



New Year Resolutions

of the Safety-
Minded Workman

I hereby resolve during 1946

To appoint myself a Committee of One, to protect myself against sickness, injury or death—

On the roads, at home, in sports and at work.

I further give warning to the following, so they may make their plans accordingly:

First: *Doctors, who have been giving me a lot of their time due to my careless, thoughtless or reckless actions, are notified that they will be free to attend other persons who need their services more. I expect this to help me financially.*

Second: *Hospitals, now in a crowded condition, may count on another bed. A nurse may be released for other duty. I will continue to support your institution financially and can promise larger donations as I will be saving more money.*

Third: *Undertakers may look up my age and be prepared to finance themselves until I have reached my three score years and ten and a lot more. After this period they can expect only a slight speaking acquaintance.*

Fourth: *Employers and myself will mutually benefit, as I will not be absent. I will have no injuries; my mind and body will be clear and healthy. I will be in demand and unemployment will not bother me.*

Fifth: *My family may relax. They can expect better living conditions; probably a better home, better clothes for the wife and kids, no anxiety when I leave for work, because I know how to protect myself twenty-four hours a day, on the road, at home, at sports and at work.*

I AM NOT SUPERMAN, I EXPECT TO PRACTICE THE RULES OF LIFE SO NECESSARY TO MY HEALTH AND PROTECTION.

NEWS OF OUR PEOPLE IN THE SERVICE



LOUIS L. SCHERLIS, machinist's mate, second class, USNR, is shown at work aboard the repair ship U.S.S. VESTAL, on which he served in the Pacific. Before entering the Navy, he was a pipefitter for Sun Ship.

EDGAR M. GIBSON, who was an aerial gunner in the 72nd Bomb Squadron, saw plenty of action in the Far East but his most exciting experience was over the tip of Borneo when ten men in the plane were forced to bail out. Three were lost. The other seven were picked up after floating on life rafts. He took part in 44 missions over China, the Philippines, New Guinea, Borneo, Formosa and Indo-China. His citations include the Air Medal with a bronze star, the Victory ribbon with five bronze stars and the Philippine Liberation Medal.

SGT. ROBERT KIMMERLY, former Sun Ship employee, has been discharged honorably through the Indianapolis Gap Separation Center and is back home in Upland. He served in the Pacific war area.



PFC. CHARLES DE BLASE, who was a burner at Sun Ship, joined the Army and has been training with the air force at Sheppard and Scott Fields. He is the son of Mrs. Catherine DeBlase of 422 Federal Street, Philadelphia.

Hello Mary:

I received your last letter just as we were getting on the ship to come up here and this is the first chance I've had to write. We are now in the city of Kure about 20 miles from Hiroshima: the place that we dropped one of those atomic bombs. Man, we sure did level that town. We are located about 350 miles from Tokyo. I hope to get there sometime before I come home. We are operating LCM boats up here and from the looks of things right now, it will be a good deal for us. Living conditions are a little rough. We aren't eating so good and we are living in a warehouse. As for when I will get home it's hard to say. I wish the people would raise a little heck about not getting the boys back. They have plenty of boys ready if they would give them some ships to come home on. If they take the fellows home like they should, I hope to be home in April or May. The way it looks to us, the people don't care when we get home. The people here are plenty friendly so far. We haven't had any trouble with them. I still wouldn't trust them and I will never like them. Because of them, I'm over here.

How is everything on the home front? Yes, Mary, I received OUR YARD down at Leyte, thanks a million. I sure do enjoy reading it.

Well Mary, this is all for now as the lights are going out. I hope this finds both you and Zip in good health. May God watch over you.

Samuel L. Quinn, 36 Dept.

JIM FOLEY was a veteran of World War No. 1 in which he served in the Artillery. Jim jumped into World War No. 2 and spent over 3 years in the Army Air Force rated as a T/Sgt. He saw plenty of action in five major battles—Ardenne, Ruhr, Saar, Northern France, and England serving as crew chief. Jim survived three crashes and aside from a leg injury and the loss of some teeth, he came back in good shape. He is the possessor of the Presidential Citation as a result of heroic exploits.



ROBERT J. GILLESPIE, who has come back to 84 Dept., was in the invasion of Normandy with the 4th Engineers. During the fighting in France, he was wounded by shrapnel. He carries four different decorations.



THIS CHRISTMAS CARD from the U.S.S. WICHITA was received from S.F. 3/c P. W. Tracy, who was formerly a leader in the Welding Dept. He accompanied it with this message: "Hope to be with you and the gang next year sometime. (Say-oo-norah!) Means Bye-Bye in Japanese."

★ NOW THE BOYS ARE COMING BACK ★



HARRY LUZETSKY, Jr., who was in the 232nd Infantry and who took part in numerous engagements in France and Germany, came back to the Welding Dept. a short time ago. He was wounded in March of this year during the fighting in France. His E.A.M.E. Ribbon carries a bronze star. He also has the Purple Heart Medal.



JOSEPH P. GUZZY is filling his old job in 34 Dept. after a long and difficult service in the European theatre of war action. His citations include the E.A.M.E. Campaign Medal with 4 bronze stars, the Distinguished Unit Badge, the Bronze Star Medal, the Victory Medal and the Purple Heart with 1 Oak Leaf Cluster.



MICHAEL McCARTHY of Media, who saw plenty of service in the Italian Campaign, in the drive through France and in the invasion of the Rhineland, is back again in 75 Dept. He won the French Croix de Guerre and his E.A.M.E. Medal has 5 bronze stars.



ARMONIA D. CRISANTI, who had been employed at Sun Ship for two years before he entered the service in 1943, has returned to 47 Dept. As a member of the Marines, he took part in the invasion and capture of Guam and then went into the battle on the island of Okinawa. He was wounded on Okinawa May 15, 1945.

RUDOLPH P. BAILEY, who was a T/Sgt. in the 578th Ordnance Company, is working in 55 Dept. after having participated in the campaigns in New Guinea, Luzon, and other parts of the Philippines. His Asiatic-Pacific Campaign Medal has three stars and his Philippine Liberation Ribbon, 1 bronze star.



STANLEY J. BUTAKIS is back in 55 Dept. having been released by the Army after fighting on the European front. He was wounded November 19, 1944 in Germany. Pfc. Butakis' citations include the E.A.M.E. Service Medal with 3 bronze stars, Combat Infantry Badge, Victory Medal, Purple Heart and other citations.



GEORGE A. JENNINGS, formerly a corporal in the Quartermaster Corps, took part in the fighting in India and Burma. He is now back in 46 Dept. His Asiatic-Pacific Campaign Medal has two bronze stars.



MATTHEW STANOWSKI came back to the Shipyard the other day and resumed his former job in the Electrical Dept. Matthew was badly wounded during the fighting at St. Lo, France. Nine bullets from a German machine-gun hit him and he was out of war circulation for almost a year and a half.



PVT. ROBERT R. JONES, has been sent to the Engineers School at Fort Belvoir, Virginia, to take a course in drafting. He was a former electrician's helper at Sun Ship.

ROBERT A. ALEXANDER, 26, shipfitter, first class, USNR, has been discharged under the Navy point system at the Naval Training Center, Bainbridge, Maryland. He enlisted in the Navy on November 18, 1942.

Alexander served with naval units in Africa, England, and France for a period of 18 months. He was formerly in 58 Dept.

Another returned serviceman is **LOWELL A. WEBB**, SF 3/c, who was honorably discharged by the Navy in October.

PFC. HOWARD E. EBRIGHT, Jr., who was a former rigger at the Sun Ship plant, is now located in Japan and is engaged in occupation duty.

PFC. ALBERT E. MURRAY, a former Sheet Metal Worker at Sun Ship, is now attached to maintenance work in the Philippines. He graduated from Chester High School.



MORITZ WEISEN, Jr., who was an assistant foreman in 46 Dept., was in several airfights over Europe but he came through without being hurt and is now back at work in his old department. He was an aerial gunner and was on 35 missions. He holds the Air Medal with five Oak Leaf Clusters, the European-African and Middle Eastern Ribbon with 2 bronze stars and the Victory ribbon.



BENJAMIN G. WARD is again in 47 Dept. after having participated in many campaigns in Europe. His E.A.M.E. service ribbon carries eight bronze stars.



ANTHONY D. PEPE came back to 47 Dept. after putting in 3 years and 9 months with the armed forces. He had plenty of excitement and narrow escapes while campaigning in the Pacific area. He was wounded during the heavy fighting on Luzon by a Jap hurling a hand grenade in the jungle. Anthony's brother, James, formerly in the Pipe Shop, is in the anti-aircraft branch of the service. His brothers, Peter and Frank, are in 47 Dept. while his brother-in-law, John Beard, is a burner.



JOSEPH R. PARSONS, former sergeant in the 69th Armored Field Artillery, has recovered from shrapnel wounds and is back in 47 Dept. Sgt. Parsons was in the Italian Campaign, then went into France and wound up with the victorious troops in the invasion of Germany. He has received the Bronze Star Medal, Purple Heart, the European-African-Middle Eastern Service Medal with 5 bronze stars and a bronze arrow.



EDWARD MORAWSKI, another returned veteran, was wounded twice in the European war area. He fought through the campaigns of Normandy, Northern France, and the Rhineland. His European-African-Middle Eastern Service Medal has 4 bronze stars. He is in 46 Dept.



JOHN C. WEILER of the 513th Parachute Infantry, recently came back to 47 Dept.

JAMES ASHWORTH, who was in the air service, took part in the fighting over Egypt, Tunisia, Italy, France and Germany. There are 8 bronze stars on his E.A.M.E. Ribbon. He is back at work in 34 Dept.

JOHN W. CURLETT, who went into Normandy on D-Day as a member of the 395th Engineer Combat Battalion, has come back to his old job in the 33 Dept. During the campaigning in Europe, he fought on French, Belgian, Holland, and German soil. His citations include the Purple Heart, the Distinguished Unit Ribbon, and the European-African-Middle Eastern Service Medal.

JOHN DANKANICH, recently returned to 59 Dept., was wounded by shrapnel in the Italian campaign. After Italy surrendered he went into France and took part in the invasion of Austria.

GEORGE H. HAMBY, who recently came back to the Welding Dept., was a prisoner of war in Germany and had many exciting experiences during his service in the Army Air Force. He was captured when his plane was shot down during one of the raids over Berlin. Young Hamby was a prisoner for a year and a day and was freed by American invasion forces.

HOWARD R. HOWARTH, who was with the 8th Air Force as a navigator, participated in 30 missions and was wounded by flak. He is now back in the Welding Dept. Former Lt. Howarth has been given the Distinguished Flying Cross, the Air Medal with 3 Oak Leaf Clusters and the Purple Heart Medal.

HERMAN LIPSUS, who has returned to 47 Dept., saw plenty of action in the Italian Campaign. He was an ammunition carrier and at Anzio beach he had two trucks knocked from under him. During the fighting on that hot beach, he was wounded by shrapnel. He was in the service 3½ years and his European-African-Middle Eastern Ribbon has 5 battle stars.



SGT. JOHN MacPHAIL, now serving with the 759th F.A. Bn. stationed at Liege, Belgium, doing guard duty in cooperation with another member of the Battalion recently wrote and staged a G.I. show called "Rhapsody in Blue Serge". The performance made such a hit in the Liege area that it is now on a 4 to 6 weeks tour of the large cities of Belgium and France including Brussels, LeHavre, and Paris. John, who takes one of the leading parts in the show, was very active in the Mask and Wig Club of Gettysburg High School.

He was an apprentice electrician at the Wetherill Plant until he entered the service in April, 1943. He has been overseas since February and seen action in both Germany and Belgium. He had one leave which he spent with his relatives in Glasgow, Scotland.



JOHN B. STANGO, S 1/c, has resumed his former occupation as a Sun Ship welder after having served in European waters.



GEORGE G. DE NIGHT, SM 3/c, who formerly worked in 34 Dept., is now stationed in Japan. He is the son of Mr. and Mrs. Joseph De Night of Chester. Mr. De Night is employed in 55 Dept. George had three brothers in the service, Robert S., who has been released by the Navy, T/Sgt., Jack De Night, who also has returned to civilian life, and S/Sgt. Jerry De Night, who was killed in action in Germany.

KILLED 3, CAPTURED 2 GERMANS



THERE were three German soldiers upstairs. There were two more in the cellar. Then came Pfc. Giles J. Cannon. He was alone but he figured that the odds were about even so he went into action.

When he finished the job on January 29, 1945, there were three dead Germans upstairs and two prisoners marched out of the cellar with their hands high over their heads and they were yelling "kamerad".

For this exploit Pfc. Cannon, who recently returned to his old job in the blacksmithing dept., has been awarded the Silver Star Medal. The story of how the Sun Ship chap single-handed cleaned up five enemy soldiers who were barricaded in a house is one of the most thrilling tales in the Shipyard's collection of war dramas.

Pfc. Cannon was wounded by a grenade tossed by one of the Germans, a chunk of steel slashing him on the side. Despite the wound he refused to quit and kept on fighting until he had won.

When Cannon came back to Sun Ship after getting his release from the Army, the soft-spoken, gentle mannered, quiet young chap, who had been a deadly rifle shot in the 311th Regt., 78th Div., never mentioned his fight against the five Germans. It was only when he was questioned about his wounds and his citations that the story came out.

The records showed he had been wounded twice: once on January 29, 1945 and again on February 8, 1945.

"The first was not very bad", he said, "but the other was more serious." He explained that during the heavy fighting in Germany, he ran smack into a house that seemed to be fairly well populated with Germans. They were shooting at him from second story windows and the cellar. The situation wasn't a bit friendly and something had to be done about it.

Pfc. Cannon decided that his first task was to stop the shooting upstairs. He entered the building and swung into action. One of the enemy tossed a grenade at him. It went off and bits of steel hit him but Cannon kept on shooting. The wounds only made his aim more deadly. Soon there were three Germans on the floor and they were deadlier than last year's birdnests.

Then Pfc. Cannon went to the cellar. He opened the door and dropped a grenade. A few moments later two German soldiers popped out of the cellar. They were scared. Their hands were up and they were screaming unconditional surrender. Their captor sent them back to a detention camp. Cannon kept on with his job until February 8 when a bullet caught him in the side and laid him up for several months.

Now he's back in 42 Dept., busy and happy. He is married and has three sons and a daughter. The family resides at 125 East Providence Road, Yeadon.

OUTLOOK FOR 1946 AT SUN SHIP



WE hope to have work for a large majority of our employees next year. In the last month or two I've noticed a considerable let-down in the amount of work that a great many employees are doing—which is hurting the employees as well as the company. Under our incentive plan here the employees have been and are able to earn additional money by doing a good day's work. By earning this extra money you should be able to have some reserve to carry you on if you should leave here to look for other work.

Our ability to obtain work for this year depends to the greatest extent upon each employee doing his best at work each day.

All of our employees know that we were successful in getting a contract to build ten cargo ships for the Netherlands Government. We took this work at a low figure to keep our employees working, and we expect them to work.

We are now bidding on some more foreign vessels, but with conditions as they are in other countries, we need the cooperation of all employees in seeing that we do a good job and one that is not too expensive if we expect to get more work.

I wish for each of the employees a very successful New Year, whether with us or with some other firm during the year.

I have enjoyed many years here with many of you and hope to be with you for a few years longer.

JOHN G. PEW, *President*

THE outlook for shipbuilding in 1946 is clouded at the present time by the strikes that are actually taking place in other industries, and which may spread to the main steel industry, which would, of course, cripple the shipyards to such a serious degree as would make impossible any assured deliveries and also retard the prospects of any new contracts, by reason of the fact that costs would be so indefinite both as to material and labor.

Our yard should be well employed during the year of 1946 and with good cooperation from every direction we should have a good year of production under satisfactory conditions.

The foregoing, however, will be entirely dependent upon mutual cooperation from every angle of the picture, from the great raw material sources up to the finished unit, and depend upon good spirit and good cooperation from everyone involved in the work. Hearty good wishes to all of you in 1946.

ROBERT HAIG, *Vice President*



AS the end of each year approaches it is always essential that we take account of what has been produced for the year and consider our program for the ensuing year. During the past year, with an average of approximately 20,500 employees, we have delivered forty-seven T-2 tankers, two C-4 troop ships, five C-4 freight ships and one T-3 twin screw Navy oiler, making a total of fifty-five ships. The ship repairs and drydock work have been very satisfactory, also outside sales work in the Wetherill Plant.

The present schedule for the ensuing year includes the completion of four of the T-3 tankers and the building and completion of ten freight ships for the Netherlands Government and two tankers for the Standard Oil Company of California.

The Company anticipates that there will be considerable ship repair business due, in many cases to reconversion to peace-time requirements, of many of the Government war-built merchant ships. We are also hopeful that the oil industry may be in the market for a very considerable amount of refinery equipment.

We are all aware of the problems involved during the transition period from war to peace-time.

The Company has been unsuccessful in bidding on three important groups of ships that have been let since V-E Day, namely, two groups for the United Fruit Company and one group for the Brazilian Government. Had we been the successful bidder on any of these groups it would have helped round out our production and employment schedule for the coming year. This experience is an indication of the present keen competitive situation in shipbuilding and, in order for us to obtain new contracts, we must always keep on our toes and produce a little more than the other fellow

in the other shipyards if we are to keep jobs and plenty of work in the plant.

The Management is proud of and appreciates the records made in this plant during the war period, which has been the outcome of the individual efforts of all Sun Ship employees. The personnel relations during the past year have been very satisfactory and through continued close cooperation with our employees the Management anticipates these pleasant relations will continue.

I wish to take this opportunity to wish all of our employees and their families a Happy and Prosperous New Year.

R. L. BURKE, *Vice President*





THIRTY-YEAR SERVICE PIN is presented to G. Pendleton, 4-75, by Supt. Norton.

OCTOBER-NOVEMBER SERVICE AWARDS

Both Vice President R. L. Burke and Superintendent Alton A. Norton took part in the presentation of service awards to a large number of Sun Ship employees on November 30. The occasion was marked by the award of a gold pin to one employee with 30 years of service, five with 25 years, four with 20 years, 10 with 15 years, and 45 with 10 years. One of those to receive a 25-year award was Miss Gertrude Higgins of 91 Dept.



(Top row) — Left to right: H. Clark, 47-226; W. Heinz, 8-425; O. Scharfner, 34-519; (Supt. Norton); N. DeMarco, 34-57; J. Pluto, 34-10013; G. Tuckmintel, 34-99; G. McCraig, 59-186; W. McClennen, 47-130.

(Second row) — Left to right: D. Snyder, 59-4221; A. Cassidy, 33-202; J. Prorock, 36-423; A. Osowski, 33-4010; G. Bowden, 34-2598; (Supt. Norton); F. Anderson, 42-259; R. Thomas, 42-280; C. Miller, 47-11606.

(Bottom) — Left to right: J. Lofland, 68-61; J. Granery, 47-2829; C. Lukens, 74-60; S. Opronseck, 59-21; (Supt. Norton); T. Bell, 74-176; G. Powell, 75-69; H. Dehaven, 74-99; W. Tyrens, 60-61; E. Bardsley, 47-151.

OCTOBER-NOVEMBER 1945

30 Years

4-75 G. Pendleton

25 Years

1-60 J. Gillespie

80-8 A. Holman

34-2511 J. Jones

SALARY ROLL

20 Years

8-17 J. Karlsson

DRAFTSMEN

20 Years

38-34 J. Warrington

15 Years

78-30 J. Davidson

10 Years

38-49 F. Wallis

HOURLY ROLL

20 Years

8-528 A. Gallan

34-57 N. DeMarco

15 Years

8-533 H. Carlson

33-4010 A. Osowski

34-75 A. Vincent

34-99 G. Tuckmintel

34-589 A. Davis

59-21 S. Opronseck

74-104 H. Clark

47-2829 J. Graney

51-10157 H. Thomas

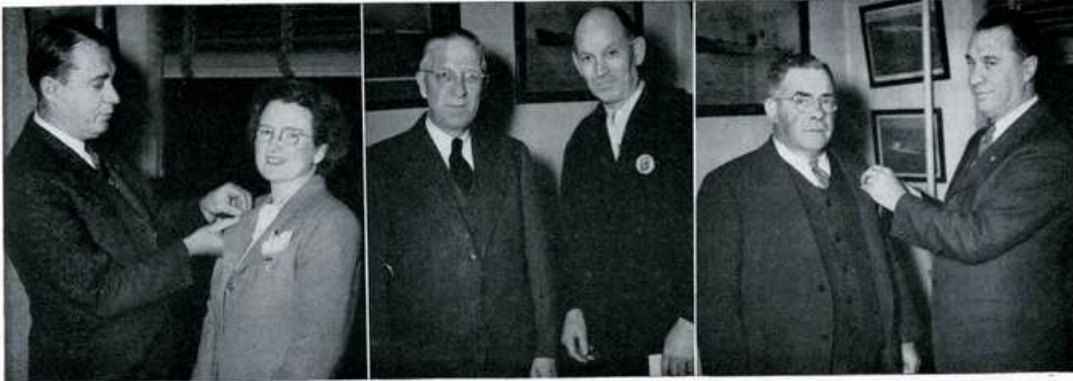
10 Years

8-422 H. Holmes

8-425 W. Heinz

8-523 E. Fulmer

8-587 C. Stinson



MISS GERTRUDE HIGGINS, 91-420, is presented with a 25-year service pin by Supt. Norton.

E. FULMAR is awarded a 10-year pin by Vice President R. L. Burke.

SUPT. ALTON NORTON presents a 25-year service pin to R. Constable of the Boiler Shop.

8-633 R. Quann
 8-640 L. Sherwood
 8-647 A. Wimmer
 30-53 J. Zinn
 33-202 A. Cassidy
 34-519 O. Schartner
 34-809 H. Hulings
 34-2598 G. Bowden
 34-10013 J. Pluta
 36-423 J. Prorock
 42-259 F. Anderson
 42-280 R. Thomas
 45-30 R. Cohoone
 46-8 J. Singley
 47-120 F. Sharpless
 47-130 W. McClennen
 47-151 E. Bardsley
 47-226 H. Clark
 47-356 H. Wilson
 47-11606 C. Miller
 55-332 J. Iacona
 58-59 G. Blythe
 58-526 P. Shannon
 59-87 E. Lally
 59-110 F. Dudley
 59-186 J. McCuaig
 59-659 F. Harrison
 59-1135 W. Shanko
 59-4221 D. Snyder
 60-61 W. Tyrens
 60-87 I. Walker
 60-134 J. Mooney
 65-76 H. Hoeffcker
 67-385 L. Alston
 68-61 J. Lofland
 74-60 C. Lukens
 74-99 H. DeHavin
 74-176 T. Bell
 75-69 G. Powell
 93-147 J. Donahue



(Top row) — Left to right: I. Walker, 60-87; J. Iacona, 55-332; J. Warrington, 38-34; P. Shannon, 58-526; (Supt. Norton); H. Thomas, 51-10157.

(Second row) — Left to right: J. Zinn, 30-53; A. Gallan, 8-528; A. Wimmer, 8-647; (Vice President Burke); J. Karlsson, 8-17; C. Stinson, 8-587; H. Karlsson, 8-533; R. Quann, 8-633.

(Bottom row) — Left to right: L. Alston, 67-385; J. Mooney, 60-134; (Supt. Norton); H. Clark, 74-104; H. Hoeffcker, 65-76; F. Sharpless, 47-120; A. Davis, 34-589; J. Davidson, 78-30; R. Cohoone, 45-30.

44 EMPLOYEES WIN LABOR-MANAGEMENT AWARDS

CHECKS for \$25 each were presented to 44 Sun Ship workers whose suggestions to the Labor-Management Committee were used but who did not receive any of the prizes awarded by the Maritime Commission.

When the Commission dropped the policy of rewarding shipyard employees for labor, time, or money-saving ideas, President John G. Pew announced that the plan would be continued by the Sun Shipbuilding and Dry Dock Company.

He followed this with the statement that a check

for \$25 would be handed to each person whose suggestion has been adopted by the plant. This applied to present or former employees, he stated.

The checks were handed to the recipients by Vice President John G. Pew, Jr. at a ceremony in his office on November 29. Coming as a surprise just before the Christmas season, the \$25 awards were much appreciated.

Further suggestions are asked for by the management and employees are asked to submit their ideas to the Personnel Office.

The names of the 44 persons who received checks in the recent ceremony follows:



(Top) — LEFT TO RIGHT: Charles E. Risley, Francis W. Gallagher, Thomas Purcell, (John G. Pew, Jr.), William Drumheller, Richard Clendening, and George McGlennen.

(Bottom) — LEFT TO RIGHT: James Kilpatrick, Camillio A. Casciato, George H. Mellinger, (John G. Pew, Jr.), William Weitz, J. Foremny, Charles J. Hauger, Joseph W. Cregg and Edward A. Gulong. Inset: Parker Kilvington.

Name	Button Number
Leroy Krommes	33-953
James Kilpatrick	69-99
James Gorman	58-36
Richard Clendening	36-769
William Drumheller	47-2856
John Jenkins	66-199
George McGlennen	74-80
J. Foremny	55-134
Harry A. Evers	8-85
James Garvey	45-23
J. Ross	36-145
H. Palmer	34-3892
Thomas Purcell	34-2627
Clayton R. Mudge	45-20
Parker Kilvington	8-638
Richard Lafferty	65-152
Edward A. Gulong	36-187
William Weitz	84-204
John C. Wolf	8-413
Charles J. Hauger	47-950
George H. Mellinger	30-79
Joseph W. Cregg	30-8
Charles E. Risley	59-148
Camillio A. Casciato	33-488
C. Fitch	34-887
Francis W. Gallagher	36-4073
Frank Soltis	36-893
George Wallace	30-181
Erik Nandal	69-563
G. Todd	36-1298
L. Marshall	36-126
Anthony Gabriel	58-68
A. Howard Smith	34-334
J. Bell	33-198
John DiBonaventure	59-4513
T. McGillin	91-1148
Walter Butcher	36-10085
Martin Clompus	59-4395
Edward Rumford	59-368
Isaiah Taubman	59-1830
Bernard Devine	30-2320
F. McAnally	33-580
John A. Webb	45-496
Morris Banks	69-647

Know Your
Fellow
Workman

UNDERGROUND MAZE OF PIPES SUPPLY WATER - AIR - STEAM - OXYGEN



MAINTENANCE OF THE BIG SUN SHIPBUILDING PLANT is one of the major tasks of a highly specialized group in 34 Dept. Left to right, front row: J. Huber, leader; H. Burke, foreman; J. Houseman, leader. Back row: W. Snow, assistant foreman and H. McCain, leader.

THERE are hundreds of miles of pipes beneath the surface of Sun Shipyards. They criss-cross each other; they travel parallel; they run at queer angles in strange patterns. If a chart could be prepared of the big and little pipe lines, it would look like a crazy map resembling the canals of Mars.

The Sun Ship pipe lines, mains and sewers carry water, steam, air, oxygen and in the South Yard there is an oil pipe line. The sewers go into two classes, storm water and sanitary arteries.

Sun Ship's underground system has been more than a quarter of a century in growing. Howard Burke, foreman in 34-Maintenance, has virtually grown up with it. He knows where each pipe starts and where it ends. He can tell you the size of a water pipe at any spot in the entire length of nearly 21½ miles over which the plant stretches. He has charge of the men who maintain the high efficiency of the maze of pipes in the four yards.

No matter whether the mains carry water or oxygen they are linked up so that the plant can be treated as a single unit or as four units or even subdivisions of smaller size. Central stations are set up as the main sources of supply. From these the big mains go out like tentacles of a giant octopus.

It takes a lot of steam to keep Old Man Winter away from the plant. This is generated in the huge boilers at the heating plants and there must be enough pressure to carry heat to remote points.

Two sets of water mains are installed. One carries city water direct from the Chester supply. The other set of mains is filled with raw water pumped from the Delaware river. This water is used for industrial purposes and in case of fire. Mains carry the water from high pressure pumps to 96 fire hydrants. Much water is called for by the sanitary sewers.

A shipyard calls for great quantities of oxygen. The main supply is stored in liquid form in Central Yard

near the creek and from there is carried in special pipes to various parts of the Yard. This liquid oxygen is tricky stuff. Let a pipe be broken and in a space of a few minutes the ground nearby will be frozen hard. In recent months automatic cutoffs have been installed to meet this. Should a break take place in the oxygen lines the supply is shut off in a moment. It is the same with air. Here the pressure comes from the huge pumps and the compressed air is taken to many hundreds of outlets. The electric conduits come under a different classification and are not controlled by Foreman Burke's men. However there is close co-operation between the Electrical and the Maintenance departments.

One of the biggest jobs in the Central Yard recently was the practical rebuilding of the sewer system. This extends from the Main Office building to the creek near the Mold Loft and involved important engineering problems.

Associated with Foreman Burke are about 120 men including a staff of leaders and engineers.

Highest proof of the efficiency of these Maintenance men is the smooth operation of the entire plant and the lack of disruption in service.



LARGE SEWER CONSTRUCTION in the Central Yard was one of the recent jobs handled by the maintenance outfit. Foreman Howard Burke is shown explaining complex details of the undertaking.

THEY HELP TO OUTFIT SUN-BUILT SHIPS

ON this page are shown four groups of workers who play an important part in installing equipment, etc.

on board the tankers, freighters, and other vessels turned out by Sun Ship.



(Left) — **INSULATION CREW**, front: Harry Forbes (leader). Left to right, middle row: H. Schwartz, M. Getzik, B. Beeby, C. Roberts, James Helem. Back row: Leon Teguy, Sam Machles, Nicholas Glum, and E. Starkey.



(Left) — **GALLEY CREW**, front: Carl Ullman. Left to right, middle row: Gus Nocella, Leon Blitman, Leon Mathews and Archie V. Gibson. Back row: M. Sterler, E. Kutcher, J. Downey.

(Right) — **REFRIGERATION CREW**, left to right (kneeling): Eddie Bryson, Sammy Malloy, Jimmy Burke, J. Swanson, Hal Schiebel, H. Ganker. Second row: Frank Nealon, Walt Marsh, Charlie Komisor, S. Watkins, L. Baynes, J. Glynn, H. Jones, Bob Jones, J. Krieger. Third row: Al Savrahsky, E. Riebe, L. Stone, L. Teguy, J. Sweeney, W. Kelly. Last row: S. Machles, I. Baron, A. Gibson, G. Nocella, I. Goodman, M. Getzik, L. Matthews.



(Right) — **PROPULSION MOTOR CREW**. This is the gang that installed the covers on propulsion motors in all T-2 tankers over a period of two and one half years. Left to right: Stanley Zabowski, Jack Glynn, Harry Jones, Hal Schiebel, John Krieger.



SUN SHIP'S POST WAR SAFETY DRIVE

Now that the war has ended, Sun Ship has embarked upon the most extensive and intensive safety campaign in its history. It was inaugurated on Thursday, December 13 at a meeting of foremen, assistant foremen and leaders in Superintendent Carney's division and was followed by other meetings of different groups. These gatherings of many hundreds of the supervising staffs will be followed up through a check system so that accidents of all character will be reduced.

In connection with this safety drive, a brochure of 31 pages has been prepared by the Safety Dept. and copies have been distributed to all the foremen, assistant foremen, leaders and others having anything to do with supervision. It contains a foreword by Safety Engineer E. E. White and a complete statistical report, which was prepared by Don Sidle, on all the accidents which have taken place during the World War period.

President John G. Pew has written a letter to Mr. White outlining the aims in this new safety drive and making suggestions for its success.

Vice President Burke in a letter calling for reduction of accidents stated that in the future reports sent to him by the Safety Dept. will carry the name of the Leader as well as that of the injured employee.

Vice President John G. Pew, Jr., Engineer T. M. Jackson, Superintendent John Wilkinson of Wetherill, Superintendent William B. Beatty, Superintendent George D. Carney, Superintendent A. A. Norton, and Superintendent A. S. Hall also added suggestions in letters which are carried in the folder.

One of the most interesting contributions came from Treasurer William Craemer, who in cold figures laid before the supervisors as well as all the employees of Sun Ship the enormous cost of accidents. He showed that accident cost at Sun Ship during the War period from 1942 up to September 1st of this year was \$2,050,503.99. This included compensation paid to employees as well as the cost of hospitals, doctors, and supplies.

In addition to this Mr. Craemer also supplied interesting data on the amount of money paid in the form of life insurance which totaled \$2,868,750. He also showed that the benefits paid by the Sun Mutual Benefit Association during the war period amounted to \$993,759.65.

The report states that in 1942 there was an average of 22,837 employees; in 1943 this rose to an average of 34,102, in 1944 the average was 28,343 and for the first eight months of 1945 it was 18,405. The schedules of cost of accidents, the amount of group life insurance paid and the amount of benefits paid follow:

1. Cost of accidents, including amount paid to employees and cost of hospitals, doctors and supplies:

	<i>Compensation Paid Employees</i>	<i>Additional Costs Hospital — Doctors — Supplies</i>	<i>Total Costs Accident Cases</i>	<i>Costs Per Man</i>
1942	\$179,618.54	\$ 275,168.88	\$ 454,787.42	\$19.91
1943	247,349.57	481,846.99	729,196.56	21.38
1944	134,584.78	416,199.70	550,784.48	19.48
1945 (8 mos.)	84,537.95	231,197.58	315,735.53	14.00
	<u>\$646,090.84</u>	<u>\$1,404,413.15</u>	<u>\$2,050,503.99</u>	

2. Amount of Group Life Insurance paid account of deaths from fatal accidents and from natural causes:

	<i>No.</i>	<i>Fatal Accidents</i>	<i>No.</i>	<i>Natural Causes</i>	<i>No.</i>	<i>All Causes</i>
1942	14	\$ 58,000.00	98	\$ 423,500.00	112	\$ 481,500.00
1943	17	75,000.00	197	855,750.00	214	930,750.00
1944	9	45,000.00	181	891,500.00	190	936,500.00
1945 (8 mos.)	6	28,000.00	104	492,000.00	110	520,000.00
	<u>46</u>	<u>\$206,000.00</u>	<u>580</u>	<u>\$2,662,750.00</u>	<u>626</u>	<u>\$2,868,750.00</u>

3. Amount of benefits paid by Sun Ship Mutual Benefit Association to employees as sick benefits.

	<i>Benefits Paid</i>
1942	\$168,105.22
1943	313,553.50
1944	293,323.93
1945 (8 mos.)	218,777.00
	<u>\$993,759.65</u>

JANUARY



DECEMBER



NOVEMBER



OCTOBER



FEBRUARY



SUN SHIP 1945

JANUARY — Princess Astrid of Norway is the sponsor at the christening of the S.S. FINNMARK. She is shown with her mother, Crown Princess Martha, her brother, Prince Harald, sister Princess Ragnhild, Mrs. John G. Pew, and Mrs. John G. Pew, Jr.

FEBRUARY — More workers arrive from Jamaica to help relieve the acute labor shortage.

MARCH — More than 650 Sun Ship workers contributed blood in Red Cross Donor campaign. Response was largest in Yard's history.

APRIL — Mrs. William Lyman Stewart, wife of the executive Vice President of Standard Oil Company of California, christens the S.S. SANTA PAULA.

MAY — Last ship is launched from No. 4 Yard. Mrs. Coleman Dawson (with husband) is the sponsor. Twenty ships were built in No. 4 Yard, of which 8 were troop ships, 6 hospital ships and 6 cargo vessels.

JUNE — Capt. C. M. Wassell, hero of Java got a great ovation at huge bond rally in Central Yard.

SEPTEMBER



MARCH



APRIL



MAY



JUNE



JULY



HIGHLIGHTS

JULY — With the end of the war in Europe, return of former Sun Ship workers begins. John Borsello, wounded veteran, is shown with Vice President John G. Pew, Jr.

AUGUST — Name of John Orth, winner in Sun Ship launching contest, is drawn by Lt. J. W. Nagle with Vice President John G. Pew, Jr., Treasurer William Craemer, Lt. Col. Jack Hawkins and Al G. Burfeind as spectators.

SEPTEMBER — President John G. Pew of Sun Ship and Vice President J. Edgar Pew of Sun Oil (twins) celebrate their 75th birthday.

OCTOBER — Sun Ship goes on a 40-hour week and the yards are closed on Saturdays as well as on Sundays.

NOVEMBER — Cpl. Margaret Hastings, "Shangri-la" heroine, speaks at Victory Bond Rally and tells of her escape after plane crash in Hidden Valley.

DECEMBER — Closing month of the year was marked by a large increase in the number of ships in for repairs. One of the notable arrivals was the "ESSO ROCHESTER", shown in Dry Dock just beyond the "CLARKE'S WHARF". The "ESSO ROCHESTER" shot down a Jap bomber at Leyte. The gun crew scored a direct hit on the plane.

AUGUST



HOT CONTESTS IN "B" BOWLING LEAGUE

COMPETITION in both the "A" and "B" Bowling Leagues grows more intense as the second half of the season gets underway. In the "B" League, the first half of the season wound up with the Paint Shop team, the Cranemen team and the Erector team in the hottest kind of a battle for first place. The Paint Shop boys

showed unusual form especially during the wind up in November and December and won first place.

The Electricians team led the "A" League for the first half of the year. This team also showed fine form during the final week.



TIMEKEEPERS "B" LEAGUE, left to right: F. Griffith, Joe, H. Miller, T. Dougherty, E. Touring.



PAINT SHOP LEADING "B" LEAGUE, left to right: W. Doyle, W. Eilbeck (Captain), L. Highfield, J. Bartholt, L. Welch, M. Marvel.



ERECTORS "B" LEAGUE, left to right: E. Matkowski, J. Dalton, W. Simpers, E. Strazala, J. Bentley (Captain), J. Tamblyn.



CRANEMEN "B" LEAGUE, left to right: W. Reynolds, A. Hinkle, H. Ramsey, M. Bullock, W. Sidner (Captain).

Junior Members of the Sun Ship Family



LOREN EVERETT, 5, and MARLYN LOUISE LEACH, 4, children of the late Marlin E. Leach, crane operator in "C" Shop who met with a fatal accident on March 20, 1944. They are grandchildren of W. E. Leach, former Sun Ship guard.



JOHN J. ERRERA, 7 years old, is the son of Joseph C. Errera of the Contract Dept.



CHARLES S. WILSON, 26 months old and PAUL WILSON, 4 months old are the sons of Alex Wilson of 34 Department.



DIANA, age 2½, HARRY, 15 months and SHIRLEY NEIMAN, 4 years old are the children of Harry Neiman of 8 Dept. In the background is their mother, Mrs. Harry Neiman of 609 Freedom Road, Woodlyn.



DAVID WILSON, 4 years old, is the son of H. C. Wilson who works in 34 Dept.



THOMAS NOCELLA, 17 months old, is the son of Gus Nocella of 1932 McClellan Street, Philadelphia. Mr. Nocella works in 30 Dept., Sheet Metal.

SUN SHIP'S ROUND-UP OF SPORTS



CARL D. FINKS, of 47 Dept., is shown with his pet raccoon. Carl and his wife reside in Media and the raccoon has the run of the house.



THESE SEVEN ALBACORE and two bonito were part of a catch made by Bill Hennicke, Bud Hefner, Joe Sage, Hack Wilson and Paul Horner on a trip out from Ocean City, New Jersey.



To all those employees in the Yard, to the former employees and to those in the service of their country who so kindly sent Christmas and New Year's greetings, I extend my sincere thanks. May all of you enjoy health and prosperity in 1946.

JOHN G. PEW, JR., Vice President

EX-WELDER GUARDS GOERING

Cpl. Daniel Boyd, former Sun Ship welder, was picked to guard Hermann Goering, the top figure in the trial of the Nazi war leaders, at Nuremberg, Germany. He did a fine job although he has some decided opinions on the amount of time spent in trying Hitler's head men. He has an idea that a short-cut with a rifle also might be worth while.



V FOR VICTORY — Was formed by a bend in the line attached to the champagne bottle at a recent Sun Ship launching at the exact moment of the christening.

INK SPOTS FROM THE HULL DRAWING OFFICE

By Frank L. Pavlik

Greetings and best wishes for a peaceful and prosperous 1946! As we hang up that new calendar we also turn over a new leaf in our lives, individually and collectively. The hope is expressed that past experience will provide a guide post along the highway to a better future. We realize that insofar as we all have to live through a parallel basic training in education and experience, the amount of progress per generation is relatively limited. Let us try to make our contribution to civilization, however small it may be, truly worth while; and let this be one of our resolutions for this year.

Jim Cook, A.M.M. 3/c, U.S.N., stationed at Lake City, Florida, stopped in for a brief visit on November 14th. Jim told us that he is still a land-bound sailor.

We have said farewell to the following members of Dept. 73, and wish them every success in their new fields of employment: Nov. 15th — Eugene De Boyrie; Nov. 23rd — Mary Jane Bell; Nov. 30th — Mary

Jane Rottenberk.

We welcome Bill Deck, of the U. S. Marines, as he rejoins the staff of Dept. 73. Bill has seen action in the Marshall Islands, Saipan, Tinian and Iwo Jima, and holds the following decorations: Presidential Unit Citation, Asiatic-Pacific Theater Ribbon with three stars, and American Theater Ribbon. We are happy and proud to have Bill back with us again.

In the spotlight, we have the returns from a bowling match at Wilmington, Del. The Hull Drawing "A" team won one and lost three to the Fraternal League of Wilmington. The Hull Drawing "B" team lost four to Unity Gold of the same league. A return match will be played in Chester after the holidays.

Bill Pitcher is convalescing from a severe illness.

36 MACHINISTS

By Dick Clendenning

We wish to extend our deepest sympathy to 36 department's John Lankford whose Christmas was saddened by the recent deaths of his father and mother-in-law.

We are glad to have Al Mackubin back again after a couple weeks' illness. Hope your health will be better this year, Al.

We were sorry to learn of the hospitalization of Dry Dock's Gilmour's wife and hope that her recovery will be speedy and complete.

36 Dept. boasts of some versatile leaders and assistant foremen. Bob Curry having gained recognition right here at home by being promoted to "Admiral" in the Eddystone Navy.

Billy Hill is said to be doing a bang-up job of shingling on his roof and speaking of shingling, our old friend, "Smilin' Jimmy" Collins doesn't do bad either.

Congratulations to 34 Department's Joe Smith on the fine buck deer which he bagged this past season.

Congratulations also to 36 Department's Charlie Painter who spent a week gunning with limit bags almost daily. We understand that Brownie fell a little short of limit bags, but to one thing we can attest, when it comes to crows — Brownie is poison.

AMBASSADOR'S WIFE CHRISTENS SHIP



MRS. BEATRICE B. LOUDON, wife of Alexander Loudon, Netherlands Ambassador to the United States, was sponsor at the launching of the S.S. LIMBURG on November 21. The LIMBURG is the first of ten ships being built for the Netherlands government by the Sun Shipbuilding and Dry Dock Company to be launched. A large group of notable representatives attended the ceremonies in the South Yard. President John G. Pew had charge of the launching ceremony. Among those who attended the launching were: Mr. and Mrs. M. P. L. Steenberghe, Mr. and Mrs. J. F. van Hengel, Mr. L. C. M. van Eendenburg, Mr.

H. van Ramshorst, Mr. and Mrs. J. E. Woltjer, Mr. T. Veerman, Commander Wm. van Hemert, R.N.N.R., Mr. W. Bennett, Mr. David Arnott, Mr. W. J. Giel, Mr. Ray Rood Allen, Mr. R. Jonker, Mr. L. A. H. Peters, Major and Mrs. Candler Cobb, Mr. K. G. van Staveren, Mr. S. Koster, Mr. and Mrs. John G. Pew, Sr., Mr. Robert Haig, Mrs. Agnes Haig Sheldon, Mr. and Mrs. R. L. Burke, Mr. and Mrs. John G. Pew, Jr., Mr. and Mrs. Wm. Croemer, Mr. and Mrs. J. W. Hudson, Mr. and Mrs. J. H. Gordon McConehy, Mr. and Mrs. Thomas N. Jackson.

88 DEPARTMENT Capt. Mills' Squad By Joseph Brennan

Happy and prosperous New Year to you and yours and let us start this year by hoping and praying for a lasting peace. This peace, however, will only come when it comes from the heart of each individual.

And now some news from the squad.

Wayne Norris, as you probably know, spent his vacation hunting in Clearfield County, Pa., without success. He reports he did not even get a shot. Better luck next year, Wayne.

The following guards have re-

turned to work after a brief illness: Danny Mack, Joe Taritero, and Andrew Cherry.

Guard Lewis has a good pal with him morning, noon and night and this pal has also a good master.

Guard Rowse spent a few days in Frackville, Pa., to attend his daughter's wedding. The entire squad extends their best wishes to the newlyweds.

Guard Olsson, who comes from the Land of the Midnight Sun, tells me he is not so sure whether he lives in Delaware County or Montgomery County. See Barton, Olsson and get straightened out.

the game was played the following Saturday at noon with Sturm and Getz scoring nine straight points to win the game. This was the big upset of the season. Advice to Lear — remove your overcoat in future games.

Lear and Tom Dougherty finally won the championship of "A" League then went on to beat the champs of "B" League, namely, Haseltine and Buchanan in a very close score of 21-19 on Pearl Harbor Day.

We received a telegram from the big hotel man of Atlantic City, Joe Martini, congratulating the winners. Nice to hear from the former manager and fuchrer of the Quoit league.

OUR FIRST PAGE

Launching the good ship 1946 is pictured by our artist Al Holmes. The impish little chap with the champagne bottle joins "OUR YARD" in wishing you a Happy New Year.

91 DEPARTMENT QUOIT LEAGUE

By Ed Bell

Lear and Dougherty, champs of the Quoit league, had a scheduled game against Sturm and Getz recently. The score standing at 13-6 in favor of the champs when the whistle blew ending the playing. The unfinished part of

IDEAS ARE WANTED

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



(Top) — **CHRIS REDFERN**, a machinist at the Wetherill Plant, has a record of 30 years service. One of his sons is in the U. S. Navy. His hobbies are baseball and fishing.

(Middle) — **JOHN FIELDS MARTIN**, a draftsman at the Wetherill Plant, has 17 years of service with Sun Ship. John is a cornetist in the Sun Ship band.

(Bottom) — **ANTHONY GROCH** has been connected with the Wetherill Plant and Sun Ship for 33 years. At the present time he is working in the Pattern Shop at Wetherill. He is the father of three sons.

WARTIME SHIPBOARD ROMANCE



A war time romance that developed on a freighter traveling through sub-infested waters culminated recently in the marriage of Miss Josephine Ryan, a pretty radio operator and Chief Officer Alv Fredriksen of the M.V. FERNCLIFF which had come to Sun Shipyards for repairs.

The wedding ceremony was performed in the Norwegian Seamen's Church in Philadelphia on November 30th. The Rev. Johannes Aadal officiated. Captain Oskar Sighaug, Master of the FERNCLIFF and several others were present. Later the young couple took a brief honeymoon trip and early in December when the vessel left port on another trip Chief Officer Fredriksen and his bride were on board, the latter still acting as the radio operator.

It was in June, 1941 that Miss Ryan, then residing in Toronto, entered a radio school in that city and became a proficient operator. She later took a radar course and finally obtained the post as radio operator on the FERNCLIFF. She is one of the few women in the world to do this.

Most of the trips of the FERNCLIFF have been made in North Atlantic waters and on two occasions the ship was attacked by German submarines but escaped harm. Chief Officer Fredriksen, who had been at sea since he was 14 fell in love with the radio operator and proposed shortly before the ship reached the Sun Shipyard.

QUIPS FROM N. Y. PAYROLL

By Al Plough

WEDDING BELLS. Kay Windsor, of the Adjustment Dept. and Woodrow J. Lord (just released from the Army after serving 33 months overseas) became Mr. and Mrs. The folks extend best wishes for your future happiness.

Paulette Ertwine of the Contract Dept., has that certain gleam in her eyes. January or June, Paulette?

MANY HAPPY BIRTHDAYS. Sara M. Connolly, Jan. 16th; Frances Deasey, Jan. 19th; Samuel J. Hen-

derson and Phoebe Jobson, Jan. 20th; Ethel M. O'Neill, Jan. 22nd; Virginia Osman, Jan. 26th; Doris J. Howard, Jan. 27th; W. R. Klein, Jan. 28th and Hester Archer, Jan. 30th.

Uncle Ezra says: All some hunters ever bag is their trousers.

James Bell, MM 3/c, brother of Florence, is being discharged. He has been on a destroyer escort two years and has been overseas 17 months. He was formerly of the Electrical Dept. Another brother, John PO 2/c, is home on a 30-day leave from the Navy. John formerly was in 36 Dept.

Marie Orbona, former key punch operator, has left the Sun Ship to

work for Hummer and Green. Lots of good luck to you, Marie.

Congratulations, Florence O'Hara, formerly of the Tabulation Dept., become the proud mother of a baby boy.

Welcome, Florence Zola to the key punch section of the Payroll. Florence came from the control desk.

Ruth Sykes and El Paso, key punch operators, have received pleasant surprises in the recent return of their husbands from the service.

The Bond and Insurance Departments held a get-together dinner for all the present employees and those who left the service. A very enjoyable evening was had by all and during festivities who walked in but our good friend, "Lib" Rogere, formerly of the Contract Dept. Acquaintances were renewed and all were glad to receive the latest news of "Lib's" baby, Catherine Louise.

It's a himage for the Kerns. She, Mrs. Helena Reed Kern, formerly of the Bond Dept., and He, Joe Kern of the Wetherill.

Nora Fowler, Chick Messick and Mary Ferry are still on the sick list and Mary Lou Grant, a former bond girl, is ill with pneumonia. We wish all a speedy recovery. Sally Roder is back on the job after her illness, also Sara Connolly of the Distribution and Norma Owens. Glad to have you back, girls.

The folks bade good-bye to Dorothy Jensen and Sunny Romanelli and wished them the best of luck in their future undertakings.

Frances Deasey's boyfriend has been discharged from the Army.

Nina Raffaele's vocalizing is improving day by day. Keep up the good work, Nina.

Anyone can sympathize with the suffering of a friend, but it requires a very fine nature to sympathize with a friend's success.

Chris Skidas of the Control Desk says, "Gee I wish my G. I. was back."

TIP US OFF, PLEASE

If any of your groups are planning banquets, dances or other events kindly send word to OUR YARD in advance, giving date and place. Call inter-department Phone 506 or address OUR YARD, Maritime Building.



AFTERNOON HOUR at the Main Office. This is an unusual "shot" showing the executive offices of Sun Ship, the Maritime Building and other important structures in the Central Yard.



JOHN C. WEST, 38, former assistant foreman in 45 Dept., was killed instantly while hunting on the opening day of the deer season, December 1. The accident took place in Bradford County and West's 16 year old son, John Jr., was a member of his father's hunting party. The family resided at No. 1 Providence Road, Media. Witnesses said that the victim was posted in a field adjoining a wooded area where other gunners were "driving". When a buck deer came out of the timber, there was considerable shooting. A few minutes later the body of Mr. West was found in the snow.

JOHN EDWARD RILEY, son of Mrs. Harry Riley of 926 Highland Ave., Chester, has been transferred to the hospital ship "REPOSE" out in the Pacific waters. This is the ship that attained fame by fighting through the Okinawa typhoon. Following the Japan campaign young Riley suffered from battle shock and was placed on the "REPOSE". This craft was built at Sun Ship's No. 4 Yard and was launched as the "MARINE BEAVER". Young Riley formerly worked at Sun Ship during vacation periods.

Robert A. Howard

The sudden death of Robert A. Howard of the South Yard Dispensary was received with the deepest regret by his many friends. He was stricken with a heart attack Sunday night, December 9 while he and his fiancée, Miss Dorothy Allebach, were planning their wedding which had been set for January 12 at Quakertown, Penna. Miss Allebach is secretary of Supt. of Plant Protection, Harry Sheain.

Robert and Miss Allebach went to Quakertown to complete the plans for their wedding and upon his return to Chester he complained of not feeling well. On Sunday he visited his brother, John L. Howard, at Boothwyn and while there had a heart attack. He recovered quickly and went to the home of his parents, Mr. and Mrs. Lewis Howard. During the evening his father and mother and Miss Allebach joined him in packing household belongings and Christmas gifts and upon the completion of these tasks he was stricken fatally.

Robert was well known through the plant and had many friends. He sang in the choirs of St. Paul's Episcopal Church and the Third Presbyterian Church in Chester. He was an ardent hunter and took an interest in photography.

BILGE 'N BALLAST



By Frank L. Paetlik

THE EVOLUTION OF SHIPS (Concluded)

U. S. Maritime Decadence

DURING the clipper ship era, American vessels and owners were in a dominant position to control the commerce of the world. This advantage gradually slipped from their grasp due to short-sighted policies that only envisioned the development of the interior of our country. As a result of World War II, we are again in a favorable position with respect to world trade, and should strive to maintain "Old Glory" in first position on the seas, being ever mindful of those past experiences when we had to charter foreign "bottoms" to carry American goods.

Steam Power

We now arrive at that stage in maritime history where steam slowly supplanted sail as a source of motive power. In July 1786, John Fitch installed a steam engine of his own design in a forty-five foot vessel. The engine was connected to two fore and aft rods, one on either side of the vessel, driving oar-like paddles which propelled the ship at a rate of three miles per hour. At this speed the vessel could not compete with stage coach transportation; therefore a faster vessel was built, with paddles located at the stern. This vessel, known as the "Arch Street Ferry", operated between Philadelphia and Trenton at a speed of six to eight miles per hour but failed commercially because public opinion was distrustful of the noisy, mechanical method of ship propulsion.

We all recall the story of "Fulton's Folly" the "Clermont", which in 1807 chugged up the Hudson from New York to Albany at a speed of five miles per hour. The would-be jeers of those assembled to witness a failure on the trial trip turned to cheers as

the vessel moved up the river under the new source of motive power. The "Clermont" was propelled by side paddle wheels, the first practical installation of its kind in this country.

In May 1819 the "Savannah", a sailing packet fitted with side paddle wheels for auxiliary power, made the Atlantic crossing in twenty-seven days. Her steam engine was used seven times during the voyage.

The first transatlantic steamships were all driven by paddle wheels and had sails to move the vessel when the wind was right. Two examples are the "Sirius" and "Great Western".

The Screw Propeller

Paddle wheels gave way to the screw propeller invented in 1836 by John Ericsson. The application of this device was regarded as a thoroughly practical construction by 1850. It will be recalled that the "Great Eastern", largest vessel constructed up to 1858, was driven by a propeller, side paddle wheels and sail. She was not regarded as a good commercial venture and is principally famous for laying the first successful transatlantic cable in 1866.

The use of the screw propeller reduced the space requirements for propelling machinery, as compared with paddle wheels, and permitted a greater cargo carrying capacity to be obtained.

As a substitution for wood, iron was employed in hull construction as early as 1820, and by 1850 its use was quite common. Steel construction started in 1859 and by 1873 mild steel of fairly good quality was available for this purpose. Composite construction, employing both wood and steel, was used for many years.

Steam Engines

The reciprocating steam engine was the principal propulsion element for screw steamers up to 1906. It reached a high point of simplicity, efficiency, and dependability and was constructed in units as large as 20,000 horsepower. We find today's prototype of this engine, in 2500 horsepower units, installed in the Liberty Ships made famous by World War II. Simplicity, reliability and ease of manufacture again placed this veteran at the fore in building the bridge of ships so essential to victory.

The steam turbine was developed around 1884. Sir Charles A. Parsons of Great Britain and Dr. De Laval of Sweden separately invented and patented the propulsion machinery of this type and applied it to ship propulsion. The "Turbina" first demonstrated the speed and power made available by this kind of propulsion unit when she easily outdistanced a pursuing squadron at a naval review at Spithead during Queen Victoria's Diamond Jubilee in 1897. The "Turbina" made a speed of thirty four knots and opened a new epoch in ship propulsion. The steam turbine unit is light in weight and relatively free of vibration.

The Diesel Engine

A very economical unit for ship propulsion as regards fuel consumption, was developed by Dr. Rudolph Diesel, a German inventor, in 1893. He proposed the method of utilizing directly the energy created by the internal combustion of fuel oil in a reciprocating engine. The first marine diesel engine was built in 1902, and in 1910 a 370 horsepower diesel unit was installed in the "Vulcanus."

Sun Ship employees are quite familiar with the Sun-Doxford application of the famous internal combustion engine as installed in many motorships. It is outstanding for fuel economy, reliability and simplicity of operation.

HARVEY A. BITTERLICH, fireman, first class, of River St., Cresona, Penna., is now serving aboard the U.S.S. **KENNETH D. BAILEY**, one of the Navy's newest destroyers.

Before entering the Navy Bitterlich was employed by Sun Ship as an electric welder.

91 DEPARTMENT Timekeepers and Clerks

By Ed Bell

The following are celebrating their birthdays in January: Mabel Berkey, Jan. 4; George Fretz, Jan. 12; Ann Lewis, Jan. 12; Eleanor Coveleski, Jan. 18; and Frank Dougherty, Jan. 25. We wish them all many happy returns of the day.

Harvey Martin, who has been sick in bed, is getting along nicely and expects to return to work soon.

Dot Lewis Taylor has been in St. Agnes Hospital under observation since November 19. We trust that it is nothing serious and hope for an early recovery.

David Johnson, son of Glenn Johnson, has fully recovered from a bone infection in his leg which had been bothering him for the past 3½ years.

Marie Oreal wants to know if anyone has seen the Aircraft Carrier "SARATOGA" with Ernie aboard.

Paul Ingram has returned to his old job as leader in the Contract Dept. over the Carpenter Shop after spending twenty months in the Merchant Marine. Paul spent some time in school and then boarded the "SAMUEL BRANNON" in San Francisco, visiting all of the Southwest Pacific Islands. He returned overland to the East Coast where he took the "ATLANTIC REFINER", better known at Sun Ship as number 488, which sailed the Atlantic Ocean. Welcome back, Paul.

Eileen Brown Gibson has left the Sign shop and is now in the Contract room.

Heard in a class room: Math. Prof. — If there are forty-eight states in the Union and super heated steam equals the distance from Bombay to Paris, what is my age? Student: Forty-four, sir. Prof. — Correct, and how did you prove that? Student: I have a brother who is twenty-two and he is only half crazy.

I saw Harry Renz at the Glen-Nor football game watching his son, "Porkie", star.

Someone called George Burns on

the phone and asked him if he had water in his pumps; when he answered that he did not know, the caller told him that if he had, then his sox must be wet.

Do You Know That:

The Hawaiian Language has less

letters in its alphabet than any other language in the world; only twelve?

The U. S. Constitution states that a Senator must be 30 years old, yet Henry Clay and Rush Holt were elected before they reached 30 years of age.

TANKERS MEANT VICTORY

MODERN WAR IS POWERED BY PETROLEUM. AMERICAN TANKERS, PROVIDING THE LIFEBLOOD OF MECHANIZED WARFARE MADE ONE OF THE MOST CRITICAL CONTRIBUTIONS TO VICTORY.....

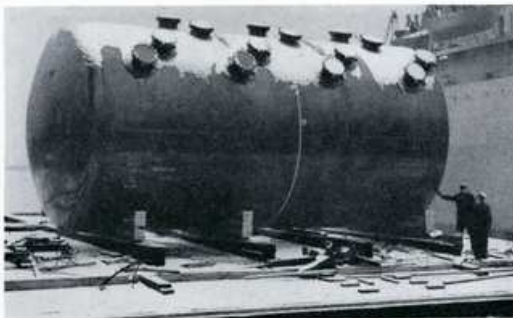
FUELING AT SEA

THE PACIFIC WAR REQUIRED 2½ TIMES AS MANY TANKERS AS WERE NEEDED IN EUROPE. 400 SHIPS IN CONSTANT SERVICE WERE NECESSARY TO ASSURE THE DELIVERY OF FIVE TANKER LOADS PER DAY.....

ON SEPT. 1, 1939, THE U.S. HAD 430 TANKERS. TODAY WE HAVE MORE THAN 1000. THE SHIPS OF THIS FLEET NOT RETAINED BY THE U.S. NAVY WILL SERVE OUR PEACE-TIME ECONOMY.....

OUR AIR AND GROUND FORCES IN EUROPE USED 2,732,050,000 GALS. OF GASOLINE.

INFORMATION COURTESY OF AMERICAN MERCHANT MARINE INSTITUTE, NEW YORK.



WINTER IN THE SHIPYARD is the title of this interesting photograph showing refinery equipment built by Sun Ship on a barge.

Obituary

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

Number	Name	Address	Date of Death
42-660	B. Burley	4704 Girard Ave., Philadelphia, Penna.	Nov. 28
69-432	E. Gregory	5831 Lansdowne Ave., Philadelphia, Penna.	Dec. 5
42-584	A. Putrell	19 So. Merion Ave., Bryn Mawr, Penna.	Dec. 7
86-28	R. Howard	1138 Upland Street, Chester, Penna.	Dec. 9

A WOMAN IN WAR WORK

A short time before her accidental death at 215 Forrest Avenue, Milmont Park, MRS. ANNA FORGACH, who for several years had worked in the Tube Mill at the Allison Plant, wrote a very unusual letter of appreciation to Vice President John G. Pew, Jr.

She told how, although she was a grandmother, she had undertaken the work at Sun Ship and had found it absorbingly interesting. She said that it had been a great privilege to have taken part in the war effort in a munition plant, because ships are munitions, and thanked the Sun Ship organization for the many months of pleasant associations.

"OUR YARD" deems it a privilege to reprint this letter: letter:

Dear Mr. Pew:

I received a letter from you in which you graciously thanked me for my service and wished me luck.

Now I would like to express my appreciation to you and your company and what it has meant to me working for the Sun Ship.

My greatest experience in life, outside of being a mother, was to be able to do the kind of work we did, and make good at it, which I believe we did.

I was hired November 7, 1942 and was placed in the Allison Plant. Although I'm a grandmother, I have never been inside any plant, let alone a machine shop. To be

truthful, I was afraid I couldn't make a go of it. But with the kindness of my superiors I learned to like it so much that I eagerly looked forward to going to work every new day. The work was very interesting and we had satisfaction in knowing that we were helping the war effort.

There were so many intricate steps in preparing the tubes that I felt very privileged and fortunate to have a part in doing. I did most everything, from driving bushings and brushing tubes to operating the "Tap Machine" most of the time. It certainly gave me satisfaction when they trusted me to operate a machine.

I would like to mention that whenever I had any dealings with Mr. Carney, Mr. Boettger, or Mr. Grander that they have been very nice and understanding.

I would like you to know that I was able to straighten the mortgage on my home and to keep most of my bonds that I have been buying. So you see, I have a lot to thank you for, besides the unforgettable pleasant memories.

ANNA FORGACH

P. S. It was unfortunate that this came about through the war, but of course, we had no control over that. I, too, have two sons serving in the U. S. Navy, both in the Pacific. One of them, prior to entering the service was employed in the 33 Dept. of Sun Ship.

30 SHEET METAL

By Marian Reddington

Sympathy is extended to Bud Fulton on the loss of his mother.

Louie Dell's only acquisition from his deer hunt last week was a head cold. Better luck next time, Lou.

Welcome back to Tommy Redican, Geo. Wood, "Pup" Owens, A. Moyer and J. Wallish.

Congratulations to Mr. and Mrs. Bernie Miller on the birth of a daughter.

Felicitations also to Ed Stinger on his recent marriage.

Harry Hornberger has finally an-

nounced his wedding date as being sometime in June.

J. McGough, Sr. celebrated his birthday last week and received lots of gifts and cards including one of deepest sympathy.

Best of luck to Tommy Scully who left to go South.

J. Cartridge Wood, our big game hunter, arrived home recently from the deep forests of Pennsylvania. The carcass he was transporting looked according to the Hunting Fraternity, very much like a goat.

We are sorry to hear Max Margolis is again suffering with the gout.

We understand Walter "giffles" Martin is becoming quite a culinary artist bringing in relish and cookies made by his own hands.

Leo Kilduff expends his excess energy every Saturday by washing thirteen windows. He begins promptly at seven o'clock and is through by eight and is at a loss as there are no more to be cleaned.

Bing Moss is very unhappy. A sneak thief broke into his house and kidnapped three hens and a rooster that Bing was fattening up for the holidays.

Happy New Year, Folks.



MARITIME INSPECTORS, No. 4 Yard, Left to right, front row: J. Hanling, W. Beattie, J. Lander, M. Hoffecker, E. Watt, P. Furtaw. Second row: E. Burdett, A. Mozier, C. Johnson, M. Lenker, R. Smith, M. Hill,

J. Mackillop. Back row: F. Albosta, J. Bairstow, F. Sparling, J. Hunt, D. Carstairs, G. Ives, F. Rupp, W. Sutcliffe, C. Wright.

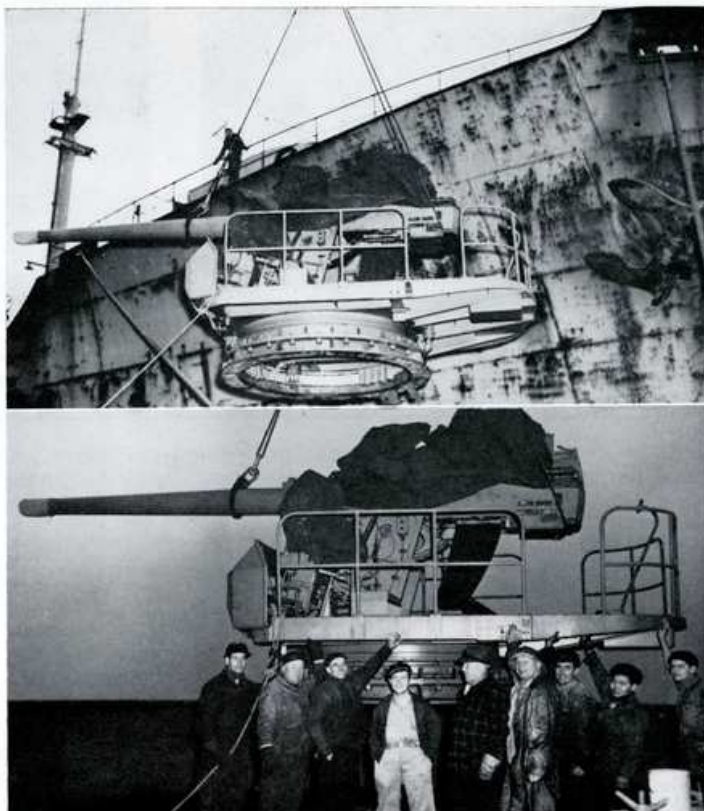
GUNS NOW COME OFF SHIPS

REMOVAL of light and medium size guns from ships arriving at our yards for repairs is one of the important phases of post-war days. Taking a big five-inch gun off the deck of a Merchant Marine vessel is a hefty task but under the skillful direction of David Moorehead, Chief of Machinists, the job is taken care of speedily.

Those who have followed the work have been surprised at the large amount of tonnage involved in the removal of the guns as well as the armored pits. The guns were placed fore and aft on all of the tankers and other defense equipment also had been installed. The change from war time to peace time operations has altered the appearance of the hulls and with the vessels being painted in their original and gay hues instead of the battleship gray, the transformation is surprising.

Lifting the guns from their mountings and depositing them on the docks for future storage, seems to have brought out the individuality of each Ship. Different insignia on the stacks and much variety in the paint jobs add much to the appearance of the Sun Shipyards and Dry Dock.

A few weeks ago a large five-inch gun was lifted from the afterpart of the S.S. COBBLE HILL. After it had been unshipped from the mounting, a huge crane lifted the entire equipment, swung it over the side and gently deposited it on the pier. Some of the Sun Ship workers, who originally helped to install the defense equipment on ships, are now busy engaged in taking it off.



(Top) — **THE LARGE SIZE OF GUNS** used in defense of Merchant Marine is shown as this five inch cannon is lowered from the S.S. COBBLE HILL.

(Bottom) — **DISARMING THE S.S. COBBLE HILL** by removal of this five inch gun and other defense equipment. After the cannon had been lifted clear of its base, it was swung over the side and placed on the pier. Left to right: Joe Hardiman, John Finnegan, Ass't Foreman; E. Seward, 3rd Mate Augustine Hill, Jack Lee, quartermaster; Andrew Stephenson, Ass't Foreman of Machinists; H. Walters, C. Lee and a member of the ship's crew.

WETHERILL PLANT NEWS By Fred Otis Esrey

The employees of the Wetherill Plant desire to extend a hearty welcome to the returned veterans who have terminated their services with the United States armed forces. We know that they were a credit to our country, and are glad to have returned from the war.

The following is a list of the men from the various departments: J. Parkinson, R. Alexander, W. Wallace, T. Crystle, D. Pubusky, G. Wood, W. Brown, G. Post, C. Middleton, H. Lightcap, A. Feathers, E. Gibson, W. Jenkins, C. Hartner, F. Fithian, J.

Mullen, A. Caporale, G. Broomall, R. Butler, W. McCormick, O. Atkins.

Many employees have left the employ of the Sun Ship to return to their previous professions and crafts. Their efforts and cooperation were shown in the final analysis of the outstanding record of the ships and equipment built by Sun Ship.

The tube mill of the Wetherill Plant is not now in operation as the work is handled in the Central Yard Tube mill. During the peak of the production of the tube elements the women contributed much to the assembling, welding, testing of the elements, which are a vital part of the

refinery equipment built at Sun Ship.

Now that Valentine "Wally" Stahoski has completed his rumpus room, he is building a greenhouse in which he expects to raise some flowers and plants on his property at Prospect Park. We will have the vases ready when he brings the flowers in. He also has a collection of empty cigarette packages and boxes which were sold during the war. Many of them were old brands seldom heard of and some new ones never heard of before.

Since Miss Catherine Williams, R.N., left Sun Ship in October, Miss Catherine Bakia, R.N., is in charge of



MRS. BERTHA GOUBA, the last woman crane operator remaining at the plant, left Sun Ship December 14. She was very skillful and had been at Wetherill nearly two years.



MARY CLAYTON PERRY is felicitated by associates in the Purchasing Dept. upon her 23rd anniversary with Sun Ship. Also shown in picture is Supervisor N. L. Jamieson.

the dispensary at the Wetherill Plant.

Sympathy is extended to Thomas Parker, of the Wetherill Plant, on the sudden death of his daughter, Florence, who was stricken with influenza and pneumonia and died within a few days. She was fourteen years old and a student at the Smedley Junior High School.

One of the firsts that occurred at the Wetherill Plant in the last year was the operation of an overhead crane by a woman. This type of work amazed many of the veteran employees at first. Bertha Gouba, who had previously operated a crane in the forge shop, was sent to the Wetherill Plant in a similar capacity. She operated the machine shop cranes on the second shift and was very capable at her assignment.

"Bertie," as she was known to most, was sketched many times by Parker Kilvington, Wetherill Plant's machinist and artist. Timely and humorous sketches were made of "Bertie" and posted on the bulletin board. She would remove them and has made a scrap book of which she is most proud. She left the employ of Sun Ship with nine months of service at Wetherill Plant and will resume her duties as a housewife. She is the last of the women who were employed at the Wetherill in the shops during the emergency.

Congratulations to Joseph O'Niell, machinist lathe operator, on the birth of a son on November 26th at the Chester Hospital; Matthew Zanzinger, machinist, boring mill operator, on the birth of a daughter on November

26th at the Osteopathic Hospital in Philadelphia and Burton Leon Vandant, timekeeper, on the birth of a daughter on October 30th at the Fitzgerald Mercy Hospital, Lansdowne.

NEWS FROM THE STOREROOM

By F. Corcoran

Welcome Back! "Andy" DeArmond, after 50 months in the 1225th Service Command Unit, Headquarters Detachment, had a big job at Fort Hancock doing secretarial work for the commandant. Not the least of his duties was directing the activities of 25 WACs in the office. It's no wonder Mrs. DeArmond moved to Fort Hancock so she could keep her eye on "Andy".

"Jack" Donohue, back in the saddle again, after 41 months in the service, 39 of those months overseas. "Jack" was with the 834th Engineers and saw service in England, Belgium, France, Holland, Luxembourg, and Germany. While in England, he was in the midst of all the bombing by the "Luftwaffe".

John Phillips has returned with over 40 months service in the 572nd Bombing Squadron, 391st Group as Staff Sergeant. From England, his squadron went on bombing missions to France, Belgium, Holland and Germany. John was awarded an E.A.M.E. ribbon with 4 bronze stars.

Alexander Zakorchenny is back after 49 months with the 783rd Ordnance Light Maintenance of the 83rd Infantry Division. He participated in

the invasion of Normandy and advanced up to the outskirts of Berlin. Other returned veterans are: J. Gordon, D. Napper, A. Brown, J. Nelson, Z. Bailey and J. Purnell.

"Jack" Himelfarb and his wife are being congratulated upon the birth of a daughter, Anita Lois, on November 19th. Best wishes to mom and pop.

"Bill" Kennedy's son "Bill" came home from overseas and received his discharge. Pop was so jubilant he took his vacation to help "Bill" and the rest of the family celebrate.

Middle Aislars! Dorothy Mundy changed her name to Mrs. Ralph Laxton on November 16th and Dolores Deromedi to Mrs. Walter Zavarich on October 20th.

Congratulations, and it looks as if the other girls in the typist's office have something in the offing too, else why are they going to "charm school" and "cooking school"? Just remember, "Cupid's arrow goes straight with a little aiming".

"Bill" Conner enjoyed a good week's hunting. He bagged two pheasants and four rabbits and darn near a police dog too. Ask "Bill" about this dog which spoiled one of his days.

We didn't hear a word about "Horned Owls" or other queer birds this year. They must have been scarce.

Earl Bennett also took advantage of several weekends to go gunning and we hear that after he got through, there wasn't a rabbit or pheasant left.

FAMOUS DREDGE COMES BACK HOME



BUILT at Sun Ship more than 20 years ago, the Army dredge W. L. MARSHALL has returned to Fort Mifflin bearing a citation for important service in the European war area.

The W. L. MARSHALL had been used to dredge the Delaware river ship channel and was under the command of the Army Engineers. When plans were made for the invasion of Europe, she was requisitioned for use in dredging the harbors and rivers of the occupied countries.

The men of the W. L. MARSHALL have had no picnic since they cleared Philadelphia for the European theatre a year ago last March. On the way over they saw two ships in their convoy sunk in the North Atlantic by German subs, one just astern of the MARSHALL. And in some 16 months since, they have scooped up over 2 million cubic yards of material from the rivers and harbors of England, Scotland, Belgium and Germany, ducking buzz-bombs as they dredged. Of the four Army dredges in the European theatre, the MARSHALL is the only one to have received a unit citation for meritorious service.

Now the ship's unit is being disbanded. The men will go to Fort Belvoir, Va. where after homecoming furloughs, the high-point men will head for terminal leave

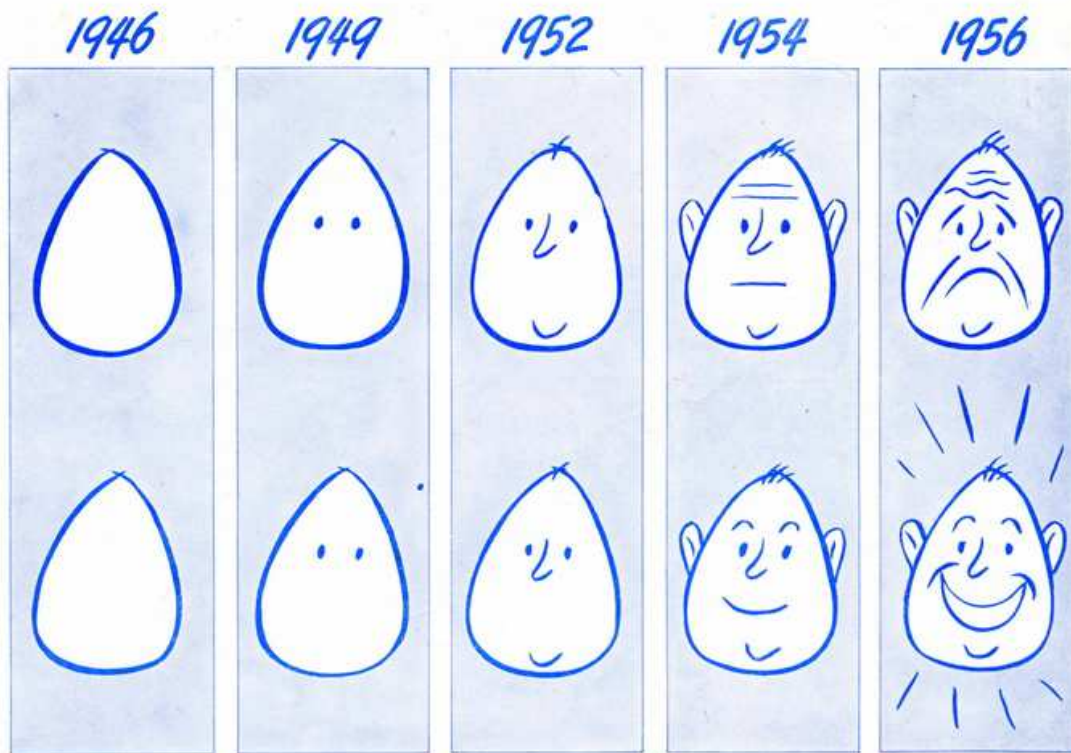
and a discharge. Others will be assigned to new Army jobs to earn their needed points. Then the MARSHALL's own will doff their khaki and go right back to work on the dredge.

First Sergeant William G. Eissler, 25, who wears two battle stars on his ETO ribbon, found life on the MARSHALL far from dull.

"The hottest experience," he recalled, "was the buzz-bombs at Antwerp. We were dredging for deeper draft vessels in the Schelde River, a convoy route for supplying troops on the front. We called the passage 'buzz-bomb alley' because every time the Germans knew a convoy was coming they'd shower us with bombs.

"Doors and windows aboard the dredge were blown out and one time a door landed right in the lap of one of our fellows as he sat in the orderly room."

Eissler told also how the MARSHALL aided in releasing the EUROPA, crack German liner, from her berth at Bremerhaven. They had to dig her out of a million cubic yards of heavy silt to free her for use as a troop transport. The job began shortly after V-E Day and was finished September 2. It was from Bremerhaven that the MARSHALL sailed for home and peace-time service.



Two ways your face can grow in the next few years

USUALLY, our faces show what's happening to us. For instance, suppose financial matters are constantly on your mind.

Suppose you know that there's practically no cash reserve between you and trouble.

It would be surprising if your face didn't show it.

But suppose that, on the contrary, you've managed to get yourself on a pretty sound financial basis.

Suppose that you're putting aside part of everything

you earn . . . that those dollars you save are busy earning *extra* dollars for you . . . that you have a nest egg and an emergency fund.

Naturally, your face will show *that*, too.

There's a simple and pretty accurate way to tell which way your face is going to go in the next few years:

If you are buying, regularly, and holding as many U. S. Savings Bonds as you can, you needn't worry.

Your face will be among the ones that wear a smile.

Buy all the Bonds you can... keep all the Bonds you buy

SUN SHIPBUILDING AND DRY DOCK COMPANY