

SUN SHIPBUILDING AND DRY DOCK CO.

★ NOW OUR BOYS ARE COMING BACK ★



SERVICEMEN WHO CAME BACK: Left to right, top row: **WILLIAM BENSON**, 67 Dept., of the Pacific Campaign; **SAMUEL BROWN**, 59 Dept., who was wounded in August, 1944; **JAMES W. FRYER**, 34-P Dept., who was wounded in Germany. Bottom row: **EDWARD O'DONNELL**, 46 Dept., who was in the Navy; **JOSEPH D. DEAN**, 60 Dept., who was with the Paratroopers and now has 17 jumps to his credit, and **WILLIAM JOCIK**, 75 Dept., who was in the Navy and fought at Palau, New Guinea, Saipan, Guam, Leyte, Okinawa and Borneo. He was on the carrier "SWANEE", which was hit three times by suicide planes and lost 200 men killed or wounded.



FORMER S/SGT. GEORGE BRAMBLE (upper left), participated in the French campaign and was wounded during the invasion of Germany. He is back in 74 Dept. **SGT. EDWARD E. PARKINSON** took part in the Asiatic-Pacific campaign. He has come back to 30 Dept.

ALLEN LOCKE (left), who recently returned to 34 Dept., was wounded by shrapnel during the invasion of Iwo Jima. Shown with him in the picture is former **MAJOR DAVID E. HICKMAN**, of 30 Dept., who put in 4½ years training cadets for the air service.



THESE FIVE EX-SERVICEMEN INCLUDE: Top row: **THOMAS A. INNAMORATO**, who came back to 59 Dept. with ten stars on his Asiatic-Pacific Ribbon and two stars on the Philippine Liberation Ribbon. He served on the carrier "MONTEREY". **WILLIAM S. GUTHRIE**, who was wounded during the campaign in Italy; **FRANCIS L. CALABRESE**, of 45 Dept., who was wounded in the right shoulder during the fighting in France. Bottom row: **JOSEPH M. MAIDA**, of 59 Dept., who was wounded in Germany on the first day of the Battle of the Bulge and **PHILIP H. CHRISTY**, who served in the Philippine Liberation campaign.



FORMER SUN SHIP SERVICEMEN, who have been released by the Army and Navy. Left to right, top row: **FRANK BERTOLETT**, who returned to 45 Dept. and who was wounded during the fighting in Belgium; **GEORGE J. BURNETT**, of 59 Dept., who was wounded twice during the fighting in France and who has three Bronze Stars on his E.A.M.E. Ribbon; **WILFRED T. PETERS**, another 58 Dept. Sun Ship veteran who recently returned to the plant, was wounded in the shoulder during the fighting in Luxemburg. Bottom row: **ALEXANDER LYON**, of 59 Dept., took part in the invasion of France; **HARRISON W. ROBINSON**, formerly of 47 Dept., served in the Philippines.



FORMER S/SGT. OTIS M. BARNES, who was with the 614th Tank Destroyer Battalion, came back to 67 Dept. recently. He served in France and in the invasion of Germany and was awarded the Distinguished Unit Badge and the E.A.M.E. Service Medal with three Bronze Stars.

SAMUEL SORTINO, who came back to the Welding Dept., tells the story of an exciting experience during the invasion of Germany. He was in a jeep with several other men when the car ran over a land mine which exploded. The jeep and its occupants were hurled 15 feet in the air and all that could be salvaged from the jeep was one tire.

FORMER LT. COMMANDER FRANK P. FERRELL of 68 Dept. and attached to the Dry Dock, was in command of the U.S.S. "PATUXENT" which he helped to build at Sun Ship. This vessel, formerly the "EMMKAY," was launched in July, 1942 and Lt. Commander Ferrell was assigned to her when she was commissioned. He took a large number of P-T boats to the Pacific battle area together with 10 sub-chasers.

ERNEST PFEIL, Jr. of 33 Dept. was wounded during the fighting in Germany, but continued with his command and when the war ended was in Czechoslovakia.

Dodging Death in Fox Holes

By Henry J. Szatkowski — 34 Dept.

LIGHTNING may not strike twice in the same place but shells can drop in the same fox hole. I know, because it happened to me.



HENRY SZATKOWSKI

I escaped death because I didn't take chances on that lightning-never-hits-twice stuff but got out of the fox hole after the first shell exploded just at the edge. It was the closest shave I had during the war and the most exciting experience of my life.

It was just after the Battle of the Bulge. I was with the 10th Armored Division and we were in a hot fight across the Rhine.

The Nazis were dropping plenty of shells on our outfit and I was crouched in a cozy fox hole. Next thing I knew a shell exploded just back of me on the edge of the hole. I was covered with dirt and stones. You bet I was scared. I got out of the hole and beat it to another shelter.

I was scarcely settled in the new spot when another shell dropped squarely in the center of my old fox hole. If I had been there it would have blown me to bits.

Now comes the interesting thing. My buddies discovered blood on my clothing and I was sent to the field hospital with nine shrapnel wounds in my back. I never knew I had been hit when that first shell exploded. The doctors took out six chunks of iron but there are three pieces that I'm still carrying. They are so close to the spinal column that the surgeons wouldn't remove them. Anyway, they don't bother me.



HERBERT W. SCOTT, an airborne fighting man, was wounded during the Battle of the Bulge but wound up with the victorious Americans in Berlin.

WILLIAM J. REILLY, 33 Dept., who was a sergeant in the 79th Inf. Division, was wounded by a sniper in January, 1945. Reilly was in the hospital for two months but came out in time to join in the victory.



SAMUEL J. BOOTH, Jr., now back in 92 Dept., took part in the European campaign. His E.A.M.E. Ribbon has two Bronze Stars.

FRANCIS A. O'NEILL was wounded when a tank blew up during the fighting on Palau Island in September, 1944. He later took part in the invasion of the Philippines. He has returned to 59 Dept.



SAMUEL WILLIAMS, who is now back in 33 Dept., was in the invasion of Normandy, fought in France and wound up in Germany. His E.A.M.E. Ribbon has 4 Bronze Stars.



FRANK J. FIDALE came back to the Wetherill Plant after having served with a Medical Battalion in the Pacific war area. He was among the first groups to take part in the Philippine invasion.



JAMES REDDEN, of 45 Dept., is another Sun Ship man who took part in the invasion of Normandy.



BASIL LASSITER, of 69 Dept., served in the Asiatic-Pacific Theatre for 31 months and was awarded the campaign star for his services in New Guinea.



T/4 NEIL F. AMALFITANO of 59 Dept. saw service in the China and Burma campaigns. His Asiatic-Pacific Medal has two Bronze Stars. He also took part in the European campaigns and wears an E.A.M.E. Medal.



SGT. RAY TOWNSEND of 59 Dept. was with a bomber group and took part in the campaigns against Italy, Northern France and the Rhineland.

HELPED CAPTURE 2000 JAPS

Former Sgt. James T. Evans who played a large part in obtaining the surrender of 2000 Japs in the Philippines, came back to 74 Dept. recently. He is credited with taking part in seven battles and during the campaign on Mindanao Island his outfit joined with the Filipino guerrilla troops to round up the Japs. They did a good job of it, getting so far back in the jungles that they did not hear of the surrender of Japan until two weeks later.



Sgt. Evans fought in New Guinea, at Leyte, on the island of Mindora and other campaigns.

Two brothers were in the service. They are Walter Evans, in the Army and Gilbert Evans, of the Coast Guard.

As a former worker of your shipyard, I would like to ask you a small favor from here in Germany where life is dull and monotonous. Recently I met up with a friend of mine, also a former Sun employee, and we'd like you to send us some news from the Yard on what's going on at present. We'd very much appreciate it if you could send OUR YARD to us now and then. Here in Bavaria life is quite dull with the occupational duties we have. I, myself, have it quite easy as the Battalion Athletic Non-Com, but during combat I was just another rifleman. My friend is in the same company so if you do send us the news we could read it both at the same time.

Edward Hodakoski



KENNETH J. MILLER, of 47 Dept., took part in the invasion of Normandy and when the war ended was deep in Germany. His E.A.M.E. Ribbon carries five Bronze Stars.



JOSEPH DI AMACIS, who served with the Navy for more than 3 years in the Pacific, took part in the major engagements of the Pacific and was on the U.S.S. "COLUMBIA" when the ship was struck by a Jap suicide plane.



EDWARD J. WORRILOW, who was seriously wounded in March, 1945 during the fighting in Holland, has returned to 33 Dept.

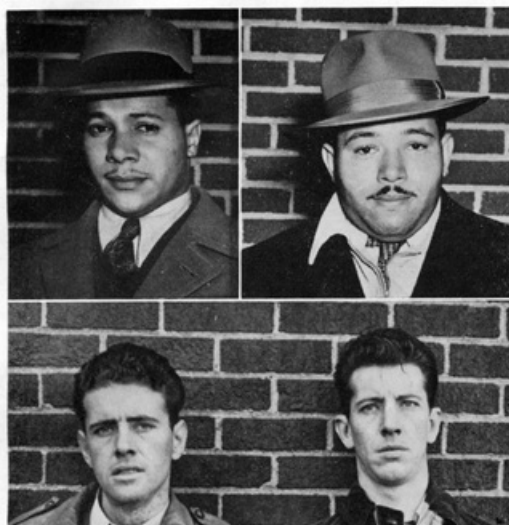
FEBRUARY LIST OF RETURNING VETERANS

Dept.		Dept.		Dept.		Dept.	
Abrams, Joseph S.	42	Cardwell, Francis M.	58	Edwards, Claude J.	59	Hayes, Lonnie	60
Abt, Jno. W.	34	Carpenter, Francis J.	75	Edwards, John F.	47	Haynych, Samuel	59
Agatone, Anthony N.	47	Carpopito, John	46	Edwards, Richard C.	81	Hazzard, Ernest D.	59
Albany, William H.	59	Carr, Paul J.	33	Ellis, George	34	Heilenman, Robert K.	36
Albert, Eugene	36	Carter, George W.	67	Emerson, James	59	Helm, Hugh M.	4
Alexander, Aaron	75	Castagna, Joseph C.	34	Evans, Elton, Jr.	60	Helmuth, Theodore D.	80
Amalfitano, Neil F.	59	Chambliss, Lloyd G.	58	Evans, William A.	42	Hendrickson, Charles E.	60
Amato, Peter	42	Chapman, Oshel E.	45	Everett, Robert D.	33	Herrick, Frederick A.	36
Anderscavage, Leonard J.	34	Chappelle, Walton S.	47	Ewing, Francis W.	34	Hewes, Robert L.	46
Anderson, George C.	59	Cheers, William F.	67	Ezell, Jack	59	Hickman, David E., Jr.	30
Armstrong, Raymond R.	42	Chestnut, Harold	30	Fadden, Edward J.	47	Higgins, Louis T.	33
Atkinson, John W.	47	Chipman, William E.	65	Fagely, Robert T.	59	Hild, Harold B.	45
Austin, Harvey C.	59	Ciccarelli, Mello J.	30	Farren, Paul W.	45	Hill, Harry J.	60
Ayres, Charles R.	59	Cimino, Anthony P.	59	Fedyna, John	55	Hilliard, George S.	47
Baker, George W.	60	Ciprane, Anthony V.	46	Feeney, Charles H.	36	Haar, George A.	47
Baker, Howard R.	34	Clark, Bernard W.	80	Feldman, Jack	47	Hodge, Fernley G.	59
Baker, John W.	59	Clark, Douglas	74	Ferdinand, Joseph P.	47	Hoffman, George E.	38
Barbee, Benjamin M.	47	Clark, Harold E.	30	Ferebee, Harold E.	80	Hoffman, George L.	33
Barefield, Frank	59	Clark, Mack	60	Ferguson, George L.	45	Honan, Harry F.	47
Barszczewski, Matthew A.	36	Clarke, John T.	47	Ferroni, Armando J.	36	Horner, John J.	59
Bartholf, Albert V.	34	Clarke, Wilson R.	47	Fidale, Frank J.	8	Hauser, Archie A.	34
Bateman, John F.	8	Claypoole, Eugene G.	34	Fields, Herman W.	59	Hutton, George A.	59
Battista, Anthony J.	34	Clemens, Julian R.	59	Filbert, Ervin H.	59	Irvine, Walter G.	47
Baudoux, Joseph A.	60	Click, William E.	59	Finnerty, John J.	47	Irving, Howard S., Jr.	59
Baxter, Oliver T.	46	Clifton, George T.	34	Fleming, George B.	42	Izzo, Thomas F.	59
Baxter, Thomas W.	91	Cohen, Thomas N.	36	Ford, John B.	59	Jackson, Siberia	33
Baynard, Robert	67	Collins, Edwin R.	36	Ford, Wilmer J.	34	Jamison, Robert L.	33
Beese, Thomas W.	59	Collins, Elijah A.	59	Fosco, Camillo L.	47	Jenkins, Howard E.	59
Beightol, Dale J.	66	Commale, Louis T.	75	Frey, George A.	47	Jewell, George E.	33
Bell, Charles W.	33	Connery, William J.	59	Frindy, Frederick C.	47	John, James A.	91
Bell, Purcell	67	Cook, William E.	47	Fry, Alfred J.	60	Johnson, Clarence M.	30
Bell, William C.	46	Cooper, Donald V.	33	Fry, Nelson W.	30	Johnson, Elton L.	59
Bennett, George L.	58	Cooper, Franklin J.	59	Fry, Theodore R.	33	Johnson, Jerry W.	67
Bennett, Julius	66	Cooper, Lewis H.	60	Fuller, James T., Jr.	36	Johnson, Richard H.	33
Bertalet, B. Frank	45	Copper, George L.	8	Fulmer, Raymond L.	33	Johnson, Thomas L.	34
Bevilacqua, George J.	34	Coppolella, Leonard A.	34	Gallagher, Richard H.	86	Johnson, Willie	67
Bingnear, Francis W.	59	Covington, Charles	59	Garvey, William H.	36	Jones, Clyde E.	34
Bivens, Howard H.	42	Coyett, Cleveland G.	59	Gathers, Andrew	59	Jones, Earl E.	30
Black, Arthur	59	Coyne, Joseph E.	58	Gehringer, Christopher	75	Jones, Hezekiah	59
Black, Edwin E.	59	Crawford, Paul J.	33	George, Andrew F.	55	Jones, John D.	30
Blackburn, Howard C., Sr.	46	Crilly, John H.	60	Ghee, Ellis W.	30	Jordan, James P.	67
Blackburn, William R.	55	Cronin, Joseph P.	33	Gilbert, George W.	45	Judge, Carl H.	33
Bagucki, Michael	59	Crosson, Albert A.	33	Gildea, William J.	45	June, Carl R.	59
Booth, Samuel E.	92	Crum, Floyd E.	46	Gilliam, Irvn	42	Kaminski, Walter J.	34
Bosworth, Ralph J.	33	Curran, Joseph	36	Gilreath, Edward S.	42	Kane, Edward A.	30
Boyer, Lawrence E.	59	Currie, Jasper W.	33	Ginn, Samuel O.	60	Kane, John T.	59
Boykin, George H.	59	Czukiewski, Stanley J.	55	Glover, Isaiah S.	59	Kay, Charles A.	36
Boyle, Robert J.	47	Czyzewski, Paul W.	59	Glover, Robert B.	36	Kazana, Henry A.	59
Bramble, George	74	Dacey, Edward J.	30	Goldsboro, Stanley M.	59	Kehner, George H.	30
Breitenbach, William E.	33	Daley, William J.	36	Gourley, Howard S.	33	Keil, Donald M.	59
Brew, Charles W.	45	Dalo, Peter P.	30	Gourley, Robert W.	59	Kellar, William J.	59
Bridgell, Theopolis E.	80	David, Cary	67	Grabusky, Leonard J.	59	Kelly, Fred W.	59
Briscoe, Albert W.	58	David, Clarence E.	60	Graham, Daniel P.	30	Kelly, John J.	34
Brogan, Walter C.	34	Davis, Herman	45	Graham, Rodney G.	33	Kennedy, Clarence R., Jr.	33
Bronca, Juliano	46	Davis, Robert W.	34	Grayson, William M.	45	Kenworthy, Raymond B.	47
Brown, Earl F.	8	Deal, Frederick C.	33	Green, Arnold B.	58	Kepics, James	59
Brown, Edward J.	30	Deal, Walter E.	8	Green, Lawrence T.	33	Kershes, Daniel E.	59
Brown, Eugene G.	59	Dean, Howard H.	67	Green, William B.	45	Kiesling, Raymond C.	33
Brown, Henry D.	47	Dean, Joseph S.	47	Greenway, James	59	Killian, Robert	30
Bruner, George M.	80	Deeney, Joseph S.	45	Greenwood, William J.	33	Kincaid, George	36
Bruno, George E.	59	Deldeo, Nicholas L.	60	Gregory, William J.	47	King, Harry, Jr.	75
Brunson, Herbert L.	36	Demby, Thomas H.	30	Gricco, Joseph	59	Kirschbaum, Milton	59
Bryant, Benjamin	30	DeMonico, Joseph J.	58	Griffin, Morris L.	45	Kline, Charles L.	47
Bryant, Edward B.	59	Denney, Francis E.	34	Grimes, Edward R.	45	Klinger, Nelson D.	46
Buffington, Earl J.	34	Detwiler, Howard	33	Guarente, Ralph A.	59	Kneib, Charles L.	45
Burke, Ben	60	DeVaughn, John L.	59	Gula, John	47	Koeller, Reginald A.	59
Burn, William J.	34	DeVirgilio, Albert J.	33	Guyer, Robert D.	59	Koeller, Rudolph P.	59
Burnam, Levonia	33	DiAmicis, John L.	34	Hafner, Elmer H., Jr.	91	Konopka, Herman S.	47
Burnett, George J.	59	Dodds, Robert W.	8	Haggerty, William J.	33	Kotyk, Harry	59
Burrell, Harold B.	30	Donaghy, James J.	36	Hall, T. C.	47	Kreider, Francis G.	34
Burrs, Charles H.	69	Donovan, James F.	36	Hamilton, Joseph C.	67	Kulp, George E.	59
Butler, James H.	46	Doorey, Michael J.	8	Hancock, Walter J.	69	Lakins, James	60
Butler, Stephen	59	Dougherty, Frank J.	59	Hansen, Herman J.	47	Lally, Edmund J.	36
Cain, Charles V.	59	Dougherty, John A.	47	Hardman, Charles F.	46	Lampkins, Richard A.	67
Caldwell, Lee Witt	46	Dougherty, John R.	47	Harris, Wardell W.	47	Landino, Joseph P.	59
Calhoun, John W.	33	Dove, Roosevelt	59	Harrison, John A.	30	LaPotin, Jack	36
Calhoun, Robert C.	34	Drozdoski, Edward J.	34	Hassin, James T.	36	Lassiter, Basil	69
Callahan, Daniel J.	59	Duda, Edward W.	59	Hatchett, John H.	59	Lauchlan, Edward	34
Callahan, James	42	Duhovitch, Joseph	59	Hawkins, Harry E.	45	Loughton, Edward	34
Cappos, George	47	Durham, Lester	47	Hayden, Thomas F.	34	Lawless, Robert J.	30

FEBRUARY LIST OF RETURNING VETERANS

	Dept.		Dept.		Dept.		Dept.
Lawrence, George	59	Mitchell, Joseph V.	59	Robinson, James E.	59	Taylor, Edward L.	55
Leigh, Joseph J.	59	Mitchell, Louis	47	Robinson, Lawrence H.	60	Taylor, James A., Jr.	33
Leimbach, Paul H.	36	Mociak, Charles J.	30	Robinson, Robert G.	59	Taylor, Lewis A.	36
Lenczynski, Stanley J.	59	Molinari, Natale V.	59	Robinson, William T.	68	Taylor, Roy H.	24
Lenzi, Joseph C.	36	Moore, Stewart C.	47	Roeder, Emil H.	59	Themens, Austin J.	47
Leonard, Edward V., Jr.	60	Moroney, John P.	47	Roseman, Jules	60	Theorgood, Paul W.	47
Lessig, Milo J.	33	Morris, Ernest J.	47	Rotay, Stanley S.	30	Thistle, William A.	30
Levicoff, Charles	59	Morris, George W.	34	Ruditys, Edward J.	60	Thompson, Harding L.	59
Lewis, Edwin J.	47	Morris, William J.	91	Rupnick, Matthew S.	36	Thompson, John L., Sr.	59
Lewis, William F.	67	Muhly, William R.	45	Russell, John W.	51	Thorne, James T.	45
Lilley, Raymond E.	33	Mulhern, Daniel J.	34	Ryan, James J.	47	Thornton, Alfred R.	36
Lindsey, Alfonso, Jr.	68	Mulhern, John A.	68	Ryder, Warren W.	34	Thorp, Robert G.	33
Lingo, Thomas F., Jr.	47	Mullen, William J.	33	Sala, Gerald A.	47	Townsend, Raymond	59
Lisicki, Walter H.	47	Murphy, Leonard J.	60	Savage, Willard H.	58	Trala, Stanley F.	55
Lloyd, George F.	47	Murray, Wilson E.	34	Savini, Louis J.	47	Trice, Aaron D.	30
Lloyd, Wright J.	59	Natale, Frederick G.	60	Schaefer, Donald R.	33	Trimble, Ralph	80
Locke, Allen R., Sr.	34	Nash, James G.	33	Scherer, Raymond	46	Tuppings, Grant	80
Loffus, Thomas M.	80	Neblett, Joseph L.	30	Schlossnagle, Russell R.	34	Turner, Fields	4
Logan, Thomas J.	67	Nejako, John W.	55	Schrass, Henry J.	36	Turner, John P.	47
Logue, Philip	59	Nelson, George G.	60	Seabrook, Alfred J.	59	Tusman, Philip	36
Lomax, Joseph H.	95	Neubert, James W.	59	Selden, Clarence S.	59	Umphlett, Melzer	69
Long, Francis E.	46	Newton, Rodney M.	81	Shaffer, Thomas H.	60	Valentine, Pervis	46
Long, Hampton M.	34	Nicholson, Samuel	46	Sharkey, James L.	45	Vanicek, Robert S.	30
Long, William S.	33	Niemeyer, Frank C.	47	Sharp, John W.	46	VanZant, Francis W., Jr.	95
Love, Norman B.	45	Nocho, Charles A.	95	Sharpe, David C.	55	Vaughan, Earl C.	59
Lover, Augustus	59	Nycz, Joseph J.	30	Shaw, Richard W.	59	Ventura, Nicholas V.	30
Lyon, Alexander M.	59	Nye, Frank B.	75	Sheariss, Joseph C.	36	Venuti, Samuel P.	34
McBride, John J.	36	O'Hara, Francis T.	45	Sheehan, William J., Jr.	75	Verdi, Anthony R.	45
McCabe, Benjamin T.	34	O'Neill, Francis A.	59	Sheerin, Michael P.	47	Vernon, John W.	59
McCann, Francis E.	45	Orsini, Frederick J.	60	Shelhamer, Charles A.	51	Voltura, Michael	60
McCann, Francis J.	34	Owens, James L.	47	Shellenberger, John H.	33	Waker, Benjamin W.	51
McCarty, Philip J.	59	Ozaluk, Max	59	Shelton, Wilson L.	46	Walling, Carl H.	50
McCoy, Harry D.	47	Palmatary, William H.	59	Sherwood, Herman C.	30	Walsh, Martin J.	45
McCloud, Louis	60	Palmer, Jackson S.	33	Sherwood, Thomas L.	33	Ward, David J.	59
McConnell, William R.	59	Palmer, William C.	59	Shields, Bernard G.	33	Warren, George D.	33
McCue, John A.	59	Papi, Parisi J.	36	Shields, Francis L.	36	Watson, Martin E.	58
McCullough, George U.	90	Parker, Oscar L.	34	Shipes, James C.	36	Waxman, Harry	47
McDaniel, Everett F.	60	Parkinson, Edward E.	30	Shirlow, Edward D.	33	Weber, George E.	36
McDevitt, Edward J.	45	Pasternak, John	45	Shoemaker, Rolland L.	91	Weber, Verne J.	36
McElhattan, Joseph V.	45	Pennington, Paul W.	60	Short, Walter P.	67	Weichert, Herbert J.	45
McFate, Herbert W.	59	Peters, Wilfred T.	58	Shuman, John E.	60	Weidner, William G.	34
McFate, James B.	60	Peterson, William J.	67	Shuster, George C.	59	Weisel, Robert L.	34
McGeehan, Alexander F.	34	Petrilli, Anthony J.	47	Simon, Charles	36	Wenrich, Bernard W.	59
McGinley, Charles T.	36	Phillips, David A.	59	Simpson, James E.	34	Werner, George C.	79
McGovern, John J.	47	Philmore, David K.	46	Simpson, Philip A.	30	Wheatley, Virgil J.	33
McHale, Joseph L.	8	Pierce, Harold L.	58	Sims, Sprague J.	45	Wheaton, Robert S.	75
McKamey, Gleason E.	59	Pieri, John L.	34	Singleton, William B.	34	White, John J.	30
McKeone, Martin J.	34	Pinder, Clinton E.	67	Singley, William J.	36	White, Melvin M.	30
McKinnon, Nathan P.	59	Pivdori, Louis	59	Skultrak, Stephen S.	59	Whittle, John C.	34
McLoud, Jethro D.	47	Plymire, James R.	59	Slater, Albert	36	Wilkinson, Charles H.	36
McNamara, John F.	59	Pohligh, William G.	59	Sloan, Edwin	33	Williams, Joseph	60
McNicholas, Martin J.	34	Polinchak, Nicholas	33	Small, John B.	80	Williams, Kenney D.	34
MacGrath, Ambrose T.	46	Pollard, Irvin J.	46	Smith, Edward I.	47	Williams, Mack	59
Maddox, Leroy G.	67	Price, Lewis E.	59	Smith, George O.	45	Williams, Samuel	33
Maginnis, Bertram E.	34	Proth, Albert B.	59	Smith, James B.	47	Williamson, Herbert C.	60
Maier, Richard P.	8	Pye, David	59	Smith, Leonard G.	34	Williamson, Winder	47
Maloney, Edward F.	34	Quattrone, Henry P.	34	Smith, Walter F.	67	Wilson, Henry M.	55
Mantegna, Benjamin A.	30	Quesenberry, Jacob M.	59	Smyth, David W.	59	Wilson, William E.	59
Manzi, Claude A.	33	Quinn, Joseph T.	45	Souder, Louis C.	45	Wilson, William J.	45
Mariani, Nazareno	75	Quinn, William J.	45	Spano, Louis J.	59	Wims, Timothy	45
Marshall, Edward S.	60	Ragni, Theodore J.	59	Spear, George H.	34	Winkens, John	45
Martin, John E.	33	Rapine, Richard M.	33	Spencer, James F.	42	Wirtshafter, Albert	30
Mason, Harry G.	46	Rapp, Charles M.	59	Staffieri, Nicholas M.	60	Wittenberg, Albert G.	33
Mason, James E.	59	Rayfield, Ernest F.	36	Starnor, Roy E.	59	Wood, Herbert N.	8
Matalone, Peter J.	59	Read, John H.	60	Stekowicz, Henry	80	Wright, Albert L.	46
Mateja, Walter S.	47	Redden, James	45	Stettler, Elwood S.	30	Wright, George C.	47
Mathews, Herman	47	Redmond, William A.	36	Stevens, George E.	30	Wright, Irving A.	60
Mattiolli, Joseph D.	36	Reese, Thomas J.	67	Stevenson, Roland	59	Yasiewicz, Zigmont T.	59
Maxwell, Samuel T.	59	Reilly, Thomas	33	Stewart, Asbury L.	59	Yates, Albert W.	33
Mays, Furnell N.	59	Reilly, William J.	33	Stewart, Edward H.	45	Yeager, John J.	30
Mays, Jesse, Jr.	80	Reinauer, Frank A., Jr.	47	Stewart, William G.	59	Young, James W.	58
Meekins, Herman U.	66	Rex, Thomas A.	58	Stowe, Melvin B.	59	Young, John R.	8
Melagrano, Michael S.	46	Reynolds, James D.	33	Stratton, James N.	60	Young, Wilson A.	46
Miller, Kenneth J.	47	Rhodes, Kenneth	45	Strickland, Esten A.	80	Yulianetti, Michael	59
Miller, Raymond G.	75	Rich, Willie L.	59	Struthers, Robert H.	91	Zabika, Matthew J.	47
Miller, Robert A.	47	Richardson, John O.	33	Studzinski, Stanley J.	59	Zalewski, Edward	30
Miller, William	59	Rickards, Harry H.	34	Sulger, James W.	90	Zdun, Joseph A.	47
Miller, William B.	75	Riddaggh, Frank	33	Summerville, Joseph A.	30	Zdun, Stanley A.	46
Millison, Maurice J.	34	Robertson, Douglas H.	36	Szarkowski, Henry J.	34	Zoerner, Henry E.	36
Mirro, Serafino A.	47	Robinson, Harrison W.	47	Tallant, Joseph L.	59	Zoladkiewicz, Francis J.	45

BROTHERS RETURN FROM FOREIGN SERVICE



REGINALD A. KOELLER (upper left), who was in the Pacific Theatre of war with the 2806th Engineers, is back in 59 Dept. while his brother, **RUDOLPH P. KOELLER, Jr.** (upper right), took part in the Okinawa campaign. He also is back in 59 Dept.

ROBERT W. GOURLEY (left) who joined the Navy and put in nearly two years in the European area, came back to 59 Dept. His brother, **HOWARD S. GOURLEY**, returned to 33 Dept. after nearly three years in the Asiatic-Pacific Theatre. He was in the Army.



JOHN ZIZZA, 47 Dept., whose airborne outfit was surrounded by Germans and fought nine days until help arrived. At one time, the men had only two rounds of ammunition. Supplies by parachutes enabled them to continue resistance.

LEONARD BAUMANN was on the Battleship "IOWA" but escaped harm when suicide planes hit the ship.



JAMES BAILEY, left, and **WILLIE WARD** both of 45 Dept. were inducted on the same day, were assigned to the same company in anti-aircraft, went to the Pacific together, were in the same campaigns and came back to Sun Ship together.



Our 200 Heroic War Dead

SINCE the last publication of names of former employees who died in the service of their country, the list has been increased until it now totals 200. Virtually all of the new names have been supplied through the cooperation of the Paymaster's office, which has been in touch with relatives of those who made the supreme sacrifice.

Names which have been added to the death roll follow:



	Dept.		Dept.		Dept.		Dept.
BOOTHWYN		CLIFTON HEIGHTS		MILMONT PARK		Robert R. Molan	30
James W. Snyder	59	John J. Collins	34	Martin G. Bessinger	36	Joseph Paul	34
CHESTER		DREXEL HILL		PHILADELPHIA		Frederick Seaborne	59
Albert S. Booker	59	Joseph A. Dillrose	34	Frank Beach	67	Irving I. Sherman	59
Fosbrooke G. Bridgett	59	GIBBSTOWN, N. J.		Benjamin B. Bogos	30	Russell Williams	58
Clarence E. Brooks	68	John J. Corradetti	45	William R. Farrington	47	SPRINGFIELD TWP.	
Horace G. Ferguson	59	GLENOLDEN		Francis Keeley	33	Pfc. William H. Bathgate	59
Albert J. Mailman	45	Leon Montieth	33	Irvin Lewis	45	UPLAND	
Charles J. Montgomery	34			Edward R. Lutter	45	Pfc. Kenneth VanDemark	45
Leon J. Ochaymowicz, Jr.	59						
Walter Pietryski	55						

JANUARY SERVICE AWARDS

25 Years

47-118.....H. Masten

SALARY ROLL

20 Years

30-2006.....S. Pascal

15 Years

79-42.....G. Kilgore

10 Years

45-21.....L. Chessman

58-500.....E. LaCrosse

88-1.....H. Sheain

DRAFTSMEN

10 Years

38-80.....H. Richardson

38-82.....J. Aitken

78-52.....E. Fisher

HOURLY ROLL

20 Years

8-28.....J. Rodgers

30-46.....B. Kobus

55-84.....J. Mallen

67-214.....E. Hearn

68-256.....P. Stute

69-50.....F. Carr

15 Years

8-78.....J. Logue

36-543.....S. Faulkner

65-81.....P. Sullivant

91-103.....B. VanZandt

10 Years

8-150.....H. Miller

30-2052.....H. Phillips

30-2055.....F. Weng

30-10508.....C. Komisar

33-108.....G. Thomas

33-375.....E. Maloney

33-797.....C. Beaumont

33-2323.....W. Quinn

33-4058.....R. Pollock

34-143.....W. Toy

36-519.....A. DelVacchio

42-49.....T. McAllister

42-64.....P. Cervino

42-69.....F. Poliafito

42-243.....M. Searles

45-258.....J. Anderson

45-264.....F. Plant

45-292.....S. Mitch

46-5.....J. Gibbs

47-248.....M. Long

47-314.....J. Lukosevicius

47-1026.....F. Horst

47-1707.....H. Boyd

47-2821.....W. Fisher

47-2831.....H. Stackhouse

47-2856.....W. Drumheller

55-370.....V. Czyzewski

58-85.....T. Lavin

59-284.....G. Howarth

59-4781.....N. Madison

60-55.....A. Short

66-70.....J. Witt

66-71.....C. Thomas

68-93.....M. McGrath

68-273.....J. Talacico

69-290.....J. Owens

75-4010.....F. Welsh



1 — J. Aitken, 38-82; H. Richardson, 38-80; (John G. Pew, Jr.); E. LaCrosse, 58-500; S. Mitch, 45-292; J. Anderson, 45-258; F. Plant, 45-264.

2 — T. McAllister, 42-49; F. Poliafito, 42-69; P. Cervino, 42-64; J. Mallen, 55-84; (John G. Pew, Jr.); J. Gibbs, 46-5; L. Chessman, 45-21; W. Drumheller, 47-2856.

3 — H. Sheain, 88-1; F. Horst, 47-1026; H. Masten, 47-118; (John G. Pew, Jr.); N. Madison, 59-4781; S. Forsythe, 88-56; E. Hearn, 67-214.

4 — F. Weng, 30-2055; H. Stackhouse, 47-2831; P. Sullivant, 65-81; J. Owens, 69-290; F. Carr, 69-50; W. Quinn, 33-2323; (John G. Pew, Jr.); M. Long, 47-248; W. Toy, 34-143.

5 — C. Thomas, 66-71; H. Miller, 8-150; C. Komisar, 30-10508; (John G. Pew, Jr.); J. Lukosevicius, 47-314; M. Searles, 42-243; S. Pascal, 30-2006; T. Lavin, 58-85.

6 — R. Pollock, 33-4058; E. Fisher, 78-52; H. Kinsky, 59-4339; (John G. Pew, Jr.); G. Howarth, 59-284; A. DelVacchio, 36-519.

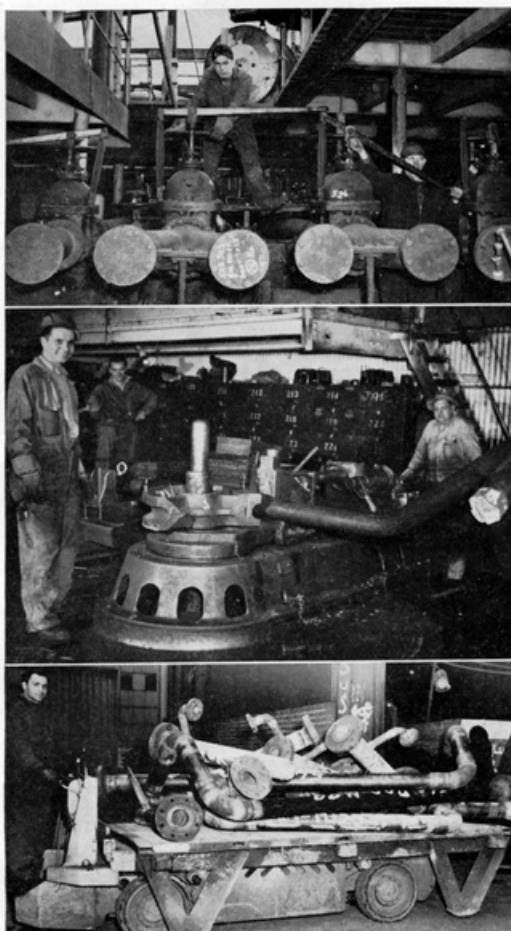
7 — (John G. Pew, Jr.); J. Logue, 8-78; V. Czyzewski, 55-370; G. Thomas, 33-108; E. Maloney, 33-375; B. VanZandt, 91-103; J. Witt, 66-70; J. Rodgers, 8-28.

Know Your
Fellow
Workman

34 DEPARTMENT — PIPE SHOP

WHEN the layman sees a ship under way he seldom gives much thought to what makes her go; except that he sees the propeller turning and perhaps smoke coming from the stack.

Truth is, the interior of a ship is much like the human body. She is a mass of pipe lines ranging in size from tiny $\frac{1}{8}$ " diameter to as high as 30". These pipe lines are similar to the arteries and veins running from the human



(Top) — INSTALLING VALVES ON NAVY TANKER. Left to right: G. Hannisick, N. Higman.

(Middle) — BENDING PIPE BY MACHINE. Left to right: J. Pluta, W. Singleton, G. Staus.

(Bottom) — DELIVERING PIPE BY ELECTRIC TRUCK. J. Himelfarb.



PUMP INSTALLATION ON SKIP, Left to right: J. Smith, T. Mannus.

heart throughout the body. The pumps in the ships must have suction lines from the various compartments which are the same as blood vessels. Many of the pumps are of a reciprocating type with valves fitted inside of them, as in the human heart action.

The main turbines which turn the propellers must be fed through steam lines which in some instances carry a pressure of 600 lbs., and a temperature of 900° F. There are, also, the heating coils, used to heat the heavy oil cargoes to permit the same to be pumped from the ship. On some of our large tankers there are 26,000 feet of this coil piping laced through and around the floor and frames.

As every shipbuilder knows, the lower nooks and crannies in the bottom of the engine rooms and cargo compartments are known as the bilges, where water from leaks and various other sources collects. This must be removed, and to do this we have bilge pumps which require a maze of pipe lines. These are very important lines because the safety of the ship may be dependent upon the speed with which water can be removed from a compartment that might be leaking from a collision or accident, causing the flooding of one or more compartments. Therefore great care must be taken to insure bilge lines being absolutely airtight.

Every ship is a small village where men live; the quar-



FOREMEN AND LEADERS — SOUTH YARD. Left to right, bottom row: C. Broughton, J. Lindsey, M. Rhinehart. Second row: W. Toy, E. Woolsey, H. Kidd, T. Aucott. Third row: J. Rispoli, E. Abbott, C. Thornton, J. Mifflin.



FOREMEN AND LEADERS — CENTRAL YARD. Left to right, bottom row: C. Tourville, D. VanHorn, H. Worrell, F. Hartigan, R. Grander, D. Thomas. Second row: W. Green, G. Buchanan, W. Kelley, H. Birl, E. Perkins, C. Forwood. Third row: S. Szlobik, E. Gatto, F. Dunn, O. Schartner, E. Owisany, A. Spencer. Fourth row: L. Lawson, J. Scallan, E. Fromal, J. Lankford, M. Brooke, G. Chadwick, W. Dzwonarski.

ters being the same as houses, having steam lines for heat, and water and drain piping which corresponds to your sewage disposal piping, etc., in your home.

The ship's boilers, which are the source of all power aboard ship, are fitted with pipes and tubes, and of course the fuel oil to the burners is conveyed there by pipe lines. Pipe is also used in large quantities for hand rails along the sides of the ships and for grab rails on ladders throughout. The cargo heating coils alone require approximately 5 miles of $1\frac{1}{2}$ " piping, and the various other systems throughout one of our large tankers bring the total amount of piping to more than 20 miles.

We of 34 Department have seen much progress in the method of attaching flanges, etc. to high pressure and high temperature line pipes, due to the fact that Sun Ship pioneered in welding — for power piping, hulls, pressure vessels, etc. — long before such procedures were in practice elsewhere.

All such joints must be stress relieved, magna-fluxed and hydrostatically tested before installation, and we have no record of a failure of any high pressure joint on a Sun built ship.

Raymond J. Flanagan is General Foreman of 34 Department in charge of all piping on new construction, ship repair and refinery equipment, and is ably assisted by a personnel consisting of David Van Horn, Central Yard, Edwin Woolsey, South Yard and Edward Sisson and Augustus McClay on the second and third shifts respectively; also numerous hourly Leaders and Assistant Foremen.

Those of 34 Department are proud of the part played in Sun Ship's magnificent contribution to the National Defense during World War II, and have the satisfaction of knowing that while all crafts are necessary to complete the job, they put in the arteries which give life to the living and breathing monster of steel which we call a ship.

AN IMPORTANT PART OF CHESTER'S SKYLINE





MISS NANCY W. GATCH, Sponsor, is shown with her sister, Mrs. John P. Armstrong, Matron-of-honor.

Admiral's Daughter Sponsors S. S. Pawcatuck



VICE ADMIRAL T. L. GATCH, Miss Nancy W. Gatch (sponsor) and Vice President John G. Pew, Jr., at launching of S.S. "PAWCATUCK".

Miss Nancy Weems Gatch, daughter of Vice Admiral and Mrs. T. L. Gatch, of Annapolis, christened the S.S. "PAWCATUCK" in the Central Yard on Tuesday afternoon, February 19. A large number of guests from Washington and other places attended the ceremony which took place during a snow storm. John G. Pew, Jr., Vice Presi-

dent was in charge of the event. Mrs. John P. Armstrong, sister of Miss Gatch, was matron-of-honor.

Following the launching a reception was held in the office of President John G. Pew and tea was served.

Launching of the "PAWCATUCK" was the first staged by Sun Ship this year.



PRESIDENT JOHN G. PEW and Miss Nancy W. Gatch (in foreground) and guests at reception following the launching of the S.S. "PAWCATUCK" on February 19.

\$4,560,175 DEATH AND HOSPITAL CLAIMS PAID TO SUN SHIP FAMILIES

THE tenth anniversary of Sun Ship's Group Insurance on March 1st was marked by the interesting announcement that during the decade just passed, death claims totalling \$3,687,250 have been paid.

Treasurer William Craemer also said that there were 862 deaths and the average payment per claim was \$4,277.55.

In addition to the life insurance plan, there were payments of \$872,925.78 for hospitalization claims over a period of 7 years. The average hospital and surgical claim was \$103.82.

On the 10th anniversary there were 11,265 Sun Ship employees covered by Group Insurance.

The total amount of insurance as of March 1, 1946 was \$58,078,000.

That's Big Business. Combined Insurance and Hospitalization claims paid by the Insurance Company reached the grand total of \$4,560,175.78 during the time both plans have been in operation. Employees paid \$4,189,961.90 in the form of premiums during the same years.

The Sun Shipbuilding and Dry Dock Company paid \$865,337.66 to meet the cost of the Insurance and Hospitalization plans. This sum included \$370,213.88 representing the excess of benefits over the premiums paid by workers plus the sum of \$495,123.78 paid by our company to the Insurance Company to defray the premiums carried by our company and other costs incident to the plan.

All employees are eligible for insurance at the time of employment, or reemployment of returning veterans, and if they sign for it at that time, it becomes effective after one full day's work. No medical examination is necessary, other than the examination required for employment. If application is made after thirty-one (31) days from date of employment, then a medical examination is required by the Insurance Company.

The cost of this life insurance protection is so low — 14c per \$1000. per week, — that practically every employee is carrying it, and the rate is the same for all, regardless of age. The amount of insurance which may be carried is based on a work year of

2024 hours multiplied by the pay rate per hour, and when an employee reaches a certain insurance classification, he retains the insurance for that class, even though his pay rate may later be reduced.

Under the plan, the insured employee retains the right to change the beneficiary of his insurance, as changes in his personal affairs may require. This is especially important when the named beneficiary died. Some employees have neglected or overlooked this important feature of their insurance. This failure to make a change has resulted in delay and complications in settlement of claims.

Upon termination of employment, the life insurance automatically continues in force for a period of thirty-one (31) days after such termination. During that period the insured may, upon making written application to the Insurance Company at its New York Office, arrange to convert any part or all of the insurance carried, into any form of insurance, except term, without physical examination.

The rate will be that which would apply to the age at time of making application.

The Group Hospitalization Plan is one of the most liberal plans ever written. At present, for the very small premium of 15c per week, the employee is insured for room and board expense at the present rate of \$6.00 per day for a maximum of seventy (70) days, or ten weeks. This sum is paid regardless of the amount charged by the hospital. In addition it provides for payment, to a limit of \$30.00, for miscellaneous extra charges which the hospital may make. Surgical benefits are also paid, to a maximum of \$150.00, depending on the operation performed.

Since the Group Hospitalization Plan was put into effect almost seven years ago, over 8,400 employees have received benefits payments. The operation of the plan is very simple. The hospitals complete the claims, on forms provided, at the time the patient is discharged. They are submitted to the Group Insurance Department in the main office, and payment is made within a day or two of receipt. Surgical benefits are paid in the same manner upon receipt of claim submitted by the doctor.

SUN SHIPBUILDING & DRY DOCK CO. GROUP INSURANCE AS OF MARCH 1, 1946

	No. of Employees Covered	Amount of Life Insurance
Yard	10,519	\$52,288,500
Salary	590	4,425,500
Technical	156	1,364,000
	11,265	\$58,078,000

LIFE INSURANCE & EMPLOYEES' HOSPITALIZATION OVERALL EXPERIENCE (As of 12-31-45)

		Average Per Claim
862 death claims paid during 10 years existence	\$ 3,687,250.00	\$4,277.55
8,408 hospital and surgical claims paid during 7 years existence	872,925.78	\$ 103.82

Total paid out by insurance company \$ 4,560,175.78

Total premiums paid in by employees . . . \$ 4,189,961.90

Excess of benefits over cost to employees:

(Paid by Sun Shipbuilding & Dry Dock Company) \$ 370,213.88

Other costs incident to plan (paid by Sun Shipbuilding and Dry Dock Company) . . . 495,123.78

Total cost to Sun Shipbuilding & Dry Dock Company of plan to date \$ 865,337.66



JOHN G. FEW, President of Sun Ship, delivers the S.S. "LIMBURG" to J. F. VanHengel representing the Netherlands government.



SUN SHIP OFFICIALS seated in luxurious lounge of S.S. "LIMBURG". Left to right: Capt. George D. Conroy, Capt. William S. Beatty, Vice President R. I. Burke, President John G. Few and J. M. G. McCannely.

SUN SHIP DELIVERS "DREAM CRAFT"

The S.S. "LIMBURG", built by Sun Ship, is a beautiful craft, delivered to representatives of the Netherlands government on March 11 at a colorful ceremony. Visitors were impressed by the modern equipment for speedy handling of cargo and the superb accommodations for the passengers.

There is a large lounge richly decorated and an equally large dining saloon. Attractive single and double cabins are arranged so they can be thrown into suites.

John G. Few, President of Sun Ship, formally turned the "LIMBURG" over to J. F. VanHengel of New York, head of the Netherlands Mission in the United States.

Mr. Van Hengel congratulated the company on building such a fine ship and predicted that the nine others being constructed by Sun Ship will equal the "LIMBURG" in speed, equipment and furnishings. When the Netherlands flag was hoisted by T. F. VanHengel, John G. Few and H. VanHensholt, the Dutch National anthem was played.

This newest addition to the Netherlands Merchant Fleet was transferred to Rotterdam where Lloyd and is commanded by Capt. L. J. Tymons. W. C. E. Kok is chief engineer.



OFFICERS OF THE S.S. "LIMBURG"—Captain L. J. Tymons, 1st Officer W. H. Snijders, 2nd Officer M. Dep, 4th Officer A.B. Th. Ewing, Wireless Officer E. S. Zys, Cadet W. Hogenacker and 3rd Officer G. L. Bessel.



CAPTAIN L. J. TYMONS, in command of ship.



CAPTAIN L. J. TYMONS, Chief Engineer W. C. E. Kok and guests on sun deck of "LIMBURG".



J. F. VAN HENGEL, JOHN G. FEW, and H. VAN HENSCHOLT raising the flag of the Netherlands on S.S. "LIMBURG".



MODERNISTIC TOUCH to staterooms.

SOME OF SUN SHIP'S BRIGHT APPRENTICES

Sun Ship's apprentice system is an old-time institution operating under modern conditions. Bright, energetic and ambitious young men enter a department to learn a trade and after a specified time are graduated as skilled mechanics.

These young men are well-trained. In addition to learning the practical side, they are encouraged to become technicians and many of them take up special courses of study. Groups of some of the Sun Ship apprentices are shown on this page.



APPRENTICES, Second Shift, Wetherill Plant. Left to right: W. Price and G. Hires.



MACHINE SHOP APPRENTICES from Central Yard. Left to right, front row: J. Metzler, R. Boettger, P. Calhoun, E. Koszalinski, G. Ambrosino. Back row: H. Dychala, M. Weitz, J. Miller, J. Fretchel, J. Conwell.



COPPER SHOP APPRENTICES. Front row, left to right: T. MacDonald, J. Burns, E. Reynolds, B. Nolan. Center row: C. Lober, D. McLaughlin, J. Prorock, Andrew Adam (Foreman), W. DiMaio, R. Hermann. Back row: A. Bissinger, A. Adam (Leader), W. Wolski, R. Jamieson, J. Simmonds, H. Mundell, L. Brozdon.



WETHERILL PLANT APPRENTICES on the Day Shift. Left to right, bottom row: J. Falkowski, J. Parkinson, A. Feathers, F. Schultz. Top row: W. McCormick, P. Black, J. Hansen, D. Bonaventure, A. Schott, D. Pubusky, H. Siedzikowski.



INK SPOTS FROM THE HULL DRAWING ROOM

By Frank L. Pavlik

The staff of Dept. 78 has been deeply grieved by the untimely death of one of its younger members, Miss Jeanne Fryer, which resulted from a motoring accident that occurred on the evening of February 22nd.

Jeanne was returning with a friend from a visit to Hagerstown, Md., and the car in which she was riding collided with another car on the Baltimore Pike, near Concordville. The injuries sustained by Miss Fryer terminated fatally on February 23rd. She had been employed as a tracer in the Ventilation Section, and was quite popular with her colleagues who will miss her winsome personality. Jeanne is survived by her mother, Mrs. Mary Fryer, to whom we offer our deepest sympathy.

Former members of Dept. 78, in the armed forces, who dropped in for a brief visit this month were: Joe Chermol, Paul Delehanty and George Burke.

We recall briefly the chess tournament on February 7th, in which many of our enthusiasts participated. The local Capablanca were checkmated to a fare-thee-well by Paul Atkinson of the Dry Dock Staff.

We say "Adios, Amigos" to the following men who have left our ranks: Robert Frank, Thomas McKay and Joe Clark. May success and good fortune be theirs in whatever field of endeavor they enter.

The "Welcome" mat is dusted off for Ed Loeb, Les Ives and John Norman as they rejoin us. All have been former Sun Ship employees, and are returning from service in the armed forces.



MISS JEANNE FRYER, 19 of the Drafting Room — 78 Dept., died following an automobile accident near Concordville, Saturday, February 23. Miss Fryer was returning from a visit to Hagerstown. She resided at 24 W. Elkinton Ave. and is survived by her mother.

NEWS FROM THE STOREROOM

By F. Corcoran

We welcome back to the fold after active service in the armed forces: Henry Stekowics, with 27 months in the 564th Engineers Boat Maintenance Battalion of the 4th Engineers Special Brigade. Henry spent 24 months in the South Pacific and saw action in New Guinea, Luzon and Manila. He was also in the army of occupation at Nagoa, Japan.

Walter Emsley, who spent 30 months in England with the Naval Supply outfit. Walt was right there in the midst of the "Blitzkrieg".

Ted Helmuth, who served 40 months with the 1521st Army Engineers. He was in major engagements on Saipan, Peleliu and Wahu.

Jack Fleming spent 39 months with the 10th Armored Division and ranked as 1st Lt. He was a tank platoon leader and as task force com-

mander, saw plenty of action with General Patton's 3rd Army in France, Luxembourg and Germany. Jack was wounded in action twice.

We are all glad to see Earl Hartman back on the job again fully recovered from his injuries.

In our last issue we had just learned of the death of Joe Wright's father and recently, almost one month later, we regretfully heard that his mother died. The entire department extends its sympathy.

Mike McGovern is all smiles these days and for three good reasons. His three sons have returned home after lengthy service in the Navy.

Congratulations to Jake Knapp. Jake informed us of the arrival of a brand new baby girl. This now gives the Knapp's a fine balanced family, a boy and a girl. Good luck.

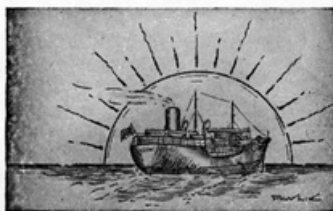
The Management regrets that starting this month there will be a delay in awarding service pins until a new supply can be obtained. The manufacturers have advised the Company that they cannot make delivery of any pins until the latter part of June.

When these pins have been received they will be presented to those employees who are past due as quickly as possible.

The service pins hereafter will be distributed by superintendents, it was announced by President John G. Pew.

Up to the present, the awards have been handed out monthly at the Office of Vice President Richard L. Burke. However, the number of recipients has been growing, particularly in the 10-year group. The new plan will make distribution easier.

BILGE 'N BALLAST



By Frank L. Pavlik

TANKER HISTORY IN BRIEF

THE history of the transportation of petroleum products by ships covers a span of approximately eighty-five years; dating back to the Civil War period. It is a saga of the need for transporting oil in sufficient quantity to supply the demands of a civilization increasingly geared to mechanism; reaching a new high in World War II.

Originally, oil was transported in barrels and cases in the holds of sailing vessels. There is record of the "ELIZABETH WATTS", 224 tons, carrying a full cargo of oil from the United States to England in 1861, and this apparently was the first case of its kind. The use of relatively small containers incurred heavy costs, and the loss of hold space and deadweight was quite large.

FIRST BULK CARRIERS

The next development, about 1869, was the fitting of independent tanks in the cargo holds to carry the oil in bulk. These ventures were only partially successful because the problems involved strength of tanks and oil-tightness; and the gas collecting in void spaces between tanks created fire and explosion hazards that were imperfectly understood.

By 1875, the oil resources of the United States and Russia were de-

veloped to a stage where they were supplying the European countries, and an economical means of transportation had to be evolved. Whereas the oil was relatively cheap, the packaging and shipping costs were relatively high. At that time, sailing vessels were regarded as safer transports of petroleum than steamers. Accordingly, wooden sailing vessels were built, and also converted, to carry oil in their holds, against the skin of the ships, with holds subdivided by longitudinal and transverse bulkheads.

THE "GLUCKAUF"

In 1886 a single screw tank steamer, the "GLUCKAUF", made the first Atlantic crossing with a bulk oil cargo. She was built in England by Armstrong and Company to carry 3000 deadweight tons, capacity 18,000 barrels, dimensions 300' x 37' x 24', with a 900 H.P. steam engine for propulsion located aft. The vessel was built of steel, using the transverse system of framing construction. She was fitted with a double bottom throughout, pump room located forward of the boiler room, with oil-tight centerline bulkhead and transverse bulkheads in the cargo oil spaces. The "GLUCKAUF" was received with scant enthusiasm in New York by longshoremen, coopers, and oil workers who claimed that the

speed of her cargo handling facilities encroached on their working rights. The vessel delivered her first cargo, consigned from the United States to Germany, in twenty days; at an average speed of nine knots. She heralded a new era in safe tank ship construction.

LONGITUDINAL FRAMING SYSTEMS ADOPTED

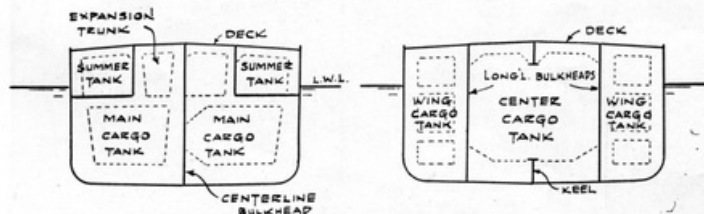
In 1906 a longitudinal framing system of hull construction was developed in England by the Isherwood interests, and applied to tanker construction. It claimed the following advantages: better distribution of structural members for longitudinal strength, greater ease in maintaining oil-tightness and a saving in the amount of steel required to construct a vessel. The "PAUL PAIX" was the first vessel to be built on this system in 1908. The construction was successful, and later tankers were built using the Isherwood or comparable systems of hull framing.

Up to this time the vessels were designed to carry oil in the hold tanks and general cargo in the 'tween deck spaces. This arrangement proved to be uneconomical and unsafe, and the demand for petroleum products justified the building of vessels to solely carry oil in bulk.

Accordingly, wing tanks known as "Summer" tanks were arranged outboard in the 'tween deck spaces as shown in the diagram, and the central portion of the 'tween decks served as an expansion trunk for the main cargo tanks, with the oil-tight centerline bulkhead extended to the weather deck. The oil filled the expansion trunk to a level close to the deck, and the remaining air space permitted the oil to increase in volume if there was a rise in temperature. The average deadweight carrying capacity of these tankers was about 10,500 tons.

TWIN LONGITUDINAL BULKHEAD ARRANGEMENT

In 1930, a new development in tanker design supplanted the centerline bulkhead summer tank construction with a design incorporating twin longitudinal bulkheads. The advantages claimed for this innovation were: greater longitudinal strength, greater ease in cargo handling, a saving in steel weight with less steel exposed to corrosion, and a superior way of ballasting using only the cen-



tral tanks. This is the arrangement used in the Sun T-2 tanker.

WELDED TANKERS

In 1931, Sun Ship pioneered in the construction of the first all-welded tanker, the "WHITE FLASH", built for the Atlantic Refining Company. This vessel carried 7700 barrels of cargo, her dimensions were 190' x 34' x 12', and propulsion was by diesel-electric machinery. She was followed by a sister ship built in 1934. The same owner further evidenced confidence in the new welding construction by having Sun Ship build the 521' tanker "J. W. VAN DYKE" in 1937. The 'midship portion of this vessel in way of the cargo oil spaces was welded, and the ends were assembled by riveting. This was followed shortly by other vessels in which the entire steel construction was welded together.

The story of the Sun-designed and Sun-built T-2 tanker is a familiar one to most of our readers. Let it suffice to say that these staunch, capable vessels, manned by gallant crews, successfully completed many strenuous missions in World War II, thereby writing a brilliant chapter in the history of tankers.



HARRY BURCAU, who is in charge of the Contract Dept. He has been with Sun Ship 24 years and in 1945 was neither late nor absent once.

LAUNCHING S. S. FRIESLAND



(Upper) **JUST BEFORE THE LAUNCHING** of the S.S. "FRIESLAND" on March 8. Sponsor's party: Miss W. Steenberghe, daughter; Mrs. M. P. L. Steenberghe, Sponsor; Mrs. A. Knegtel-Steenberghe, daughter and John G. Pew, Jr., Vice President, who was in charge of launching.

(Lower) — **SPLASH!** and the S.S. "FRIESLAND" was christened by Mrs. P. L. Steenberghe, wife of the Chairman of the Netherlands Economic, Financial and Shipping Mission.

59 DEPARTMENT

By C. DeTulio

Herm Sweeney won the softball trophy last year, the best hitter, of course.

T. Ryan and T. White are teaching drums in their spare time.

Jim Palo wrote a song for some welders last week; the name "Slag Gets In Your Eyes".

Marion Beasley boasts an increase to his family with a 7 lb. 12 oz. boy named Philip Wayne. C. Crommiller scored a 9 lb. boy.

Hank Cohen and Camden Joe Dario are fast becoming fight pro-

moters.

O. Parker has a fishing yacht, 36 feet long.

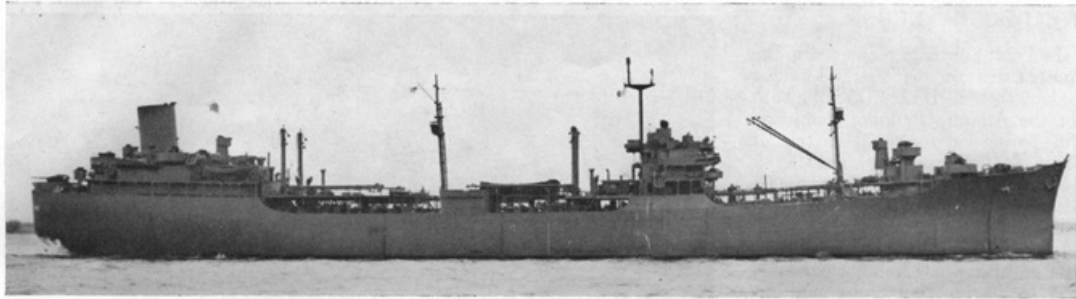
We welcome back to Central Yard E. Webster, G. Milnes, R. Liebeskind, H. Davis, Russ Hauer, Reds Holt and Bob Crutchley.

Pop Seltzer keeps a jar of malted milk tablets ready for when John Bressett and Art Holzbauer come down to No. 5 Way.

Elmer Witt and Reds Moore sold their cars. Now we won't hear those awful fish stories.

Overheard boasting of killing a deer upstate was O. Dent. He said he shot the deer about a half mile away

U. S. S. NAVASOTA IS COMMISSIONED



(Above) U.S.S. "NAVASOTA" as she left Sun Shipyard to join the Navy. The tanker is equipped with the latest electrical and mechanical gadgets and can carry larger quantities of oil and gasoline than average oiler.



(Left) BUILT BY SUN SHIP, this huge Navy tanker is taken over formally at exercises held at League Island. Here is a general view of the interesting ceremony.

and the deer came up and ran around the car three times before falling on the running board dead, so he just tied him fast and drove home.

Russ Forsythe got buck fever when he saw his first deer and emptied his rifle with five unexploded shells before realizing he hadn't pulled the trigger.

J. Champion is a certified man now, only not in the Welding Dept., but for watch repairing. R. McCandless is taking up printing. Joe Pickin is learning to be a roofer.

Note: — Sun Ship's Fire Department men back from overseas: Al Anthony, J. Landino, C. Mason, Reds Heitz, M. Larson.

A. Cerbara is back from Germany after escaping nine times from a prison camp. Hunter Howlett is back welding.

Keep buying those Savings Bonds and subscribe to your local Red Cross Fund.

88 DEPARTMENT CAPTAIN MILLS' SQUAD

By Joseph Brennan

Any information concerning Guard Mack's lunch will be greatly appreciated. One report has been brought to our attention that a thermos bottle was seen recently floating down the river.

Guard Barton, after doing such a marvelous job around the main gate, has finally been posted on a ship.

Our deepest sympathy goes to Guard Rowse, who recently lost his wife after a long illness.

J. EDWARDS, who was employed in 30 Dept., died on January 28th and sympathy is extended to members of his family. He formerly resided at 906 Chestnut Street, Trainer.



CONGRATULATIONS to Miss Della Yarnell, whose engagement to William H. Cloud was announced recently. Della is in the Order Department while Bill, who served 4½ years in the army, is in 33 Dept.

QUIPS FROM N. Y. PAYROLL

By Al Plough

Rudolph C. Weber of the rate file department is a very happy man and exceptionally happy when he speaks about his three sons, Paul, Robert and George, all of whom served in the U. S. Navy. Lt. Paul Weber, U.P.B. Squadron, reenlisted after recently being discharged from the U. S. Navy. He is formerly of 59 Dept. Robert, formerly of 59 Dept. is still in China in the Intelligence Dept. and George, formerly of 33 Dept. and recently discharged from the Navy, is back at his job at duPont. Good luck to you and your sons, Mr. Weber.

The folks bade good-bye to Virginia Osman, Mrs. Powers, Clayton Robinson and Betram Bradshaw. Mr. Bradshaw is now employed at the



MARY BOCCELLA, of the Tabulation Dept., N. Y. Payroll, announced her engagement to James Belas on February 9. James recently was discharged from the Navy and was formerly of 59 Dept.

Collingdale Federal Savings Bank. The best to all of you.

Engaged: Mary Boccella, of Tabulation, announced her engagement to Jimmy Belas, recently discharged from the U. S. Navy.

Birthday Greetings to: Vera Burch, April 1st; Jeanne Mulrine, April 2nd; Evelyn Gay, April 9th; Dora E. Messick, April 11th; Anne Merletti, April 13th; Helen Garvey, April 14th; Eleanor A. Leonard, April 22nd; Eleanor E. Maga, April 24th.

Second Anniversary: Mr. and Mrs. Betram H. Bradshaw of the Contract Dept. celebrated their second wedding

anniversary. Best wishes and many more happy anniversaries.

Kathryn Winsor Lord, Adjustment Dept. and Frances Deasey of Distribution, both had appendix operations and they are now at home recuperating. Phoebe Jobson, of Distribution, is now back at her desk after an attack of influenza; Vetora Mercandante is back at work after her illness. Kass Coonan, of the Distribution Dept., is ailing. Get well quick, Kass, and hurry back.

BRIEFS

Man—"But if you're selling these watches below cost, where does your profit come in?"

Dealer—"We make our profit repairing them."

A piece of plaster fell into the customer's soup in a restaurant and the waiter said, "As long as you're paying ceiling prices, you're entitled to a piece of the ceiling."

He—"The current was so swift for my wife's cousin that he lost his life."

Him—"But I thought he was a good swimmer?"

He—"He was, but you can't swim in an electric chair."

Wedding Bells: Anne Merletti, of the Bond and Insurance Dept., and Bruno Ponelli became Mr. and Mrs. on May 5th. Anne is a member of the Sun Ship Serenaders and the third of that group to get married. Bruno was recently discharged from the U. S. Army after four and a half years service and is now back at Sun Oil Company. Congratulations!

A gala evening was spent by Mary Leary and Esther Strom of Distribution Dept. at a formal hop given by Kappa Alpha Gamma, at the Hotel Warwick in Philadelphia.

Vera Burch and Ethel James of Payroll spent a pleasant weekend in Atlantic City, N. J. They both had a grand time.

Jean White's one and only recently received that happy paper and is now back in civies; looks like it won't be long now.

More good-byes were extended to Pat Corcoran of Distribution and Ethel O'Neil of Stores Accounting.

Mary Logue and Sally Connolly, of Distribution, spent a recent Saturday in Philadelphia having dinner, taking in a show and reminiscing.



BETTY LAWTON, HA 1/c is now stationed at Patuxent River, Maryland. She was formerly in 91 Dept. and worked in the Contract Department, North Yard.

46 DEPARTMENT SPEAKS

By Truman Read

Last month we talked about the weather and sports. Mainly about coupling them together in skating, but that hasn't been possible for some time, so weather talk will look just like the old dodge of hiding nothing to talk about — That's just what it is.

Another one of the fellows we all knew and liked, Warren Miles, has left recently due to ill health. We believe Warren intends to raise and train dogs and if this is true we know he'll be doing something he really knows and loves.

One of the men who left recently has turned up working for the Roul-on Bitumastic Co. We're very glad we treated him right, for a man with a grudge and a bucket of hot tar could certainly make someone awfully unhappy.

One of our men just returned from a skiing vacation in New Hampshire. Miraculous as it may seem he, and the entire group with him, returned intact in mind and body. After some of the unpleasantly cold days we've experienced here in the yard our skiing friend finds it plenty hard to explain why he wants to go to the White Mountains where the temperature drops as far as 32 below zero. He still claims it was worth every minute of it.



MARGARET TRUITT, 5 years old, is the daughter of Al Truitt of 36 Dept., and MARCIA HEITZ, 14 months, is the daughter of Bill Heitz of 59 Dept. and granddaughter of Al Truitt of 36 Dept.



KAREN ANN TRUMBULL, 6 months old, is the daughter of Bob Trumbull, 36 Dept., who has just returned after serving in the Navy.



FRANK RAYMOND, 6 years old, is the son of Frank Raymond, Sr., formerly of 55 Dept. and now serving in the army.

JUNIOR MEMBERS OF THE SUN SHIP FAMILY

Calling Mr. 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".



ALICE V. PLOUGH, 6 years old, is the daughter of Joseph Plough, formerly of 60 Dept. and grandniece of Al Plough of the Contract Dept.



HELENA MARIE LUNGER, 17 months old, is the daughter of Mr. and Mrs. Bud Lunger. Mr. Lunger works in 36 Department.



LEONARD PREVITI, 8 months old, is the son of Mr. and Mrs. Leon Previti of Philadelphia. Mr. Previti has been employed in 59 Dept. for 10 years.



JOAN MAGUIRE, 8 years old, youngest daughter of J. Maguire of the Welding Dept.



PEG and PAT MAGUIRE, 9 year old twin daughters of J. Maguire, welder on the Second Shift.



EARL SPEAR, of the Central Yard Machine Shop, and a fishing companion, Lyman Dudley, of Trainer, each caught a sailfish during a trip to Florida. Spear's trophy was 7 feet 8 inches long while Dudley's was 7 feet 6 inches. In addition, Earl caught a five foot barracuda.

Obituary

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

Number	Name	Address	Date of Death
74-285	W. C. Phipps	154 Upland Road, Manoa, Penna.	Jan. 24
67-4482	G. Gray	1933 Titan Street, Philadelphia, Penna.	Feb. 17
33-10432	G. Boone	628 No. 35th Street, Philadelphia, Penna.	Feb. 20
78-139	Jeanne M. Fryer	243 Elkinton Avenue, Chester, Penna.	Feb. 23
30-462	G. Burdon	1225 Walnut Street, Chester, Pa.	Feb. 25
58-1369	William M. Kelly	No. 6 Callanan Road, Garrett Hill, Penna.	Feb. 25
36-2385	G. Fambrough	1932 No. Darien Street, Philadelphia, Penna.	Mar. 2
66-369	J. C. McHugh	2920 No. 23rd Street, Philadelphia, Penna.	Mar. 4
33-329	H. Walmer	Malvern R.F.D. No. 2, Malvern, Penna.	Mar. 7
47-174	John Kluka	Brookhaven Road, Media R.D. No. 3, Penna.	Mar. 10

INVESTIGATION OF ACCIDENTS

ACCIDENTS are caused by either an unsafe act or an unsafe condition or both. In order to prevent a repetition, we must find and eliminate the unsafe act or condition. To do this it is necessary to make a complete investigation and uncover all the facts in order to prevent a similar mishap. The investigation should be made promptly by the man in direct charge of the employee having the accident, for the following reasons:

A. The man in direct charge, usually a leader, is in daily contact with the employees and familiar with their working habits. B. His authority to give orders places on his shoulders the responsibility of seeing that employees do their work in a safe and efficient manner. C. If his investigation is made promptly, the necessary information is easier to obtain and more apt to be correct.

The following suggestions may be helpful:

Discuss the accident with the injured employee, if he is in condition to be questioned, and question other employees who were working with or near him.

(a) What was the injured employee doing just *before* and at the time of the accident?

(b) Was he performing his regular duties? Had he been properly instructed?

(c) Did any other employee contribute to the accident? If so, question him, too, or his leader.

(d) Was the equipment or machinery being used in good condition? Was it properly guarded? Was it suited to the purpose for which it was used?

(e) Was the lighting sufficient?

(f) Was the "lay-out" inspected by leader for unsafe conditions before work assignment was made?

(g) Was there a safer way in which this work could be done?

(h) Was the injured man in good health when he reported for work on the day of the accident?

If facts of the above nature are determined it should not be difficult to decide what action is necessary to prevent other employees, having similar duties or exposed to the same conditions, from having the same kind of accidents. There is no reason why we should have a continuation of accidents caused by the same unsafe act or condition.

Sun Ship Co. Gives \$10,000 to Red Cross



PRESIDENT JOHN G. PEW announced that the Shipbuilding Company had subscribed to 2000 shares in the 1946 Red Cross Fund totaling \$10,000. This is independent of the sum raised by employees. Here is the certificate which was given to Treasurer William Craemer by the Red Cross.



AN UNUSUAL WAR ROMANCE supplied the background for the wedding on January 25 of Miss Muriel Moore of the C. Y. Contract Dept. to John Francis Ryan, PM 2/c. Young Ryan was taken prisoner by the Japs shortly after Pearl Harbor and was held in a camp until freed by American troops. The wedding took place in St. Martin of Torres Church.

33 ELECTRICAL DEPARTMENT

By Harvey Rittenhouse

Clarence Heeps, Foreman of the South Yard, is very proud of the electrical job done on the S.S. "LIMBURG". We find Karl Miller with his boys put across a really very good job in the engine room.

That big boy, W. Dikes, Assistant Foreman, with his boys pushed ahead the entire top side work. Also Alexander Osowski, better known as "Big Abe" shuffled along with the work on the underside.

Many others we are not able to mention did a good job and the trial trip was 100 per cent. Hats off to the South Yard, Electrical Dept.

Howard W. Walmer, who formerly worked in the Welding Dept., had a heart attack on March 7th. He was taken to the hospital and died shortly after arriving there. His many friends in our department, where he worked for seven years, extend sympathy to his family.

You are always on the receiving end when you ask Whitie Eastwood, Expeditor of the South Yard. Somehow we haven't heard him sing for sometime. He has done a fine job on outside programs and band concerts.

Looking around the yard, we find Johnny Marley, leader of temporary light and welding repairs under five way. He is a hard man to find because he is going from one end of Central Yard to the other with his trials and troubles, keeping up with the lighting and making welding repairs.

Ed Conway left Sun's service to become a missionary.

Andy Stevenson is still the shortest U. S. Marine I know.

Did you know we are using about 160,000 feet of cable on the U. S. Navy A.O.S. or about 32 miles of cable. That's a lot of pulling, boys.

"Flash" Ellis is on a diet.

Dave Preston is back and looking fine after his appendix incision.

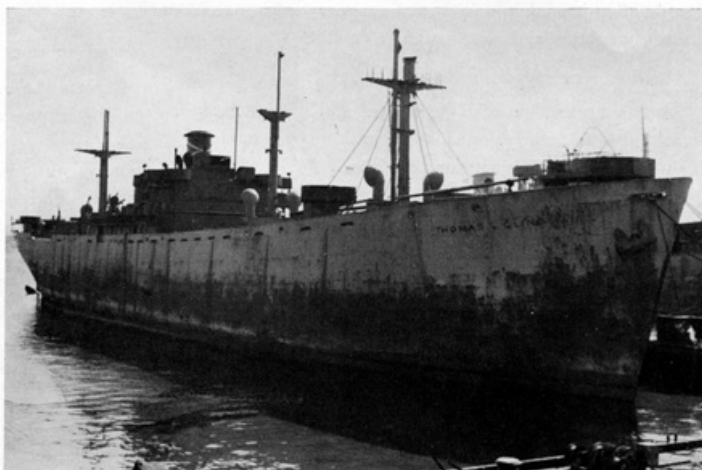
Montgomery says he is going to take a trip to the altar.

Szmurski claims he is second best; 268 in bowling.

Last but not least, we welcome back the servicemen.



BACK FROM WORLD WAR II came the Seatrain "NEW YORK" to be restored for peacetime service. Built at Sun Ship, this fine ship was taken over by the Navy and became the U.S.M. "KITTY-HAWK". She carried tanks, planes and other bulk equipment to the fighting fronts. When Sun Ship puts her back in her original form and overhauls tracks and other railway gear, she will resume the transportation of freight cars on the New York, Havana, New Orleans route.



THE U. S. Government has called on Sun Ship to aid in "stripping down" cargo ships that were used in delivery of munitions during the war.

Among those recently stripped down were the "THOMAS L. CLINGMAN" and the "FREDERICK JACKSON TURNER", both Liberty ships. After Sun Ship experts completed their work, the ships were towed to the James River to join the "layup fleet".

The Liberty ships came to Sun Ship under their own power. When they were taken away, they were almost bare hulls. Here are the steps in the job of "stripping down" a vessel.

Removal of all running rigging, wind on reels and coat with oil and stow below decks.

Stow booms and make fast and secure.

Stow below all portable gear on topsides and lifeboats.

Cover hatches and make watertight.

Clean and pump dry holds and bilges.

Remove all fuel oil from bunkers.

Open all pipe lines, deck machine pumps and auxiliaries.

Drain boilers, condensers and evaporators of water and leave open.

Remove all perishable stores, equipment, and store in warehouse ashore.

36 MACHINISTS

By Dick Clendenning

Recently we enjoyed a visit from "Bud" Goheen, who has been stationed at Seattle with a part of Uncle Sam's Navy. He is out for keeps now and we are awaiting his return to the old job. He is looking swell and we all wish him lots of good luck.

Another favorite son of 36 Dept. has returned from the Navy in the person of Francis "Andy" Anderson. The big fellow is looking fine and had little trouble getting back in the groove again.

We just had a letter from our old friend, Captain Jim Collins, who gained much popularity while here as editor of "OUR YARD". Jim wrote from Yokohama, Japan, where his ship was in dry dock at the Asano Dry Docks and said he never dreamed he would go in dry dock there of all places. He expects to leave there for China soon.

He says it is a circus to watch the Japs dock a ship — there seemed to be about 1000 men involved as everyone has a helper, even the helpers have helpers.

He described the havoc wrought there by warfare and says you can walk for miles without seeing a real building, nothing but rubbish. The people are living in any kind of shack they can build — food is scarce and prices very high: for example, cigarettes at \$20 per carton and any price you care to ask for clothing. He asked for all his old friends. His mailing address may be obtained at the "OUR YARD" office.

Anyone who can trim our Charlie Painter at bowling deserves more than passing comment so we congratulate 36 Dept.'s Al Mackubin, who recently turned the trick and we can recommend him to the scouts of some of our league teams as a bright prospect.

Russell Thiel is rushing things a little — such as fishing and reports some excellent catches of winter flounder recently. Big Earl Spear has promised a group of us a good fishing trip down the bay in the near future.

Some of the more curious of the second shifters have asked if we ever saw George Hughey hatless. Having known George for some 25 years, of course we have, and we can assure these boys that we know of no real good reason for him to keep covered and when the warm breezes of spring arrive his top piece will vanish.



WILLIAM M. KELLY, erector in 58 Dept., lost his balance and was fatally injured when he fell 55 feet from the deck of a ship at the Dry Dock on February 25. He was a returned service man and had served in the China-Burma-India war theatre. Mr. Kelly resided at No. 6 Callahan Ave., Garrett Hill and is survived by his wife, Rita, and a son, Joseph, 4 years old.

66 DEPARTMENT

By Lester Shiner

"Now that the winter is over," said "Bill Big Chief", "I am going to get rid of my blanket and stool. But I will still keep my pipe of peace as I am going to other hunting grounds."

By the time this issue comes out, we will have one retired expeditor in our department and his name is How-

ard "Hack" Wilson. He is retiring from the shipyard to go into the lumber business. Good luck, "Hack".

I'll have to take that remark back about "One point shipways". The reason they can't get anymore points is that Dutch Shiner isn't doing so well bowling left handed.

Good old Tom Brown; it looks like he still has to help Central Yard get their work out.

Frank Mosser wanted me to understand that he was not building a wooden garage. So we will take it to be a "brick garage".

"Doc" Reaver looks more like a stranger than ever since he stopped wearing sun glasses.

Ott Vittingal is sure throwing a mean ball these days. It is nothing for him to get two or three strikes in a row. Good bowling, Vittingal.

We just got another young G. I. back in the gang. He is Joe Barrett.

"Ike" on the second shift wants to know if anyone can answer this question for him. "Why do they have a quarter back and two half backs on a foot ball team and not a three quarter back, or a four quarter back?"

It looks like Jack Spath will soon be mowing his lawn.

"Dutch" Shiner has been collecting all the discarded cigarette packs in sight for tin foil. His pals say he figures on an income from this source.



OSCAR A. WILDE

CLASS IN ELECTRONICS

HERE at Sun Ship we have a school of electronics under the leadership of Oscar A. Wilde, Assistant Engineer of the Electrical Department, who is the instructor. Harvey Rittenhouse of 33 Department operates the sound films during the class meetings every Tuesday night.

Since Mr. Wilde opened the class great enthusiasm has been shown during the picture demonstration and deep interest in his explanation of every step in each lesson.

Just think, the day is here when your doors and windows open, machinery starts, power is turned on and off with no human hand turning the switch. Alternating current is changed to direct current by electronics. The electronic equipment

brings a number of advantages as it is instantaneous response, quiet operation, no moving parts, lack of vibration and above all, little or no servicing.

There are many electronic devices available, and others are constantly being offered to industry. The proper application, use and maintenance of these is a wide open opportunity in the coming electrical industry.

91 DEPARTMENT TIMEKEEPERS & CLERKS

By Ed Bell

The following will celebrate their birthdays in April: Gertrude Williams, April 7; Ducky News, April 8; Det Clayton, April 10; Jim John, April 17; Jack Grieco, April 25.

We wish them many happy returns of the day.

Rolland Shoemaker returned to Sun Ship on February 28 after spending 26 months in the U. S. Navy. Ten months of this time was in the Philippine Islands.

Thomas Hutchins returned on March 4, after spending three and a half years in the U. S. Army. He was stationed at Indiantown Gap as a Staff Sergeant.

James John returned on February 28 after spending two years in the U. S. Navy as a third class Petty officer. Jim saw plenty of action in the South Pacific where he spent ten months and received the following

ribbons: American Theatre, Asiatic-Pacific with two stars; and the Philippine Liberation with one star.

Pat Gray returned on March 4 after 39 months in the U. S. Army. He had a rating of T/4 and was stationed at Fort Lewis, Washington.

Kelly is still the Ping Pong Champion.

Frank Griffith was operated on for hernia at Chester Hospital on March 4. We hope for his speedy recovery.

We wish to extend our sincere sympathy to Charles Wheeler who lost his mother on February 28, 1946.

We wish to congratulate Shorty Davis on his 21st Wedding Anniversary which he will celebrate on April 11.

Jim Cardy received a telegram from Roy Getz, who flew to Bermuda on his vacation. Roy had quite an experience on the trip down when the pilot became ill during a rain storm. Roy's experience in the Royal Air Force came in mighty handy and

he was able to assist in landing the huge plane safely.

I hear that Charlie DiPhillips' daughter, Diane, has been discovered as a potential ice skating champion by Gus Luzzi, famous Swiss instructor and maker of champions.

I noticed a bottle of chloroform on Mr. Rennett's desk one morning recently and later that day heard that a noted M. C. (I will not mention your name, Ducky) had given away one dollar. Mr. Rennett said that the chloroform had nothing to do with it.

John Lachenmayer's daughter, Rosemarie, has been making the headlines in the Philadelphia newspapers. She is an outstanding free-style swimmer and low board diver and is captain of the Owl mermaids at Temple. She is the second junior in Temple history to be thus honored.

On Sunday, March 10, Paul Ingram, leader in the Contract Dept., became the proud father of a baby daughter weighing eight pounds.



ROSEMARIE LACHENMAYER, daughter of John Lachenmayer of 91 Dept., has been elected captain of the swimming team at Temple University. She has attracted much attention as a free-style swimmer and low board diver.

OUR COVER

Symbolic of the return of former servicemen to Sun Ship, the front and back pages carry photographic reproductions of the boys as they came back to the Employment office. Art work by Al Holmes.



ROBERT MAGGETTI, 11 year old schoolboy interviewer, asked Vice President John G. Pew, Jr. to tell Bok Vocational School pupils all about shipbuilding at a recent WPEN program. The youngsters got plenty of information on the efforts of Sun Ship during the war.

DID YOU HELP TO BUILD ANY OF THESE SUN SHIPS?

VESSELS LAUNCHED SINCE OCTOBER 4, 1944

The following ships are added to the list published
in the October 1944 edition of "OUR YARD".

Hull No.	Name	Date Launched	D.W.T.	Hull No.	Name	Date Launched	D.W.T.
354	Marine Angel	11-16-44	16,325	467	Logan's Fort	3-30-45	16,288
355	Marine Flier	2-27-45	15,261	468	Royal Oak	4-12-45	16,282
356	Marine Arrow	3-29-45	15,258	469	Redstone	4-25-45	16,280
357	Marine Star	4-30-45	15,306	470	Roxbury Hill	5- 3-45	16,276
358	Marine Fiddler	5-15-45	15,323	471	Rye Cove	8-18-45	16,282
359	Marine Runner	5-30-45	15,498	472	Fort Cheswell	7-14-45	16,349
400	Tullahoma	10- 7-44	16,200	473	Fort Massiac	7-25-45	16,360
401	Paoli	10-31-44	16,500	474	Heron's Bridge	8-13-45	16,375
402	Rum River	11-21-44	16,325	475	Atlantic Trader	6-16-45	16,322
403	Chadds Ford	12-16-44	16,290	476	Orchard Knob	7-17-45	16,348
404	Port Republic	1-17-45	16,290	477	Winter Hill	4- 2-45	16,290
405	Marne	2- 9-45	16,287	478	Clarke's Wharf	4-28-45	16,284
423	Prairie Grove	10- 4-44	16,259	479	Drapers Meadows	5-19-45	16,286
424	Pine Bluff	10-16-44	16,255	480	Fort Caspar	6-13-45	16,355
425	Yellow Tavern	10-27-44	16,253	481	Honey Hill	7- 5-45	16,353
426	La Mesa	11- 8-44	16,257	482	Santa Paula	4- 7-45	16,277
427	Waxhaws	11-18-44	16,255	483	Hammerfest	4-19-45	16,314
428	Spring Hill	11-30-44	16,265	484	Cobble Hill	5- 2-45	16,287
429	Chesapeake Capes	12- 9-44	16,255	485	Camp Charlotte	5-12-45	16,280
430	Bushy Run	12-20-44	16,255	486	Castle's Woods	5-25-45	16,273
431	Finnmark	1- 9-45	16,280	487	Turner's Gap	6- 4-45	16,263
432	Allatoona	1-20-45	16,293	488	Atlantic Refiner	6-15-45	16,350
433	New Market	2- 8-45	16,290	489	Atlantic Mariner	6-26-45	16,352
434	Somme	2-16-45	16,292	490	Fort Jupiter	7- 6-45	16,356
435	Chateau Thierry	3- 3-45	16,295	526	Misphillion	8-10-45	18,230
449	Edge Hill	10-11-44	16,260	527	Navasota	8-30-45	18,230
450	Lone Jack	10-21-44	16,251	528	Passumpsic	10-31-45	18,230
451	Champion's Hill	11- 3-44	16,263	529	Pawcatuck	2-19-46	18,230
452	Wauhatchie	11-14-44	16,253	530	Waccamaw	3-30-46	18,200
453	Hubbardton	11-27-44	16,262	531	J. L. Hanna	8-21-45	16,525
454	French Creek	12- 8-44	16,256	532	Atlantic Ranger	8-31-45	16,500
455	San Pasquale	12-19-44	16,251	533	Trimble's Ford	9-14-45	16,500
456	Carnifex Ferry	1- 6-45	16,275	534	Fort Mercer	10- 2-45	16,500
457	Salmon Falls	1-19-45	16,287	535	Fort Mifflin	10-15-45	16,500
458	Trevilian	2- 3-45	16,291	540	J. H. MacGaregill	10- 6-45	16,500
459	New Hope	2-15-45	16,295	541	H. D. Collier	9-19-45	16,500
460	Meuse-Argonne	2-28-45	16,290	551	Limburg	11-21-45	12,500
461	Cantigny	3-13-45	16,293	552	Noord-Brabant	3-18-46	12,500
462	Sedan	3-26-45	16,285	553	Overijssel		12,500
463	Saint Mihiel	3- 7-45	16,288	554	Drenthe		12,500
464	Amiens	3-17-45	16,282	555	Friesland	3- 8-46	12,500

