN'T GET AWAY)



BOB VALE, Public Relations, and part of a catch of 77 bluefish he and four friends made.



FRANK HOUSER of Wetherill Plant who caught the 22-inch bass at Springfield Dam, followed it up by landing a 3½-pound bass at the same place.



20-POUND BLACK DRUM caught this summer in Chesapeake Bay by Phyllis Frazier, daughter of Dick Frazier of the Wetherill Plant.



NELSON E. DEVLIN, 47 Dept., C. Y., proudly displaying a 15-lb. rock fish he caught at Atlantic City, New Jersey.



THIS 6-POUND KING MACKEREL was caught by Alyn Stewart of the Salary Payroll Department.



YARD PHOTOGRAPHER ED HIPPLE is getting ready to catch lobsters in Maine. Those gadgets are lobster pots.

JULY LAUNCHINGS

- S.S. FORT JUPITER
- S.S. FORT MASSIAC
- S.S. FORT CHESWELL
- S.S. ORCHARD KNOLL
- S.S. HONEY HILL

(Upper right) — The S.S. FORT JUPITER was launched in the North Yard on Friday, July 6th at 11:25 a.m. with **MRS. GERTRUDE T. HOFFMAN** of 111 E. 4th St., Media, as sponsor. She is the wife of Abram S. Hoffman, manager of the Billing dept., who has been with Sun Ship for 26 years and 6 months.

(Right) — Last launching in July took place in the North yard on July 25th at 3:33 p.m. when **MRS. ANNA M. LOHRKE** of 2207 Madison St., Chester, christened the S.S. FORT MASSIAC. She is the wife of Carl Lohrke, foreman of the Chipping, Caulking, and Riveting dept.

(Right) — When the S.S. FORT CHESWELL was launched on July 14th at 5:54 p.m. the sponsor was **MRS. HELEN M. BRESSET** of 1134 Hancock St., Chester. She is the wife of John J. Bresset, foreman in the Welding dept. and her son, John J. Bresset, Jr., a lieutenant in the Army, formerly worked at Sun Ship. A daughter, Mrs. Helen Pope, is employed in the Main Office, and another daughter, Miss Joan Bresset attends Smedley Jr. High.

(Lower right) — Another early morning launching took place July 17th at 7:56 o'clock with **MRS. EYE L. CHETTY** of 118 E. Parkway Ave., Chester, christening the S.S. ORCHARD KNOB. She is the wife of Howell W. Chetty, foreman of the boiler shop with 21 years and 6 months service. A daughter, Dorothy, formerly was employed at Sun Ship and a son, Howell W. Jr., now in the Army formerly worked at Sun Ship.

(Below) — **MISS FRANCES I. LAYER** of the Employment Office was sponsor of the first ship launched in July. She is the niece of Oscar Holt, foreman of the electrical dept. and employed by Sun Ship 26 years. She officiated at the christening of the S.S. HONEY HILL on the morning of July 5th.



Junior Members of the Sun Ship Family



Continue Buying Bonds
to Safeguard Their Future



WILLIAM MANCHIN, one year old, is the son of W. Manchin of 34 department, Copper Shop.

LEONA DAMASZEWSKI, 11 months old, is the daughter of A. Damaszevski of 30 department.



JOHN J. YANNUCCI, 3½ years old, is the son of Joseph Yannucci of 55 dept.



JOSEPH E. O'MELIA, 2 year old son of Joseph O'Melio, Asst. Foreman in 36 Dept. Wetherill Plant Tube Mill. His grandfather is employed as a Guard in North Yard.



FRANK E. TRANOR, Jr., 17 year old son of Frank E. Tranor, Sr., of 96 Dept., attended Prospect Park High School and took his exam for the Maritime Commission Academy in May.



TOMMY ZUKEY, four years old, is the son of B. Zukey of 66 department.

MARION LYNNE VANICEK, 19 month old daughter of Robert Vanicek formerly of 30 Dept. Sheet Metal and Marion Vanicek formerly of 74 Dept., Central Yard.



ANN HAMPTON, 2 months old daughter of May (Gallagher) Hampton formerly of the Contract Dept., North Yard Payroll.



JOEY, 4, and **MARTY LASTOWKA**, 2 years, are the sons of Joe E. Lastowka, formerly of the Boiler Shop and now of Dept. 38.



VIRGINIA, 7, **CHARLES**, 5, and **WILLIAM CROW**, 2 years old, are the children of Clifford Crow, Assistant Foreman of 59 Dept., Central Yard.



JOYCE, 5, and **SUZANNE VENDOR**, 1½ years old, are the children of Henry Vendor of 47 dept., North Yard.



BEVERLY JOAN, 3 and **CHARLENE SMITH**, 2 are the daughters of Kenneth Smith, 59 Dept., 1st Shift, C.Y.

BARRY MILLARD BRENE-MAN, 3 months old, is the son of Bill Breneman, assistant foreman in 59 Dept., South Yard.





P. BROWN, 1-48, has accumulated 25 years of service and is shown receiving his gold service pin from Vice President R. L. Burke.

FOR LONG AND

Sun Ship employees who have long service records were told by Vice President Richard L. Burke that the outlook for future employment is encouraging. "I am hopeful that there will be plenty of work so that you old timers and other faithful employees of Sun Ship may continue on your jobs as long as you want to stay", he told the group. One of the workers was given a 35 year pin, another a 30 year pin, eight got 25 year pins, and the others have records of from 20 to 10 years service. In all 33 were on the list but a number were unable to attend the exercises.



(Top row) - R. Matasewski, 29-182; J. Borkhold, 33-71; (Mr. Burke); W. Deas, 47-457.
 (Second row) - W. Smith, 38-80; G. Mikes, 38-16; (Mr. Burke); G. Mikes, 39-15; J. Deas, 36-36.
 (Bottom row) - C. Gallagher, 43-71; H. McDermott, 79-25; (Mr. Burke); B. Matasewski, 66-26; A. Jones, 47-322; A. Hines, 33-200; L. Brown, 45-88.

JULY 1945

35 Years
 1-48 P. Brown

30 Years
 30-29 E. Thompson

25 Years
 55-7 J. Holman
 53-209 A. Hines
 47-16 T. Buck
 79-25 H. McDermott
 47-322 A. Jones
 45-71 C. Gallagher
 66-26 B. Matasewski

SALARY ROLL

30 Years
 34-10 C. Mikes

25 Years
 36-318 W. Deas

DRAFTSMEN'S ROLL

30 Years
 30-60 W. Smith

15 Years
 96-16 T. Borkhold

FAITHFUL SERVICE

Jerry O'Leary, 45-14, came in for special mention by Mr. Burke. He recalled that on June 28, 1940 Jerry fell 35 feet while trying to work his way around the end of a bulkhead. His injuries were extremely serious but he recovered and he received his 25-year gold pin from Mr. Burke. At the time of his fall he was an assistant foreman. He is now 53 years old and resides in Chester, his birthplace.

"They gave me two hours to live", said Jerry in talking about the accident, "but I thought I could go a little longer—and I did." Previous to that he had had two other serious falls.



JERRY O'LEARY, 45-14, is presented by Vice President R. L. Burke and is presented with his 25-year service pin. Jerry is a fine example of the loyal Sun Ship employees.

HOURLY ROLL

30 Years
 39-31 P. Sano
 36-16 S. Land
 36-36 J. Galway
 65-68 B. Ludwig

15 Years
 4-192 B. Taylor
 6-365 C. Hamilton
 11-10469 J. Palmer
 36-96 W. Beard
 36-823 F. Kowalski
 36-889 C. Kossow
 45-17 J. Finley
 51-65 A. Kowak
 53-50 J. Smith
 81-95 J. Spadley

10 Years
 2-436 J. Gierulski
 25-109 J. Hunter
 18-74 E. Clark
 36-62 S. Lester
 42-264 E. Mathis
 86-12 J. Bean
 45-87 J. Deas
 47-99 J. Schlichta
 47-114 H. Kirsch
 47-206 J. Adel
 47-208 E. Bessert
 47-201 E. Hill
 47-418 W. Richter
 31-605 J. Kowalski
 55-73 J. Jaszchak
 55-156 W. Zapucha
 38-186 B. Suterovich
 38-256 E. Nye
 39-284 J. Chermak
 39-997 J. DeCava
 66-307 S. Stafford
 66-53 R. Korman
 66-73 F. Campbell
 86-36 B. Leflar
 90-55 A. Chermak



(Top row) - E. Clark, 24-74; W. Deas, 50-810; S. Lester, 36-62; (Mr. Burke); J. Borkhold, 33-71; A. Kossow, 31-62; C. Nye, 39-274; J. Chermak, 39-284.
 (Second row) - J. Gierulski, 2-436; J. Palmer, 33-10469; B. Taylor, 4-192; C. Hamilton, 6-365; (Mr. Burke); J. Spadley, 45-17; W. Beard, 36-96; J. Finley, 45-17; E. Hill, 47-201.
 (Bottom row) - L. Wingo, 35-89; B. Korman, 66-53; J. Adel, 47-206; A. Chermak, 80-55; (Mr. Burke); T. Borkhold, 33-71; F. Campbell, 66-73.



36 MACHINISTS
By Dick Clending

We were all mighty glad to see our old friend Jim Preston back on the job after undergoing a major operation at Taylor Hospital. Jim is looking fine and it is our sincere wish that he will enjoy good health and happiness.

"Reds" Parker's wife recently underwent an operation at Crozer Hospital and along with the man size job of operating No. 60, he had his home to look after; all of which must have kept him plenty busy. However he never lost that good old smile.

It has been quite a job maintaining equilibrium in the shop during the vacation period. Most of the old timers had two weeks off and they were all missed. The shop is decorated here and there with a varied assortment of cards received from all the nearby resorts and we are hearing many tales of fishing trips. Bring your pictures in along with those tall stories, fellows.

Congratulations to Dry Dock's Sam Avella on the new baby. Happy days, Sam, and good luck to you and yours.

Peace at last. The boys and girls are coming home again. Tom, Dick, Harry, and Jack and all the rest. And now because our God is the God of Hope and Consolation who does not willingly afflict or grieve the children of men, let us tender to Him our humble thanksgiving. Words cannot be found to express our sentiments at this time. Pride and appreciation to the fullest to our boys who have went through all the mud, blood, disease, torture and misery to insure victory for us. To them, may our gratitude be everlasting. And to those who were called upon to make the supreme sacrifice, we pray God grant them thy everlasting peace and look, we pray Thee, with Fatherly compassion upon those bereaved and in sorrow; remember them in mercy and supply all their wants and grant that, "These dead shall not have died in vain".

88 DEPARTMENT
Captain Mills "C" Squad
By Joseph Brennan

Captain Mills recently returned from a week's well earned vacation at Stone Harbor. He reports that the boating and fishing are fine. He caught so many crabs the boat nearly capsized. He has one of the best sun-tans you ever saw.

Olssen, one of the very efficient guards at the main gate, spent his vacation at Wildwood with his wife and daughter.

Padden, the guard who looks after the wire reels in the Ball Park, is back from his vacation.

Guard (Wage Tax) Raymond, who can walk into the Navy Yard without being stopped, took Padden's place. Guard Vail has returned from his vacation. Welcome back, Earl.

Our charming lady guard, Jean Kifer, has also returned from her vacation.

Other guards who have returned from their vacations are Taritero, Rowse, Allen and Gost.

Popular **ROBERT C. MITCHELL** of 81 dept. and Miss Marion Jarvis of Prospect Park were married on Saturday afternoon, August 11th at the home of the bride's mother. The Rev. Alexander Mackie, former pastor of the Tully Memorial Presbyterian Church in Sharon Hill, performed the ceremony.

COPPER SHOP
By Shirley Spencer

Bernard Laskowski, AM 3/c, has been in the Navy 19 months. While on his last leave, he paid the Copper Shop a visit. His next move is to the Pacific.

Ruth Phillips has checked out with doctor's orders, and looks very well.

Mr. Adam has heard from Walter Kaminski. He is well and is in the southwestern part of Germany.

We have heard that A. Shore is out of the hospital. We hope he is getting well and returns soon.

Who is "Frankie" of the Copper Shop with the bow tie?

Mr. Adam received a letter and a picture from Jack Marsch. Jack is still working in a shipyard in the Pacific but wishes he were here instead. By the picture, we see he is looking very well.

Bill O'Leary leaves us next week to return to school. He has worked here for the past two summers.



SUN SHIP'S VICTORY SIGN AND THE MEN WHO PAINTED IT — Left to right: Harry Miller, "Russ" Fellman, John Bradford, Jack "Boss" Bartholf, Warren Neff, Al Holmes (Designer), Bobby Jones, Gene Bacon, and Morris Banks.



GENE DAILY, assistant foreman in 46 dept., formerly served in the U.S. Army. He has three brothers in the service. He is married and has one child.

JAMES TRIMBLE RUBY, lay-out machinist in the Wetherill Plant, first worked for a time with the Chester Traction Company before coming to Wetherill. He has 27 years service with the two companies together.

KAYE CUFF of the Employment office is secretary to Harry Wescott, Reemployment Interviewer.

ROSS LEWIS HARDING, a moulder in the Wetherill Plant, worked for a time at the Baldwin Locomotive Works. In April 1945 he rounded out 30 years of service with Robert Wetherill & Company and Sun Ship Company. His hobbies are fishing and hiking.

ELMER HOWARD ROTHWELL, a pipefitter and plumber at the Wetherill Plant, has just rounded out 28 years of service. He has two children; a son, Howard, who is a Y 1/c in the Coast Guard, and a daughter, Marian who is a student nurse at Chester Hospital.

INK SPOTS FROM THE HULL DRAWING ROOM
By Joe Clark (Guest Reporter)

Tom Crompton of the Blue Print Dept. and Virgil Trevisan of Hull Drawing had a good fishing trip on the 26th of July. The boys had a perfect day and came back with a nice catch of 14 Tuna, the largest weighed 70 lbs. and the smallest weighed 8 lbs.

Personnel from the armed forces we were glad to see this month included Dick Byham, Paul Delehanty and Frank Paul.

Dick Byham was wounded in action in Germany and at the present time is stationed in Memphis, Tenn. where he is receiving treatment. Dick holds the E. T. O. Bar with one Bronze Star, Purple Heart, Good Conduct Medal, Infantry Combat Badge, Presidential unit citation and the French Fourage.

Paul Delehanty and Frank Paul have recently returned from Germany and are enjoying a thirty day furlough. Delehanty

holds the E. T. O. Bar with three Bronze Stars, the Infantry Combat Badge and the Good Conduct Medal. Frank Paul, who was attached to Headquarters of the 87th Division, holds the E. T. O. Bar with three Bronze Stars.

The stork has been flapping his wings again so we extend our felicitations to Mr. and Mrs. Dick Hall upon the arrival of a girl. Arlene Patricia was born July 16 and weighed 6 pounds, 10 ounces.

Congratulations also to Mr. and Mrs. Lester Ives on the recent birth of a baby boy. Les, formerly of Hull Drawing, is now with the U. S. Navy.

We spread the welcome mat for Donald Burkey, a new member of Dept. 78.

Frank Pavlik, the regular reporter for this column, is spending his vacation at Margate, New Jersey.

*From the Drawing Room's long and grasping reach—
He's sunning himself on Margate beach
(We hope).*



WESLEY J. POWERS of the Navy is the husband of Mrs. Emma Powers, who is employed at the Central Yard dispensary. He is stationed in European waters.

S/SGT. JOSEPH DEPTULA enlisted in 1941 and is now in the India war theater with the Air Corps. His wife, Clara, is a dispensary nurse, 2nd shift.



CONTRACT DEPT., NORTH YARD PAYROLL—Left to right: Harry Burcaw (Supervisor), Weber Klein, Margaret Navin, Paulette Ertwine, Mary Pedante, Pat Creeley, Dorothy Shindell, June Williams, Ednamay Emery, Doris Corliss, Sam Henderson, Elsie Burroughs, Francis Sweet, Mary Bocella, Frank Starr, Sara Mackenrow, Nicki Sbandi, Bertram

Bradshaw, Judy McCarthy, Diana Rolfe, Albert Gross, Hester Archer, Marian Bradshaw, Thomas Conley, Virginia Varalli, Ellen Kelly, Rudolph Weber, Wanda Edwards, May Canavan. Those missing from the picture are: Pearl Crossley, Al Zimmerman, Virginia Anderson, Nina Raffaele, Vetora Mercadante, Dorothy Spires, Betty Butler, Clayton Robinson.



HERE WE HAVE THE PROPULSION MOTOR GANG of the North Yard sheet metal shop. Left to right, front row: S. Malloy, J. Sweeney. Back row: H. Carsias, asst. foreman; C. Baker, H. Metzger, and S. Pascal, foreman of North Yard sheet metal dept.



WETHERILL PLANT SUPERVISION, Day Shift — Dept. 8 Machine Shop. Left to right: Thomas Parker, Frank Thompson, Lennard Ambler, John Hamilton, George Templer. Charles Grant was not present when the picture was taken.



REPAIR GANG — OVERHEAD TRAVELING CRANES. Left to right, front row: D. Gabbard, G. Foreman, G. Bowman, O. Holt (Gen. Foreman), W. Cartwright (Leader), S. Rankin (Ass't Foreman). Back row: W. Gill, L. Hilbert, M. Honley, H. Gilbert, J. Nash, T. Dennis.

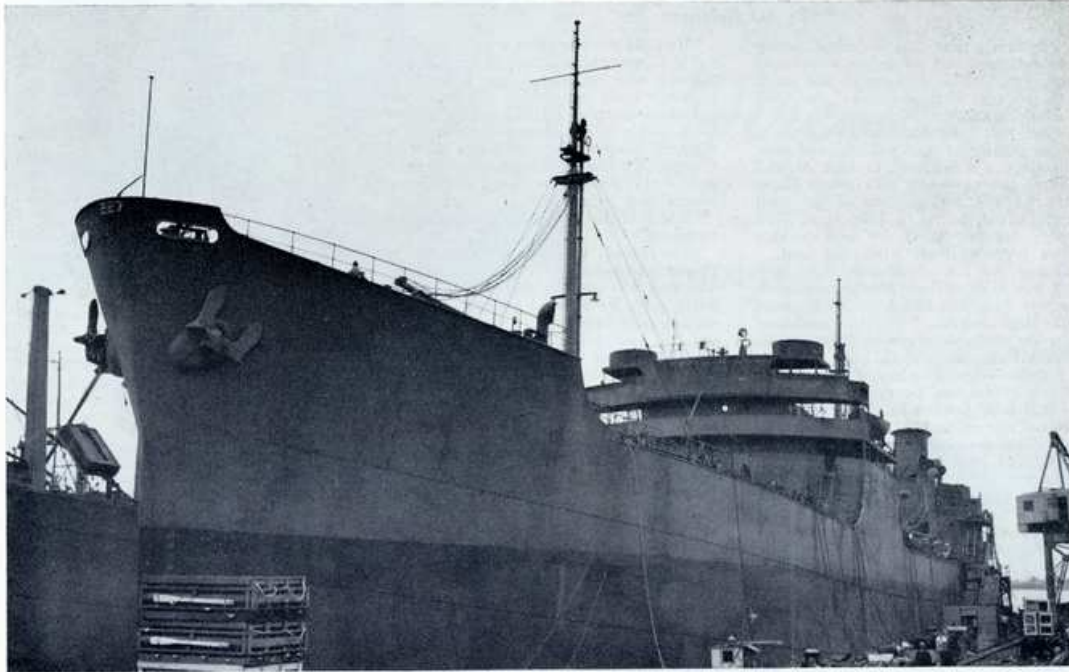


SHIP RIGGERS, CENTRAL YARD — Left to right, back row: J. Pace, F. Clutterbuck, R. Hawkins, H. Ballance, T. Wesh. Front row: W. Keeley, H. Whaley, P. Rose, M. Gozegorczyk.



45 DEPT. SHIPFITTERS, CENTRAL YARD — Left to right, front row: E. Thompson, F. Carrol, P. Tipanhy, N. Legidakes, J. Maloney, and Asst. Foreman R. Cahaone. Second row: E. Harris, J. Malchan, A. Marcani, T. Griffen, G. Bigioni. Third row: J. Spence, burner, J. Bass, shipfitter, J. Burris, burner, and G. Owens, burner.

SHE REFUELED HER 1000th SHIP



Another Sun-built Tanker has boomed into fame. She is the USS NECHES which was launched at our yard Oct. 11, 1941. The sponsor was Miss Barbara Vickery, daughter of Vice Admiral Vickery.

She has just refueled her 1000th ship and has received official Navy recognition for this achievement. She also is credited with having shot down a Jap plane.

The original name of this tanker was the AEKAY. She was a fast ship and had a cargo capacity of nearly 120,000 barrels of gasoline. Well-built, speedy and tough, she is classed as one of the Navy's outstanding "nursemaids of the sea".

This fleet oiler's name-sake was torpedoed and sunk in defence of the Philippines at the war's start. Men of the new NECHES believe they have avenged the loss with their recent 1000th refueling.

Post-typhoon seas were still running high, as the NECHES pumped aviation gasoline and Diesel fuel into the fast carrier USS INDEPENDENCE. It was another workmanlike job revealing the skilled seamanship practiced continually by these "floating volcanoes."

The INDEPENDENCE was the 1000th ship refueled by the NECHES in a frontline career marked by two citations for her present Commanding Officer.

Captain (then Commander) Hedley G. Hansen, U.S.N.R., of Long Beach, California, who assumed command in August 1943, received a commendation from the Commander, North Pacific, in October of the same year for outstanding service in the refueling of task force units. Captain Hansen was honored again — with the Bronze Star Medal for "effective handling of his ship" in the refueling of combat ships in the South China Sea last January 9-20.

Primarily a nursemaid to combat vessels, the highly-inflammable NECHES has faced enemy attackers herself more than once. On her bridge is the flag-replica for one Jap plane downed in the Western Pacific.

The NECHES was commissioned at the Sun Shipbuilding and Dry Dock Company, Chester, Pennsylvania, by Captain (then Commander) J. J. Curley, U.S.N., of Atlantic City, New Jersey, her first Commanding Officer.

War Ended, Missionary Leaves Sun Ship for East Africa

By Sid Robinson

It was lunch time and a fellow worker came over to us and pointed to some empty wood crates. "Who do I see to find out if I can get some of those crates?", he asked in a soft voice.

"Firewood?", we questioned.

"No, packing cases. I want to send some belongings and furniture to East Africa."

That's how we met up with George Machamer, 34-2890, and got one of the most interesting stories in a long time. Now George and his family are back in East Africa resuming their missionary work.

George and his wife Dorothy were both born in Chester. Their families moved to Prospect Park and both attended Prospect Park High School. They also graduated from the Bible Institute of Pennsylvania. Dorothy June, now two years old, was born in Eldoret—Kenya Colony, East Africa.

Upon graduation, George went to London and from London he went on to East Africa. This was in 1937 and Dorothy followed him in 1940 making the trip on the City of New York, now sunk by the Germans.

As George tells the story: "Our work is evangelism, preaching the gospel as a non-sectarian mission. Our work consists not only of preaching and teaching but we also have to build roads, build houses, dispense medication, settle arguments and disputes, act as veterinarian, bury the native dead and still carry on with our religious program. We once had to deliver another missionary's child.

"Upon arriving in Africa, we were stationed at main headquarters while we learned the native language and customs.

"We then went two hundred miles inland and manned a station of our own. Our home was made of cedar frame, which is the only wood the white ants can't destroy. We had two bedrooms, a living room, and dining room. The kitchen was separate from the house. Our lights were kerosene lamps; we had no refrigeration. Rain water was collected on a galvanized roof and run into a tank. All the water, of course, had to be boiled. We grew our own vegetables and hunted for meat. Very often we shot an antelope from our front porch."

He paused and I asked, "How about the country itself and the people?"

"Well, the population, with the exception of the British Officials, was all native and Hindu. The natives were very friendly and quite helpful. Although by some strange code they considered everything loose as being lost and would walk off with things. They observed old customs and superstitions which had been handed down for years and years. We were fortunate in making a considerable number of conversions during our stay.

"The country is very fertile and vegetables grow rapidly. Our particular spot was 7,000 feet above sea level and was considered cool in comparison to other sections. They really get hot.

"The British Government rules the territory and is very just in its administrations. When trouble arises, they ferret out the ringleaders for punishment. The same applies to the white man if he molests the natives."

"How did the war affect you?" we asked.

"Well, everything tightened up. We were allowed four gallons of gas a week at sixty-five cents per gallon. We could not get any imports at all and had to rely on local goods which were very little. For eighteen months we were under Military Control. We had black-outs, bomb shelters and several genuine warnings, although no bombs were dropped."

"You probably had many interesting experiences."

"Yes indeed! One time we were driving through the forest in our Model A roadster. The trail was one lane and we had a very heavy load. We rounded a curve and came up against a huge herd of elephants crossing the road. I don't know how I did it but I got that car turned around and headed back out of there on all four. I have reels of movies I took showing the place and my work. My wife and I show these at various churches here.

"We're supposed to stay out five years and then come home for one year, but Dorothy caught malaria and dysentery so we returned home for a change of climate. We flew home from East Africa to South Africa in a flying boat. Then shipped from Capetown to Buenos Aires. From Buenos Aires we flew to Miami and then home by train. Dorothy June traveled about 14,000 miles before she was six months old."

"And now that the war is over you're going back. You're going to leave all the luxuries of this country for East Africa?"

"We certainly are. Even if I weren't a missionary I would want to go back, and my wife feels the same way. You can have your luxuries and worries. I'll take my peace of mind and simple, rugged living; where you only have to think of one thing at a time, instead of being on the alert for a dozen things and dangers on the streets here."

Maybe you have something there, George. Good luck to you, Dorothy, and Dorothy June, and God Bless You.



GEORGE MACHAMER, WIFE AND DAUGHTER are now in East Africa where Mr. and Mrs. Machamer are engaged in missionary work. During the war, George worked in 34 dept. The daughter, Dorothy June, is two years old.



MARRIED—MISS DOROTHY LOHRKE of 91 Dept. and PFC. EDWARD O'BRIEN announced their engagement at the launching of the SS Fort Massaic at which Dorothy's mother, Mrs. Anna M. Lohrke, was sponsor and they were married a few days later.



WE WISH TO CONGRATULATE:

Mr. and Mrs. J. Kirchbaum on the birth of a six pound baby boy on Aug. 9. Mr. Kirchbaum works in the Boiler Shop. The baby has been named Allen.

Mr. and Mrs. Sam Avella on the birth of a 7 lb. 3 oz. son, Gene, on July 17th. Mr. Avella works in 36 department.



MR. AND MRS. CHARLES RAPPAPORT who were married on Aug. 11. The bride was formerly Mrs. Marion Cooper of Chattanooga and is a sister of Mrs. Granville D. Landing who recently christened the SS TURNER'S GAP.



Fireman!! Fireman!!

WETHERILL PLANT

DAY SHIFT FIREMEN

WETHERILL PLANT DAY SHIFT FIREMEN — Left to right, top row: H. Finck, electrician; C. Hamilton, crane-man; E. Rothwell, pipefitter; G. Walters, machinist; E. Mower, crane-man; and L. Hendrixon, machinist. Bottom row: B. McCoy, machinist; G. Brangan, machinist; J. Gorman, rigger (chief); W. Springer, electrician; W. Emsley, maintenance machinist (assistant chief). Not in the picture are H. Evers, W. Fleck, E. Wertz, and W. Sheehan.



WETHERILL PLANT DAYSHIFT FIREMEN making a hose connection to a hydrant in the foundry yard during a practice fire drill. Left to right: W. Emsley, H. Finck, L. Hendrixon, G. Brangan, and J. Gorman.

DAYSHIFT FIREMEN WETHERILL PLANT unreeeling the hose from the cart to the fire hydrant between number one machine shop and the blacksmith shop during a fire drill practice. Left to right: J. Gorman, Chief, W. Emsley, Ass't Chief, H. Finck, L. Hendrixon, B. McCoy, E. Rothwell, and W. Springer.

QUIPS FROM NORTH YARD PAYROLL

By Al Plough

CONGRATULATIONS — Dolores Lilly (She's of the Contract Dept.) and Murry Peterson (He's a Coxswain in the U. S. Navy) became Mr. and Mrs. They will make their home in Galveston, Texas.

Freda Dow has gone and left us. She is joining her husband, a navy man, stationed at Camp Chicago, California. They will make their home in Oakland, California.

Al Zimmerman of the Contract Dept.

just completed his fourth year at Sun Ship.

Mary Pedante, who has a brother in the Navy in the South Pacific, just bade goodbye to another brother who enlisted in the Navy. He's just seventeen, and was formerly an apprentice in 35 Dept., N. Y.

Now-a-days a dog can't tell if a man's fooling when he tries to take his meat bone away from him.

Betty Sacko of the Distribution Dept. left the Company to take up her house chores now that her husband received his discharge from the Army.

Do you remember away back when a magician could afford to do an egg trick?

The Contract Dept. wishes the best of luck to Betty Graham in her new position.

A Pleasant Surprise — Ed Bell, reporter 91 Dept., C. Y., paid us a visit, and by the expression on his face, it looked as though he was after a scoop.

LET FREEDOM RING

*We finished our last pokio
At badly battered Tokio
And now the Japs they knowiko
That war is not a jokio*

WELCOME BACK — Clayton Robinson is with us again, after a successful operation and Geneva Wiszumirski, after a long

DOUBLE DUTY BY TANKERS



The urgent need to get large numbers of aircraft across the Atlantic early in the war made it imperative to find additional carrying space on tankers. The solution was an innovation in maritime history, the "Meccano" deck. Decks were built with clearance above valves, hatches and oil lines. When the first three tankers so equipped started for the Persian Gulf with planes on board, reports en route said that the 16 planes on each tanker had been damaged. When the tankers reached their destination, reports were satisfactory — all the planes had been delivered.

This extra space has been enormously important in expediting the delivery of vitally needed aircraft to the war fronts as well as other bulky and cumbersome cargoes which could be welded to the decks. According to the WSA's Atlantic Coast Director, these decks have provided additional cargo space equivalent to 375 cargo ships in a year. One of the prime originators of the "Meccano" deck, WSA Deputy Administrator Capt. Granville Conway, was awarded a certificate of meritorious service by the Army Air Forces for his contribution to the war effort.

illness.

CONGRATULATIONS — You should see that gleam in Mrs. Navin's (Grandma) eyes. Her daughter was gifted with a ten pound baby girl.

Happy Birthday greetings to: Bert Servard, Rose A. Pizzano, Edna M. Murphy, Ed Diamond; apologies to Cass Coonan for neglecting to mention her name in the last issue.

Grace Bartow, formerly of 91 Dept., paid us a visit. She is now a WAC in the U. S. Army.

THIRD ANNIVERSARY — August 14th marked the third annual affair given by Paul Clark, of the Contract Dept. to the men of that dept. It was given at Paul's summer country home outside of Media. The affair was opened with a quoit tournament and the winners were Andy Robertson and Mike Willy. Runners-up were Lee Conners and Ted Dix.

Dinner was served on the lawn and the menu was as follows: Shrimp, olives, broiled steaks, cora on the cob (cooked out in the open) peas, potatoes, tomatoes, salad, peppers, cucumbers, hot rolls, coffee, pie and ice cream. Note — all of the vegetables were from Paul's farm.

Special Note!! In the middle of our meal, peace was declared, making the affair a double success.

All the boys join in thanking Paul for the grand time tendered us. A salute to a real host. Those present were Frank Dougherty, Dan Everly, Andy Robertson, Mike Willy, Ted Dix, Lee Conners, Pete Shade, Tom Perry, Major Henderson, Al Plough and host Paul Clark.

NORWEGIAN MAGAZINE FEATURES SUN LAUNCHING

Launching of the Norwegian tanker "FINNMARK" with the Princess Astrid as sponsor was lavishly illustrated in the Norwegian magazine "Pictures." The cover was devoted to an illustration of the young Princess carrying a cluster of roses presented to her by Vice President John G. Pew Jr. Two inside pages carried scenes that marked the various steps in the launching exercises.

This launching which took place Tuesday, Jan. 9 was marked by the presence of the Crown Princess of Norway, mother of the sponsor, the Princess Ragnhild, sister, and Prince Harold, future king of Norway. The Sun Ship launching was featured in the Victory edition of "Pictures," the rest of the magazine being devoted to celebration over the defeat of Germany and the restoration of Norway to the royal family.

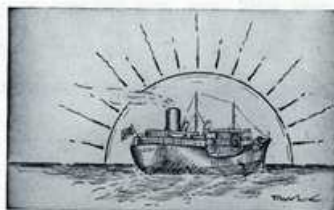


NAVAL ENGINEERING STUDENTS from Swarthmore were guests at the launching of the SS MISPILLION.

THEN HE STOPPED KICKING



BILGE 'N BALLAST



GUN SALUTES

By Frank Paalik

THE custom of rendering gun salutes as a gesture of courtesy and honor to visiting dignitaries is one of very ancient origin. It stems from the idea that the one rendering the salute makes himself or his ship powerless to attack for the duration of the honors, because in the olden days the guns were kept shotted and it required about thirty minutes of time to reload them after the salute was fired. A superstition attached to this custom is that the gun salutes shall be odd in number.

A salute rendered to a ship of another nation is equivalent to official recognition of its government. Thus in 1778 in the case of our young Republic, when John Paul Jones arrived in the "Ranger" in France; his salute of thirteen guns, one for each of the original states, was returned by the French Naval Authorities with a salute of nine guns—their customary tribute to a republic.

Officials of our government visiting naval and other military establishments are accorded gun salutes as a mark of honor and respect. The following tabulation lists some of the salutes used for this purpose in this country.

President — 21 guns ("Presidential Salute")

Ex-President — 21 guns

President of a foreign republic, sovereign or member of royal family — 21 guns

Vice-President — 19 guns

Governor of a State, Chief Justice of the United States, Cabinet Members and Ambassadors — 19 guns

Assistant Secretary of the Navy, Speaker of the House, Admirals — 17 guns

Committees of Congress — 15 guns

Resident or Diplomatic Ministers — 13 guns

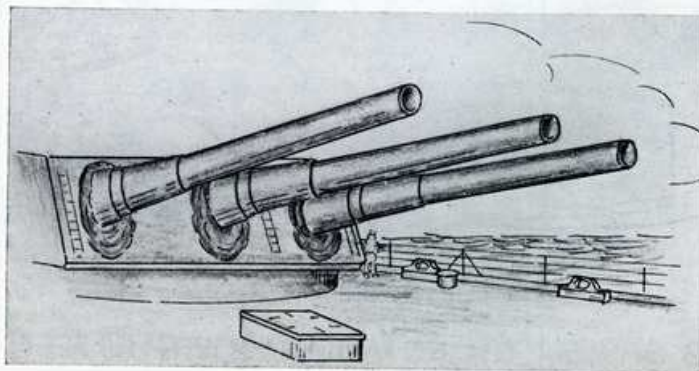
Charge'd' Affaires and Consuls General — 11 guns

Vice Consuls — 5 guns

The gun used for this purpose is known as a saluting or signal gun. It fires blanks, and their size is generally denoted by the weight of the charge; for example, a cruiser would use a three pounder.

The modern practice is to allow a period of five seconds to elapse between guns. No salutes are fired between sunset and sunrise, and none on Sunday unless required by international courtesy.

While speaking of guns, it is interesting to note that at present the largest guns in the U. S. Fleet are the sixteen inchers, which fire a one ton projectile that travels at a rate of one half mile per second. It can reach a target that is twenty miles distant. The gun weighs approximately one hundred tons. This is indeed a big salute to the progress in the development of ordnance since the days of our original U. S. Fleet.



BIG GUNS bark salutes to distinguished officials and foreign guests.



(Top) — JACOB LUCZACZKO, a moulder's helper in the Wetherill plant, was born in Austria. He came to this country and obtained employment with Robert Wetherill & Company, and has a combined service record of 33 years.

(Middle) — EDWARD SOUDER, who is a maintenance electrician at the Wetherill plant, served his apprenticeship at the Souderton Electric Company, Souderton. He now has 27 years service with Sun Ship.

(Bottom) — AUGUSTINE MONAS AMOR, a painter at the Wetherill plant, was born in Valpariso, Chile. He started to work for Sun Ship in December 1918 and has worked continuously for 27 years in the paint department.



PICKING THE WINNER in the Sun Ship War Loan Contest, Lt. J. W. Nagle drew out the name of John Orth of the Shipfitting Dept. His wife, Anna E. Orth, was chosen as sponsor of the S.S. HERON'S BRIDGE. In the group also are Vice-President John G. Pew, Jr., Treasurer William Craemer, Lt. Col. Jack Hawkins, and Albert G. Burfeind, Personnel Dept.

☆☆☆☆☆☆

WINNERS OF THE 7TH BOND DRIVE

☆☆☆☆☆☆



JOHN ORTH of the Shipfitting Dept., who won the top prize in the Sun Ship Employees' Drawing — sponsoring a Sun built ship and a one thousand dollar war bond.



MRS. ANNA C. E. HAHN, 3700 Garrett Road, Drexel Hill, whose son was the winner in the Upper Darby Drawing, was selected to sponsor a Sun-built ship.



PFC. D. H. HAHN, Jr. who was the winner of the Upper Darby Sun Ship Bond Drawing.

STORERUMORS — 80 DEPT.

By Sid Robinson

It's a real pleasure to eliminate one monthly paragraph from this column. You know the one that read, "And may next month find this column thanking our good Lord for Peace!" Peace, it's wonderful!

Well, there have been a number of changes hither and yon and so to bring you up-to-date: Ken Yarnall and Gene Lockhardt have teamed up and opened a gas station in Upper Darby. Other changes: Madge Gill discovered in the office at Jeffries Dye Works. Anne Holdren, secretary at Penn Steel. Jimmy Mann, driving for Quinby's. Ginny Detwiler taking a long belated vacation and happy over "no coupon gas". Rae Wooten engaged in private enterprise back home. Smitty, the former E. T. D., now with Philadelphia Asbestos. Mary McLaughlin back at home battling the household chores. Dotty Bul-

lock at Sun Oil in the office. Adele Dempsey, visiting Maine from where she hails. Evelyn Kennedy in California where her sailor husband is stationed. Frank Nesselhaler back in the wall paper business.

Looks as if our X-30ers have something on the ball. So far the gang has done okay in their respective fields.

Sympathy: Our deepest sympathy to Dot Mundy on the sudden and tragic death of her father, coming on the last day of their vacation.

Arrivals: Cigars to the lads and candy to the lassies—yup, a newcomer at the Bill Johnson's: another young lady. Mother and daughter are fine. Good luck to the Johnson clan.

The Distaff Side

Birthdays greetings to Jim Plummer, Mary Fillinich and Dolores Deromedi. Congratulations and many happy returns

of the day.

Alice Rake's husband came home on 30 day furlough. The Rakes are going to visit home and then head for Niagara Falls on a second honeymoon.

Last year Jim Plummer came back from Wildwood with sun poisoning and this year history almost repeated itself. Tsk, tsk!

Dolores Deromedi's big moment is back from the wars.

"Thisa and Thata"

Bill Tee turned up with a broken little finger and lacerated right hand. He claims somebody stepped on his hand when he bent down to pick up something.

Bill O'Neil, our former genial Munchausen, is back again with the Evening Bulletin.

Dell Turner leaves Saturday to go back into the haberdashery business.

Victory Bond Drive

SUN SHIP employees will join in the Victory Loan campaign this Fall. Fielding Wilcox of the Bond Dept. has called upon all workers to continue the purchase of bonds on the deferred pay plan.

In a statement made recently, Thomas H. Lane of the War Finance Division, Treasury Department said, "The need for Victory Bond Sales and Victory Bond advertising will continue. He quoted from a statement by Secretary Vinson:

"There are millions of our men overseas. Billions of dollars will be needed to bring them home, to provide their mustering out pay, and to care for the disabled.

"Other billions will be required to provide for contract cancellations and to meet other cost incident to the liquidation of our war effort.

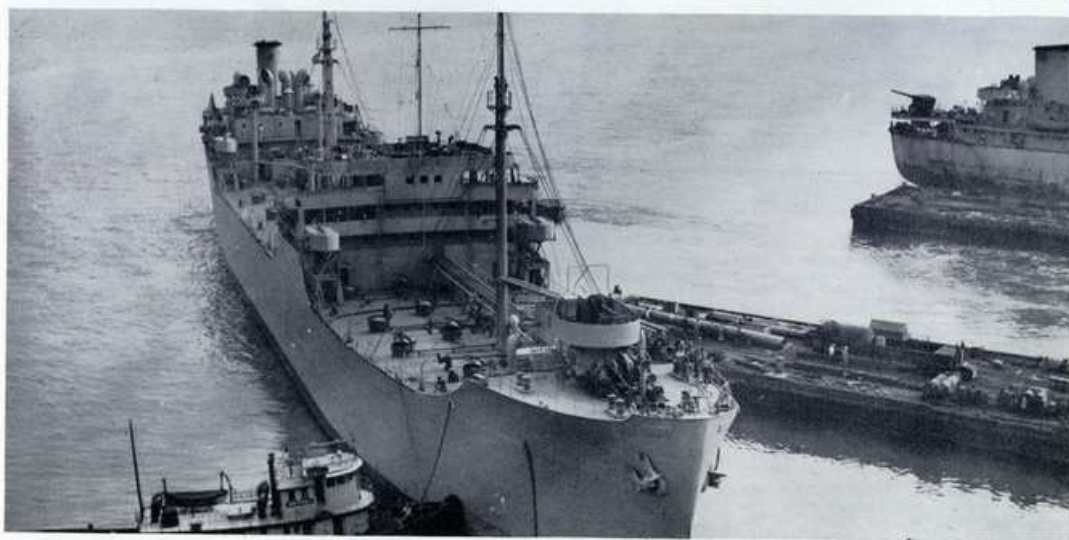
"All this will cost money. We should make the Victory Loan the last of our organized drives, but for the benefit of the country and for the benefit of its citizens, we should continue the sale of United States Savings Bonds, especially under the payroll savings plan."



SCHOOL TEACHERS that were pinchhitting at Sun Ship—Left to right: Eleanor Bullock (Weberill School), Alberta Lewis (Clayton School), Bill Haupt (Chester High School), Mary Muldoon (Chester High School), Margaret Muldoon (Chester High School). Missing from the picture is Betty Doherty (Howell School).



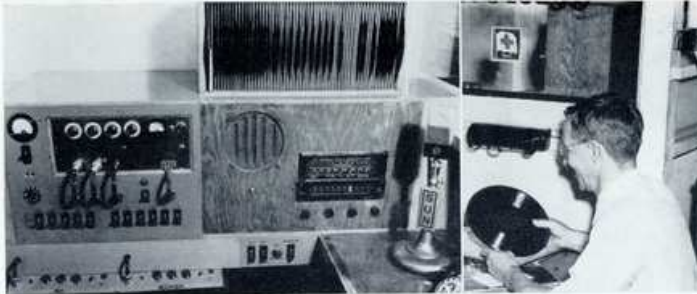
TWO SERVICEMEN who came back to Sun Ship. Clarence McGrath of 84 dept. was wounded in Germany and Joseph W. Corcoran of 60 dept. was knocked down by the concussion from a German shell.



HERE'S HOW A SUN SHIP T-2 LOOKS after successfully meeting all the tests demanded of her in a run down the bay to the open sea.

This ship is now in active service delivering oil and gasoline. Note her trim, clean, spic-and-span appearance.

NEW BROADCASTING CONTROL ROOM
(And the electrician who built it)



THE HEART OF SUN SHIP'S PUBLIC ADDRESS SYSTEM is shown here. It hooks up all the amplifiers with Yard broadcasting "wishes" and also with Philadelphia news stations. There is a special built-in unit for broadcasting records. This control room was built by Harvey Rittenhouse of the Electrical Department.



THIS UNUSUAL WELDING PHOTOGRAPH shows six Sun Ship workmen teaming up to complete a job. Photo by Ed Hipple and Art by Al Holmes bring out the details clearly. M. L. Eledge, leader, is shown standing. They were working on Hull No. 527.



BOILER SHOP MEN AT NO. 14 WAY — Left to right, front row: D. Richard, C. Buchele, rigger; D. Dempsey, leader bricklayer; G. Clifton, rigger; J. Cimino, crane operator; I. Taylor, and R. Quay. Back row: J. Hunter, M. Jupina, E. Mousley, F. Dute, leader; E. Depetris, I. Nevin, and R. Burris.

91 DEPARTMENT —
Timekeepers and Contract Clerks
By Ed Bell

The following will celebrate their birthdays in September: Muriel Moore, Sept. 10; Clarence (Abba Dabba) Lear, Sept. 18; Nathan Gettis, Sept. 29. Many happy returns.

Eva Majewski is recuperating at home after being under medical treatment for four days in the Taylor Hospital. We wish you a speedy recovery, Eva.

Charles Peckworth, a clerk in 74 Dept., North Yard, spent part of his vacation year down south in Rehoboth, Delaware, and returned wearing a Frank Sinatra necktie.

Frank Spore has returned to work after an operation in Chester Hospital.

Hilda Ramont is back at her old stand in Central Yard after doing relief duty in 74 North Yard Tool Room. North Yard wishes to thank her for the lift.

Roselyn Rennett Ozer, who was married on July 22, to Capt. Benson Ozer, left for Fort Wayne, Indiana to join her husband on August 12. We wish the best of luck to a wonderful young lady.

Fay Ellis Holt, who was married on June 12, was given a surprise shower on August 16. Dixie Lester and Eileen Brown were the hostesses. The guests included Rita Phillips, Gloria Phillips, Frances McIlhenny, Dot Cairns, Ruth Hannum and Ruth Fisher. Mrs. Holt received many useful and beautiful gifts and a good time was had by all.

Dan Everly is being ably assisted by Mary Ostrowski, who formerly worked in a South Yard shop office.

Dorothy Lohrke and Pfc. Edward O'Brien were married in St. Robert's Church on August 4. Dorothy was dressed in a floor length gown of pink. Dorothy's sister was maid of honor and the groom's brother was best man. Tommie Dougherty, Helen Mercadante, Joan Hoskins, Anne Johnston, Marguarite Lykens and Marge Howley went to see them married after work. A reception was held in the American Legion Hall, Chester. The newlyweds are spending their honeymoon in Atlantic City. We wish you the best of luck, Dorothy.

Dot Murray has returned from a two week vacation in Muskegee, Oklahoma, where she visited her brother who is stationed there.

Ed Bell's daughter, Edna Marie and Walter Neff were married on July 21 at St. Cyril's in East Lansdowne. Marie wore a white gown and Walter, his army uniform. A reception was held at the home of the bride. The newlyweds spent their honeymoon in Ocean City, N. J.

Hunting Pictures Next

The small game shooting season in Pennsylvania opens November 1st. There are many excellent hunters at Sun Ship and OUR YARD wants pictures of the boys in the woods and fields. Send in your hunting pictures for use in the November and December issues. We also can use a few more fishing photographs.

"DON'T QUIT"

*When things go wrong as they sometimes will,
When the job you're doing seems all uphill
When your morale is low, and your feelings are high,
Remember, over there, if they quit, they die.
So when care is pressing you down a bit,
Rest if you must but please don't quit.*

*This war is queer with its twist and turns,
As everyone of us by now has learned
And many a failure turns about,
When they might have won, had we stuck it out.
So don't give up though the pace seems slow
Come on fellows, give them a chance, with another blow.*

*Often the goal is nearer than
It seems to those faint and faltering men.
And think how many times we have given up,
When they might have won the Victor's Cup.
And then we learn too late, when the night slipped down,
How badly we let those fellows down,*

*Success is failure turned inside out,
The silver tint of the clouds of doubt,
And you never can tell how close to victory they are,
To them it may be near, when to us it seems afar,
So stick to the job fellows when you're hardest hit,
It's when things seem the worst, that you mustn't quit.*

— CHARLES E. MINOR, 67 Dept.



BRUCE CAMERON MACKIE greets his father, James C. Mackie, chief guarantee engineer. Young Mackie had been in the European War Theatre and was home on leave.

NOTE TO THE EDITOR

To the Editor:

I would like you to know my husband who was wounded received the pictures you had taken of my little boy and the nursery. He was thrilled to get them and thought they were wonderful.

I would like to thank Mrs. Cramp for going to all that trouble as I know he appreciates your doing it and would thank you himself if he could.

Would you also thank those people who helped you in doing it, and tell them how much I appreciated it, as I know it made my husband very happy. He won't be home for another two or three years and little things like that make it more bearable.

ELIZABETH DEAGUN

**XMAS PACKAGES FOR OVERSEAS
ARMY AND NAVY PERSONNEL
MUST BE MAILED BETWEEN
SEPT. 15TH - OCT. 15TH**



M-281

"I LIKE XMAS SHOPPING SO EARLY. THEN I DO ALL MY XMAS SHOPPING IN ONE FELL SWOOP!"

SAFETY NOTES

Often the difference between a comic picture and a tragic one is a matter of inches and a little luck.

You don't understand, you reply. Well let us think of the pictures that these hundred fatal cases made.

Seventy-five of every hundred killed on the street or highway were doing something admittedly unsafe.

Four of them were children playing in the street. Eight of them, mostly grown-ups, were killed walking into the street from behind parked cars.

Nine of every average hundred victims learned too late how dangerous it is to walk "with" traffic on the highway.

Five died at intersections, bucking the red light. Thirty-five crossed — or tried to cross — in the middle of the block.

The grimest fact has not yet been told. It is the fact that in the minds of most of us there lies the dangerous thought: "It can't happen to me!" It can; unless we guard ourselves, it May.

The Stakes Are High!

The biggest gambler in your town may never have had a card or a pair of dice in his hand. We're talking about the fellow who walks the streets after drinking. The stakes are his life.

Maybe you're his gambler. The National Safety Council says that liquor is a factor in at least one in every five fatal traffic accidents.

Just how and where do these pedestrian deaths occur? Nearly half the pedestrians killed are crossing in the middle of the block or coming from behind parked cars.

Hundreds are killed crossing in the right place but at the wrong time — for instance, when the traffic light is against them. Or, in the wrong way, diagonally across intersections.

To be safe on the streets today, you must be not only alert but sober. When you've been drinking your responses are slower. Don't gamble with your life.

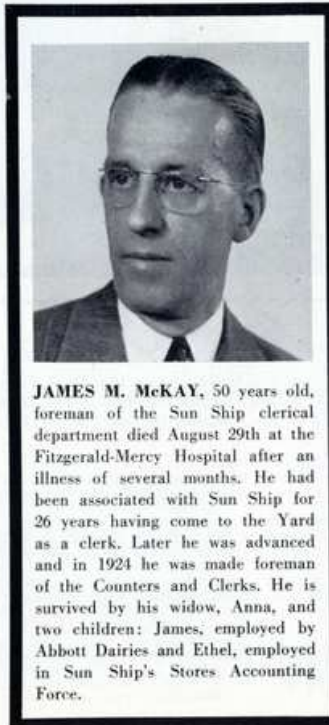
THEY REST ON IWO...TEACH US NOT TO FORGET



THE UNCOMPLETED CEMETERY OF THE THIRD AND FOURTH MARINES ON IWO JIMA. AND IN THE DISTANCE, THE SHIPS THAT TOOK THESE HEROES TO THE JOURNEY'S END.



ANOTHER BIG ASSEMBLY is being swung towards the shipway in the North Yard.



JAMES M. McKAY, 50 years old, foreman of the Sun Ship clerical department died August 29th at the Fitzgerald-Mercy Hospital after an illness of several months. He had been associated with Sun Ship for 26 years having come to the Yard as a clerk. Later he was advanced and in 1924 he was made foreman of the Counters and Clerks. He is survived by his widow, Anna, and two children: James, employed by Abbott Dairies and Ethel, employed in Sun Ship's Stores Accounting Force.

CHECKING SUN SHIP'S TIME CLOCKS



(Upper left) — **MAE MUSSLER**, a clock checker in the Central and South Yards, making out a daily report. Mae was a crane operator before becoming a checker.

(Above) — **ANN CUSTER** and **LARRY PARKER**, Clock Checkers in the North and No. 4 Yards. Ann has been checking North Yard clocks for over a year, while Larry is a newcomer to the Clock Department.



(Left) — **J. DEITTER**, 58-277, ringing in his card at No. 16 Way, North Yard.

Obituary

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

Number	Name	Address	Date of Death
8-446	Wm. Munday,	Drayton Rd., Lenni, Penna.	July 21
92-301	Garrett Van Wickien,	7237 Rodbourne Rd., Stonehurst Hills, Pa.	July 21
93-0082	P. Jones,	712 Buck Lane, Haverford, Penna.	July 22
33-10240	F. Alexander,	111 N. 59th St., Phila., Pa.	July 26
47-2267	Fred Rudisill,	401 Welsh St., Chester, Pa.	July 27
58-825	B. Phelan,	1090 Meadow Lane, Chester, Pa.	July 28
30-20802	Harry Shirk,	904 Elm St., Wilmington, Del.	July 28
94-113	D. Galbreath,	46 Maple Avenue, Trainor, Pa.	July 29
36-1140	LeRoy Ritter,	2129 W. 3rd St., Chester, Pa.	Aug. 10
80-1159	Robert H. Drummond,	723 S. Marvine St., Philadelphia, Pa.	Aug. 10
36-4085	W. Dorosz,	5121 Grays Avenue, Philadelphia, Penna.	Aug. 15
84-109	W. Klinger,	325 Mshawk Avenue, Norwood, Penna.	Aug. 20

TRIBUTE TO BLOOD DONORS

Here is a Red Cross letter of thanks to Sun Ship employees who donated their blood to save the lives of American boys wounded during the recent world conflict.

We rejoice with you on the announcement of President Truman that the war is over. Under instruction from the Army and Navy our operations have ceased.

Your share in the 701,460 donations made to the South-eastern Pennsylvania Chapter of the American Red Cross Blood Donor Service has been outstanding. No words can express the thanks of those whose lives have been saved through your efforts and those associated with you. All participating, either as donors or volunteers, can take just pride in their accomplishment.

We of the Blood Donor Service take this opportunity to thank you for your cooperation and help in this vital war effort. You have played a part in a vast national program. Will you extend our appreciation to all associated with you who have shared in this undertaking?

Sincerely yours,

LOUIS H. BIELER, *Chairman*
Blood Donor Service



**MAKING
YOUR WISHES
COME TRUE . . .**

One wish has been fulfilled. Won by 3½ years of deadly struggle. With God's help, we have prevailed.

Now we have a chance to make another wish come true. For most of us, the outlook is a bright one. If we will simply use the brains, the will, the energy, the enterprise . . . the materials and resources . . . with which we won our war, we can't fail

to win the peace and to make this the richest, happiest land the world has known.

Your wishes have been wrapped in that bright outlook. Your wish for a cottage by a lake. For your boy's college education. For a trip you long to take. For a "cushion" against emergencies and unforeseen needs.

You can make those wishes come

true by buying bonds today . . . buying them regularly . . . and holding on to them in spite of all temptation.

There's no safer, surer investment in the world. You can count on getting back \$4 for every \$3 you put in—as surely as you can count on being a day older tomorrow.

So why not be patriotic and smart at the same time?

**FULFILL YOUR WISH—BUY EXTRA BONDS
IN THE GREAT VICTORY LOAN!**

SUN SHIPBUILDING & DRY DOCK COMPANY

FLASH...BUNKER HILL SAVED BY HEROIC CREW



EVERY Sun Ship worker felt a personal interest in this photograph of the aircraft carrier, *Bunker Hill*, taken a few moments after she was hit by two Jap suicide planes because Sun Ship tankers had helped supply her with high test gasoline and also because a former Sun Ship worker was aboard. These two suicide hits, acting as fuses to the gasoline-filled and bomb-laden planes, set the stage for one of the most heroic battles of the Pacific War. Fighting suffocating flames and exploding rockets and bombs, the gallant crew, her heroes unnumbered, sacrificed 392 dead or missing and

264 wounded to save their ship. A mass of charred wreckage the USS BUNKER HILL, ranking as one of the war's major surviving casualties, has returned to the United States. Workers again will restore her to one of the Navy's finest carriers, ready to write another chapter in the history of a famous name.

The Sun Ship man who was on the BUNKER HILL was Ensign Henry L. Musser, Jr., formerly in 45 dept. Seaman 1/c Frances C. Navin, son of Mrs. Margaret L. Navin, of the Contract dept. also was on board.