

OCTOBER 1945

Our Yard

SPECIAL

VICTORY EDITION

SUN SHIPBUILDING AND DRY DOCK CO.

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VICE ADMIRAL EMORY S. LAND

IT was due, in a large part, to the far-sighted vision of Vice Admiral Emory Scott Land that America had a broad program for building a great Merchant Marine when the Japs struck at Pearl Harbor. Many Maritime Commission ships already had been constructed and were in service on December 7, 1941.

The Maritime Commission policy of preparedness is illustrated in a striking way by the fact that the Sun Shipbuilding and Dry Dock Yards actually delivered 15 ships to the Commission before Pearl Harbor and had contracts for 114 others. One of these delivered was the MS DONALD McKAY which was the first ship built for the Maritime Commission in the United States. It was delivered June 27, 1939.

During his long and active career Vice Admiral Land has been an advocate for a large Merchant Marine fleet composed of the latest type of ships. As a member of the Maritime Commission and also as its chairman, he has led the way toward America's supremacy on the Seven Seas.

Vice Admiral Land, known to friends and intimates as "Jerry", was born in Canon City, Colorado, January 9, 1879. After completing his common and high school education in Colorado, he entered the University of Wyoming and was graduated with a Bachelor of Arts degree in 1898.

He was appointed to the U. S. Naval Academy from Wyoming in September, 1898 and was graduated with honor in 1902, going to the Asiatic station on the U.S.S. OREGON for two years. While at the academy he was presented with the Sword of General Excellence in Athletics and was Cadet Commander of the Battalion in his graduating year.

After receiving his commission as Ensign, U. S. Navy, Admiral Land completed a post-graduate course in Naval Architecture at the Massachusetts Institute of Technology, receiving an M.S. degree in 1907.

In 1904 he was appointed Assistant Naval Constructor with the rank of Lieutenant (Junior Grade); commissioned Naval Constructor with the rank of Lieutenant in 1912; promoted to Lieutenant Commander, Construction Corps, August 29, 1916, to Commander in January 1921, to Captain in 1923, and to Rear Admiral in 1932. By special Act of Congress he was promoted to Vice Admiral on July 1, 1944.

From 1914 to 1916 he was Fleet Naval Constructor on the staff of Admiral Frank Friday Fletcher, U. S. N., Commander-in-Chief, U. S. Atlantic Fleet. During World War No. 1 Admiral Land was on duty in the Bureau of Construction and Repair, Navy Depart-

ment in 1917, and on the staff of Admiral Sims in London in 1918. He was awarded the Navy Cross for work done at that time.

In late 1918 Admiral Land served with the Allied Naval Armistice Commission and in 1919 he was appointed Assistant Naval Attache at the American Embassy in London.

Returning to the Navy Department in 1921 he was on duty for a brief period in the Bureau of Construction and Repair, later being transferred to the Bureau of Aeronautics.

On August 16, 1926, Admiral Land was appointed Assistant Chief of the Bureau of Aeronautics of the Navy, serving in that capacity until September, 1928. He was granted leave by the Navy in September 1928 for duty in connection with the Daniel Guggenheim Fund for the Promotion of Aeronautics, serving that organization as vice president and treasurer.

Returning to active Navy service in March, 1930, he served until September as Aide on the staff of Admiral W. V. Pratt, Commander-in-Chief. In October, 1930, Admiral Land reported for duty in the Office of Naval Operations and in October, 1932 was assigned to duty as Chief Constructor of the Navy and Chief of the Bureau of Construction and Repair.

On April 16, 1937, Admiral Land was appointed a member of the U. S. Maritime Commission for a six-year term. Because of his long experience in shipbuilding and his wide knowledge of that industry, he was assigned immediately to supervise the Maritime Commission's construction program. Upon resignation of the Commission's first Chairman, Joseph P. Kennedy, to accept the position of Ambassador to the Court of St. James, Admiral Land was named Chairman of the Maritime Commission by the President, February 18, 1938.

During his service with the Maritime Commission Admiral Land has sponsored and given administrative direction to a merchant ship construction program which has been expanded to become the largest ever attempted by any nation. Under his chairmanship, the Commission's original plan for construction of 500 ships in ten years to provide the American merchant fleet with replacements for worn and obsolete vessels, has been broadened to meet war requirements to the point where 3500 ships, aggregating 35 million dead-weight tons, have been produced since 1942.

The Commission also has inaugurated and expanded an organization and facilities for training licensed and unlicensed personnel of the Merchant Marine to meet officer and crew requirements created by this vast building program.

He was designated by the President as American Member of

MARITIME COMMISSION'S VISION

AMAZING foresight and rare good fortune aided the United States in its victory over the Axis dictatorship. The Allied forces got the jump on their foes because America had set up the Merchant Marine Act of 1936, had established the Maritime Commission and was building ships on a large scale before the Japs struck at Pearl Harbor.

It took us nearly four years and it took Great Britain six years and it took Russia four years and it took China eight years to win even though the American shipbuilding program was the greatest ever seen in the world. Without this backlog of ships that helped us dominate the seas, ultimate victory would have been long delayed.

The actual building of ships under the Merchant Marine Act was begun in 1937-38. Members of the Commission dipping far into the future had prepared a long-range program. They saw accurately that it was highly probable the United States would become involved in the struggle. They knew that, to an extent never made evident in previous wars, victory rested upon the ability to get supplies to points thousands of miles from America.

The Maritime Commission also visioned the part that oil and gasoline would play in the conflict. They understood wisely the vast aerial fleets that were to come; the bombers and the fighting planes. They figured upon extension of mechanized equipment for armies.

All those things meant more and more tankers. The Maritime Commission set about to build them. Before Pearl Harbor the Maritime Commission had called upon Sun Ship to build 114 ships, nearly all tankers. Also, before Pearl Harbor, Sun Ship had delivered 15 ships to the Maritime Commission and three others built for the Standard Oil Company of New Jersey in association with the Maritime Commission.

The rumblings of war in Europe were answered in America by acceleration and enlargement of the Com-

mission's construction schedules. The original schedule of 50 ships a year was doubled, redoubled, and doubled again until they embraced 400 ships a year. But deliveries could not be made fast enough. The Navy was requiring most of the facilities for building turbine propulsion machinery.

The Commission, up against the problem of building a huge volume of tonnage in time to meet the emergency that was threatening, turned its eyes toward mass production. The world needed tonnage, and the Commission found it.

The story of the development of the Liberty program and of the Commission's successful efforts to carry on at the same time the construction of turbine propulsion machinery for its tankers and C-types, is too long to recount here.

But those means were found, and developed so greatly that by the end of 1943 the Commission was able to taper off construction of Liberty ships, and plan vessels better suited for modern conditions.

Well over 4,000 ocean-going ships were under control of the War Shipping Administration when the Japanese surrendered, 97 per cent of them constructed since Pearl Harbor. It was a magnificent feat

of coordination between designers, management, labor and government. But the fact remains that there was something to build on — the foresightedness embodied in the Merchant Marine Act of 1936 which gave the nation the Maritime Commission and the accomplishments that were achieved under its direction.

Most of the oil for the European battlefront went through the port of New York in million-gallon shipments. Its delivery to the proper place at the proper time represented a classic problem in logistics. Upon the uninterrupted flow of those millions of gallons depended the date of final destruction of the German Wehrmacht.

The Maritime Commission supplied the tankers, the oil was moved, the war was won.



SUN SHIP TANKER refuels a United States warship at sea during a storm. This was one of the important achievements by tankers during the war.

SUN SHIP'S PART IN WORLD WAR II

BY RICHARD L. BURKE, VICE PRESIDENT

EVERY employee of Sun Ship can well be proud of the achievements of this vast plant during the War. The thousands of others who had a part in the building of the 250 vessels and 35 large car floats including the vast amount of ship repair work since Pearl Harbor to Oct. 1, 1945, and who are no longer employed here, also share in our record.

The delivery of these 250 ships is not the whole story. Actually, Sun Ship had contracted with the Maritime Commission previous to December 1, 1941 to build 114 ships. In addition, there were three other vessels — of the Cimarron type — that had been contracted for by the Standard Oil Company of New Jersey in cooperation with the Maritime Commission.

Now that the War has ended, Sun Ship is going ahead with its post-war construction. Keels have been laid for 5 of the 10 freighters to be built for the Kingdom of the Netherlands. These ships are 465 feet long, 69 feet 6 inches beam, and 42 feet depth. Each has a dead-weight of 12,500 tons with a speed of about 16 knots.

Recently a contract was received for two tankers to be built for the Standard Oil Company of California. These have a length of 440 feet between perpendiculars, 65 foot beam; 35 foot depth. The power is 5000 horse power steam turbine and gear. These tankers have a dead-weight of 12,600 ton with a speed of 15 knots.

Here are some of the outstanding facts of Sun Ship's part in the War.

Output by years — 46 ships built in 1942, 73 in 1943, 81 and 35 car floats in 1944, 50 up to October, 1945.

Sun Ship plant became the largest producer of tankers in the world.

Sun Ship engineers designed the famous T-2 type of tanker. These plans were adopted by the government as a standard for all the shipyards building this type.

Sun Ship built the first T-2 tanker, the S.S. GETTYSBURG, launched Feb. 2, 1942.

Sun Ship had contracts for a total of 211 T-2 tankers of which 13 were cancelled after V-E Day. This left a total of 198 contracts of which 191 have been delivered as of Oct. 1, 1945, the rest to be delivered in October.

Employment at Sun Ship soared to new heights. In 1942 there was an average during the year of 22,873 workers. In 1943 the payroll increased to 33,620. The peak of employment was on July 14, 1943 when there were 35,633 workers. In 1944 the average for the year was 28,355 employees but these highly trained workers produced more ships than a larger number of workers did in 1943.

During the three years just mentioned, the employees received \$317,871,712 in wages.

Cost of materials during the three years was \$364,338,000.

Since Pearl Harbor Sun Ship employees bought \$36,335,909.03 worth of War Bonds through deductions from wages and \$1,001,972.82 in cash sales up to Sept. 11, 1945.

The Sun Shipbuilding & Dry Dock Company as a corporation bought \$21,550,000 War Bonds and Tax Notes. The Company also bought \$156,337.50 worth of War Bonds as gifts to sponsors of ships launched in the yard and for plant awards.

The Sun Shipbuilding and Dry Dock Company and its employees, since Pearl Harbor contributed \$241,281.50 to the Chester Community Fund and War Chest and \$192,563 to the Red Cross.

Nearly 18,500 Sun Ship employees entered the Armed Service. There were 173 killed or died in the service of their country.

Sun Ship opened a way for women to enter many branches of shipbuilding; in Dec. 1944 there were 2,681 women employed in the yard and offices.

No. 4 Yard set a notable precedent with every department thrown open to Negro workers on equal terms; this yard built 20 ships of various types and 35 car floats.

The first ship built for the U. S. Maritime Commission was delivered by Sun Ship in 1939. It was the S.S. DONALD McKAY and marked the start of a preparedness program that found America with a merchant fleet when war came.

In addition to its ship construction war efforts Sun Ship also — built cracking case units, towers, tanks and machinery for oil refineries; fractionating towers for Arabia; power house equipment for Persia; cracking cases for Russia; oil treating unit for Iraq; cordite presses and other machinery for war industry; made repairs and furnished replacements to keep refineries in operation.

Also, since Pearl Harbor, Sun Ship has repaired more than 1500 ships which suffered damage from submarines, planes, mines or other causes. 504 were repaired in the Dry Docks and the rest at Wet Basins, Marcus Hook, etc. Its effort to keep the Merchant Marine fleet afloat during the war has been outstanding.

Since defense work started (actually shortly before start of hostilities) Sun Ship built 20 new shipways — 7 wet basins — also main fabricating shops, pipe and machine shops in each of the South, North and No. 4 Yards — storerooms and paint shops in North and No. 4 Yards — blacksmith, outfitting joiners, storage and inner bottom shops in No. 4 Yard. Traveling cranes, runways and other large equipment also have been installed.



(Top) — FIGHTING PLANES are rapidly transferred from lighters to tanker decks.

(Bottom) — THE GREAT BATTLESHIP WASHINGTON being refueled at sea by a tanker. This picture was taken off Okinawa.

TWO FORMER PRESIDENTS



J. HOWARD PEW



JOSEPH N. PEW, Jr.

J HOWARD PEW, who with his brother Joseph N. Pew, Jr. founded the Sun Shipbuilding Company, was the first president of the organization. It was in 1916, that as a result of the expansion and increased need for boats brought on by the first World War, the original Company was formed and the new plant was built at Chester. He continued to act as President until the spring of 1918 when he resigned to devote all his time to the Sun Oil Company of which he was President. He was succeeded by his brother Joseph N. Pew, Jr.

During World War I, J. Howard Pew was a member of the National Petroleum War Service Committee and rendered a large service to the Country in the construction of vessels at a time when ships were desperately needed. He continued to serve as a member of the Board of Directors and has taken a deep and constant interest in the prosperity of the shipyard. Later the name of the company was changed to the Sun Shipbuilding and Dry Dock Co.

J. Howard Pew was born at Bradford, Pa. January 27, 1882 and was the son of Joseph Newton and Mary Catharine (Anderson) Pew. His father had organized the Sun Oil Company and founded the Peoples Natural Gas Company of Pittsburgh. The son was educated at Shadyside Academy, Pittsburgh, Pa., Grove City College, Grove City, Pa., and Massachusetts Institute of Technology, Cambridge, Mass.

He commenced his active business career in 1901 as chief engineer of the Sun Company's refinery at Marcus Hook, Pa., and later filled successively the positions of assistant manager, manager and vice-president of the Sun Co., until, 1912, following his father's death, he was elected, as his successor, president of the company.

This position, and a similar one with the successor corporation, the Sun Oil Co., he has continued to occupy since then. The company is one of the largest independent refiners of gasoline, lubricating oils and greases in the nation.

He has been President of the Board of Trustees of Grove City College many years and is a trustee of Jefferson Medical College and Hospital. He is a member of the Franklin Institute of Philadelphia, and a Vice-President and Director of the American Petroleum Institute.

His religious affiliations are with the Presbyterian church and more particularly with the First Presbyterian Church of Ardmore, Pa., of which he is a trustee. For many years he has taken an active and leading part in the affairs of his denomination and served as President of the Trustees of the General Assembly of the Presbyterian Church in the United States of America.

JOSEPH N. PEW, JR. assumed the presidency of the Sun Shipbuilding Company in January 1918, and he planned for a construction plant that would not be temporary but would endure through the years. The shipyard had a two-fold purpose; one was to help the government during the First World War when shipyards were very scarce and the other was to meet the natural growth of the Sun Oil Company's business which demanded more tankers.

Construction was started on the 80 acre tract on the banks of the Delaware River in February, 1916 and the first ship, the tanker CHESTER SUN, was launched October 30, 1917. It was a 10,600 dead-weight ton oil carrier for the Sun Oil Company. Capacity of the ship was 75,000 barrels.

At the outset there were only five ways. When the World War II came, the plant was expanded to 28 ways.

It was evident that future demands would call for dry docking facilities and plans were made to this end, the first dry dock being opened in 1920 under the direction of John G. Pew who succeeded Joseph N. Pew, Jr. in March, 1919. Joseph N. Pew, Jr. retired from his executive position to give his attention to the Sun Oil Company. John G. Pew, the new President, is a cousin of J. Howard Pew and Joseph N. Pew, Jr. and had joined the staff of the Sun Oil Company after a brilliant career in the Natural Gas Industry.

Joseph N. Pew, Jr. however, continued his deep interest in the future of the Shipbuilding Company. He became Chairman of the Board of Directors and has remained in that position ever since.

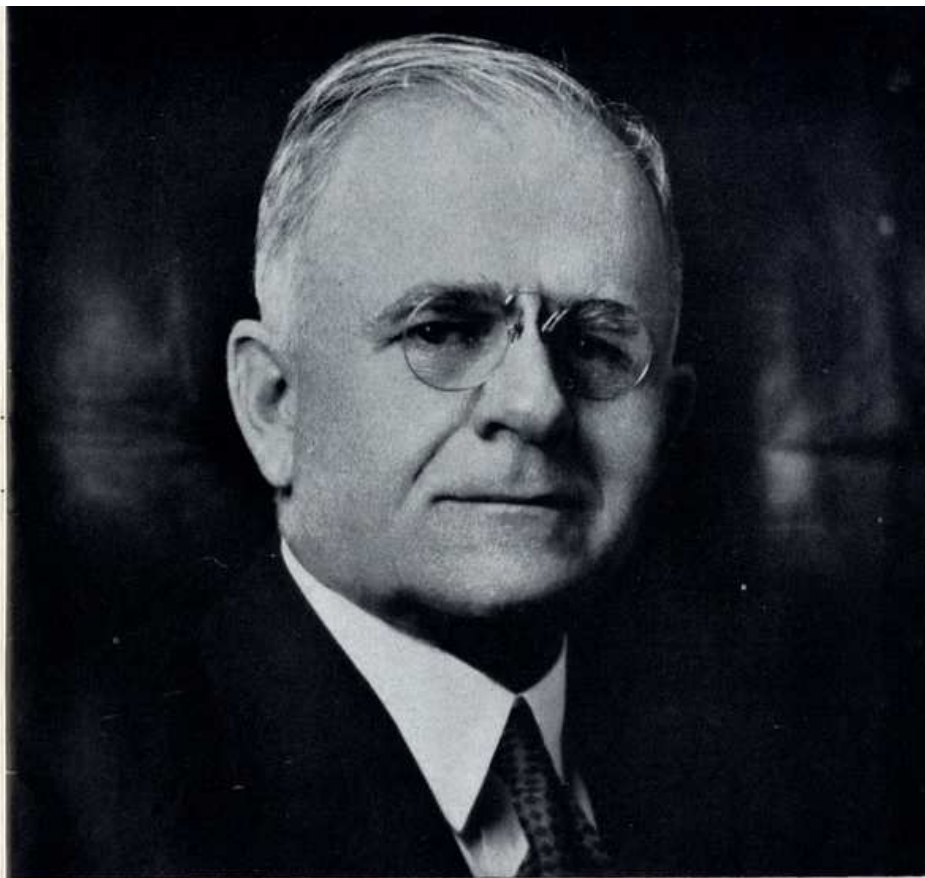
Joseph N. Pew, Jr. was born in Pittsburgh, November 12, 1886, four years later than his brother J. Howard Pew.

He attended the Shadyside Academy in Pittsburgh and later entered the Haverford School at Haverford on the Main Line. He was graduated from Cornell University in 1908.

He took up his business career with the Sun Oil Company the same year he received his degree at Cornell and after serving in all the departments of the industry he was named a vice-president.

He married Miss Alberta Caven Hensel in 1916. Their children are: Mrs. Richard Benson, Mrs. I. Wistar Morris, Joseph Newton, 3rd, and Alberta H.

He is a member of numerous organizations and clubs and has taken a deep interest in the affairs of the Republican Party.



JOHN G. PEW — OUR PRESIDENT

JOHAN G. PEW, PRESIDENT, who was at the helm of Sun Ship during the war period, has had a rich and varied experience as an executive. During the 26 years he has been head of the Sun Shipbuilding & Dry Dock Company, he built the organization from a modest plant on the Delaware River to the largest shipyard plant in the world. He and his twin brother, J. Edgar Pew, were born in Mercer, Pa. September 27, 1870. John G. Pew became associated with the People's Natural Gas Company of Pittsburgh in his youthful days and, by his ability and energy, he became superintendent of that company's Forbes Street shop.

A few years later when the company was purchased by Standard Oil of New Jersey, Mr. Pew was made Vice-President and General Manager and in 1908 became President. He built the People's Natural Gas Company into one of the great industrial organizations of the country and became known as a leading authority on natural gas production in the United States.

He joined the Sun Oil Company in 1918 and a year later assumed charge of the Sun Shipbuilding & Dry Dock Co. which had been organized three years previously. Under his direction the Central Yard was increased to 8 ways. This original and compact unit turned out many ships and all of them were staunch, tough, well-built vessels. Sun ships became famous.

Previous to Pearl Harbor President Pew went ahead with the construction of the South Yard and had completed plans and begun work on the North Yard. His amazing foresight was verified because within a short

time after Pearl Harbor Sun Ship had 20 ways set up for the construction of tankers and other ships. The No. 4 Yard increased the capacity to 28 ways.

Under his direction the working force at Sun Ship grew from a modest number to the surprising figure of more than 35,000 in 1943.

One of the outstanding features about Mr. Pew was his deep interest in the welfare of his fellowman. He built a Mutual Benefit Association along liberal lines and he set up the Life Insurance and Employees' Hospitalization plans for the protection of the workers.

His activities extended beyond the shipbuilding plant and carried him into leadership in community civic efforts. Mr. Pew organized the Community Fund for the welfare of the people of Delaware county. He also was a moving force in the growth and influence of the Y.M.C.A., the Red Cross and other civic institutions.

Not only did Mr. Pew perform a large patriotic service in producing ships to help win the war but he was energetic in promoting the purchase of War Loan Bonds and in this large industrial area Sun Ship has been the leader in buying bonds. Sun Ship Bond and Incentive rallies have been outstanding in the entire Philadelphia production area.

Married to Miss Eva Weitzel of Pittsburgh in Nov. 1896, their family life has been ideal. Mr. and Mrs. Pew had eleven children, eight of whom are living. They are the grandparents of 22 children. He and J. Edgar Pew recently celebrated their 75th birthday.

OFFICIALS OF SUN SHIP

ROBERT HAIG, SENIOR VICE PRESIDENT, came with the Sun Shipbuilding and Dry Dock Co. at the time it was organized in 1916 and was one of the great guiding stars in the long and honorable career of the plant.

He was born in Scotland and entered upon a career of engineering in his youth. He actually was an apprentice for a period of seven years, going through the Pattern Shop, Machine Shop, Drawing Room, and other engineering elements having to do with ship construction.

In addition to this he acquired knowledge of the practical side of seamanship by serving as engineer on the Anchor Line Ships sailing out of Glasgow and Liverpool to the Far East.

His knowledge of ships led to his appointment as a surveyor for Lloyd's Register of Shipping. After being stationed in England he was transferred in 1902 to Philadelphia and became the principal surveyor for Lloyd's.

He remained there until he took his place as one of the executives of Sun Ship.



RICHARD L. BURKE, VICE PRESIDENT and GENERAL MANAGER, came to Sun Ship in 1916 while the plant was under construction. After a period spent in the Hull Drawing Room he was made Chief Draftsman in charge of structural work. In 1920 he was placed in charge of the plans for the construction of No. 1 Dry Dock and after this was built he was selected as estimator on repair work, doing this in conjunction with his duties in the Drawing Room.

He was promoted to Vice President and General Manager in January 1927, succeeding Mr. J. K. Graham.

Born in Cape May Court House, N. J., he was graduated from the high school in that town and took a three year course in Structural Engineering at Drexel Institute. He also took a course in Naval Architecture at the Franklin Institute in Philadelphia. Before coming to Sun Ship he was associated for 9 years with the New York Shipbuilding Company, Camden, in the Hull Drafting Dept.

He is married and resides in Swarthmore. Mr. and Mrs. Burke are parents of two sons: Richard L., Jr. who is associated with the American Locomotive Co. and Lt. Wilson S. Burke, who was wounded during the campaign on the Western Front.



JOHN G. PEW, JR., VICE PRESIDENT, came with the Shipyard in July, 1932 after having been graduated from Swarthmore Preparatory School and Lafayette College. He was born in Pittsburgh and is the eighth of the eleven children of Mr. and Mrs. John G. Pew. During his scholastic years he took a deep interest in sports, particularly football.

After coming with Sun Ship he set out to learn every element in the building of a ship and is one of the few men in the plant who have had actual practical experience on the construction as well as the executive side. He has worked in the Berthing, Hull, Fabricating, and Ship Repair depts., as well as in the Drawing rooms and the Wetherill Shop.

These activities brought him into contact with the workmen in all the yards and as Vice President he was put in charge of all Personnel work. It has been said that he knows more of the men who work at Sun Ship than any other person.

His wife is the former Miss Marjorie Mason and they are the parents of three sons: John G. Pew, 3rd, William Mason Pew, and Richard Glenn Pew.



WILLIAM CRAEMER, SECRETARY and TREASURER of Sun Ship is an authority in the field of accounting and finance. He has been associated with Sun Shipbuilding & Dry Dock Company since March, 1924.

Born in New York City and educated in the public schools, he began his career in the marine insurance field. He took special courses at the New York University School of Commerce, Accounts and Finance, from which he was graduated.

Later he became affiliated with the Bank of America and then branched out as a certified public accountant. His work for the United States Shipping Board led to his connection with Sun Ship.

Mr. and Mrs. Craemer, who reside in Swarthmore, have two sons in the Army: Lt. John H. Craemer, and Lt. William Craemer. They also have three daughters: Misses Virginia, Alice, and Helen.



SUN SHIP EXECUTIVES



CHARLES H. DOYLE
CONTROLLER



GEORGE D. CARNEY
SUPT. ENGINEER



THOMAS M. JACKSON
CHIEF ELECT. ENGINEER



JOHN WILKINSON
SUPT. WETHERILL PLANT



J. H. GORDON M-CONECHY
CHIEF ENGINEER



ALTON A. NORTON
SUPT. HULL CONSTRUCTION



PERRY E. SHAVER
SALES ENGINEER



ALPHONSO HALL, SUPT.
FORGE AND ANGLE SHOP



JOHN W. HUDSON
CHIEF NAVAL ARCHITECT



WILLIAM B. BEATTY
SUPT. FABRICATION



LT. (jg) J. NEWTON PEW
ASST. SEC.-TREAS.



EDWARD G. LAMBERSON
GEN. SUPT., No. 4 YARD



H. W. SCOTT
PURCHASING AGENT



RICHARD FRAZIER, NIGHT
SUPT., WETHERILL PLANT



JOHN BAIR, Jr.
GEN. SUPT., SECOND SHIFT



THOMAS ICKES
GEN. SUPT., THIRD SHIFT

WOMEN MADE GOOD IN BUILDING SHIPS

BY NELL DRAIN

WORLD WAR No. 2 marked the entry of women into the munition shops and factories in a large way and Sun Ship was no exception to the general rule. A shipyard was about the last place where anybody thought women could make good because the work was regarded as heavy and hazardous. However, modern machinery and new methods already had created a change in the art of building vessels: women came into the Sun Shipyard, grew proficient and soon they were in most of the mechanical departments.

To be sure, women had been working in the offices but there is a whale of a difference between desk work and work out in the open or in the shop. Today women are to be found in the following Sun Ship departments and occupations:

Fabricating, Mold Loft, Welding, Electrical, Boiler Shop, Copper Shop, Machine Shop, Tube Mill, Store-room, Pipe Shop, Salvage, Crane Operators, and Guards.

According to Eugene Vickers, Jr. of the Employment Office, the first woman to take a manual job in the Yard entered the Allison Plant Tube Mill October 1, 1942 and the first woman welder was hired on the 27th of the same month.

The name of the first woman to work in 36 Dept. is Jeanette E. Swift, 36-3700. After being employed at the

Allison Tube Mill until November 2, 1943, she asked for a transfer to 30 Dept. Due to lack of work she was laid off last September 4th.

The first women to work at the Wetherill Tube Mill (November 2, 1944) were Barbara Kennedy and Grace Farr. They are now employed in the Central Yard.

From the very beginning, the women made good. That does not mean that they excelled or even equalled the men but they were capable, careful, and faithful and they soon proved that women could become excellent welders, electricians, tinsmiths, or boilermakers. "Tillie the Toiler" became a reality at Sun Ship.

The story of the growth of women workers at Sun Ship is interesting. On Jan. 1, 1943 there were approximately 760 women employed both in the Yard and in the Office. In June, 1943, this number had leaped to 1,902 women workers and by the close of the year Dec. 1943 the total had grown to 2,168. It held there with slight fluctuation throughout the early part of the year but during the late summer and autumn there was another increase and December closed with 2,681 women on Sun Ship rolls. The present year shows a decline of women in the shipyard. Here are the figures up until the end of August:

January, 2,546; February, 2,526; March, 2,444; April, 2,376; May, 2,279; June, 2,146; July, 1,955; August, 1,834.

A NEW ERA

BY JEROME (BRUD) HOLLAND

IT was on May 27, 1942 that John G. Pew, President of the Sun Shipbuilding and Dry Dock Company announced the plans for the organization of the No. 4 Shipyard. This yard was to be manned mainly by Negro labor.

It was indeed a revolutionary idea and the plan was received with mixed emotions.

The No. 4 Yard covers some sixty-six acres of land, and with a panorama of some eight shipways, a huge fabrication shop, a blacksmith shop, electrical, pipe, machine, boiler, sheet metal, carpenter and copper shops and others, the No. 4 Yard took its place among the shipyards of the Sun Shipbuilding and Dry Dock Company.

On December 5, 1942 the first keel was laid, and this feat symbolized once again that team work had triumphed. Dr. Emmett J. Scott and Jerome "Brud" Holland of the Employment and Personnel Division, under the direction of John G. Pew, Jr., Vice President in Charge of Personnel, and Edward G. Lamberson, Superintendent of No. 4 Yard, with his shipbuilding supervisors working under Richard Burke, Vice President and General Manager, exhibited what can be accomplished through cooperation.

During 1942, '43, '44, '45, No. 4 Yard hummed with activity. Laborers, helpers, handymen, mechanics, all united their efforts and skills; united to complete the

ships needed by the armed forces. It was a difficult task that these workers were striving to accomplish. Shipbuilding is one of the most difficult of all building and construction crafts; to build ships, men must be trained in the field of mechanics. These unskilled workers accepted the challenge, they worked — they attended schools — they studied — and in the end made the grade.

Many of their fellow comrades who had started with them, were taken into the armed forces. This made the task more difficult, but with the same grim determination which their relatives and friends were exemplifying on the battlefields of the world, they worked harder than ever to surmount these unforeseen obstacles and produced the much needed ships.

The employed personnel reached its peak in the early fall of 1943 when some 9,000 persons in No. 4 Yard worked their way around the clock.

With the need for ships declining, work at No. 4 Yard, as at other shipyards, was slowly and gradually brought to a close, but the management of the Sun Shipbuilding and Dry Dock Company and the workers, both now look with pride toward the ships built in there — One Tank Carrier — Six Hospital Ships — Eight Troop Ships — Five Freighters and Thirty-Five Barges, a total of fifty-five vessels, built mainly by Negro labor. This was truly — A New Era.

MARITIME COMMISSION STAFFS AT SUN SHIP

RESIDENT AUDITOR'S STAFF, left to right, front row: Laura M. Fister, Sarah A. Blake, Anne M. Transue, Helen L. Shonert, Kathryn M. Barrett, Myrtle M. LaRue. Back row: Michael A. Repsik, Helen U. Cooney, J. Frank Galvin, Mary D. Glackin, Phillip Cohen, David C. Brown, Griffith Lloyd, James P. Harold, George H. Weiss, Lucy K. Jackson, Robert J. Cooper.



STAFF OF RESIDENT MATERIAL CONTROLLER U. S. MARITIME COMMISSION—Left to right standing: Helen Council, Joseph Gerko, A. J. Wolnski (Controller), A. W. Hadgson, Mary Dougherty. Sitting: Mary Cullen, Helen Hetherington, Evelyn Hall, Margaret Haughey.



RESIDENT AUDITOR'S STAFF — Left to right, front row: Marie E. Salvatore, Ella C. Briscoe, Margaret H. Burk, Joseph Wardman (Acting Resident Auditor), Mildred J. Korpaczewski, Clara S. Dick, Dora M. Hummel. Back row: Beatrice M. Cremeans, Herman F. Kerner, William L. Long, Alvern W. Kingdon, Max Siratt, Joseph D. Sulpizio, Charles W. Walter, John J. Thomas, Mary T. Moore, E. Floyd Pierce, George F. Holtzman.



How the Tanker Fleet Grew

AT the outbreak of the war in Europe, the United States had 430 tankers totaling 5,105,000 dwt out of a world total of 1507 tankers totaling 16,000,000 dwt. On April 1 of this year, the United States had 914 tankers of 13,200,000 dwt (this figure includes smallest tankers) as against a world total of 1622 tankers with an aggregate of 20,490,000 dwt.

In other words, in the last six years the United States has jumped from about one-third of the world tanker tonnage to almost $\frac{2}{3}$ of the world total.

The average D. W. Tonnage of American tankers on Sept. 1, 1939, was about 12,000 and the speed 10.6 knots. Today the average size is 14,500 dwt and the speed is 13.5 knots.

Industry sources estimate that after Pearl Harbor the United States Maritime Commission ordered the construction of 684 tankers totaling 6,969,000 gross tons, of which 536 vessels amounting to 5,582,000 gross tons had already been delivered by the middle of this year. Included are 62 converted Liberty tankers. The Commission ordered 35 twin-screw vessels of which 26 have been delivered and 505 turbo-electrics of which 401 have been delivered.

The backbone of the fleet consists of two types of vessel — the T-2 and the T-3.

The T-2 is 523' 6" long, has a 68' beam, a 29' 11 $\frac{3}{8}$ " draft

loaded, is 16,600 dwt and has a carrying capacity of 141,000 barrels of gasoline. This ship makes 15 to 16 knots.

Movement of petroleum products was not the only feat accomplished by American tankers during the European phase of the war. A huge number of planes and vast quantity of other combat cargo was also transported.

Then came the MECHANO DECK which was really a super-structure with movable beams. This contraption was installed on all new tankers and on most of the old ones. It was developed in the WSA.

In 1944, there were loaded on tankers 12,186 fighter planes (bombers could fly across the Atlantic) with a total capacity of 134,000,000 cu. ft. Actually the capacity figure includes all cargo aside from petroleum products carried on tankers but it was primarily planes.

These were loaded on 1189 tankers with a negligible loss in oil transport because the weight of the additional cargo was so light. The planes were loaded entirely while the tankers were waiting for convoys, so there was absolutely no loss of time. Of these planes, 9500 went to England. The loss in damage was extremely small.

This program actually got under way in the fall of 1942. It hit its peak in 1944 and continued right up to V-E Day.

75-YEAR OLD TWINS PLAN FOR PEACE AFTER BIG WAR JOBS



SEVENTY-FIVE YEARS OLD on September 27, twin brothers J. Edgar (right) and John G. Pew, two of the best known pioneers in the petroleum industry, plan peacetime reconversion as they wind up outstanding war production records in oil and ships. J. Edgar, Vice President of Sun Oil Company, directed pipeline and field work that more than doubled Sun Oil's crude production for war. John G., President of Sun Shipbuilding & Dry Dock Company, world's biggest commercial shipyard, directed the construction of a big ship every five and a half days from Pearl Harbor on, including 40 per cent of all the oil tankers built in the United States during the war period.

J. Edgar married Miss Martha Layng in 1899, and they have three

children, John G. (Jack of Dallas, Tex.); Lieut. Commander George L. Pew, U.S.N.R.; and Mrs. Martha Elizabeth White.

John G. married Miss Eva Weitzel in 1896. They had eleven children, eight of whom are living: Mrs. C. W. Worst of Swarthmore, Pa.; Mrs. Ben T. Burton of Montclair, N. J.; James E. Pew, formerly with the United Fuel Company, Charleston, W. Va., but now serving with the PAW in Washington; Mrs. James W. Laws, Detroit; Thomas W. Pew, president of General Crude Oil Company, Houston; Lieut. Commander J. Newton Pew, who was assistant treasurer of Sun Shipbuilding & Dry Dock Company when he joined the Navy; John G. Pew, Jr., vice president of Sun Ship; and Mrs. Richard S. Oakey of Moylan, Pa.



They Died for Their Country

*The muffled drum's sad roll has beat
The soldier's last tattoo:
No more on Life's parade shall meet
That brave and fuller few.*

*On Fame's eternal camping-ground
Their silent tents are spread.
And Glory guards, with solemn round,
The bivouac of the dead.*

— O'HARA



Dept.		Dept.		Dept.		Dept.	
ALDAN		CHICHESTER TOWNSHIP		LINWOOD			
Cpl. John R. Mooney	59	S/Sgt. Merton E. Nuttall, Jr.	30	F. Haley	84	Pvt. Austin R. Seekford	59
Harry W. Schroder	47					T/5 James E. Sheppard	36
ARDMORE		CLIFTON HEIGHTS		LOWER CHICHESTER TOWNSHIP		Pvt. Eugene P. Shipley	60
2nd Lt. Robert J. Graham	8	M. DiGiacomo	74	Pfc. Furry Fecondo	34	T/5 John E. Tompkins	46
ATLANTIC CITY		T/Sgt. James Garrell	33	Pvt. P. J. Margera	36	Paul Trawnay	74
Pvt. Charles Laigoie	47	Pvt. Alfred T. Novino	51			PHOENIXVILLE	
S/Sgt. James J. McClean	34	COLLINGDALE		MEDIA		Morris Sollinger	34
BOOTHWYN		1st Lt. Frank Crummer, Jr.	33	Pfc. Edmond Grayson	47	PLEASANTVILLE, N. J.	
Pvt. Charles W. Eckels	34	S/Sgt. James A. Fitzgerald	45	2nd Lt. Donald E. Hedden	8	Pfc. Albert Hand	91
BRIDGEPORT, PA.		S/Sgt. Albert Rutman	36	Lt. Frederick McKanna	47		
Joseph Proietta	45	Pvt. George Swyers, Jr.	8	MIDDLETOWN TOWNSHIP		POTTSVILLE	
BRYN MAWR		Seaman Walter Taczek	59	Pfc. Michael Balock	47	Cpl. Joseph P. Hyland	45
P. Jones	93	COLLINGSWOOD, N. J.		S/Sgt. George W. Clark	59	Pfc. Richard L. Reiley	59
CAMDEN, N. J.		A. Miller	33	Seaman Bertram E. McDowell	59	PROSPECT PARK	
Cox. Stanley Brzowski	60	COLWYN		MORTON		Cpl. Leland J. Johnson	24
CHESTER		Frank Rockwell	89	Pvt. Winfield E. Wright	91	T/4 William S. Levan	36
Cpl. Alfred Adams, Jr.	34	CRUM LYNNE		MT. CARMEL		J. F. Mansure	36
S/Sgt. Howard W. Anthony	59	Cpl. Paul Richle	45	Leonard Grabuski	45	ROSE VALLEY	
Pfc. Charles T. Blanchfield	58	CYNWYD		NEWTOWN TOWNSHIP		Ensign Eugene C. Brewer	33
Pvt. John J. Brown	36	Robert Christy	84	Pvt. John M. Writer	45	SALEM, N. J.	
Lt. John J. Buckley	59	DARBY		NORWOOD		Pfc. Paul Sickler	45
Pfc. John T. Burgett	45	T/3g Abram J. Butts	8	Pvt. Robert Berger	47	SPRINGFIELD TOWNSHIP	
Lt. William M. Connolly	91	Frank Decker	59	Pvt. Benjamin W. Outt	58	Pvt. Jack Hendren	59
Pfc. Joseph L. Connolly	33	1st Lt. Frederick Hobdell	34	Pvt. John W. Wolf	59	Pfc. John R. McCarty	47
Pvt. John J. Connors	81	Pvt. Joseph Kane	45	PARKSIDE		Pvt. Raymond E. Thomas	36
S/Sgt. Jeremiah DeNight	60	Pvt. Albert R. McGuigan, Jr.	47	Sgt. William J. Herbster	34	Lt. Lloyd O. Tircuit	45
Pfc. Mario D'Ignazio	47	S/Sgt. William J. McClure	91	Pvt. Raymond P. Lavell	45	SWARTHMORE	
Pfc. Benjamin Domenico	30	DREXEL HILL		PHILADELPHIA		Sgt. Alfred W. Larson	80
Pvt. Thomas L. Ford	47	Pfc. John B. Bedwell	30	Sgt. Albert J. Angeletti	47	TRAINER	
Seaman William O. Grubb	36	Pfc. John H. Haney, 3rd	59	Sgt. Frank S. Bellace	36	Charles Halvorsen	36
Norman F. Hartz	95	Francis B. Lee	80	Sgt. Fred J. Blackburn	66	UPLAND	
Lt. John L. Hugg	30	EDDYSTONE		Pfc. Anthony A. Canci	34	Pfc. Ralph W. Linaweaver	84
Lt. Hilburn A. Hunter	47	Pfc. George Gross	59	Pfc. Charles E. Caramandi	59	UPPER CHICHESTER TOWNSHIP	
Sgt. William J. Karman	55	Pvt. Joseph R. Michaels	30	Pvt. Louis Cariofolia	34	Pvt. Kenneth Babe	59
T/Sgt. Arthur J. Kerns	91	ESSINGTON		Pvt. Walter Carson	47	Pfc. Lee William Ferguson	46
Pvt. Elmer Kestel	45	Pfc. Stanley W. Walz	47	Pvt. William J. Crowe	46	UPPER DARBY TOWNSHIP	
Pvt. Joseph Lykens	8	FEDERALSBURG, MD.		Pvt. Julius Czechowicz	33	Pvt. Carl Dunphy	59
Pfc. Charles Mahoney	45	Pfc. Rocco Priganni	36	Cpl. John J. Daly	34	Pfc. David W. Ford	47
Flight Officer John E. Marron	58	FRACKVILLE		Pfc. William J. Davies	36	Pfc. James R. Googe	34
Pvt. Kenneth M. Martin	59	Pfc. Thomas McLaughlin	33	Moses DeSouza	45	Pfc. Thomas Kane	36
Walter Matthews	80	GILBERTON		Lt. John E. Diemer	55	Pfc. Calvin H. Smedley	45
Pfc. Benjamin McCabe	33	Pfc. Joseph Cominsky	36	S 2/c Thomas DiRenzo	34	Storekeeper Donald Wise	47
Pfc. William J. McDowell	33	GLENOLDEN		Meyer Duga	74	UPPER PROVIDENCE TOWNSHIP	
F 2/c Albert F. Murray	30	Richard Shannon	36	Pvt. Lawrence J. Fainelli	34	Lt. Delmont Garrett	45
Sgt. James E. Nichols	67	GRADYVILLE		Pvt. James S. Floyd	45	Lt. Robert C. Mealing	91
Pvt. James V. Petrillo	33	Major Bernard W. Green	45	S 2/c Albert Georeno	34	WAYNE	
Fireman Arthur Schatz	46	GRIER CITY		Pfc. Isadore E. Goldberg	59	Cpl. Raymond J. Ballone	47
Pfc. Frank Singleton	74	Sgt. Harold Messerschmidt	34	J. Gzukiewski	55	WEST CHESTER	
Donald Snyder	33	HAVERTOWN TOWNSHIP		Pvt. Thomas L. Heddleson	59	William F. Williams	36
Signalman William C. Swift	47	Pvt. Thomas M. Kane	36	Pvt. Benedict V. Kunen	34	WILKES BARRE	
S/Sgt. Fred Taylor	47	Pfc. Andrew Watson	33	S 2/c Richard J. Larmer	45	Ensign Fred Wendel	59
2nd Lt. Charles E. Topham, Jr.	8	HOLMES		S/Sgt. Vincent Lorusso	34	WILMINGTON, DEL.	
Cpl. Verne J. Townsend, Jr.	59	Pvt. Edward J. Lamberson	8	Pvt. Albert J. McCauley	34	Lt. (i.g.) George Chadick	91
J. Tulodziecki	55	KULPMONT		Pvt. William Mulhern	45	YEADON	
Sgt. Edward A. Urban	47	Pvt. Albert W. Moyer	66	Pvt. Herbert M. Parnes	60	Sgt. Al Behnke	45
Pvt. Howard W. Warren	59	LANSDOWNE		Pfc. Edward Powers	33	Sgt. James F. Fallon	33
Pvt. William Williams	36	Pvt. Paul A. Palladino	47	Pvt. John J. Pino	59		
S 2/c Chester Harold Yarnell	34			Pvt. Thomas S. Ratkalis	46		
CHESTER TOWNSHIP				Pvt. Herbert F. Rhode	59		
Sgt. Andrew DiJohn	45						

HEROIC SHIPS *built by* SUN

S. S. ROBERT TUTTLE

TORPEDOED off the Virginia Capes, the S.S. ROBERT C. TUTTLE sank in 60 feet of water June 14, 1942. Built by Sun, this tanker was operated by the Atlantic Refining Co.

Raised by applying air pressure, she was towed to Lynn Haven, Va. Then oil slick caught fire. There was an explosion and the blazing ROBERT C. TUTTLE sank a second time.

Again she was salvaged and 50% of her cargo of oil was saved. Previous to going on the dry dock she was moved to a sheltered anchorage off Newport.

Then came a violent storm which aggravated the ruptures on both port and starboard sides. The ROBERT C. TUTTLE "broke her back" and sank for the third time. The forward end went to the bottom with only a small section of the keel plating holding the two halves of the tanker together.

Skilled crews raised her once more. She was placed in dry dock. The two halves were welded together and the ROBERT C. TUTTLE resumed her task of carrying oil and fuel and high octane to the fighting fronts. She plowed all the seas and in the four years and six months the vessel has been in service she has traveled 355,013 nautical miles and has carried 360,875,000 gallons of oil.

It is doubtful if any craft afloat has taken so much punishment from torpedo—fire—explosion—storm and then rendered such valiant service. Commenting on this, Harry G. Schad, Vice President and General Manager of Transportation of the Atlantic Refining Co. writes:

"The outstanding feature about this vessel was her ability to take punishment during the salvaging of cargo and gas-freeing operations when we take into consideration the fact that the vessel received a deadly blow from the enemy, causing her to lose all her buoyancy forward and to sink, being floated from her first



crippling blow and towed to another location only to experience a fire and explosion which resulted in the second sinking, again being refloated and towed to a further location to have the remaining cargo salvaged, and again towed to a location for gas-freeing, at which location she encountered a severe blow which further aggravated the cracks on both port and starboard sides of the midship section causing the forward end of the vessel to sink to the bottom again, and for the third time was refloated. Upon examination in the dry dock it was found that the hull plating in way of the midship pumproom did not crack completely and that there was approximately 4' of the keel remaining intact, which from all indications held the vessel together. It was under these exceptional conditions that we were able to trim the vessel with water and air to lift the forward section to such a trim that she could be placed on the dry dock."

S. S. KITTANNING — TOO GOOD TO BE SUNK



THE S. S. KITTANNING, built in 1943 by the Sun Shipbuilding & Dry Dock Co. and operated by the Keystone Shipping Co. failed to sink even when hit by three torpedoes fired in less than 30 minutes by an unseen submarine. Two holes were torn in the port side and one in

the starboard. The crew abandoned ship, but as she did not sink, the master and five officers reboarded the tanker. Three tugs towed her from the Caribbean to a Canal Zone port for temporary repair and she then proceeded to a Gulf port for complete repair.

Saga of the Sun-Built Ohio



THIS is the tale of the Sun Ship tanker OHIO, and how she delivered her precious cargo to battered and pounded Malta at a moment when the island's supply was almost down to the last drop.

It's the story of a sturdy craft with a strong heart that came out of the Sun Ship plant back in April of '40 and in her day sailed under three flags, was shelled, torpedoed and set afire twice during an attack that lasted six days.

And, she's still going strong.

Originally she was built to Sun Ship designs for the Texas Company. Launched on April 22, 1940, the OHIO was what the boys and girls in the yard called "classy".

She was transferred to the British Merchant Marine and sent to the Mediterranean. The flag was changed but the OHIO was still American to the core.

Came August 12, 1942 and the OHIO was part of a relief convoy headed for beleaguered Malta—that hard-pressed little patch of rock which for almost endless days and nights had been hammered by planes harder than any other part of the world and still refused to give up.

The Axis leaders were determined to break up the convoy; sink the OHIO. On that August 12 day she was attacked by submarines while the air rained a shower of bombs.

Torpedoed, bombed and set afire, the OHIO staggered.

She was given up for lost by the convoy which ran for Malta. But the OHIO couldn't be sunk. A gallant crew fought the fire, patched up the wounds, plunged ahead.

When morning came, crews on other ships in the convoy stared in amazement as the OHIO came out of the dawn mist to rejoin them.

The attacks kept up for days. Bombs were dropped on the OHIO. Again, she was ablaze. Again, the gun crews blasted away at the foe in the heavens and one Stuka was brought down. For five days more she was the target. Finally a shell put her boilers out of service.

The OHIO was terribly hurt but she was afloat and the crew stood by her; guarded her cargo that meant life to Malta.

A British destroyer took her in tow and she came into port with virtually all of the cargo intact.

Recently she was handed over to Yugoslavia and commissioned as headquarters ship of the Yugoslav Navy.

ESSO ROCHESTER PROVES HER METTLE

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

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

One bomber dived at the tanker and came near hitting her afterdeck. As stated by officers of the ESSO ROCHESTER, the Japanese plane crashed into the sea not more than 50 to 75 feet from the vessel's stern and burst into flames before it sank beneath the waves.

"At about 9:50 A. M., a Japanese two-motored bomber ap-

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

"As it came within range, the gun crew of the tanker was letting go with the 3-inch gun forward and the anti-aircraft guns. One of the anti-aircraft guns amidships immediately scored a direct hit on the Jap's starboard motor.

"With the motor stopped and in flames, the dive bomber, of the 'Sally' type, wavered, and as the firing continued it lost altitude rapidly. The enemy plane, also hit by at least one 3-inch shell, plummeted down out of control, exploding when it hit the water less than 150 feet from the ESSO ROCHESTER's port bow.

"Another Sun-built ship proves its mettle."

SHE SURVIVED THIS AND MORE



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

Since her launching on May 20, 1938, at the Sun Shipbuilding & Dry Dock Co., the M.S. PENNSYLVANIA SUN has sailed more than 550,000 miles with essential cargoes of crude and navy fuel oil. The power she delivered to our Allies under lend-lease—to our Armed Forces since Pearl Harbor—is staggering—especially to our enemies!

Torpedoed in the Caribbean Sea in July, 1942—while on her third mission for the War Shipping Administration—her entire

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

The M.S. PENNSYLVANIA SUN can take it because SUN SHIP men and women have given all their will and skill to making her—have welded their love for America in every seam of her sleek and graceful hull.

S.S. CADDO AND M.V. BRILLIANT MET DISASTER

DURING the war many ships of Socony-Vacuum Oil Company, Inc., in keeping with the traditions of the sea, added exciting chapters to maritime history.

For the tragedies which befell them and the heroism of their crews, two ships, the S.S. Caddo and the M.V. Brilliant, were outstanding.

The Caddo, which was launched at Sun Ship under the name DORCHESTER HEIGHTS, was on her first trip, sailing under Navy orders from Key West bound for Reykjavik, Iceland, when disaster befell her on Nov. 23.

Suddenly and without warning, the ship trembled and lurched under the impact of a torpedo that smashed a hole in her port side amidships. Officers and crew abandoned ship in three lifeboats and watched the unfortunate Caddo settle until finally, an hour and a half after being struck, she had disappeared beneath the surface.

Meantime the enemy sub that had fired the torpedo stood by, finally ordering Captain Paul B. Muller and Chief Mate Bendik Lande to enter the sub as prisoners. The captain died of lung trouble while in prison but Chief Mate Lande was finally released on Jan. 15, 1945.

With the captain and chief mate taken prisoners, the crew of the three lifeboats had headed for Bermuda. Two of the lifeboats were never seen or heard of again. The third capsized twice before six out of its original 17 occupants were picked up by the Spanish M.V. Motormor on Dec. 8 after 15 days in which men had died from drowning, weakness and delirium. The survivors, three of them members of the crew and three of the gun crew left out of the original 59, were landed by the rescue ship at Marcus Hook,

Pa., and hospitalized at St. Agnes Hospital in Philadelphia until their recovery.

The Brilliant, launched at Sun Ship Nov. 5, 1930, met a fate equally as tragic if slower in the enactment.

She left Texas City, Tex., on Oct. 28, 1942, touching at New York No. 2. Traveling in convoy bound for the United Kingdom, the tanker was carrying a full cargo of oil.

Nine days later at 5:25 of a clear, bright morning, she was struck by an enemy torpedo. Flames broke out, licking the topmast.

The crew under the leadership of James C. Cameron, junior third officer, fought the flames with every means at their disposal, using hand extinguishers in addition to the automatic fire extinguishing apparatus. Some of the crew were forced by the nature of the flames to take to lifeboats but the others continued to battle the fire until it was put out.

On Jan. 18, 1943, the damaged Brilliant headed for Halifax where it was planned to repair her. One day out, however, a storm came up pounding the damaged starboard side until on Jan. 20 the vessel split in two. The forepart sank carrying down nine members of the crew but the stern section was buffeted about for several days.

Because of the heavy seas the crew aboard the half-ship could not take to the lifeboats and there they remained until Jan. 24 chopping away the ice that continuously formed and which made the vessel list dangerously to port.

On Jan. 23 the disabled ship was sighted by a bomber which reported its position to rescue ships. The next day the badly frost-bitten crew was taken aboard rescue ships and soon landed at Argentina, N. F., where they were hospitalized.

U.S.S. SANTEE

Two Sun Ship Workers Praise the U.S.S. Santee

To the Editor:

I am enclosing a press release from the Pacific Fleet Advance Headquarters on Guam which I thought might interest you and the workers at Sun. As you'll see it is about the U.S.S. SANTEE, which was originally the ESSO SEAKAY, built at Sun about 1938. The part she played in the Battle of Leyte Gulf will interest all at Sun who build these ships.

As a worker at Sun (59 Dept.) for about 5 years prior to entering the service, I well knew the type of work that went into the building of the ships at Sun. Therefore, I was very pleased to learn that I was to serve on one of them. She has led a rugged life as a C.V.E. and the type of work put into her was well demonstrated at Leyte Gulf.

She took quite a beating at Leyte and not only stayed in there but continued throwing her share of punches until it was safe to "limp" away for repairs. That story along with the previous one of the U.S.S. ALCHIBA and no doubt countless other Sun Ships is tribute of the highest kind to the men who build these great ships.

I want to thank you for this opportunity of writing to you and hope that the workers of Sun enjoy this with the pride that I take in sending it on to you.

—R. G. Robinson, F 1/e

Dear Sir:

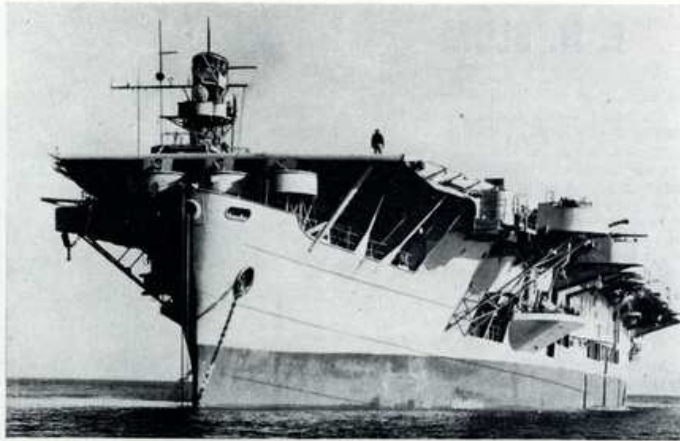
I thought you would be interested in knowing that the Sun-built ESSO SEAKAY and now the U.S.S. SANTEE CVE-29 has been officially selected as the "Queen" of the CVE's, an honor that many others would like to share.

I can truthfully say that the SANTEE has proven itself in every test required as you probably will agree after you conclude reading the story of the SANTEE which I am enclosing.

I have served aboard this magnificent ship for over 8 months and I, like many others of the crew, would rather serve aboard no other than her.

As a former Sun employee (Electrician 1st class), I am sure that I have done my duty in presenting you with this story of a great ship which was originally built by a great company.

—Augustus Prince, Rdm 3/e



intercept German blockade runners. On March 10 her planes sighted and brought to bay the blockade runner KOTA NOPAN, a sleek ex-Dutch cargo liner, directing ships of her screen to the position with the result that she was scuttled by her crew. Attacking and probably damaging an Italian submarine on the way home, she returned to the States on March, 1943 at the height of the German submarine campaign.

"Soon the 'Queen of the CVE's' set forth again, this time under the command of Captain H. F. Flick, USN, to throw her weight and skill into the battle of the North Atlantic. On completion of this duty after three cruises she wore six German flags neatly painted on her bridge, representing submarines sunk by her air group.

"By March, 1944, her planes were flying for strikes on Palau. In rapid succession there followed the Aitapo and Hollandia invasions in April, Guam in May and June, Mortai in September and the return to the Philippines in Leyte Gulf in October.

"At Okinawa, the SANTEE was at her accustomed battle station in a formation commanded by Rear Admiral W. D. Sample, USN, the SANTEE's first skipper, a fighting ship. In that critical operation, the largest to date in the Pacific and the most costly to the U. S. Navy, the SANTEE along with her sister ship the U.S.S. SUWANEE (CVE-27), was in action 83 days straight without at any time withdrawing from the combat area. During this period she was fueled at sea and provisioned under the impending shadow of the Kamikaze Corps.

"The SANTEE's performance at Leyte Gulf is an example of the stuff of which she is made.

"A Jap suicide plane carrying a bomb crashed through the SANTEE's flight deck and onto her hangar deck loaded with ammunition ready for the next strike. Sixteen minutes later, a torpedo struck the SANTEE amidships, tearing a huge hole in her side. After that her planes carried out a successful attack on the MISASHI, the YAMATO's sister ship, contributing directly to the retirement of the Japanese main battle force. The SANTEE had received hits that would stagger the normal ship, but not the SANTEE. She landed her flight aboard and for the remainder of the day and the day following, she maintained her position in the formation and launched her planes, carrying the fight to the enemy in spite of repeated additional Jap air attacks, meanwhile burying the dead, caring for her wounded and licking her own wounds.

"It is small wonder that every member of her crew knows that he serves aboard the 'Queen of the CVE's!'"

The second SEAKAY, 16,346 tons, was launched here on February 14, 1942. At that time the Nazi submarines were hurling torpedoes at American tankers and taking a heavy toll.

Only a few months after she was put into service the SEAKAY started for Europe with a cargo of gasoline and military supplies. Early June found her in Mid-Atlantic under attack by a German submarine. A torpedo crashed into her hull and she caught fire. The tanker began going down by the bow and the water washing over the decks extinguished the blaze. However, she could not be saved. The SEAKAY was abandoned and sunk. All the crew of 80 were saved except one man.

THE story of the two SEAKAY tankers is one of the most interesting in the log book of Sun Ship's eventful war era history. At one time both ships were afloat. The first, launched by Sun on March 4, 1939, is still going strong after wild action, including an attack by a Jap suicide plane that ripped her deck, and a hit from a Jap torpedo that tore a big hole in her hull.

The second SEAKAY is at the bottom of the Atlantic Ocean.

The earlier tanker is a sister ship to the mighty CIMARRON and ESSO NEW ORLEANS, tankers of 18,230 tons.

She was operated before the war by the Keystone Shipping Co. of Philadelphia. When the SEAKAY was taken over by the Navy in 1942 and converted into a "Baby Flat-top" her name was changed to the SANTEE. Here is a description of her career in the Pacific as supplied by "The Leading Edge," the ship's paper. E. H. Cliff, former Sun Ship burner, Augustus Prince, former Sun Ship electrician, and R. G. Robinson, former Sun Ship welder, are members of the SANTEE's crew.

"Stepping forth in her new garb on August 24, 1942, she had hardly accustomed herself to her new appearance when under the command of the present Rear Admiral W. D. Sample, USN, VC-29 was assigned to her and she was off to the North African campaign convoying the invasion fleet.

"Back to the States by the end of November, she set sail again the day after Christmas, 1942, this time to the South Atlantic to

E. H. BLUM

IN evaluating welded ships against the out-moded vessels of the riveted type, Admiral Emory S. Land, Chairman of the Maritime Commission, had this to say:

"Every time a riveted ship goes into dock, you have a lot of repairs to do. You do not have them in welded ships. You do not have leakages. You do not have openings in your hulls with dozens of leaks, nor do you have to redrive rivets. Even if we have these fractured plates, it is but a handful compared with the casualties present in riveted ships every time they go in for voyage repairs; something that everybody else seems to have forgotten.

"At Sun Ship the welding technique as applied to ship construction was developed in building the coastal tanker 'WHITE FLASH'. The success attendant upon this experiment prompted the construction of the large sea-going tanker, 'J. W. VAN DYKE', using a welded construction in way of the cargo oil spaces. It was then but a step to build the all-welded tanker, 'E. J. HENRY', and others of her class, notably the 'E. H. BLUM', so completely war-tested. The 'E. H. BLUM' broke in two just aft of the bridge. The two ends were salvaged, towed to port, and welded again so that she



could sail to carry oil for the United Nations. In the opinion of her owners the complete salvage job would not have been successful if the ship had not been completely welded."

CAREER OF A BABY FLATTOP

AFTER a career of combat which stretched solidly from North Africa to Okinawa, the U.S.S. SANGAMON, escort carrier which was built at Sun Ship, has finally had to come home to the Norfolk Navy Yard, Virginia, to repair battle scars inflicted by Jap Kamikaze planes in the Southern Ryukus, near Okinawa. She was launched by Sun Ship September 6, 1941 under the name of the ESSO TRENTON and later converted into a "Baby Flat-top".

Lieutenant F. M. (Whitey) Wistert, USNR, 3207 214th Place, Bayside, New Jersey, former All-American tackle at the University of Michigan, was aboard the SANGAMON on that ill-fated night last May when the fighting carrier was attacked by 12 Japanese planes.

Nine of those 12 planes fell victim to Marine F4U Corsairs as

the enemy headed for Kerama Retto. A tenth fled. An eleventh Jap, flying a single-engine bomber, was shot down by the ship's gunfire. But the twelfth Jap, in a two engine bomber, got through.

The SANGAMON took him under fire with all guns. He leveled out slightly, nosed over again in a shallow dive, took hits, burst into flames about 600 yards from the carrier, dropped a bomb and crashed almost simultaneously into the center of the flight deck.

For five hours the SANGAMON was a blazing inferno, and for five hours the crew fought and finally whipped the fire.

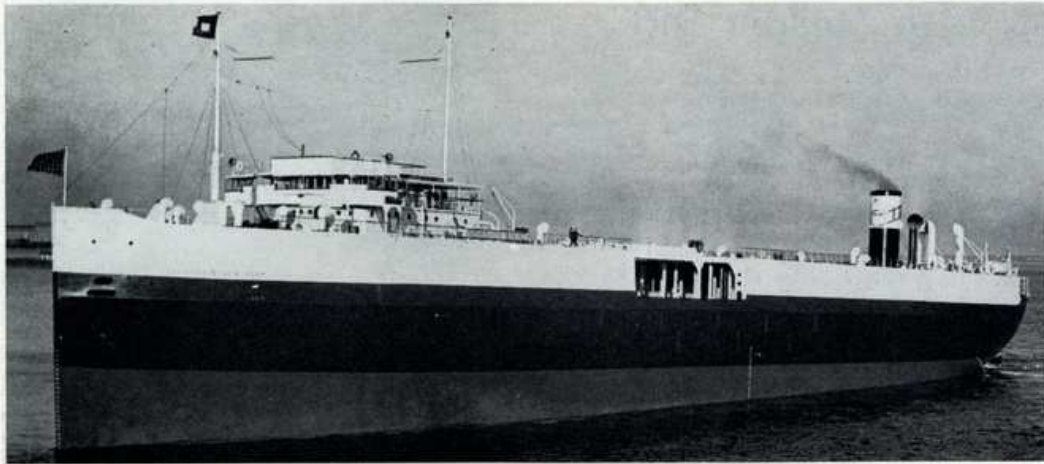
In a statement after the action, after the dead were buried, after the ship was again underway, Lieutenant Wistert said, "Cases of individual heroism and bravery were many, and require no special mention other than to say, Thank God for them".

— S. S. MURFREESBORO —



The S.S. MURFREESBORO, operated before the war by Marine Transport Lines, was staunch enough to withstand a convoy collision that resulted in the sinking of the ship which rammed her and to survive the flames that raged throughout her length and on the oil-drenched surrounding sea.

THRILLING RUN OF SEATRIN TEXAS



DEFEAT of Rommel in North Africa was due in part to the SEATRIN TEXAS, built by Sun Ship and selected for a sensational run to the Suez Canal and Egypt with a cargo of tanks vitally needed by General Montgomery and the British Army. The Germans under Rommel had given Montgomery a beating and of 300 tanks only 70 remained.

New tanks, new artillery, and other equipment had to reach Egypt in the shortest possible time. The SEATRIN TEXAS was loaded with this equipment in record time. Alone, without Naval escort, through the sub-infested Caribbean, across the South Atlantic and around the Cape of Good Hope, on to the Red Sea and the Suez, the TEXAS raced alone. She overtook the convoy but did not seek its protection. She arrived a day ahead of it, was half unloaded when the other ships appeared.

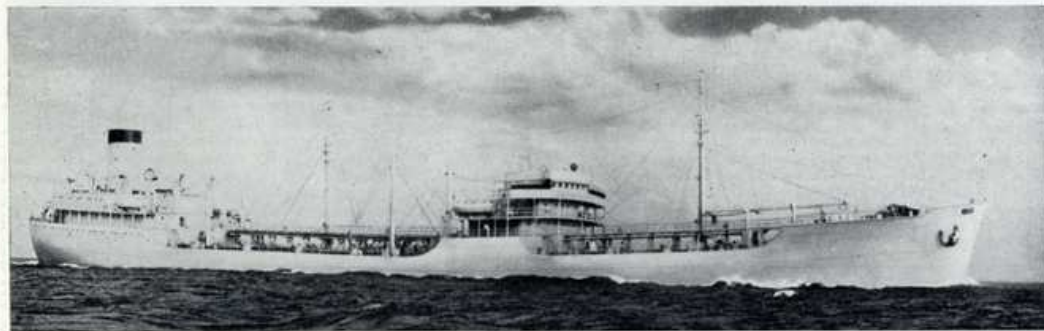
Two days after the equipment was in British hands, Rommel struck. He knew nothing of the new tanks and artillery Americans

had rushed in. He was smashed back, started on his way out of Africa. General Montgomery became the Allies' hero, but men of the Transportation Corps say "it was the TEXAS and Monty that did the trick."

Original designer of the SEATRIN was Graham Brush of New York. He organized Seatrain Lines Inc. and the first Seatrain, the NEW ORLEANS, was built in 1928. It was so successful that the HAVANA and NEW YORK were built by Sun Ship in 1932. The gallant TEXAS and the NEW JERSEY were built by Sun Ship in 1940. The Navy later took over the NEW JERSEY and renamed it the LAKEHURST.

The SEATRIN NEW YORK and the SEATRIN HAVANA were taken by the Navy in 1941 and their names changed to the KITTY HAWK and HAMMONDSPORT. These two vessels had been operated against the Japanese in the Pacific area and both have turned in a remarkable performance.

WORLD-FAMOUS "CIMARRON"



BUILT by Sun Ship, the U.S.S. CIMARRON takes her place as the most famous tanker of the present world conflict. She was in Tokyo Bay when the Japs surrendered.

She has had a part in every major Navy action in the Pacific. She has fueled more ships than any oiler in the Navy. She has been attacked by submarines. She has been bombed by enemy planes. But she has never been damaged. She has never had one of her crew killed or wounded.

The CIMARRON was launched by Sun Ship on Jan. 7, 1939. Her sponsor was the wife of Admiral Wm. D. Leahy.

Right from the start the big tanker with a rating of 18,230 tons and a carrying capacity of approximately 150,000 barrels made good. With her trim lines and twin screws she had plenty of speed.

She helped to fuel the bombers that General "Jimmy" Doolittle used in his first raid against Tokyo and she figured in the campaigns at Guam, Guadalcanal, in the Marianas and other islands and in the latest Philippine drive.

Gallant Ship That Came To a Gallant End

THE S.S. OKLAHOMA was a tough ship and had survived one terrific blasting by a German submarine but the Nazis finally got her. On March 23rd of this year she was lost with all hands in the Caribbean area. She was launched at Sun Shipyards on November 2, 1941 and was quickly put into service by the Texas Company transporting oil and gasoline. The Germans were intent on checking the rapidly growing fleet of tankers.

On April 8, 1942 the Oklahoma was attacked by a submarine in the North Atlantic area. A torpedo ripped a huge hole in the stern of the tanker but she refused to sink. Then the submarine shelled her repeatedly. Still the gallant OKLAHOMA kept afloat and after being abandoned was picked up and towed to port. She reached the Sun Shipyards and was placed in Dry Dock. A fine repair job was made on the ship and she returned to her mission.

The OKLAHOMA made many trips, carrying vast quantities of gasoline and fuel oil to the European war front. She also was used to bring crude oil from the South American fields. Her end came suddenly; a German submarine intercepted her in the Caribbean area and torpedoed her. She went to the bottom carrying all hands with her.



The sturdy "OKLAHOMA" could take it. She survived this blast from an enemy torpedo. Repaired by Sun Ship, she went back to carry war supplies.

— Story of the Alchiba —



THE SS ALCHIBA had been built by Sun Ship in the fall of 1939 and was christened the MORMACDOVE. When the Navy took her over, from the Moore-McCormick Co. the name was changed but that was all. Her stability, toughness and staunchness were the same as the day she was launched by Sun Ship.

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

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

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

Early in January the crew had her patched up, and started on a 5,800 mile trip to an American repair yard. When she went into the drydock, it was found that her keel had been broken in two places.

S. S. AXTELL J. BYLES

ANOTHER outstanding ship built by Sun and operated by the Tidewater Associated Oil Company is the S.S. AXTELL J. BYLES and she had an exciting experience with a submarine off Cape Hatteras.

The S.S. AXTELL J. BYLES (Hull No. 104) while transporting a full cargo of petroleum from the Gulf area was torpedoed on April 18, 1942 off the East Coast in the general vicinity of Cape Hatteras. The vessel was badly damaged by the torpedo striking in the vicinity of No. 3 main cargo tank on the starboard side, immediately forward of the amidships house.

The house, as well as the navigating bridge, were practically demolished and considerable hull damage was sustained in way of No. 1 to No. 5 main cargo tanks and pump room. However, none of the ship's personnel was killed or seriously injured.

A preliminary survey by the vessel's officers indicated that the vessel was still seaworthy and would remain safely afloat, whereupon the emergency after-steering station was connected and the ship proceeded to a safe port, at Hampton Roads, Virginia. The vessel after survey then continued under her own power to Baltimore, Maryland, where the remaining cargo was discharged with a loss of approximately 28%. The vessel continues in service.

5 Employees = 265 Years, 8 Months Service



William J. Bonner
47 years, 9 months

William Glossop
47 years

John Gallagher
59 years, 8 months

William Irving
65 years

Charles E. March
46 years, 3 months

Oldest employees on the Sun Ship payroll are those who were at the Wetherill plant when it was taken over by the Sun Shipbuilding and Dry Dock Co. Heading the list is William Irving, 8-90, who is listed as an employee although he has been in poor health for several years. He has 65 years of service. John Gallagher, 8-233, has 59 years, 8 months service. He is not active

in shop work. In the Ball Park boiler section you can find William J. Bonner, 30-24. He has 47 years, 9 months service with Sun Ship. Foreman of the Pattern Shop, Wetherill Plant is William Glossop, 1-1. He is busy and energetic despite his 47 years of service. Finally, we have Charles E. March, 8-75, with 46 years, 3 months of service.

HOW SUN SHIP TRAINED WORKERS

BY GEORGE B. THOM

ON January 1, 1941, there were on the Company's rolls about 7100 employees. Of these, about 250 were classed as apprentices and a small number in addition were enrolled in short-time training courses in blueprint reading and shipfitting. As employment was stepped up during succeeding months, it became more and more apparent that the need for skilled men would far outrun the supply, particularly if, as was the case, the number of employees was to be doubled during the year.

Succeeding revisions in schedule boosted employment to nearly 30,000 by the end of 1942, and to 35,637 by mid-July, 1943. Such tremendous expansions over such short periods made it necessary to resort to some form of training other than apprenticeship if production was to keep pace with demand.

To meet these new conditions there were set up four basic short-term programs, each designed to take care of a particular need. The extent to which each was utilized is indicated in the following summary of those who completed training:

1. Engineering, Science, Management Courses	1,813
2. Foremanship Training	1,487
3. (a) Vocational Training in crafts except welding	6,116
(b) Welding Training, including upgrading training	16,426
4. Job Instructor Training	1,300

Total completing company supervised training

27,142
Once production and manpower needs

had been set and an agreement reached as to the crafts most needing skilled workmen, two other major problems had to be worked out, the procurement and training of qualified instructors and the preparation of instruction material. For engineering instruction, yard employees were used in so far as they were available, the balance being taken care of by qualified men loaned by other companies and nearby colleges. In all, 58 instructors were used on this program.

Practically all of the instruction in craft work was done by yard employees after brief training in teaching methods under the Job Instructor Training program. A total of 174 men carried on regular classroom instruction, and over 1100 other men completed Job Instructor Training and were used in instructing men on the job.

In many crafts the lack of available instruction material made it necessary to write training manuals and have them printed. These were prepared by supervisors and instructors in the Yard under the general supervision of the Training Office and the Pennsylvania Department of Public Instruction. To meet Company needs, 17 manuals were written, and to date over 178,000 copies have been sold. Many have been purchased by our own employees and literally thousands have been bought by other shipbuilders all over the country.

There can be no question regarding the value of training, but there can and should be a question as to how great a value it has. Usually this is a fairly difficult question to answer, but in the case of Sun Ship this answer is fairly obvious. Long before

we reached our employment peak the supply of experienced shipbuilders vanished completely. As a matter of fact, this really occurred before we were well under way with our increased schedule of production. As a result, for many months man-hours per ship increased alarmingly in spite of increases in man-power.

Eventually, a balance was reached and from that time on, man-hours per ship have decreased steadily until today standard ships are being turned out with less than half of the man-hours required three years ago.

Such is the record of war-time training at Sun Ship.

THIS MONTH'S COVER PAGE

Typical of sturdy tankers built by Sun Shipbuilding and Dry Dock Co., the S.S. VALLEY FORGE has been selected as the symbol of Victory in this special number of "Our Yard." Launched June 25, 1942 she had as her sponsor Mrs. Hubert M. Bowing, daughter of William Irving of the Wetherill Plant with 65 years employment service. The VALLEY FORGE later was taken over by the Navy and renamed the TALLULAH. She has a notable record in the delivery of oil and gasoline to all of the battle-fronts.

Color plates, courtesy of the General Electric Company



★ **SUN SHIP LAUNCHINGS IN AUGUST** ★

★ **S.S. MISPILLION** **S.S. ATLANTIC RANGER** ★
 ★ **S.S. HERON'S BRIDGE** **S.S. RYE COVE** **S.S. NAVASOTA** ★

★ (Upper left) — **S.S. NAVASOTA** had as its sponsor another Sun Ship Bond Purchase Campaign winner. She is **MRS. ANNA C. E. HAHN** of Drexel Hill, mother of Pfc. Daniel Hahn, U. S. Army, whose name was drawn in the contest in Upper Delaware County and who selected his mother to christen the ship. The launching took place in Central Yard Aug. 30.

★ (Upper right) — **S.S. ATLANTIC RANGER** was launched from North Yard Aug. 31. **MRS. ANNA SULGER** of Norwood was the sponsor. She is the wife of John B. Sulger, Jr., foreman in the Fabricating Dept. who has been associated with Sun Ship for 27 years and 4 months.

★ (Lower left) — **S.S. HERON'S BRIDGE** had as its sponsor **MRS. ANNA E. ORTH** of Morton, Pa. Her husband, John Orth, was the winner in

the Sun Ship Bond Purchase Campaign. The launching took place Aug. 13 in the North Yard.

★ (Lower center) — **S.S. RYE COVE** was launched in Central Yard Saturday morning, Aug. 18. The sponsor was **MRS. MARION LANE LUPTON**, 732 E. 20th Street, Chester. Mrs. Lupton was the winner in the Sun Ship Bond Contest for Chester and Lower Delaware County.

★ (Lower right) — **S.S. MISPILLION** was launched Friday, Aug. 10 in Central Yard with **MRS. ETHEL COE FEDDEMAN** of 17 Kerlin Street, Chester as the sponsor. A large number of spectators witnessed the event. Mrs. Feddeman is the wife of Dr. Charles E. Feddeman, Chief Physician of Sun Ship, who has been associated with the Company for 26 years, 7 months. ★



SUN SHIP LAUNCHES TWO TANKERS FOR *Standard Oil Company of California*



H. D. COLLIER

(Upper) — JUST A MOMENT after this picture was taken on Sept. 19 Mrs. H. D. Collier christened the ship which was named after her husband (standing at her side) while President John G. Pew gave his final instructions. Mr. Collier is President of the Standard Oil Co. of California. (Lower) — MRS. H. D. COLLIER receives the congratulations of John G. Pew. (Right) — STATELY AND GRACEFULLY, the SS H. D. COLLIER slips down the way.



J. L. HANNA

(Right) JUST BEFORE THE LAUNCHING on August 21 Mr. and Mrs. J. L. Hanna are seen with John G. Pew, President of the Sun Shipbuilding and Dry Dock Co. A large number of prominent guests attended both this launching and that of the H. D. Collier.

(Extreme right) — CHAMPAGNE BUBBLES filled the air as Mrs. J. L. Hanna, sponsor, crashed the bottle against the new tanker which will be operated by the Standard Oil Co. of California. Mr. Hanna, for whom the ship was named, is Vice President of that Company.



NEWS OF OUR PEOPLE IN THE SERVICE

Killed in Action



S/SGT. DAVID W. FORD, tail gunner in a B-25, was shot down and killed in the Ryukyus islands' campaign. He was formerly in 47 dept. and was the son of Mrs. M. Ford of Phila.

When He Left — When He Returned



Here are two pictures of William F. Brogan, formerly a Sun Ship welder, who went into the service, fought for his country, had thrilling experiences and came back to Sun Ship as a welder. Nearly three years elapsed between the taking of the two photographs. The one in uniform shortly after he entered the Navy and the other showing him as he told some of his experiences to John G. Pew, Jr.

While on the cargo ship JAMES W. DEVER, his craft was attacked by a German submarine: this was on April 11, 1943. The entire ship's crew was forced to take to life-boats and rafts. Brogan was taken aboard one of the rafts. For 34 days he and 17 other sailors drifted in the North Atlantic. The only food they had was six cans of pemmican. This is a highly nutritious food consisting of powdered meat, meal, and dried fruits. But six cans could not go very far among 18 men.

During those 34 days, Brogan lost 41 pounds. Finally when they had almost abandoned hope they were sighted about 350 miles west of the Canary Islands by a Spanish vessel and were landed at Cape Blanc, Spanish Morocco.

He was brought back to the United States on the S.S. "SEATRAN NEW JERSEY" which had been built by the Sun Ship. Young Brogan resides in Eddystone and is 23 years old.



LT. JOHN J. ONDECK of Brockton, Pa., formerly of 30 Dept. and now in Okinawa, had completed eleven missions in the Pacific when the War ended.



Chester now that mother has moved out of town. But, maybe it won't be too much longer until I get back there, I hope.

Pierce B. Robinson



PVT. H. AUSTIN, formerly of 59 Dept., is now with the Army in the Southwest Pacific. His brother, Lewis, works in 33 Dept.

Dear Mr. Burr,

At last, as you can see by the cancellation stamp, (Tokyo Bay) we have reached our destination. I am very happy that I was among those that did. We were in the thick of things most of the time and hit some pretty tough spots. You probably read in the newspapers of the activity of task force 58 and later 38. We saw plenty of action at Iwo Jima, Okinawa and Kyushu.

We entered Tokyo Bay on V-J Day. It was quite an experience. I was on the 4 to 8 a. m. watch on the bridge. Just as dawn broke, we were entering the harbor. Straight ahead of us loomed Mt. Fuji, the sacred volcano. We are at present anchored off Yokohama. The post office is set up right off Yokosuku Naval Base and shipyard. I go over every day for the mail.

I did some exploring and found what looked to me like a pay office so I went in. I asked the marine on

guard if there were anything like pay envelopes or receipts around. So he looked and found the one I have enclosed. (The Jap pay envelope has tables and figures printed in English and Japanese).

While at sea we refueled from tankers many times, and I imagine some were Sun Ship jobs. But last week I was sure of one. It was the Cimarron.

James W. Sulger, MAM 3/c



DORIS ANN OSMAN, S 2/c, formerly of Cost Department, Main Office and WILMA WEBER, S 2/c, formerly of Paymaster's Office now in the U.S.N.W.R. Seaman Osman is located at the Supply Depot in Mechanicsburg, Penna. and Seaman Weber in Maryland. They were both recently home on leave and visited their friends at Sun Ship. Seaman Osman's mother, Mrs. Virginia Osman, is in the Hospitalization Dept., North Yard Payroll.

★ **NOW THE BOYS ARE COMING BACK** ★



ELLIOT G. JENKINS, 621 W. 6th St., Chester had his first job here at Sun Ship in 1929. He was 22 years old. He began as a brakeman in 75 dept. and when called to military service, he was yard-master. That was on October 20, 1942. During his service in the army, he was in the Mandated Islands campaign and was wounded. He received the Purple Heart and has one Bronze Service Star.



DONALD H. DOCHERTY, who was a machinist's helper when he joined the Army in 1941, has returned to the plant. He served in the French and German campaigns.



EDWARD C. JENKINS, former Sun Ship welder, came back to the Yard after three and one half years of scout duty on the European front. His work was extremely dangerous and he was once captured by the Nazi troops. He and seven others made a dramatic escape from a train which was to carry them to a German prison. They were concealed in a house in Luxembourg by a family friendly to the Allies until American soldiers captured the city.



HARRY F. McCLEARY, who has returned to Sun Ship and who enlisted in the Navy in May, 1942, has taken part in 11 battles in the Pacific. He figured in the campaigns on Guadalcanal, the Solomon Islands, Cape Gloucester, the Kuka Gulf, Gilbert and Marshall Islands, Saipan, Guam, Formosa, Leyte, Mindanao, and the heavy fighting on Luzon.

ROBERT W. CHESTNUT, 47-665 of 6165 Harley St., Phila. was drafted October 30, 1941 and received his Honorable Discharge on August 9, 1945. He was in the following campaigns: Algeria-French Morocco; Tunisia; Naples-Foggia; Rome-Arno; and Northern Apennines. His citations include the European-African-Middle Eastern Service Medal with 5 Bronze Service Stars. He was with the First Armored Division, 27th Field Artillery.



FRED MARSHALL BERGER, Jr., formerly one of the boys in 45 Dept., came back to the plant the other day after putting in more than 2½ years with the Naval Forces in the Pacific. He served most of the time as Gunners' Mate on an LST and was wounded by a Japanese suicide pilot. He was severely burned on his hands and arms. He was awarded the Philippine Liberation Medal with two Battle Stars, the American-Pacific Ribbon with two Battle Stars, and the Purple Heart.



JAMES F. AVERILL, 33-4302, of 46 Glendale Road, Upper Darby served in the Rhineland and Northern France campaigns. His citations include Bronze Battle Stars, Good Conduct Medal, and the Purple Heart. He got his shrapnel wounds in Germany.



ANTONIO DEL VILLANO, who came back to 46 Dept. took part in the big raid on Guadalcanal and then joined in other campaigns in the Pacific. He was in the armed service nearly three years and his decorations include: the Asiatic-Pacific Service Medal, the Distinguished Unit Badge, and the Philippine Liberation Ribbon. He has nine battle stars.



BUY VICTORY BONDS FOR A SAFE FUTURE

DRIVE STARTS OCT. 29—ENDS DEC. 8

In announcing the Victory Loan Drive Treasury's Secretary Vinson said: "The present Treasury balance is large, but enormous obligations incurred in the achievement of victory, including those for material and munitions already delivered and used, will drain this balance quickly

and additional funds will be needed early in December. The cost of contract settlements, bringing our forces home, their mustering-out pay, hospitalization, care, and rehabilitation will be great and will require large sums for which we must plan now."

You Get \$4 for Every \$3 You Invest
HOLD ALL THE VICTORY BONDS YOU BUY

LABOR-MANAGEMENT AWARDS FOR JUNE-JULY



RUSSELL ROTHKA, 47-717, received \$50.00 for his remodeled burner's torch. A valve is placed on the torch's high pressure tube to regulate the flow of air pressure, thus saving 50% of the oxygen. It enables a burner to make a nice, clean cut, eliminates the need for gauges and is ideal for a blowing weld.

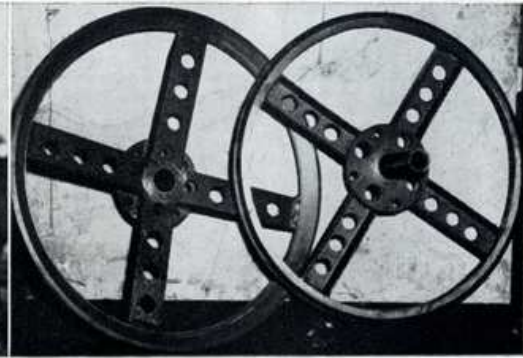


ANDREW W. ROBINSON, 36-873, received \$50.00 for his parting tool holder. Broken ends of cutting tools, parting tools from the planer, slithered bolt machine, and tool steel flat bars of all sizes are being used in the holder. One important advantage of this holder is that the cutter can be adjusted to any length to suit the dimension of the piece to be parted, thereby eliminating unnecessary overhang.

Sun Ship regretfully announces that the Maritime Commission has abandoned awards for labor suggestions. However, on August 23 the Labor-Management Production Committee awarded four \$50.00 prizes for the July contest and two \$100.00 prizes for the June contest.



THOMAS AYLING, 33-476, was awarded \$50.00 for his special type clamp which was devised to hold stainless steel sleeves to extra heavy pipe so that they could be welded together with no air space or gap between them.



E. LOVELAND, Jr., (above) 36-953, was awarded \$100.00 for his jig for grinding sea valves. This idea consists of two steel rings which are used as jigs for grinding down the valve seat and the valve disc.



WILLIAM JOYCE, 47-339, received \$50.00 for his burning machine attachment. A small flat bar bracket with two guide wheels is attached to a burning machine for burning the flange off channels to be used as side frames on cargo boats.



PAULINE D. RYAN, 36-3840, received \$100.00 for her idea for three air lifts spaced along the length of the radlac machine which lift the tubes out of the trough after cutting.

37 GET SERVICE AWARD PINS



TWENTY FIVE YEAR EMBLEM is pinned on J. Holman, 55-7, by Superintendent A. A. Norton at Service award ceremony on Sept. 14.

AWARDING August service emblems, Supt. A. A. Norton told the veteran employees of Sun Ship: "It is a pleasure to me to congratulate you men on your long association with this organization and to present you with tokens as mementos of the occasion. The Company appreciates the services you have given. We will pass over the present period of reconversion and adjustment and I feel sure that you will be in the employ of Sun Ship as long as you wish to serve".

This was the first occasion that Superintendent Norton officiated in the awarding of emblems and the ceremony took on an added interest when he pinned a 25 year token on J. Holman, 55-7.



(Top row) — E. Moritz, 36-67; B. Leflar, 80-36; (Supt. Norton); R. Friedrich, 8-154; A. Popiel, 66-88; N. Washington, 4-102; J. Randell, 36-10012.
 (Second row) — (Supt. Norton); W. Caruthers, 38-13; W. Brown, 42-478; T. Barliff, 59-4748; G. Conn, 65-165; H. Osman, 45-10034; J. C. Beatty, 36-97; J. Price, 36-397.
 (Third row) — A. Burrows, 47-169; (Supt. Norton); L. Hunter, 33-109; J. Drulick, 59-274; L. Liddill, 51-224; W. Osterle, 42-41; M. Van Uladrick, 36-48; P. Papi, 66-31.
 (Bottom row) — S. Thompson, 59-157; E. Lewandowski, 75-25; H. Franck, 45-39; (Supt. Norton); F. Ernest, 33-161; J. Hollis, 34-2506; E. Owsiany, 34-78; C. Crow, 59-248; O. Beitz, 36-887.

AUGUST 1945

35 Years	
1-46	P. Brown
25 Years	
45-14	J. O'Leary
20 Years	
38-13	W. Caruthers
34-2506	J. Hollis
66-31	P. Papi

HOURLY ROLL

15 Years	
1-24	M. Merrill
4-102	N. Washington
8-154	R. Friedrich
33-161	F. Ernest
34-78	E. Owsiany
36-67	E. Moritz
36-10012	M. VanUladrick
42-41	W. Osterle
66-88	A. Popiel
67-344	L. Bodison
10 Years	
33-47	W. Briggs
33-168	E. Bland
36-97	J. Beatty
36-397	J. Price
36-887	O. Beitz
36-10021	J. Randell
42-478	W. Brown
45-39	H. Franck
45-10034	H. Osman
47-169	A. Burrows
47-216	J. Remm
47-1021	N. Daviduk
51-224	L. Liddill
51-482	G. Schock
55-139	J. Abramchuk
59-148	C. Risley
59-157	S. Thompson
59-248	C. Crow
59-274	J. Drulick
59-4748	T. Bailiff
65-165	G. Conn
75-25	E. Lewandowski



36 MACHINISTS

By Dick Clendenning

A hearty welcome to Rich Fitzgerald who has returned to the Shop again after 25 months of jumping around on the Pacific Islands. He had been stationed on Hawaii with the 102nd Inf.; Christmas Island with the 130th Inf., and Oahu with the 130th Inf. Everyone was glad to see Fitz return looking so well and he has all our best wishes for happiness in the future.

Ted "Reds" Parker has left the Shop to take up new duties way up in Connecticut. Always popular, the big good-natured redhead will be missed by all. We were glad to see his place filled by our old friend "Benny" Smith who just returned to his old love after a spell in the North Yard shops.

"A" league bowlers are now in for some real competition, 36 Dept. having entered a team this year and making a conspicuous and significant beginning by taking the Wetherill team to the cleaners to the tune of 4 in a row. This team, composed of such seasoned bowlers as George Read, Stan Beaver, Bob Dieter, George McGonigal, Bill Jump and headed by the veteran Sam Minnick, looks like a real contender to us and they have our wishes for a good season.

Among recent visitors to the Yard, we had the pleasure of greeting S/Sgt. John Lindsay, who formerly worked with us in the shop as an apprentice. John has had 1½ years overseas and worked on marine mechanical work on Deisel and steam engines which duties he was well qualified to perform, thanks to his experiences here at Sun. He left for training in company with Robert Rock, formerly of the Wetherill Plant, and they went through training and overseas together and were together all the time over there, finally returning on a 30-day furlough together. They both wear battle stars, having participated in the Battle of the Rhineland. John expects to go to the Pacific theatre after his furlough ends but we are all hoping that he will soon be in our midst for good.

Matt "Rip" Rupnick, formerly of 36 Dept. and now a member of the staff at Pensacola Naval Hospital, Pensacola, Florida, was recently promoted from Pharmacist Mate 3/c to Pharmacist Mate 2/c. Nice work "Rip", our congratulations and good wishes, we are always hoping that you will soon be back with us again.

Bernice Orloff, 91 Dept. clerk in 36 Dept. office, has been concerned over the prospects of her hubby being sent overseas. He has been in the service 2 years and is now stationed in California and expects to be shipped to the Pacific area.



GEORGE J. RENNETT, who has been appointed Foreman of 91 Dept. to fill the vacancy caused by the death of James M. McKay.



DR. CHARLES E. FEDDEMAN
PLANT PHYSICIAN

WE REGRET —

That the large number of special features and pictures in this Souvenir Victory number of OUR YARD forced us to hold some of the regular articles out of the October edition. They will appear in the November issue.

QUIPS FROM N. Y. PAYROLL

By Al Plough

Mr. Rudolph Weber of the Rate Dept. just completed his third year at the Sun Shipyard.

Welcome to North Yard Payroll—Julia Horn, formerly of Howard Burke's office, to Contract Dept.; Mildred Davis, daughter of Al Davis (Leader 91 Dept.) to Tabulation Dept.; Ellen Kelly, daughter of Mrs. Kelly, Contract Dept., to Tabulation Dept. and Millie DelVacchio and Doris Gallagher of the Contract Dept., Central Yard to the Tabulation Dept.

By the Sea—The trio: Pedante, Ertwine, and Raffaele had a grand time in Atlantic City vacationing and came back to work with lovely coats of tan.

Between week-ends and two-weeks vacation, Cass Coonan had a very busy summer at her cottage in Wildwood, New Jersey.

Many Happy Birthday returns to: Thomas J. Conley, Oct. 2; Florence Bell, Oct. 4; Mary Pedante and Nellie Lilley, Oct. 8; Elizabeth A. Hannum, Oct. 9; Alva M. Kallenbach, Oct. 7; Ruth McKinstry, Oct. 19; David R. Owens, Oct. 22; Dora C. Liberatore and Jane Heavey, Oct. 24; Doris M. Moretti, Oct. 25; and Zita Podgajny, Oct. 27.

Now that the war is over, the government is going to sell planes to civilians part down and the balance in drops.

Helen Tierney, formerly of the Contract Dept. now residing in Washington, D. C., sends her regards to the gang and would like to receive a line from them. Her address is 501 11th Street N. W. Write her, girls.

Mary Leary and Betty Kelford of the Distribution Dept. spent Labor Day weekend in New York City.

Definition of a scallion: an onion in a zoot suit.

Esther Strom, Distribution Dept., spent her vacation in the Poconos while Elsie Long of Mr. Hoffman's office and Dora Kaciuryrna of the Bond Dept. spent their vacations in Wildwood, N. J. Peggy Tracey had a grand two weeks at the seashore.

Doris Ann Osman, U. S. Waves S2/c, formerly of the Cost Dept., Main Office, and daughter of Virginia Osman of the Hospitalization Dept., has just offered her services for four more years in the Waves.

The Contract Dept. bids good-bye to Frances Sweet and wishes her the best of luck in her new position.



WAR HISTORY of the SAFETY DEPARTMENT

BY E. E. WHITE — SAFETY ENGINEER



THE activities of the Safety Department during the war period were many and diversified. The main functions were to maintain safe working conditions, to educate new employees in safe practices and to keep alive the spirit of working safely at work and at home.

When war was declared the Department consisted of a safety engineer and seven inspectors. The staff was increased to a total of one safety engineer, two assistant safety engineers and thirty-seven inspectors and clerks as activities increased.

Shortly after the beginning of the war, the Navy and Maritime Commission, jointly, set up minimum safety and health requirements, including a comprehensive reporting system for all shipyards. The Sun Shipbuilding and Dry Dock Company had already exceeded these minimum requirements and continued to comply strictly with them throughout the war period.

New employees by the thousands were hired from all parts of the country and from all walks of life until we almost reached the staggering total of 36,000. A representative of the Safety Department talked to each of them before they were permitted to work, stressing the hazards of shipbuilding and cautioning them to work safely at all times.

Safety committees were organized which included employees from all departments, on all shifts and from all the yards and plants. To the thousands who served as committeemen, reporting hazardous conditions, great credit is due.

The management, supervision and committeemen were furnished monthly with a very detailed analysis of all major and minor injuries. The cooperative attitude of all these made it possible to maintain a good safety record which placed Sun Ship among the first three of all the shipyards on the Atlantic seaboard.

Many additional duties fell within the scope of the Safety Department's activities. The department conducted two safety stores, one in the Central Yard and one at 21 Shipway. These stores sold at cost or below, such necessary equipment as gloves, shoes, overshoes, leather clothing, prescription goggles and the like. The scarcity of these articles and the cost proved a great saving and convenience to thousands of employees.

The air raid protection organization was developed by the Safety Department, who enlisted 1500 men in the service. Climax of this work was reached when a blackout was ordered by the War Service Command which proved to be 100% perfect, in record time.

The Volunteer Fire Company had its origin in the Safety Department. These four hundred men with the coordinator, chiefs and firemen had given the management and employees a feeling of security. Their record has been excellent and fire loss has been negligible.

First Aid classes were organized, from which detachments were formed to act in time of emergency on the ships and in the shops. The organization gave public demonstrations and gained for itself and the company a splendid reputation.

All the Red Cross drives were handled by the Safety Department. To the blood donor service on its three visits, 2,300 pints of blood were donated for the servicemen overseas.

The Red Cross war fund drives handled by this department netted the magnificent sum of \$202,736.00. Management and employees should be proud of this substantial contribution to such a worthy cause.

The Safety Department has for a number of years conducted a blood bank for the employees and their immediate families. The donors lose no work time while away from the yard and the transfusions are given without cost. Every type of blood is registered

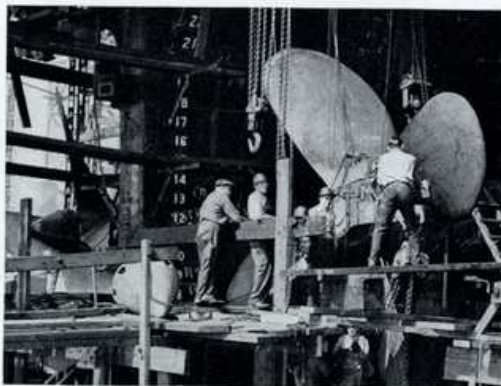
and the hundreds of volunteers who have donated their blood to thousands, have received the grateful thanks of many persons who have recovered through their helpfulness.

The Safety Department of Sun Shipbuilding Company was one of the organizers and charter members of the Seven Shipyard Exchange, consisting of all the shipyards on the Eastern seaboard. The exchange of ideas and preventive safety measures has been a great help in safety work during the war.

To all those who had a part in these activities, the Safety Department would like to express its appreciation for a job well done.



Just Before a Ship is Launched



SETTING THE WHEEL—Showing the crew of skilled mechanics using the huge wrench to tighten up the propeller wheel on the starboard shaft of a twin-screw Sun Ship tanker. The man with his back to the camera is in the act of using a sledge hammer on the wrench.

SUN SHIP "ON THE JOB" EARLY

HIGH acclaim has been tendered the U. S. Maritime Commission for its pre-war program of building ships. World wide opinion is that it was this foresighted policy of building tankers and other vessels and of awarding contracts previous to Pearl Harbor that gave the Allied Nations the early impetus that was so vital to victory.

Here at Sun Ship we have definite and decisive proof of the advance steps taken by the Maritime Commission to have American Shipping in readiness for the inevitable clash. Sun Ship actually had delivered to the Maritime Commission 15 ships before the Japs made their attack in the Pacific. Also —

The Maritime Commission had contracted with the Sun Shipbuilding & Dry Dock Company previous to December 1, 1941 for the building of 114 ships. In addition there were three other vessels of the Cimarron type which had been contracted for by the Standard Oil Company of New Jersey in cooperation with the Maritime Commission.

This initial group consisting of the S.S. CIMARRON, S.S. SEAKAY, and S.S. NEW ORLEANS were contracted for on January 3, 1938.

Then on May 10, 1938 Sun Ship contracted with the Maritime Commission to build six single screw cargo vessels known as the C-2 type. In this group was the well known M.S. DONALD McKAY. On December 8, 1938 Sun Ship received a contract from the Maritime Commission to build four cargo ships of the C-3 type.

Only a few months later on February 20, 1939, there was a contract for the construction of four cargo and passenger vessels of the C-3 type.

Later on October 6, 1939 came the Maritime Commission contract for eight cargo ships of which five were later converted into refrigeration ships.

After this came the big order for 87 tankers of the T-2 type. This was more than six months before Pearl Harbor.

On December 1, 1941 there was a contract made by the Maritime Commission for five more T-2 tankers.

There in cold type is the story of preparedness. And here is the list of ships delivered to the Maritime Commission by Sun Ship before Pearl Harbor.

Hull	Name	Type	Delivered
175	MS DONALD McKAY	C-2 Cargo	June 27, 1939
176	MS MORMACHAWK	C-2 Cargo	July 27, 1939
177	MS MORMACWREN	C-2 Cargo	Aug. 18, 1939
178	MS MORMACDOVE	C-2 Cargo	Sept. 21, 1939
179	MS MORMACGULL	C-2 Cargo	Oct. 13, 1939
180	MS MORMACLARK	C-2 Cargo	Nov. 29, 1939
182	MS MORMACPENN	C-3 Cargo	Jan. 18, 1940
183	MS MORMACYORK	C-3 Cargo	Apr. 1, 1940
184	MS MORMACLAND	C-3 Cargo	Apr. 24, 1940
185	MS MORMACMAIL	C-3 Cargo	May 29, 1940
186	MS RIO HUDSON	C-3 Pass-Cargo	July 31, 1941
187	MS RIO PARANA	C-3 Pass-Cargo	Sept. 2, 1941
188	MS RIO DE LA PLATA	C-3 Pass-Cargo	Oct. 2, 1941
189	MS RIO DE LA JANEIRO	C-3 Pass-Cargo	Nov. 22, 1941
199	MS CHINA MAIE	C-2-50 Cargo	Oct. 16, 1941

Also these ships in which the Maritime Commission cooperated:

172	SS CIMARRON	T-3	Feb. 6, 1939
173	SS SEAKAY	T-3	March 23, 1939
174	SS ESSO NEW ORLEANS	T-3	April 4, 1939



MEN OF THE CENTRAL YARD PLATE SHOP who are shown here include, (left to right): George Coursey, Ass't Foreman — Second Shift; Joe McBride, Ass't Foreman — Day Shift; John H. Seaman, Foreman; Bert Smith, Expediter; Bob Maculley, Rigger.



PARKER KILVINGTON, ladies and gentlemen, is the chap who draws the funny pictures for *News of the Week* and has contributed numerous sketches to OUR YARD. He is a machinist at the Wetherill plant and has been with Sun Ship ten years. He resides with his wife and three children (Barbara, 5; Virginia, 3; and Lawrence, 1 year) at 300 MacDade Blvd.

INK SPOTS FROM THE HULL DRAWING ROOM

By Frank Paalik

We wish to say "Thanks a Million" to Joe Clark for writing the "Ink Spots" column for the September issue. Joe readily consented to pinch-hit during the vacation period and did a swell job of it.

John Carney entered the Army of Uncle Sam on August 18th. John was a popular member of Dept. 78, although he was with us but a relatively short time. We join to wish him the best of luck. He is stationed at Camp Claiborne, La.

We wish to express our deepest sympathy to Jim Carr and his family in their recent bereavement. Jim's father died on August 15th, and Jim was granted an emergency furlough by the Navy to fly home from Hawaii for the funeral services. He stopped in to visit his Sun Ship friends while in town.

Joe Chermol stopped in for a visit this month after tangling with the Nazis. Joe looks well and gave an interesting account of his experiences.

Did you get one of the cigars that were passed around in Dept. "78"? Frank W. Bierling, the proud Dad, was the passer when a son, Ronald William, weighing eight pounds six ounces, arrived on August 24th. Yes sir, the whole family (including Dad) is doing nicely, thank you!

Can you guess what the high spot was of that enjoyable picnic held at Furman Hallman's place? You're right — it was the five inning softball game between Dept. 38 and Dept. 78, won by the latter, to the tune of 10 to 7. The batteries for the game were Woody Preston and John McNulty for Dept. 38 and Al Williams and Joe Clark for Dept. 78. We assure you that the memory lingers on, not only of the ball game, but also of the swell time had by all, thanks to Furman and the committee.

It is alleged that some tuna fishing has been attempted by various members of this department, but all that we can report are losses various and sundry.

Our best wishes for success in his new employment are extended to Evan Koons. Evan left Sun Ship on August 30th, to join the Firestone Tire organization.

TRIBUTE FROM ADMIRAL NIMITZ

What role did the tankers play in achieving victory over Japan? Perhaps the best answer to this question is contained in a letter which was written by Admiral C. W. Nimitz to Vice Admiral Emory S. Land, Administrator of the War Shipping Administration. The letter has been printed before but its republication at this time will emphasize the importance of tanker transportation.

Here is the text of Admiral Nimitz's letter dated Nov. 3, 1944: "During these weeks of continued successes by our Navy in the Western Pacific it seems timely and proper that full acknowledgment be made of the indispensable role of War Shipping Administration ships in making these successes possible. Never before has any comparable fighting force been supplied with the materials of offensive warfare over such vast ocean distances as those now being transported to the Fleet by the commercial ships operating under your jurisdiction.

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

"I particularly desire to acknowledge the services of the commercial tankers engaged in transporting fuels to the Fleet. Our requirements were numbered in millions of barrels to be transported thousands of miles to the scene of Fleet operations. The volume involved demanded the utmost in operational management to assure a rate of delivery in keeping with our needs. Our success in keeping the Fleet properly fueled was dependent upon the deliveries by these commercial ships. Not once did they fail.

"For these performances of the War Shipping Administration, ashore and afloat, I send a hearty 'WELL DONE'."

91 DEPARTMENT TIMEKEEPERS AND CLERKS

By Ed Bell

A party was given in honor of Rita Phillips and Jerry Wentland who left Saturday, September 8. The guests were Dan Everly, Tom Perry, Lillian Peters, Mary Ostrowski, Toni Weidel, Dot Murray, Ruth Hanunn, Gloria Phillips, Major Henderson, Eleanor Coveleski, Grace Askins, Rosebud Phillips. The clean-up artist was Joe Martin.

On August 30, Eileen Brown and Thomas J. Gibson, SC 2/c were married in St. Martin's Church in Marcus Hook. The bride was given in marriage by her father, and her sister was the maid of honor. The best man was Frederick Richardson, Asst. Foreman of the Sign shop. The newlyweds spent their honeymoon in Wildwood, N. J. Mrs. Gibson is back at her job in the Sign shop and her husband has been sent to California. The best of luck to both of you.

Dixie Lester has been showing her new engagement ring and it is something to be proud of. She intends to be married in a double ring ceremony to Jack Burgess on October 19 at Ashland, Kentucky, the home of the groom-to-be. Jack was recently discharged from the Army after four years in Iceland. Dixie intends to make her home in Kentucky.

A surprise shower was given in honor

of Dixie Lester and Eileen Brown Gibson on September 21 at Dixie's home. Both girls were very much surprised and they received many useful and beautiful gifts.

Charles Hopkins is in Bryn Mawr Hospital under observation. We hope for his speedy recovery and early return to work.

A farewell party was given for Mike Willy on August 31 by Franny McIlhenny, Gloria Phillips, Rita Phillips, Ruth Han-

Obituary

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

Number	Name	Address	Date of Death
47-1758	Charles James	1429 N. 18th St., Phila., Pa.	Aug. 28
91-2	James McKay	427 S. 3rd St., Colwyn, Pa.	Aug. 29
30-35	A. Wojs	1133 E. 11th St., Eddystone, Pa.	Sept. 6
65-709	Joseph Krauson	304 S. Morris Ave., Crum Lynne, Pa.	Sept. 7
66-10025	D. Welsen	219 E. Winona Ave., Norwood, Pa.	Sept. 9
38-10	Cecil Howard	420 Rutgers Ave., Swarthmore, Penna.	Sept. 14
67-4711	A. Darrow	1526 Lombard St., Phila., Pa.	Sept. 14
59-12917	J. D. Rich	403 Lincoln St., Denton, Md.	Sept. 14
36-4284	P. Gastin	120 S. Chester Pike, Glenolden, Pa.	Sept. 15
34-2981	Raymond Madden	712 Defense Rd., Woodlyn, Pa.	Sept. 21

One of the Fleet Was Sunk

Six tankers built in the Sun Shipyards and operated by Bernuth, Lembcke Co., Inc. of New York played a highly creditable part during the World War. They were the S.S. FORT LEE, S.S. SHILOH, S.S. LAKE GEORGE, S.S. CHRYSLER'S FIELD, S.S. TREVILIAN, and the S.S. LOGAN'S FORT.

They carried gasoline and oil to all parts of the world and only one met with disaster. This was the U.S. FORT LEE, which was torpedoed and sunk in the Indian Ocean. Previous to this the FORT LEE had done a fine piece of work.

An official of the company paid this tribute: "In the last year of her operation, she had an excellent engineering personnel who were thoroughly familiar with the equipment, interested in their jobs and took pride in their work. This in a great measure we felt contributed to the successful operation of this particular ship."

umn, Dorothy Murray and Kay Warburton.

We are sorry to hear that Mrs. Warren Simpkins underwent a serious operation, and hope that she has fully recovered by this time.

Our department was greatly shocked to hear of the death of our Foreman, James McKay on August 29. We extend our sincere sympathy to his family.

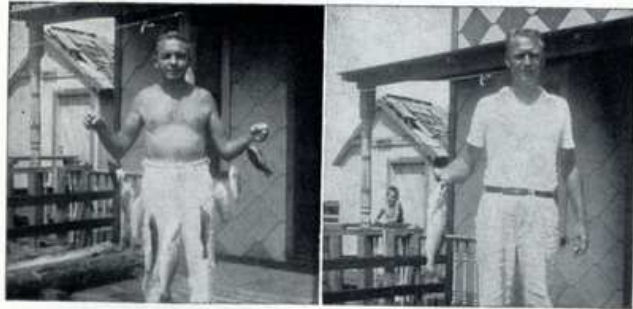


WINNERS of Second Shift softball league representing 59 dept. — Left to right, first row: Jim Hefflinger, Oliver Mills, Gene Houser, Benny Wolfeman and Max Newman. Second row: Chick Barret, Walt Brysiak, Manager; Bill Brenamen, Lefty Fillus, Captain; Nick Fletcher and Joe Kolichtien.

SUN SHIP Fishermen

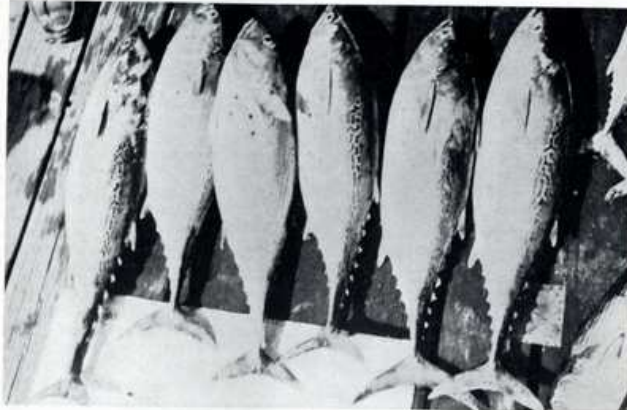


R. ROTHKA of 47 dept. holds up a string of bass and chubs caught on Labor Day. The bass are of the small-mouth variety and the chubs are known as fallfish in some localities. The bass ran better than 18 inches each. They were taken from Huntington creek.



JAMES LOUZON, who is a Machinist Inspector at the Wetherill Plant, caught this string of fish. The largest, a weakfish, was 13" long and weighed 1½ pounds.

BURTON LEON VAN ZANDT, who is a Timekeeper leader in the Wetherill Plant, caught this weakfish at Grassy Sound, N. J. It is 16" long and weighs two pounds.



THESE ALBACORE were caught off the North Jersey Coast by John Archfield, Frank Talley, Bill Hart, Mike McGinn, Frank Mosser and John Fry. The Albacore is first cousin to the Tuna.

30 S DEPT.

By Marian Reddington

Romeo Hornberger after promising to follow the single path has surrendered and the boys are awaiting a wedding invitation in the near future. As well as being anxious to meet the beautiful bride, they have visions of lots of good things to eat and drink.

Mrs. Max Margulies has been waiting all summer for her husband's vacation to have him paint their house. Then came the rain.

Lamey feels ready for another week off after spending his vacation moving to his new Manor out on Middletown Road. When George is sufficiently recovered from his housemaid's knees, fallen arches, stiff neck and dish-pan hands, we are expecting an invitation to a house warming.

Thanks to Jimmy Kattinge for the flowers. The tomatoes were good too, Jim, and we've voted you our favorite gardener.

Pete Brown, our versatile welder, is

spending his vacation at-at-at home painting.

Capt. Hutchinson, master of the good ship "Maude," is just closing a very successful season. His greatest catch was as follows: five skates, seven hungry oyster crackers, eleven blow fish, an eel, some sea weed and one sand shark.

Gus Heath with the aid of his grandson bagged 2½ bu. of crabs last week. This is more luck than he has fishing.

We have another painter in our midst, Rembrandt Martin. He has just finished his house.

The wives of sheet-metal men are fortunate. Another vacationist, Buddy Fulton, is spending his week helping with the fall house cleaning.

Harry Smith spent an interesting day in New York recently sight-seeing and sending picture postcards. He went there to meet his daughter, Mabel, who has just returned from overseas duty with the Waacs.

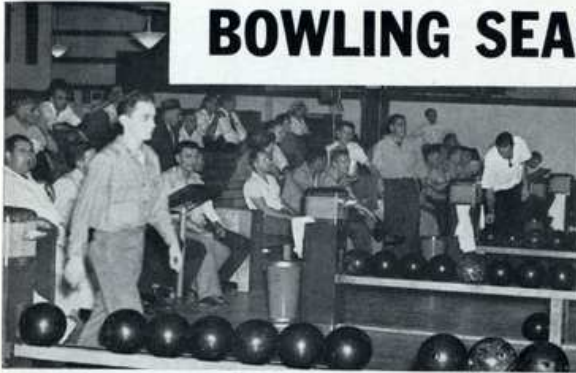
DAUBS FROM THE PAINT SHOP

By F. Richardson

If there is anything a painter would "druther do", it's go fishing and fishing stories are now coming in. Mr. Creighton tosses this on the counter for what it is worth. It seems that Creighton on a recent expedition in company of painters, hooked a whopper of such size and strength that he began towing the boat out to sea until Creighton, displaying rare presence of mind, seized a hatchet and chopped the line. Fernon DeForrest, well-known sign painter, swimmer, photographer, fisherman, and sticker for the truth, reports catching a fifteen pound elephant just off the Rock Hotel at Atlantic City.

"TIS BETTER TO GIVE". George McCallum, Ralph Durso, L. Squirtiere and George MacGregor recently gave blood for Mike Kelly of 69 Dept., Paint Shop. Mike is still on the sick list but with the acquisition of the above mentioned strains, he should come back like superman.

BOWLING SEASON OPENS



MEMBERS OF "A" LEAGUE are shown tuning up for the opening of the Sun Ship bowling season.



SCENE AT THE OPENING NIGHT of the "B" League showing players going into action.



NEW SHIPWAYS TEAM, "B" LEAGUE — Left to right: J. Singley, E. Humphreys, E. Courtin, J. Kluka, and E. Dally.

HULL DRAWING ROOM, "A" LEAGUE — Left to right: L. Collison, A. Hubay, T. Crompton, A. Williams, and R. Hall.

SHIPWAYS TEAM, "A" LEAGUE — Left to right: John Fry, W. Hart, Charles Unglaub, Frank McShane and Fred Mosser.

ERECTORS, "B" LEAGUE, CHAMPIONS OF LAST YEAR'S CONTEST — Left to right: E. Tamblyn, J. Dalton, J. Bentley, J. Simpers, and E. Strazol.

LET'S MAKE IT A VICTORY FOR CHESTER'S COMMUNITY FUND, TOO! \$300,000 NEEDED



AN X-RAY MACHINE is an expensive item, but its value in time of need cannot be measured in dollars and cents. Through our local health agencies we assist the hospitals, clinics and nursing services of Chester, who stand by ready for any emergency. The health of our community is assured by our investment in the Community Fund.



THESE MEN HAVE DONE A JOB FOR US. Confined to wheel chairs and beds, they constitute a growing morale problem. Others are waiting at lonely outposts, in rain, mud and cold, knowing their big job is done. In the dreary months while they wait to come home their greatest need is the friendly service of the U.S.O. and the hearty laugh of camp shows, which your contributions to the Community Fund and War Chest will provide.



HE TRIES TO WIPE AWAY THE GRIME OF WAR. The gesture of this friendly G.I. sets an example for all Americans. Though the fighting is over, our world neighbors still need all the help we can give them through the agencies that share our war chest. To us in Chester they say "Please!"

Sun Ship workers have always formed the backbone of the Chester Community Fund and War Chest Campaigns. This year we all have an opportunity to express our appreciation of Victory by backing to the hilt our servicemen, our allies and our local agencies that have served us so well in past years. They ask only a little from us: a pledge equivalent to our earnings for 3 minutes a day, or one hour's pay a month, to be divided among 42 organizations to cover the needs of these three general groups:

FOR OUR ARMED FORCES

Morale-building and other services are now more important than ever. It will be many months before most of our fighting men will be released. Millions of them are still needed for armies of occupation. The merchant seamen are still hard at it, moving men and materials, and rushing help to stricken areas.

FOR OUR NEIGHBORS AT HOME

All our local health, child care, family services and general welfare organizations now face the gigantic task of reconversion — returning servicemen, broken homes, mal-adjusted children, juvenile delinquency.

FOR OUR WORLD NEIGHBORS

Men and women, boys and girls, in the war-torn countries need medicine, food, clothing and shelter to help them build a new life in a world at peace.



AFRAID? NOT THESE KIDS! They know that all of us are interested in their future. Only through our increased contributions to the Community Fund can local nurseries and child health and care centers continue to serve our children and meet the multitude of juvenile problems which follow in the wake of war.



SUN SHIPYARD AS IT LOOKED
BEFORE WORLD WAR II

FAIRCHILD AERIAL SURVEYS, INC. N. Y. C.



An Appreciation —


IN COMPLETING our war tasks, all of us in the Sun Shipbuilding and Dry Dock organization may well feel proud of the things we accomplished.

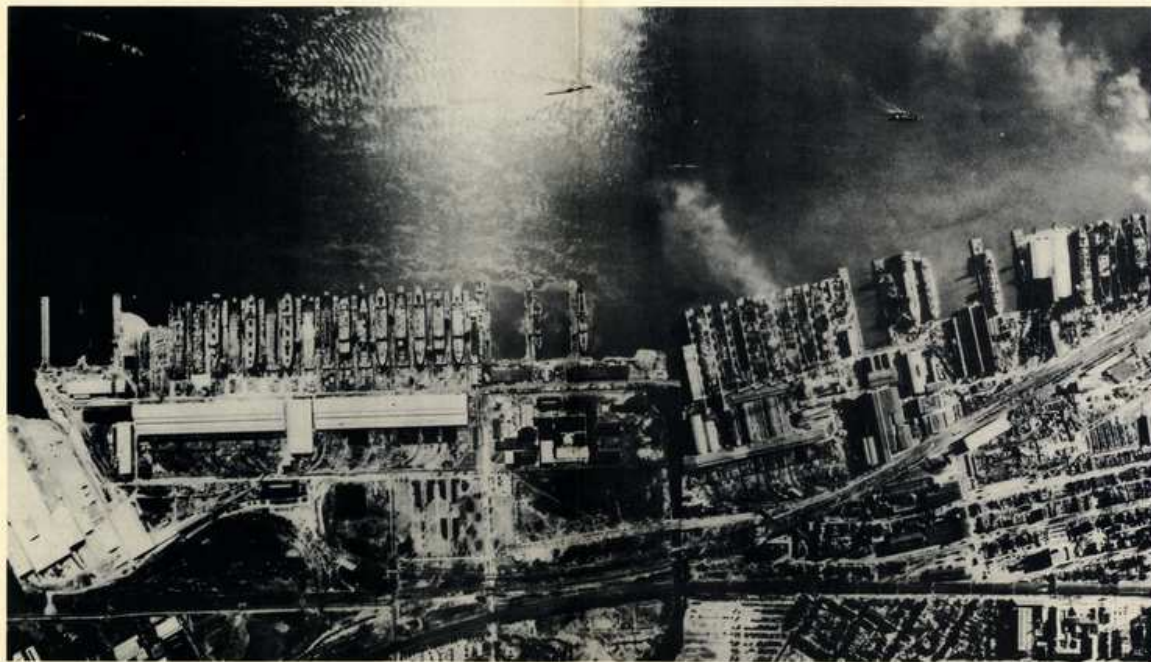
During the dark days early in the world conflict, ships were badly needed. We helped to supply them. It was a big job and we did it in a big way.

I am grateful for the part you played — all of you. I wish to extend my appreciation to everybody who so ably cooperated — to the personnel of the plant, to those who represented the Maritime Commission, to our old patrons and to our suppliers. Thank you.

John F. Pew,

PRESIDENT.





SUN SHIPBUILDING & DRY DOCK COMPANY YARDS
WORLD WAR II