

Our Yard



SUN
SHIPBUILDING
& DRY DOCK
COMPANY

*Christmas
1945*



Christmas - 1945

*'Twas the night before Christmas and all through the Yard,
Not a creature was stirring, except for a guard.
The ships stood like sentinels, so silent, so trim,
And chock-full of emptiness up to the brim.
The hammers lay still in the darkened tool rooms,
And the cranes cast weird shadows with suspended booms.
The trucks were not running, no torches were lit,
The chisels and presses and wrenches had quit.
The lights were all darkened, except for a star,
Or reflections from motorcars passing afar.*

*Now, why all this silence and darkness tonight?
It seems only yesterday things were so bright.
With the shrilling of whistles, the music of lathes,
The rat-tat-tat chipping guns splitting the ways,
The presses were forging, the saws' high-pitched buzz,
Creating a symphony, as a conductor does.*

*So, why all the quiet on this Christmas Eve?
What does it all mean that the men are on leave?
It means that the war's won, and peace is on Earth,
And the Sun family's trimming their tree by the hearth.
Here's hoping your loved ones are each within call,
God bless you — the Merriest Christmas of all.*

— Albert F. Bell



Merry Christmas and a Happy New Year



"SANTA" BRINGS HIS SAFETY PRESENTS
FOR YOUR PROTECTION THRU THE
COMING YEAR.....

"SAFETY" WISHES YOU-A SAFE PROSPEROUS
AND HAPPY NEW YEAR....



Justin Case 11-15-45



Merry Christmas to Our People in the Service!



Our Honored Dead



PFC. KENNETH van DeMARK was killed in an accident in Germany on August 2, 1945. He was formerly in the Shipfitting Dept. and resided in Upland, Penna.

LT. ROBERT BEATTY was severely burned on the arms and chest when his ship was destroyed during the recent typhoon in the Pacific. Lt. Beatty, who is in the Merchant Marine, was First Mate of the **GLEN FERRY** a Texas Company Oil Tanker. He is in the Naval Hospital at Samar in the Philippines. He is the son of Supt. and Mrs. William B. Beatty and was a star football player at Duke University.

Hello Dick, (Clendenning)

I received a copy of "Our Yard" this week and sure was glad to get it as it is always filled with good news about people you know and also about the place you worked. I wrote to several of the boys but I can't even get a letter out of them so the "Our Yard" more than makes up for that. I am saving it for one of the boys who used to be an apprentice in the Copper Shop. His ship travels with us once in awhile and he drops over whenever he gets a chance.

Robert B. Glover M.M. 2/c



AUGUSTUS PRINCE, former Sun Ship electrician, radarman, third class, USNR, 3849 North Sydenham St., Philadelphia, Penna., is shown at work aboard the carrier U.S.S. **SANTEE**, on which he saw action during the Okinawa campaign and in strikes against the Jap homeland. Prince, one of the first Negroes to finish radar

school, is the only one rated as a radarman aboard a Navy carrier. Before entering the Navy, he was employed in the Electrical Department. He enlisted in the Army but remained there only a short time when he entered the Navy and was assigned to the plane carrier "SANTEE". This famous ship was launched by Sun Ship and originally was known as the "SEAKAY".

In a letter addressed to Sun Ship he said, "I thought you would be interested in knowing that the Sun-built ESSO SEAKAY and now the U.S.S. SANTEE CVE-29 has been officially selected as the "Queen" of the CVS's, an honor that many others would like to share. I can truthfully say that the SANTEE has proven itself in every test required as you probably will agree after you conclude reading the story of the SANTEE which I am enclosing. I have served aboard this magnificent ship for over 8 months and I, like many others of the crew, would rather serve aboard no other than her. As a former Sun employee, I am sure that I have done my duty in presenting you with this story of a great ship which was originally built by a great Company."

Khorramshahr, Iran

Dear Mr. Pew:

I would like to thank you for the "OUR YARD" magazine which I have received regular. I enjoy it very much and the pictures of the ships completed and under construction sort of give a lonely feeling to a fellow. Making him wish he was still there and on the job.

It will seem like a dream come true to be back in Sun Ship for only a short visit. After everything is straightened out and running normal again I hope to be back at Sun to help build more ships.

John D. Sholly



TWO SONS of John Chernous of 59 Dept. are in the Army. Walter (right) who formerly was employed in 36 Dept., is with the Marines while his brother, Johnnie, is stationed in Germany.



A NAVY MAN WRITES

Dear Fred,

Well, those rats finally said "Daddy" and gave up, thanks to the atomic bomb and the boys in the B-29's that dropped them. Don't think I'm giving them all the credit for winning this war because I'm not. Our pilots have done a good job of making it a much softer job; our score board can prove that.

As for me getting back to Chester, I don't have any idea when that will be but I might say, "I hope it's around Christmas time". At one time I didn't know exactly what I would do when the war ended, stay in or get out, but that has cleared up now. All the boys talk about is when they get home and believe me I am going to be right with them, the sooner the better.

I was sure sorry to read about Eddie Lamberson getting killed at Okinawa. He was really a good living kid if there ever was one. His picture in "Our Yard" was sure a good one. He look to me as if he were proud of his uniform and I don't blame him. They were a fighting outfit if there ever was one.

I wrote to Jimmie Keenan as you know, but he never did answer it. But you can remind him for me that I haven't forgot he owes me a letter.

Well Fred, I guess I'll drop anchor here and hit the sack. We still have to get up at 0330 and that's pretty early in the morning in case you want to know what I think.

Robert C. Embert ABM 3/c



WHEN BARTON FARR, Shipfitter, left Sun Ship to join the Navy, his wife, Lillian Farr, got work in 36 Dept. The Farris are shown with their children, Marsha Ann and Betty Jane.

PRAISES SUN-BUILT HOSPITAL SHIP



LT. MARGARET D. NUGENT, Navy Nurse Corps, daughter of James P. Nugent, 25 E. Chelton Road, Parkside, has been assigned to the hospital ship U.S.S. CONSOLATION and is now in the Pacific. Lt. Nugent writes, "I feel right at home as the ship was built at Sun

Ship yard in Chester and was christened the "MARINE WALRUS". When I went to get a drink of water from the fountain, it was a "Sunroc" from Media. It makes it all seem so very close to me and I feel an added sense of pride in it all. The Chester folks will probably be glad to know I am on one of their own ships. And, who knows, maybe my brother Lawrence Nugent of 34 Dept. and brother-in-law Bill Hulton also of 34 Dept. helped to build it." She described the beauty of the ship and her quarters. Miss Nugent was supervisor of the operating room at Chester Hospital before entering the service.

JOSEPH SANTERSIERO, formerly of 59 Dept., gunner's mate, third class, USNR, of Dunmore, Penna., is serving on the destroyer USS TURNER, one of the Navy's newest ships. He entered the Navy in October, 1943, served 15 months overseas and wears the American, the Asiatic-Pacific Theatre and the Philippine Liberation ribbon with five battle stars.

Gentlemen:

I want to take this opportunity to express to you my sincere thanks for the "Our Yard" magazine each month. These things mean so much to one when they are away from home and friends.

I have been in England, France, and Germany and there's no place like home. I was in France when called home due to the serious condition of my father.

Sgt. Maurice G. Felton

Hello there Dick:

(Clendening)

We are now in Japan. We are stationed north of Yokohama. Tokyo is nine miles to the north and is badly burned out; all of the big plants are completely demolished. Is Johnny Lawrence still there? Give him and Dave Harris my best wishes and tell them to be good. The only fellows that I have run into over here are Johnny Miller and a man from the Copper Shop.

Cpl. Ralph Emery



PARIS J. PAPI, formerly of 59 Dept., age 21, quartermaster, second class, USNR, of 813 McDonald Street, Chester, Penna., relaxes by the Main River in Frankfurt, Germany, where he is on duty with the Naval unit of the occupation forces.



SUN SHIP LAD IN ALASKA

Dear Freddie,

I just bought this typewriter and shall write my first letter on it to you from Germany. I haven't typed for a long time so pardon the errors, please.

Since your letter was written the war has ended and there seems a chance of coming home. Before I forget, I want to be put on the mailing list for "Our Yard". It was nice of you to send the little weekly paper that you sent me. Thanks a lot.

I am very sorry to say that I have never seen the match covers you sent a description of. We get matches in the little wooden boxes each time our rations roll around. I will certainly be on the lookout for them from now on. As soon as I have one, it shall be sent to you as soon as it can be.

There isn't much to write about because we are just laying around killing time. Give my regards to all the gang. It shouldn't be very long before I can give them in person, I hope. Thanks again for your letter and the news.

Hayden Woodworth

Dear Mr. Pew:

I want to take this time to thank you for sending every issue of "OUR YARD" magazine to me. It is very interesting to read how the Sun Ship is turning out ships.

I have been in the army two and one half years, one year being spent overseas with the Combat Engineers. I worked at the Wetherill Plant in No. 1 Dept. under Mr. Glossop.

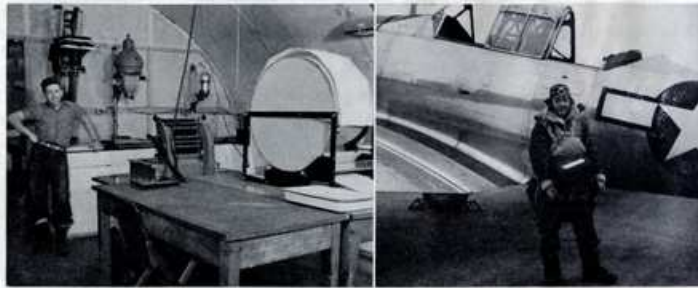
At the present time, we are engaged in repairing bridges and are called temporary occupation force.

Bob Duryea



BOB DURYEA

HERBERT H. TAYLOR, PhoM 2/c, (right) formerly of the Wetherill Plant where he served his machinist apprenticeship, is now with the Navy on Anchita in the Aleutians. Herbert, who is a Navy photographer, has sent us a number of pictures of the island. Below left we see Herb in "his place of business now-a-days" and below right as he is about to take off for a routine mission. Herb describes it as "quite an interesting outfit and one which has led to many interesting and exciting experiences."



Hello Young John:

I work here in the post of Naples with a telephone repair outfit and down on K pier where the tankers come in, I spend most of my time. Every time a Sun tanker comes in I go down and go on board. Friday, the "FRENCH CREEK" was in and there were two boys from Glenolden on it. Gee, those tankers sure do look good as I know them from stem to stern.

I remember I came to work for Sun in December of 1940 and worked the first 6 months in the Shipfitting Dept. but I always had my eye on a job in the Counting Department. So in May of 1941, I finally got in the Counting Dept. and worked until June, 1944 when I came in the service. And no place in the world will you find a better bunch of counters than the boys who were working in 1941. Of course, when the yard expanded, we got a bunch of new fellows in but that old bunch just couldn't be beat.

They are sending some men home on tankers and boy would I love to get on one of them. I only have 57 points though so I won't be getting home until around February, but boy I'd sure love to come home on a tanker.

Pfc. John McClintock

Dear Mr. Pew,

Just a few lines to say hello to you and the former gang of the Sheet Metal Shop.

There is a lot to do around here and they really keep us busy. Being with a ship repair outfit it gives us a chance to see a lot of ships some of them we use to help build back home. They did a swell job helping us to win the final victory.

There is a lot to see around here but not much time to see it in. The only thing we want here is to finish up our job and return home. I hope to be back with you all very soon.

Carl Walling M 2/c



CPL. HENRY DYCHALA, carrying the banner, formerly apprentice in 36 Dept. has just returned home from overseas; proud of the record set by his, the 34th or "Red Bull", Division. From the day when it was chosen as the first American Division to be sent overseas, to the end of the war, its achievements have been an example for other American Divisions. It was among the first divisions to face the enemy and it has the greatest amount of combat time of any American Division.

In January of 1942, the first elements of the Division sailed for North Ireland, and it was from this Division that personnel was drawn to organize the 1st Ranger Battalion which was to cover itself with glory and honor several times during the course of the war. In November, 1942, parts of the Division participated in initial landings at Algiers, North Africa as a part of the Eastern Assault Force which was commanded by Major General Ryder. January of 1943 brought the remainder of the Division to North Africa where it participated in the Tunisian Campaign. The success of the 34th at Hill 609, where it roundly defeated the Germans in a bitter 3-day battle, was instrumental in causing the collapse of Nazi resistance in Northern Tunisia in May of 1943.

Following this campaign, came a couple months rest for the 34th, then came the invasion of Italy. Landing in Italy in September of 1943, the 34th was in the thick of the campaign there right up to the cessation of hostilities. The principal actions of the winter of 1943 and 1944 were at Benevento, the Volturno River, where the Division made three crossings in the face of bitter German resistance.

At Cassino some of the bloodiest fighting of the Italian campaign was experienced. In March of 1944, the 34th moved to the Anzio beachhead where it maintained defensive positions until the breakout attack in May of that year. After a vicious fight at Lanuvio and Villa Crocetta, the Division moved on the heels of the Germans through Rome, Civitavecchia, Cecina, Rosignano, Leghorn and up to Pisa on the Arno River.

After a months rest in August, 1944, the Division moved east and north to the Florence sector where it helped to pierce the vaunted Gothic Line, after which it assumed an active defensive position during the late months of 1944 on the edge of the Po Valley. Early in April, 1945, the 34th opened an offensive designed to destroy the German forces in Italy and before the end of that month, the enemy began to crack. Relentlessly pressing on, the Division entered Bologna.

By April 26th, the Division had split the opposing enemy force in two and had reached the Nure River. The Germans' collapse was now almost complete; the Division moved into Brescia and Bergamo continuing to pursue the enemy and on May 2nd the long bitter struggle of the 34th Division came to an end. Climaxed by the surrender of the LXXV German Corps whose personnel totalled over 40,000 troops including ironically enough, the 34th German Division.

Artillerymen of the 34th Division set a world record for World War II having fired 1,125,639 shells at the Germans. This figure being the greatest record of artillery support of Infantry of the war. Since first committed to action, the 34th Division has had 529 days of actual combat, more time than any other American Division in World War No. II. In the course of this combat time, the personnel of the 34th Divisional have earned 21,528 awards and citations, 9 Congressional Medals of Honor, 3 Presidential Unit Citations, 8 British awards, 4 Brazilian awards, 8 French awards, 22 Italian awards, 109 Distinguished Service Crosses, 2 Distinguished Service Medals, 1 Distinguished Flying Cross, 126 Legion of Merits, 1248 Silver Stars, 71 Soldiers Medals, 2755 Bronze Stars, 141 Air Medals, 911 Division Citations, 9 Meritorious Service Unit Plaques, 1 Fifth Army Commendation of Unit and 16,100 Purple Hearts.



PFC. JOHN J. LOGUE, formerly of 33 Dept., North Yard, is now serving in the Army in Japan with the 374th Transportation Corps, Harbor Craft Company. John is the brother of Mary Logue of the Distribution Dept., North Yard.



CAPTAIN NORMAN M. SCHOFIELD, who is now in Berlin, entered the service in 1942. He is the step-son of veteran Fred Thorman of 36 Dept.



Know Your
Fellow
Workman

BUILDING THE WORLD'S GREATEST SHIPYARD

IT will be 30 years this coming spring since the first construction pile was driven for Sun Ship. Dept. No. 81 — Yard General was organized at that time to look after the construction work.

The original plans called for the construction of five shipways, a main fabricating shop, a boiler shop, storehouse, carpenter shop, main office and locker building, and one wet dock.

The work went along smoothly under the direction of Mr. J. Howard Pew and the first ship the "CHES-TER SUN" was launched in October, 1917, about 18 months after the first pile was driven.

Practically no one drove to work in those days. Laborers received 25 cents per hour and mechanics 50 cents, all working a 60-hour week.

Since that first busy summer there have been few years when 81 Dept. has not been either planning or performing some kind of construction or maintenance work.

No. 2 Wet Dock was built in 1918 during the first World War. Shipways, 1, 2 and 8 were started in 1919 and finished in 1920. No. 3 Wet Dock and No. 1 Dry



AIDES IN YARD GENERAL DEPARTMENT, Left to right: W. G. McNeese, R. C. Mitchell, Joshua Spradley, E. T. Ferry, F. J. Hibbs, S. McDonough, and G. L. Pyle.

Dock were begun in 1920 and finished in 1921. Many smaller shops were built and old ones enlarged. No. 2 shop at the Wetherill was extended in 1931. The Main Office has had three extensions.

Early in 1941 with war threatening from all directions, President John G. Pew drafted all hands into a construction program which soon gave us the largest private shipyard in the world.

In less than two years, 20 ways were built equipped and in operation together with the necessary shops, wet docks, offices, railroads, highways, pipe lines, electric work, etc.

In the South Yard this department prepared drawings and specifications for and supervised the construction of the first all steel and concrete shipways ever built. The design is economical, permanent and gives a maximum of usable space under the ways.

Routine work includes sounding and dredging wet basins, giving lines and grades for ships under construction, doing cement and concrete work on ships as required, maintaining highways, railroad tracks, etc.

The head of the department is W. G. McNeese, who resigned as Assistant Supervisor in the engineering department of the Pennsylvania Railroad to come to the shipyard in June 1916. R. C. Mitchell is his well known assistant.

E. T. Ferry is Assistant Foreman in general charge of the department yard forces.



BALL PARK STORAGE BUILDING was constructed in rapid time during the fall of 1941.



1. **FILLING IN MARSHES** was one of the first steps toward construction of No. 4 Yard. This picture was made February 20, 1942 and shows the line of built-up ground pushing over the marshes.

2. **HIGH GROUND NOW COVERS** most of the swamp area and work is being started on the ways and other construction in No. 4 Yard. This picture was made April 28, 1942.

3. **SEVERAL MONTHS LATER** workmen under General Foreman W. G. McNees have transformed the area into a city of ways and shops. Picture taken in No. 4 Yard September 29, 1942.

4. **NORTH YARD SHIPWAYS** come into existence. This picture taken from Eddystone Avenue pier shows the building site as it was on May 15, 1941.

5. **THIS MAGIC CHANGE** was made on the same site. Photo shows ways partly completed, crane in operation, and building under construction in rear. It was made September 30, 1941.



AM I BURNT UP!!



A CHRISTMAS FABLE

by CHARLES KIMMEL



THIS is a story of how a fireman decorates his home for Christmas. First, he cuts off the tree because it is too high; places it in a bucket of water to keep it moist; gets out the electric train and tree lights; looks over switches, wire sockets, bulbs, etc. The next job is to hook up the



lights to see if they are O.K. Before he strings them on the tree, he takes a small string and ties wire to branches so hot bulbs will not touch the foilage.

When he decorates the tree, he is careful that the tin foil does not come in contact with the electric bulbs. Then he yells to his wife about lighting candles in windows hung with flimsy curtains and helps to tie them back clear of the flame.

Junior and Sis hang stockings on the mantle so that the fire in the grate will not melt the

candy toys. Our fireman cautions Sis about placing branches of tree too close to candles on the mantle. He helps Junior to hook up trains and plays with them for about a half hour.

Mother brings in the packages and places them under tree. The kids go to bed. Pop is tired so he kicks aside the balance of tree limbs and the boxes, sits down and lights up a cigarette. He falls asleep; drops the cigarette in the trash; sets house on fire.

The fireman said, "Am I burnt up."

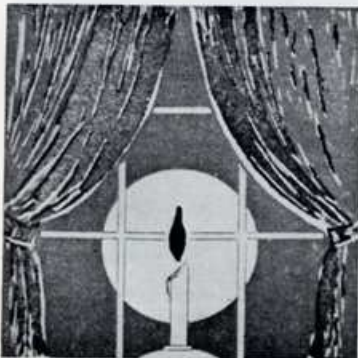
SAFETY NOTES

Fire Co-ordinator Kimmel passes out these suggestions to make your Christmas a safe one:

Christmas wrappings are as dangerous as they are colorful. See that someone removes them as soon as possible.

Setting up the tree properly, using flameproofed decorations, and care in smoking are essential.

Be sure you have an extinguisher handy to your living room, if that's where the tree is being set up.



OCTOBER LAUNCHINGS

S.S. FORT MERCER
S.S. J. H. MacGAREGILL
S.S. FORT MIFFLIN
S.S. PASSUMPSIC

MRS. MARGUERITE C. DRAEMEL, wife of Rear Admiral Milo F. Draemel, was sponsor at the launching of the S.S. PASSUMPSIC in the Central Yard on October 31 at 9:53. President John G. Pew was in charge of the ceremony.



Launching of the S.S. J. H. MacGAREGILL attracted a large number of notable guests on October 6. The sponsor was MRS. J. H. MacGAREGILL wife of the Vice President of the Standard Oil Company of California. The launching took place at 1:12 p. m. in Central Yard. John G. Pew, President, was in charge.

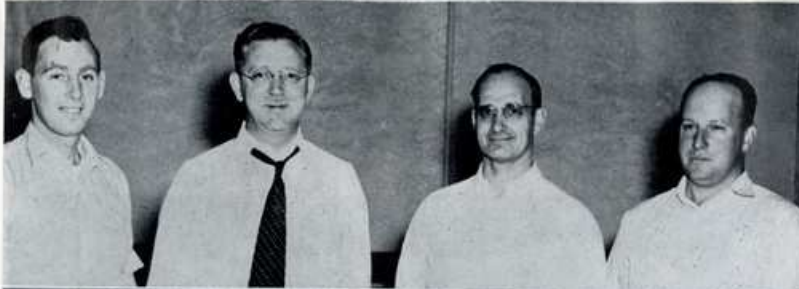


Last ship launched in the North Yard was the S.S. FORT MIFFLIN with MRS. ANNA B. SCHMELTZER as sponsor. She is shown with her son, Ensign John Schmeltzer. The event took place October 15th at 7:57 a. m.



BOWLING TEAMS IN "A" LEAGUE

These pictures show some of the leading teams in the League. The first half of the season winds up late in December with the competition being very close.



FABRICATING — Left to right: T. Howat, Bullock, P. Hall, Swenker. Other members of this team who are not in the picture are: (Captain) W. Rennie, and Moran.



ENGINEERS — Left to right: J. Petchel, F. Dunn, J. Dugan, R. Clayton, J. Metz, (Captain).



ACCOUNTING — Left to right: R. Staley, L. Boyle, A. Gross (Captain), J. Anderson, N. Fisher, A. Brown (not shown in picture).

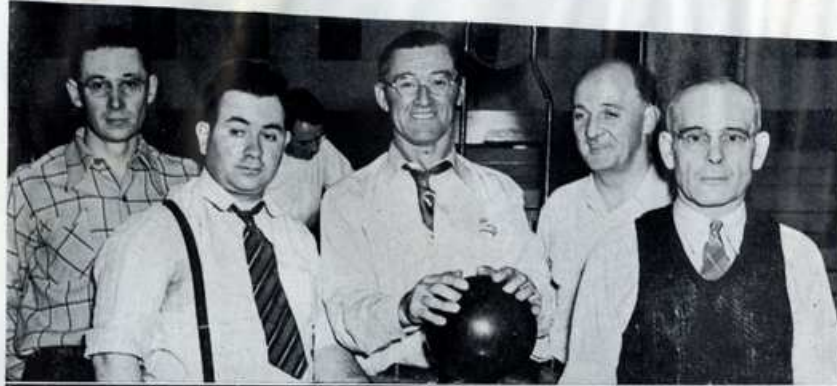


WETHERILL — Left to right: R. Stebner, F. Zanzinger, J. Begley, M. Zanzinger, J. Spaulding (Captain), O. Naumann.

WIND UP SEASON'S FIRST HALF



BOILER SHOP "A"
— Left to right:
Dornsife, Wise,
Gauker (Captain),
Hamby, Brong.



Front row, Left to right **RIGGERS:** G. Clifton, A. Buza, R. Feitner. Back row: J. McGowan, J. Ingram, C. Bryson (Captain), M. Paul.



THE HONTZ'S BRING HOME "THE BACON"

GOT THE LIMIT in ring-necks. Earl Hontz of Machine Shop and his three sons: Donald, William, 36 Dept. and Kenneth, 36 Dept. shot 8 pheasants and 5 rabbits on opening day of the hunting season.





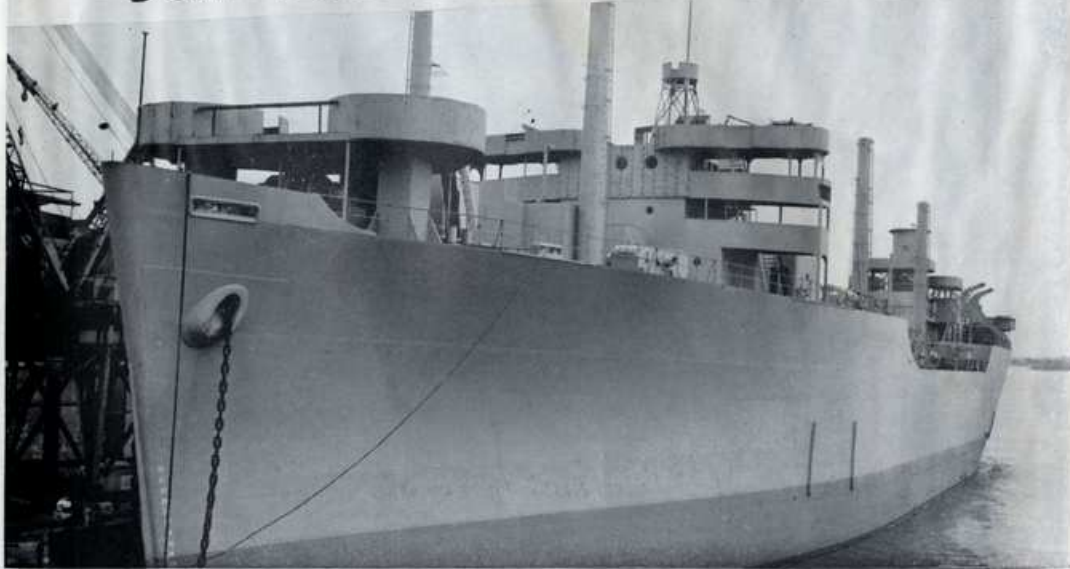
THE men and women of Sun Ship have had a large part in bringing Peace to the world.

I sincerely feel that each of us should thank Our Father in Heaven for the health and strength he has given us to accomplish our large task.

May each of you and your families continue in good health and strength for many peaceful Christmases in the future.

John F. Pew,

SUN SHIP FIRST IN TOKYO



S.S. BENEVOLENCE built by Sun Ship which, it is claimed, was the first United States Navy vessel to go into Tokyo following the surrender of

Japan. BENEVOLENCE is shown in the wet basin shortly after she was launched in No. 4 Yard on July 10, 1944.

FIRST Hospital Ship into Tokyo was the S.S. BENEVOLENCE built by Sun Ship and launched July 10, 1944. Crew members from the BENEVOLENCE and from the cruiser SAN JUAN also were the first servicemen to enter the Japanese capital.

These claims were made by members of the naval



MRS. DAISY HUNTER, sponsor of the S.S. MARINE LION, which later was converted into a hospital ship by the Navy and was renamed the S.S. BENEVOLENCE.

ship that went into Tokyo Bay. Writing for "NEWSWEEK", Mark Clutter of the naval force stated:

"I wish to disagree with Cpl. Eugene H. Haas's claim that he was one of the first Americans to spend the night in Tokyo (NEWSWEEK, Oct. 22).

"On the afternoon of Aug. 29 Commodore Rodger Simpson, U.S.N., led an evacuation party into Tokyo to relieve the prison camps of Omori and Shinagawa. The Commodore, Comdr. Harold Stassen, Chief Staff Officer, Red Cross men, chaplains, doctors, public relations personnel, and sailors from the cruiser SAN JUAN were in the first LCVP to "invade" Tokyo.

"We spent the night in these Tokyo prison camps while the LCVP's carried the liberated prisoners to the hospital ship BENEVOLENCE.

"For the second time in history an American Commodore led the way into heathen Japan."

The S.S. BENEVOLENCE was christened as the MARINE LION. The sponsor was Mrs. Daisy Hunter, wife of Arthur Hunter, who had been employed by Sun Ship for seven and one half years.

Following the launching, the MARINE LION was delivered to the U. S. Navy under whose supervision the vessel was converted into a hospital ship. The most modern medical and hospital equipment was set up, with wards to handle all types of battle casualties.

During the war, the BENEVOLENCE rendered excellent service in the treatment of wounded men and when the time came for the invasion of Japan, she was in the forefront of the fleet that went into Tokyo Bay.

Pick-ups from the Yard

36 MACHINISTS

By Dick Ciendening

We are glad to welcome back several of our apprentice boys in 36 Dept. John Metzler, after serving 3 years and 9 months in the South Pacific, is back with us. Merion Weitz is also back after 3 years and 9 months in the Pacific. Philip Calhoun is back on the job after 4 years, 6 months, in the Hawaiian Islands, and Jack Fretchel is back after 3 years, 4 months. Some of this time was spent in the cold climate of Canada, where he suffered from frozen legs. After recovering, he was sent to the Pacific where he saw plenty of action and was wounded and sent back to the States for hospitalization. We wish these boys the best of luck in taking over their jobs again.

At the time of going to press, we find Earl Houtz of the shop and welder "Brownie" Brownhill, still gunning. We should have news of large bags of game shot by these veteran nimrods — so watch the next issue.

We were sorry to learn of the serious illness of 75 Department's "Robby" Robinson. "Robby" worked many years in 68 Dept. Dry Dock prior to going to 75 Dept., and is well known throughout Central Yard. We sincerely hope that his recovery will be speedy and complete.

Among recently returned servicemen, we have with us again in the shop is our old friend, Jim Foley. A veteran of World War No. I in which he served in the Artillery, Jim jumped into World War No. II and spent over 3 years in the Army Air Force rated as a T/Sgt. He saw plenty of action in five major battles — Ardennes, Ruhr, Saar, Northern France, and England serving as crew chief. Jim survived three crashes and aside from a leg injury and loss of some teeth, he came back in good shape. He is the possessor of the Presidential Citation as a result of heroic ex-

ploits and has our congratulations along with our best wishes for success and happiness in the future.

We of 36 Dept. were sorry indeed to learn of the mishap which befell Bill Beatty's son, who was seriously injured in a shipwreck recently and trust that his complete recovery will soon follow.

91 DEPARTMENT TIMEKEEPERS AND CONTRACT CLERKS

By Ed Bell

The following will celebrate their birthdays in December: Tom Murphy, Dec. 2; Tommie Dougherty, Dec. 3; Sam Williams, Dec. 14; and Toni Weidel, Dec. 30. We wish them many happy returns.

Dorothy Murray is an ardent Chester High School football fan; her brother plays on the team.

Tom Murphy left us on Friday November 9. Good luck in your new venture, Murph.

Frances McIlhenny left us on Wednesday, November 7 and was given a farewell party by some of her co-

workers. Those who attended were: Toni Weidel, Joan Hoskins, Sylvia Baird, Dot Lewis, Marie Oreal, Isabelle Fritz, Eleanor Coveleski, Lillian Peters, Dan Everly, Ida May Weidener, Meo Taylor, Dorothy O'Brien, Shirley Spencer, Toni Perry, Anne Johnston, Anne Cox, Rosebud Phillips, and Anne Hardman.

A three day holiday is coming up so I think I shall go to Scranton to visit with George Burns' friends "Big Mike No. 1 and No. 2".

DID YOU KNOW THAT:

It takes a battleship almost two miles of space to completely turn around?

All sea going vessels are not called she? Warships are called "Men of War".

"Old Ironsides" had wooden sides, was really named "Constitution" and was used in the War of 1812?

The flag of the United States is never "dipped" for any reason to anybody or anything and has had 48 stars since July 4, 1912?

I wish everyone a very Merry Christmas and a Happy New Year.



PRESENTATION OF 25-YEAR SERVICE PIN was made to James Mackie, Guarantee Engineer by Vice President R. L. Burke.

QUIPS FROM NORTH YARD PAYROLL

By Al Plough

Welcome Home — Tears ran down Mrs. Navin's cheeks as she waved at the U.S.S. LANGLEY, an aircraft carrier, passing by the Sun Shipyard enroute to the Philadelphia Navy Yard. Her son, Thomas, was aboard.

Marie Orhana, of the Tabulating Dept., bade good-bye to the folks as did Al Zimmerman of the Cost Dept. Lots of good luck to you both in your new positions.

Sgt. Norman D. Rieck, of the 16th Major Corps, stationed in LeHavre, France, received the French Decoration of Citation, the Croix-de-Guerre, and sent it to his girl friend, Hester Archer, of the Contract Dept.

Many Happy Birthdays to Virginia Varalli, Dec. 3; Betty Kilfara, Dec. 5; Mary Boccella, Dec. 6; Sally Roder, Dec. 10; Paulette Ertwine, Dec. 13; Pearly Crossley, Dec. 14; Hilda Gay, Dec. 16; Edward W. Bauman, Dec. 20; Guy Rossman, Dec. 30.

Dottie Shindell (Contract Dept.) says:
*"'Twas the night before Christmas,
 And all through the house,
 Not a creature was stirring,
 No Spoons!"*

Lonesome — Diana Rolfe sure knows what the word disappointment means. Three times the wedding date was set and three times it has been postponed by the Navy. Her intended, John Thompson C.S.F. of the Navy, was just shipped from Saipan to Japan.

Uncle Ezra says, "You don't need a skeleton key to get into a haunted house".

Dorothy Spires has gone and left us. She is enroute to California where she will join her husband, Daniel, EM 2/c. U.S.S. WISCONSIN. Dorothy and her hubby will make their home in Los Angeles, California. The gang wishes you the best of everything.

Sympathy is extended to Betty Butler of the Contract Dept. on the loss of her mother.

Fred McKenna, Tabulation Dept., had a bad fall and pulled the tendons and ligaments in his right arm. Fred, we all wish you a speedy recovery.

Vera Birch, of Distribution, just met with an accident and has her left arm in a cast. Get well quick, Vera.

Congratulations



LOVELY JUDY McCARTHY, of the Contract Dept., announced her engagement to Donald Wood, who just received his discharge from the U. S. Army and will resume his studies at the West Chester State Teachers College.

Engaged — Judy McCarthy of the Contract Dept. has that certain gleam in her eye. She just announced her engagement to Donald Wood, who received his discharge from the U. S. Army.

Congratulations — Wedding bells rang for Wanda Edwards of the Contract Dept. when William Bedford (just home after serving two and a half years in the army in the European Theatre) placed the ring on her finger November 17. They will make their home in Scranton, Pa. A miscellaneous shower was given for her by the girls of the Department. Those attending were: Geneva Wizermerski, Ednamay Emery, Judy McCarthy, Nicki Shandi, Marion Bradshaw, Diana Rolfe, Paulette Ertwine, Ellen

Kelly, Mary Pedante, Dorothy Shindell, Sara Mackenrow, Julia Horn, Dorothy Scholler, Ellen Robertson, Dolores Peterson, Wanda Edwards, Virginia Osman, Elsie Burroughs, Pearl Jensen, and Alice Waitkus. The bride received lovely gifts from the girls and the men of the Contract Dept. presented her with a beautiful orchid. The affair was held at Echo Glen, Wallingford, Pa.

Welcome Back — Mildred Odlin to the Bond Dept.; Gladys Hines, formerly of the Contract to Tabulating Dept.; Frank Wilson (who just received his discharge from the U. S. Navy) to the Contract Dept.; Eugene Connelly of the U. S. Navy to the Contract Dept.

PRaise FOR OUR "VICTORY EDITION"

Dear Mr. Holland:

This copy of "OUR YARD" which you have sent the Foundation is one of the most completely exciting things I have read in a long time. What a grand job they did of it and how proud you at Sun must be in these stories of the lives and deaths of your own ships. The accounts given here make me realize as, of course, nothing else could, what an utterly vital part you all have been playing (only why do we use the word playing) in the war effort. I was delighted, of course, to see the article by you.

LUCIA TEMPLE
 Secretary,
 Leopold Schepp Foundation



TRIAL TRIP DECK CREW, Hull No. 543, S.S. FORT MERCER. Left to right, top row: J. Pace, C. Lingo, S. Oprouseck, S. Baker, Capt. C. Townsend, R. Cole, R. Brainerd. Bottom row: G. Keawe, F. Farrell, A. Riess, J. Morris, J. Starynski. (O. Kaarstad and O. Woodard are absent because they were on watch when the picture was taken.)

'Twas the Night Before Christmas



BETTY PALETTEE BAGLEY, 6 months old, is the daughter of John E. Bagley of 30 Dept., Central Yard.



ALFRED and BILL BURFEIND, sons of Alfred Burfeind of the Personnel Dept.



BILL SMITH, Jr., 3 months old, is the son of Bill Smith who works in 36 Dept.

34 DEPARTMENT
PIPE SHOP

By "Pinky" Pinkowitz

"Frankie" Walton and his sidekick, "Vince" Smith, are always coniving better ways to bend pipe. When "Frankie" gets going he resembles a "Jitterbug" in the act of twisting his tie and "Vince" with his powerful paws never knows his own strength.

"Jim" Blake finally broke down and "got hitched". October 6 was the date.

"Art" Walters, the big game hunter, came home from his highly acclaimed trip carrying one dinky little squirrel as the results of his hard efforts.

Firpo, the big blueprint reader, claims he can read a blueprint upside down but things are really bad when

you have to get out the old beaten down road map to show where the big city of Philadelphia is located.

Harry Meister has gone in for raising plants and trees, in fact, his flower garden must be a wow as he named it "Virginia Dare".

The Pipe Shop trio have been rehearsing for over a week now in preparation for the Yule Party. Fry, Moon, and Big Al blend their voices in real harmony while Mackey will lead this group of song birds.

Dunny, the pro golfer of great renown, is really giving the boys a razzing as to his skill on the links.

"Jim" Blake breezed into the Yard full of pep and vitality and after starting up the gang plank with a load of pipes on his brawny shoulders, decided it would be a good time to take a dive into the swirling rapids

below. Not having his bathing suit with him was no hindrance to "Jim" as he made a perfect "Jack Knife" dive and in a few moments was fished out.

Charley "King Kong" Howley, the K.O. puncher of fame, is in strict training.

Here's wishing all the boys of the Pipe Shop a very Merry Christmas and a Happy New Year.

IDEAS ARE WANTED

Suggestions for consideration by Labor Management Committee should be submitted to Personnel Office, Maritime Building. Please get your ideas in early.

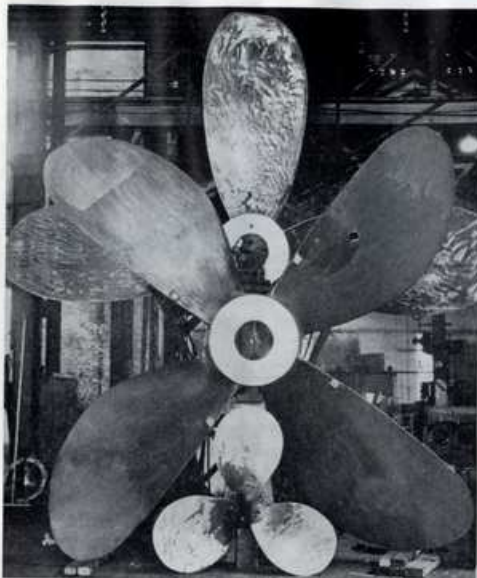


THE CONTROL STATION at the Central Yard bandstand carries programs of rollies to all parts of the Yard. Harvey Rittenhouse who is in charge of Public Address is shown with the unit.

SGT. JOHN WEILER of 21 Mancil Road, Media, returned to 47 Dept. recently. He was with the 502nd Parachute Infantry in the invasion of the Normandy Peninsula and after fighting in France, Holland, and Germany, he was in Austria when peace came. His citations include the Bronze Star Medal, the Distinguished Service Unit with 1 Oak Leaf Cluster and the European-African-Middle Eastern Service Medal with 4 stars.

AIRPLANE ARMORER GUNNER KALE MADDUX has returned to civilian life and resumed his work in Sun Ship's 45 Dept. He was attached to the 90th Bombardment Group known as the "Jolly Rogers". He saw service in New Guinea, Bismark, Western Pacific, and in Luzon. He wears the Air Medal with 4 Oak Leaves and the Asiatic-Pacific Service Medal with 5 Bronze Stars.

WHEELS THAT MAKE THE SHIPS GO



GLEAMING LIKE GOLD these massive bronze propellers (left) are balanced as delicately as a watch at the Wetherill Plant. They are ground true, the pitch is brought to perfection and they are rough polished.

The lower picture shows some of the men who do such fine work. Left to right: H. Lindsay, Grinder and Polisher; G. Mackenzie, Machinist and Boring Mill Operator; J. Allen, Machinist Helper; W. Bruce, Chipper.



NEWTON REDGRAVES, crane-man at the Wetherill Plant with 41 years service, recently retired. "Newt" is a resident of Upland.

JOHN FREDERICK PROBST, Babbiter at the Wetherill Plant, has 27 years of service. He is a veteran of World War I. His two sons are in the U. S. Navy.

HENRY SMITH, rigger, Wetherill Plant Machine Shop, has 26 years of service. He resides at 203 Pierce Street, Philadelphia, Pa. and is 72 years old.

SAMUEL THOMAS GRAHAM, machined parts storekeeper at Wetherill Plant Machine Shop, has 28 years of service. His son, Alfred, is employed at the Wetherill Plant.

88 DEPARTMENT CAPTAIN MILLS' SQUAD

By Joseph Brennan

Here we are back in the picture again. First, we want to welcome back Guard Mack (our former "Our Yard" reporter), Guard Lewis, Guard Lucie. The above Guards as you know were detailed temporarily at the Media Inn, Wetherill Plant and North Yard.

We also have added to our squad Guard Bectel, formerly from the Maritime Building. Guard Livingston from the North Yard also has joined the squad.

As the reduction in force has hit our Guard Dept. we have lost the following: Guard Walsh, Guard Leach, Guard Leiser and last but not least our lady Guard Gene Keifer. The entire squad extends to these guards the best of luck and may good opportunities come their way.

As we are approaching Christmas and the New Year, the writer and the squad wish to extend to the heads of our department namely, Superintendent Sheain, Chief Martin and our worthy Captain Mills and their families a Merry Christmas and a Happy New Year. The same greetings are extended to our Guards and members of their families.

As this year is soon coming to a close and we are about to enter into the New Year, it might be well for everyone of us to make some resolutions. Let us therefore try to love our neighbor and do our work the way our superiors expect us to.

BILGE 'N BALLAST



By Frank L. Pavlik

THE EVOLUTION OF SHIPS (Continued)

Post Viking Period

AFTER the Viking ships there came a transitional period, an era wherein the combination of oars and sail for the propulsion of ships gave way to the development of vessels propelled by sail alone. It was another great forward step in shipbuilding when the rigs were improved to the point where ships could tack, and make a voyage against the direction of the wind.

As compared with the galleys, the sailing ships became wider and deeper, had a much smaller crew, and were better commercial projects because larger cargoes could be transported.

Explorations Affect Development

It will be recalled that up to the fifteenth century the greater portion of maritime activity was concentrated in the Mediterranean Sea. Prince Henry the Navigator, of Portugal, was responsible for the explorations

southward along the west coast of Africa, discovering the Cape of Good Hope in 1487. He then realized that at last a sea route to the fabulous Far East was possible.

And Columbus' explorations in 1492 also helped to expand the sphere of Maritime activity. A reflection of this is found in the larger ships required for the longer voyages, enabling them to carry a sufficient quantity of provisions and water for the trip. We are familiar with the Sun tanker of 21,880 tons displacement. Compare this figure with the size of Columbus' caravels; the "Nina" of forty tons displacement, the "Pinta" of fifty tons and the "Santa Maria", his flagship, of one hundred tons and about ninety feet long. The three ships carried a total of ninety men.

Caravels of a Later Day

The progress continued with the building of sturdier and faster caravels in the sixteenth century. History has recorded the use of these vessels

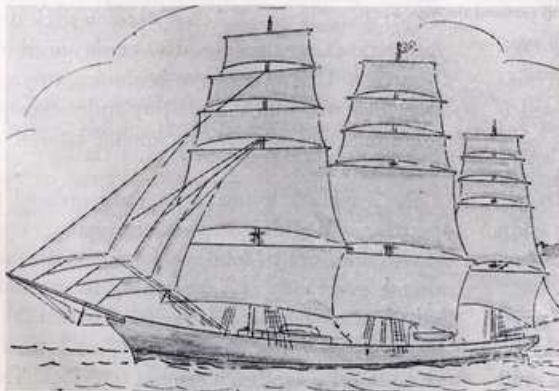
by the Royal British Navy, headed by the "Ark Royal" of eight hundred tons, to defeat the Invincible Spanish Armada in 1588. The Spanish ships-of-war of this period were known as galleons, and were large for their time.

In passing review are the Dutch merchant ships of the seventeenth century, for example Hendrik Hudson's "Half Moon"; the English capital ships, "Sovereign of the Seas", of one thousand six hundred tons, and Admiral Nelson's "Victory" (Trafalgar — 1805). The vessels of French build of this period were generally of the same size but credited with a greater refinement of design. American shipbuilding, except for small boats, started in New England in 1636. All woods were then plentiful in this country for the building of sturdy and seaworthy ships.

The eighteenth century is characterized abroad by the construction of English and French capital ships carrying seventy-four guns; and by the East Indiamen, slow merchant vessels that were heavily armed as a defense against pirates. American shipbuilding continued with the building of smaller but faster vessels which eventually led to the development of the Clipper Ships.

Clipper Ship Era

As speed became a dominating factor in competition in the trade routes of the world, the American shipbuilders forged ahead with their sailing packets. We entered upon the era of the "golden age of sail". Our shipbuilders violated the early concepts of naval architecture by building ships of narrower beam and finer line than was customary abroad. The "Rainbow" of seven hundred and fifty tons was launched in 1845 and was the first vessel of a class notable for speed and beauty of line. Donald McKay (1810-1880) was a famous shipbuilder of this period, and the "Flying Cloud", and the "Glory of the Seas", were outstanding examples of many famous designs by him. The dimensions of the "Flying Cloud" were 225' x 40' 8" x 21' 6". Equally famous ships by other builders include the "Red Jacket", "Challenger", "Surprise" and "Lightning".



SUN-BUILT SHIP SURVIVED STORM

A thrilling description of the typhoon that swept Okinawa and other parts of the Japanese coast has been sent to Sun Ship through the courtesy of the Bethlehem Steel Company. Written by Miss Innis McElvey of the American Red Cross, who was on board the Hospital Ship REPOSE during the height of the typhoon, the letter presents a dramatic picture of the storm's violence.

It also is an unusual tribute to the staunchness and strength of the ship which was built in No. 4 Yard by the Sun Shipbuilding and Dry Dock Company and was christened the MARINE BEAVER. No. 4 Yard was known as the yard manned almost 100 per cent by Negro mechanics. The vessel was converted into a hospital ship by the Bethlehem Steel Company. The latter in a generous letter congratulating Miss McElvey on her description of the typhoon stated:

"A letter which you wrote to Miss Isabel Cody giving an account of your experience in the Okinawa typhoon was forwarded by Miss Cody to Miss Clee in our New York office, who in turn passed it along to this office.

"I wish to congratulate you upon having written one of the most vivid descriptions of the sea on a rampage and what happens aboard a ship while it is being battered to the verge of destruction, that I have ever read.

"We are somewhat embarrassed at being given full credit in the minds of passengers and crew, and their friends and relatives, for having built

into the ship the ruggedness and stamina that enabled her to survive the typhoon.

"By reason of the fact that the REPOSE was converted to a hospital ship in one of this company's shipyards, she carried a Bethlehem nameplate. However, the ship was originally built by Sun Shipbuilding and Dry Dock Company, Chester, Pa., and it is to that organization that the major part of the credit is due for the qualities that enabled her to weather the storm.

"I have sent a copy of your letter to the Sun Shipbuilding and Dry Dock Company."

This letter was signed by John C. Long, Manager of Publications.

And now for Miss McElvey's interesting article:
By INNIS MCELVEY

ON Sunday morning, by 8:30, we were heading out of Buckner Harbor in line with about 1300 other ships, with the typhoon already striking. We were on deck then and

you couldn't see the ships 100 yards ahead of us in the water. The waves were beginning to get rough even then. We watched the tiny little ships pass us going out, and we were to wonder later if any of them came back.

By 2 o'clock Sunday, we were ordered to our quarters and didn't leave them again, except for sandwiches, until Monday afternoon. By this time almost everybody was beginning to get sick, and went to their bunks to suffer for the next 20 hours. Brugger "took the count" early, so I went down alone to get a sandwich around 6 o'clock. That was



ALL SUN-BUILT SHIPS are made to withstand the rolling seas and the high waves.

RED CROSS GIRL WRITES DRAMATIC TALE OF HOW THE "REPOSE" WEATHERED OKINAWA TYPHOON

a mistake though. We had to go down narrow steps to reach the mess hall and when I got there the sight was like something in a movie.

I had just put the piece of steak between the bread, and taken a bite of my salad when the table disappeared from in front of us and I saw it across the room. I sat there with my mouth open. I know, until the seat started after it—Mary turned to me and said, entirely too calmly. "Innis, don't you think we'd better go back upstairs? It looks a little bad down here."

During the afternoon we watched the mounting waves through our small porthole—we thought it was quite an experience to be out in the high seas in a storm. It wasn't long before we realized it was not the least bit funny. It kept getting worse and worse and the rolling was worse each time we hit another wave. By 7 o'clock we knew we were in the center of a real typhoon and we didn't know what to think.

By 10 p.m. Sunday night we were in the middle of it (so we heard later). At this point everybody had probably become so scared they were numb. We all said our prayers and went to our bunks and sat there just waiting for the next wave, from which we knew the "REPOSE" would not straighten up. It was listing at a 45 degree angle, and had been built to withstand a 35 degree list. Out in the passageways the panels in the walls (or whatever they are) were giving four inches, then slowly going back together. Downstairs the sailors were sitting on the floor holding their heads in their hands, deathly ill, and praying.

About 10 p.m. things began to happen. We had put out the overhead lights, and lain down in our bunks with our reading lamps on. Suddenly a pipe overhead broke and water started pouring in. It was a four inch pipe and in five minutes the floor was inches deep in water. We struggled up and grabbed for the overhead lights, and phoned for the plumber. He got there in no time, it seemed, with two sailors. They worked frantically to stop the flow of water.

Our suit cases, life preservers, etc. were floating from one side of the ward to the other in five inches of water. The sailors told us to start a helmet brigade and bail the water into the drains in the bathroom. We did this while they stopped the pipe up. Ten minutes of that and the water in our room

might have been the extra weight that would keep the "REPOSE" from straightening up as she rolled over so horribly every minute.

At 11 p.m. the Captain (Capt. Britton) called Col. Warren to the bridge and informed him that he and the crew would remain with the ship, but that if he cared to, he, Col. Warren, could order the lifeboats lowered for us. Col. Warren wisely told him we would remain with the ship.

The waves were 90 feet high. The boats could never have been launched, and if they had been launched, the first wave that hit them would topple them over. We never did think about the boats nor the life preservers as a means of escape. If we had been in the water we'd have drowned in five minutes. We knew that if the "REPOSE" went down we'd go with it. We expected any second that we would see the sea rush in the door.

This went on all night. At 9 o'clock the next morning, we knew that we had passed through the center of the storm, and it began to quiet down. The waves were only 50 feet high then, which was practically a calm sea. They told us later that we passed through the center of it during the night. It seems that in the center of a typhoon there is absolute calm—the sea calm, the moon out and no wind. But I don't remember passing through that part of it—I must have gone to sleep before we hit the calm center.

They told us later that only 7 ships in the world had been known to pass through the center of a typhoon and come out of it. The Capt. had cards printed which read "Through the Eye"—waves 90 feet, barometer 26 minus, wind 145 miles per hour but in the center it was, wind—calm, barometer 0—waves normal, or something like that. We carefully put those cards away in our luggage.

The next morning we walked out on deck, those of us who could walk, and looked up at the sky, and I'm telling you, there was never a more beautiful sight. We couldn't believe it when we looked at the ocean and the waves were so small, and the sky so blue.

Monday evening at sunset there was Church service on the deck and everybody went, of course. The Chaplain thanked God first for saving our lives, then the Captain and for the designers, laborers, etc., who built the ship.

▲▲▲ **NOW THE BOYS ARE COMING BACK** ▲▲▲



S/SGT. JOHN F. FRETSHEL, a former Sun Ship employee, was forced to make a crash landing in New Guinea after having been wounded in an air fight. He was a gunner on a B-24, and his injuries included his body and one eye. Sgt. Fretshel is again with Sun Ship in 36 Dept. and his citations include the Air Medal with an Oak Leaf Cluster, the Distinguished Flying Cross, the Asiatic-Pacific Service Medal, and the Purple Heart.



PFC. WILLIAM G. HEWITT, who was wounded during the war on the European front, came back to 60 Dept. and is working at his old job. He resides at 331 Budd Street, Phila. Pfc. Hewitt has a Presidential Unit Citation and was awarded the Purple Heart.



During the fighting on Peliliu, **EDWARD P. MAMMORILLA**, who was aboard one of the invasion ships, was wounded by shrapnel. He was struck in the leg but recovered and continued in the campaign until the end of the war. He is now back at Sun



SGT. JOHN KEEGAN, formerly of 59 Dept., has returned to Sun Ship after some exciting experiences in the European war area. He was Commander of a tank in the 702nd Tank Battalion and went into France shortly after D-Day. During the heavy fighting in the Luxembourg area, the Germans made a direct hit on Sgt. Keegan's tank wounding all five men in the outfit. Fortunately nobody was killed although Sgt. Keegan received some bad shrapnel wounds in the arm. He remained with the Battalion until the end of the campaign at which time he was in Austria.

S/SGT. JOSEPH J. TURLEY of the 98th Bombing Group came back to the Shipfitting Dept. with an unusual record of military action in Europe. He was a tail gunner on a B-24 Liberator and on August 1, 1943 was attacked by five German planes. They succeeded in knocking out the Liberator. Sgt. Turley and three others bailed out while the other six members of the crew stuck with the ship and made a crash landing in which nobody was hurt.



LAWRENCE L. WORRILOW, Jr., who returned to 59 Dept. put in more than two years service with the 17th Airborne Infantry. During the fighting in Belgium, he was wounded in the shoulder by shrapnel. Upon his recovery, he rejoined his outfit and fought in Germany until the end of the war.

His brother, Pfc. Edward J. Worrilow, who was employed in 33 Dept., was very badly wounded in Holland in March, 1945. Another brother, Robert Worrilow, who was with the First Division, is now located with the American forces in Korea.



JAMES M. DRUMM, who was in the military service more than three years, has returned to Sun Ship and is now working in 58 Dept.



MATTHEW J. BARBON of 1247 South Bonsall Street, Philadelphia was a prisoner of war for many months. He was freed by American soldiers and is now working in the Welding Dept.



CHARLES R. ANTHONY, who formerly worked in 67 Dept. and who was with the invading forces in Europe, has returned to Sun Ship after two years absence. He was in numerous campaigns and among his awards is the Silver Battle Star.

Young Turley said he jumped at a height of over 500 feet and landed upon a house. He had been wounded by flying shrapnel during the fight in the air. Six of the outfit were taken prisoners by the Germans. Sgt. Turley's citations include the Distinguished Flying Cross, the European-African Middle Eastern Service Bar with four Battle Stars, the Purple Heart Medal, and the American Service Medal.



FRANCIS DENNIS GRIFFIN of 6007 Walnut Street, Philadelphia, is back in 30 Dept. He was knocked out of three tanks and when one of them was destroyed by a direct hit in Germany, he was severely burned. One of his brothers, John Griffin, is in 30 Sheet Metal Dept. and his brother, James, is in the Electrical Dept.

ROSS GIMBEL, now in 75 Dept., was twice wounded during his campaigning in Normandy, Northern France, and Germany. He was an automatic rifleman and was a member of a team handling rockets, light machine guns and hand grenades. He holds the Distinguished Unit Badge, the European-African-Middle Eastern Service Medal with four bronze stars, the Bronze Star Medal and the Purple Heart with an Oak Leaf Cluster.

HARRY D. TICE, Jr., who returned to 60 Dept. recently, went into Normandy with the invading army and fought all the way into Germany. He was with the 501st Parachute Infantry and was wounded by shrapnel in the head and arms. His decorations include the Purple Heart with 1 Oak Leaf Cluster, Distinguished Unit Badge with 1 Oak Leaf Cluster, and the European-African-Middle Eastern Medal with four stars.



PRAISED FOR FAST THINKING



QUICK THINKING and prompt action brought a special commendation to **GEORGE WILLIAM BOBON**, F1/c, U. S. Navy, who was assigned to the great plane carrier, the **LANGLEY**.

George, who has just returned to 47 Dept. after serving in the Pacific for three years, was on the **LANGLEY** when it

was attacked by Japanese and he helped extinguish the fire on the craft. The special commendation was for an act not connected with the Japanese attack. It came from J. F. Wegforth, commanding officer of the **LANGLEY** and follows:

1. On 26 February while this vessel was retiring from a combat mission into Japanese home waters, a casualty was suffered on No. 6 forced draft blower which was serving No. 2 boiler.
2. It has come to the attention of the Commanding Officer that you were scrubbing paintwork in No. 2 plenum chamber at the time and that you started the standby blower and secured No. 6 blower when you noticed smoke and violent vibration coming from it.
3. The Commanding Officer commends you for your alertness and devotion to duty. By your prompt action you enabled the ship to retain its position in the Task Group, and you minimized the extent of the damage to the blower.
4. A copy of this letter will be attached to your service record.



SERGEANT GEORGE O. KENT, who has returned to 45 Dept., was wounded twice. He was a Tank Commander and after going through the African Campaign he joined in the invasion of Normandy.



EDWARD BREEN, who was wounded during the fighting in Europe and who holds a Distinguished Unit Citation, is back in 91 Dept. He resides in Collingdale, Pa.

HARRY NOWOSILSKI has returned to his old job in the Welding Dept. after having been wounded and captured during the European campaign. He was a corporal in the Air Service.

Shrapnel wounds of the wrist put **PFC. ROY BUTLER, Jr.** now back in the Wetherill Plant out of action in Germany on March 24th. He was attached to the 79th Division and took part in the invasion of Normandy.



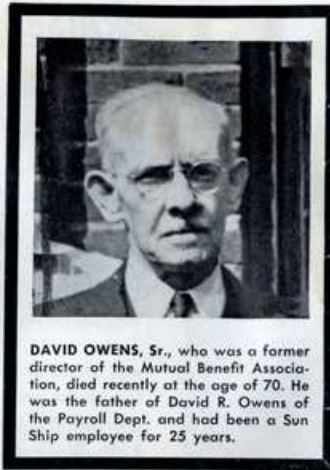
JOHN MEWHA, foreman in the 45 Berthing department, died November 2 after being stricken with a heart attack. He was 56 years old and is survived by his wife and three children. Mr. Mewha was a veteran Sun Ship employee and the pallbearers at his funeral were hull foremen.

INK SPOTS FROM THE HULL DRAWING ROOM

By Frank L. Pavlik

We take this opportunity to wish you a Merry Christmas and a Happy and Prosperous New Year. With the cessation of hostilities, this holiday season can again assume its accepted significance as a tribute to the King of Peace.

Christmas cards with enclosures have been mailed by the Two Bit Club to former employees of this department who are now in the armed forces.



DAVID OWENS, Sr., who was a former director of the Mutual Benefit Association, died recently at the age of 70. He was the father of David R. Owens of the Payroll Dept. and had been a Sun Ship employee for 25 years.

Department 78 has said adieu to Lew Riddle and Fred Weinhardt. We wish them every success in their new occupation.

Our welcome is extended to John B. Salerno as he joins the staff of the Hull Drawing Room. John was formerly employed in the Lining and Tacking Department at Sun Ship prior to entering Uncle Sam's service in the Marines. He saw service in the South Pacific Theatre for a period of 29 months, 22 of which were spent on the aircraft carrier "CABOT".

Jim Carr, U.S.N., is stationed at San Pedro, California and Jim Jennings has been transferred to Kessler Field, Mississippi. It is reported that "Harpo" is still hungry.



Many Sun Ship employees were deeply shocked when they read of the passing of Ferdinand Q. Motley, 47-11328. He was well liked by his fellow employees. Ferdinand was director of the Sun Ship Chorus which entertained servicemen and industrial groups in the greater Philadelphia area. He was also a leader of the First Aid Workers in No. 4 Yard.

Ferdinand was a sprinter with the Atlantic City High School prior to World War No. 1. Later he entered Colgate College in Hamilton, New York and there he continued his athletic career. He finished the School of Music at Temple University and later finished pharmacy at the same institution. He was a member of the Pennsylvania State Guard and was active in church activities. He is survived by his wife and two sons.

CHRISTMAS COVER

Al Holmes has used a Sun Ship post-war tanker as the central figure for the first page of the December edition of "OUR YARD". It charts its course by the Star of Bethlehem.

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

Number	Name	Address	Date of Death
67-228	Fay Williams	117 Parker Street, Chester, Penna.	Oct. 26
46-10275	Charles Hughes, Jr.	5525 Westminister Street, Phila., Penna.	Oct. 28
45-8	John Mewha	1122 Johnson Street, Chester, Penna.	Nov. 2
51-40	R. Linowski	425 E. 10th Street, Chester, Penna.	Nov. 12
36-10674	W. Redd	329 No. 60th Street, Phila., Penna.	Nov. 14



AL PLOUGH of the Contract Dept., pianist and composer and Eddie White, popular singing comedian, being entertained by "Dick" Foran, star of stage, screen, and radio. Left to right: Eddie White, "Dick" Foran, Al Plough.

SHANGRI-LA GIRL WINS HEARTS



PART OF THE CROWD that heard Cpl. Margaret Hastings tell of her experiences in "Shrangri-la" Valley, New Guinea.

SUN Ship's Victory Bond Campaign swung into action at a huge rally on Thursday, Nov. 8 with Cpl. Margaret Hastings, the "Shangri-la" heroine, as the outstanding figure.

The turnout of Sun Ship workers was big — almost as large as the outpourings of the rallies in earlier bond drives when the plant was at the peak of production.

In addition to Cpl. Hastings there were other notable visitors. One of these was Mrs. Gertrude McQuillen, Pennsylvania's No. 1 War Widow. She is the mother of nine orphan children whose father, Sgt. Edwin T. McQuillen, was killed in the Pacific war area. Maj. Claudia Draper and Lt. (j.g.) Eliza-

beth Schwartz, war nurses, also were at the rally.

Vice President John G. Pew Jr. presided. Among those on the platform as guests were Mayor Ralph Swarts, Treasurer William Craemer, Gene Reiley and Ezra Whitman representing the Treasury Dept., Mrs. Lillian Richards and Mrs. Donna Newman of the Victory Bond Committee.

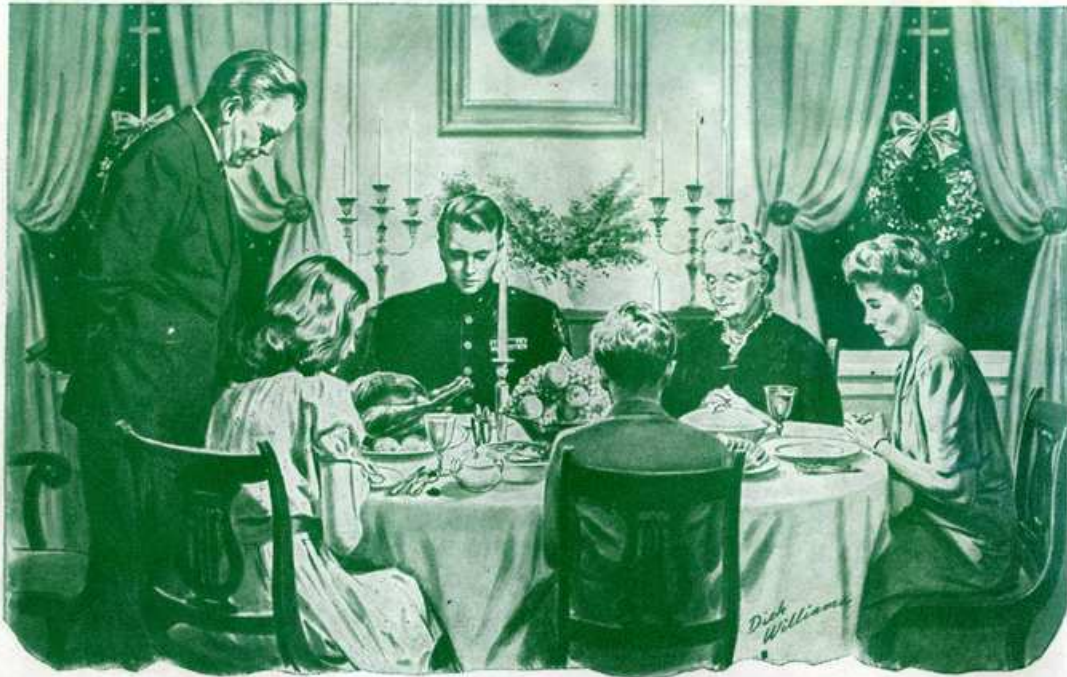
Cpl. Hastings told a dramatic story of her experiences after the crash of a transport plane in the Hidden Valley of New Guinea. All but three of the 24 passengers died. Miss Hastings and two men lived in the Hidden Valley 47 days till they were rescued. She described her experiences with the natives and how rescue was affected by means of gliders.



THE VICTORY BOND RALLY at Sun Ship was attended by a notable group. Left to right: Mayor Ralph Swarts, Cpl. Margaret Hastings, Gene Reiley, regional director of campaign; Treasurer William Craemer; John G. Pew, Jr. and Mrs. Gertrude McQuillen.



NINE CHILDREN surround Mrs. Gertrude McQuillen, Pennsylvania's No. 1 War Widow. She took part in the Sun Ship Victory Bond Rally.



What's the other thing we ought to do
this Christmas?

FOR the last four years, the Christmas phrase "Peace on earth, good will to man" has had a pretty hollow, bitter ring.

This year, it won't.

And surely, one thing each of us will want to do this Christmas is to give thanks that peace has finally come to us—both peace and victory.

One other thing we ought to do:

In our giving, this year, let's choose—first—the kind of gift that helped to bring us peace and victory and will now help us to enjoy them.

★

Victory Bonds take care of the men who fought for us—provide money to heal them, to give them a fresh start in the country they saved.

Victory Bonds help to insure a

sound, prosperous country for us all to live and work in.

Victory Bonds mean protection in emergencies — and extra cash for things we want to do ten years from now.

★

Choose—first—the finest gift in all the world, this Christmas.

Give Victory Bonds!

Give the finest gift of all — VICTORY BONDS!
SUN SHIPBUILDING AND DRY DOCK CO.