



Our Yard

NOVEMBER 1945



SUN SHIPBUILDING & DRY DOCK COMPANY CHESTER, PA.

EMPLOYEES PAY TRIBUTE TO PRESIDENT PEW

Thousands of Sun Ship employees hailed John G. Pew, President of the Company, at an open air gathering staged outside of Mr. Pew's office Thursday, Sept. 27.

The occasion was the 75th birthday of Mr. Pew and his twin brother, J. Edgar Pew, Vice president of the Sun Oil Company. A special microphone had been set up outside the main building and when the shift changed at 4:15 the Sun Ship band under the leadership of Conductor Thomas Leeson played a march. The crowd then assembled and a chorus of men and women sang a song, "He's a Grand Old Man", written by Albert F. Bell.

Treasurer William Craemer, who was in charge of the meeting, stated that the purpose of a gathering was due to a desire on the part of Sun Ship em-



FLANKED BY FLOWERS, President John G. Pew celebrates his birthday at his desk.

ployees to congratulate Mr. Pew on his birthday. He introduced Richard Clendening of the Machine Shop who extended best wishes on behalf of all employees in the plant.

Mr. Pew responded and thanked everybody for taking part in the demonstration of loyalty. At the conclusion of the event, the employees came up and shook hands with the President, wishing him many years of health and happiness.

A feature of the day was the presentation by Nell Drain of a floral tribute from the office workers. It consisted of roses, orchids, and chrysanthemums.



ADDRESSING THE LARGE GROUP OF EMPLOYEES who assembled to pay honor on his 75th birthday, President Pew thanks his friends for their tribute. Treasurer William Craemer (left) presided at the gathering.

DICK CLENDENING, representing all the Sun Ship workers, congratulates President John G. Pew on his 75th birthday.

SUN SHIP SUPERVISION

OUR YARD presents Otto Paul Leinhauser, Sr. He is the Machine Shop Foreman at the Wetherill Plant and is one of the old-timers with Sun Ship. He set up the first punch press and punched the first plate for Hull No. 1 and he was present when the first keel was laid.

He supervises the erection and assembly of ship's engines and auxiliaries and also the oil refinery equipment made and processed at the Wetherill Plant.

Born in Philadelphia, he served his machinist apprenticeship with the Baldwin Locomotive Works at Eddystone and came with Sun Ship in 1916. Six months after he entered employment, he joined the U. S. Army and took part in World War No. I. He became a Captain in the 313th Machine-gun Battalion and was in active service on the European front. After serving his country more than two years, he returned to Sun Ship July 7, 1919.

He is married and the father of five children. A son, Lt. Otto Paul Leinhauser, Jr., who is a bombardier in the 92nd Air Group, Army Air Corps, was employed in the drafting room. A daughter, Ruth, First Sergeant of a WAC's detachment, is stationed at Camp Edwards, Mass. Another daughter, Clara, Spar (TR) 2nd Class, is stationed at Pearl Harbor. Mr. Leinhauser resides at 222 Sharon Avenue, Sharon Hill, Pa. He is a member of the Sharon Hill Fire Company, and is active in civic affairs of the borough of his community.

Hunting, bowling, and flower growing are his hobbies.



OTTO PAUL LEINHAUSER

*Machine Shop Foreman, Wetherill Plant
Sun Shipbuilding and Dry Dock Company*



WETHERILL PLANT MEN who work with Foreman Leinhauser. Left to right: John Hamilton, Leonard Ambler, Frank Leinhauser, Thomas Parker, Thomas Shaffer, John Rodgers, Michael Gaudiello.

NEWS OF OUR PEOPLE IN THE SERVICE



S 2/c SAVERINO D. PEDANTE, formerly an apprentice in 36 Dept., is now stationed at Bainbridge, Maryland. He is the brother of Mary Pedante of the Contract Department, North Yard.



WALTER JOSEPH BERESKY, S 1/c, who was a leader in 34-Copper Shop, took part in the invasion of Iwo Jima and Okinawa. His mother, Mary Beresky, resides in Chester.



E. C. HOLT, who was liberated from a Japanese prison camp after being captured in the Philippines, is the nephew of Oscar Holt of the Electrical Department. He was in the aviation branch at Covite when the Japs come in.

Roll of Honor

(Announced since our last issue)

DEAD

Pfc. William H. Bathgate, Springfield, Pa. 59 Dept. Killed in Africa July, 1942.

Pfc. Kenneth VanDemark, Upland, Penna., 45 Dept. Died in Germany August 2, 1945.

Dear Editor:

Since I have been on the U.S.S. RHODES (DE-384) which is Coast Guard manned, I have seen a lot of Sun tankers and a number of Sun-built ships, among them the ST. MIEHIL. I recognized the name as one of the newer jobs of the Yard. Two nights later we saw it collide with another tanker and burn all night. We were busy all that night and the next day picking up survivors

of the two tankers, but about noon of that day, we pulled alongside of the ST. MIEHIL and put her crew back on and in an hour they were headed toward the Yard. Now we are in the Pacific and we still pass a Sun tanker occasionally.

Phil Harding, 74-183

Dear Mr. Pew:

You undoubtedly are wondering who Charlie Barrow is. Well, I could go to great ends to tell you who I am, but you probably wouldn't remember and I wouldn't expect you to. So I'll make it concise by saying I happen to be the one who officiated the majority of the inter-department basketball games back in 1940. Those were the good old days.

Remember Johnnie Crist officiated? Then Bill Connolly was doing the high scoring for the Counters. Incidentally, he was killed in England when his Flying Fort crashed. Crash McKinney was setting the pace with the Erectors, while Art Sherrer was doing his best for the Welders. Yes, they were the good old days. Many a pleasant moment I've spent thinking of them.

And many a pleasant moment I've spent thinking of those swell tankers we worked on that did so much in bringing this indefinite endurance to a successful conclusion. I'm as proud of them as you are. As a matter of fact, I believe I'm more proud of them than you; due to my little experience in the past few years. I'd much rather make a trial trip on one of our tankers than take another troop transport.

It's been quite some time since I've been in Chester and it seems like ages since I've seen the Yard. I guess that's because I always thought it to be the ideal place to work and live. I understand you've expanded quite a bit. I've even been told I wouldn't recognize it as the same place that had eight shipways in 1940.

Charles J. Barrow, 34-709

PHILADELPHIA MAN HAILED FOR OKINAWA ROLE



ABOARD THE U. S. S. JOSEPH T. DICKMAN, Somewhere in the Pacific — for outstanding handling of a landing boat at Okinawa, Motor Machinist Mate Third Class James H. Dennen, 26, of Philadelphia, was awarded a special letter of commendation by Captain Frank A. Leamy, commanding officer of this Coast Guard-manned assault transport. He is the son of Robert Dennen of 93 dept. A veteran of Normandy and Southern France, Coast Guardsman Dennen piloted

his boat without stranding "through difficult channels in the coral reefs" and continued loading and unloading "despite heavy seas and enemy fire from shore and attacking aircraft", the letter stated.

OUR NAVY'S SECRET WEAPON



Dear Mom:

We are right off the beach of Los Negros in the Admiralty Islands. This is the place where all the fights were started on the other islands. We're situated right in the middle of them all. This is where the fleet would gather before a raid. Yes, it was a very important place; a wonderful harbor. In fact, one of the finest natural harbors that I have ever seen. Big air bases are here too. Mammoth air strips that bombers used to leave for raids.

Yes mom, we really did our part. If I were to tell you of some of the jobs we did you would get sick. The Japs were really after us. They made something like 35 attempts to get a plane in at us, and only succeeded one time. That's the night they put a torpedo in our dock. You see, I'm on the Y.R.D. H-2, the ship I was assigned to when I was in California. It's only a little thing, there is machinery in it, welding machines and such things as are used for ship repairs. Well, we are attached to this big dock and tied up right alongside of it.

This little ship of ours is the one the Jap let his torpedo go at. It went right under us because only 4 or 5 feet of our ship is under water. It hit the dock though and baby what a hole. The Lord sure was with us guys that night and Mom I don't think I will ever forget that thing going off. I'm hoping you don't start worrying Mom because it's all over now and we came through with flying colors.

I was cut a little from the torpedo but not much. About 8 of us who were cut, didn't report to sick bay. We were too busy checking over the ship to see how much damage was done. Since our names weren't on the sick bay log, we couldn't get a Purple Heart.

Here I go on and on raving away. I could write 15 pages but I think I will tell you the rest when we are all together. I expect to be out of here inside of two months. Gee, but it's a wonderful feeling to know that soon I will be home. I can hardly wait.

Leo J. Burke, S.F. 1/c



SUN SHIP SALTS GROW "SEAWEED"

(Above) — **FRANK BRINER** with his fine beard was formerly in 34 Dept. He is now a torpedoman's mate, first class, USNR, on the destroyer U.S.S. EVANS, on which he was serving when she was hit by four Jap suicide planes in the Okinawa campaign. He was on the EVANS during previous battles at Saipan, Guam, Palau, the Philippines and Iwo Jima. Frank also took part in the North African invasion.

(Right) — **COAST GUARDSMAN GEORGE P. ELPASO**, formerly of Sun Ship's Plate Dept. and now a seaman, first class, appears rather impatient for his beard to grow to the trimming length so he attempts to hasten matters by supplying a little elbow grease and a comb. Seaman Elpaso has been serving aboard a Coast Guard cutter in the Philippine area.

Dear Mr. Pew:

For the first time since I left Sun Ship Yards, I am enjoying the weather (at Saipan). It seems if you don't have anything to worry about you can enjoy the islands. The sun bathing and the entertainment that the army provides. That doesn't include poker or crap games. What am I saying! As it goes the war hasn't left me any scars so therefore I am in fine health.

Saipan is a pretty good place now. We have a Coca-Cola plant, plenty of theatres and we get six bottles of beer a week. That's so we don't forget the taste. Saipan is about fifteen miles long and six miles wide in places. It's still crude but G.I.'s try to improve with what they have. The boys that are buried in Saipan cemeteries had and have less. There are quite a few of them around. They still have a few Japs that are up in the mountains that don't know the war is over. The mountain is a rough one so it makes it hard on the Yanks to get them all. Once in a while a few surrender. **S. Frank Ursino, 46-426**

Dear Mr. Pew:

I have just finished reading the last issue of OUR YARD. I was a little late receiving it as my addresses were only temporary-advanced bases, aboard carriers, and air stations. Yes, since I have graduated from the Aviation Technician School in Oklahoma, my travels have been numerous and partly restricted.

I hope I wasn't too self conscious when I read Mr. Pew's letter of appreciation. You see for four years I proudly wore badge 42-335 and now want to give my personal credit to the Blacksmith Shop under the capable supervision of Mr. Hall.

Michael J. Knies

Dear Mr. Pew:

I wish to take the opportunity to express my appreciation to you for sending me your magazine OUR YARD.

I've been receiving them regularly for the last 2 years and in almost every magazine I find a picture of my old friends from the Central Yard. I worked in 66 Dept. for three years, and when I left I was a first class carpenter on No. 1 way.

As for what I'm doing in this man's army, I'm a ship's carpenter in a small boat outfit. We have been in the E.T.O. and now I am in the Pacific.

Let me tell you, no matter where you go there is always a Sun ship. Here is something you should know. Today one of your tankers stopped in our harbor and took on ten of our men. Yes, they don't only carry oil, but they are helping to get us home.

S/Sgt. Carmen D'Ulisse



It took 8 months and 7 days for **JOHN E. CHAPLAIN**, F 1/c, to raise this magnificent crop of foliage. John, who formerly worked in the Tube Mill, is now in the Pacific area.

Dear Editor:

Today I happily received my first OUR YARD books, dated July and September and believe me I sure was mighty glad to get them. It's nice to look at familiar places and faces in your swell book. It brings back sweet memories of when I worked there in the South Yard in 36 Dept. My dad, George, is a 10-year man with the Erectors in the South Yard. He agrees with me that it's a good place to work. At the present, I'm in Okinawa aboard an L.C.T. I certainly hope that I can go home soon and take up where I left off at the Yard.

George W. Blythe

BURIED ALIVE FIVE TIMES

Buried alive five times, given up for dead, and told that both of his legs had to be amputated, these statements tell the vivid war story of Pfc. Calvin W. Randell, who is recovering from serious injuries at Camp Pickett. His big hope is to work at Sun Ship where three of his brothers are now employed. Randell was wounded and captured during the German breakthrough.

Two of his brothers, John Randell and Art Randell, are leaders in 36 Dept. while Charles Randell is a Sun Ship electrician. In describing his experiences after he was wounded, young Randell said:

"Just as the medics set my litter down in the cellar of a school house", he recounted, "a bomb from a Flying Fortress hit nearby. The wreckage buried me and a medic under six feet of bricks, mortar, and timber. At first I couldn't make myself heard and was given up for dead, but then a group of French medics began trying to dig me out.

"Each time they reached me, a new slide covered me up. On the fifth try they got me out."

Ten days later a Red Army soldier with a revolver in each hand pushed open the door, and shouted "Amerikanski" when he saw the Yank prisoners. Within a week Randell had been operated on in a Soviet hospital and was on his way home.

Randell thanks the French medics for his life, but he holds a Russian medical officer responsible for the fact that he still has both his legs.

German machine-gun fire wounded him and killed his three companions on a reconnaissance patrol on that day in December when he was taken prisoner. Moved to a German aid station back of the lines, he received little treatment and then was sent to a large PW enclosure on the Oder River. His injured leg was in bad shape by the time the German doctors got around to him, and they decided that infection was almost certain and amputation would be necessary.

By good fortune, however, there was a Soviet lieutenant-colonel in the camp who had gained the respect of the Germans as a surgeon. He intervened, insisting that the Yank's leg could be saved, and was permitted to treat Randell.

★ NOW THE BOYS ARE COMING BACK ★



(Top) — **LT. COMMANDER FREDERICK SOUDERS**, who was an officer in the Merchant Marine during the war, chats with John G. Pew, Jr. before his return to Sun Ship. He is a machinist.

(Below) **BOTH THESE VETERANS** were wounded during the fighting in Europe. James J. Sweeney, 45 Dept. (left) of Crum Lynne was knocked out by shrapnel in Sicily but recovered and is now back at Sun Ship. There are six bronze stars on his European-African Middle Eastern Medal. He also has the Distinguished Unit Medal as well as others.

Nicholas Nagurne, 47 Dept., after going through the Italian Campaigns with the 509th Parachute Infantry, was sent to France and there got a bullet in his leg. His Distinguished Unit Medal carries an Oak Leaf Cluster and the European-African Middle Eastern Medal has four service stars. He also is back at Sun Ship.



CHARLES J. BOWMAN, who was with the 501st Parachute Infantry, is back in 33 Dept. He took part in the invasion of Germany and was wounded in the leg. He was in the regular Army 5 years before coming to Sun Ship the first time.

S/SGT. RALPH JENKINS has been separated from the service and is back in the Central Yard Copper Shop. He was an air force gunner and went through the French and German campaigns. He holds the European Air Medal with 4 Oak Leaf Clusters.

JOHN T. HULEATT recently returned to 59 Dept. after taking part in the African and European campaigns. His citations include the Good Conduct Medal, Distinguished Unit Badge with 1 Oak Leaf Cluster, European-African Middle Eastern Service Medal with 10 Bronze Stars.

JOSEPH P. BRUCKLER is working again in 59 Dept. He was shot down over Italy in December, 1943 and received flak wounds in the head and leg. He came back to this country on the **MARINE WOLF** which was built at Sun Ship.

LEON J. BEAN, Aviation Mechanic in the Normandy campaign, helped to keep the bombers in the air. He is now back at Sun Ship working at his old job as a welder.

Dear Dick: (Clendening)

Thank God, the war is over: because by ending the way it did and because we didn't have to invade Japan we have saved thousands of lives. The Japs were reserving every kind of suicide weapons for the invasion and those "jerks" had plenty of them too. I've got plenty of points for discharge but will have to wait my turn and see what happens.

E. Burg AMM 1/c

Dear Dick: (Clendening)

The best news I've heard was when you wrote that my job at Sun Ship is still there. I've wondered about it a million times. I liked working at Sun Ship. The Pews are good people to work for. After being in the Army and being all over the world, it makes me realize how nice it was at the Yard.

S/Sgt. Frank Schmucki



PVT. POLLOCK ATE GRASS SOUP

Pvt. Byron Pollock, who spent more than two years in a German Prison Camp, has come back to 33 Dept. and is telling his friends that his loss of 47 lbs. while in the detention camp was a good thing because, "I was too fat anyway".

Pvt. Pollock, who was with 417th Infantry, was captured by the Germans in Tunisia on February 17, 1943 and was freed by the American Invading Army on April 28, 1945.

"Our rations were scant", he said, "and we got so many rutabagas that I never want to see one again. One day a detachment of prisoners was sent out to cut some grass. We wondered why the Germans asked us to carry the grass back to camp. The next day we found out because we had grass soup and we got that regularly a couple times a week. I didn't eat much meat because we were told by the boys in the kitchen that it was either horse, cat, or dog."

"I escaped from the camp which was in Pomerania by giving a guard two cigarettes to let me talk to a man outside the barrier. I kept on going for 4 days but was caught when I asked a little boy to give me a cup of water. He went into the house and came out with several Gestapo agents."

"I never tried to escape after that."

★ NOW THE BOYS ARE COMING BACK ★



FRANCIS I. BURNS (left) was a member of the Sun Ship Guard Force before joining the Military Police with the 6th Army. He fought in New Guinea, the Netherlands East Indies, at Leyte, Corregidor, and Bataan. He resides in Upper Darby, and is now back with the guards. **S/SGT. FRANCIS BAKER** put in nearly three years service with the 2nd Armored Division but is now back in 34 Dept. He fought in Africa, Sicily, and went into Normandy on D-Day figuring in every important battle in France, Belgium, Holland, and Germany finally winding up in Berlin.



SAMUEL N. CASTOR of Chester, a former 46 Dept. employee, is another serviceman with an excellent record who has returned to the Yard. His career was filled with excitement and action. He enlisted April 20, 1942 and became an Aviation Cadet. He rose to the rank of First Lieutenant and went into action in Europe as a bomber pilot. He took part in 64 missions in Italy, France, and other sections of Europe. While on a bombing mission near Florence, he was wounded by flak. His decorations include the Purple Heart, the Air Medal with 5 Oak Leaf Clusters, the Presidential Unit Citation, the Middle-Eastern Campaign Ribbon, the European-African Ribbon, and the French Croix-de-Guerre.

SERGEANT EDWARD H. BAGLEY of Springfield, who has been with the fighting forces in the Pacific since 1943, is another of Sun Ship's former workers soon to arrive home.

Sgt. Bagley saw action at Makin, in the Gilberts, in the Marshall Islands, and other points. He was with a heavy machine gun outfit during these campaigns. The Sgt. was a former shipfitter here at the plant.

ROBERT MILLER COPPOCK, fire controlman, third class, USNR, of Church Rd., Elwyn, Pa., is serving aboard the USS **EARL K. OLSON** with the Pacific Fleet. Before entering the Navy, he was employed as an electrician by Sun Ship. He graduated from Media High.

AVIATION MACHINIST E. C. HOLT, nephew of Oscar Holt of the Electrical Dept., has arrived from Japan where he was a war prisoner since the capture of the Philippines by the Japs. Young Holt was at Cavite when he was captured. He was flown, upon his release, from Yokohama to Corpus Christi, Texas where his mother resides.

ERNEST H. ROBINSON of Leedom Estates, Ridley Township, is back in 45 Dept. after some exciting experiences. He was on a troop ship that was sunk by a torpedo off Iceland. Out of 550 men only 136 were saved.

WILLIAM F. CLARKE of 954 Serrill Ave., Yeadon, is back in 93 Dept. after having served in the Normandy invasion and the campaigns in France and Germany.

THOMAS C. HOY, JR., of Primos, has returned to 69 Dept. He took part in the French, Belgium, Italian and Rhineland campaigns and was wounded at Anzio Beach.

ROBERT EDWARD MOORE, 47-436, of 910 Springfield Rd., Collingdale, enlisted May 30, 1944 and served as Seaman 1/c on the U.S.S. **SAVANNAH**, the ship which guarded former President Franklin D. Roosevelt on his trip to Malta and Alexandria. The stork brought a son to Mrs. Moore while her husband was in Malta.

RICHARD W. FITZGERALD came back to the 36 Dept. after more than 3 years service against the Japs. He served with the 130th Infantry and wears the Asiatic-Pacific Service Medal.

Three former servicemen who are now back at Sun Ship, received wounds from which they have fully recovered. **CPL. STEVEN KULKA** of 59 Dept. received a bullet wound while fighting the Japs on Iwo Jima. He was with the Marine Corps.

Another Sun Ship worker is out of the service after three and one half years with 27th Infantry. He is **PAUL J. SAUNDERS** formerly of 33 Dept. He put in most of his time fighting in the Solomons, at Guadalcanal, and in the Philippines. He was wounded in the Luzon campaign. He resides in Clifton Heights.

GERHARD P. STEPPKE of 45 Dept., who was in the European Campaign for two years, got a shrapnel wound in the vertebra. He was in the invasion of France and fought throughout the German Campaign.

Sgt. BRYCE H. REIGLE, who formerly was in 45 Dept., came home on a furlough and expects to be released from the service at an early date. He is the son of Homer H. Reigle 91 Dept. and saw service in North Africa, Sicily, France, and Germany.

PVT. JOHN B. STANGO, JR. is back in 59 Dept. after having been in the armed service.

Another returning veteran is **ALFRED J. MAJEWSKI** who fought in the North African campaign and then took part in the Italian invasion. He returned to 51 Dept.



WILLIAM TRADER and **PFC. HUGH J. RYAN** recently with the U. S. Navy were neighbors and fellow workers at Sun Ship previous to the war. The other day both came back to the plant and met for the first time in several years in the Personnel Office. Trader is at his old job as a burner while Ryan is showing his skill in welding.

Ryan was in the first landing at Casablanca in Africa and after taking part in that campaign and also in Sicily, he was sent back to England to prepare for the big invasion in Normandy. This young soldier was in the desperate fighting in the Bulge and he also helped in the invasion of Germany.

Trader had even more exciting experiences. He was on the communications ship **McKINLEY** and was stationed at Okinawa for many months. He escaped the attacks of the Jap suicide planes and aided in the rescue of American sailors whose vessels were sunk.

SUN SHIP ARTIST SEES JAPAN

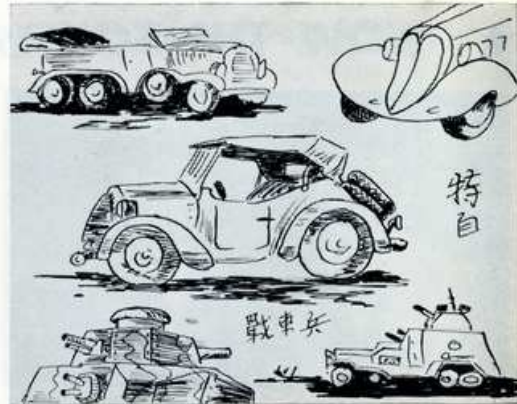
The sketches shown here were made by Pfc. Howard Thorne, a former Pipe Shop leader, who has been in some of the big battles in the Pacific.



TYPES OF BIG GUNS used by Japan to meet invasion attacks.



VARIOUS KINDS of Japanese pillboxes.



MOTORIZED EQUIPMENT used by the Jap Army.

Dear Russ —

A great deal has happened since I wrote last. We lost our ship on a reef in May, and had to abandon it. Then came seven weeks on a transport awaiting disposition; and three of those weeks my brother Ted and I were together. We expected to return to the states for "survivor's leave" and reassignment, but we were outflanked and were reassigned out here.

Late in April, I developed a hernia, but when I saw a doctor in May, he said, "Save it till you return to the States on 'survivor's leave.'" So I marked time until the crew was put in the fleet replacement pool in early July, then I elected to have it repaired.

On the hospital ship, the doctor said I'd be sent to a rear area for the repair and six weeks of convalescence. But here again I was outflanked and I ended up in a tent hospital, out here on the island, sleeping on a cot without a mattress. I was discharged to duty on the seventeenth day after the operation, and was aboard ship in four more days.

You remember Henry Schross, who used to work with us in the Yard. Well, he and I met on the island, and were together when the first word of Japan's peace intentions reached us. Henry left the Yard to go into the Merchant Marine, but he's now in the Navy.

Luckily for me, my present berth is on a fairly large ship, and one which has oil engines for main propulsion. The engines are old and heavy (they probably run about 300 pounds per horsepower) and use an almost obsolete form of fuel inspection called air inspection. They are Danish built and can in no way approach the incomparable Sun-Doxford. This is a great opportunity for me to get valuable experience, and I'm certainly going to make the most of it.

Franny Shields F 1/c



RICHARD W. FITZGERALD, who was in the 36 dept. for ten years before he enlisted in the Army, is back at his old job. He served in the Pacific and this picture was taken in Hawaii.

SUN SOLDIER SHOT DOWN JAP COLUMN



With the 7th Infantry Division on Okinawa—Sgt. James B. Milliken of Paulsboro, N. J., had an opportunity seldom enjoyed by front line riflemen during the closing days of the Okinawa campaign.

Milliken, who was formerly in the Sun Ship Berthing department, was on guard at a machine gun post at night when he heard the sound of marching feet on the road he was guarding.

Within a few seconds there appeared a column of Jap soldiers marching in a column of two's. Waiting until the entire column was in range, he opened up with the machine gun and obliterated the group.

ON THEIR WAY

Cook 2/c James E. Adkins, USCGR, a former employee of Sun Ship is now stationed at the Coast Guard Barracks, Philadelphia.

Inducted in August, 1943, Cook Adkins served aboard the attack transport USS BAYFIELD from November of that year until August, 1945. He participated in the invasions of Normandy, Southern France, Iwo Jima and Okinawa.

Pfc. Joseph A. Lupi who was inducted into the Army in 1943, and received intensive military training at Camp Pickett, Va., went overseas with the 284th QM Company, Refrigeration, in March, 1944. He worked in meat plants in England, France, Belgium and Germany. He is now on his way home. Joseph was formerly employed at Sun Ship.

DANNY MURTAUGH WRITES:

Hi Mr. Pew:

Well, I finally made the army of occupation. We are attached to the 8th Army about 100 miles from Tokyo.

Our company was sent to guard an old alcohol distillery and ammunition center. This area has many warehouses in it so we divided the company into two platoons and each of us had an area to guard. Once again my Irish luck has held out because our platoon got the choice area.

As you probably know, most of the men in the army go in for sports in a big way. Well, we got the only area with an open space big enough for an athletic field. We all got together and made a presentable field and so far we have played a double-header (softball) everyday. To make it more interesting, we are only allowed to use men in our own sections. It really has paid dividends because each section has complete confidence in their respective teams. Each team puts up a purse of 150 yen (\$10.00) and the winning team gets all. So far our section is one game ahead of the other section but all the games are close.

We have another pastime also. It is bartering with the Japs. Each week we get P. X. rations. They consist of candy and cigarettes. We sell them to the Japs. We are getting 30 yen a pack (\$2.00). We finally stopped selling and now we are holding out for 45 yen. We'll get it too. These people don't like chocolate as much as the European people do so we only get 15 yen a bar (\$1.00).

We had an amusing incident happen the other day. As I told you, there are lots of buildings in our area. Our headquarters called us up to send a patrol out to chase some Japs who were tearing down a building. We got there and started them going but one was a little braver than the rest and he started spouting a lot of Japanese at us. We finally got the story out of him. It seems as if one enterprising G. I. was going around selling the buildings for 1500 yen each. Luckily for the G. I. the Japs couldn't pick him out.

So far the food has been great. We get plenty to eat and we have had fresh meat a couple of times. Tomorrow morning, we are supposed to get fresh fried eggs for breakfast. This will be a real treat because we have had nothing but hotcakes since we landed.

We have some pretty good mechanics in our outfit. We have a well in the middle of our area and the boys got an old pump working and we ran some pipe into a building and now we have showers. They are now planning a hot water heater. We will probably get it too.

The only kick we have in our area is the lack of stoves. It is getting cooler so I was elected to build a stove. We haven't any pipe so we had to roll some tin and for our fire box we used an old steel drum (just like in the yard). It heats the building but every now and then (mostly now) we are chased out by the smoke. My only alibi was we needed the smoke to chase the mosquitoes. They didn't accept my alibi.

Pfc. Danny Murtaugh

LIFE WITH THE FRENCH UNDERGROUND

Captain Walter Kozicki, son of Walter Kozicki, Sr., machinist at the Wetherill Plant, lived with the French underground troops after his plane had been shot down by Nazis. The story of his experiences was printed in the service publication "Yank". He parachuted to the ground, he evaded German soldiers, and was taken to the home of Andre, a village patriot and leader of the local Maquis band. Andre and his associates gave Captain Kozicki civilian clothes and hid him for many days.

Other American soldiers also found haven at the village until the group numbered nearly thirty. After a time it became difficult to get food and it was resolved to scatter. The Americans were loaded into trucks and boldly went through part of the German lines.

Thus began a grim game of chess, with Kozicki and a pal named "Woody" as the pawns. Posing as mechanics, they left in a truck, with another cheerful driver, who honked the horn continuously. This happened at each crossroad, and Kozicki noticed, after awhile, that silent figures—a guard on a bridge, a man leaning on a post near a crossroad, a pair of loungers by a cafe—were all along the route. At times, these Maquis winked at the men in the truck as they sped by.

They reached a hamlet and pulled into a garage, where they ate a hurried meal. People kept dropping in, as though they had expected them. A slight, mustached Frenchman walked in. "You can speak English to me", he said, and told Kozicki that they were to leave for Paris the next day.

Later, they were taken by a youngster to a house, in front of which was a push-cart loaded with brushwood and under that they found three American .45 sub-machine guns. A few minutes later, they met the Frenchman with the mustache again. This was their introduction to Capt. Paul, leader of the underground of that section.

Early the next morning, the Americans were taken to the railroad station. Their guide bought their tickets. They crowded into a train corridor, and they were on their way. Kozicki got the jitters by observing a middle-aged woman, who, while knitting, kept looking at him. Later, he learned she was a member of the secret "Parachute" organization in Paris, whose role consisted of hiding Allied fliers.

They passed German troops on the way, and the trip seemed endless as they made their way along a route which had been pounded by Yank bombers. They followed their guide out of the Paris station after surrendering their tickets to an agent, who was guarded by a German soldier.

Kozicki, while following the leader through the streets, collided with a husky Luftwaffe pilot. They exchanged dirty looks and passed on. They took to the subway, then back to the street. Here, an SS trooper shouted at Kozicki, who kept on walking, although he could feel the skin tighten on the back of his neck. "Woody" shrugged his shoulders and smiled at the Nazi, who waved them on.

They were delivered to a young couple, Louis and Marcelle, who had a five-year old boy, Pierre, and settled down to await the liberation of Paris.

On Kozicki's birthday, some FFI members raided a German fort and came back with 140 cases of champagne. A German general rode up for information, which they gave him as best they could.

The underground even stole the big French-made limousine belonging to the German general commanding Paris, then added insult to injury by watching the uncomfortable Nazi big-wig make his exit from Paris lacking all dignity, riding in a truck!

The Germans tore around shooting everything in sight. Day and night a pitched battle raged. The Paris radio announced the day of liberation one day too soon.

But the next day Paris went wild. A French girl in the neighborhood had gone into the country and brought back Kozicki's cached uniform.

On that day of joy, he was probably the only American officer in Paris wearing pink trousers.

Louis and Marcelle told everyone that Kozicki was an American airman. Lines formed for blocks, as men and women, grandfathers and infants, lined up to kiss and hug the pilot and give him flowers and presents.

After getting back in England, one day he decided to call the family of Captain Paul, the British agent. Paul's wife was not at home.

But his youngest sister, Denise, was there. She took the message and invited Kozicki to visit them.

He did meet Denise.

And Walter Kozicki fell in love. Now, they are engaged. Her name is Denise Tessier.



Walter Kozicki, Sr., third shift machinist and assemblyman at the Wetherill Plant, is the father of CAPT. WALTER KOZICKI, Jr., a U. S. Air Corps fighter pilot. Young Walter graduated from Chester High School. He has a brother, Richard, who is in the Army and is now stationed in Texas; a sister, Bernice, now a senior at Chester High School, and a brother, Edward.

Know Your
Fellow
Workman

THEY HANDLED 55,500 CARS DURING THE WAR

By
JOSEPH McBRIDE

This is a story of one of the smallest departments in Sun Ship but it is one of the most important because it is the starting point for all other departments in the Yard. From Pearl Harbor to the end of the War, it handled 55,500 freight cars loaded with shipbuilding products. It is through 75 Dept. that all materials are received from the two railroads entering the plant.

Each railroad company makes one or two deliveries every day. The carload lots for North and No. 4 Yards are placed in our North Yard and the Central Yard receives for the Central and South Yards. These cars are then picked up by Sun Ship locomotives. They are classified and taken to all parts of the shipyard to be unloaded. The loading ratio of cars received is about 3 to 1, that is, 3 cars of steel to 1 car of merchandise.

It is here that 75 Dept. plays another very important role, as all steel is handled first by this department. Each car is either given to a steam crane gang to unload and check or it is placed under the bridge crane runway for the same procedure. After being checked, the record of same is made in the material office.

It is from this office that the ship construction is started. As the shops start fabricating, orders are furnished to the Plate Yard for the various shapes and plates. The crane

gangs again start handling this material, loading it on flat cars for the shop. This material after fabrication is again handled by 75 Dept. men when it is placed in position on the shipways as all gantry cranes are under the supervision of this dept.

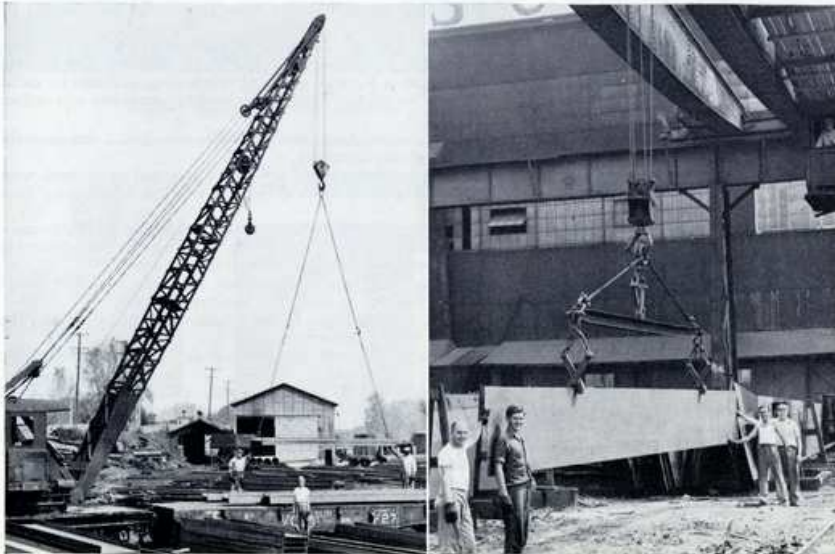
The following figures will give the reader some idea of the vast amount of business handled by this department during the emergency and starting with our first year of the War, 1942.

We kept a record of all carload lots showing the dates the cars were received and released.

During the fiscal year of June 1, 1942 when we first recorded cars received to May 31, 1942, approximately 10,000 cars were handled. The fiscal year from June 1, 1943 to May 31, 1944, approximately 25,000 cars were handled, this being the peak year of the War period.

The following fiscal year commencing June 1, 1944 to May 31, 1945, the handling figure was approximately 17,000 cars and from June 1, 1945 to date of this writing, approximately 3,500 cars have been handled.

In addition to this, all scrap is sorted, graded, and shipped to the tune of about 1000 cars annually for the period of the emergency.



(Far left) — No. 4 STEAM CRANE — Loading material for the shop.

(Left) — PLATE YARD OVERHEAD CRANE GANG, M. Seamen, Crane Operator. Left to right: J. Yuscik, J. Lanzendorfer, J. Pendergrast, and K. Rowland.



No. 1 LOCOMOTIVE, left to right: W. Herman, Engineer; Miller and Nicholson, Brakemen.



No. 2 LOCOMOTIVE, left to right: R. Brown, Brakeman; E. Lewandowski, Engineer.



No. 4 LOCOMOTIVE, left to right: E. Horan, Engineer; and J. Hughes, Brakeman.



No. 5 LOCOMOTIVE, left to right: George Lynn, Engineer; T. McCabe, Brakeman.



No. 6 LOCOMOTIVE, left to right: W. Tinnin, Engineer; R. Brooks, Brakeman.

SAFETY IS NOT FOUNDED ON LUCK

Here are some valuable hints supplied by the Safety Department. They show that being alert and watching for hazards play a big part in cutting down accidents.

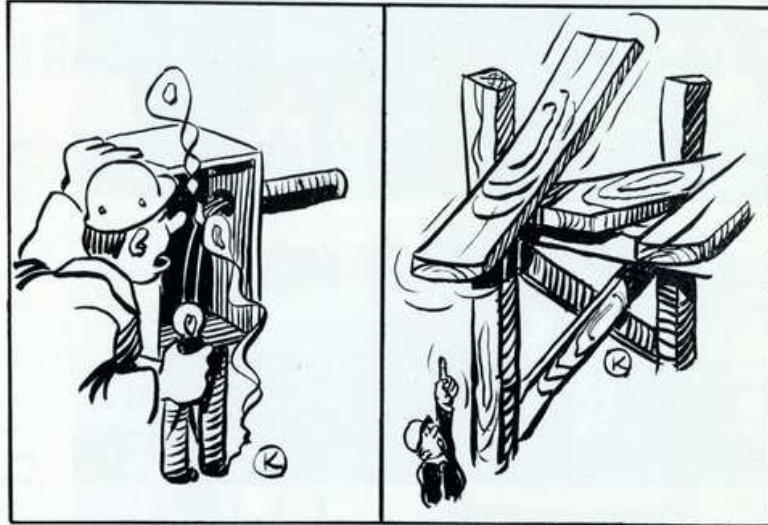
(Right) — 33 Department men repairing electric wires in a junction box for under ground wiring, noticed a faint odor of propane gas. They roped off the area and notified the chemist who made tests and found an explosive mixture in this box. Further tests located a small leak in a propane gas line.

The fact that the 33 Dept. men recognized the hazard and took the *Safe* way of protecting their fellow workers was not luck. It was good common sense.

(Above, right) — At 10 a. m. a call was received at the Safety Office, that planks on top of a staging tower were hanging in a dangerous manner. The stagebuilders were contacted and the condition corrected.

Luck was not the act that stopped these planks from falling on someone's head. It was the fact that a Safety-conscious workman noticed them and reported the hazard at once.

(Lower left) — A South Yard 66 department



man noticed a piece of concrete about two feet long, fall into a crane feeder trough as a truck passed by. The 66 dept. man promptly covered the hole with planks and notified the Safety Inspector who had the concrete removed.

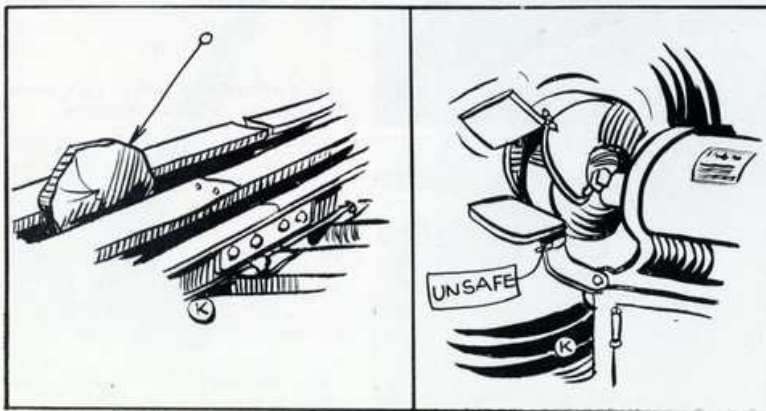
It was not luck that eliminated the hazard. It was the fact that safety of others was foremost in the mind of the 66 man as manifested by his safe act.

(Lower right) — On a pier in the Central Yard, a 55 Department man noticed the guard on a grinding wheel had worked loose. The 55 man pulled the safety switch and notified the Safety Inspector who

properly tagged the wheel unsafe and contacted 74 dept. for repairs.

The 55 man was alert to the dangerous hazard and the fact that the safety of all present was endangered.

The 74 man who made the repairs said luck would not have helped much if this wheel had been operated.



SUN SHIP'S ROUND OF SPORTS



HUNTING

TWO BIG BUCKS shot near Bellefonte, Pa. last season are shown with "Lefty" Corvelli and Charles Nyce of 59 Dept., a pair of Sun Ship's big-game hunters.



BOWLING

MRS. PEG HAMBY, wife of Harry F. Hamby, Sr. of 90 Dept. and mother of Harry F. Hamby, Jr. formerly of 33 Dept. and now in the Marine Air Corps, on Oct. 24th, upset some of the women's bowling records. By rolling a 651 series at Penn Recreation with scores of 212, 268, 171, she tied the women's all time high three for these alleys. The 268 is the fourth highest woman's score for these alleys.

FISHING

HOWARD V. DAVIS, Welding Leader in 59 Dept., proudly displaying an afternoon's catch of croakers and weakfish at Bozman, Maryland.



SOFTBALL

THE 1945 SOFTBALL SEASON wound up with the 59 Dept., C. Y. First Shift team as the champions. They won the first half and also the final. Runners-up were 45 Dept., N. Y., First Shift. The Sun Ship Athletic Association thanks the managers and players for their cooperation in making the season one of the best.

FIRST SHIFT

The 45 Department Team from North Yard, the Second Half Winners, were beaten by the First Half Winners, 59 Department, Central Yard, in the final playoffs.

FINAL STANDINGS		
	Won	Lost
45 Dept., N. Y.	9	1
59 Dept., C. Y.	6	4
Wetherill	6	4
45 Dept., S. Y.	5	5
47 Dept., S. Y.	3	7
33 Dept., N. Y.	1	9

SECOND SHIFT

The 59 Department Team from the South Yard (First Half Winners) defeated the 47 Department Team from the North Yard (Second Half Winners) in the final playoff for First Prize Money.

FINAL STANDINGS		
	Won	Lost
75 Dept., S. Y.	15	3
47 Dept. A, C. Y.	14	4
59 Dept., S. Y.	13	5
47 Dept., N. Y.	11	7
80 Dept., C. Y.	10	8
46 Dept., C. Y.	8	10
59 Dept., C. Y.	8	10
8 Dept.	8	9
36 Dept.	1	17
47 Dept.	1	16



(Top) — **CHAMPIONS — 59 DEPT. C.Y., FIRST SHIFT**,—left to right, top row: H. Sweeney, E. Satro, A. Wright, J. Bentley, A. McCrone, J. Blythe. Bottom row: W. Kerchner, J. Compcone, J. Kazak, W. Hietz, C. Peirsall.

(Bottom) — **RUNNERS-UP, 45 DEPT., N.Y., FIRST SHIFT**, left to right, top row: D. Heisner, T. Davis, R. Sheldon, M. Romano, M. Cassetori, J. Greim. Bottom row: S. Reese, A. Postlewaite, Jim Joyce, H. Messick.



(Top row) - Left to right: L. Bidlar, 47-344; M. Marill, 1-24; (Mr. Burke); J. Orlowski, 1-65; G. Oulaghan, 79-112; J. Jankovits, 24-785; W. McGuire, 75-24.

(Second row) - Left to right: W. Wright, 47-098; C. Brennan, 22-24; E. Jeffels, 47-55; J. Wolfe, 8-413; (Mr. Burke); A. Smith, 39-432; C. Riley, 59-148; A. Verreckis, 42-59; F. Warden, 73-45.

(Third row) - Left to right: J. Roman, 47-346; J. Jones, 54-2311; P. Doo, 47-3494; (Mr. Burke); C. Flanagan, 30-19872; J. Harich, 47-2247; J. Frenzi, 59-4556.

(Bottom row) - Left to right: G. Townsend, 48-129; J. Fiel, 25-117; B. Cook, 59-138; H. Fellenbaum, 47-44; (Mr. Burke); F. Sides, 68-55; J. Laskowski, 47-294; S. Otrzewski, 47-202; G. Carls, 42-427.

SEPTEMBER SERVICE AWARDS

Paying a tribute to Sun Ship employees at a Service Award ceremony for their faithful efforts during the World War, Vice President R. L. Burke said: "We try to have the men take an interest in their duties. Through your experience and training you have been helpful in our production and your record speaks for itself. The Company hopes to find work for all of you men who have had long service here so you can continue as long as you wish."

SEPTEMBER 1945

47-382	J. Ray	38-138	B. Cook
51-883	C. Elshoff	62-237	L. Charnas
14-8	E. Winkler	66-38	O. Grinnard
49-29	J. Miller	80-129	O. Townsend
14-2	A. H. Belger	86-53	F. Sides
36-754	D. Harris		

SALARY ROLL

24-47	A. McClure	8-411	J. Wolf
47-24	S. Berkman	8-592	C. Bell
79-112	G. Gallagher	30-118	H. Moshon
		30-1072	C. Prestigan
		33-26	C. Brennan
		23-1949	H. Reisman
		42-427	G. Carls
		42-13	J. Tansit
		36-59	A. Verreckis
		47-44	H. Fellenbaum
		47-28	C. Bennett
		47-26	R. Jeffels
		15-91	W. Wright
		47-237	W. Winkler
		47-349	C. Rhodes
		47-296	J. Laskowski
		47-2844	N. Stone
		47-2847	J. Martin
		47-2019	J. Miller
		55-282	C. Jones
		26-30	E. Hammond
		26-28	J. Holmstrom
		24-428	A. Smith
		19-4339	B. Kinisky
		59-4556	L. Prestini
		66-197	E. Dinnore
		75-24	W. McGuire
		75-60	F. Warden

GRATISHERS

38-53	E. Manaster
78-42	W. McNeill

HOURLY ROLL

30-13	A. Stronover
11-202	S. Ostrowski
42-2496	P. Doo
65-71	J. Conrad
69-79	J. Antoko
8-125	F. Sherman
47-208	F. McCaffrey
15-117	J. Fiel
38-9	J. Kestley



(Top row) - Left to right: J. Tachler, 77-24; G. Bell, 8-292; J. Conrad, 45-71; S. Dinnore, 46-197; (Mr. Burke); G. Fellenbaum, 4-73; A. Holman, 88-5; S. Mackinnon, 47-74; W. Briggs, 33-45.

(Middle row) - Left to right: C. Kumpkin, 34-21; A. Brennan, 24-11; J. Tansit, 42-13; (Mr. Burke); L. Charnas, 47-239; E. Brennan, 38-55; O. Grinnard, 48-28.

(Bottom row) - Left to right: E. Hammond, 26-20; J. Sherman, 4-125; M. Stone, 47-2844; H. Reisman, 33-1949; W. Winkler, 47-237; (Mr. Burke); C. Rhodes, 47-349; C. Bennett, 47-28; W. McNeill, 78-42.



CHARLOTTE E. WILLIAMS, 8 months old daughter of Charles E. Williams of 66 Dept.

SUN SHIP'S OWN *Baby Parade*



Continue Buying Bonds
to Safeguard Their Future



ROBERT ALLEN POLLEY, 1 year and 9 months old grandson of Stanley S. Scott, Sr., 74 Dept. Tool Room, North Yard.



HERBERT, Jr., 11 yrs. old, and **JOHN L. HALL**, 3 months old, are the children of Herbert Hall of 95 Dept., Central Yard.



CAROLYN and **DONALD WERSINGER** are the children of Harvey Wersinger who works in the Point shop.

KAREN ROBERTA, 5½ yrs. * and **JULIAS DAVID BURMAN**, 18 months, are the children of E. Burman, 59 Dept.



JACQUELINE (JACKIE) RIZZO, 7 years old, is the daughter of M. Rizzo, 36 Dept. She takes tap, toe, and acrobatic lessons.



C. DAVID GETZ, 7 months old, is the son of Charles Getz of 69 Dept.



ALBERT ANDERSON, 5 years old, is the son of Frank Anderson, leader in 36 Tube Mill, Wetherill Plant.



MICHAEL FUGOK, Jr., 1½ years old, is the son of Mr. and Mrs. Michael Fugok. Mr. Fugok has been with Sun Ship for 3½ years in 36 Dept.



BARBARA ANN PETERS, 6 years old, is the daughter of Harry Peters, 59 Dept., Central Yard.



HOWELL McCONNELL, 9 years old, is the son of Mr. and Mrs. Howell McConnell of Chester.



DORIS BURCAW BOWEN is the granddaughter of Mr. Henry B. Burcaw, supervisor of the Contract Dept. North Yard, Payroll, and daughter of William M. Bowen.



ROSEMARY FRANCINE MURPHY, 14 months old, is the daughter of Joseph C. Murphy who works in 34 Dept.



KATHLEEN FABRIS, 13 months old, is the daughter of Roger Fabris, who is in the 34 Dept., Copper Shop, Central Yard.



BEVERLY ANNE LYNCH, 13 months old, is the daughter of Leo Lynch, 34 Dept.



MARY CLENDENING, 13 months old, is the daughter of R. Clendening, Jr. 36 Dept. and the granddaughter of Dick Clendening of 36 Dept. and Harry Walsh.



INK SPOTS FROM THE HULL DRAWING ROOM

By Frank Pavlik

A sign of the times, heralding the approach of Winter, is the new crop of mustachio's burgeoning forth on some of our delegates. They have been grown as a protective measure—no doubt???

Yes, T. C. did it again, another boy. We congratulate Tom and Marge Larkins upon the arrival of a son, T. C. Jr., born August 21st, weighing 7 lbs. 4 1/4 oz.

And "Mike" Petchel is in there too; also with a boy. Again we extend our best to Mr. and Mrs. Jack Petchel upon the arrival of a son, George Allen, on September 28th, weighing 8 lbs., 3 oz.

Rumor hath it that the McInnis' are infatigating, as this copy goes to press.

We brush off the welcome mat for E. Lanza as he joins the staff of Dept. 78.

S/Sgt. Charlie Bertun visited us on September 12th after spending 9 months in England and 10 months in France. Charlie has been awarded the E.T.O. ribbon with 3 battle stars, Good Conduct medal and Combat Infantrymen's Badge.

Capt. George Burke stopped in for a brief visit on August 28th. George is now stationed at New Cumberland, Pa.

It is alleged that Jim Jennings is very happy to be stationed at Sheppard Field, Texas.

We say Auf Wiedersehen to the following: "Fizz" Unel, "Mickey" Gultekin, "Bunny Boy" Marrin, John McNulty.

Mickey and Fizz are going to the Wilmington, S. C. shipyards for additional trainee experience. We wish each member of the quartet much success and happiness in their new fields of endeavor.

Elmer Fisher's boy, Robert, now in the Navy, dropped in to say "Howdy" to the gang on October 9th. Bob has been taking special radar instruction.

Joe Ambrosino opines that if his Hull "A" team would bowl the Hull "B" team each week, the A's would have no trouble

being in first place.

P.S.—The rumor was confirmed October 10th—and it was a boy, Neal McInnis weighing 7 lbs., 10 oz. We wish Jack and Johanna McInnis much happiness with their new bundle from heaven.

DAUBS FROM THE PAINT SHOP

By F. Richardson

Migration-Post War. Now that the sounds of battle have died down many painters tired of painting a seemingly never ending succession of ships have started a trek toward the outside to paint a seemingly never ending succession of houses. Some have vowed to never paint a row house because it will remind them of the ships that were all alike. Others have no comment except to say they were taking bags with them to rake in the shekels they heard were floating around.

"Romany Moe" is the latest addition to a long list of titles proudly held and not contested by Creighton. Johnstone of the Sign Shop's most recent acquisition is a 24-foot trailer to house his fishing equipment and also his family while pulling in the fish down at Rehobeth, Delaware. "Moe" recently astounded the followers of Isaac Walton by making a cast of 594 feet at Shultz's pier at Crystal Beach. To hurl the 6 oz. dipsey such a distance, "Moe" used a Lyle Gun.

Exported Expert, John Bradford, an old timer in the sign business, has left us to carry on the work in Panama.

Revival—The South Yard Paint Shop is again inhabited and the attention of the shifting engine engineer is called to this fact. Our statistical department reports that not once during the time it was uninhabited was this structure nudged by shifting engines, cranes, etc.

LABOR MANAGEMENT COMMITTEE LUNCHEON



(Top) — SHOWN AT HEAD TABLE, left to right: Robert Haig, George D. Carney, President John G. Pew, Richard L. Burke, John G. Pew, Jr., Jay Schoff, Harry Smulyan, William Ramsay, Committeeman Smith, Committeeman Grant.

(Bottom) — SHOWN AT THIS TABLE are B. Alvarez, A. A. Norton, A. Ziegler, J. Wolfe, D. Andrews, T. Murphy, John Wilkinson, A. S. Hall, William Beatty, Committeeman Samsel, Committeeman Almond, Oscar Holt.

NOVEMBER COVER

What makes the illustration so interesting is the unusual view of a ship just after the keel has been laid and the vessel begins to take form. The photograph was made by Ed Hipple. In the foreground, we see a large number of Sun Ship employees who took part in the yard activities.

**QUIPS FROM
NORTH YARD PAYROLL**

By Al Plough



GIROLEUM GORGA, daughter of Mr. and Mrs. Attilio Gorga of Chester, and Louis V. Cavecche, BM 2/c, son of Mr. and Mrs. August Cavecche of Los Angeles, California, were united in marriage on August 8th in the St. Aloysius Church, Los Angeles. The Rev. Joshua Kennedy performed the double ring ceremony. Gloria Cavecche, sister of the bridegroom, was the maid of honor and only attendant and Guidio Cavecche, S 2/c, was best man for his brother. The bride was formerly employed in the North Yard, Payroll Department.

The folks bade goodbye to Mrs. Betty Mullen, Mr. Webster Kline, and Miss Pearl Crossley. Miss Crossley will resume her duties as school teacher in Upland, Pa. Good luck and best wishes to all of you.

Sympathy is extended to Mildred Brauer and her family on the loss of her father who passed away October 1st.

Edna May Emory saw her new dream home and she's so happy now that she saved her war bonds.

Definition of a Bachelor—A man that won't take yes for an answer.

Many happy returns of the day—Dorothy DeFrancisco, November 1; Nina M. Raffaele, November 2; Alice Chadwick, November 9; Clydessa A. Blake, November 17.

Elaine Swantek Glenmeyer, Tabulating Dept., received the good news that her husband just returned to the States.

Betty Donlevie of Tabulation Dept. was married to Bill Billingsle, a former guard with Sun Ship, and has left our services. The best of luck to you, Betty and Bill.

Dorothy Jensen now has her hubby home. He has received his discharge from the Merchant Marine.

Betty Kilfura and Mary Leary spent a recent weekend in New York City.

Gene Glenney, World War II veteran and now working in the Contract Dept., started his studies at the University of Pennsylvania November 1st.

Dan Leary, brother of Mary of the Distribution Dept. and one time Sun Ship employee, recently received his discharge from the Navy; another brother, Bill, former Sun Ship employee, was discharged from the Navy in March. Two others remain in the service; Jim, also of our Yard who is stationed in Washington doing Navy work and Jack, who was with the Sun Oil Com-

AWARD TO A GALLANT SHIP



PRESIDENT JOHN G. PEW officiating at the Gallant Ship Award to the crew of S.S. CEDAR MILLS.

A Gallant Ship Award was presented to the crew of the S.S. CEDAR MILLS at a recent ceremony staged in the Sun Shipyards. The CEDAR MILLS is the first tanker and the second merchant ship to be presented with the Gallant Ship Plaque.

John G. Pew, President of Sun Ship, introduced Captain Edward Macauley, Deputy War Shipping Administrator and Rear Admiral A. T. Fairfield at the presentation. The Sun Ship band under conductor Thomas Leeson supplied a musical program and the plaque was accepted by Commander M. J. Southwell representing the American Petroleum Transportation Corporation, operators of the CEDAR MILLS, and also by Captain Robert L. Hartsfield, Jr., Master of the ship.

The citation inscribed on the plaque reads as follows:

"In December 1943, S.S. CEDAR MILLS

and her French destroyer escort were caught in a violent cyclone and became widely separated. The destroyer, short of fuel and unable to maneuver, was in a sinking condition with a forty-five degree list when the CEDAR MILLS picked up her distress call. Against strong winds and mountainous seas, she fought through to the other ship's assistance, succeeded in transferring most of her crew, and towed the destroyer for five days until a rendezvous was made with a British Man-of-War which relieved her.

"The stark courage of her gallant crew in this heroic rescue caused her name to be perpetuated as a Gallant Ship."

The ceremonies were later broadcast over station WFIL, and the Sun Ship public address system operated by Harvey Rittenhouse was installed for the event.



CAPTAIN EDWARD MACAULEY and Rear Admiral A. P. Fairfield (right) present the Gallant Ship Award to Commander M. J. Southwell and Captain Robert L. Hartsfield, Jr. of the S.S. CEDAR MILLS.

pany, is now stationed in Germany with the Navy.

Eleanor Cawthorne and Doris Mckenney have returned to their posts after vacationing while Marge Hickey is now on hers. Marge's vacation is a rather unfortunate one, as her mother fell and injured her

ankle and Marge is taking over the household duties for the present.

Nora Fowler of the Bond Dept., is recovering from a tonsil operation.

Eleanor Maga is all smiles and well she may be—that handsome brother of hers came home from the wars after four years of service.

TWO RECENT LAUNCHINGS



S.S. FORT MERCER

S.S. FORT MERCER was sponsored by Mrs. Alice C. Chadwick, wife of Judge E. Wallace Chadwick of the Delaware County Courts. The launching was on October 2nd and the FORT MERCER was the last ship sent down the ways in the North Yard. Judge and Mrs. Chadwick are shown with John G. Pew, Jr.

S.S. TRIMBLE'S FORD

S.S. TRIMBLE'S FORD was launched September 14 in North Yard with Lieut. (j.g.) Mary P. Rohrbach, USNR, as sponsor. She is shown with her brother, Lt. Joseph M. Paxton and her father, M. M. Paxton, who is the assistant purchasing agent for Sun Ship.



COPPER SHOP

Home—The fellows in the shop were glad to see Charlie Worrilow back home again on a 30 day furlough safe and sound. From all outward appearances, the Army seems to be agreeing with Charlie. He's gained weight and looks fine. He visited many fellow employees and lunched with Mr. John G. Pew, Jr. while at the Yard.

Andrew Adams, Jr. is on his way home from the Philippines. Another American home will be made happy upon his return.

Mr. A. Adams received a message from one of the apprentice boys, who left in the line of duty, Ed Drozdowski stationed at Corpus Christie at the present time. He stated that as soon as he receives his discharge, he will return to the shipyard to complete his apprenticeship. It will be a good sight to see Ed working around the shop again. Hurry back, Ed.

The fellows in the department miss seeing your familiar face around the shop, Shirley. All the happiness in the world to you.

86 DEPT.

NORTH YARD DISPENSARY

By Arva White

At long last Mary Krauss is having a well deserved vacation with her husband who has been discharged from the service after spending twenty-nine months overseas. He was formerly a welder at Central Yard before being called to the colors.

Bob has returned to his second home—Crozer Hospital for an operation. We're sure "Dot" will be a steady visitor there for the next two weeks. Well, Good luck, Bob, from all the gang!

Esther is quite thrilled these days. She

also has a vacation due. Her husband is spending his furlough with her at their new home at Ridley Farms. Bruce was a former employee in 45 dept. He has just returned from Camp Robinson, Arkansas.

Ann, Esther and Arva were entertained royally at a dinner at Walber's followed by a very entertaining evening at the Cocktail Lounge at the Benjamin Franklin Hotel. Each of the girls wore a corsage of orchids and button chrysanthemums. One of the bosses of 36 Dept. in North Yard was the host. This is to repeat our thanks for a very delightful and entertaining evening.

Ann was the recipient of a beautiful bouquet of garden roses. Well—you know from whom. She also received some prize-winning dahlias.

This is to thank Dr. de Prophetis for a delicious dinner given to the North Yard Dispensary staff. The occasion was to celebrate V-J Day.

FIVE IN FAMILY WORKED HERE



Left to right: **OLGA LOWRY, FRANK IACONO, and PHILOMENA IACONO**

Here we present five members of an interesting family employed at Sun Ship. Two of the boys are at present in the Army but the other three are "on the job" in the Yard. The baby is a little too young to go to work.

Head of the family is Frank Iacono of 58 dept. He has been connected with Sun Ship for 11 years. With him in the photograph are his daughters, Mrs. Olga Lowry and Philomena Iacono. Olga who has been with Sun for three years is in 59 dept. while Philomena works in 91-A dept. Sgt. John R. Lowry, Olga's husband, formerly worked in 47 dept. and was very popular among his associates. Pvt. Alfred Iacono, who has been in the Pacific many months, also worked in 47 dept. Little Lois Mae Lowry, the daughter of John and Olga, is 10 months old.

Sun Ship has an outstanding record among the industries in the United States for the employment of many members of the same family. It has been said that no other war munitions institution can equal Sun Ship in this regard.



PVT. ALFRED IACONO
U.S. ARMY



SGT. JOHN R. LOWRY
U.S. ARMY



LOIS MAE LOWRY
10 months old



WETHERILL PLANT BEDAUX RATE SETTERS. Left to right: Joseph Begley, Edward C. Marshall, Meryle Cherry, James Miller, and Emily Weiner (absent).

91 DEPARTMENT TIMEKEEPERS AND CLERKS

By Ed Bell

The following will celebrate their birthdays in November: Marty Clark, Nov. 4; Shorty Davis, Nov. 12; Tom (ain't things critical?) Murphy, Nov. 18; and Shirley Spencer, Nov. 26.

On September 13, a son weighing 7 lbs., 7 oz. was born to Mr. and Mrs. Joseph Spence, at the Misericordia Hospital. They have named the baby Joseph Francis, Jr. Congratulations and the cigars were good.

Mrs. John Kennedy presented her husband with a son, weighing 6 lbs., 10 oz. at the Misericordia Hospital on Oct. 23. They expect to name the baby Gregory John. Congratulations.

Ted Dix is now the proud grandfather of a baby girl born on October 4, in Chester Hospital. The baby weighed 7½ lbs. and was named Elizabeth Ann Dix. Ted said that she is the first girl born into his family for quite a few generations.

Ann Cox has heard that her husband is on his way home from the South Pacific.

Who is the timekeeper for 33 Dept. who is a Leroy Miller fan?

Ida Weidner's brother is on his way home from Yokohama, Japan.

Maggie Phillipps, who works over the Exception office, received a wire from California that her husband has landed in the U.S.A. after being in the Pacific for the past two years.

Helen Gartside's son has been discharged and is home after spending 36 months in Africa, Italy, France, and Germany. He was in the U. S. Army and was wounded in Italy, for which he received the Purple Heart.

Ed Bell has recently become a home-movie fan.

Did you know that a tidal wave travels at the rate of 1000 miles per hour? The difference between a "light" and "heavy" cruiser is in the size of the main guns? The sirens of the "QUEEN MARY" can be heard at a distance of ten miles, yet they do not disturb the passengers because they are tuned to a lower bass "A" which does not disturb the ear drums? In 1786 the U. S. did not have one armed vessel, but today we rank first in world naval power?

We regret to announce the death of David Owens, Sr., age 70, of 1100 Morton Ave., Chester. He was the father of David Owens, Jr. in charge of the Payroll Dept.

Mr. Owens was employed in the Blacksmith Shop and had been connected with Sun Ship for more than 25 years. His death took place on Friday, October 19 at his home. He had been a sufferer from asthma for several years. The funeral services were held on October 22 at the White Funeral Parlor.

Mr. Owens served for many years as a director of the Mutual Benefit Association.

BILGE 'N BALLAST



THE EVOLUTION OF SHIPS

By Frank Pavlik

Necessity — Mother of Invention

THE evolution of vessels used by man in his need for a method of transportation over the watery wastes dates back to our most primitive of civilizations. Ships have been developed to fit the purposes of peace and war, although in general the urge for trade has been dominant. It is a saga of oars, sail and motive power, in which the inventions have come slowly in man's quest for improved methods of transportation over-seas. It has been a continual struggle to increase carrying capacity, and gain speed, without sacrificing any of the necessary qualities of seaworthiness.

Probably the first water-borne craft were dugout logs, canoes made of the bark of trees, or the coracles made of the hides of animals stretched over a framework, and propelled by hand or paddle. The Polynesian catamaran is a primitive craft still in use to this day.

Early Sailing Vessels

Inscriptions on pottery and tablets dating around 6000 B. C., and discovered in the Red Sea area, disclose that sailing vessels were then in use. Apparently these ships were designed to resemble water fowl and stepped a single, unstayed mast.

Likewise, the early Egyptians used sailing ships in their commerce on the Nile and along the Red Sea. Later, about 1600 B. C., they added banks of long oars to gain speed and to assist when becalmed. These ships were known as galleys and were about one hundred fifty feet long.

To protect their commercial interests they produced the first warships, and fitted them with bulwarks to protect their warriors who used bows and arrows for weapons. It is interesting to note that the Egyptians were familiar with the principle of the heat engine but failed to apply it as a source of motive power for transportation.

We quote the following from "Ships" as illustrating this point: "A favorite trick of Egyptian priests to impress their parishioners was to have the gates of the temple closed, thus indicating that the gods were angry.

The crowds would gather, a fire would be lighted in the temple yard and offerings would be made to the reluctant gods. Presently, the awed and deeply impressed assemblage would witness the gates of the

temple slowly open, untouched by human hands. Clearly, this was a miracle.

"In reality, the miracle was a great one. Yet, like many miracles of this character, there was an explanation. Underneath the altar was an area filled with air and channeled to a vat of water. The heat of the votive fire expanded the air and its pressure forced the water through pipes into buckets attached to the temple doors. When the buckets were filled, their weight opened the doors.

"This crude device contained the essential elements of the earliest practical heat engine. Fifteen centuries later these engines became a reality."

Although there is no evidence of any extensive voyages by Egyptians, their ship-building ideas are reflected in the construction of vessels built in Phoenicia, Greece, Rome and even in the Orient. The early Chinese shipbuilder developed the junk and made use of the compass and rudder principles.

The Phoenicians, merchants of Tyre, stepped into the picture as competitors of the Egyptians and became the master shipbuilders, navigators and sea rovers of the Mediterranean. They perfected the use of oars in banks; two high on their commercial vessels, and three high on their warships; with shorter oars used in the lower banks.

Roman Galleys

Rome and Carthage in like manner decided to expand their commercial interests by way of the sea. The Roman trireme is an extreme example of their naval architecture, combining sail power with three banks of oars. These galleys had a ratio of length to beam of approximately seven to one. When the interests of Rome and Carthage clashed, the first naval war resulted. Rome was defeated in this scrap, but continued to develop her warships and became a sea power in the Mediterranean. When overrun by the tribes of Huns from the north, the Roman maritime interests declined.

We must not forget the Greek galleys of 700 B. C. They carried two masts and double banks of oars, and were no mean examples of the naval architecture of that period.

The Vikings

About 800 A. D. the Norsemen perfected their seaworthy dragon ships and became daring explorers. The illustration shows a type of Viking ship of that period. The



MRS. STELLA RAKOSKIE was employed in the Sheet Metal Dept. while her husband, Anthony, is a rigger. Her brother, Leonard Alesky, a former welder in the Shipyard, is with the Air Corps.



SAM CANDELORA, a helper in the Plate Yard, poses as a wrestler.

explorations of Eric the Red and of his son Lief were made in this type of vessel, and carried them to Iceland, Greenland and Labrador. It was a Viking custom that upon the death of a Norse Chieftain his body was ceremoniously placed in his ship together with his weapons, and unaccompanied sent to sea. Others were buried with their ships, and thus the discovery of one of these near Gogstad, (or Gokstad) in Oslo fjord, well preserved in the Scandinavian blue clay, has furnished us with an excellent example of the construction of the vessels of this period.





WELDING ENGINEERS AT SUN SHIP, left to right, bottom row: R. Crutchley, M. Beasley, R. Forsythe, E. Sutter, F. Hunsberger, A. Smith, W. Maksimowicz, M. Latorre. Top row: J. Plum, E. Sieber, W. Clark, C. Fleming, H. Howlett, D. Swallow, C. Dooley, H. Krauss.



INSTALLATION MACHINISTS of North Yard, who originally went up there to work on Hull 265. These men have followed the same line of work ever since, setting up steering engine and deck machinery. Left to right, front row: J. Malloy and J. Beck. Second row: J. Lefever, G. Lewis, N. Pettillo, J. Austin, P. Adduci, J. Bradshaw, W. Chester, W. MacIlvane, R. Miller, J. Atwell, J. Smith and R. Falkenstein. Back row: S. Custer (leader) H. Wyatt, J. McGillorg, G. DeCurcio, G. Perrott, C. Hamby, Jr., C. Cox, J. Byrne, E. Mortimer (Pop), D. Linch (Carl), F. Cox, E. Crusen, C. Weaver, A. Haslett, (leader).

36 MACHINISTS

By Dick Clendening

Back in the spring we extended congratulations to Bill and Ken Houtz, sons of the veteran Earl Houtz of the shop, on the fine brand of baseball they were playing and at that time expressed our best wishes to them for success in this field. Well, we are highly pleased to find that they are both succeeding with emphasis. Bill, the older of the two, has just finished his second year in professional baseball with the outstanding achievement of 19 wins with but 6 losses while pitching for the Newark Bears and Norfolk of the International and Piedmont leagues. This great accomplishment by the speedster southpaw was not missed by Joe McCarthy and when Bill reports for spring training it will not be with the Piedmont or International but with the New York Yankees! Nice going Bill.

Ken, the younger of the two, differs from Bill only in years having very readily proven his ability in all sports but particularly in baseball—excelling on the mound. He is now attending a prep school and from there will go to Duke University under a four-year athletic scholarship where he will be afforded the opportunity of working under John W. Combs, a one time great in baseball, who is now the coach at Duke.

Our old friend Jack McCleary, former drill press operator in the shop, is back

in town again after spending over three years on LSC's. Jack is looking fine and may be found in the evenings around the local bowling alleys.

The latest news from Henry Dychala, former apprentice, finds him expecting to be home by November. He has been through lots of battles, having been among the first to land in Africa and from there thru' the Mediterranean and on up thru' Italy—being in Northern Italy when hostilities ceased.

It was not until recently that we were aware that the shop was harboring a real wild and wooly cowboy but Al Makubin, better known as "Slim", is really at home in the saddle having recently participated in a rodeo at Williamstown, New Jersey.

Reports from our undercover man indicate that the shop's bowling team is coming along very well under the leadership of Sam Minnick and is expected to really go places this year. Nice work, boys—keep it up.

We recently received a communication from "Mickey" McDonough formerly of Dry Dock. He is still out in the South Pacific but is very anxious to get back to the Yard again. He sends his regards to all his old friends here and deplors the fact that he has never been able to run into Eddie Burg while out there. He enclosed a rather spectacular photo of one of the natives out there and titled it "A New Guinea Belle"—some chicken.

Among those recently discharged from the armed forces is Joe Reilly, son-in-law of Dick Clendening. Joe was in the Army 4½ years and served in France and Germany as a radio operator. He has been awarded the Bronze Star for heroic achievement in connection with military operations against an armed enemy in the vicinity of Schluckton, Germany. During offensive action against the enemy-held town, Reilly, carrying a "300" radio, went forward with the attacking elements. Finding that an intervening hill cut off his radio signals to the battalion command post, he courageously made his way under enemy mortar and small arms fire to the top of the exposed ridge only to find his new position under the raking fire of a self propelled gun. Despite the enemy fire, Reilly dug into position and continued the transmission of vital attack orders and artillery fire missions. His courage under fire, strong initiative and unusual devotion to duty reflects the highest credit upon Pfc. Reilly and the armed forces of the United States. He was also awarded the Purple Heart, American Defense Medal, three campaign stars, and the Good Conduct Medal.

We were sorry to learn that Dave Harris' sister-in-law, Miss Irene Butler of the Main Office, is hospitalized and hope that her recovery may be speedy and complete.

Our old friend, Ralph Emery, who served his apprenticeship with us, is now stationed in Northern Japan.

Big "Vic" Padamonsky writes in from Germany where he is now stationed that they are working 12 and 14 hours daily hauling troops and material; says conditions are much better now, better eats and sleeping quarters but he is impatient to get home again. He asks to be remembered to all his pals here.

Johnny Miller, who has written us so many nice letters from the South Pacific, is also "rarin" to go. He says that when they received the news that the war had ended, they opened up every gun on Okinawa and really staged a celebration. He now wants to get back home and take up where he left off in the shop.

We rejoice with George Calhoun, of North Yard machine shop, on the safe return of his two boys from the South Pacific area. Phil, former apprentice, is back at work in the shop again after 44 months at the islands of Makin and Hawaii, where he served with the 176th Coast Artillery. He saw action at Makin and Midway and has been awarded the Good Conduct Medal, Asiatic Medal and American Defense Medal. His brother, George J., who also worked in 36 Dept. previous to enlisting, spent 3½ years at New Guinea with the 165th Anti-Aircraft and saw plenty of action at the island of Yak, the Philippines and the Netherland East Indies. Phil tells of meeting quite a few fellows from the Yard down there remembering most clearly Teddy Shields and Rich Fitzgerald.

It is with regret that we announce the death of John Mewha, foreman in 45-Berthing Dept. He was stricken with a fatal heart attack November 2. He was 56 years old and is survived by his wife and three children. Mr. Mewha was a veteran Sun Ship employee and the pallbearers at his funeral were hull foremen.



THIS PICTURE OF A BOND DRIVE DURING THE FIRST WORLD WAR was taken in the machine shop at the Wetherill Plant. It was conducted by the representatives from the Y.M.C.A. Some of the Sun Ship employees shown here are still working at Wetherill.

QUOIT LEAGUE

By Joe Martin

91 Department had its play-off for the first half of the summer Quoit League. The teams were: Yanks (Buchanan-Getz), Reds (Morrison-McGillen), Phils (M. Clarke-McGoven), Browns (Burns-Briggs), Giants (Williams-Wentland), Braves (Bishop Spence).

After battling through the play-offs, the final teams were the Phils and Reds. On the final day, Pete Shade substituted for McGillen, who was ill at home. It was an odd game with the Phils getting off to a terrific lead of 15 to 4, and then the Reds got hot with Morrison making two ringers, and with an uphill fight, the Reds became the first-half champs 21 to 19. A big crowd attended the games.

All the fellows hated to see Lee Conners leave the Yard to go back to his old job at Curtis Publishing Company. Lee was a member of the league champs of the Fall meeting.

Tom Dougherty spent his vacation in Wildwood. I believe he said he was practicing quoits on the beach.

Aba Daba Lear, who is Tom Dougherty's partner, practices on his lawn in West Chester.

Harry Buchanan of the Yanks, is another player who practices quite a lot in the evenings. Harry is one of the most improved players.

Humphry Bogart Haseltine pitches a much improved game since the tennis season ended.

Pete Shade, Frank Dougherty and Ben Sturm have graduated from substitutes to regular players. All are throwing sharp quoits. Lots of good shots, boys!

Marty Clarke and Lefty McGovern lead the second-half with 2 victories — no defeats.

The girl rooters, Frances McIlhenny, Rose Phillips, Rita Phillips, Gloria Phillips, Ruth Hanunn and others are thinking of forming a girls league.

The games are attracting a lot of the fellows at lunch time. Come out, fellows, and relax watching the boys do their stuff.



HARVEY EBRIGHT, Assistant Foreman, Wetherill Foundry, has 28 years and 6 months service. He is the father of three children, two boys and one girl. Horvey, Jr., formerly employed in the Pattern Shop, is now in the Army stationed at Munich. Alvin, formerly employed in No. 2 Machine Shop, Wetherill Plant Office, is now with the Army in Austria. A daughter, Marian, is employed in the Bond and Insurance Dept. of the North Yard.



DAVID SHEPARD, electrician and radio expert, has been appointed radio and electrical instructor at the Florida Agricultural and Mechanical College at Tallahassee, one of the largest negro colleges in the south. Electrical Engineer Shepard has been connected with Sun Ship since August, 1943. Three months after he entered the plant, he was assigned by Supervisor J. L. Wilroy to work on radio installation on the ships being built in the No. 4 Yard.



WETHERILL PLANT OFFICE, Second Floor Drafting Room Personnel, left to right, front row: William Smith, Ellen Evans, Anna Earnshaw, Elizabeth Mitchell, John M. Davidson, John F. Martin, George A. Broomall.

Back row: Herbert Quinn, Thomas Crompton, Walter G. Truax, James E. Topham, Harold F. Johnson, Chandler Caton, H. Roy Hannum.

30 SHEET METAL

By Marian Reddington

Nimrod Wood, the champ hunter of the Sheet Metal Dept., is spending his evenings oiling and polishing his shootin' irons. Jess will be remembered from last year, when out on an expedition, he bagged 2 wittle wabbits and his partner's dachshund.

Bing Moss would like someone to give him a remedy for premature baldness.

Antrim "Barrymore" Brown reminds us of the Biblical character who wrestled with the devil for seven days. He is currently "rasseling" an antiquated model-A Ford.

Among the returning veterans Bunny Pilington, Dick Ebling, Andy Brown, Jit-terbug Forsyth and Friend Gallagher. Glad to see you boys back.

"Lochinvar" Brennen gallops his rusty, I mean trusty steed, Oat Burner, II every Sunday.

Harold McCarter has gone suburban after many years as a cliff dweller. We hear he is planning a rustic retreat at Dilworthtown on his ten acres.

Wedding bells for E. Cramer Hibberd, who married the former Milly Musser at Mahoney City on Saturday, Oct. 20th. Best wishes to the happy couple.

Farmer Kattinge has decided that it does not pay. His expenditures for seed were \$11.27. One package of seed marked celery resulted in marigolds; sweet peppers turned out to be hot ones and his tomatoes were over run by caterpillars.

George Lamey tells a harrowing tale about his first night in the new country home. His wife woke up and found a skunk in the house.



REMOVAL OF A 10 TON CRANE in the Central Yard was a delicate job successfully handled recently. The upper picture shows part of structure being lowered while left the crew that did the work is shown.

HOW TANKERS SPED PLANES OVERSEAS



BY USING AN EXTRA EMERGENCY DECK Sun Ship tankers and others were able to carry planes and other munitions in addition to oil and gasoline. They helped speed up the war effort.

Dear Mr. Hamby:

I certainly appreciate your thoughtfulness in sending me a copy of the victory edition of "Our Yard", and also for the extra photograph of the shipyard both of which I am delighted to have. The victory edition of your magazine is not only a handsome job, but a particularly interesting one as well. I have several friends who will enjoy looking over my copy. Thank you ever so much.

CHARLES S. MORGAN,
Executive Secretary National Fire Protection Association

News of the death of Frank A. Buck of the Fabricating Dept. was received with regret by his many friends in the plant. He died on Thursday, October 18 and funeral services were held on Saturday, October 20 at the Herbert T. Quinn Funeral Home, Chester.

Mr. Buck, who lived at 431 E. 4th St., was an employee of Sun Ship for 25 years. He is survived by a daughter, Anne J. Buck of Chester.

OLD DELAWARE LABOR PACT

An interesting labor agreement made in Odessa, Delaware in 1868 recently came into the possession of W. G. McNees, foreman of the Yard General Department and is reproduced here. The workmen of a wagon and carriage wheel plant convinced their employer that they could do as much work in 10 hours as in 12 and he agreed to try it out, as follows:

Rules

To Govern the time of work in the Shop of L. V. Aspril.
We the undersigned Journeymen Employed by L. V. Aspril thinking that *Ten Hours* the time allotted for a days work for Man and that we do conscientiously believe that in 10 hours we can do as much work and do more justice to our Employer than in working all day as heretofore.

We most respectfully Propose to him to adopt this Sistem of working and we will obligate ourselves to give it a fair trial, and that we will use Every Effort to give Satisfaction under the existing circumstances. That we will show to him that our motive is pure.

1st: That we commence at 7 o'clock in the Morning quitting at 6 in the Evening, taking one hour for noon.

2nd: That we begin precisely at the time named in this article and any man not doing so shall be docked a quarter in his days work.

3rd: That there shall be no loud talking or laughing among us or with anyone else and nothing only as is required to speak about the work but Every Man shall pursue the even tenor of his way Remembering that the time belongs to his employer.

4th: There shall be no stopping to look, no leaning upon the work, or bench, no loitering about as if looking for something, so as to pass away the time, Not leaving our work unless necessity require it unless the Employer or some one appointed for that purpose shall call and then we shall be prompt to the call.

5th: In cases of emergency when the Employer shall say so, we will work over time requiring the same wages per hour as by the day.

6th: That when the days grow short so that we cannot work 10 hours, we then work by the hour commencing at a certain time and quitting also at a certain time not lighting up on any occasion only as Emergency require it.

7th: That in the absence of the Employer we Recognize Joseph Rhodes as Foreman in the Wood shop and Geo. Hallman in the Smith Shop, and that we look to them for direction in the work also for *Counsel and advice* in the same, going by their direction in Matters Pertaining to the interests of the business and that it shall be our object to please our Employer and accommodate his numerous Customers.

To all these thing we heartily agree and subscribe.

To the Journeymen in my shop.

Gentlemen: As we have made a new bargain in regard to the time of work I shall Expect you all to Endeavor to suit your obligation as honorable men not requiring me Personally to be Present to watch you—that I detest, I want no Eye servants and hope I shall have none, I shall expect you all to do Me honest faithful work doing me and my customers *Justice*, as it is by them and off of them we get our living. It therefore becomes us all to be Equally interested in this matter.

You know all the objections that I have to this sistem is (for I have entered my protest against it) that it does not suit our business in the country, Especially in Harvest time and busy season but my disposition is to accommodate you—my motto is Kindness and I wish to be generous, I want my rights and that only and want you to have the same, I shall therefore try to be just and wish and expect the same from you.

I shall pay the same wages as I have promised and the Same condition and pay as heretofore.

I hope this thing is satisfactory and that we will all work together in harmony. If I see things are going wrong I shall speak to the foreman and shall require him to tell the others as I do not wish to be complaining.

I subscribe myself your friend.

L. V. ASPRIL.

THE MAN WALTER CAMP FORGOT

Those of us in the Main Office and particularly those of us in the Expediting Office have been hearing for a long time of the great accomplishments in the field of sports of one of our associates. He is a very modest man whom we have learned to love and in whom we have placed our faith as being a gentleman and a man of great integrity.

It so happened recently that our friend casually remarked that when he was the leading kicker of the 157th Cavalry Regiment Football Team in World War No. 1, his average punt was 60 yards, although at times when longer distance was required he often advanced that particular kick to 70 yards. Some skeptics, and you will find them everywhere, took exception to this statement and called upon our friend either to prove it or to remain silent.

Naturally, this was too much for any great athlete to take without rebuttal so an exhibition was arranged for Monday, October 5, 5:15 P. M., at Smedley Field in Chester.

Finally, at 5:16 P. M., Les Harris was seen entering the South Gate.
Les carefully removed his hat and coat, placed them gently on the green grass and took the ball so graciously offered by a native of Swarthmore—Vance Halloway. Ray Flanigan, who was backing Harris, nervously grabbed Ed White's hand.

Finally, the kick! Beads of perspiration stood out on the brows of all those gathered to watch this magnificent performance of strength and vitality resultant from clean living. There goes the ball—5—10—15—25 yards before falling to the ground. The next kick totalled 20 yards and on the third kick some optimistic soul went behind the goal post to catch the ball 15 yards behind the kicker. So you see, my friends, the Great Harris did kick 60 yards.

STAY SAFE OFF-THE-JOB, TOO



It takes an accident to teach a lot of people a simple lesson in safety. This girl, for instance, is a little late in realizing that safety lessons learned at the plant should be applied at home, too.



WE WISH TO CONGRATULATE:

Mr. and Mrs. Jack Robinson on the birth of a son, Thomas Martin Robinson, October 8th, weighing 7 lbs. Mr. Robinson works in 47 Dept.

Mr. and Mrs. Joseph Spence on the birth of a son, Joseph F. Spence, Jr., on September 13. Joseph, who weighs 7 lbs. and 8 oz., was born at the Misericordia Hospital in Philadelphia.

Mr. and Mrs. John Curry on the birth of a daughter, Constance Lynn Curry, September 15th, weighing 7 lbs., 15 oz. Mr. Curry works in 36 Dept.

Francis Rebilas of 59 Dept. and his wife Helen on the birth of a boy, Gregory, weighing 7 lbs. 14 oz. on October 21. In announcing the event, the father referred to himself as promotion manager, his mother as designer and Doctor Rocco De Prophetis as agency executive.

NAVAL AVIATION TRAINING EXHIBIT

The Naval Aviation Training Exhibit now at Franklin Institute in Philadelphia is giving some thrills to Sun Ship workers who have visited the Institute.

You can shoot Navy guns at enemy aircraft in the clouds—bomb enemy territory, using the famous Norden Bombsight—sit in the cockpit and operate a plane's controls—test your knowledge of Naval subjects using the Automatic Rater. Actual devices used by the Navy to train fliers, simulate combat conditions with breathtaking realism.

The Franklin Institute is open: Tuesdays, Wednesdays, Thursdays, Fridays and Sundays, 1 to 6 P. M.; Saturdays and holidays 10 A. M. to 6 P. M.; admission 25 cents, plus 5 cents tax.

The Franklin Institute is located at Benjamin Franklin Parkway at 20th Street, Philadelphia.



Sun Ship Chorus deplores the loss of its leader, Ferdinand Motley, who organized the musical group. He died Nov. 11 from a blood clot. Picture shows part of Chorus at a recent recital with Leader Motley at extreme right.

ANTI-AIRCRAFT GUN TRAINING



THE MAN OR WOMAN WHO WAS A HOME-FRONT WORKER during the war can get a real insight into the use of modern war mechanisms, and have a lot of fun at the same time, by a visit to the Naval Aviation Training Exhibit at The Franklin Institute, Philadelphia. There, in one of the largest educational displays ever shown in this district, the visitor can operate many amazing devices that until recently were closely guarded secrets.

Obituary

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

Number	Name	Address	Date of Death
34-12011	Byron C. Brown,	Pleasant Ave., Wayne, Pa.	Sept. 12
81-366	Samuel Speller,	2142 Sharswood St., Phila., Pa.	Sept. 24
36-1166	Joseph Wood,	285 Cheswald Rd., Drexel Hill, Pa.	Sept. 25
47-11403	Laurence Fair,	1636 Ellsworth St., Phila., Pa.	Sept. 25
30-593	A. DiMarchi,	1923 S. 19th St., Phila., Pa.	Sept. 25
74-232	J. Crawford,	11 Fairview Ave., Clifton Heights, Pa.	Sept. 28
55-676	Andrew Para,	625 Jenkins Ave., Peckville, Pa.	Sept. 29
8-635	A. Forness,	1121 Chestnut St., Chester, Pa.	Oct. 3
47-4490	Victorio Coppotelli,	210 W. 2nd St., Chester, Pa.	Oct. 10
47-46	Frank Buck,	533 E. 14th St., Chester, Pa.	Oct. 18
42-22	David J. Owens,	1100-A Morton Ave., Chester, Pa.	Oct. 19

CITATION FOR SILVER STAR



NORMAN W. MARGULIES, son of Max Margulies of 30 Dept., First Lieutenant, Company G, 26th Infantry. "For gallantry in action in the vicinity of Wullscheid, Germany, 18 March, 1945. When the enemy launched a fierce attack upon his platoon's newly won positions, Lieutenant Margulies, despite an intense artillery, mortar, and machine-gun barrage, fearlessly moved about perilous terrain and skillfully directed a successful defense. He then established an observation post at an exposed vantage point, placed accurate fire upon the foe, and inflicted severe casualties. Lieutenant Margulies' actions and dauntless devotion to duty reflect great credit upon the Army of the United States."

Straight Talk from Santa!



"This year, more than ever before, I have every package on my sled festooned with Christmas Seals!

"I figure that makes it a double gift—a gift to all mankind. You see, those seals *save lives*—make possible a year-round program against tuberculosis.

"The need this year is greater than ever before. So that's why I say make every package and letter count! And—be sure to send in your contribution!

"Merry Christmas!"



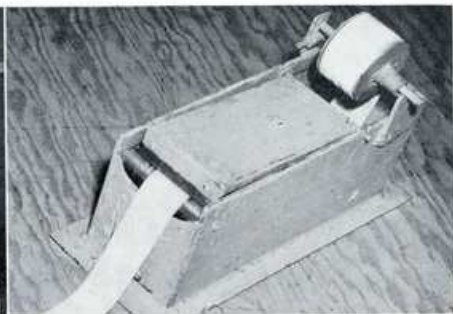
BUY CHRISTMAS SEALS

RICH AWARDS FOR GOOD IDEAS

Announcement by President John G. Pew that Sun Ship will continue the system of making awards for the best employee suggestions has been greeted enthusiastically by the workers. The Maritime Commission previously had announced that it was abandoning the idea contests but Mr. Pew let it be known that the

Company will assume all expenses connected with the awards.

On September 13 the Labor-Management Committee awarded two \$100.00 Prize Awards and one \$50.00 Prize Award for August and on October 10, the committee awarded one \$100.00 prize for September.



R. LAFFERTY, 65-152, received the \$50.00 August award for his "Glue box". This specially designed box is used to apply glue to Fibre-Glass tape which is applied to the Fibre Glass insulation.



FRANK H. WALDEN, 34-2448, was awarded the \$100.00 September award for his pipe bending device. With this simple and inexpensive device, 180 degree bends are completed in one-third of the time because of two operations being required without its use. Eliminating second operation prevents cross-sectional distortion and uneven ends which require time and waste of material to make even and was also dangerous.



(Far left) — **CLARENCE W. DOBERSTEIN**, 65-148, received \$100.00 for his cutting apparatus for fibre glass insulation. The cutting table is so arranged that the bats are run over a series of cutters which make the different miters and cuts desired.

(Left) — **WILLIAM OETTEL**, 66-234 also won \$100.00 for his locking device for a rudder which prevents it from slipping out.



All in favor raise right hands ... *with wallets*

Naturally we want our boys home. The sooner the better.

But how much are we willing to do about it?

Are we willing to pay for bringing them back? If we are, we'll buy *extra* Bonds in the Victory Loan.

And after these fellows get home—these men who have fought and won the toughest war America has ever known—what then?

We want to take care of the injured ones, of course. We want to see that the young fellows who went off

to fight get a chance to finish their education. We want to see that there are jobs—plenty of decent jobs—for the men who've been doing the world's meanest job at army pay.

How much are we willing to do about that?

If we're really serious about wanting to see that our men get what they

have so richly earned, we'll buy *extra* Bonds in the Victory Loan.

Now's the time. Let's have a show of hands—with wallets—to prove how much we really want to hear that old familiar step and that familiar voice yelling "It's me!" Let's prove, with pocketbooks, that we can do our job as well as they did theirs.

**THEY FINISHED THEIR JOB—
LET'S FINISH OURS!**



SUN SHIPBUILDING AND DRY DOCK CO.