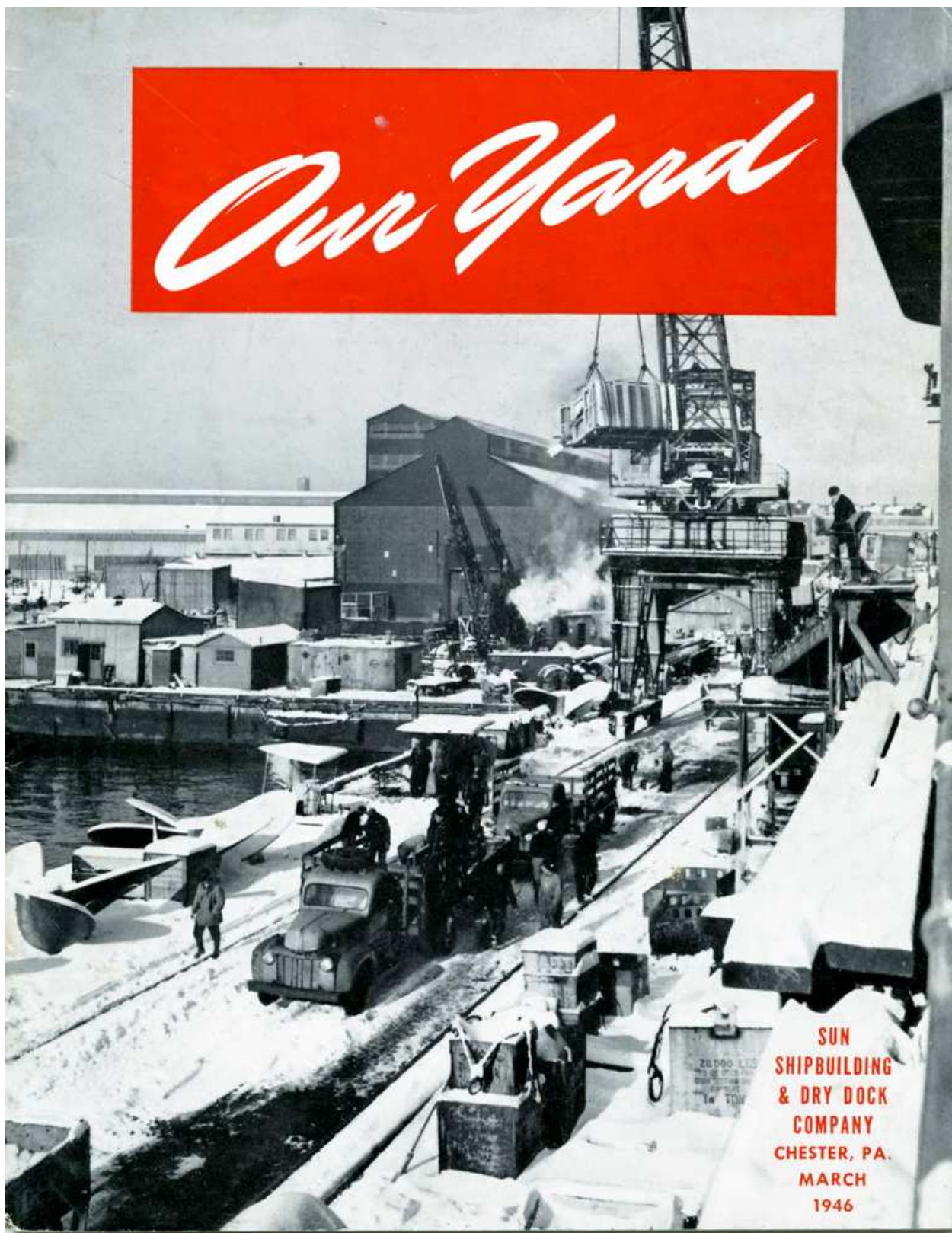


Our Yard



SUN
SHIPBUILDING
& DRY DOCK
COMPANY
CHESTER, PA.
MARCH
1946

NOTICE

To all employees of the Sun Shipbuilding & Dry Dock Company:

Because the war is not over for the sick and wounded in military hospitals and because the recreational needs of troops and convalescents increase when the fighting ends and because disaster may strike any time anywhere, the Safety Department has been authorized to conduct the solicitation for the 1946 Red Cross Fund at Sun Ship.

I understand that the same successful plan used last year will be followed. Each leader will be asked to solicit the employees under his direct supervision. Supplies will reach each foreman on or before March 4th.

It is my hope that each and everyone on the roll will be given the opportunity to contribute because the post-war program of the Red Cross is big enough and broad enough to need all possible assistance.

John F. Pew,
PRESIDENT

March 4, 1946

Report on Sun Ship's 1945 Activities



J. HOWARD PEW

Cutbacks in ship construction in 1945 were substantially lower than had been anticipated by Sun Shipbuilding & Dry Dock Company prior to the capitulation of Japan. J. Howard Pew, president of the parent Sun Oil Company, said in his annual report to stockholders and employees.

As the year ended, Sun Ship had under construction ten C-4 Cargo ships for the Netherlands Government, two oil tankers for private purchasers, and four fast oil tankers of the Cimarron type for the U. S. Government, the report revealed. During the year, the shipyard delivered 48 oil tankers and seven C-4 Cargo ships to the Maritime Commission, a total of 55 compared with 81 in 1944.

In his report, which outlined 1945 operations of both Sun Oil and Sun Ship, Mr. Pew vigorously attacked continuation of price control, which he charged is throttling the only cure for inflation—abundant production. He declared that extension of OPA for another sixteen months, now being urged upon Congress, will bring about more shortages, resulting in additional stop-gap Federal controls, all "with disastrous results to American living standards."

Mr. Pew laid much of industry's and the nation's pres-

ent problems to public misunderstanding of industrial profits, which he said had averaged only 3.84 per cent of sales volume, after taxes, for all manufacturing and mining corporations in 1944. Public opinion polls show that large numbers of people believe industry's profits range from 18 per cent of sales volume in peacetime to 30 per cent or more in war, he pointed out.

Gross business of Sun Ship in 1945 amounted to \$167,999,476, compared with \$275,549,666 in 1944. Sun Ship's net income after taxes in 1945 was 2.67 per cent of gross business. During the war years, 1942-45, Sun Ship's net income after taxes was 1.75 per cent on \$829,371,000, chiefly with the Government. During those years, Sun Ship delivered, among other vessels, 198 T-2 tankers or 41.1 per cent of all that type ship (481) built in this country.

"War operations at Sun Ship commenced to be curtailed last spring when the Maritime Commission cancelled 13 tankers of the T-2 type, which would otherwise have been laid down during the summer," Mr. Pew said. "In all instances ships whose keels were laid down were completed. The spring cutback in scheduled war work brought about the shutdown of the temporary No. 4 Yard during the summer."

"This yard was largely manned by Negro workers, who had an opportunity for employment on equal terms in all of its departments. In passing, it should be stated that this undertaking was a great success and when No. 4 Yard was shut down, its personnel was distributed throughout other sections of the Shipyard. Employment at Sun Shipyard ranged during the year from a peak of 26,157 workers, just before the cutback, to 11,800 in December, compared with a maximum of 31,843 in 1944."

★ ★ ★
★ **Now** ★
★ **the Boys** ★
★ **are Coming** ★
★ **Back** ★
★ ★ ★



THIS GROUP OF FORMER SERVICEMEN returned to Sun Ship recently. Left to right, Robert W. Charlton of 59 Dept., who fought on the French and German fronts; Charles F. Cornog, 47 Dept., who was wounded during the battle on Okinawa; John H. Garrison, 81 Dept., who fought in the Rhineland; Leonard Buchalter of 34 Dept.; Francis J. Beatty of 36 Dept. and Frank E. Ives, who was in the invasion of the Philippines.



LEO J. BURKE (left) 34-C Dept., is back in the Yard after having served in the Navy; SGT. RICHARD E. BURKE (right) his brother, served with an anti-tank company during the war.



CPL. DAVID SHARPE, 55 Dept., was in the New Guinea and Philippine Islands Campaign. T/5 PURCELL BELL, 67 Dept. with the 1314th Engineers was in the invasion of Germany and later served nine months in the Philippines.



DISCHARGED VETERANS

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

Number	Name	Entered	Disch'd
33-1215	Donald Bennett	1-14-41	12-31-45
30-207	Edward Parkinson	2-17-41	11-24-45
92-52	Sam'l J. Booth, Jr.	5-13-41	12- 8-45
59-1663	Neil F. Amalfitano	7-14-41	1- 6-46
45-212	John DeNight	6- 9-41	11- 3-45
74-118	George Bramble	6- 9-41	11-12-45

(Left) — LATEST CHANGES IN OUR SERVICE FLAG show 2,522 veterans returning to their former positions in the plant.



J. KOSZALINSKI is shown with H. Chetty, Foreman of the Boiler Shop, receiving five Christmas checks which accumulated during the years he was in the service.



← **PAUL INGRAM**, leader of the Contract Department, was born in Chester, and later made his home in Wallingford. He graduated from the Nether Providence High School. Paul enlisted in the U. S. Maritime Service on May 4, 1944 and was graduated from the U. S. Maritime Radio School at Hoffman Island, N. Y., where he received his F.C.C. Radio Telegraph License. He received his honorable discharge on November 2, 1945. Paul came to work at the Sun Ship in June, 1937.



RALPH BOETTGER, now serving out his time as a machinist apprentice at Sun Ship, took part in the invasion of Sicily and also was in the French campaign. He was chief Motor Machinist's Mate on the U.S.S. SPHINX.

The Bronze Star Medal was awarded **T/5 GEORGE W. GILBERT, Jr.**, a former employee in 45 Dept., for heroic conduct in the Philippines. Lt. General Robert L. Eichelberger, of the 8th Army, cited Cpl. Gilbert for heroism aboard an LCM boat, "in an area made hazardous by floating debris, burning oil on the surface of the water and shrapnel from an LST loaded with explosives which had been crash-dived and hit by an enemy suicide plane."

The citation further stated that Cpl. Gilbert, "Without regard for his own safety, worked for an hour in the dangerous area, rescuing survivors from the water and administering first aid to the wounded." Cpl. Gilbert resided with his mother, Mrs. Effie Gilbert of Glenolden.



(Top) — **CHARLES W. BELL**, who was with the Rainbow Division, came back to 33 Dept. after having been a German prisoner. He was captured at Strassburg after crossing the Rhine and was in a concentration camp until the close of the war. He lost 53 pounds while a prisoner.



(Middle) **SHIPFITTER 2/c ROBERT DAVID GUYER** came back to 59 Dept. after an outstanding record in the service. He was attached to the famous carrier "BELLEAU WOOD" and his Asiatic-Pacific Ribbon carries the exceptional number of 13 Bronze Stars. He also was wounded during one of the many attacks on the aircraft carrier and has the Purple Heart Medal. He participated in the invasions at Guam, Tarawa, Iwo Jima, and Okinawa.



(Bottom) — **T/5 SIBERIA JACKSON**, of 59 Dept., is another serviceman who served in the European and in the Asiatic-Pacific war theatres. He took part in the invasion of the Philippines.



Left to right, upper row: **FIRE CONTROLMAN 3/c WILLIAM JOSEPH STEUBER**, of 34 Pipe Shop; **PVT. AMATO J. RULLO**, of 59 Dept., who was in the Normandy, France and Central Europe Campaigns; **CPL. FORREST F. KRECHEL**, of 59 Dept., whose campaigns included the Solomons, the Philippines and Borneo. Lower row: **T/5 GEORGE W. MUMFORD**, 34 Dept., who was in the invasion of Germany and was wounded in France; **T/5 ABRAHAM MALLIS**, of 45 Dept., who took part in the invasion of Normandy and Germany and who was wounded in Belgium; **SGT. WARREN E. GRIFFITH**, of 55 Dept., a veteran of the Italian campaign.



PFC. ALBERT G. WITTENBERG, of 33 Dept., took part in the Pacific Campaign and was in the invasion of Okinawa. He was wounded in the legs during the fighting on that island.



PFC. JOHN WARREN of 46 Dept. served in both the European and South Pacific Campaigns. Following the invasion of Germany, he was sent to the Philippines. His E.A.M.E. Badge has 5 Bronze Stars.



PFC. EDWARD J. O'BRIEN, of 59 Dept., was wounded in Germany during the Battle of the Bulge.



SGT. GEORGE M. BRUNER, of 80 Dept., has returned to Sun Ship after a long service in the South Pacific. He was in the Philippine Campaigns and his Asiatic-Pacific Medal carries three Bronze Stars. He also has the meritorious unit award.



LEONARD GRABUSKY, of 59 Dept., was on the aircraft carrier "INTREPID" which was struck five times during the war in the Pacific. He took part in the capture of Tokyo.



ED BURG of 80 Dept. and **EDDIE BURG, Jr.** of 36 Dept. are shown in a father and son greeting at Sun Ship. Young Eddie recently returned to the shipyard after having been in the armed service overseas as an aviation machinist mate, 1/c. He had been in the Navy for more than three and one half years with 18 months in the South Pacific. Ed Burg, the father, has been in the employ of Sun Ship for 22 years while Eddie, Jr. has been in 36 Dept. for 9 years.



THEODORE J. BELL, Jr. and **R. JOSEPH D'ANGELO** are shown at their desks in 90 Dept. after having returned from service abroad. Bell was with the 1st Air Force while D'Angelo was attached to General Arnold's supreme headquarters.



SGT. GEORGE CAPPOS, of 47 Dept., who helped invade Germany and who was wounded in France, recently returned. His E.A.M.E. Ribbon has four Bronze Stars. **JOSEPH DUHOVITCH**, of 59 Dept., was in the invasion of Japan, New Guinea and the Philippines. His Asiatic-Pacific Ribbon has three Bronze Stars and the Philippine Liberation Ribbon has two Bronze Stars.



RETURNED SERVICEMEN

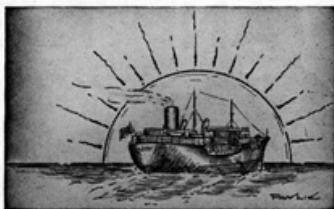
Left to right: **WALTER H. SATTERWHITE**, of 59 Dept., helped pave the way for the invasion of France and the march through Germany; **PVT. WILLIAM C. McVEY**, of 46 Dept., was in the Italian, Sicilian and French Campaigns and was wounded at Anzio; **PFC. HARRY L. DRUMM**, of 34 Dept., fought in the major South Pacific battles and was wounded at Iwo Jima.

Left to right: **PFC. DANIEL CARROLL**, of 75 Dept., who was in the New Guinea, Philippines and Japanese invasions; **SGT. DAVID N. GANDOLFO**, of 59 Dept., who was in the North African, Sicilian, Italian, French and Rhineland campaigns and who helped to capture Hitler's famous hide-out, Berchtesgaden. He has a Distinguished Unit Medal and the Croix-de-Guerre; **T/5 RICHARD E. MILLER**, of 59 Dept., who fought in the Central Europe campaign and was in the invasion of Germany.

Left to right: **ROBERT D. HYATT**, of 60 Dept., who was with the Seabees, was in the invasions at Saipan and Guam as well as in other campaigns. He was wounded by Jap mortar fire and spent 14 months in a hospital; **ANTHONY ORLANDO**, of 51 Dept., was wounded October 29, 1944 and then was taken prisoner in the Battle of the Bulge, December 21, 1944; **CPL. HORACE G. EWAN**, of 33 Dept., was wounded during the fighting in Germany; **PFC. PAUL VAN ARSDALE**, of 59 Dept., who was with the Air Transport Command made 90 trips flying the "HUMP" from India to China. He holds the Distinguished Flying Cross, the Air Medal with Oak Leaf Clusters, and the Presidential Unit Citation.

Left to right: **JOHN CONLIN**, of 47 Dept., who was captured in the Battle of the Bulge and spent four and one half months in a German prison. He was wounded in the stomach, hand and leg; **PHM 2/c HARRY JOSEPH CASPER**, of 36 Dept.; **S 1/c FRANK B. WILLIAMS**, of 45 Dept., who was on the famous aircraft carrier "ESSEX" and participated in 68 engagements in the Pacific, winding up in Tokyo Bay at the end of the war. His Asiatic-Pacific ribbon has nine stars, and the Philippine Liberation Medal, two stars; **CPL. JOSEPH ARRIGO**, of 30 Dept., who was in the Marine Flying outfit in the Pacific.

BILGE 'N BALLAST



By Frank L. Pavlik

THE PANAMA CANAL

MARITIME interests were greatly enthused by the completion of the Panama Canal in August 1914 because it reduced the length of sea voyages so appreciably.

For example, the water route from New York to San Francisco by way of the Canal was shortened approximately 8000 nautical miles, as compared with the voyage around Cape Horn, the shortest route previously available.

Because of the peculiar twist of the Isthmus of Panama, vessels transiting the Canal from the Atlantic end to the Pacific Ocean travel in a south-easterly direction. This seems contrary to what we would expect at first thought, but a glance at the diagram is enlightening.

In 1879 the Panama Canal project was started by a French company that failed in the effort. Later the work was transferred to another French company that completed about forty per cent of the venture. This project also ended with incompleteness of the Canal, and failure because of the prevalence of yellow fever which took such a terrible toll of the lives of the men employed in the construction.

U.S.A. Completes Canal

The Panama Canal Zone was granted to the U.S.A. by treaty with Panama in 1904 for a monetary consideration, and has been administered by a government organization known as The Panama Canal. Under the direction of General George W. Goethals, an American army engineer, assisted by an American corps of engineers and doctors, the yellow fever scourge was controlled, the isthmus made healthful and sanitary, and the Canal project completed in ten years.

General Goethals was made Chief Engineer of the Panama Canal Commission and became the first civil governor of the Canal Zone in 1914; retiring in 1919. Because of the danger of rock slides, and the great quantities of materials to be moved, one of the greatest engineering feats in the construction work was the excavation of Culebra Cut, officially known as Gaillard Cut. This was at the Continental Divide, for a length of eight miles. Stone required for the construction work was taken from the nearby Porto Bello quarries, at one time the old pirate stronghold.

Transit of the Canal

The Panama Canal consists of a series of locks and lakes; the locks serving to raise the ships from sea level to the summit which is Gatun Lake, eighty five feet above sea level. At the Atlantic end the ships are raised by a series of three locks, each of which is 1000 feet long and 110 feet wide. The S/S QUEEN ELIZA-

BETH cannot transit the Canal with its present facilities, because her dimensions are 1031 feet long and 118 feet beam.

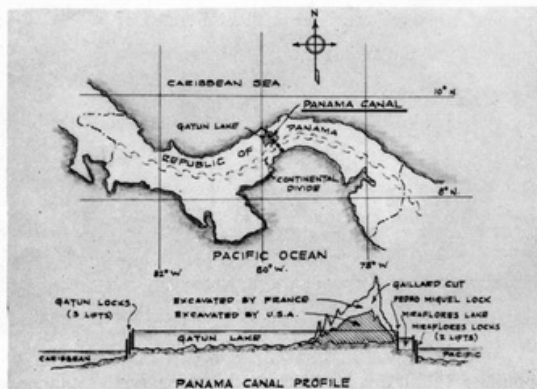
At the Pacific end, the descent from Gatun Lake is made at the end of Gaillard Cut by one lock, Pedro Miguel, which lowers the vessel to Miraflores Lake, fifty four feet above sea level. After sailing over Miraflores Lake the vessel is lowered by the two Miraflores locks to the Pacific Ocean level. The total transit of the Canal covers about forty three nautical miles. The average speed of transit is 6 knots, except in Gatun Lake where speeds of 10 to 15 knots are permitted.

The Panama Canal Zone

The Panama Canal Zone crosses the Isthmus of Panama from the Caribbean Sea (Atlantic end) to the Pacific Ocean, and includes a strip of land extending five miles on either side of the axis of the Canal. Total area, including land and waters, covers about 550 square miles. The canal is well fortified, and the legislation authorizing additional defense and locks facilities has been enacted. Dimensions of the new locks, construction of which started in 1940, are 1200 feet long, 140 feet wide, 45 feet draft.

During the period from 1914 to December 1941 a total of 107,500 ships have used the Panama Canal. The tolls for its use are assessed on the basis of the tonnage of the ship, and whether she is carrying cargo or is in ballast.

Symbolic of its great service, the motto on the seal of the Panama Canal Zone reads, "The Land Divided — The World United".



Know Your
Fellow
Workman

SHIPS AND THEIR DESIGN

By JOHN W. HUDSON, Naval Architect

SHIPS are one of the proudest triumphs of the naval architect's art and ingenuity, not only because of the complicated nature of their design, but also because of the variety and extent of knowledge collected over centuries which contribute to, and enable such a piece of work to be constructed. Practically every known craft or trade is employed in the construction of a ship.

The range of different types of vessels constructed to meet the varying natures of the cargo and passengers handled has been very wide. It is a far cry from the graceful lines of the sailing ship with her wonderful spread of canvas to the cargo vessel and passenger vessel of today.

A revolution occurred in shipbuilding with the changes from sails to steam propulsion and from wood to iron for construction. Iron sailing ships became almost universal on account of the saving in weight in their hulls, and later steel ships came into existence for the same reason. The development of the steam engine on land was quickly followed by its adoption for marine propulsion and paddles were ousted by the screw propeller.

One of the most important points to be settled in deciding on a new ship is the question of design or type. A ship may be suitable in certain directions such as speed and deadweight but may be an utter failure in some trades. Some 25 years ago the average speed of cargo vessels was about 10 knots per hour with high rates of fuel consumption. Now the average speed of these vessels has risen to 16½ knots. Anything below this speed is considered slow.

The variations which have brought the cargo vessels to their present stage of development have been, generally speaking, in the following direction: (1) Designs of structures to provide hulls of strength suitable for different trades. (2) The fine form of the immersed body, of the general outline, and of appearance. (3) Disposition of materials. (4) Internal construction.

The shipbuilder fulfills his contract to the purchaser



JOHN W. HUDSON, Chief Naval Architect.

or owner and it is the naval architect's responsibility to produce a vessel capable of carrying the specified deadweight, with certain cubic capacity and accommodation, and capable of demonstrating ability to attain a certain speed on trial with ample stability and trim under certain conditions of loading. Restriction in draft often compels the adoption of twin screws instead of a single propeller.

The form or shape adopted to obtain the above characteristics is first designed in the drawing office. A small model is made and tested to determine resistance of the proposed ship in motion and the amount of power necessary for propulsion in an experimental basin of sufficient size for such purpose. The resistance of the form or model is measured on what is known as a dynamometer. From this data the necessary effective horsepower to drive the ship is determined.

The model is then run self-propelled so that the most efficient combination of hull and propeller is obtained. In large passenger vessels, cruisers and battleships it is often necessary to test several forms to get the best possible results obtainable.

When the vessel's shape or form is decided, the real work in the drawing office commences, such as designing the vessel's structure, laying out crew and passenger spaces, refrigeration, machinery, ventilation, etc. The latter is a real problem in a vessel carrying passengers,



CHIEF NAVAL ARCHITECT JOHN W. HUDSON
(right) and J. F. ROESKE discussing plans.

for modern passenger vessels are air conditioned to satisfy the requirements of a fastidious public.

The safety factor, safety of passengers and crew has had a great deal of attention since the disaster of the "Morro Castle." One danger, that of fire, has been overcome by the adoption of fire proof materials and by the use of CO₂.

Boats, and appliances for getting them into the water, are now far more effective than they were. Control stations for closing waterweight doors have been perfected and appliances such as submarine signaling, direction finders, gyro compasses and latterly Radar add much to the safety in navigating ships.

Radio has done much to reduce risk and loss of life in case of serious accident. There is, however, still room for improvement if it could be brought about, such as complete absence of vibration and the lessening of pitching and rolling which would greatly add to the comfort of passengers.

A great deal has been done to minimize vibration such as anti-rolling devices, the most elaborate of these being the gyroscope. This has not been adopted due to its great expense and questionable effectiveness and further due to stresses which this equipment has introduced into the structure of the vessel. Of all the anti-rolling devices the bilge keel is the cheapest, simplest and most practical of all.

Further improvements will doubtless be made in machinery to enable power to be obtained with less weight and cost of fuel consumption and in

this connection the oil engine is admittedly the most economical prime mover in existence at the present, speaking from a thermodynamic point of view. The gas turbine is also being heard from and the collaboration of the metallurgist and the engineer will no doubt be able to obtain and use steel capable of permanently withstanding temperatures such as occur in gas turbines of 1000° F. and over.

In no direction does the passenger liner of today present a more marked contrast to the ship of 30 years ago than in the arrangement for the comfort, safety and enjoyment of passengers and a standard of luxury formerly unheard of. The modern liner is, indeed a wonderful product of the naval architect's and marine engineer's art.

It is a floating hotel, equal if not superior, to the best hotels ashore, with spacious, artistically decorated and handsomely furnished public rooms, sitting rooms and bedrooms. Everything is provided for the comfort, convenience and pleasure of the passengers.

One of the big questions of the day is, "What next in shipbuilding?" Due to present conditions here and abroad, the situation is so confused that no one knows the answer. This country has found itself possessed of a fleet of merchant vessels with a higher percentage of obsolete or obsolescent tonnage than any other nation.

However, one of the outstanding features of the American Merchant Marine has been the replacement of much of the war-built cargo tonnage by modern vessels capable of meeting competition of up-to-date foreign shipping. This is gradually being accomplished and the vessels now under construction and the ones which are in service have proved themselves outstanding vessels of their type.

(See photos on next page)



CLERICAL STAFF: Dorothy B. Boulden, Anna Lamb, Betty Lindsay,
Anthy Koukedis, Jeanne Fryer, Katherine Metrosch, Edith Neal.



DRAWING PLANS FOR SUN SHIPS

William Joyce, Joseph Ambrosino, Edward Lanza, Paul J. Sloan, R. L. Rhoades, John Petchel, Otto Neiland, Alexander Hubay, Granville L. Hallman, Elmer J. Fisher, Donald Roy Gooden, William Deck, Earl Ewing, Thomas Dunion, Donald Burkey, Joseph Clark.

Lawrence D. Collison, Thomas F. Dunion, David B. Gross, R. W. Perkins, Charles McCauley, Henry P. McDermott, John F. McInnis, Jr., Walter J. McNeil, Albert E. Fisler, Valentine J. Germann, William Evonsky, George W. Wilkie, Alfred T. Ingham, Anna Lamb, David Slavin, John B. Stevenson, Virgil Trevison, William Wallace, Norman R. Paul, Walter E. Joyner.

Frank N. Darby, Thomas C. Larkin, Ralph W. Bowers, Frank X. Surma, Robert Frank, Earl Springer, Alex Williams, Anthony Koukedis, John F. Filliben, Jr., Thaddeus J. Matthews.

John W. Hudson, David Karlsson, Earl Proctor, Charles J. Gravel, George W. Wilkie, Gastone Vettor, John H. Booth, Thaddeus J. Matthews.

Valor of Sun-Built Tankers

During the war, Sun Ship built hundreds of tankers to help win victory. These vessels were constructed, not only for the Maritime Commission, but for numerous private operators and corporations. Previous to the war, Sun Ship had taken its place as a great producer of tank-ships and the end of the war found the plant the largest single shipyard in the world.

Its vessels were found in every part of the world delivering high octane gasoline, fuel oil and other products to help win the war. Recently the Sun Oil Company prepared an interesting history of the part taken by its fleet. It follows:

SHIPS of the Sun Oil fleet traveled 2,358,000 miles during the war years and transported 41,000,000 barrels of aviation gasoline and other petroleum products.

Seventeen of the company's ships participated in this service.

Nine different times tankships of the Sun Oil fleet felt the fury of submarine attack as torpedoes struck.

Four of the company's ships were sunk in these encounters.

Others which were torpedoed were saved, repaired and re-entered service.

A total of 141 Sun men of the tanker service gave their lives.

In addition to its own vessels, Sun Oil Company operated nine government-owned tankers to aid the war effort.

The Sun Shipbuilding and Dry Dock Company, in answer to the nation's great need for tankers and other ships, expanded its yards and became the largest single shipyard in the world. From the time of the Pearl Harbor attack December 7, 1941, to December 31, 1945, the yard built 255 large tankers and cargo ships and 35 car floats. This tankship output, mostly for the U. S. Maritime Commission, represented 40 per cent of all tankers built in this country during the war. In addition, the Sun shipyard performed large-scale work on war-damaged vessels.

It was only seventeen days after Pearl Harbor that the Sun Oil Company answered its first wartime tanker call from the Government as the 2510 d.w.t. M/S BLUE SUNOCO built by Sun Ship was turned over to the U. S. Maritime Commission on requisition. The tanker was sent to Pearl Harbor, and there taken over by the Navy.

"J. N. Pew" First to Go Down

German submarines struck first at men of Sun Oil and the hearts and homes of their families on February 21, 1942, when the S/S J. N. PEW was torpedoed and sunk off Aruba while enroute with cargo to the Panama Canal. Of all on board, only three survived. Thirty-three perished, including Captain Thomas E. Bush.

The story of one of the three saved is one of the most dramatic to come out of the war at sea. Robert E. Kelly, messman, was picked up in the Caribbean after twenty-one days of hunger and thirst in a lifeboat. Ten companions in the boat died one by one during the ordeal. In launching their small craft after the torpedo struck, the

boat had overturned and most of their precious food, water, and equipment was lost. The eleven clung to the boat, and finally succeeded in righting it.

The lifeboat, with Kelly as its single survivor, was spotted by patrol planes, and his rescue followed speedily. When found, he was pitifully weak and barely conscious; he had given up all hope. He was taken to a hospital at the Coco Solo Naval Base and remained there for weeks regaining strength for the trip to Philadelphia, his home city.

The two others saved were Orla Bowhall, steward, and Charles Lynch, first pumpman. In one of the J. N. PEW's lifeboats they made shore in a wilderness of the South American coastline. There they were found by friendly Indians, who aided them to reach Richacha, Venezuela, and from there they made their way back to the United States.

M/S Sun Harassed by Enemy

Only two days after the J. N. PEW went down, the M/S SUN was torpedoed off Aruba while in ballast. The tanker did not sink, and the crew was able to maneuver the vessel to Aruba, where temporary repairs were made which enabled the ship to reach the Sun shipyard for complete repairs. No casualties resulted from this attack.

The same tankship on its very next trip, en route to a Gulf port for cargo on May 16, 1942, was again the victim of a U-boat's torpedo, but finally reached New Orleans. From that port the vessel proceeded to Tampa, Florida for partial repairs, and from there to Galveston, Texas for final repair work. Again there were no casualties, and the ship quickly resumed vital oil-carrying voyages.

The story of the M/S SUN's adventures in wartime includes a description of thrilling experiences in the harbor at Bari, Italy, on April 9, 1945, when one of the most disastrous explosions of the war occurred.

Joining the list of company ships to bear the wounds of enemy attack was the M/S ATLANTIC SUN, a splendid new tanker of 18,000 d.w. tons and speed of 15 knots. Northern bound from a Gulf port, the tanker was struck by an undersea raider's torpedo on March 20, 1942, south of Cape Lookout, N. C. There was no loss of life, and the crew was successful in bringing the tankship to port, and finally to the Sun shipyard.

Again placed in service the ATLANTIC SUN, Captain J. B. Longtin and all but one aboard went down when enemy torpedoes crashed into the vessel on February 15,

1943, off Cape Race, Newfoundland. In this sinking, 46 of the tanker personnel and the entire Naval armed guard crew died.

Seaman William Golobich alone survived because he was picked up by the U-boat and taken to Germany, where he was placed in a prison camp. In an exchange of prisoners, he was released early last year; his story with that of the loss of the ATLANTIC SUN was published in the May, 1945, "OUR SUN".

Also on the list of Sun tankers attacked is the M/S BIDWELL. Hit by an enemy torpedo on April 6, 1942, off Cape Lookout, N. C., the vessel was able to continue to Norfolk, where the cargo was discharged. At that port temporary repairs were made and the BIDWELL was able to reach the Sun Shipyard for full repairs. One life was lost in this attack.

May 18, 1942, brought the sinking of the M/S MERCURY SUN and the loss of six of the tanker's personnel, including Captain Willard Davis. With a cargo from Texas, the Sun tanker was the target for a submarine in Yucatan Channel of the Caribbean area.

Relentlessly the enemy pressed the attack. Next of the Sun fleet to feel the savagery of the war at sea was the M.S. PENNSYLVANIA SUN, torpedoed off Key West,

Florida on July 15, 1942. The cargo caught fire. Flames enveloped the ship. Reluctantly the crew took to lifeboats and came ashore, but two they left behind. They had perished in a brave attempt to save ship and cargo.

Next day, on receiving reports from plane pilots that the fire had abated, the tanker captain and a volunteer Sun crew returned to the scene, and with U. S. Naval aid succeeded in putting out the fire. Somehow they managed to get the maimed vessel to land. After superficial repairs and controlled completely from the after-end, the PENNSYLVANIA SUN then made an ocean trip of hundreds of miles under her own power to reach the Sun shipyard for extensive work before resuming regular service. During the war this tanker plied 194,028 miles and carried 2,964,876 barrels of oil products.

The fourth large Sun tankship to go down was the M/S SUNOIL (Captain S. B. Heggland). Her loss, too, was tragic. The entire complement of officers, crew and Navy armed guard perished.

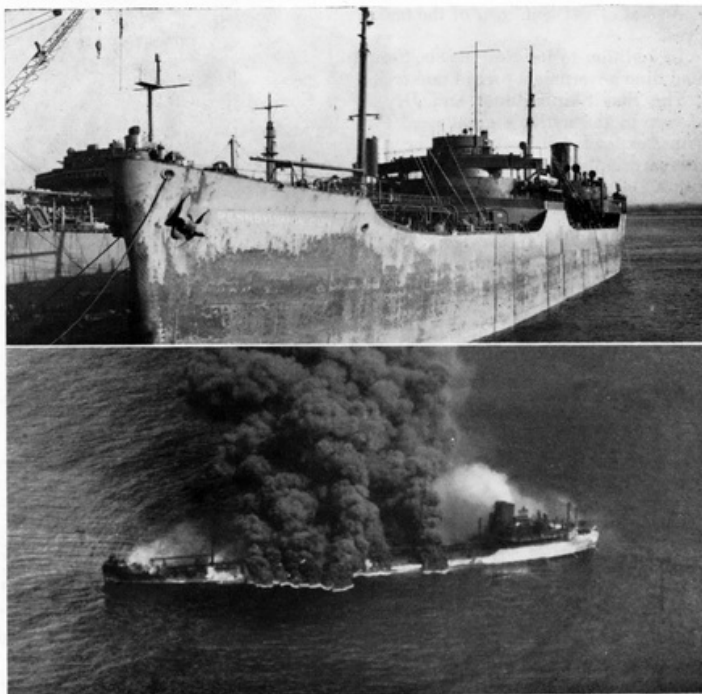
This sinking took place in the North Atlantic on April 5, 1943. For long, the company hoped and hoped for some word of survivors, alert for news that some lifeboat had reached land. The vigil ended only when it was realized that the SUNOIL had indeed been lost with all forty-three of the company personnel aboard. The roll of

HEROIC TANKER COMES HOME

The M.S. PENNSYLVANIA SUN which was one of the outstanding ships in the tanker fleet during the World War recently came back to Sun Ship for some repairs.

Launched at the Sun Shipyards on May 20, 1938, this vessel had sailed more than 550,000 miles by the time the World War had ended. She carried essential cargoes of crude and naval fuel oil and delivered staggering loads of power to our fighting ships and to the mechanized equipment of the air force, army and navy.

Torpedoed in the Caribbean Sea in July, 1942 — while on her third mission for the War Shipping Administration — her entire superstructure was gutted by fire. Abandoned by her crew, she would not die. Her indomitable spirit would not go under. Her crew reboarded her, fought the fire, repaired the damage sufficiently to get to land. There temporary repairs were made and, then, completely controlled from the after-end, she made an ocean trip of hundreds of miles under her own power to the Sun Shipbuilding Yard at Chester. The M.S. PENNSYLVANIA SUN then was repaired and continued in her vital war work.



(Below) — PENNSYLVANIA SUN following a submarine attack in July, 1942. The fire was put out and the ship returned to port. (Top) — M. S. PENNSYLVANIA SUN returns to Sun Ship for repairs.

Sun Oil seamen who had made the supreme sacrifice thus stood at 131.

Ten more names were added to this list of marine war dead on January 2, 1945, when the M/S SUNOCO with a war cargo of benzol sank following an explosion of undetermined origin, and a resulting fire. This took place off Sandy Hook, N. J. Among those who died was the SUNOCO's Captain John F. Jenkins.

Furiously the crew fought the blaze, but it was a hopeless struggle. Flaming like a torch, the vessel was beached by Navy tugs which came to aid, and later, still burning, was pushed into deeper water and sank. In an epic salvage job which is among the proudest accomplishments of the company's Marine department, the SUNOCO was salvaged soon afterward, and rebuilt at the Sun yard.

Over and above enemy action, two accidents involving Sun ships further handicapped the company fleet in 1942, when submarine activity was at its height along the Atlantic Coast. One mishap involved the M/S AMERICA SUN, large and fast tanker, which was in a collision at sea on March 12 of that year. Following the crash the Sun ship despite terrific navigation difficulties was able to reach Baltimore where the cargo was put in storage, thereby releasing the vessel for repairs at the Sun yard in Chester. A few weeks later, on April 11, the M/S TEXAS SUN struck a submerged tanker, victim of the war off Cape Lookout, and was badly damaged. This caused the TEXAS SUN's withdrawal from service until July 11, 1942, the time needed for repairs.

These are only highlights in the record of Sun tankships and Sun tankermen in the war. Tale after tale could be told about them — of thrilling brushes with the enemy,

of adventures in convoy, of collisions barely averted and so on down through the entire dramatic chapter.

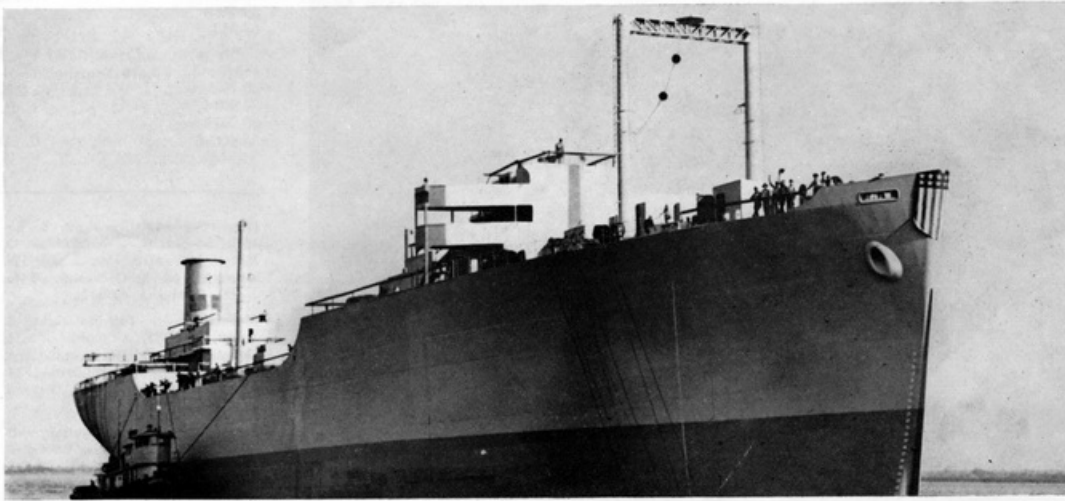
Not so dramatic, but desperately important was the excellent job of maintenance and upkeep by the ships' engineers on long voyages practically around the world, with no shore facilities to aid them in repairs.

Concerning Sun ships, there's the instance of an attack on the M/S MERCURY SUN. A submarine let go with two torpedoes at the vessel. Both missed. Then the raider surfaced, attacked the Sun ship with its deck guns, and missed again. A few hours later another torpedo was fired at the tanker. It also missed!

Another tale concerns the Distinguished Service Medal of the U. S. Maritime Commission awarded Chief Engineer William Dalton of the M/S BIDWELL. It was given for his courage and coolness in directing operations when he refused to abandon the ship after a torpedo had crashed into its side. The cargo oil was afire, steam lines ruptured and the steering gear was jammed. He shut off steam to the broken lines, assembled the men, directed them in bringing the fire under control and repairing the steering gear. The ship was saved!

Then there was the prodigious feat in shipbuilding performed by the Sun Shipyard, which completed more all-welded tankers of the famous T-2 type than any other yard. Each vessel of this kind represents 16,500 dead-weight tons of gallant grace; its hull can hold 5,500,000 gallons of high-octane gasoline. Into each T-2 go 5,500 tons of material, and 60 miles of welding. The plates in each vessel would cover a surface five feet wide and twenty miles long. In war days it took thousands of workers 3 months and 10 days to complete each T-2.

SHE RODE THROUGH GREAT TYPHOON



THE S.S. REPOSE, which was built in No. 4 Yard and christened the MARINE BEAVER, was added to the list of Sun Ship's "Heroic" vessels by weathering a typhoon off Okinawa when the wind blew 150 miles an hour. A thrilling description of the storm with high tribute to the staunch ship which had been converted into an Army Hospital

craft appeared in our last issue. It was written by Miss Innis McElvey of the Red Cross, who was a passenger. She related that the ship was battered by waves 90 feet high. After the typhoon the Chaplain held a religious meeting and thanked the workers who designed and built the ship.

JANUARY SERVICE AWARDS

At the monthly presentation of awards for long service to Sun Ship held Friday, February 1, Vice President Richard L. Burke congratulated the large group of recipients on their loyalty to Sun Ship. The occasion was marked by an increasing number in the 10-year group. There also were 12 in the 15-year group and three in the 20-year group.

JANUARY 1946

SALARY ROLL

10 Years

24,410

30-5

J. Burke

M. Duke

12 Years

28-76

D. Preston

G. Yates

28-86

10 Years

30-67

H. Gasker

J. Marrow

P. Duffy

15 Years

30-81

H. McFarland

J. Marley

L. Baker

M. Seaman

H. Dinkel

M. Rayson

J. Preston

J. McLeod

O. Morgan

18 Years

30-79

C. Millington

P. Klein

20 Years

30-2074

C. Burke

C. Dawson

H. Kidd

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SUN SHIP'S ROUND OF SPORTS



(Top) — Left to right: Dick Sauer, Elmer Hafner, Calvin Ebert, Ed Bell, Frank Griffith, John Kelly, George Lawler, Stanley Scott, Harry Bishop.
(Bottom) — Left to right: Harry Bishop, Dick Sauer, John Kelly, George Lawler and Stanley Scott.

TABLE TENNIS

Interest is growing in this new noon-time activity which takes place above the exception office. Competition is very keen between Scotty and Dick Sauer. Bishop and Kelly are running them a close race for top honors.

Det Clayton defeated Bill Osterheldt in a thrilling 21 to 3 game recently. Bill has ordered a new paddle as he claims that his has a hole in it.

George Lawler is very good in the doubles and his long reach is an asset.

Fishing Has Started

Trout season starts on April 15 and Sun Ship anglers are making plans for the opening.

Meanwhile, suckers are biting in nearby creeks. So are the fall fish. Salt water fishermen are preparing for the early run of croakers, in April.

HUNTING



CHARLES W. CRAVER, 59 Dept., who brought down an eight point buck weighing 160 lbs. in Schuylkill County on the last day of the 1945 big game season. Hunting with him were Frank Thompson, Peter Grozak, Edgar Martin, E. Clark and J. Lindsay, all of Sun Ship.

BOWLING



THE WET BASIN TEAM led in the first half of the Chester City League Contest. Left to right: Stanley Miozza, Chris Stack, Steve Latocha (Captain), Thomas Plass (Manager), and Mike Bulisky. Missing from the picture are John Wrable and Danny Garramore. Boy in rear (mascot), Eddie Pack, Jr., son of 36 Dept's Eddie Pack.



DAUBS FROM THE PAINT SHOP

By F. Richardson

Revival—With the recent war, paper shortage and our own shortcomings as alibis, this column has been out of circulation for some time so while we are waiting for the news to trickle in, we will attempt to palm off the following items.

Blood Donor Stanley Kwasszkiewicz, 69 Dept.'s blood bank, just made another donation. He will soon be a member of the Barrel club and will have a gauge installed to keep a constant check on his pressure.

Out and Around—The other day we met Johnny Messick looking as fit as a mail order fiddle at a barn dance. Johnny says he feels fine and will soon be back in the swim.

Record Playing—We heard only a rumor, you understand, that the eight records which have been doing yeoman service on our broadcast studio have been offered to the Smithsonian Institute.

Spring is in the air at this writing and with it comes a desire to make the column something you can lean on like an old pair of overalls, so we herewith inaugurate our new sensation of unasked advice which will be given from time to time. This is the time of the year to get that old suit of overalls out of the locker and send it to the cleaner. We know it's been standing there so long it seems like an old friend sort of like a suit of armor with no knight in it. If you do not wish to go to this expense or even to the trouble of giving it a decent burial, just give it to Charlie Galanti, who makes a hobby of collecting such items. It is rumored that he lines them all up and tags them with the name of their former owner-operator and then talks to them in Greek.



JOHN HAROLD ROBINSON of 75 Dept., who had been ill for several months, died January 23rd. He had been employed in the Yard for more than 27 years, a quarter of a century having been in 68 Dept. He went to 75 Dept. as a Crane Rigger Leader.

He has three sons at Sun Ship; John, 47 Dept., Harold of 34 Dept., and Francis, 34-C Dept. A daughter, Isabel, formerly was employed here as a welder.

On December 13, 1944, his wife, Isabella, acted as sponsor at the launching of the S.S. CHADDS FORD.

59 DEPARTMENT

By C. DeTulleo

William Dewey is back from Guadalcanal, Okinawa and Iwo Jima. Dewey served 26 months in the Marine Corps and says it was like a dream.

George Delgott also is back on the job after serving 19 months in Germany. Francis Morris was in the invasion of France, Holland and Belgium. He served 26 months in Germany and was in the 1st Army. Also claiming the same record is Stanley Grygo, 489th Engineers.

Jim Wilson passed the cigars around recently. You guessed it; a girl, Carol Ann, 9 lbs. Mrs. Wilson is doing well.

Alex Korenkiewicz boasts an in-

crease in his family also, 9½ lbs., Marsha Ann. If you can recall, Alex married Ann, a former welder of "AA" shop.

Andy Semeister is always worrying about his hair falling out, but when he tells you about his increase (a boy) he forgets all about his hair.

Bill Willen is back on day shift and is wide awake, also following him you will see "Taillight" Quigley.

Clifford Crow is back after making a 6641 mile trip. Cliff took the family to Chattanooga, Tennessee; from there to Phoenix, Arizona for 10 days; drove to Los Angeles for 3 days; back to Phoenix and then home.

Bill Hearn and Bill DeLoaf are the "Rah Rah" boys. Elmer Palo always talks about his little girl Judith Ann. She is quite big now.

C. DeTulleo claims that the Hanley should have been called to that six alarm fire in Philadelphia and also boasts that Baxter Ladomus and his gang at Engine Company No. 19 Gtn. would have made things look different.

Bennie Crooks and his gang pulled one over on Louie. While he was out

If for any reason, it is necessary to discontinue hospitalization insurance of any of your dependents due to death, military service, marriage, or change of insurable status, written notice should be given immediately to your foreman, personnel office, or to E. J. Coleman, c/o Payroll Department; otherwise deductions will continue from your pay until such notice is received. Notice filed more than 20 days after any change is desired, will be handled as of current date only.

sick, Bennie had all the boys' pictures taken.

Joe Trakin and Larry Biddle are good pals. Joe invited Larry and his family to dinner and it seems Larry's mother-in-law, father-in-law, brother-in-law, etc. came. To top it all, Larry's brother called on the phone and asked if he could bring his family of five.

C. McMahon is back after two years in the Navy. He served on Okinawa, Saipan, and Iwo Jima. Mac and Phil News, also Art Sherrer are training Freddie Salmons for his coming fight.

Mike Latore, one of our ace engineers, checked out recently. Good luck on your new job, Mike.

59 Department regrets the loss of one of its very capable, efficient, and well liked clerks, Joseph May, 91-262. Joe left us and we certainly miss him. We take this opportunity to thank him for his wonderful cooperation and wish him luck in his new job.

We hope Joe Blythe is getting along all right. Joe is in the Chester Hospital recovering from a recent operation.

Lefty Corvelli, former reporter of this column, and one of the best



CHARLES D. STINSON, assemblyman machinist, died January 16 following a brief illness. He had been employed at Sun Ship 10 years. He resided at 1048 Duncan Avenue, Yeadon, and is survived by his widow, Mabel K. Stinson.

hunters I can find in 59 Dept., is still considered one of the best semi-pro baseball stars. Lefty will soon sign up in the big leagues.

P.S.—Let's all cooperate with our Safety Dept., and wear our helmets and also keep our lines in shape so as to prevent serious fires.

33 ELECTRICAL DEPT.

By Harvey Rittenhouse

This issue we take time to welcome back the men from the fighting front of all the various branches of the service.

Rubin Rollin, of Central Yard Shop, can't get home fast enough to await that telephone call from WCAU, the Vick's program as the Question Man may call on him to answer the question he is given. But still he missed \$2.80 and right now \$3.10. So stand by Rubin, you still may be a winner of a great sum of money.

We see that Davie Beaumont in the Central Yard Armature Shop is getting all wrapped up in music since he spends his noon time listening to the music going out over the Public Address System. Well, he works and sings the whole day long but we still can't hear him for the noise in the shop below.

As we travel around we find a fellow who crawls around on his knees under trucks, pulling out and changing batteries, and still keeps up the repair of all the mechanism of these electric trucks. He is Paul Rememter

U. S. NAVY REPRESENTATIVES AT SUN SHIP



ASSIGNED TO THE SHIPYARDS to act for the Port Director's Office, Fourth Naval District are the following: Left to right, bottom row: James Murray, CGM, USN; Clifton Hubbell, Ensign, USNR; Henry Nash, Commander, USNR; Willis Benagh, CGM, USN; June Dewhurst, Y 2/c, USNR (W); Bradley Young, Lt., USNR; Ernest Elliott, Lt. Comdr., USNR; Joseph Sieffert, Ensign, USNR. Middle row: Marvin Hadel, S 1/c, USNR; Thomas Hawkins, S 1/c USNR, Albert Paolucci, CM 3/c, USNR; Nick Vitelli, GM 3/c, USNR; Peter Mayo, S 1/c, USNR; Stephen Nosko, M 3/c, USNR. Top row: Elmer Roberts, S 1/c, USNR; Russell Tate, SK 1/c, USN; Edward Kupevik, S 1/c USNR; Joseph Baird, S 1/c, USN; Paul Hoover, S 1/c, USNR; William Roberts, S 1/c, USNR.



THIS FANCIFUL SKETCH by Kilvington was "inspired" he says, by the shut eye photograph of the Personnel official in last month's "OUR YARD".

and I might say along with his work, he is the Vice President of the Sun Ship Fire Company No. 1.

Another spot we find active work and a rush at all times is the Welding Repair Shop under Tommy Boyer. Yes sir, you never find a dull moment in this department.

Always on the go is Jim Wilroy — you find going in all directions. Calls come in on the telephone; "Wilroy there?" "No, he's out." Well, probably we find him on the run up to No. 4 Yard. His partner, the gentleman who never wears a hat, no matter how cold, and still has a hearty disposition through his trials and troubles, keeps the Electrons moving on.

At last we won't hear, "Fire Wood, \$6 a load" for a while. That little public address Gremelin sold all the lumber that he could over our public address system.

Down there in the South Yard we find a little fellow with a smile very broad on his face and he is Clarence Heeps, Assistant Foreman. He is now at home in the South Yard and is keeping the wheels of progress going.

At the little office in the Central Yard Electric Shop, we find a crowd around the door nearly every day. From this we hear that it is Oscar Holt placing our returning servicemen back in their jobs again.

We're glad to see that big boy, William Lappin, is back again after a short time of illness. He said to watch yourself and don't catch cold. Protect that cold now and not later.

Make sure you see your Yard News Reporter as he is after something that is interesting about you or your family.

THE GREEN HORNET

66 Département

By Lester Shiner

"Baldy" McGhee can really tell some good stories about his trips down south.

Pierce Embree is doing a good job as material chaser, and is being helped out every minute of the day by Mosser, Shiner and Fry.

Bill Robers can now stop his machine without using chains. It makes it a little easier doesn't it, Bill? John Fry is now in the Real Estate business.

Well "Hack" Wilson is coming along fine since he had his operation. I guess we will soon be seeing him back in the office.

Bill Retting is hoping for spring to come around. He sure misses that front porch. Well it won't be long

OUR COVER

Our first page cover is a large size reproduction of a photograph of Central Yard Pier No. 2 following a heavy snow storm. This unusual picture was made by Al Knott of Green Studio.

now, Bill.

Paul Rounds and "Shorty" Freas are known as the "long and short" of the hatch cover gang.

We are going to let Bill Ertwine and Bill Butler use four bowling balls now instead of the usual two. It should help their scores a little more.

George Jagers has an outboard motor for sale. He may throw the boat in with it.

Frank Mosser can't get lumber to build his garage. So he decided to grow his own trees for lumber and the next generation may be seeing a garage on Mosser's property.

"Popeye" Burton and Gus are still great friends. George Herner is coming to work early these days.

It's been a long time since we heard Frank Campbell playing the piano. It looks like the gang will have to take him out some night.

Frank McShane has a new title for

A SMILE

*The thing that goes the farthest,
T'ward making life worth-while,
That costs the least and does the most
Is just a pleasant smile.
The smile that bubbles from the heart,
And loves its fellow man,
Will drive away the clouds of gloom,
And coax the sun again.
It's full of grace and goodness, too
With human kindness bent,
It's worth a million dollars
And it doesn't cost a cent.*

NORMAN E. CADMAN, 45

Dept., who for nearly a quarter of a century, had been a Sun Ship employee, died of a heart attack, February 6. He resided on Knowlton Road, Media and was 61 years old. His son, Kenneth Cadman, is employed in 47 Dept. His brother, Douglas Cadman, Foreman Shipfitter in 45 Dept., has been with Sun Ship more than 25 years.

his bowling team. They are now known as "One Point Shipways".

"Smithy" and young Junior are still benching it out in the back of the shop.

George Craig had the shingles but his roof still leaks.

Everyone is anxious to see "Philadelphia Eddies" Picture Gallery.

Jim Ryan tried to pull one over on the gang the other day. He came into work the other day all dressed up in a brand new red cap, but he is still Jim Ryan.

Johnnie Kutcher's basement is all fixed up now. It looks like the gang will be waiting for an invitation now, John.

We are wondering how Tommie Alexander likes his new job. It's a little different than what he had in the North Yard.

Otto Venables now makes it from the shipyard to his home in five minutes flat. Slow down a little, Otto.

Well it looks like we are going to have a mild winter because Bill Marine didn't come out in his felt boots. Brother, that is a sure sign.

It looks like John Jenkins is the "Clark Gable" of the stagebuilders.

Harry Mooney must be sitting pretty down in the South Yard.

We see Tom Brown every once in a while and, by the way, he asked me how wide was a twelve inch board. "Twelve inches," said I. Said Tom, "It is anywhere from eight to eleven inches. If you don't believe me, ask Frank Mosser."

Bill Fetherby finally settled down. — Joe Lindenlauf's theme song is "Don't Fence Me In". — We are wondering if Bill Kelso and P. Snell are still hunting for a skill saw. — C. Phillips and Joe Papi are now known as the "Goose Neck Twins". — Harry Wilson really keeps the shop epic and span. — C. Bordner is carrying on the job while A. Rankle is on the sick list.

WARNER SUPPLEE, who

had been connected with Sun Ship for more than five years, died January 29th following a short illness. Originally he was attached to No. 8 Dept. but during the greater part of his stay at the plant, he was with the 36 Dept. He resided at 111 Woodside Avenue, Narberth and is survived by his widow.

46 DEPT. SPEAKS AGAIN

By Truman Read

It has been many months since 46 Dept. expressed itself on the pages of OUR YARD. One of the men was heard to say that we were too busy building ships to have much to say. However, we're still busy so I guess we can't use that as an excuse.

Catching up will be a tough proposition for many things have happened since we last expressed ourselves. Many men have returned from the service, many have left to go to other jobs. There are a lot of familiar faces

returning and a lot missing that were with us during the war years.

Now that we are back on five days a week, the fellows have more time to think of sports and some of them have gathered together an ice hockey team, and are accepting all challenges with two provisions. There must be ice, and the other team must be made up of pretty poor players also.

This sport bug has bitten pretty deeply. One rather roly-poly states, however, that there are two provisions; soft ice and no spectators.

Bowling also holds a great deal of interest with the Linemen, captained by Wayne Farrington, being one

game out of first place. This team also includes Ery. Cox, Lou Blochow-sky, Blair Gibbs, Jim Gallagher and Johnny Giampalmi. The fellows are pushing a very close race with Jake Miller's first place Inspectors. We frankly don't think Jake's men have a chance, but only time will tell.

Clint Shockley is going to have an exciting week or so. Within the next two or three weeks he is going to get married and start a new job in Columbus, Ohio, each of which seems to have put him in quite a dither.

Everyone who knew Clint is sorry to see him leave, for he is a worthwhile man to know.

FIREMEN STAGE ANNUAL BANQUET

Out of 200 members of the three Sun Ship Fire Companies, 196 attended the Annual Banquet on January 24th at the Main Cafeteria. Superintendent George D. Carney who presided congratulated the members and said the large attendance showed the deep interest of the firemen in property protection.

Vice Presidents R. L. Burke and John G. Pew, Jr. were present. The chiefs and assistant chiefs of the three companies together with fire marshals, chemists, chief of the guards, representatives of the Safety Department as well as Charles Kimmel, Fire Department Coordinator also were there.

An excellent steak dinner was served and music was furnished by Harvey Rittenhouse, Secretary of Fire Company No. 1, with the Public Address equipment. Vice President Burke pointed out that no serious fires had taken place during the past year and looked forward to an equally favorable 1946. He said that the low fire loss was due to eternal vigilance and he congratulated the firemen for their excellent work.



VICE PRESIDENT RICHARD L. BURKE praises members of the three Sun Ship Fire Companies for their high efficiency.



CHARLES KIMMEL as Coordinator of the Shipyard Fire Department keeps close check on all of the equipment.



SUPERINTENDENT GEORGE D. CARNEY explains the organization of the Sun Ship Fire Dept.

CAPTAIN MILLS' SQUAD 88 Department

By Joseph Brennan

Valentine Day was quite an interesting day for the squad. Many of our Guards received valentines and the writer was no exception. A surprise package will always carry a fond recollection in the mind of the writer came from the squad.

Captain Mills is very becoming with his new glasses.

George Thrope was telling us about the number of cars he passed on his way to work between Norristown and Chester and the squad wondered if George was exceeding speed limits. He said no; the cars he passed were going in the opposite direction.

Guard Luckie, our lady guard, is highly elated about her new post in the Main Office and Maritime Building.

We all hope for the rapid recovery of Guard Rowse's wife, Mrs. John Rowse, who is critically ill.

36 MACHINISTS

By Dick Clendening

36 Department wishes to extend their deepest sympathy to the families of "Robby" Robinson, formerly of 75 Dept. and Warner Supplee, formerly of 8 Dept., who recently departed from this life.

We were all sorry to learn that Jim Preston was again hospitalized and hope that his recovery will be speedy and complete.

Another old-timer on the sick list is our old friend, Mike Plisko. We have heard numerous inquiries from all around the yard about Mike who was missed by many. Here's hoping that we may soon have him back in the fold again, well and happy.

We have so many returned service men back in the department that we are hesitant about mentioning names as we realize we will surely miss one, so right now we tender apologies to those we fail to mention. We are mighty glad to see everyone of you and hope that the future has many of the good things of life in store for you.

Among the most recent returned vets, we find our friend, Ralph Emery, who was with the Engineers in the Pacific area. Ralph looks to be in the pink and his spirit is tops. He has the respect and admiration of all of

the Pacific, looks right at home on the bolt machine again. He also looks fine and still has the old familiar grin. Bob Glover, who was on a floating machine shop in the Pacific dropped in on us recently for a short visit. We have never seen him look better and are awaiting his return. We are also waiting to see big "Vic" Padamonsky, who has written to let us know he was home again. The big fellow had a rough time of it in the European theatre and we are very anxious to see him again.

Ralph Boettger, a brother of the Tube Mill's "King Pin Carl", did his turn on an LST having earned the rating of Chief Petty Officer before being discharged. He is back in the saddle again as an apprentice. He emerged unscratched despite plenty of action and we are all sure he headed for a successful career.

Miron Fidyk, the big "Uke" of minstrel and basketball fame, is fresh out of the Merchant Marine and is still worthy of retaining the old familiar title of the "Apollo", (the handsome devil).

"Rip" Rupnick, who spent his time in the Pharmacy Dept. of the Navy, is back too and he also still retains his pleasant smile and friendly demeanor and is more than welcome back.

And while he did not work in 36 Dept., we join all the other departments in the Yard in anticipating the return of Danny Murtaugh to the

Phillies. Danny was just recently mustered out and we are all hoping that he will take up right where he left off — the second base spark plug of the Phillies' Ball Club.

Al "Reds" Thornton is also back on the job again. He picked up some avoirdupois and is looking very well. In welcoming him back, we wish him lots of good luck and the same goes double for those we failed to mention.

Former apprentice Francis Beauchamp, who built up quite a reputation for himself while in the shop, recently left for the army. Best wishes for good luck.

The Penn Rec. Bowling alleys took quite a beating on a recent Saturday P.M., having been invaded by a group of South Yard Machinists. We didn't get the averages but were assured that they painted quite a picture — good, bad and indifferent. Whenever they congregate again, we are sure it would pay some of the various league teams to have their scouts present as they would find some very good talent displayed. The group was made up of the following: Bill Grau, Larry Owens, Henry Dychala, Johnny Curry, Young Dick Clendening and Danny Bunel.

In a recent issue we dubbed Bob Curry, "The Admiral of the Eddystone Navy", a gesture which brought forth much comment and some criticism. We wish to make amends by stating here and now that it was not our intention to detract from the prestige which is Jack Beatty's. Jack has earned and is still recognized as the "Admiral of the entire shipyard", while Bob has to be content with the limited Navy of Eddystone.

QUIPS FROM N. Y. PAYROLL

By Al Plough

Welcome — Edna Murphy from Stores Accounting to the Bond Department; Betty Butler from Contract to Tabulation; Nina Raffaele from Key Punch to Contract Dept; Mary Bocella from Contract to Tabulation and Doris McKenna from Distribution to Contract Dept.

Vetora Mercadante of the Contract Dept. is recuperating in the Chester Hospital.

Sympathy is extended to Sara Connolly on the loss of her father.

The folks of the Contract Dept. bade good-bye to Nicki Shandi, Frank Starr, Sam Henderson, Vir-



Sympathy is extended to members of the family of **ELEANOR COVELESKI** of the Contract Dept., who passed away January 21st. Eleanor was 31 years of age and came to Sun Ship from Mt. Carmel, Pa., where her family resides.



YOUNG CHINA STUDIES SHIPS. We present two students who came to Sun Ship to learn the industry and who will play a part in establishing modern shipyards in China. Left to right: Chung Sih and Chu Shu Shin.

MARITIME COMMISSION CHANGES

PRESIDENT Truman nominated Richard Parkhurst as a member of the U. S. Maritime Commission to succeed Admiral Howard L. Vickery, who recently resigned. Mr. Parkhurst is a consultant on shipping with the Office of Inter-American Affairs, serving without compensation. He was chairman of the Boston Port Authority, from 1929 until his resignation a few months ago.

Mr. Parkhurst, of Winchester, Mass., is a Republican and has been endorsed for the Commission post by the entire Massachusetts Congressional delegation. He was associated with the publishing firm of Ginn & Co., in which his family owns the controlling interest, from 1919 to 1929.

Mr. Parkhurst is 52 years old and served in World War No. 1 as a chief petty officer in the Navy from 1917 to 1919. Since going to Washington in 1943, he has served as consultant to the transportation and economic development division of the Office of Inter-American Affairs.

ginia Anderson, Sara Mackenrow, Elaine Glindmeyer, Diana Rolfe, and Judy McCarthy. Lots of good luck to all of you.

Uncle Ezra says, "Tennis is a game in which you settle matters in court".

Many Happy Birthday Returns to: Maurice A. Wingate, Jr., March 1st; Margaret Navin, Betty Butler, March 2nd; Ann Fleitz, March 8th; M. Dorothy Duffy, March 9th; Grace M. Hitchens, Doris Corliss, and Vetora Mercadante, March 12th; Dorothy Jensen, March 16th; Freda Dow, March 21st; Mary Logue and Al Gross, March 25th; Gertrude D. McGeehan, March 31st.

Congratulations — Kay Laver of Tabulation and Joseph Bail, recently discharged from the U. S. Army and

now on the Chester Police Force, became Mr. and Mrs. Good health and happiness to both of you.

Definition of Etiquette: Learning to yawn with your mouth shut.

A recent visitor to the Payroll Dept. was Pfc. Grace Bartow. Grace, a former member of the Payroll Dept., entered the WAC about a year ago and is now stationed at a camp in Texas. She is home on a fifteen day furlough.

Any husband who is now in the doghouse ought to be happy that he doesn't have to hunt an apartment.

Phoebe Jobson and Alice Chadwick of Distribution are both out sick, due to colds. Julia Horn was a recent weekend visitor to New York. Esther Strom has returned to work after

Obituary

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

Number	Name	Address	Date of Death
38-95	Philip TenBroeck,	532 LeHann Circle, Springfield, Pa.	Jan. 13
8-587	C. Stinson,	1048 Duncan Avenue, Yeadon, Pa.	Jan. 16
47-938	R. Adams,	226 W. 3rd Street, Chester, Pa.	Jan. 16
34-2220	A. Taras,	417 Maddock Street, Crum Lynne, Pa.	Jan. 20
91-1812	E. M. Coveleski,	No. 4 West 7th Street, Chester, Pa.	Jan. 21
75-446	H. Robinson,	Shaw Farm, Middletown Road, Chester R.F.D. No. 1, Pa.	Jan. 23
30-522	J. A. Damiani,	4933 Thompson Street, Philadelphia, Pa.	Jan. 25
30-386	J. Edwards,	906 Chestnut Street, Trainer, Pa.	Jan. 28
8-188	W. Supplee,	11 Woodside Avenue, Narberth, Pa.	Jan. 29
45-5	Norman E. Cadman,	Knowlton Road, Media, R.F.D. No. 2, Pa.	Feb. 6

His services as a consultant on shipping have included work with other Government agencies, including the Foreign Economic Administration.

The President's nomination of Mr. Parkhurst in advance of forwarding the nomination of Rear Admiral Earl W. Mills as a member of the Maritime Commission with the designation of chairman, succeeding Admiral Land, was explained by reason of the preliminary legislation steps necessary to qualify Admiral Mills for the appointment.

The White House had already announced that Admiral Mills would be nominated as Admiral Land's successor.

The resolution authorizing Admiral Mills to retain his active Navy status while serving as head of the Government shipping agency has been favorably reported by the Senate Naval Affairs Committee and is now on the private calendar. Legislation authorizing the promotion of Rear Admiral Mills to the rank of vice admiral is under consideration by the same committee.

being ill. Nice to have you back, Esther.

Praise has never made anyone unhappy. We like it even when we do not believe it. We tire of it only when it is bestowed too long on other people. Although it may shame our conscience and insult our mind, it does no damage to our ears.

More good-byes were given to Florence Zola, Ann Elpaso, Pat Crielly, Dot DeFrancisco, Jack Williams, Bill Harkins and Marge Hickey. We wish you all the success in your future ventures.

Andy Pescatore, of the Payroll Dept. met with an accident on his way to work, when the bus in which he was riding skidded on the ice. Andy was taken to the hospital. We all wish you a speedy recovery, Andy.

S. S. MISPELLION'S TRIAL TRIP WAS ROUGH

(PHOTOS BY HARRY L. SIMON)

The recent trial trip of the S.S. "MISPILLION" was one of the most severe in recent years and the creditable manner she came through the test is a tribute to her stability.

Plenty of rough weather was met and off the Capes the "MISPILLION" encountered great seas that swept her decks. Some damage was done to the ladders and other equipment.

Due to the storms the ship was delayed one day in returning to port.

The list of guests on this trial trip was larger than usual and many of them came back admitting that their stomachs were a bit on the "squeamish" side.



(Top) — WHEN WAVES washed over the deck.
(Bottom) — HIGH SEAS hit the "MISPILLION."



SOUTH YARD COMPRESSOR ENGINEERS. Left to right, front row: E. Smith, R. Brown. Back row: W. Bradley, U. Lyons, E. Miller, A. Marra.



(Top) — EMIL ROENNE
(Bottom) — HENRY BERKEIHISER
(Middle) — JOSEPH SCHAEFFER



ROBERT T. McCUE, who was an assistant foreman in 46 Dept., has entered the armed service and is now on his way to Italy.

NEWS FROM THE STOREROOM

By F. Corcoran

John Phillips has finally located the trouble in his transportation problems.

John Syrket has returned to work after being hospitalized for several weeks. Glad to see you up and around again, John.

Ralph Leedom said goodbye to all the boys on February 1st. "Lee" was well liked by all, and our best wishes for success went with him.

It was with sincere regret we learned of the death of Joe Wright's father. The department extends its sympathy to you, Joe.

Joe Joyce and Jim Gordon have been off sick for a week. We wish you a speedy recovery, boys.

Charlie Geising's hat is just a little

too small. The stork presented his wife with a baby boy, February 10th. This is their third child. Congratulations.

Any old rags, bones, bottles or fixtures today? See Ferretti, the ornament salesman. Table lamps and fixtures his specialty.

Dolores Zavarich and her husband spent the week-end of February 8th in New York. Dolores' husband has just been discharged from the army and they were celebrating. Sort of a second honeymoon.

We understand that Stella Zabitka and Mary Fillinick are regular "Sonja Henies" on ice skates and are starting a "male" order course of instructions.

A "male" order course in drumming is also contemplated by Mary Murray, who claims that Gene Krupa has nothing on her when it comes to

beating out a rhythm.

George Brunner, after 40 months in the armed forces, returned to 80 Dept. on Feb. 6th. George served with the 841st Engineers Aviation Battalion in the Southwest Pacific and took part in the invasions of Cape Gloucester, Hollandia, Morotai and Luzon.

SQUAD "A"

Wanted — one pair of kilts. One of the guards lost his pants and was placed in a very embarrassing position. Kilts would have overcome this situation.

The feuding Copristos and Buchanans are at it again. Call your shots boys.

Happy Birthday to the best man that ever came down the road, Captain George Swyers.

YOUR BOYS



ALL SHIFTS were represented at the meetings which were under the supervision of the Safety Dept. Plans to reduce the number of accidents were outlined by heads of the departments and the Safety

Engineers. THE WETHERILL PLANT SUPERVISING FORCE took part in the Safety campaign.

91 DEPARTMENT

By Ed Bell

The following will celebrate their birthdays this month: Jean Tuohey, March 11; Major Henderson, March 11; Dan Everly, March 13; Harry Perry, March 15; Saint Patrick, March 17; Dorothy Murray, March 21. We wish them all a Happy Birthday.

Muriel Moore Ryan, who was married on January 21, was given a miscellaneous shower when she returned from her honeymoon in Florida. She received many useful and beautiful gifts.

Mr. and Mrs. George Burns celebrated their wedding anniversary on February 10th by entertaining at home. Mr. and Mrs. Jerry Wentland, Mr. and Mrs. Bill McGovern, and Mr. and Mrs. Charles Keesey helped them to celebrate.

Eleanor Coveleski, who formerly worked as a contract clerk over the carpenter shop, died from a heart attack on January 21. She had worked at Sun Ship for the past 2½ years. The news of her death came as a shock to her many friends in our department and we extend our sympathy to her family.

Marie Oreal left Sun Ship on February 8 to make her home in Florida. The best of luck, Marie.

"Shorty" Davis has taken up his new duties in 30 Dept. office and is timekeeping for 91 Dept.

Sidney Rennett, son of Foreman George Rennett has been discharged from the U. S. Navy after spending one year on a floating dry dock in the Admiralty Islands.

Marty Clark resigned on February 8 to go into the home insulation business. The best of luck, Marty, in your new venture.

Harry Renz has been following the Glen-Nor basketball team.

Harvey Martin, former leader, is now keeping time for 30 Dept.

Ed Bell's son, who wrestles for Upper Darby High School, is kept in condition by wrestling his dad for his weekly allowance.

George Fretz was under observation in a hospital and upon advice of a doctor took a much needed rest in Atlantic City. He has now returned to work and I hear that he is in the pink.

The \$64.00 question. Why does Rosebud Phillips spend her lunch period in the doorway of the Public Address System Room?

INK SPOTS FROM THE HULL DRAWING OFFICE

By Frank L. Pavlik

Congratulations are in order for our colleagues in Dept. 78 who have recently received Sun Ship Service Awards, as follows: John M. Davidson — 15 years; Alfred T. Ingham — 10 years; Gastone Vettor — 10 years.

We have heard that the Hull Drawing Bowling Teams "A" and "B" met at the alleys, and that the "B" team took three in a row. It might be that the "A" team had a "B" member substitute for that evening, but "Chat" Williams tells us that his bowling is always that good.

Jeanne Fryer has transferred from the inner sanctum to the ink slingers battalion.

We say adieu to our popular Chinese friends, Chung Sih and Chu Shu-Hsin, as they take departure for their native land. They have completed their trainee work at Sun Ship, and we wish them every success in the continuance of their careers in China.

Thaddeus J. Mathews, "Boots" to his friends, has joined the staff of Dept. 78 after having received his honorable discharge from the armed forces. "Boots" was attached to the 397th A.A. Batt. with one year's service in the U.S.A. and 22 months in France, Belgium and Germany. He wears the E.T.O. Ribbon with five battle stars and the Good Conduct Medal.

THE JANUARY ISSUE OF "OUR YARD" gave Mr. and Mrs. Frank Hall, both of whom are employed by Sun Ship, a very pleasant surprise.

On the first page of the magazine was shown a Christmas Card from the U.S.S. WICHITA sent by a former employee. This card was completely drawn and lettered by their son, Edward F. Hall, Y 3/c, who has been a member of the crew of the WICHITA for more than two years. The work was done in Sasebo, Japan where the ship was anchored in the harbor during the month of October. Edward also supervised the printing of these cards. The printing was done on another U.S. ship which was anchored in the same harbor. Every member of the crew received twenty of these cards. Each card bears Yeoman Hall's name on the back and also the Japanese characters indicating Sasebo, Japan.

Frank Hall is employed in 30 Department Sheet Metal and Mrs. Hall is in the Tabulating Department of the payroll office. Besides Edward, they have a son Robert in the U.S. Army, who is now enroute to Germany, and two daughters.

CALLING THE STORK!

Either he isn't flying over the plant or the families are not reporting his arrival. Please send in the names of "added starters".



MICHAEL VITA, 4 years old, is the son of Mr. and Mrs. A. Vita of Philadelphia. Mr. Vita is employed in 34 Dept.



HELEN, 4½ years, TOMMY, 3½ years and ANN, 16 months old are the children of Tom Dougherty, 91 Dept. leader.

★ JANUARY LIST OF RETURNING VETERANS ★

Dept.		Dept.		Dept.		Dept.		Dept.	
Abel, George A.	75	Byron, John C.	59	DiNicola, Peter J.	47	Gladden, John S.	45	Ingram, Willie J.	60
Ackland, Howard	34			DiRusso, Ralph J.	34	Glatts, Walter H.	45	Ives, Frank E.	47
Adam, Andrew, Jr.	34	Cahall, Charles E.	30	DiValerio, Joseph	59	Goldberg, Jacob J.	36		
Aigeldinger, Lawrence D.	66	Cahall, Charles L.	45	Diven, William B.	74	Golden, Joseph	75	Jackson, Edward H.	59
Allen, Claude R.	59	Cain, Charles J.	47	DiVito, David W.	34	Golembiewski, Zygmund	47	Jackson, Percy	55
Allen, Glover D.	67	Callahan, Francis M.	36	Dixon, Robert J.	45	Goodwin, John H.	55	Jackson, Willie S.	59
Anderson, Edgar	33	Camp, Grover C.	34	Dodds, Edward P., Sr.	47	Goodyear, James	30	Jacobs, Samuel A.	30
Anderson, Theodore F.	80	Campbell, Clarence N.	59	Daugherty, Edward A.	36	Gover, Bernard D.	59	James, William	59
Ardes, John E.	34	Cannon, James W.	67	Daugherty, John E.	60	Grasty, Linwood G.	67	Jendrus, John J.	55
Armstrong, Nicholas J.	59	Carrella, John	33	Daugherty, Joseph T.	34	Graves, Thomas, Jr.	59	Jester, Nolan P.	59
Arrigo, Joseph	30	Carletti, Louis F.	33	Daugherty, William F.	47	Green, Arthur L.	58	Jews, Chester W.	47
Atkins, Austin W.	59	Carroll, Daniel J.	75	Dauville, William F.	59	Green, Clarence E.	67	Jobe, Charles W.	33
Averill, Donald F.	47	Carroll, Walter J.	45	Dawrick, Stephen	75	Greenberg, Aaron	74	Johnson, Alfred M.	59
Ayres, William E.	33	Casper, Harry J.	36	Driggins, William E.	67	Greenhalgh, William C.	36	Johnson, Charles W.	42
		Cassidy, Edward C.	34	Drumm, Harry L.	34	Greenlee, James E.	30	Johnson, Jesse J.	60
Babicki, Lawrence A.	68	Cefaratti, Vincent J.	59	Drybala, Edward	36	Grieco, Ralph R.	84	Johnson, John G.	59
Bailey, Douglas	60	Chapman, William C.	34	Dungee, Frank	59	Griffin, Floyd E.	47	Johnson, Josh E.	59
Bailey, Edward L.	34	Charlton, Robert W.	59	Dunlap, Avner D.	60	Griffith, Warren E.	55	Johnson, Oscar B.	47
Baker, John T.	8	Christiansen, Elmer	60	Dutton, Rollin M.	36	Grimm, George E.	59	Johnson, Raymond W.	59
Bakey, Henry J.	45	Cianci, Daniel T.	59	Dychala, Henry S.	36	Gross, Julius A.	30	Johnson, Roy J.	59
Balchitis, Vito W.	46	Ciekawy, Stanley J.	45			Grove, Harry W.	34	Johnson, William F.	58
Barbacovey, Leo W.	60	Cirilli, James	8	Ebling, Samuel E.	47	Grow, Harold G.	34	Johnson, William I.	84
Barnes, Otis M.	67	Clark, Stevenson L.	34	Edwards, Elmer W.	36	Grundy, Dathan	59	Jones, Alisterville R.	42
Barney, Richard	59	Clark, Thomas W.	66	Elliott, Roderick B.	47	Guarracino, Salvatore J.	47	Jones, Garrett G.	55
Barrett, Stanley J.	92	Clarkson, Samuel P.	47	Ellis, Herbert	34	Gundel, Walter A.	47	Jones, Jason P.	33
Beatty, Francis J.	36	Cloud, William H.	33	ElPaso, George P.	75	Gurley, James	46	Jones, Ralph E.	80
Beauford, Grant	80	Codario, Salvatore	74	Emery, Ralph L.	36	Guzzetti, Felix F.	34	Joy, Paul E.	84
Becker, William C.	30	Cogan, Harold B.	59	Erskine, Roland D.	45			Joyner, James E.	33
Belak, Joseph F.	30	Cole, Gerald R.	36	Essaf, Louis	65	Haines, Robert E.	60	Jubroy, Jesse L.	30
Bell, James	33	Coll, Edward F.	33	Evans, Francis J.	45	Haley, Nathaniel	58		
Bell, James A.	45	Comly, William F.	58	Ewan, Horace G.	33	Hall, Edward M.	45	Karmen, John	59
Bell, James M.	8	Conlin, John J.	47			Hall, Francis	59	Kashinsky, Edward E.	59
Bencrowsky, Walter	30	Conner, Francis I.	36	Falcone, Joseph L.	47	Hall, John W.	59	Kee, James H.	30
Bender, Leonard A.	33	Conner, John J.	59	Farrell, Charles	60	Hall, Preston	60	Keer, Fred G.	36
Benditt, George F.	30	Cook, Charles W.	34	Farrell, Robert, Jr.	36	Hanahan, Vincent J.	59	Kelly, John J.	60
Benditt, John A.	47	Cooke, Joseph R.	46	Farren, Charles J.	45	Handy, William	67	Kelly, Thomas F.	46
Bennett, Donald R.	33	Cooper, Howard P.	45	Faust, Matthew J.	45	Haney, Joseph	60	Kennard, Howard D.	42
Benson, Arnold	42	Felder, Medford P.	59	Fenstermacher, Charles P.	33	Hanna, Samuel	30	Kennedy, Burton A.	92
Benton, Leroy	59	Cornog, Charles F.	47	Fenstermacher, Warren L.	59	Harlon, Richard E.	59	Kennedy, Rufus H.	59
Berrien, John	46	Corporal, Roland S.	67	Ferguson, William T.	33	Harper, Henry A.	59	Kentuck, Victor J.	36
Beseras, Charles S.	59	Corwin, Charles H.	36	Ferrell, Frank P.	68	Harris, Edward J.	75	Kershaw, Richard E.	74
Bigelow, William M.	47	Coston, Charles P.	92	Ferro, Howard E.	34	Harrison, Charlie	69	Killebrew, Clyde	59
Billups, Levon C.	30	Cox, Walter E.	62	Festus, Chancetline W.	45	Hart, Joseph F.	33	Kimbrough, Nathaniel C.	59
Bilotta, Joseph F.	30	Cox, William A.	98	Fickenscher, Clayton C.	33	Hatton, Edward	45	Kimmerly, Robert H.	47
Blair, Nelson E.	59	Coyle, Francis J.	59	Fidyk, Miron	36	Heck, John F.	33	King, Louie	69
Boddie, Vaskner B.	59	Crawford, John P.	47	Fisher, John C.	88	Heffner, John J.	36	Kirkpatrick, John H.	33
Bonner, Frank F.	33	Crine, Joseph	47	Fishman, Julius	47	Heimberger, Ernest F.	36	Kivlin, John B.	59
Booth, Harry J.	30	Crozier, Norman J.	34	Flanagan, Charles	59	Henighan, James M.	60	Kleeman, William	34
Boulware, Ernest	88	Cunningham, Prince	59	Flatau, Louis, Jr.	33	Herrmann, Robert	59	Kline, Michael R.	59
Bowers, Harold G.	88	Czarenko, Alexander	59	Flowers, Calvin P.	59	Heverly, James S.	59	Klodarska, Edward J.	30
Box, Raiford	95			Foley, Thomas J.	34	Hibbs, Theodore U.	34	Knapp, Edward A.	60
Bozzelli, Frederick	59	Dabney, Richard C.	33	Ford, Benjamin	59	Hicks, Charles W.	47	Kokoska, Matt A.	34
Branch, Brooks S.	33	Daily, John R.	33	Forgach, Julius G.	33	Hicks, Frank E.	59	Koneski, Walter	36
Brennan, John J.	33	D'Alesio, Domenic N.	59	Forst, William J.	33	Hicks, John F.	33	Kornafel, Harry T.	36
Bressett, John J.	33	Daniels, Reuben M.	36	Forsyth, Robert W.	33	Higgins, Martin J.	33	Krausse, Lewis B.	80
Bridgeford, Harrison D.	59	Davies, Clifford C.	45	Foster, Henry J.	67	Hill, Charles S.	1	Krechel, Forrest F.	59
Briggs, Ray H.	65	Davis, James	59	Fowler, John T.	8	Hires, George K.	8	Kunkel, Joseph J.	30
Brimmage, Clifford, Sr.	60	Davis, Richard E.	67	Friend, Mason A.	59	Holmes, Richard D.	34	Kutys, Edward J.	45
Brittingham, Collidge H.	60	Davis, Walter M.	34	Frost, Walter J.	59	Hope, Thomas D.	59	Kwiatowski, Henry J.	59
Brittingham, Raymond E.	60	Davis, Wilmer P., Jr.	34	Fuller, Charles L.	59	Horwath, Steven J.	30		
Brachet, Nicholas	59	Dawson, Raymon J.	36			Horwood, Donald S.	34	Lacey, Joseph N.	60
Brodie, James	36	Deans, Odie	46	Gaeto, Ralph C.	33	Howe, Walter	91	Lacivita, Frank P.	79
Brown, Arnold T.	47	Deaver, Ernest K.	59	Gaither, Samuel E.	67	Howington, Noel W.	34	Lambert, Herbert E.	59
Brown, Dorsey P.	42	Deeck, John W.	34	Gallagher, Charles F.	59	Hoyle, Vester A.	34	Lanier, John W.	88
Brown, James H.	42	DeGenova, Charles	34	Gallagher, Francis J.	33	Hubbell, Henry J.	30	LaSpina, Albert	33
Brown, Thomas W.	34	Dehner, Earl N.	47	Gallagher, Michael J.	65	Hudson, Rodney W.	55	Lavell, Edwin J.	34
Brown, William	67	DeMaio, William R.	36	Gandolfo, David N.	59	Hudson, William A.	30	Lavner, Martin H.	45
Buchalter, Leonard	34	DeMarco, Basil F.	34	Garbell, Gerson	46	Huet, Frank E.	47	Lee, Francis	80
Bunch, Linwood	42	Dempsey, Vernon O.	33	Garrison, John H.	81	Hughes, James E.	47	Lee, George	33
Bunzel, John	34	DeNight, Jack	33	Gavigan, John K.	59	Huirt, James R.	74	Lefflar, Walter G.	75
Burke, Leo J.	34	Dent, Robert	4	Gay, Charles L.	60	Hulings, Raymond P.	59	Legge, Robert J.	59
Burke, Richard E.	30	Desert, Charles H.	33	Giandonato, Alfred J.	45	Hunsinger, Clarence W.	34	Leinberger, William C.	30
Burns, John L.	34	DeVita, Anthony	33	Gibson, George A.	59	Hyatt, Robert D., Jr.	60	Leonard, Joseph T.	59
Burns, Joseph E.	4	Deweese, Edward N.	50	Gilbert, Robert W.	59	Hyczka, Stephen	75	Leongis, James R.	36
Burress, Bennie L.	33			Giles, John C.	74	Iacono, Alfred M.	59	Lester, Floyd B.	67
Butler, Wilbur J.	33			Gionnoscoli, Harold	47	Igoe, Lawrence R.	59	Lewchuck, Anthony	84
Byng, Martin B.	33							Lewchuk, William	34

★ JANUARY LIST OF RETURNING VETERANS ★

	Dept.		Dept.		Dept.		Dept.		Dept.
Lewis, Hayward	59	Miller, John E.	33	Perdue, John R.	59	Russo, Matthew	60	Talbot, Thomas	55
Lewis, Samuel J.	34	Miller, Lawrence A.	30	Permenter, John C.	68	Rutynowski, Joseph P.	51	Fate, John	45
Lewis, William F.	33	Miller, Richard E.	59	Perry, Robert	46	Ryan, John P.	34	Fate, John G.	36
Linden, John F.	33	Milman, Morris	59	Peterson, Franklyn	33	Ryan, John R.	34	Taylor, Burnell	36
Locke, Lee L.	74	Mitchell, Anthony	36	Peterson, Lewis L.	33			Taylor, Edward W.	59
Lockhart, John P.	59	Mitchell, John T.	59	Peterson, William B.	36	Sammon, John J.	59	Taylor, John J.	45
Logan, George T.	36	Mixell, Howard E.	34	Pfeil, Ernest	33	Sansoni, William J.	75	Taylor, Wilbur O.	47
Luberta, Michael J.	30	Montanaro, Frank P.	59	Phelan, George J.	33	Satterwhite, Walter H.	59	Tercha, Edward J.	59
Luke, John J.	36	Moore, Earl L.	55	Pierce, Clarence	30	Savage, Ernest T.	67	Teter, William F.	59
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