

# *Our Yard*



SUN  
SHIPBUILDING  
& DRY DOCK  
COMPANY  
CHESTER, PA.

FEBRUARY  
1946

AL  
CLARET

## *President Pew's Safety Message*



**W**HEN the big safety campaign, now in full swing, was inaugurated by Safety Engineer E. E. White, an important message was issued by President John G. Pew. It appears in the booklet handed to the supervising force but because of its bearing on the safety of each employee it is printed in "OUR YARD". It reads:

"I am more than pleased with the results obtained through the efforts of you and your assistants during the past few years. Throughout this emergency, we have had so many men working in the shipyard, who had never been in a shipyard before, that naturally, we had more accidents than we would have had in normal times.

"I hope that you will make arrangements with Mr. Burke and others, to hold a meeting at least once a month to check on our accidents. We will expect the supervisors to attend these meetings, as they are more or less responsible for the accidents in their own departments, or for the accidents to men who come under their supervision.

"All that the Safety Department can do, of course, is to see that we have, throughout the yards and shops, safe working conditions and tools. It is the duty of the supervisory force to see that men under them do everything possible to prevent accidents. When the Safety Department suggests to a superintendent or any other supervisor, that some change be made to improve working conditions, it is definitely up to the superintendent or the supervisor under him to see that these suggestions are carried out, unless he knows of some good reason for not doing so. There are times, while trying to overcome accidents, we make changes which, instead of improving conditions, make them more dangerous.

"The supervisory force should continually tell their employees to be careful at all times to prevent accidents to themselves, as well as to others.

"It is up to the superintendent, or the men under him who are looking after the work, to have a conference with the Safety Department and if they do not agree with the ideas suggested, they should take up the matter with the management immediately.

"We do not want men injured or killed if it can be avoided, as from personal experience I know what it means to be without a father because of an accident."

# ★ NOW THE BOYS ARE COMING BACK ★



**SGT. PAUL E. BURRELL**, who was with the 16th Infantry, was wounded by shrapnel during the fighting in Czechoslovakia. There are 4 bronze stars on his E.A.M.E. Ribbon. Paul is back in 67 Dept.



**JACOB CHAZIN**, who was with the 180th Division, was one of those wounded at Anzio Beach. He served in North Africa, Sicily, Italy and France. He has the Bronze Star Medal, the Purple Heart Medal, the Distinguished Unit Badge, and the E. A. M. E. Ribbon with 5 Bronze Stars. He has returned to work in 34 Dept.



**T/4 ELMER W. EDWARDS**, who took part in the campaign in Italy, is working again in 36 Dept. Wounded last April, he is once more in good health.



**PFC. JOSEPH GOLDSMITH**, who has returned to 59 Dept., was wounded twice during his service in Europe. The first time was at Anzio Beach on the Italian front and the second time was during the Battle of the Bulge when he was struck on the shoulder by shrapnel. His citations include the Silver Star, the Purple Heart Ribbon with 1 oak leaf cluster, the Distinguished Unit Medal and others.



**CORPORAL MICHAEL PISASALE** was in the 589th Field Artillery during the invasion of Germany. He has returned to work in the Sheet Metal Shop.



**EARL D. MOORE**, of the 67th Armored Regiment, covered a great deal of territory during his service on the European front. He was in the invasion of both Sicily and Normandy and was in numerous engagements. He was wounded in January of last year. His E.A.M.E. Medal carries 6 bronze service stars.



**PFC. ALBERT W. DALTRY**, who was wounded during the campaign in Germany, is now back in 59 Dept. His E.A.M.E. Service Medal has 4 bronze stars. He also has the Purple Heart Medal and the new Victory Medal. He resides in Lansdowne.



**JOHN CASSADY**, who was an aviation radioman on the carrier "ESSEX", came back to 36 Dept. after 3 years 2 months service during which he took part in virtually every big campaign in the Pacific. The "ESSEX" has been called the "Fightingest ship in the Navy". It took part in naval battles and joined in numerous invasions. The aircraft of the "ESSEX" destroyed 1531 Jap planes. Her guns sank 25 Jap warships, 86 other Jap ships and damaged 419 more. On November 11, 1943, the "ESSEX" was attacked by 150 enemy planes. It shot down 54 but was hit by the Jap bombers and 21 men were killed.



**SAMUEL H. TRYENS**, who was a chaplain's assistant and who served in the European war area with the Air Force, is now back in 80 Dept. He took part in the invasion of Normandy and participated in campaigns in Northern France and the Rhineland. He was awarded the Distinguished Unit Badge with 1 Oak Leaf Cluster and his E.A.M.E. Service Medal has 6 bronze stars.



**SGT. FRANCIS H. FERGUSON**, who was wounded at Iwo Jima receiving fragments of shrapnel in the shoulder, back and body, has returned to 47 Dept. Sgt. Ferguson's citations include the Asiatic-Pacific Ribbon with 3 stars and the Purple Heart.



## 2 — OUR YARD



(Left) — S/SGT. ARCHIE S. RUSSELL, who was in numerous bombing raids over Germany, recently resumed his old job in 38 Dept. He took part in the battles in Italy, France and the Rhineland and also was in several air combats in the Balkans. His citations include the Air Medal with an Oak Leaf Cluster, the E.A.M.E. ribbon with a silver star, the Purple Heart and the Victory Medal. He was wounded in the left elbow, right leg and body but is now fully recovered.



(Left) — T/SGT. VICTOR J. COPPA, who was with the Air Force in Europe, received a flak wound in the right foot. He took part in the invasion of Germany. Now he is back in 59 Dept. He was awarded the Air Medal with 1 Oak Leaf Cluster, the Purple Heart Medal, the E.A.M.E. Service Medal with 2 bronze stars, and the Victory Medal.



(Left) — T/5 JOHN T. BARRETT came back to 80 Dept. recently having participated in the fighting on New Guinea, Luzon and the Southern Philippines and the Bismarck-Archipelago. He was awarded the Asiatic-Pacific Campaign Medal with 4 bronze stars, the Philippine Liberation Ribbon with 1 bronze star and received other citations.



YEOMAN FRANK WILSON has returned to the Payroll Dept. in the North Yard after serving with the Seabees in the Pacific War Area. This picture was taken on Guadalcanal.



EUGENE D. CONNELLY, who was a Chief Yeoman in the Navy, has been discharged from the service and is now back in the Contract Dept.

Dear Sir:

As you know the war is over and a majority of us can look forward to coming home. I would very much appreciate it if I could get "OUR YARD" booklet sent to me. As my address shows I'm on my home-town ship, U.S.S. CHESTER, which has done a terrific job in the Pacific.

As I understand, we are pulling in to Sun Shipyards for a ship's party. If there is any information on that at the Yard would you please send the booklet as I would like very much to know if my buddies are still working there.

Incidentally, I have spent most of

my Navy career on destroyers. However, in Tokyo Bay I was taken off and transferred to a hospital ship. Then I was assigned to this ship which was engaged in transporting troops home. We are heading for the States now and I am hoping that this is my last trip.

Steven Bakota, F 1/c

PFC. ALVIN GREBEY, Jr. of the Marine Corps, who was seriously wounded during the fighting on Iwo Jima, has been hospitalized in Hawaii. Prior to joining the Marines he was an expeditor in 36 Dept.



CORPORAL JAMES L. YOUNG, Jr., who is in Leyte, formerly worked in 45 Dept. He entered the service October 13, 1944.



S/SGT. MARK ACHEY and SIGNALMAN 3/c RICHARD L. ACHEY, brothers, who formerly worked at Sun Ship, have been released from the service and are back again in the plant. Mark returned to 47 Dept. and Richard to 36 Dept. Mark took part in the invasion of France and was wounded twice. The first time was on Aug. 13, 1944 when he was struck in the arm by shrapnel. The second and more serious wound was Oct. 17, 1944 in Germany when a mortar shell put him out of commission. Former Sgt. Achey put in 4 years 7 months of service.



(Left) — S/SGT. FRANCIS SCHMUCKI, who fought in the Pacific and CPL. JOSEPH SCHMUCKI, who fought in Europe, have been released from the Army and are now working at their old jobs. Francis had been in the service for almost five years while his brother, Joseph, who was with the Air Force Engineers was in two and one half years. The remarkable thing is that neither of them was wounded. Cpl. Schmucki was in the Italian campaign, in the invasion of Normandy, in Northern France and in Germany and there are 10 bronze stars on his E.A.M.E. Ribbon. Francis works in 47 Dept. and Joseph in 36 Dept.



(Left) — CPL. ERNEST CARLETTI, formerly of 47 Dept. and his brother PFC. GABRIEL CARLETTI of 60 Dept., came back to Sun Ship. The former was with the 26th Division and was in the service nearly four years. He fought through the French and German battles without a scratch. Gabriel was equally fortunate. He served in the Italian, French and Rhineland campaigns. Another brother, Louis, was not so lucky. He was badly wounded in the shoulder during the battle of the Bulge. Louis was formerly in 33 Dept. A fourth brother, Samuel, was wounded during the fighting in Italy.



FORMER SERGEANT LEROY WILLIAMSON has returned to Sun Ship in 59 Dept. He went into France on invasion day.



FORMER SGT. ELLIS E. MILES, of 36 Dept., put in nearly 3 years fighting in North Africa, Sicily, France and Germany.



SGT. ALBERT E. GAMBLE, who was wounded at Luxemburg in December, 1944, has come back to 75 Dept.



FRED H. RUZZO, who recently returned to 47 Dept. after long service on the European front, was wounded twice.

Know Your  
Fellow  
Workman

## WHEN A SHIP NEEDS A FRIEND—Call Repair Mechanics, 36 Dept.

**O**NE department of the shipyard has gone along its careful and methodical way during the hectic war years without publicity or first page mention. The Repair Machinists have plugged ahead, not having made any claims for medals since this particular group of men used the same ingenuity and effort as has always been required of them in normal times.

Even in peace times, when the Repair Machinists are called on a ship, she is already in difficulty. To set her right the men must use all the "savvy" that comes of years of experience. So, when the war broke, and vessels came to the yard shot up, torpedoed, or broken down, the repair gangs took all this in their stride. Our men have been called out to supervise break-down repairs as far away as Panama and California.

Remember the "OKLAHOMA" with a torpedo in her engine room? What a mess! To save time, while the vessel was lying at South Chester Tube Dock awaiting drydocking, Chief Dave Moorhead took a float down the river and pushed it through the hole in the shell, removed hundreds of machinery parts onto the float and towed them up to the shipyard for rebuilding and repairing. Thus, when the vessel was finally drydocked, the machinery parts were ready for installation and did not hold up the ship.

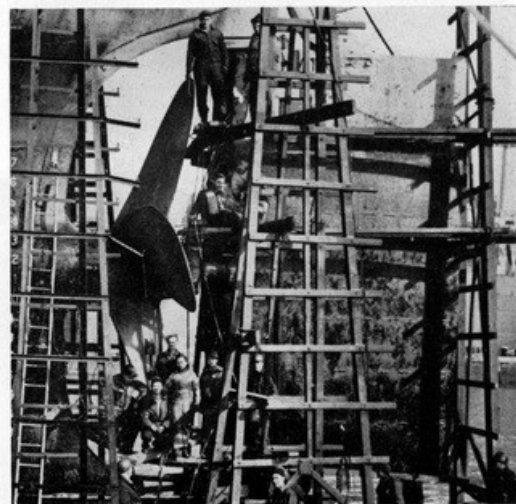
Remember the "FLORIDA"? Torpedoed in the engine room, stern frame and rudder gone, vessel almost broken in half! Valves, fittings, parts of pumps, winches, dozens of various units were all removed from the ship and spread out over the area just north of the drydocks. Canvas tarpaulins were stretched on poles to keep the weather off the men and all the parts were overhauled in the open. This area was called Moorhead's Acres.

Men were put to work who had never before seen a ship, some of our Chinese friends being in this group. Each one had his part to do and with a mini-

mum loss of time, units were salvaged, cleaned and repaired and all reinstalled in the ship.

Remember the Italian sabotaged ships? Tail shafts, crank shafts and other damaged parts so large and massive that you won't believe they had been hack-sawed by hand power. The crews must have worked for months ruining parts so that if the machinery were started, they would have broken, not only damaging the vessel, but perhaps killing many men. Every part of the ship had to be diligently searched and examined to find where she was sabotaged and how much.

Here was a task where experience on repair work was of the utmost importance. And, when all the repairs had been supposedly completed and the gang was ready to run a dock trial, one of the men found the beam driving the air pump had been sawed almost through and filled with buff colored putty to conceal the saw slit. If this had not been discovered, serious damage would have occurred



GROUP OF MACHINISTS attached to the Repair Dept. are shown installing a wheel on the ESSO ROCHESTER which came to Sun Ship for a job of overhauling.

when the engines were turned over, further delaying the vessel another two weeks or more.

These ships were eventually finished in very quick time and put in operation. River trials were run by our own gangs and the vessels took part in the Normandy invasion, delivering vital cargoes and finally becoming a part of the protective break-water in that operation. It is a great satisfaction to know that we of the repair machinist gang have used the knowledge we have accumulated in the past to help in such times as we have gone through.

One of the time saving items in the repair field is attributable to the welded designs instituted by the new construction departments. As an example of quick repairing, consider a torpedoed vessel wherein the bedplate of the main engine is damaged. The new design of welded bedplate can be readily repaired by burning out the damaged portions and rewelding new sections. If the bedplates were of the old cast type, three or four times as long would be required to make the repair.

This kind of short-cut has been used wherever possible during the war period, discarding the older methods and devising new and quicker processes. This approach to a job is not new, however, as the repair gang has always been on its toes to lessen the cost of repair work and yet produce an effective job, thus maintaining our position in a highly competitive field.

Further evidence of this attitude toward our work is all around us; for instance the novel and very individual tools and devices that can be found in the "Repair Shop". This "shop" is an old wireless house or shack removed from a ship. Instead of being scrapped it has been set up near Mr. Moor-

head's "main office" and in this shack can be found devices that would warm the cockles of an inventor's heart.

Of course credit must be partially given to the suggestions received from Mr. Mackie's Guarantee Engineers who have always cooperated in new and quicker ways for doing practically "anything". In truth the "Repair Shop" sometimes called the boring bar shed, contains so many things that the men jestingly assert the door is locked to prevent Mr.



(Top) — **REPAIR MECHANICS, 36 DEPT.** shown in this picture represent the First Shift. Left to right, front row: G. Copetalli, T. Pilkington, A. Zardus, J. Laverty, W. Donnelly, R. Wyatt, L. Field, M. Kotwick. Middle row: O. Lyons, L. Straehle, E. Stipe, F. Ward, J. Williams, G. Millaway. Top row: S. Busz, E. Ward, J. Nespoli, H. Walters, T. Simpson, M. H. Bailey, J. Smith, E. Proth, R. Woods, A. Lilley.

(Bottom) — **SUPERVISION FORCE** of the Repair Machinists, First Shift, are shown here. Left to right, top row: S. Avello, J. Gilmore, J. Kaminski, J. McDonald. Bottom row: I. Kitto, J. Koszalin-ski, D. Moorhead, A. Stevensen, C. Evans, W. Dean.

Ford of the War Shipping Administration from trading on our secrets.

Enough for the lighter side of machinery repairs!

We do not mean to boast. We have no illusions as to our importance. We have only tried faithfully to take our small part in a gigantic undertaking. And we have the satisfaction of knowing that we did just that. Many of our gang and many of our sons were and still are in the fighting services. We could do nothing less than our full part.



# SUN SHIP'S SUPER-SAFETY DRIVE



VICE PRESIDENT RICHARD L. BURKE addressed the supervisors at the initial meeting staged by the Safety Dept.



ALTON A. NORTON, Superintendent of Hull Construction, makes an earnest plea for safety throughout the plant.



GEORGE D. CARNEY, Superintendent of Engineering, explains how accidents may be reduced throughout the plant.



(Top) — ONE OF THE MEETINGS held in the Central Yard.

(Bottom) — FOREMEN, ASSISTANT FOREMEN, LEADERS and others representing supervision listen attentively as the Sun Ship drive for increased safety gets underway.



# THEY HELP TO GET OUT PAY CHECKS

**T**HERE are many pretty and intelligent girls in the Payroll Dept. and there are alert, busy men; all intent on seeing to it that the checks of the thousands of Sun Ship employees are accurate and are sent out promptly.

Many of these employees have been connected with Sun Ship for considerable length of time and

under the direction of David R. Owens, Jr. the various groups in the North Yard Office building hold high ratings in the Shipyard.

On this page are reproduced three of the groups in the department and with them some of the large tabulating machinery and other mechanical equipment required.



## TABULATION STAFF.

Left to right: Laura Miklasz, Dot DeFrancisco, Helen Hury. Standing: George Gallagher, John Williams, Nate Weiner, Neil Jamieson, M. Gordon (Leader), Fred McKanna, Carl Flammer, John Day, William Harkins, Ann Landino, Ida DiPietro, Mary Kupsick.



## DISTRIBUTION

**CLERKS.** Left to right, front row: Phoebe Jobson, Mary Logue, Jean White, Alice Chadwick, Doris McKenney, Vera Burch. Back row: Kathryn Coonan, Mary Leary, Esther Strom, Frances Deasey, Elizabeth Kilfara, Ann E. Russell, Eleanor Cawthorne, Jerry Bruggeman, Mary Corcoran.

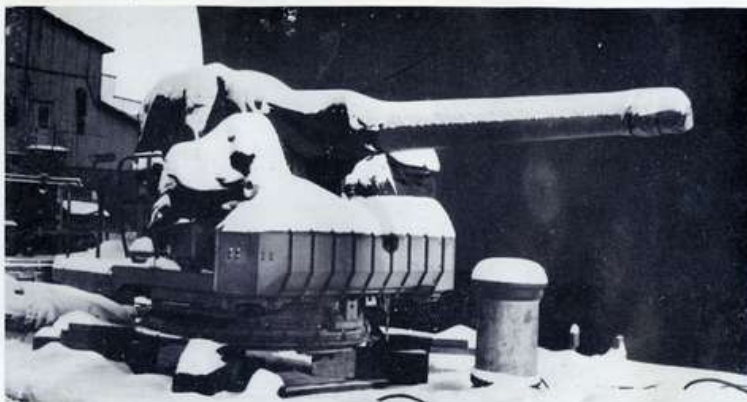


## KEY PUNCH OPERA-

**TORS.** Left to right, bottom row: Lillian Robbins, Marian Taylor, Florence Zola, Marian Nessanthaler, Angie Eden, Rose Merletti, Peggy Tracy. Top row: Mary Waddell, Pat Creilly, Margaret Gallagher, Marge Kromer, Gloria King, Peggy McKinney, Ann ElPaso.

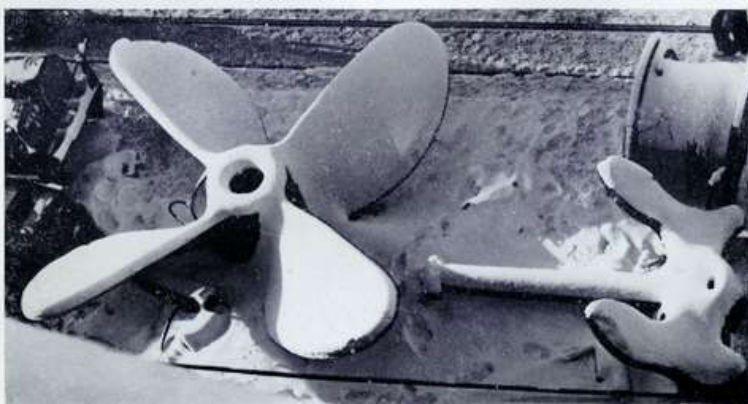
## Winter at the Shipyard

**SILENCED THROUGHOUT THE WORLD.** This gun was taken from a disarmed tanker.



**AMID ICICLES AND SHIPS,** Sun Ship keeps up its schedule.

**WITH A NEW COAT OF SNOW,** these parts are waiting their turn on the production line.



## And a Merry Christmas To All

**T**HE first Peace-time Christmas season in five years was celebrated at Sun Ship with the warmth of former years. Christmas trees and other decorations came back to the Yard. Yuletide songs, hymns and carols were broadcast over the public address system.

While the plant was closed on Christmas Day, the spirit of goodwill and gladness swept through all departments on Monday afternoon and continued until the New Year arrived.

President John G. Pew spoke to the employees at the Wetherill Plant at noon the day before Christmas. Vice Presidents Burke and John G. Pew, Jr. also addressed the men. When the second shift went on duty, President Pew delivered his Christmas greeting to all the employees over the public address system.

On this and other pages, "OUR YARD" presents photographs of Christmas trees in many offices.



**PRESIDENT JOHN G. PEW** addressing Wetherill Plant workers the day before Christmas. He also spoke to the workers in the Shipyard over the Public Address System.



(Top) — **MARITIME INVENTORY AND SURPLUS.** Left to right, seated: George R. Chappell, Gertrude Gillespie, Charles McFadden. Standing: Julius Jacobstein, Betty Ferguson, Lottie Polasky, Gilbert Passmore, John Oberdorf.



(Middle) — **PURCHASING DEPARTMENT.** Left to right, seated: H. W. Scott, Doris Cowan, Ruth Shull, Gloria D'Amato, Mary Drinnan, Ivy Esnouf. Standing: Mary Haley, Helen Kelly, Dorothy Smith, Helen Shallett, Elsie Stott, Edith White, Lillian Ruark, Peggy Jones, M. M. Paxton, Adelaide Cehyra, Dorothy Clark, Jessie Stiles.



(Bottom) — **ACCOUNTING DEPARTMENT.** Left to right, front row: Bertha Ferguson, Naomi Ingram, Margaret Desmond, Nellie News. Second row: Janet Mentzer, Mary H. Durburrow. Back row: Jack Burgess, Carl Anderson, Irene Butler, Harry Worrall, Carrie Massey, G. D. Landing.



# CHRISTMAS COMES BUT ONCE A YEAR —



**HULL DRAFTING DEPT.** Left to right, front row: Misses Lindsay, Fryer, Lamb; Mr. Hudson, Naval Architect; Mr. Roeske, Ass't Naval Architect. Second row: Messrs. Dunion, Burkey, Ewing, Springer, Surma, Darby, Booth, Collison, Chief Draftsman; Messrs. Hoskins, Joyner,

McCauley, Salerno. Third row: Messrs. Wilkie, McDermott, Wallace, Karlsson, McInnis, Bowers, Joyce, Filliben, Fisher, Moss. Back row: Messrs. Bierling, Ives, Evonsky, Slaven, Lanza, Corbalan, Clark, Perkins, Hall, Hallman, Proctor, Nieland, Gross, Pavlik, Sloan, Stevenson.



(Top) — **GIRLS OF THE BILLING DEPARTMENT.** Left to right: Mary Carroll, Elsie Long, Alice Beaumont, Edith Rankin.



(Middle) — **STENOGRAPHIC DEPARTMENT.** Left to right, front row: Anna May Sulger, Doris Bothwell, Dorothy Boulden, Marian Parker. Back row: Dorothy Lear, Jane Roberts, Doris Vail, Alice Neeson, Arline Kerry, Helen Scott and Jean Reilly.



(Bottom) — **ORDER DEPARTMENT.** Left to right, front row: Charlotte L. Young, Neil L. Jamieson, Della M. Yarnell, Elverna B. White. Back row: Jeanne B. Walters, Edna S. Clayton, Mary C. Perry, Fay A. Johnson, Jeanne E. Hankins, Gloria E. Florito.

# AND WHEN IT COMES IT BRINGS GOOD CHEER



(Top) — **ENGINE DRAWING ROOM.** Left to right, seated: Anne Smedley, Thelma Collison, Mrs. Lillian Gagner, Florence Montgomery, Anne Marshall, Nadia Slack, Thelma McCoy, Mrs. D. Esposito, Gloria Mancini, Mrs. A. Soling. Standing: Fred Klein, E. Wirtsen, Fred Beck, James Barrance, A. Bosshardt, Dudley Preston, Paul Andrine, Robert Shaw, John Humma, Earl Broomall, Earl Dague, Paul Vermont, Arthur War-

ner, John Brientnall, Harace Bryson, Clarence Carey, J. Gordon McConechy (Chief Engineer), Melvin Wardell, Morris Potts, Carswell McGrainer, Allen Moyer, Eleanor Maga, John Aitken, Kathleen Devine, Mrs. Irene Goney, Eunice Clark, Robert Wright, Anna Sawka, Ralph Entriken, Harriet Ford, William Burns, John Sweeney, Wilfred Martin, Herbert Verhey.



(Top) — **BOND AND STORES DEPARTMENTS.** Anna Muletti, Mary Ferry, Rose Pizzano, Doris Moretti, Ann Fleitz, Marion Ebright, Alva Kallenbach, Mary Jane Ryan, Ethel O'Neil, Eleanor Leonard, Mary Pilson, Edna Murphy, Gertrude McGeehan, Velia Damico, Lillian Pennington, Mabel Emmott, Hilda Powers, Virginia Osman, Doris Howard, Clytus Blake, Helen Garvey, Mary Drulyk, Dora Messick, Ruth McKinstry, Sara Roder, Jane Heavy, Hilda Gay.

(Bottom) — **PAYROLL DEPT.** Vetora Merchandante, Betty Butler, Mary Bocella, E. W. Bauman, David R. Owens, Ethel James, Geneva Wizamurski, Vera Burch, Helen Taylor, Mary Leary, Marge Kromer, Maggie Gallagher, Ann Landino, Julia Horn, Judy McCarthy, Elaine Glind-

myer, Edna Mao Emery, Mildred Brauer, Marie Moran, Crisnla Skidas, Katherine Lord, Emma Kummerer, Kathryn Coonan, Dorothy DeFrancisco, Kathryn Laner, Peggy McKinney, Gloria King, Anne Elpaso, Sue Witmer, Marion Nessenthaler, Doris Gallagher, Frances Deasey, Doris McKenney, Betty Kilfara, Lillian Robbins, Mary Waddell, Marian Bradshaw, Bertram Bradshaw, Peggy Tracy, Al Plough, Marian Taylor, Mary Kupsick, Clayton Robinson, Angie Eden, Alice Chadwick, Pat Corcoran, Mary Logue, Ellen Kelley, Phoebe Jobson, Frank Starr, Rudolph Weber, Sam Henderson, Diana Rolfe, Helen Hury, Sally Suidowski, Esther Strom, Jean White, Robert Shenkel, Fred McKanna, Mary Pedante, George Gallagher, Milton Gordon, John Day, Eugene Conally, Nina Raefaelle, Frank Wilson, Al Gross, Florence Zola.



Left to right: F. Ives, 47-2809, 23 years; Vice President Burke, and Archie Brown, 8-3, who received his 40 year service gift.



(Top row) — Left to right: C. Davis, 45-53, W. Rattig, 66-65, C. Middleman, 8-213, (Mr. Burke), M. Merrill, 47-46, H. Mason, 58-12, M. Orice, 58-51, L. Bruggeman, 33-84.  
(Bottom row) — Left to right: C. Jagiowski, 47-256, S. Rindley, 30-99, A. Bowler, 30-2131, (Mr. Burke), W. Vogel, 47-2838, A. Alenski, 47-47, L. Miller, 58-29, P. Gains, 42-214.

## DECEMBER SERVICE AWARDS

ADDRESSING a large number of employees who were awarded service pins in the month of December, Vice President Richard L. Burke congratulated the Sun Ship workers on their long association with the company.

"You oldtimers deserve special commendation because we owe you so much due to your experience and training. You have guided the thousands of workers who came to Sun Ship and you helped us to attain the high production of ships during the war period.

"I have been informed by the Maritime Commission that operators of tankers asked that they be given Sun-built ships. This is a tribute to each and every one of you."

Archie Brown of the Wethill Plant was the outstanding employee to receive an award, having a record 90 years of service at the Plant.

### DECEMBER 1945

40 Years	8-114	10 Years	J. Matland
Archie Brown	8-113	J. Duffy	8-239
25 Years	33-74	C. Middleman	8-213
91-429	33-75	J. Miller	33-74
30-5	33-81	J. Joffe	33-81
47-2809	33-82	R. Wolsky	33-82
GALAXY ROSS	33-83	E. Bruggeman	33-83
34-771	33-84	L. Peters	33-84
34-771	34-54	J. Bucklow	34-54
34-771	34-771	S. Poteraki	34-771
34-771	34-771	C. Gilson	34-771
34-771	34-771	F. Thompson	34-771
34-771	34-771	W. Goss	34-771
34-771	34-771	C. Davis	34-771
34-771	34-771	J. Bradford	34-771
34-771	34-771	H. Hanson	34-771
34-771	34-771	J. Waddell	34-771
34-771	34-771	O. Elrod	34-771
34-771	34-771	C. Salsgowski	34-771
34-771	34-771	W. Vogel	34-771
34-771	34-771	E. Lord	34-771
34-771	34-771	J. Burke	34-771
34-771	34-771	H. Hanson	34-771
34-771	34-771	J. Wagner	34-771
34-771	34-771	J. Gorman	34-771
34-771	34-771	G. Rytke	34-771
34-771	34-771	M. Gorman	34-771
34-771	34-771	C. Fabela	34-771
34-771	34-771	L. Shiner	34-771
34-771	34-771	W. Rattig	34-771
34-771	34-771	A. Deven	34-771
34-771	34-771	J. Magabek	34-771
34-771	34-771	B. Kautler	34-771
34-771	34-771	A. Gable	34-771
34-771	34-771	A. O'Connor	34-771
34-771	34-771	E. Baker	34-771
34-771	34-771	R. Thompson	34-771



(Top row) — Left to right: J. Hamilton, 8-21; J. Brunsell, 58-115, (Mr. Burke), A. Ingleson, 78-65, O. Lloyd, 47-273, D. Chase, 94-45, C. Brown, 58-122, A. Deven, 68-8-8.  
(Second row) — Left to right: J. Duffy, 8-239, H. Hanson, 47-189, (Mr. Burke), J. Gorman, 34-54, J. Miller, 33-74, R. Wolsky, 33-81, J. Joffe, 33-75, J. Magabek, 46-125.  
(Third row) — Left to right: J. Taylor, 34-20, L. Peters, 33-3020, (Mr. Burke), B. Kautler, 78-127, R. Shomaker, 34-2223, J. Bucklow, 34-54, J. Rattig, 33-337, J. Waddell, 47-271.  
(Bottom row) — Left to right: H. Hanson, 34-49, J. Ford, 65-73, (Mr. Burke), J. Bradford, 47-184, A. O'Connor, 64-54, R. Baker, 54-66, G. Fabela, 39-5146.



# VETERANS RETURN TO SUN SHIP

**S**HORTLY after Pearl Harbor hundreds of our boys felt it was their duty to join the fight against the common enemy. Many of them enlisted hardly before the signatures on the Declaration of War were dry.

When the draft got into full swing thousands more of Sun Ship men were inducted. Our losses were particularly heavy in 1943 and 1944.

Now the boys are beginning to come back!

More than a thousand Veterans have returned to their old jobs at Sun. We are currently reemploying our veterans at the rate of about 100 to 125 a week.

Our boys represent a cross-section of all the armed forces. The highest ranking officer to return so far has been a Captain in the Marines. We have also had a Lt. Commander in the Navy return to his job as a Machinist. Most of the boys are enlisted men.

The average veteran applies for his job after he has been home about two weeks. We have had some boys wait a full 90 days, others apply the day following their discharge.

The veteran who wants his old job back applies at the Employment Office with his honorable discharge. The law states that he must have an honorable discharge, must be able to return to the job he left and must apply for his job within 90 days. If the veteran fulfills these conditions he is returned to his job.

Mrs. Marian Fahey interviews the veteran and



MRS. MARIE POWELL handles all of the data on the returning veterans. Sun Ship has a photostat of the discharge of each one of the boys released from active service.

gathers all pertinent information regarding his former employment here and his military record. John G. Pew, Jr., Vice President in Charge of Personnel, welcomes the boys before they report for work.

The veteran then takes his physical, is photographed and finger printed and assigned as nearly as possible to the job he left.

Our veterans all agree on two things:

They are very happy to be home and glad to return to Sun Ship.



RETURNING VETERANS assemble at the Employment office in large numbers daily, ready to return to their former jobs.



ALBERT F. BELL of the Personnel Dept. addresses ex-servicemen who are returning to Sun Ship.

**MATTHEW J. ZABITKA**, S 1/c, formerly of 47 Dept., has been discharged from the Navy after serving in the Pacific. He was a member of Admiral Mitcher's Famous Task Force which raided Tokyo.

**T/4 ARTHUR ROBINSON, JR.**, is now out of the armed service after serving in the Pacific. He went through the Luzon campaign and then took part in the attack on Japan. He was formerly attached to 36 Dept.

**CPL. JOHN S. GIBBS** of Chester, another former Sun Ship employee, is now out of the armed service. He was trained in the electrical work in the Air Force ground crew.

Among those who returned to Sun Ship recently are the following veterans with long service in the fighting forces.

**Entered Disch.**

33-600	John O'Brien	2-17-41	12-7-45
34-545	Edw. Bailey	2-17-41	11-27-45
34-846	E. J. Lavell	2-14-41	11-17-45
45-242	M. Meyer...	3-12-41	11-30-45
59-495	P. M. Seveck	4-25-41	12-10-45
47-661	M. P. Achey	3-12-41	10-19-45
40-2567	J. Goodyear	5-8-41	12-7-45
33-385	Wm. Cloud	6-9-41	11-23-45
58-115	S. S. Sadvari	7-14-41	10-15-45
30-2144	F. Murphy...	10-20-41	12-3-45
75-543	A. Gamble...	11-19-41	12-4-45



(Top) — MRS. MARIAN FAHEY interviews Joseph King and gets a complete history of his war record.

(Middle) — JAMES W. SPEARS also checks his service record with Mrs. Fahey.

(Bottom) — WILLIAM R. ARMSTRONG, who left the Carpenter Shop and enlisted in the Army talks with Eugene Vickers, Jr. about his war experiences. On his E.A.M.E. Ribbon there are nine bronze stars. S/Sgt. Armstrong was in the Air Corps and his missions carried him over practically all Europe and part of Asia.



### NEWS FROM THE STOREROOM

By F. Corcoran

**W**ELCOME back. Ralph Jones, after 36 months in the Army, served with the 9th Air Force 46th Mobile Communications Squadron and spent 18 months overseas in Europe. He saw service in Belgium, Holland, France and Germany.

Harry Ellis, who spent 42 months in the South Pacific, was communications Section Chief in the 22nd Bomb Group, 33rd Squadron, "The Red Raiders." His group was active in all major actions including Okinawa.

Sam Tryens, with 42 months service in the Air Force, was stationed in England and was right in the midst of the air raids. His branch of the service was particularly adaptable to Sam, who acted in the capacity of "Sky Pilot", being a chaplain's assistant.

Jack Barrett, who was with the 16th Signal Operation Battalion, saw 37 months of service in the South Pacific. Jack was in the engagements against New Guinea, Leyte, Luzon and finally ended up in the conquered land, Japan.

The following boys saw active service in the various theatres of war: J. Bezold, H. Cranmer, K. Mullen, H. Pierce, P. Harris, R. Browne, V. Oliver, H. Beauford, C. Ogletree, W. McIlhiney and F. Lee.

Odds and Ends. It has been reported that "Itchy" Ray Turner is going in the bee business.

If anyone has any carrier pigeons for sale, see Frank Thompson.

Phillips — cigar; Cigar — bust; Charnock — dust. Intentions good; result surprising. The question is, how did Charnock get the cigar?

Bert Cagle has a stool with an adjustable seat. When we went to school the stool in the corner had no adjustable seat.

Well Christmas produced at least one diamond ring. We understand that Santa Claus presented Toni Cornacchia with a beautiful one. Good luck.

Dolores Zavarich has been made very happy with the news that her hubby will soon be discharged from the service.

Mary Murray did so much celebrating on the return home of her brother from the Army, that the excitement proved too much for her, but she said it was worth it.

Earl Hartman, while going home from work January 2nd, was struck by an automobile and sustained a broken collarbone and concussions. He was taken to the German-town Hospital and we understand he is improving nicely.

We were sorry to learn of Jim Toumey's illness. While visiting relatives in New Jersey on New Year's Eve, Jim

### "SANTEE" REFUELS SHIP IN STORM



Dear Mr. Pew:

In our last mail call, I received the October, 1945 edition of "OUR YARD" from my brother-in-law, C. R. Van Scyoc, who used to be an employee of Sun Ship. I, too, used to be a pipefitter's helper in the Central Yard. My brother-in-law was a welder in the North Yard. My attention was called to the article written by two sailors in Guam about the S.S. SANTEE. I want you to know I have had the pleasure of seeing her; in fact, my ship operated with her in the Inland Sea around Honshu. We were on a search operation along with the other carriers — Makin Island, Suwanee and the Lunza Point. We were at sea for about 7 days and our fuel was getting low so the SANTEE offered to refuel us while underway.

Well, the sea was very rough and if you have ever seen a destroyer escort you can imagine what a time we had. We got along the starboard side of the SANTEE and got the fuel line over but the sea kept bouncing us around so much that both fuel lines parted but we had taken on enough fuel by then to last us another day. The SANTEE can still serve her old purpose as a tanker even if she is now a carrier and a good one too.

I am enclosing a picture taken while we were along side the SANTEE refueling. If you print this in "OUR YARD" will you please send me a copy.

GEORGE L. KNEPP, Cox.

took sick and has been confined to Mt. Holly Hospital. We hope it is not serious, Jim, and wish you a speedy recovery.

Bob Tyson spent the Christmas holidays with his family in Carbondale, Pa.



## AIDS SAFETY CAMPAIGN



**SAFETY ENGINEER E. E. WHITE** outlines the big Safety Drive at a series of meetings held in late December.



**SUPERINTENDENT JACK BAIR** of the Second Shift addresses a group of foremen, assistant foremen and leaders.



**DON SIDLE** of the Safety Dept. supplies statistics on accidents during the World War period.

## Tribute to "Al" Burfeind



**KNOWN PERSONALLY TO THOUSANDS OF SUN SHIP EMPLOYEES**, Alfred G. Burfeind, of the Personnel Department, left the plant to return to the commercial field. His going was received with regret. An unusual tribute came in the form of a poem by his associate, Albert F. Bell with illustrations by Parker Kilvington, cartoonist. One hundred friends of "Al" signed the literary production which was framed. The presentation took place on January 15. At the same time a leather traveling bag was presented to the Personnel Official by John G. Pew, Jr.

**CHARLES W. PECKWORTH** of 55 North Brighton Avenue, Kirklyn, Upper Darby, was recently appointed Assistant Field Director for the Amer-

ican Red Cross and assigned for duty to Fort Knox, Kentucky. A veteran of the First World War, he was clerk in the Tool Room before entering the Red Cross.



THE CHRISTMAS TREE in Personnel and Public Relations was decorated by Miss M. Scott.



News of the death of **HORACE B. SIMON** of the Wetherill Plant was received with sadness by his many friends. Struck by a train early on January 5th, he was instantly killed.

He was employed in No. 8 Dept. on the second shift, and had taken a train for Darby shortly before 1 a.m. It is believed he fell asleep and when the train stopped at Academy, he got off under the impression he had reached his station. Thus, he decided to walk the short distance to Darby, on the track. He was struck by a fast train.

Horace B. Simon was a brother of Harry L. Simon, Secretary to Vice President Burke and resided with his mother, Mrs. Myrie E. Simon at 305 S. 4th Street, Colwyn. He is also survived by his sister, Mrs. Fred P. Klein, of Collingdale. His funeral was held Wednesday, January 9th at 2 p.m.

## \$9,541,578 WAR BOND PURCHASES IN 1945

By William Craemer

**B**OND purchases by Sun Ship employees totalled nearly \$10,000,000. in 1945. The actual amount was \$9,451,578.00; representing cash and payroll deductions. All of those who invested in War Bonds and who helped Sun Ship to reach this high figure are to be congratulated.

In addition to buying War Bonds, the Sun Ship workers contributed liberally to the Red Cross and the Community Funds. The Company and the Employees gave \$75,000 to the Red Cross. The contributions to the Chester Community Fund and War Chest reached a total of \$124,000.

In all of these patriotic campaigns, Sun Ship held a high place in the Delaware County industrial district.

I would like to reiterate my plea to our workers to retain the bonds they have purchased. With each passing year these War Bonds will increase in value. Look upon them as an investment. Most of our Sun Ship employees invested in War Bonds through the payroll deduction plan. The Treasury Department asked that our workers consider these deductions as part of a saving fund. Don't sell your War Bonds. Keep them till they reach maturity.

The Treasury Department has announced that the Savings Bonds program will be continued. It states:

"No great public drives are contemplated, nor are definite plans for state quotas as yet in the making. It is felt, however, that standards of performance will be devised whereby the various states can determine how successfully they are carrying over into the postwar the momentum of the War Savings program.

"The validity of this program is obvious. The Treasury will still need money to meet its commitments of government expenditures and refinancing. The newly-created and stepped-up savings habits extending over a wide cross section of our people have so improved the general economic condition of these people as to represent gains that should be effectively consolidated.

"To these tangible factors should be added the intangible good contained in the holding of government securities by many millions of people."

Finally, it should be remembered you will receive 2½% interest if the bonds are held to maturity, whereas savings accounts will give you only 1% interest or less; and if money is absolutely needed, bonds can be cashed as easily as drawing the money from a savings account.



## SAFETY LEADERS OF 1945

The honor of holding the best safety record during the year 1945 was shared by the Pattern Shop at the Wetherill Plant and 74 Department. Neither department was charged with a single lost-time accident.

Using the frequency with which accidents occurred as a yard stick,

the other departments finished in the following order: 51, 33, 30, 8, 34, 81, 69, 67, 30-S, 59, 34-P, 65, 58-R, 34-C, 45, 42, 36, 46, 47, 4, 66, 30-B, 55, 68, 60, 75, 58-E.

From the severity angle, i.e., the number of days lost for each thousand manhours worked, 51 department again pushed the Pattern Shop

and 74 Department for top honors. The positions of the other departments follow: 81, 4, 80, 34-C, 30-S, 69, 67, 45, 33, 34-P, 55, 36, 42, 60, 65, 58-R, 59, 30-B, 46, 66, 47, 8, 68, 58-E, 75, 84.

Among the Production Divisions, the Wetherill Plant set the pace for the smallest number of accidents.

## Junior Members of the Sun Ship Family



**JUDITH ANN SCOTT**, 6 months old, is the daughter of Mr. and Mrs. Stanley S. Scott, Jr. of Ed-dystone. Mr. Scott has just recently returned to 91 Dept. after serving in the U. S. Navy.



**RALPH HEISNER**, 3 years and his sister, **SUSAN HEISNER**, 6 months are the children of Mr. and Mrs. Ralph Heisner. The father has been employed in 36 Dept. for 9 years.



**"WINKLE" THORNE**, 3 month old daughter of Mr. and Mrs. Howard Thorne. The father, Pvt. Howard Thorne, formerly of the Pipe Shop, is now in Japan. He has drawn numerous war sketches for "OUR YARD".



**BARBARA ANN WITKOSKI**, 9 months old, is the niece of Eleanor Coveleski of the Contract Department.



**EARL ANDREWS FLACK**, 8 months old, is the son of Earl L. Flack of 36 Dept., Central Yard.



**CARL J. SAALBACH, 3rd**, 9 months old, is the nephew of Dottie Shindell of the Contract Dept.



**JOSEPH SQUITIERE, Jr.**, 18 months, is the son of Mr. and Mrs. Squitiere of Wayne. Mr. Squitiere is a leader in 33 Dept.

### 36 MACHINISTS By Dick Clendenning

**W**E wish to extend our deepest sympathy to Dry Dock's John Lankford, whose father-in-law recently passed on. This was the third death in John's family in a six week period. We hope that the future holds more happiness and less sorrow for him and his family.

We also wish to extend our sympathy to Jack Stevens, Boiler Shop tool crib attendant, who recently lost his brother.

We were sorry to learn that our friend and former apprentice, young Palmer, who was wounded while serving our country, is now hospitalized at the Philadelphia Naval Hospital. We sincerely hope that his recovery will be speedy and complete and that he will be back in the fold real soon.

Chemical researchers hereabouts are in for some real competition in the near future. Johnny Lawrence, former machine tool instructor, has decided to enter this broad field and may be seen any old time with a sheaf of notes, a book and a far away look in his eyes. He has already made tremendous strides with the various formulas, mixtures, compounds, etc. and from where we stand it looks as though we have the makings of a chemical engineer right here in our midst.

Earl Houtz and Benny Smith, two old-timers of the shop, recently left us to go in search of greener fields. We miss them both very much and they take with them all our good wishes for success wherever they may go.

When any of you fellows get out

the wrong side of bed or the good wife burns the toast whereby a grouch is generated, just stop over by the bench and get an eyeful of that ever-present and contagious smile of John Wegmann's and all the clouds will vanish, pronto.

Have you noticed the smile of satisfaction and contentment on the face of Lu Messick now-a-days? Lu is feeling much better now that the size of his brood is getting back some where near normal. At the time of going to press, Lu has about 25 apprentices in the fold again who have been serving our country in all branches of the service and Merchant Marine. He is very proud of these boys and is doing everything in his power to help get them back in the groove again. Nice going Lu, and good luck.



## WELDERS ON THE SHIPWAYS

We present the assistant foremen and leaders of 59 Dept. who handle the new work and repair jobs and who are important factors in the high efficiency of Sun Ship.



(Top) — **SUPERVISORS ON SHIPWAYS.** Left to right, front row: J. May, clerk; W. Raush, leader; A. Pilachowski, leader (60 Dept.). Second row: M. Eledge, leader; E. Rogere, assistant foreman; Bill DeLoaf, assistant foreman; A. Semeister, leader; W. Wilen, leader; W. Guiberson, leader; F. H. Martin, leader (60 Dept.); C. Crow, leader. Third row: H. Sweeney, leader; H. Davis, leader; A. Wright, leader; W. Schmidt, leader; J. Yagle, leader; L. Specht, leader; G. Allen, leader; (standing) J. Blythe, leader. Top row: O. Parker, leader; Bill Hearn, assistant foreman; H. Witman, leader (60 Dept.); Al Wagner, assistant foreman; E. Palo, assistant foreman; O. Dent, leader; R. Hauer, leader.

(Bottom) — **WET BASIN.** Left to right, front row: C. DeTullee, leader; G. McDonald, leader; B. Crooks, assistant foreman; R. Liebeskind, leader; P. McCarron, assistant foreman. Back row: A. DeCarlo, leader; J. Rickey, leader; P. Kile, leader; G. Berckman, leader; A. Sherrer, leader.



**SUPERVISORS** checking in at a safety meeting. Sheldon Crawford of the Safety Dept. handled the list.

## "THE GREEN HORNET" 66 DEPARTMENT

By Lester Shiner

Pierce Embree, that genius, wizard and all capable man in F. A. McShane's office, is now on the verge of patenting a gadget called the "Knot Exterminator". Frank Mosser will be glad to tell you all about it.

When Clayton Penniwell entered the office, he saw everyone was grinning. "Why the grins?" says Clayton. "The grins", said Baldy McGhee, "are because you forgot to take off the top of your pajamas before you came to work".

John Fry is now on a diet.

"Gus" and "Popeye" Burton were looking for cue sticks the other night at the Bowling Alley. They were fine after somebody handed them bowling balls.

We are wondering when Ray Marcelline is going to buy another boat. He seemed to have a lot of pleasure repairing his other two boats.

Well, after a year we finally got another pair of twins. They are known as the "Sash and Cabinet Twins", and their names are George Craig and Jack Spath, the two young fellows of the shop.

It is a good thing that the Penn Rec. has a sixteen inch wall in back of the bowling alleys. If they didn't, Frank Mosser's ball would go through, the way he throws it.

And by the way it looks, Frank McShane is slipping up a little on knocking off that ten pin. But he may be surprising the next time he bowls.

And by the way, Stan Baker bowled the other night and you would have thought that he was mad at the rest of the gang. There was nothing to it after he dropped F. Mosser and Charley Ebaug by the road side.

The "Spar Deck Twins" is what they are now calling William McCann and Alex Bidwell.

Overheard in John Jenkins' office. John Jenkins: "Ah, spring is in the air, I feel so light, so feathery, free of everything worldly". Norman Lloyd: "I understand how you feel. I just paid my income tax, too".

Joe Sage was called home the other night. And that can mean only one thing. One glorious event. We wish you lots of luck, Mr. and Mrs. Joe Sage.

Jack Witt is now Dad No. 6. Mrs. Witt and baby are doing fine. Congratulations, Mr. and Mrs. Witt.

# BILGE 'N BALLAST



## WHY A SHIP IS CALLED—"SHE"

By Frank L. Pavlik

THE language of the sea and ships is uniquely its own, and the salty, picturesque descriptives have their inception in the very beginnings of maritime history. Because of the great antiquity and lack of record, it is often difficult to trace the origin of a sea-faring expression. One of these that occurs quite frequently in present usage is the application of the feminine gender in referring to a ship. We quote below an interesting account taken from "Ships" of the possible basis for this usage.

Nowadays, a seaman thinks of his ship as feminine, but the reason he lovingly labels her "she" is lost in dim antiquity.

There are those who facetiously say a vessel is feminine because she requires constant painting, because it takes men to handle her, and because in port she has a "husband"—an agent who handles business ashore.

There are others who say that because a ship has a waist, bonnets, laces, stays, scarfs, combings, jewels and earrings, and often has a "bustle" about her, the gender properly is feminine.

Still others insist that the use of feminine figureheads on ships' prows influenced the choice. However, Phoenician and Egyptian boats—among recorded history's earliest—were graced with male animals, to say nothing of dragons and serpents and monsters too ferocious to have been anything but masculine.

Nor can the femininity be accounted for by the gender of the word itself. "Ship" is masculine in French, Italian, Spanish and Portuguese, and possesses no sex in Teutonic and Scandinavian.

Ships have not always been "she." During the 17th and 18th centuries

vessels were merchantmen, men-of-war, Indiamen, and the like. Even as early as 1426 a historian recounting the battle of Agincourt said "Euery ship wayed his anker"; 150 years later a treatise mentions that "in a shyppe the Rudder ought to be no lesse than may suffice to direct hys course." Along about the time that Shakespeare was picturing a "Shippe boaring the moon with her maine mast," a ship master entered in his diary a note that "wee mette a great Dutch shippe neare Nassapore Point. He wore a Flagg." As late as 1784, the authors of the famous "Spectator Papers" recognized the masculinity of vessels, writing that "the last (ship) . . . swallowed up within sight of his own shore."

However, this "he" business was



just an episode in the passage of the centuries. The Bible, describing the travels of the Apostle Paul, tells that the disciple "landed at Tyre: for there the ship was to unlade her burden."

Probably as sound a theory as can be offered as to why a ship is called "she" goes back even earlier than the New Testament, to the time of the Greek mariners. They gave their ships feminine names, possibly out of deference to Athene, goddess of the sea.

Whatever the origin, the Greeks had a word for it.



HARRY HAMBY, Jr., formerly of 33 Dept. and his bride, the former Miss Dorothy Brannon, of Fort Worth, Texas. They were married on December 4th. Harry is in the U. S. Marines Air Corps and is on duty at Eagle Mt. Lake Air Station.

## PETTY NAMED MAJOR

Captain Disbrow Petty, former commander of Company E, 1st Infantry, Pennsylvania Guards, has been promoted to the rank of Major. Major Petty is a member of Sun Ship Guard Force and had been acting commander of the 2nd Battalion. He resides in Media and is the father of three sons.

## OUR COVER

Sun-built ships are the sweet-hearts of the Merchant Marine fleet; so artist Al Holmes uses a tanker as the central figure in his St. Valentine cover for the February issue.

## PAINT SHOP BOWLING WINNERS

(Right)—**WILSON EILBECK**, captain of the Paint Shop Bowling team, aims for a strike.

(Below) — **TOP PLACE** in the first half of the "B" League season was taken by the Paint Shop Team with a score of 53 games won and 15 lost. Left to right, seated: Jack Bartholf, William Marvel, Wilson Eilbeck. Standing: L. Welsh, J. Doyle, LeRoy Highfield.



**SALARY PAYROLL STAFF.** Seated, Clifford Forney, Head of the Office. Standing, left to right: J. A. Stewart, Dorothy Creswell, Eleanor Crompton, Dora Logan.

## 91 DEPT. TIMEKEEPERS AND CLERKS

By Ed Bell

**T**HE following will soon celebrate their birthdays: Bill Beaumont, January 29; Harry Renz, February 2; Artie Kretz, February 3; Ted Dix, February 11; Jim Hoban, February 12; Joe Spence, February 18. We wish them many happy returns.

Muriel Moore was married to John Ryan on January 21, at St. Martin's Church in Philadelphia. The bridesmaids, who are fellow-workers of the bride, were: Mabel Berkey, Marie Sweeney, Jean Touhey and Lottie Wesloski. The bridegroom is a Pharmacists' Mate in the U. S. Navy and was a Jap prisoner for 3½ years. "OUR YARD" wishes you both the best of luck and happiness.

Stanley Scott, Jr. returned to work on January 2 after serving for two years in the U. S. Navy.

Charles Huey also returned to work on December 1 after serving two years in the Merchant Marine.

A few of the girls in our department are planning a trip to Florida in the near future. They are Marie Oreal, Hilda Bonsall, Dorothy Murray and Etta Kotzen.

Harry Bishop and Dick Sauer are introducing a new type of lunch period recreation, namely table tennis. After a short warm-up period, the boys are going to challenge all comers.

Harry Buchanan and Al Morrison have assumed their new duties in 30 Sheet Metal Dept. office.

Francis (I do not choose to run) Kaeslin has finished his term as Burgess of Media, Pa.

George Burns and family spent their Christmas vacation visiting in Scranton, Pa. George says that he had a wonderful time at "Big Mike's".

The quoit matches have been temporarily discontinued due to the fact that the ground is frozen too hard to drive in the pegs.

Do You Know That —

The swordfish grows from an egg the size of a pinhead to a 600 pound giant in one year?

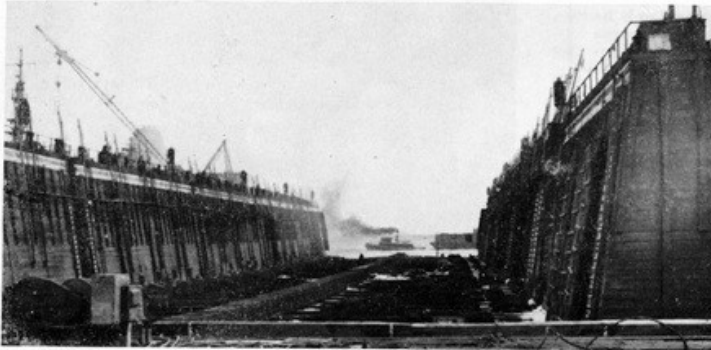
If you freeze a pail of salt water, the ice will contain no salt?

An incendiary bomb burns at a greater degree of heat than lightning? Incendiary bomb 5000 degrees, lightning 3000 degrees.

An ounce of platinum can be stretched into a wire 11,000 miles long?



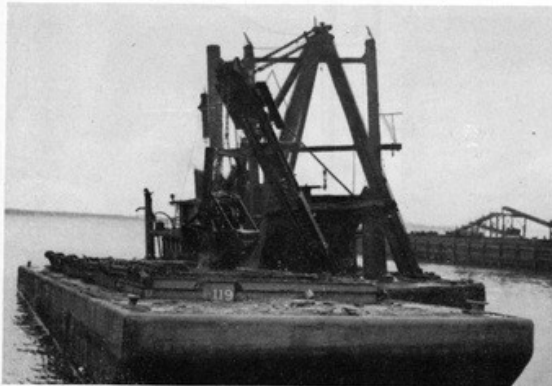
# DREDGING DRY DOCK BASINS



DRY DOCK tied up to nearby pier — showing tug and barge passing up stream.

ONE of the big jobs that marked the close of 1945 and the opening of the New Year was the dredging of the Dry Dock basins. To do it the Dry Docks were towed to nearby piers and tied up.

Then the huge dredge was put in action and the muck was scooped out of the river bottom and dropped into barges. The pictures shown here give a good idea of the task performed by Dockmaster Martin's men and the dredging outfit.



SCOOPING out muck, the big dredge cleans the Dry Dock basin, dropping mud into the scow.



DREDGE cleans out the basin while the Dry Dock waits on the side lines.

## INK SPOTS FROM THE HULL DRAWING ROOM

By Frank L. Pavlik

Well here it is February, with Spring-time just around the corner. At this time it seems as though the back of Winter has been broken, and we optimistically look forward to the seasons of fine weather. The seed catalogs have appeared and we hope that our gardens this year won't be rained out.

Hugo Corbalan, of Chile, has joined the staff of Dept. 78, to obtain trainee experience in shipbuilding.

We are happy to welcome Jack Sulger as he rejoins us after serving with the U.S.M.S. in World War II. Jack went to sea as an able-bodied seaman on the S.S. MASSACHUSETTS of the Texas Company, after completing

basic training at Sheepshead Bay, L. I. His period of service was thirteen months.

Les Ives, U.S.N. and Jim Jennings, U.S.A. dropped in for a visit recently. Les is stationed at Patuxent River Air Station and Jim is located at Keesler Field, Miss.

Yes Sir! It's colossal news. We mean the engagement of Edith Neal to Gerald L. Montague SKV 2/c, U.S.N.R., announced December 25th. We are afraid that Edith will sprain that ring finger, and she states that she will not be a June bride.

Bill Pitcher of the Blue Printing Department has been confined to his home by illness for some time now. His many friends wish him a speedy recovery.

## CAPTAIN JOHNSON'S SQUAD — NORTH YARD

By Joe Brennan

Really and truly, Guard Megary has broken the ice by taking two days off. Yes, indeed, it is true — no fooling.

Guard White, the needle and thread man from sew and sew, announces he has already started the year off to break Guard Megary's record for making time.

Sounds good Eddie, but the writer can only say this. Watch out where you get your hair cut or perhaps you will be left at the post.

It is with deep regret and sorrow that we extend our condolences to Guard Joseph Capristo of Captain Swyer's squad upon the recent death of his father.

## Obituary

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

Number	Name	Address	Date of Death
8-558	W. Sprowles,	1016 Thomas St., Chester, Pa.	Dec. 13
67-368	Alex Carter,	535 E. 11th St., Chester, Pa.	Dec. 15
30-2230	John Sweeney,	619 W. 2nd St., Chester, Pa.	Dec. 20
36-2161	F. A. Laurence,	5624 Walnut St., Philadelphia, Pa.	Dec. 23
80-2092	C. Burress,	641 N. 46th St., Philadelphia, Pa.	Dec. 23
81-633	Boyer Mathues,	149 N. Peach St., Philadelphia, Pa.	Dec. 28
67-1570	John Cautey,	159 N. 56th St., Philadelphia, Pa.	Dec. 29
75-160	William T. Corbett,	1518 Snyder Ave., Philadelphia, Pa.	Jan. 2
8-565	Horace B. Simon,	305 S. 4th St., Colwyn, Pa.	Jan. 5
8-16	Thomas Lee Fretz,	250 W. Ridley Ave., Ridley Park, Pa.	Jan. 7



79 DEPARTMENT PERSONNEL. Left to right, seated: Dorothy Kuhfuss, Patti O'Neill, Constance McCarty, Frances Lavery. Standing: Grace Hite, Irene Dowman.

## QUIPS FROM NORTH YARD PAYROLL

By Al Plough

MRS. ELLEN KELLY, better known as Ma Kelly of the Contract Dept., is very proud and happy now that her son, John J. Kelly, PHM 2/c U. S. Navy, has returned from the South Pacific and is stationed at the Swarthmore Annex. John just announced his marriage to Dorothy Monohan of Media. Lots of luck to you, Jack and Dorothy.

MANY HAPPY BIRTHDAYS. Margaret Hickey, Feb. 6th; Esther Strom, Feb. 9th; Mary Burnley and Dottie Shindell, Feb. 13th; Doris Mekenney, Feb. 14th; Thelma Poole, Feb. 15th; and Mary Leary, Feb. 25th.

"The value of a smile — costs nothing but creates much. It is rest to the weary, daylight to the discouraged, sunshine to the sad and nature's best antidote for trouble! It cannot be bought, begged, borrowed or stolen — for it is something that is no earthly good to anybody until it is given away."

Mary Boccella is happy over the beautiful necklace she received from her boyfriend.

Ruth Syker, of the key punch section, and Mrs. Lillian Robbins of Tabulation Dept., have left Sun Ship. Good luck to you both on your new ventures.

Peggy Fitzpatrick, formerly of the Bond Dept., was a weekend guest of Peggy McKinney over the holidays.

Sympathy is extended to Ann Russell, Distribution Dept., on the loss of her mother.



THOMAS LEE FRETZ,

employed at the Wetherill Plant for many years, died January 7 after a short illness. He resided in Ridley Park and is survived by his wife, Frances. Funeral services were held Thursday, January 10.

Mary Leary was rather in the limelight on January 11th when she was in the Grand March of the Chester Policemen's Annual Ball with her brother, Bill, a patrolman and former Sun Ship employee.

A recent evening was spent at Phoebe Jobson's home by Misses Sara Connolly, Julia Horn, Mary Leary and Kas Coonan. Plenty of food and Miss Jobson entertained at the piano.

Florence Zola was very elated last week over the homecoming of a certain G. I.

Mr. Zeigler's son, Howard, U. S. Army, is home and discharged after three and a half years in the service. Mr. Zeigler went to Indiantown Gap to bring him home.



ROBERT A. HOWARD, whose sudden death was received with sorrow by his many friends at Sun Ship. He died Sunday, December 9th while at home. His fiancée, Miss Dorothy Allebach, also works here. He was a clerk in the South Yard Dispensary.

## 88 DEPARTMENT Captain Mills' Squad

Former Guards Bowers and Lanier, who have served in the armed forces of our country, have returned to us safe and sound to rejoin their former squad.

The usual greeting of the squad was extended to these guards. At this time the writer would like to say to guards Bowers and Lanier, "You did a good job, we're proud of you."

Guard Rowse has returned to work after a brief illness. Glad to have you back again, John, and hope you feel much better.

# ★ DECEMBER LIST OF RETURNING VETERANS ★

Dept.		Dept.		Dept.		Dept.	
47	Achey, Mark P.	59	Einson, Filmore	36	Layfield, Bernard W.	67	Roberts, James G.
36	Achey, Richard L.	59	Elitzky, Morris	67	Leak, Eddie J.	67	Robinson, Clifton V.
68	Allen, Joseph R.	80	Ellis, Harry F.	33	Leeman, Frank J.	59	Robinson, Edward D.
36	Ambrasio, Gabriel S.	46	Epps, Edward H.	45	Lincoln, Russell P., Jr.	34	Robinson, Meyer L.
47	Arduino, Delcio A.	59	Estel, George V.	33	Lindell, Earle R.	36	Robinson, Pierce B.
66	Armstrong, William R.	36	Fegely, Barron R.	59	Lindsay, Harry C.	59	Robinson, Theodora
55	Asperi, Alphonso J.	36	Fenimore, William N.	8	Loiseau, Edward T.	34	Rollison, Charles D.
8	Atkins, James O.	47	Ferguson, Francis H.	36	Lombardo, Domenic	47	Rouke, William L., Jr.
34	Auliso, Domenic G.	47	Finkbinder, Earl	47	Love, William A.	46	Rovanek, Peter J.
36	Bacon, Joseph J.	58	Fitzgerald, Edward P.	59	Luzetsky, Harry, Jr.	59	Ruger, Anthony A.
55	Bailey, Rudolph P.	45	Forbes, Robert	58	Lynch, Edward J.	59	Rupnicki, Walter T.
80	Ball, George H.	59	Formato, Anthony F.	47	Lyons, Harry O.	59	Russo, Samuel
55	Banks, George S.	67	Frager, George	33	Lyster, Alexander K.	47	Ruzzo, Fred H.
80	Barrett, John T.	45	Frantz, Robert G.	58	McAnay, Jame M.	58	Sadvari, Steve S.
59	Barry, Edward J.	34	Freeman, Charles T.	59	McCall, Weaver T.	36	Sailer, Richard H.
47	Bernard, George W.	33	Fromal, Hubert V.	45	McCarthy, Charles T.	68	Saucier, James W.
80	Bezold, James H.	34	Fry, Chester D.	75	McCarthy, Michael	58	Sawyer, Ryas, Jr.
59	Bidez, Peter J.	59	Gallagher, John J.	34	McCool, James T.	47	Schmucki, Francis J.
34	Bingnear, Norman J.	75	Gamble, Albert E.	8	McCooy, George W.	59	Scott, Joseph M.
59	Bishop, Elmer L.	59	Gibbs, Philip A.	34	McCullough, Charles J.	47	Scott, Melvin
8	Black, Peter	8	Gibson, Edgar M.	34	McFate, Raymond F.	47	Scott, Raymond L.
36	Bradley, Joseph T.	59	Gilgore, George H.	59	McGinty, Edward R.	36	Sepcie, William F.
34	Brazdon, Leonard A.	45	Gillierlain, Joseph A.	33	Mellwain, James A.	75	Shade, Robert C.
42	Breeze, Harold E.	34	Gillespie, William J.	59	McIvor, Joseph A.	59	Shane, Raymond
47	Bristow, Harry M.	47	Goldenbusky, Stephen P.	34	McVey, John R.	59	Shea, Henry D.
59	Brower, Harry J.	59	Goldsmith, Joseph	59	Mancini, Silvio J.	59	Sheneman, William H.
59	Brown, Clarence L.	58	Goodlunis, John J.	47	Martin, John A.	67	Shumate, William
67	Brown, Clarence W.	59	Gordon, Ralph A.	59	Massey, Harold	36	Sides, Charles T.
45	Browne, Carl E.	47	Graham, Edward A.	59	Mathews, David	34	Simmons, James M.
80	Browne, Richard L.	46	Graise, Nathaniel	47	Maus, George E.	59	Slaughter, Nelson P.
30	Bruno, Elmer A.	60	Greco, Domenino A.	58	Maxwell, Ravenal	60	Smith, Clifford J.
59	Bryant, Crawford B.	33	Green, Talbert	67	Mays, Sammie	45	Smith, George T.
58	Bryck, Joseph J.	33	Grier, Turner	47	Medori, James A.	59	Smith, Howard S.
36	Burg, Edward	47	Griffin, William J.	59	Mellon, Robert F.	33	Smith, John W.
34	Burn, Leonard F.	47	Gureghian, Harry	58	Melton, John L., Jr.	59	Smith, Reese H.
67	Burrell, Paul E.	34	Guzy, Joseph P.	68	Mickle, Allen S.	59	Spears, James W.
55	Butakis, Stanley J.	42	Halmon, Lucius J.	36	Miles, Ellis E.	59	Stackhouse, Robert C.
45	Campbell, John P.	33	Hamilton, Robert W., Jr.	59	Miller, George C.	59	Stallford, Robert
42	Cannon, Giles J.	34	Handy, Harry M.	36	Miller, John J.	33	Stanowski, Matthew
47	Carletti, Ernest S.	36	Haney, Daniel E.	75	Mock, Charles E.	36	Stephens, Robert C.
60	Carletti, Gabriel S.	80	Harris, Peter R.	46	Moore, Earl D.	42	Stewart, Hubbard W.
30	Carpenter, Herbert A.	8	Hartman, Frank E.	33	Moore, Luther	30	Stitt, Robert J.
67	Carroll, Warren	92	Hartman, Walter L.	33	Morrill, Richard E.	59	Stowe, Joseph C.
59	Case, John W.	8	Hartner, Christian F., Jr.	30	Mower, Robert J.	36	Strubeck, William E.
59	Casey, Francis J.	33	Hasson, Joseph F.	80	Mullen, Kevin F.	36	Swayngim, Charles R.
36	Cassady, John M.	60	Haykel, Sarkis S.	30	Murphy, Francis J.	34	Taylor, Charles B.
59	Chambliss, Edward J.	59	Heinly, William L.	59	Murray, Earl H.	59	Taylor, Ernest W.
34	Chazin, Jacob	67	Henley, William	59	Murray, Lawrence W.	59	Taylor, William H.
33	Christine, Robert J.	59	Hightower, James, Jr.	36	Navin, Francis G.	55	Thompson, Charles M.
60	Clark, Nathaniel	59	Hilaman, Bayard C.	46	Nestorik, Peter	59	Thompson, John H.
60	Clarke, John J.	30	Hipkins, Elmer W.	60	Nickerson, Eugene J.	47	Thorp, Joseph M.
47	Clemens, Arthur B.	34	Horan, Edward P.	30	Nowakowski, William J.	59	Tillman, Joseph
75	Connors, Gerald J.	34	Horn, Raymond C.	58	O'Connor, Joseph P.	59	Trainor, Paul S.
46	Cooper, David	58	Houck, George H.	33	O'Connor, Michael D.	55	Trotto, Frank
59	Coppa, Victor J.	59	Howarth, Howard R.	59	O'Grady, Austin T.	80	Tryens, Samuel H.
75	Corbett, William T.	91	Huey, Charles S.	80	Oliver, Vernon H.	59	Tull, George W.
30	Cosello, Andrew A.	59	Hutt, Clarence	68	O'Toole, Richard J.	45	Vargues, Edward F.
80	Cranmer, Herbert	34	Hyatt, Robert H.	59	Owens, Frances J.	30	Volturo, Andrew J.
47	Crisanti, Armonia D.	91	Ingram, Paul	47	Palavoy, Samuel	4	Wallace, Walter
59	Cucinatto, Joseph S.	47	Jackson, Thomas H.	47	Parsons, Joseph R.	68	Walling, Edward J.
47	Cuff, James W.	60	Jackson, William T.	30	Peck, John H.	33	Ward, George H.
47	Cunningham, Arthur J.	36	James, Joseph W.	34	Pedano, Francis J.	60	Washington, Robert
91	Curran, William J.	59	James, Richard C., Sr.	59	Pennington, Kenzie E.	46	Weisen, Moritz, Jr.
30	Dagge, William J.	46	Jennings, George A.	47	Pettigrew, Mark W.	92	Welfley, Benjamin
47	Dale, Wilbert	59	Johnson, Warner A.	59	Phillips, Chauncey S.	59	Welsh, Arthur D.
59	Daltry, Albert W.	58	Jones, Karl W.	30	Pietrak, Walter J.	33	Wenzel, Richard
30	Damico, Felix J.	8	Jones, Russell M.	59	Pisale, Michael	67	Werts, Ira E.
47	D'Antonio, Joseph C.	59	June, Frederick W.	59	Potts, Victor S.	60	Wesley, James Lee
59	Darden, William T.	42	Kahuy, Harry	59	Prather, Levi	33	Wilkens, John R.
75	Davidson, Nelson H.	59	Keegan, John J.	59	Purnell, James T.	8	Willits, David B.
33	Davis, Charles W.	30	Kendus, William	30	Pyle, Howard W.	59	Wilson, Roosevelt
34	Davis, Edward J.	59	King, Edward	47	Pyle, Ronald M., Jr.	47	Wilson, Thomas F.
59	Davis, Walter C.	34	King, Joseph	59	Ranelli, Paul	92	Winters, John W.
33	Deitelbaum, Bernard D.	33	Kinzinger, Andrew M.	59	Rauch, Walter W.	30	Wood, George W.
59	Dickerson, David H.	75	Klaes, Guss C.	30	Redican, Thomas F.	33	Wood, James B.
60	Dickerson, George A.	30	Klevansky, Leonard	59	Reed, Robert G.	59	Woodal, David E.
33	Dillon, William M., Jr.	36	Kamanowsky, Walter	34	Regan, Michael V.	51	Warrell, Mitchell
30	Donnegan, Thomas	59	Knott, Judson A.	47	Repkoe, William F.	75	Wright, Elmer
92	Dougherty, John J.	36	Kraft, Walter H.	33	Rhodes, John W.	80	Zakarchemmy, Alexander
45	Drake, Elwin B.	59	Lang, William J.	59	Richards, George E.	84	Zappala, Charles J.
47	Dychala, Stanley P.	45	Lawler, Victor G.	45	Richardson, Lawrence S.	45	Zuarich, William C.





## Let your HEAD take you

*(The average American today has a choice of just going where "his feet take him", or choosing wisely the course to follow. Let's skip ahead 10 years, and take a look at John Jones—and listen to him . . .)*

"SOMETIMES I feel so good it almost scares me.

"This house—I wouldn't swap a shingle off its roof for any other house on earth. This little valley, with the pond down in the hollow at the back, is the spot I like best in all the world.

"And they're mine. I own 'em. Nobody can take 'em away from me.

"I've got a little money coming in, regularly. Not much—but enough. And I tell you, when you

can go to bed every night with nothing on your mind except the fun you're going to have tomorrow—that's as near Heaven as man gets on this earth!

"It wasn't always so.

"Back in '46—that was right after the war and sometimes the going wasn't too easy—I needed cash. Taxes were tough, and then Ellen got sick. Like almost everybody else, I was buying Bonds through the Payroll Plan—and I figured on cashing some of them in. But sick as she was, it was Ellen who talked me out of it.

" 'Don't do it, John!' she said. 'Please don't! For the first time in our lives, we're really saving money. It's wonderful to know that every single payday we have more money put aside! John, if

we can only keep up this saving, think what it can mean! Maybe someday you won't have to work. Maybe we can own a home. And oh, how good it would feel to know that we need never worry about money when we're old!'

"Well, even after she got better, I stayed away from the weekly poker game—quit dropping a little cash at the hot spots now and then—gave up some of the things a man feels he has a right to. We didn't have as much fun for a while but we paid our taxes and the doctor and—we didn't touch the Bonds.

"What's more, we kept right on putting our extra cash into U. S. Savings Bonds. And the pay-off is making the world a pretty swell place today!"

## SUN SHIPBUILDING AND DRY DOCK CO.