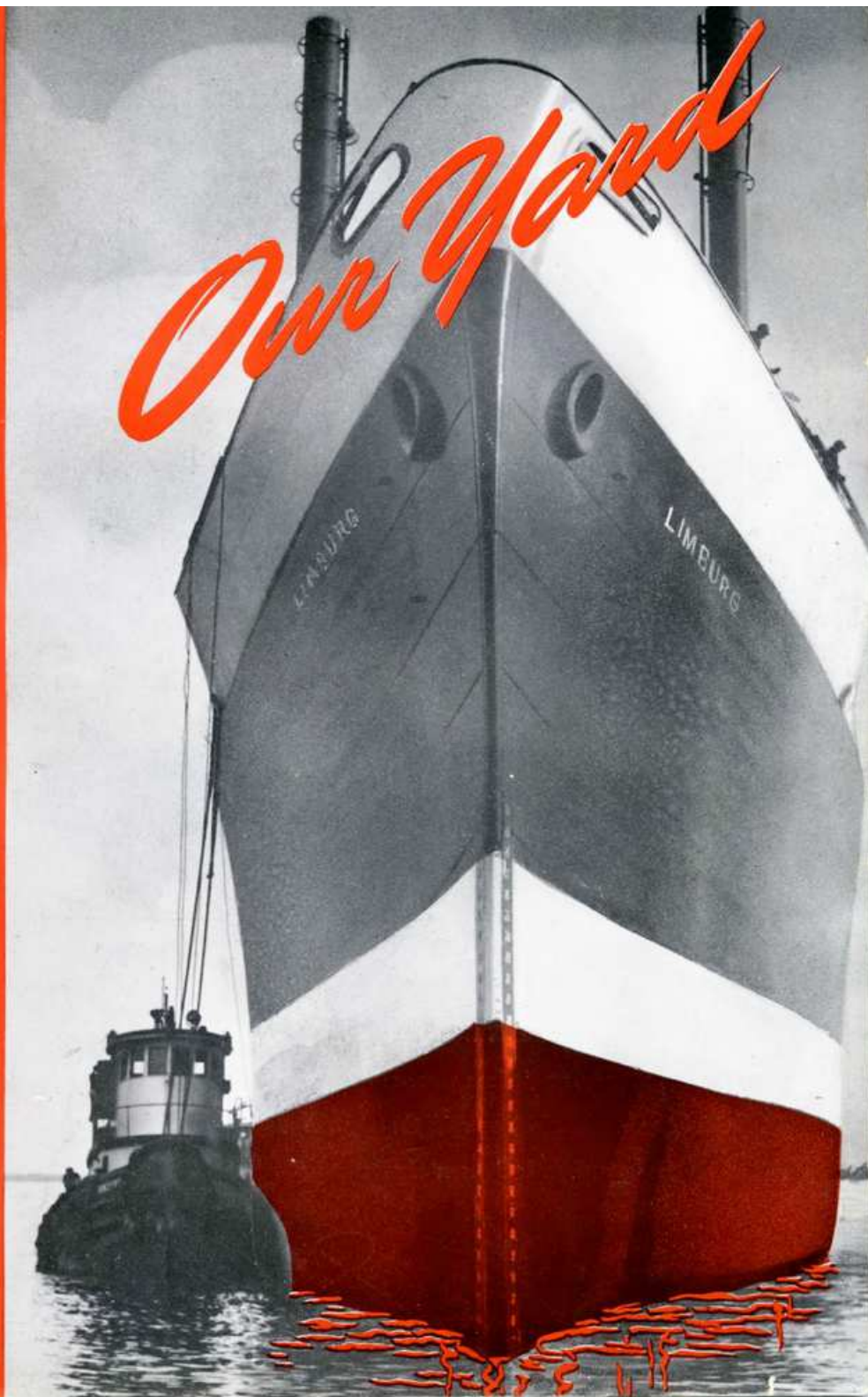


Our Yard

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





ON Memorial Day, May 30, 1946 we should each of us pay tribute to our heroic dead. We should particularly render tribute to the more than 200 of our fellow workers who gave their all in the service of their Country. Let each of us vow that by our work we shall build a better world; that these, our fellow men, shall not have died in vain.

John F. Lewis,

PRESIDENT

★ NOW OUR BOYS ARE COMING BACK ★

WILLIAM BENSON, of 67 Dept., saw some hard fighting in the Philippines but previous to that had taken part in the campaign in Italy. He is one of the few men to have seen service both in Europe and Asia.

JAMES W. FRYER, of the Pipe Shop, who came back to the yard, was wounded during the fighting in Germany in April of last year.



"SUN SHIP" was the name Hugh Ryan of the 2nd Armored Division tagged his jeep. It carried him through the North African, Sicilian, French, Holland and Rhineland campaigns. Hugh has returned to the shipyard and is now working at the Allison Plant.



CHARLES F. WAHL, 91 Dept., was wounded in Germany in December, 1944 and suffered a severe eye injury. He was with the 5th Armored Division. He took part in the invasion of France and Germany. His E.T.O. Campaign Ribbon has two stars and he has the Purple Heart Medal.

GEORGE A. PLALE, who served on the Destroyer "TAUSSIG" and the transport "BARBER" has five stars on his Pacific Theatre Ribbon and one star on the Philippine Liberation Ribbon. He returned to 36 Dept.

WILLIAM JOCIK, of the Plate Yard, who came back to Sun Ship, was on board the aircraft carrier "SWANEE". This ship was hit three times by Jap suicide planes and young Jocik received shrapnel wounds in the leg. He took part in the fighting on New Guinea and at Saipan, Guam, Leyte, Okinawa and in Borneo.



PRESENTING MORE RETURNED SERVICEMEN: **STANLEY CIEKAWY**, of 45 Dept., who was present at the surrender of Tokyo. He was wounded at Okinawa. **CHARLES F. GENOVA**, of 47 Dept., who was on the destroyer "CONVERSE" and who took part in the Philippine and Okinawa campaigns. **HANK NATALE**, 47 Dept., who was in the Philippine campaign. **JOHN H. KIRKPATRICK**, of 33 Dept., who was in the Iwo Jima and Okinawa campaigns. **ROBERT J. McLAUGHLIN**, 34 Dept., who fought in the Italian and Rhineland campaigns. **CHRISTOPHER G. RITTER**, 50 Dept., who won the Meritorious Service Plaque in the European campaign.

FIVE FORMER SERVICEMEN: **ROBERT BEATO**, 33 Dept., was wounded by shrapnel during the fighting in Italy. **THOMAS SPEAKMAN**, 74 Dept., took part in the India-Burma-China campaign and won the China ribbon. **JOHN SPERA**, 59 Dept. **JOHN L. DI AMICIS**, 34 Dept., was wounded during the Philippine campaign. He also fought at Okinawa. **FRANCIS E. McCANN**, 45 Dept., who was wounded during the fighting in Belgium.



(Top) — **WILLIAM MUMPER** (left), who left 34 Dept. and became a corporal in the Medium Artillery, was wounded in Belgium. He took part in the invasion of Germany. **WILLIAM C. LLOYD** was wounded by shrapnel during the fighting in Belgium. He came back to Sun Ship where he is a welder.

(Middle) — **SAILORS ARE BACK** — **MICHAEL J. EITELMAN** (left), 36 Dept., served in the Pacific as a signalman. **EDWIN H. CLIFF**, of 47 Dept., is the chap who sent Sun Ship the interesting account of the thrilling experiences of the "SANTEE" in Pacific waters. He was in the campaign at Okinawa. He was at Leyte when Jap suicide planes tried to sink the "SANTEE".

(Bottom) — **PACIFIC FIGHTING** marked the service of **JOHN F. KELLY**, 33 Dept. (left), who was in the Philippines and **JOSEPH McDUCELL**, 34 Dept., who was on a Navy repair ship. He fought in the Philippines and at Formosa.

SAMUEL FRANCIS BROWN, of 59 Dept., was wounded by shrapnel when a shell exploded on the edge of his foxhole. He was in the early invasion of Normandy and when the war ended was deep in the heart of Germany.

Another returning veteran was **JOHN ZIZZA**, of 47 Dept. During the "break through" of the Germans, his outfit was surrounded for nine days and lost many men. He was with the 101st Airborne and during the siege received supplies by parachute.

JOSEPH D. DEAN, of 60 Dept., who was a paratrooper on the European front, has 17 jumps to his credit. He took part in the invasion of Germany after fighting in France and Belgium.

Dear Mr. Pew:

Since the 8th of August, we have done quite a bit of traveling. Okinawa from Leyte, Okinawa to Guam, Guam to China, China to Okinawa then back to China where we are unloading A.P.'s and K.A.'s. During this course of travel, I have come to be very familiar with the meaning of typhoons. I believe the area around Okinawa is just about tops as far as heavy seas are concerned. We have had two seams in the aft steering compartment crack on us, one of which is still increasing in size which means we are pumping water from the compartment daily.

I got my hands in a little electric welding when we pulled up to another LSM that had a welding outfit aboard. It sure felt like old times to crawl down in the innerbottom and strike an arc. Everytime we get in a little rough weather, I keep asking myself, "I wonder if the welders gave our ship a good job?"

Have you even been to China? If you haven't, I'm sure you'd be surprised at the way these people manage to survive. Coming into the river from the Yellow Sea, the Captain has all he can do to keep from ramming junks. I've seen as high as 12 and 13 people living in a junk no bigger than 4 feet by 12 feet. The river water is just about as muddy and dirty as it could possibly be, yet it's a common sight to see them scooping pails of water for drinking and washing purposes.

Everytime after chow is down for ship's company, the junks will congregate around the garbage scoop and catch the remnants off our trays. Makes no difference whether or not it falls into the river. If it does, one of the kids will grab a fishing net and scoop it out. When we were in Tientsin, one American dollar would get you 3500 Chinese dollars. We were all millionaires for the day. I was surprised at the up-to-date night clubs here. The waiters are called No. 1 Boy, No. 2 Boy and so on down the line. You can be pulled all over town by a "Ricksha" for 100 Chinese dollars.

Elwood Hansen

SUN SHIP MEN IN THE PACIFIC



NEPTUNE'S COURT held on the S.S. "KENESAW MOUNTAIN" when the Sun-built tanker crossed the Equator was marked by the presence of two former employees of Sun Ship. One was Edward J. McDevitt, of 45 Dept., and the other was James Stratton, of 60 Dept. Both men were members of the "KENESAW MOUNTAIN" crew and they later left the Merchant Marine to return to Sun Ship.



FOUR VETERANS who came back to Sun Ship. Left to right: **FRANCIS T. COSTELLO**, 46 Dept., who has 7 stars on his Pacific Theatre Ribbon. He was in the Navy. **JOHN L. BLOSCHOCK**, 45 Dept., and who was in the 11th Airborne, took part in the invasion of Japan. **ARTHUR STEVENS**, 60 Dept., was wounded during the fighting in the Pacific area. **JOSEPH F. KMEC**, 45 Dept., was wounded during the invasion of Germany.



JAMES J. McCONLOGUE, 33 Dept., joined the Navy and took part in the Pacific fighting. There are 8 stars on his Pacific Theatre Ribbon.

ROBERT E. GUNTNER, 45 Dept. (left) and **JAMES PAPI**, of the Tube Mill. The latter was on a battleship that was hit by suicide diver. He has 8 stars on his ribbons.

Dear Mr. Pew:

I am a former employee of the Sun Shipbuilding Co. and at present I am serving with the Army Air Forces, Air Transport Command in the Southwest Pacific.

Upon arriving in the Southwest Pacific area, I first landed at Hollandia, New Guinea. I transferred from there to Amberley Field, Ipswich, Australia where I remained until Amberley Field was deactivated. From there I proceeded to Eagle Farms, Brisbane, Australia. My stay there was short which consisted of approximately two weeks at which time I was assigned to Leyte, Philippine Islands and I abided there also until the Air Transport Base at Leyte was deactivated. Continuing from Leyte, I arrived at Nichols Field, Manila where I am at the present time. I am now waiting transportation to Atsugi Air Field, Tokyo which will be my permanent change of station where I'll perform the duties of a crew chief on a C-54, four engine cargo and transport plane, probably until I become eligible for discharge.

As an employee for Sun Ship, I worked in the Pipefitting Dept. as a leader in the hanger gang. It is quite a sight here in Manila Harbor. Hundreds of ships of which no doubt some were constructed at Sun Ship.

Fred W. Ryder



219 on List of Our War Dead

NEW names which have been added to the roll since last month's issue bring the number of Sun Ship's heroic dead to 219. Nearly all the new names have been given by the Paymaster's office which has been in touch with relatives of those who fell.



	Dept.		Dept.		Dept.		Dept.
CHESTER		GLADWYNE, PA.		PHILADELPHIA		TRENTON, NEW JERSEY	
Charles H. Bakewell	59	Robert John Graham	36	Joseph Coll	46	William R. Brown	33
Edward A. Bassett	68			William Hetler	45		
V. Richard Coxen	45	MARCUS HOOK		Hugh J. Lafferty	36	UPPER DARBY	
Edward J. Derriage	59	Martin Dubliski	34	Harold J. Pistner	30	Christie D. Truitt	34
John M. Tulodziecki	55			John M. Rush	30	WILKES-BARRE	
J. Robert Eckley	45	NEWTOWN SQUARE		John K. Wynne	34	Leonard Degoski	59
COLLINGDALE		George T. Griffith	33				
Walter Carson	58						

Know Your
Fellow
Workman

GARAGE DID FINE JOB DURING WORLD WAR II

IT was the big job of the Sun Ship Garage to keep the wheels rolling during World War II—and they did it.

At the peak there were 105 pieces of equipment to be maintained, including both Shipyard and Maritime Commission machines.

The task was done by a mechanical and operating force that never exceeded 37 employees. At the present time there are 27 men.

All repairs, including overhauling the engines, were done in the Garage despite the difficulties of procuring parts.

Sun Ship trucks and passenger cars covered hundreds of thousands of miles with a high record for safety and efficiency. Emergency calls sent them speeding to Boston, Norfolk or other places with skilled drivers at the wheels.

Five Sun Ship sedans travelled nearly 400,000 miles. Four station wagons have 285,000 miles to their credit.

To look after the welfare work of Sun Ship and keep in touch with the sick, two cars used by Sun Ship agents made a mileage of 83,000.

Sun Ship used two ambulances during the war. Night and day they were in readiness for any



E. GINN, putting on patch, is one of four brothers at the garage.



EXPERT DRIVERS who handle Sun Ship cars are, left to right: P. McCaffrey, C. Cahoon, C. Gillespie, J. Devon, J. Donohue, J. Anderson, W. Sawyer.

emergency call. Within a few seconds after a summons was flashed for help, an ambulance was on its way.

The Garage also looked after the upkeep of gasoline and diesel cranes and other rolling equipment. It checked on the Sun Ship fire department equipment. It supplied tires for all the company cars and trucks.

Alex Unglaub, in charge of the Garage, celebrated his 28th anniversary with Sun Ship on March 28. His brother, Charles, also at the Garage, has the same length of service less a few months.

(Top) — **THE OFFICE STAFF** at the garage are, left to right: R. Wolfe, Alex Unglaub (foreman), R. Greaves.

(Bottom) — **DISCUSSING** a repair job are, left to right: J. Edmond, C. Hicks, E. Servoky.



HOW ABOUT BECOMING FIRE CONSCIOUS?

CHIEF F. BALL, NO. 1 FIRE COMPANY

ONE of the policies at Sun Ship has been to make the employees fire conscious. It keeps them alert at home as well as in the plant. Normally, most persons are not fire conscious.

They wouldn't think anything about seeing paint cans lying around without lids on and sparks from burners and welders setting them on fire; nor would they think anything about a lot of trash and rubbish lying around in piles or scattered all over the place.



Take fire extinguishers for example, how nice they look hanging up in some particular place, BUT how many remember where they are in time of an emergency?

These few examples and others too numerous to mention, are but a few of the many things the firemen have learned to "spot".

We have been very fortunate in having firemen working all over the yard, in the shops and out on the ships. Thousands of small fires are extinguished every year by these men. We need the co-operation of all the employees in becoming FIRE CONSCIOUS. When we get this co-operation we will have made another step toward making

this a safer plant in which to work.

How about it? Are you willing to protect yourself and others?

Shall we all become FIRE CONSCIOUS?

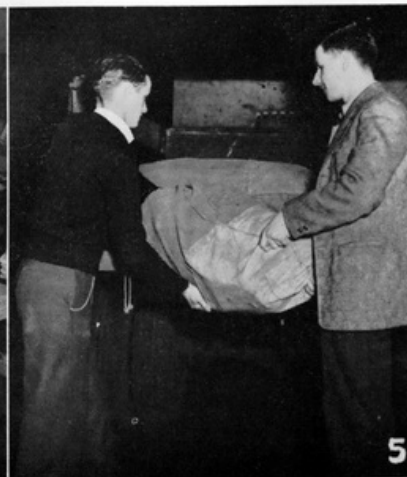
If anyone sees anything that is a fire hazard we will appreciate it if he or she gets in touch with the Safety Office and reports it right away. We will see that steps are taken to eliminate it immediately.



Sun Ship's fire department with its high efficiency was recently featured in an article in "FIREMEN". It pointed out that in the world's largest privately owned shipyard — where thousands of electric welders, gas welders and burners worked and where more than 150 5-ton loads of crating, excelsior, paper and scrap lumber have been removed each 24 hours since 1941 — the constant vigilance of a volunteer fire company has kept the fire record good. The volunteer fire fighters have been largely responsible for eliminating fire hazards.

HOW "OUR YARD" COMES TO YOU

1. JUST OFF THE PRESS — Betty Montgomery (seated), M. Mae Scott, Nellie News, and Ethel Wallen reading Sun Ship's magazine.
2. FIRST STEP is imprinting postage on mailing envelopes. Lew Hazlett and Bruce Foreacre are at the machine.
3. "STUFFING" magazines into envelopes calls for a large staff. Here we have Margaret Desmond, Kay Cuff, Ann Davis, Della Yarnall, M. Mae Scott, Nellie News, Betty Montgomery, Bruce Foreacre, Lew Hazlett, Albert Roth, Carry Massey, Ethel Wallen, Francis Holland, and John McDonald.
4. DELIVERY IS SPEEDED by sorting envelopes before placing them in mail bags. Left to right: Francis Holland, Bruce Foreacre and John McDonald.
5. TRUCKS RUSH "OUR YARD" from the plant to the Chester Post Office.



Sun Ship Donation To Red Cross \$15,671.80

SUN Ship donation to the 1946 Red Cross Fund Campaign as announced by E. E. White totalled \$15,671.80. This included the \$10,000 contribution from the Sun Shipbuilding and Dry Dock Company. Employees of the yard gave \$5,501.30 while the Maritime Commission auditors and inspectors, the Netherlands government inspectors and the Philadelphia Asbestos Company employees in the plant donated \$170.

There were 3879 Sun Ship workers who gave a total of \$5,501.30, an average of \$1.42 per person.

The employees who did not contribute totalled 5754. This brought the plant average down to 57 cents per person on the roll. Departments that topped this plant average are: Nos. 1, 4, 8, 36, 38, 45, 47, 51, 55, 58-R, 65, 68, 74, 78, 81, 88, 91, 93, the Safety Dept. and a grouping of scattered departments that were included in a single unit. The table showing the standing of the various units follows:

Department	Number on Roll April 1st, 1946	Number Donating	Number Not Donating	Amount Subscribed	Average Donation	Average Per Man on Roll
1	28	22	6	\$24.00	\$1.09	\$.86
4	62	30	32	36.00	1.20	.58
8	394	267	127	462.00	1.73	1.17
308	187	26	161	29.00	1.12	.16
305	524	209	315	223.50	1.07	.43
33	864	406	458	447.75	1.10	.52
34p	809	283	517	359.75	1.27	.45
34c	85	0	85	0.00	.00	.00
36	556	236	320	364.00	1.54	.65
38	105	73	32	179.00	2.45	1.70
42	93	12	81	19.00	1.58	.20
45	299	140	159	189.50	1.36	.20
46	106	38	68	49.50	1.30	.47
47	474	263	211	300.10	1.14	.63
51	83	58	25	75.00	1.29	.90
55	137	89	48	120.00	1.35	.84
58E	87	36	51	36.00	1.00	.41
58R	26	18	8	21.75	1.21	.84
59	1066	431	635	450.60	1.05	.42
60	246	48	198	61.10	1.27	.25
65	185	104	81	120.00	1.15	.65
66	277	63	214	76.00	1.21	.27
67	642	30	612	24.25	.81	.04
68	239	148	91	196.00	1.32	.82
69	403	33	370	33.00	1.00	.08
74	89	55	34	69.00	1.25	.78
75	123	49	74	60.00	1.22	.49
78	71	45	26	112.00	2.49	1.58
79	43	10	33	18.00	1.80	.42
80	298	68	230	86.00	1.26	.29
81	75	46	29	59.00	1.28	.79
84	85	19	66	35.00	1.84	.41
88	139	124	15	154.50	1.25	1.11
91	161	88	73	117.00	1.33	.73
92	68	29	39	34.00	1.17	.50
93	31	17	14	25.00	1.47	.81
95	70	37	33	40.00	1.08	.57
Safety Department	12	12	0	38.00	3.17	3.17
All Others	391	218	173	757.00	3.47	1.94
Sun Ship employees	9633	3879	5754	\$5,501.30	1.42	.57

Sun Ship employees.....	\$ 5,501.30
Company donation	10,000.00
Total	15,501.30
Maritime Commission Auditors and Inspectors.....	40.00
Netherlands Government Inspectors.....	38.50
Philadelphia Asbestos Company.....	92.00
Campaign Total	\$15,671.80



(Top row) — Left to right: H. Ward, 8-559; W. Kozicki, 8-522; J. Hollis, 1-30; D. Clark, 4-189; (Supt. Wilkinson); J. Monagle, 4-51; J. Crisman, 8-820; A. Spanier, 8-524.

(Second row) — Left to right: W. Hutton, 34-888; M. Congleton, 36-158; L. Wilgus, 36-531; V. Semerars, 30-59; (Supt. Carney); A. Hoopes, 34-53; P. Schafft, 36-774; F. Doyle, 30-73; J. Matyja, 34-516; F. Ozman, 36-855.

(Third row) — Left to right: R. Stolz, 59-4073; J. Dimeglio, 59-4226; A. Giampietro, 59-624; H. Haley, 59-447; (Electrical Engineer Jackson); E. Roenne, 33-10; R. Hermann, 33-4012; H. Christopher, 33-136.

(Fourth row) — Left to right: W. Edmonds, 60-52; E. Lally, 59-87; H. Harris, 59-100; (Electrical Engineer Jackson); W. Agnew, 59-4539; W. Benner, 59-1622; D. Moslander, 59-417; G. Milne, 33-210.

(Bottom row) — Left to right: J. Ingram, 91-80; A. Brown, 90-164; J. Davis, 91-102; (Controller Doyle); J. Horn, 91-422; E. Shea, 90-132.

FEBRUARY SERVICE AWARDS

25 Years

4-51 J. Monagle
65-59 H. Shuster
66-33 A. Rankle

SALARY ROLL

15 Years

33-10 E. Roenne

10 Years

90-132 Elizabeth Shea
90-164 Arthur Brown
91-422 Julia Horn

DRAFTSMEN

10 Years

38-81 W. Preston
78-29 R. Hall

HOURLY ROLL

20 Years

8-524 A. Spanier
42-907 E. Touring
91-102 J. Davis

15 Years

1-30 J. Hollis
4-189 D. Clark
8-559 H. Ward

10 Years

8-522 W. Kozicki
8-820 J. Crisman
30-59 V. Semerars
30-73 F. Doyle
33-90 H. Broomall
33-136 H. Christopher
33-210 G. Milne
33-4012 R. Hermann
34-516 J. Matyja
34-542 E. Rollison
34-888 W. Hutton
36-158 M. Congleton
36-531 L. Wilgus
36-855 F. Ozman
42-12 F. Martin
42-42 J. Weichert
42-63 E. Weaver
42-70 A. Wojciehowski
42-245 C. Roberts
42-649 M. Harrison
47-607 T. Howat
47-1043 C. Caudioso
55-77 D. Shockley
55-121 T. Cauley
59-100 H. Harris
59-113 R. Gaul
59-253 W. Watt
59-417 D. Moslander
59-447 H. Haley
59-607 B. Good
59-624 A. Giampietro
59-1622 W. Benner
59-4073 R. Stolz
59-4226 J. Dimeglio
59-4539 W. Agnew
59-8272 J. Stewart
60-52 W. Edmonds
66-80 J. Bedwell
66-110 L. Hitch
66-10012 H. Hoffmeister
69-112 B. McCray
74-110 R. Gilbert
80-51 S. Bogucki
80-1777 S. Reed
80-2670 A. Brooks
81-96 G. Miles
81-122 D. Brown
81-193 E. Harriss
84-155 C. Wagner
91-80 J. Ingram



Supt. Norton, left, and George Kilgore, 79-42.

Chief Naval Architect Hudson, left, and R. Hall, 78-29.

Foreman Brown, left, and A. Brooks, 80-2670.

Chief Engineer McConechy, left, and W. Preston, 38-81.



(Upper left) — Left to right: M. McGrath, 68-93; J. Bedwell, 66-80; (Supt. Norton); A. Amor, 69-30; H. Hoffmeister, 66-10012; L. Hitch, 66-110; A. Rankle, 66-33.

(Middle left) — Left to right: G. Blythe, 58-59; D. Shockley, 55-77; (Supt. Norton); H. Shuster, 65-59; B. McCray, 69-112; J. Wagner, 58-17

(Lower left) — Left to right: A. Wojciehowski, 42-70; F. Martin, 42-12; (Asst. Supt. Hall); E. Touring, 42-907; J. Weichert, 42-42; E. Weaver, 42-63.

(Upper right) — Left to right: D. Brown, 81-122; (Foreman McNees); G. Miles, 81-96; E. Harriss, 81-193.

(Middle right) — Left to right: E. Rollison, 34-542; (Supt. Carney); W. Dill, 30-26; H. Phillips, 30-2052.

(Lower right) — Left to right: E. Lord, 47-4024; R. Gilbert, 74-110; (Supt. Beatty); G. Gaudioso, 47-1043.

Sun Ship Bowlers Champions

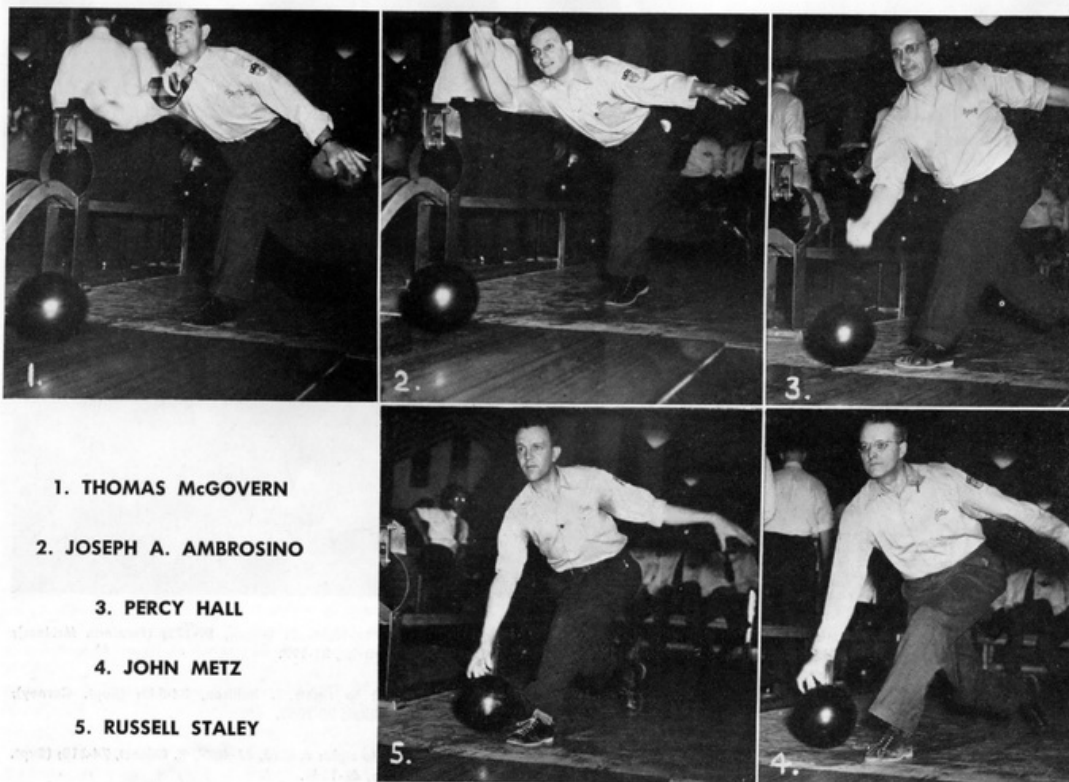
In a special contest staged April 15, the Sun Ship team made a score of 2755 and defeated five groups from the Sun Oil Company. Standings of the teams:

Sun Ship	2755
Marcus Hook Refinery	2743
Philadelphia Sales	2709
Toledo Refinery	2696
Philadelphia General Office	2615
Dallas, Tex. Production	2583

Scores of individual members Sun Ship team: John Metz, 563; Thomas McGovern, 557; Joseph A. Ambrosino, 546; Russell Staley, 529 and Percy Hall, 524.



BOWLING CHAMPS — Left to right (standing): John Metz, Thomas McGovern. (Seated) Joseph Ambrosino, Russell Staley and Percy Hall.



1. THOMAS McGOVERN

2. JOSEPH A. AMBROSINO

3. PERCY HALL

4. JOHN METZ

5. RUSSELL STALEY

SUN SHIP EXPERTS RESTORE "BIDWELL"



MAJOR DAMAGE to the "Bidwell" was quickly repaired by Sun Ship workmen and the tanker was soon back in service.



THE VAST CRATER in the tanker which was caused by a torpedo was repaired by experts at Sun Ship's Dry Dock.

The Diesel-driven "BIDWELL" came back to Sun Ship the other day for overhauling. Her most notable visit to our yard, however, was early in April of 1942 when, shattered and ripped and torn by a Nazi submarine, she crept into the Dry Dock for repairs.

The "BIDWELL", operated by the Sun Oil Company, had been torpedoed off the Atlantic East Coast on April 6 and on April 12 she arrived at the Sun Ship plant.

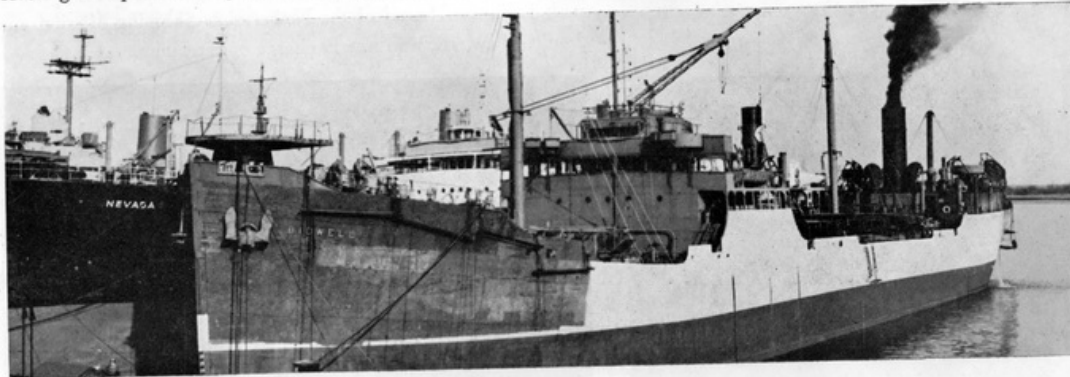
She was a rare spectacle of ruin. The log of the Sun Ship repair department carried this reference to the "BIDWELL": "An old riveted tanker came to us with her port side blown away for a length of 80 feet, her deck flying in the air for a height of 30 feet, dismantled and severely hurt throughout. This vessel was repaired with riveting and part welding, thus returning her to service

much more quickly than if older methods of repairing had been used".

Such a fine repair job had been made on the "BIDWELL" by Sun Ship's specialized mechanics that the tanker finished the war and rendered a big contribution toward victory.

The "BIDWELL" was built in 1920 as a steam-driven tanker but in 1923 she came to Sun Ship to have a complete change made in the power plant. One of the first group of Diesel engines built by Sun Ship was installed in her.

On her most recent visit to our yard the "BIDWELL" was put in first class operating shape and is again busy carrying oil.



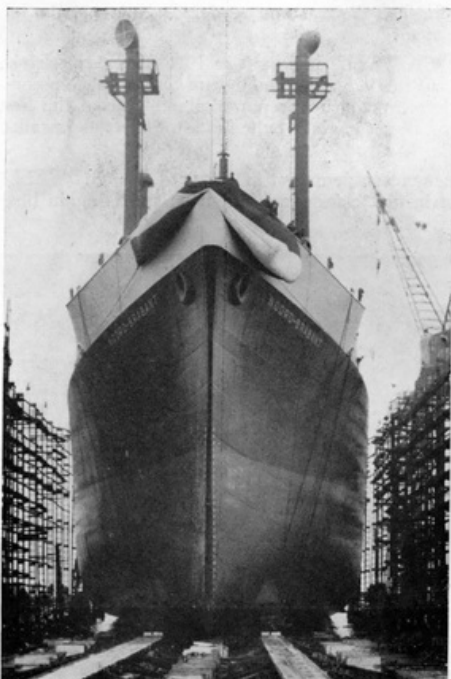
THE S.S. BIDWELL is shown when she came back to Sun Ship recently for a check-up. The S.S. BIDWELL came to Sun Ship first in 1942 when she was battered and smashed by torpedoes. An outstanding job was done and she was restored good as new.



S. S. "Waccamaw" Is Launched

(Left) — **WITH A HEARTY SMACK**, Miss Irene F. Long cracks the bottle on the bow of the U.S.S. "WACCAMAW" at the successful launching staged March 30.

(Below) — **MISS IRENE F. LONG**, with champagne bottle, was selected by the Maritime Commission to christen the 18,000 ton Navy tanker on March 30. Miss Margaret O'Brien, left, was maid of honor. President John G. Pew was in charge of the launching.



Launching the S. S. Noord-Brabant

(Left) **THE GRACEFUL SHIP**, S.S. NOORD-BRABANT, is seen gliding down the way.

(Below) **MRS. ELIZABETH A. LEONARD**, Sponsor, is shown with J. F. van Hengel of the Netherlands Shipping Mission and John G. Pew, Jr., who was in charge of ceremony.





CONCERTS ON THURSDAY, APRIL 4 marked the opening of the 1946 season by Sun Ship's Band under the leadership of Thomas G. Leeson. This photo was made at the Wetherill Plant at noon.

30 SHEET METAL SHOP

By Harry

Walt Martin, the proud father of Axel Martin, the musical child prodigy, is going in for horseradish culture in a big way.

Book Farmer Kattinge swears to raise a crop of vegetables this year. Last year his friends gave him flower seeds and told him they were vegetable seeds.

Soapy Bill Gilmore is in the market for a parrot. Price no object if not over thirty cents.

Capt. Romeo Hutchinson announces that his vessel is about to be reloaded after extensive repairs.

Jesse Wood, the Sheet Metal champ fisherman, will gladly give any of the boys lessons in fly casting on Sunday morning at his manor.

We are still waiting for the invitation to Harry Hornberger's wedding. So how about it?

Brutus Moore is back again after an absence of three months and is

looking fine.

"Muscles" Lamey is taking a physical culture course. He claims no one admires him in a bathing suit. P. S. We think it's hopeless.

Russ Sterling is still looking for a dentist that won't hurt.

The well known pianist, Walt Martin and Jack Rhoads, the piccolo player, can be heard several nights a week doing their stuff at Martin's home.

Harry Smith sez the best way to get out in the evening is to buy a dog and take him out for exercise.

Bud Fulton says it is a playroom he has in the basement, and not a rowdy room.

Nimrod Fred Fritz is in the market for a good boid, or wabbit dog. Must be very cheap or free.

The tin shop song birds, Temple and Richmond, will sing at your affairs for free eats and drinks.

Walt Martin is the model husband. After supper every evening he can be seen doing the dishes.

INK SPOTS FROM THE HULL DRAWING ROOM

Reporter: Frank L. Pavlik

The month of May brings many of us out-of-doors for sports or the necessary chores around the home. The garden has been planned and is under way; the storm sash have been replaced with window screens and perhaps the house has been given a coat of paint to spruce it up. The lawn mower may also feature some of our evening activities, but whatever the reason, it is pleasant to come out of winter's hibernation and play and work in the weather of the more kindly seasons of the year.

Harry Fox and Les Smith have joined the ranks of our ex-Sun Ship employees. It is with regret that we saw them leave, but wish them success and happiness in their new employments.

Bill Buckley and George Burke have rejoined the staff of Dept. 78. Bill was a Photo Mate 2/c in the U. S. Navy and saw service with Naval Intelligence in Puerto Rico, and in several stations in the U. S. A. Bill says the "Battle of Brigantine" was terrific. George was a Captain in the U. S. Army and was stationed at New Cumberland, Ft. Meade and Indiantown Gap Military Reservation.

Joe Ambrosino was our bowling representative that went with the Sun Ship team to participate in the matches in Buffalo, N. Y. on April 6th and 7th.

The noon-time chess games have been productive of some interesting skirmishes; but Elmer Fisher still thinks that he always wins the games that don't count.

Tom Dunion wants to know when his name will appear in this column. Well here it is, Tom, we aim to please our public!

Congratulations are extended to Elmer Fisher who has just received his 10-year Service Award Pin.



EXPERTS IN WOODWORK, these Joiners from the South Yard have attracted attention because of the skill and taste shown in installing living quarters on the cargo-passenger vessels now being built for the Netherlands Government. Left to right, top row: B. Gantz, H. Conary, R. Ranagan, G. Walitis, A. Taylor, W. King, M. Weiss, M. Cahill, C. Esposito, L. Phillips, M. Mancuso, C. Fullmer, G. Morrison, L. Coppock, M. Gallagher, J. Bryant, W. Fulgeon. Third row: J. Hansen (Leader),

G. Suplee, J. Sterner, T. Risk, R. Robertson, H. Cooper, J. Olson, W. Strickley, A. Mihaly, P. Caputo, F. Caldwell, O. Thompson, J. Miazza. Second row: T. Russo (Leader), E. Doherty (Leader), J. Boyce, H. Hull, C. Campbell, H. Shuster, J. Owens, C. Krebs, F. Dyer, C. Campbell, J. Paddock. First row: E. Chipman (Ass't Foreman), J. Dawson (Leader), H. Milhous, O. Artz, D. Lingle, A. Springel, W. Chipman, A. Califfi, J. Morin, R. Strickland, J. Stoyahevich, R. Hann.

36 MACHINISTS

By Dick Clendening

Dry Dock's Sam Faulkner on March 13th became the proud grandfather of a fine 9 lb. 12 oz. boy, Robert Ross Stewart. The mother is a sister of Carl and Ralph Boettger and incidentally was formerly employed at Sun Ship in 91 Dept. His father, Paul Stewart, is now in the military service and was formerly employed as a leader in 91 Dept. at Sun Ship. They all have our congratulations and all our best wishes for health and happiness.

We were sorry to learn that Johnny Lawrence's wife was confined to the hospital and at the time of writing were pleased to find that she was doing very well and trust that by now she is fully recovered.

We are sorry to report that Jim Preston is still confined to his home and sincerely hope that his present improvement will be followed by speedy and complete recovery.

Johnny Curry, one time winner of a cup in a Sun Ship's golfing tournament, is all steamed up and recently was observed shining up the old clubs again. He has been practicing up with Russ Hartzell quite a bit lately and we expect him to stage a real comeback this year.

We all got a real thrill when our Danny Murtaugh teed off with that opening game homer for the Phils

and hope that is an indication of a highly successful season for him.

The fights at Convention Hall and the Arena have been getting lots of patronage from the South Yard gang. Among the enthusiasts attending regularly we find Larry Owens, Russ Hartzell, John Curry, Ralph Heisner, young Dick Clendening, Paul Tuss and Harry Evans.

We were sorry to learn that our old friend "Brownie" Brownhill spent about a week in the hospital but now we are told he is coming along nicely.



LOVELY ANNE MERLETTI, of the Bond Dept. N. Y., announced her wedding to Bruno Tonelli on May 5th. Bruno is with the Sun Oil Company. Anne is a member of the Sun Ship Serenaders.

AN EDITOR IN GERMANY

Dear Sir:

It's a far cry from the ways of Central Yard to the narrow streets and the winding roads of Germany and there is another big gap between a shipfitter on the ways and "Editor" of any Army newspaper but that is what the U. S. Army has done to me and it didn't take them so awfully long to accomplish such a thing either.

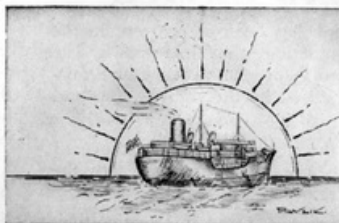
It hasn't been a year since I was last seen swinging a maul or laying out lines on No. 2 way but here I sit 3800 miles away, wondering how things are going back in that neck of the woods which to me is home. Sun Shipyard is one of those things that keep "popping" into my head. Would you be so kind as to have "OUR YARD" mailed to me as soon as possible? It would also be swell if there were some back copies too.

PVT. PAUL C. TIMPANY

OUR MAY COVER

This impressive photograph of the S.S. "LIMBURG" was made by Al Knott shortly before the cargo-passenger ship was delivered to the Netherlands government.

BILGE 'N BALLAST



By Frank L. Pavlik

SAFETY REGULATIONS FOR SHIPS

American maritime interests have long been interested in promoting the greatest possible degree of safety in the construction and operation of ships of the merchant fleet. The hazards of the sea require capable men on capable ships to maintain safe and successful operations.

The marine industry in America has been alive to the problem of providing greater security in transporting passengers and cargoes, and marine disasters have served as a spur to provide effective legislation to achieve this specific objective; in many instances far in advance of comparable requirements abroad.

Many of our readers will recall the tragedy of the "Morro Castle" fire that occurred off the New Jersey coast on September 8, 1934 with a loss of 134 lives. As a result the industry, keenly aware of the need for incorporating fireproof materials into ship construction, had experiments made to determine how best to achieve this end; and Senate Report 184 was written to provide a code for the building of safer vessels.

This code concerned itself not only with the subject of fireproof construction but with phases related to safety such as subdivision and watertight integrity, stability, life saving equipment, etc. In many instances, American shipowners have insisted that the highest safety standards be adopted, despite the fact that it placed them at somewhat of an economic disadvantage in competition with foreign shipping interests.

LONDON CONVENTION

The International Conference for the Safety of Life at Sea convened

in London in 1929 with delegates from the principal maritime nations attending. The U. S. A. sent a delegation of marine specialists to England with authoritative information to help formulate a set of rules for properly subdividing passenger vessels, so that in the event of the accidental flooding of a major compartment a vessel would remain afloat. This convention was ratified by all nations participating in the discussions.

It is interesting to note that the problem of providing proper subdivision had been studied since 1897, and was brought much to the fore by the loss of the "Titanic" on her maiden voyage when she struck an iceberg, April 15, 1912 with a loss of 1517 lives.

The International Convention originally met in London in 1913 to study the problem, but its work was interrupted by World War I, and was resumed in 1929.

THE B.M.I.N.

The work of the U. S. Bureau of Marine Inspection and Navigation has ever been directed toward the end of providing greater safety at sea. The regulations and inspection of the Bureau cover the equipping of a ship with an adequate number of life boats, life preservers, fire fighting gear, etc., and limit the carriage of hazardous cargoes. Additional rules govern the design and construction of boilers and accessories; licensing of ships' officers, etc.

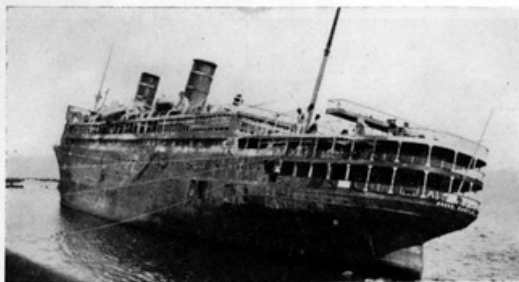
THE AMERICAN BUREAU OF SHIPPING

The American Bureau of Shipping has been delegated by the U. S. Government with the responsibility of seeing that our ships are not overloaded: assigning a maximum draft to each vessel as a loading criterion.

In addition, the A.B.S. regulations and surveys govern the size and strength of important parts of hull and machinery; so that each component part safely carries its load or performs in the service intended.

Inspection by A.B.S. surveyors insures strength of the materials supplied for a ship, and proper constructional practice in building it. Additional surveys at stated periods during the life of a ship prevent loss of safety through wear or deterioration; requiring deficient parts to be replaced.

The principle of "Safety First" has been thoroughly and effectively applied by American Maritime interests, and has been productive of ships whose security has only been limited by the present status of knowledge on the subject.



THE MORRO CASTLE, which was ravaged by fire off the New Jersey coast on Sept. 8, 1934, with a loss of 130 lives.

NEW METAL TESTING DEVICE

A great deal of development and experimentation has been carried out in the last few years to determine the suitability of magnetic testing instruments. The most suitable way of using these instruments is, of course, to prevent such mistakes being made by 100% inspection of metals used by the shipbuilding and oil industry.

Harvey Rittenhouse of 33 Dept., who built the unit with the assistance of Willis Durboraw also of 33 Dept., planned its use in conjunction with the Oscillograph which is on the left side of the picture.

Every piece of metal including welding rods are tested and if defective they will show on the cathode-ray screen of the Oscillograph. A certain design is shown on the screen and the piece of metal that is placed in the center of the coil must equalize the scale on the screen. The device must reject all undesirable pieces, but also must reject as few as possible of the good pieces because of minor variations in chemical analysis, internal stresses or surface condition.

The instrument is of vital use for the shipbuilding industry together with the industry of the Sun Oil Company.

So far the experiment has proved a success and more tests will be carried out to check stainless steel, monel, and nickel.



Left to right: Wallace Brotherston, Vernon Montgomery, Jim Downey, March Trout, Harvey Rittenhouse (seated). These instruments are used for making nondestructive tests for quality control of magnetic ferrous metals and alloys. The magnetic comparator, as the name indicates, compares the magnetic properties of the raw or finished materials under test with those of a known specimen. This development is being conducted by William Smith, Willis Durboraw, Harvey R. Rittenhouse and the Sun Oil Metallurgical and Inspection Department.



SHEET METAL SHOP APPRENTICES. Left to right: H. Booth, J. White, J. Peck, F. Gallagher.

59 DEPARTMENT

By C. DeTulleo

Jim Moretti has been seen around the nite spots lately, so he must be home from the Pacific. Jim was a North Yard leader.

E. McClintock is back from the Pacific also and tells me not to believe those movie scenes where you see the grass skirts and natives doing the hula hula.

Bill Hearn and Bill DeLoaf are telling those awful fish stories again. This year they have started a school on how it's done. They have two students enrolled — Les Eledge and Ed Rogere. DeLoaf is going to keep a record of all the catches so Hearn won't be able to fib about the ones that got away.

Welcome back to Central Yard Harry Doungal. Harry really did a swell job down at the South Yard.

John McCabe had to go buy Joe Trakin a pair of shoes recently. It seems someone stole his shoes.

Joe Blythe and Martini were arguing between rounds as to how Freddie Sammons should have fought at the Arena recently.

It seems funny to see some of the popular leaders back welding again. Among those who are wolf packing it are: Herm Sweeney, C. DeTulleo, W. Rausk, Joe Blythe, A. Wright, A. Sherrer, Quigley, Neubert, Fitzsimmons, J. Yagle, J. Tallant, J. Kozak, P. Koziar, C. Crommiller and Fred Harrison.

U. S. S. Navasota

Sun Shipbuilding
& Dry Dock Co.

It is my sincere pleasure to express deep appreciation for the many courtesies, assistance and cooperation, that were afforded the members of this ship's company during the building period in your yard.

We firmly believe that we have one of the finest oilers afloat and it is our desire and intention that it prove of credit to her builders.

DAVID H. MCCLUSKEY, JR.
Commander, U. S. Naval Res.
Commanding.

QUIPS FROM N. Y. PAYROLL

By Al Plough

Paulette Ertwine, of the Contract Dept., is thrilled. She received a long distance phone call, and believe me, it sure was a long distance call. Her brother, T/Sgt. Bruce Ertwine, called her from Switzerland with the glad news to expect him home soon. Bruce spent a year and a half in Vienna, Austria.

OUR MOTHERS

It takes understanding and kindness, too,
To make others happy the way Mothers do —
It takes constant courage, it takes a sweet smile,
It takes endless patience and love all the while.
It takes true unselfish devotion to others —
These are the things that it takes to be Mothers.

Eugene Connolly, of the Contract Dept., bade goodbye to all the folks. He passed his exams for Civil Service and is now located at the Customs House in Philadelphia. Lots of good luck to you, Eugene.

Edna Murphy, of the Bond Dept., and Vetora Mercadante, of Contract also bade goodbye to everyone.

Thomas Conley, formerly of the Contract Dept., wishes to be remembered. He sends his best regards to all you boys and gals.

Many happy Birthdays to:— John L. Foreman, May 1st; Velia Damico, May 4th; Diana M. Rolfe, May 13th; Pearl L. Jensen, May 14th; Teresa Marshall, May 20th; Mary L. Pilson and Robert H. Shenkel, May 21st; Sonny Rommanelli, May 26th.

Welcome back — Charles Wahl to the Contract Dept. Charles saw service in the European Theatre, was wounded in action and received the Purple Heart. It's grand to have you back again, Charles.

Sympathy is extended to Mrs. Margaret Navin, of the Contract Dept., on the loss of her brother, Frank C. Larkins, formerly of the Wetherill Plant.

Bob Schenkel of the Payroll tells it this way:

Dis is Spring
De Boids are on de wing
How Absoid!
De wings are on de boid.

Kay Winsor Lord, of Adjustment

Dept., has returned after undergoing a serious operation. Kay is feeling fine and we're all glad to see her back at her desk again.

Frances Deasey, of Distribution, is another one who was on our sick list. Franny was operated on in Delaware County Hospital and is now fully recovered and back on the job again. Really nice to have you back, Frannie.



CHARMING ROSE PHILLIPS, of the Contract Dept., C. Y., announced her engagement to Frank Fidale, recently discharged from the U. S. Army and now back at the Wetherill Plant.



FRANCES N. PETERS, 93-61, lyric soprano, who will be the guest soloist on Duke Morgan's program "Star of Tomorrow" at the Academy of Music on May 15th. She has won many singing honors and was a member of the Sun Ship Chorus. She was a guest soloist at the Philadelphia Folk Festival last summer. Romance crept into her life while employed at Sun Ship and she married Louis H. Roberts, Jr. of Raleigh, North Carolina, a Sun Ship welder.

33 DEPARTMENT

By Harvey Rittenhouse

"Bill" Lynch, better known as "Snakebite", is now a ship expeditor . . . Lew Searles is now a politician, he says! . . . Jack Hayden would rather be in the Navy . . . "Fran" Hickey left Sun's service to service "Nashes" . . . Joe Holton's ambition is to play "Bell Bottom Trousers" in Carnegie Hall with Jose Iturbi . . . Charles Bowles was sadly missed during his recent illness . . . J. Williams claims he has a "Neon" tan. "Eagle" hasn't found a home yet, who has? . . . Ed Olson's bowling has hit the "Gay Nineties" . . . Mr. C. J. Hickey, Sub Signal representative at Sun Ship is going to retire. Good luck, Charlie . . . Pete Opdenaker is ambidextrous, look it up boys, I had to . . . George Mann claims he is part Indian. UGH! We know because he has the Indian sign on Charlie . . . Was the recording dedicated to your reporter "Scoopman Dan"? . . . Still Dan McKinney holds on to the Donkey Serenade.

I want to take time to thank the employees of Sun Ship together with the management for the courtesy shown me during my five years of service.

Let's not forget that the next time we all meet, it will not be in a war plant as war does not do us any good. Our task is over and well done so let's all meet in a great outside world of peace and happiness.

I say goodbye and sorry I have to do this as I was treated swell under the Sun Ship. Anytime you're at the shore, drop in and see me.

So long until we meet again.

THANKS AGAIN!

Sirs:

It is a year since I returned from the hospital. Again I wish to thank you for being so kind in sending blood donors when I was in need of transfusions.

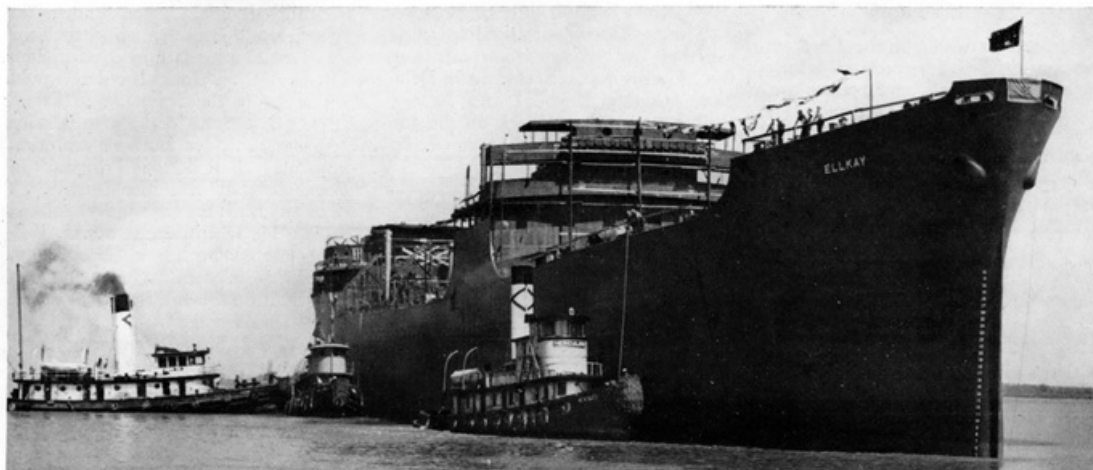
I hope your "Blood Donor's System" continues in the future to save lives as I truly believe it saved mine.

Thanking you again, I am,

PHYLLIS B. SIMPSON

Wife of N. Simpson,
65-10014

U. S. S. Monongahela Gives 641 Fuel "Transfusions"



THE Sun-built S.S. "ELLKAY", which later was taken over by the Navy and renamed the "MONONGAHELA", went through the war in the Pacific without one casualty. At the present time, she is commanded by Lt. Comdr. H. F. Millar.

The following story of the exploits of the tanker has been sent to Sun Ship by the officers and crew:

In the first year of the war against Japan, when the lack of carrier strength made task force warfare a daring and dangerous undertaking, the United States Navy was slowly but surely building up the strength in fighting ships and auxiliaries that was to carry it to the shores of Tokyo Bay — the great striking and support forces that brought the Navy to stay.

To fill such a need and to add another unit to its swift fleet of oilers and tankers, the Navy, on 11 September 1942 commissioned the U. S. S. MONONGAHELA (AO-42), originally built for Maritime commission as the S. S. ELLKAY, by the Sun Shipbuilding and Dry Dock Company, of Chester, Pennsylvania. Taking her new name, that of the beautiful river which rises in Pennsylvania's hilly uplands, the Monongahela, now converted at Baltimore into a full-fledged naval auxiliary, was ready for final fitting-out at Norfolk, Virginia, her trials and the long voyage to the Pacific.

Leaving Hampton Roads in November of 1942, she sailed for Aruba, in the Netherlands West Indies, there to take aboard her first pay load — oil for the bunkers of ships a hemisphere away. That oil was delivered at Noumea, in New Caledonia, before the year ended.

In these early days of operation, the MONONGAHELA was commanded by Captain Thomas M. Dell, U. S. N. and had a complement of 241 enlisted men and 18 officers — a number, incidentally, which remained virtually the same throughout the war.

The year 1943 saw the vessel shuttling fuel oil, aviation gasoline and diesel oil from the storage tanks of San Pedro, California to the tanks of the fleet units based on

Noumea. Then, in the summer of 1943, when the Navy and the Marine Corps began the slow process of moving toward the defenses of the Japanese Empire, forces based afloat and ashore on newly-captured Guadalcanal Island were supplied with oil and fuel from a group of speedy oilers working from Espiritu Santo, New Hebrides; the MONONGAHELA was a frequent caller. Many planes that soared from Henderson Field to intercept the Jap used gasoline transported in the "42's" tanks.

Several of the visits to Guadalcanal were exciting; particularly, the crew recalls the June day when a force of 120 Jap planes came over, looking for targets, of which the MONONGAHELA was apparently the largest. Sharp-shooting by the AA batteries of an escorting destroyer brought down four Jap planes as they lined up their sights on the big oiler.

Guadalcanal days necessitated double duty from the oilers: The cargo decks were full of lubricating oil, mail for the tired crews of combat ships, provisions, always needed ammunition as well as personnel replacements.

But at Wellington, New Zealand, in the lush country of the Zulu, the MONONGAHELA's complement, weary of constant fueling at sea, found time to forget momentarily the scene at Guadalcanal. Shortly afterwards, at the end of 1943, the ship was returned to the States for an overhaul and a brief intermission carrying cargo from the west coast to Pearl Harbor.

But by spring of 1944, the great task forces that had been built up in U. S. shipyards had begun to prowl, and the myriad fleets of amphibious craft had begun to appear in forward staging areas.

When the time was ripe, and the invasions of Majuro, Kwajalein and Eniwetok proved American naval superiority, the MONONGAHELA was in the train of ships which supported the operations. For five months she remained in the area replenishing the bunkers of ships afloat and the storage tanks of small bases ashore.

By early Fall, 1944, the fleet was far afield in the Admiralty Islands and Manus served the MONONGAHELA

as a base from which to fuel the warships out fighting the Japanese. In November, she sailed for Ulithi, the huge fleet anchorage in the Western Caroline Islands, from which she ran north and west to meet the needs of the battle force.

As the noose was drawn tighter around the Japanese inner defense ring, other invasions became necessary.

All in all, from the beginning of 1944, the MONONGAHELA had participated in every island operation and major attack, from the Hollandia, New Guinea Raid, to the fierce battles which took place around Leyte in the Philippines. Through all, she fueled units of the 3rd or 5th fleets. In the latter action she had slipped through the Surigao Straits for a rendezvous with Admiral Halsey's Task Force 38 that brought the Commanding Officer, Commander Frederick J. Ilsemann, Commanding Officer of the ship since November 1943, the bronze star for his action.

In the masterstrokes of strategy that characterized the capture of Iwo Jima and Okinawa, the MONONGAHELA aided in the last big actions of the war. At Kerama Retto, in the Okinawa area, she fueled ships hard-pressed for oil and manned battle stations against constant raids for three days, then left the harbor to barely escape a Jap Kamikaze who changed his mind at the last moment, and sheared away, to expend himself on another oiler nearby.

The vessel was in San Francisco undergoing much-needed repairs and priming herself for any further operations with the task forces when the war ended with Japan's capitulation.

With considerable pride in retrospect, her officers and crew can look back on a record of over three million barrels of fuel oil, one hundred and fifty thousand barrels of diesel oil and over sixteen million gallons of aviation gasoline transferred since commissioning. The MONONGAHELA has given fuel "transfusions" to 641 ships and has steamed some 173,000 miles in doing it.

Today, the MONONGAHELA is again at sea engaged in her post-war tasks that lie in the broad Pacific, or with a new determination that America's fleets will rule the sea, her crew takes pride in her colorful past.

The following are the major operations in which the MONONGAHELA participated:

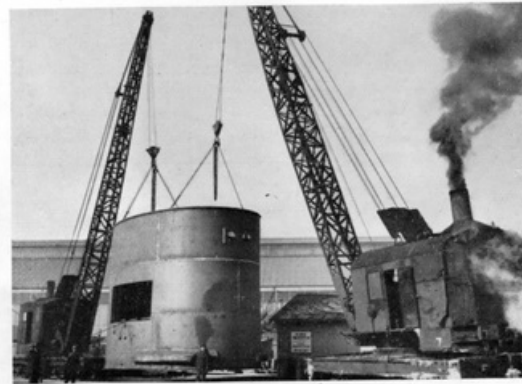
CONSOLIDATION OF SOUTHERN SOLOMONS
HOLLANDIA OPERATION
TRUK, SATAWAN, PONAPE RAID
MARIANAS OPERATION
ASSAULTS ON THE PHILIPPINE ISLANDS
LEYTE OPERATION
LUZON OPERATION
IWO JIMA OPERATION
OKINAWA GUNTO OPERATION

The Commanding Officers of the MONONGAHELA since her commissioning are:

NAME	HOMETOWN	FROM	TO
Captain Thomas M. Dell, Long Beach, Calif.		9-11-42	10-30-43
Cmdr. Frederick J. Ilsemann, Philadelphia, Pa.		11-1-43	8-14-45
Lt.-Cdr. Harold F. Millar, Wakefield, Mass.		8-13-45	Present



MR. AND MRS. HARRY MOORE, 2618 W. 6th Street, celebrated their 50th Wedding Anniversary on April 20. Mr. and Mrs. Moore were born in the West End and lived there all their lives. They have three daughters: Mrs. Susanna Galvin, Mrs. Sara White and Mrs. Elizabeth Faulkner. They also have seven grandchildren and eight great-grandchildren. Mr. Moore has been employed 27 years in 34 Dept. maintenance.



TWO RAILROAD CRANES were required to handle this big stack for a Sun-built vessel.

Obituary

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

Number	Name	Address	Date of Death
45-2313	D. Hill	4503 Wallace Street, Philadelphia, Penna.	March 14
33-494	W. Warner	184 No. Madison Ave., Highland Park, Upper Darby, Pa.	March 27
75-711	George McNelly	Dutton Mill & Greenwood Roads, Brookhaven, Penna.	March 27
8-212	E. Pusey	1177 E. 9th Street, Eddystone, Penna.	March 30
68-121	R. McGhee	258 Lexington Street, Eddystone, Penna.	March 31
67-1450	G. Hayman	3902 Haverford Avenue, Philadelphia, Penna.	April 6
34-999	John Hanly	103 East 8th Street, Chester, Penna.	April 10



BILLIE J. ELEDGE, 3 years old, son of William A. Eledge, 36 Dept., with MISS "CHIP-PY" TERRY, also three years old.



CHARLES WILLIAM BRADLEY, Jr., four year old son of Charles Bradley, Chief of Sun Ship's Fire Company No. 2. Mr. Bradley is employed in the Boiler Shop.



JEAN MARIE BARRACLOUGH, 3 years old, is the daughter of Alfred Barracough, formerly of 45 Department and who is now in the service.



CAROLE RUTH JAMES, 3 months old, is the daughter of Robert C. James of 66 Dept. and granddaughter of Ben R. Crowle of the Drafting Dept. in the Maritime Building.



JOYCE ANN, 4 years old and SUE ANNE WHITE, 17 months old, are the daughters of H. White, crane operator at the Wetherill Plant.



JUDITH LYNN RASH, 6 years old, is the daughter of Mr. and Mrs. Edward Rash, McCall Heights. Mr. Rash is employed in 58 Dept.



DAVEY and RICKY MACKLEM, 1 year old and LYNDIA JANE MACKLEM, 3½ years old, are the children of Mr. and Mrs. George Macklem of Fishers Corner. Mr. Macklem is employed in the 46 Dept.



91 DEPARTMENT TIMEKEEPERS & CLERKS

By Ed Bell

Fred Richardson, from the Sign shop, recently entertained a few of the members of 91 Dept. at his home. Movies of some of Glen-Nor's football games were shown, and everyone enjoyed seeing Richie's daughter, Patsy, do her stuff as a cheer leader for the school. Among those present were: Mrs. Eileen Brown Gibson, Hilda Bonsall, Mabel Berkey, Dick Elliott, and Ed Bell.

Fay Ellis Holt is at home recuperating after spending a week in Taylor Hospital. We wish for your speedy recovery, Fay.

Marie Sweeney has left us to take a position with the Sun Oil Company. Lots of luck in your new venture,

Marie.

The lunch time recorded music has gone with Harvey Rittenhouse, but Jack Grieco is back at the piano after three years of absence.

Arthur Griffith returned to Sun Ship on April 8 after spending 3½ years in the U. S. Marines. He was a corporal and was stationed at quite a few places in the States. Welcome back, Arthur.

We wish to express our sympathy to Paul Foster, who lost his mother on March 19.

I wonder how many people have noticed the beautiful flower garden on that small plot of ground in front of the main office.

Did You Know That:

President Zachary Taylor had never cast a vote nor held public office until he became President.

King Cobras are the most deadly

snakes, yet are among the easiest of all snakes to tame.

The man who originated the hand grenade, the parachute, the flying machine, and poison gas was Leonardo DaVinci, a painter who lived 450 years ago.

OUR BOWLERS AT BUFFALO

Sun Ship's bowlers didn't bring any prizes back from Buffalo. Here are the scores made by our boys at the tournament:

Five-man team —

Roger Fabris	133	172	186—	491
Luther Messick	176	172	186—	534
Joseph Ambrosino	145	164	206—	515
Russell Staley	168	168	168—	504
Percy Hall	175	177	181—	523
Totals	797	853	917—	2567

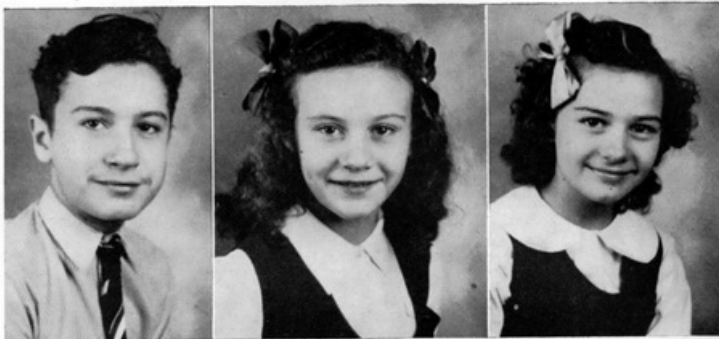
Doubles —

Russell Staley	163	162	233—	558
Percy Hall	225	155	179—	559
Totals	388	317	412—	1117

Singles —

Russell Staley	178	205	174—	557
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CELEBRATE BIRTHDAY MAY 15



MICHAEL APERIO
Born May 15, 1932

MAGDALENE APERIO
Born May 15, 1934

CLAIRE APERIO
Born May 15, 1936

And to make it a foursome, their father, Harry Aperio, of the Sheet Metal Shop, was born on May 15 also. The mother was born on May 17, missing the birthday of the rest of family by only two days.

88 DEPARTMENT

[By David Morris. He uses unusual words to tell about well known members of the Guards. How many words do you know?]

Captain Mills—Doing a little physiognomy.

Lewis—Watching his syntax.

Padden—Has turned phrenologist.

Did he hear of stygian?

Gast—Hear him tell an Irish joke.

Is he funny when Billingsgating!

Raymond—Likes plethora.

Yost—Very theoretical.

Vail—A little archaic.

Mack—A picture of integrity and tranquility.

Rouse—Looking for a teetotum.

The following letter has been received by Safety Engineer Edward White on the Red Cross campaign at Sun Ship.

Dear Mr. White:

I wish to congratulate you and your fellow workers in the Ship Yard for the splendid results you have accomplished in the 1946 Red Cross Fund campaign.

I wish it were possible for me to personally thank them for this fine job and also thank the many employees subscribing for their generous response to this great cause. I hope it may be possible for you to express to them all, through the columns of your Sun Ship paper, my sincere appreciation and thanks on behalf of the Red Cross Fund.

WILLIAM R. PROVOST
Chairman, Chester Branch
1946 Red Cross Fund

Knapp—Tenacious.

Grayson—The misogynist.

Semple—Ah me, Quiescence, Quiescence.

Alsson—Soliloquy, Poor boy.

Barton—The Thaumaturgy Man.

Norris—Adhortatory.

STAY SAFE OFF-THE-JOB, TOO



(Left) — Don't throw sharp-edged knives loosely into kitchen drawers. Racks for kitchen cutting tools are cheap and safe.

Open cans with openers, not butcher knives. Openers with disc cutters, which fold cut edges under, are safer than the "pry type."

Keep ice picks sheathed when not in use.

Razor blades are designed for shaving, not for paring corns or toenails or sharpening pencils. Dispose of used blades promptly and properly.

When using a knife, chisel, ax, hatchet or any other sharp tool, cut away from yourself. Make sure you won't suffer even if the tool unexpectedly slips.

(Right) — "Crash landing!"

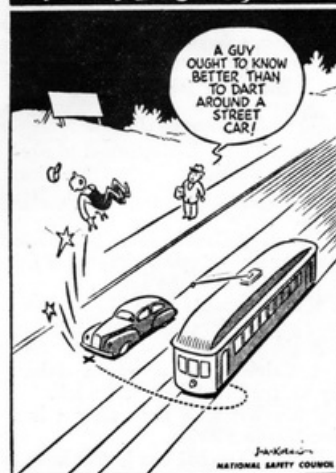
That's probably the way your little boy would describe this cartoon.

He might add that there won't be enough of the old "crate" left to bother patching it up for another "flight."

The man in this cartoon got off the street-car, cut around behind to cross the street—and got smacked. He couldn't see the approaching automobiles. The drivers couldn't see him.

Jumping from a moving street-car is just as dangerous as jumping for one. Wait until it comes to a stop.

STAY SAFE OFF-THE-JOB, TOO



THEY HELPED MAKE BOWLING NEWS



THE INSPECTORS' TEAM in "B" League made a fine showing but slumped during the second half. Left to right: Alder Green, Jacob Miller, John Cannon, James Gallagher, Charles Null.



RUSS STALEY, who was high three in "A" League with a score of 676.



OFFICE TEAM in "A" League made sensational gains. Left to right: W. Craemer, J. Burgess, R. Mitchell, J. D'Angelo, P. Murphy.



MOLD LOFT TEAM in "A" League. Left to right, top row: R. Kleiman, W. Crisman, J. Martin. Bottom row: T. Carpenter, W. Sherman, P. Benjamin.

34 COPPER SHOP

By George Burns

Roger Fabris has returned to work after seeing action in the American Bowling Congress in Buffalo, New York.

The story Connie Jones tells about the man who caught 3500 lbs. of fish in one day takes the bacon.

Mike Docherty and Jack Ousey have gone in for singing in a big way.

A good many of us did not know that Ralph Dentson was a dancer till we read that item last week.

Ames Wilkes is back after a hurried trip to Florida.

Dan DelVacchio has just become a proud pop — it's a girl.

Tommy Purcell, one of our copper-

smiths, is a clever harmonica player. He has appeared on radio, canteen and hospital shows throughout the state.

Horace Whittaker and Doris Malone of Pittsburgh, an Army nurse, were married Saturday, April 6th.

The honor of working with the greatest number of apprentices goes to John Mankowski. He has been with us a long time.

John Hollis can't wait till he gets that new "Olds".

We are all anxious to see that re-conversion job on Adam, Jr.'s house.

Congratulations to Mike Bazis and Sun Ship for that story on Mike's 16-year record in the Copper Shop.

WITH THE RECENT PUBLICITY about the full rigged ship "A. G. ROPES" it is recalled that Captain George R. Snyder, known by many Sun Ship workers, was a member of the crew when the "A. G. ROPES" lost all her masts in a typhoon and sailed half way around the world under a jury rig. He also sailed from New York to San Francisco around Cape Horn in 127 days.

Captain Snyder, who recently celebrated his 70th birthday, is port captain of the Sun Oil Company.

SEAFARING "SUSIE" SALUTES YOU



JUST A DOG

WHEN the S.S. "NEVADA" came to Sun Ship's repair department for overhauling, the most unusual member of the crew was "Susie". She is a mixture of terrier and several other sorts of dog but what she lacks in ancestry she more than makes up in brains.

"Susie" is a war veteran and was on a Norwegian ship when it was attacked by German planes off the coast of Scotland. Since then she has hated planes and runs for cover whenever she hears one.

"Susie" is attached to the Steward's department and earns her board and keep by carrying used dishes from the table to the galley. She is under the special guardianship of Steward Chester Moody but her training is the business of the whole crew.

During fire drills, "Susie", wearing a life preserver, takes her post at No. 2 boat.

She has some bad habits. "Susie" is a beer drinker. It was a hangover at Port Arthur, Texas, that caused her to miss the Norwegian ship. She was wandering on the dock when the crew of the "NEVADA" adopted her and she has been with the American tanker for more than a year and a half.

The crew of the "NEVADA" made "Susie" taper off on her binges and taught her not to drink with strangers. Now, when she goes ashore, she must return with the same man she starts out with.

"Susie" dislikes cleaners and especially those who use brooms. She chased three men from 67 Dept. out of the galley, but she never interferes with men working on the deck or the painters.

66 DEPARTMENT

By Lester Shiner

If you want to find out what 8 for 22 or 5000 for 8 means, just ask Andy Gibbs and he will give full information.

Well it looks like Bill Butler will be in Jersey from now on.

After all these years, we finally found out why Tommie Alexander moved to Eddystone. He didn't like

running up Morton Avenue every night.

"Baldy" McGhee said he is going to make sure that he plants onion seeds this year. Last year he planted them they turned out to be gladioli.

After all these years, Bill Roberts is getting to see the sights up in No. 4 Yard. That is in addition to the work he is doing.

"Hoffie" Hoffmeister is now doing

chores for "Dutch" Shiner.

When the summer is over, we will find out who the best farmer is: Bill Retting, Peirce Embree, or Art Sutton.

"Popeye" Burton is always on the losing side. Little Sammie Stivala took him over at the bowling alleys the other night.

Joe Sage will be back working in day-light soon.

BIG PEACE-TIME TANKER FLEET

At the present time, there are 700 tankers in the American Navy and Merchant Marine fleets. This is four times as many as were in use in 1939.

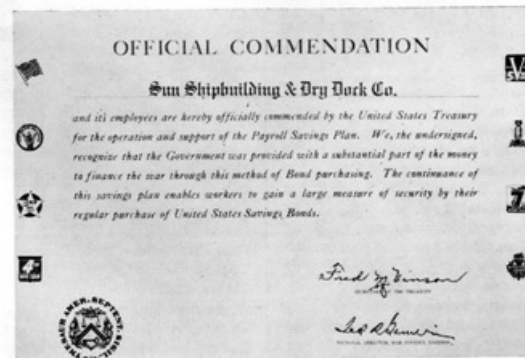
A survey by the American Merchant Marine Institute shows that the greater portion of the tankers are operating along the Atlantic coast between Gulf and North Atlantic oil ports.

Another large portion of the American tanker fleet is engaged in world-wide operations, serving chiefly the U. S. Navy which recently has had to increase the amount of petroleum products needed to maintain our post-war fleet.

The pre-war tanker averaged 11,000 deadweight tons and had a speed of 11 knots. The average tanker is now 14,500 deadweight tons and has a speed of about 14½ knots. As a result, the annual carrying capacity of a new tanker is practically twice that of the pre-war type. The tankers that will not be used commercially will be placed in the National Defense Reserve Fleet as provided for under the Ship Sales Act.

A recent breakdown of the active tanker fleet showed there were 389 tankers operating along the Atlantic Coast, 40 along the Pacific Coast and 271 in foreign trade of which the U. S. Navy employed about half.

TREASURY DEPT. PRAISES SUN SHIP

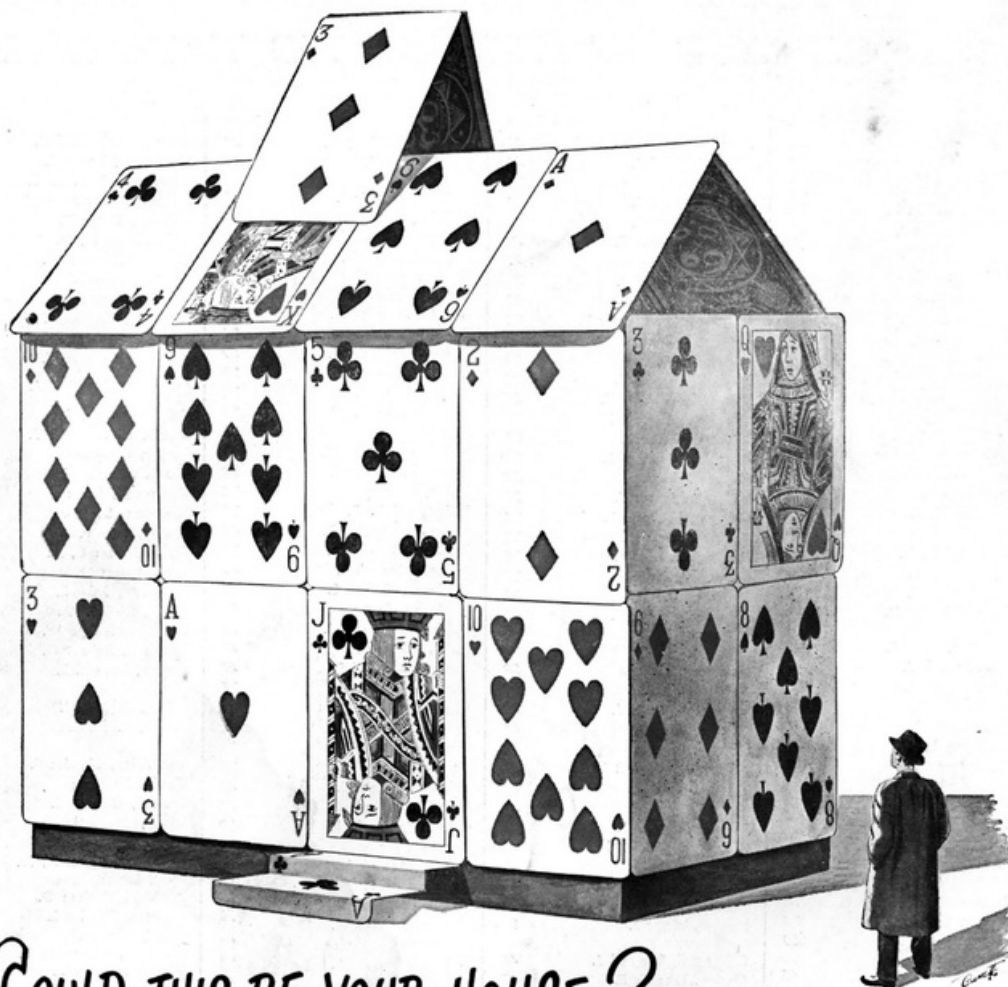


★ MARCH LIST OF RETURNING VETERANS ★

	Dept.		Dept.		Dept.		Dept.
Alexander, Norman E.	67	Brown, Joseph J.	59	Dean, Joseph D.	60	Geida, Emil	34
Allen, George C.	42	Brown, Leon J.	68	Deaton, Frank L.	33	Gibbs, Oliver W.	67
Allen, William J.	33	Brown, Robert L.	59	Decker, Frank	59	Gibson, William F.	92
Anderson, Francis E.	36	Brown, Roosevelt	60	Deeck, James B.	45	Gillen, Joseph J.	30
Anthony, Albert J.	59	Brown, Samuel	45	Dempsey, Joseph P.	46	Gillies, Joseph E.	30
Anthony, John P., Jr.	45	Brown, Samuel F.	59	Depter, Stanley J.	47	Gillin, Robert M.	30
Antonavage, Edward P.	65	Brown, Thomas J.	59	Dershem, Ned E.	47	Giordano, Philip J.	34
Antonelli, Michael	47	Brown, Thomas T.	59	Detwiler, James C.	59	Glenn, Thomas W.	34
April, Joseph J.	55	Brown, Walter S.	33	Dickerson, Raymond H.	36	Goldsmith, Paul	47
Archie, Willie	67	Brownhill, John L.	59	DiValerio, Mariano A.	36	Goodwin, Eldridge	47
Asbury, Ernest L.	45	Buckley, William J.	78	Dogan, Eugene T.	36	Gould, William R.	67
Atkins, Donald E.	90	Burbage, Norman	69	Danovan, Charles	89	Govan, James A.	67
Aurilia, Joseph A.	33	Burwell, Andrew F.	34	Danovan, Joseph W.	36	Grabowski, John T.	30
Austin, Earnest A.	59	Byers, Dillard	59	Daugherty, Joseph F.	34	Graham, Charles J.	59
Austin, Norman	34	Byrne, James J., Jr.	34	Downey, Edward F.	36	Gray, Albert L.	91
				Drescher, Horace R.	45	Green, Howard W.	67
Babicki, Alexander A.	55	Calabrese, Francis L.	45	Duffy, Daniel T.	45	Greenawalt, Eugene K.	30
Bada, Joseph A.	59	Campbell, Robert L.	46	Dugan, Edward F.	45	Griffin, Samuel C.	34
Bailey, George L.	80	Cantrell, O'Connell W.	60	Dunlap, James A.	47	Griggs, Harry D.	34
Bailey, James A.	34	Carfrey, James F.	66	Dunn, James F.	47	Groton, Henry P.	33
Bailey, James W.	45	Carmean, Milton H.	36	Durham, Albert J.	68	Gullifer, Richard J.	34
Baldwin, Lawrence C.	33	Carrington, Roy O.	45	Dwyer, Robert J.	1	Gulliver, James	59
Baldwin, Mack J.	67	Carroll, Joseph F.	45	Dynow, Walter	45	Guntner, Robert E.	45
Banks, Lawrence	80	Carter, Leavornia	45			Gwin, Raymond J.	36
Barbato, Pasquale J.	30	Carter, Percy P.	67	Elko, Michael	46	Hale, John F.	36
Barnes, Benjamin A.	67	Casey, Donald V.	59	Emery, Clarence F.	33	Hall, Henry E.	59
Barnhardt, James G.	24	Cash, Raymond J.	33	Emmie, James A.	30		
Barr, Thomas J.	33	Casper, Clements V.	34	Emsley, Frederick W.	80	Hamilton, Howard T.	36
Barrett, John	66	Castelli, Leonard P.	59	Enderle, Joseph J.	36	Hamilton, Samuel S.	89
Barry, Raymond J.	45	Celestino, John J.	47	Erkert, William L.	30	Hanna, Robert J.	33
Basgil, Nicholas C.	59	Chappell, William I.	46	Erle, Charles W.	36	Harris, Lenwood W.	45
Bass, Charles E.	67	Chew, Ralph G.	36	Evans, George B.	34	Harron, Edmond A.	34
Baumann, Leonard	47	Christy, Philip H.	67	Evans, James T.	74	Hart, John W.	88
Baylor, Albert C.	95	Ciesielski, Anthony B.	33	Evans, Louis H.	34	Hayden, Harry M.	45
Baynes, James R.	33	Cisco, Domenic A.	34	Evans, Thomas	47	Hayden, John L.	33
Beato, Robert	33	Clark, Edgar L.	59	Evans, Thomas J.	80	Haynes, Stephen W.	59
Beckett, Charles W.	60	Clark, Harry L.	34			Herbster, Richard J.	36
Begley, James L.	8	Clark, John A.	36	Fallon, Bernard J.	33	Hines, John H.	67
Bell, John	36	Clay, Thomas H.	67	Feathers, William J.	33	Hodge, Albert	59
Benson, John W.	59	Clifton, George W.	46	Feeley, James T.	34	Holliday, Earl L.	33
Benson, William E.	67	Clinton, Joseph J.	33	Feggans, Leroy	67	Houpt, Richard S.	45
Bentley, Earl C.	60	Cluelow, Robert J.	33	Fennell, William C.	80	Houser, Paul F.	34
Bergey, Raymond D.	34	Coleman, Harry B.	47	Ferguson, Warren E.	8	Howie, David M.	59
Berkowitz, Martin	34	Coleman, John A.	59	Fields, Frederick R.	36	Hubbard, Lawrence W.	75
Bernard, Samuel L.	33	Colihan, John R.	45	Fincher, Nesbit	59	Hudgins, Vincent K.	30
Betz, William J., Jr.	34	Collins, John E.	34	Finocchio, George J.	34	Humphrey, Ezell J.	59
Biglin, Leo R.	45	Conlin, James J.	34	Fitzsimmons, Lawrence J.	59	Humphries, Joseph E.	34
Bingaman, Warren M.	47	Conner, Forrest A.	36	Fleming, John J.	80	Hunter, Alvin E.	33
Birnie, John L.	47	Connolly, Andrew B.	33	Flounders, William T.	47	Hutchins, Thomas M.	91
Blanda, Francis G.	59	Cook, Edward	67	Fluellen, James	33		
Blazek, Walter J.	46	Corbin, Clifford E.	59	Flynn, Bernard J.	75	Ignatowicz, Anthony V.	55
Blissett, Richard C., Jr.	42	Costantino, Siro A.	30	Flynn, Francis T.	46	Inderlied, Howard M.	60
Bloschok, John L.	45	Costello, Francis T.	46	Flynn, Hugh J.	59	Infante, Michael	47
Booth, George	47	Coston, Underwood W.	67	Flynn, Richard D.	34	Innamorato, Thomas A.	59
Boulware, George J.	67	Covington, Wilton E.	47	Forte, Philip T.	34	Ives, Francis L.	78
Bowden, Edward E.	47	Cowle, Thomas W.	30	Fouraker, Ernest N.	8		
Bowen, William F.	59	Coyle, Matthew U.	30	Fowler, Samuel R.	55	Jackson, Bernard	34
Bowley, Robert F.	75	Cramer, Dean W.	45	Francisco, Harry G.	66	Jackson, Edmund W.	8
Boyd, James T.	47	Crawford, John F.	47	Frazier, Gilbert	59	Jackson, William M.	67
Boyle, Joseph, Jr.	33	Crawford, Paul G.	59	Fritz, Milton L.	90	Jarman, William A.	30
Brabson, Harry E.	59	Cressy, Lawrence P.	30	Fryer, James W.	34	Jaworski, John	59
Bradbury, Robert D.	36	Crockett, Alfred L.	34	Frysinger, Walter H.	45	Jenkins, Harry C.	59
Brescia, Michael L.	34	Crowell, Theodore W.	47	Fullmer, Mervyn C.	45	Johnson, Floyd W.	47
Bridges, George	59	Cummiskey, Louis C.	34			Johnson, George M.	8
Brinson, Cecil	67	Curay, Rudolph J.	60	Gale, John F.	59	Johnson, Robert L.	33
Briscoe, Benjamin J.	47	Cutler, Victor	30	Gamble, Arnold	80	Johnson, Thomas F.	8
Brock, Howard L.	59			Garis, Russell R.	34	Jones, Edwin P.	36
Bronson, Samuel A.	36	Dangello, Nealie F.	59	Gear, Charles R., Jr.	59	Jordan, Earl W.	59
Brown, Berchel C.	67	Daniels, John W.	68	Geder, George M.	59	Jura, Joseph	59
Brown, Howard C.	47	Days, James	33				

★ MARCH LIST OF RETURNING VETERANS ★

Kaleel, Paul J.	30	Mayo, Alfred	46	Pritchett, Wilbert H.	46	Stevenson, Harold H.	67
Kangas, Theodore J.	59	Mays, Richard B.	46	Pulich, John J.	45	Stevenson, Harry J.	80
Karvois, Joseph J.	36	Mea, John B.	33	Quigley, Francis J.	59	Stevenson, William C.	45
Kauffman, Calvin K.	30	Megaro, Louis J.	45	Quigley, John P.	33	Stewart, Frazier	38
Keating, Thomas J.	45	Merion, John C.	75	Quillen, Raymond C.	59	Stewart, Oscar B.	74
Kegg, Jonathan E.	91	Messick, William C.	47	Quinn, Thomas H.	47	Storm, John B., Jr.	92
Keiser, Harold S.	30	Meyers, Robert D.	45	Ragni, Algestro	59	Strothers, James W.	55
Kelly, Joseph J.	33	Miazza, Edward P.	59	Rankin, Maurice A.	59	Stryzak, Edward	30
Kenney, Joseph J.	59	Middletown, James	67	Raughley, Robert A.	36	Sullivan, Francis J.	59
Ketler, Joseph J.	59	Mikalonis, Alexander R.	30	Reczek, Theodore J.	59	Sweeney, Edmund P.	59
Kinee, James P.	33	Minner, Robert B.	4	Redican, James T.	33	Sweeney, John F.	45
King, Arthur C.	58	Misturak, Michael	30	Reed, Harry M.	74	Sweeney, Thomas F.	45
King, David A.	47	Mitchell, Thomas J.	34	Reed, Wesley L.	34	Sylvester, Clinton W.	36
King, James H.	36	Montgomery, Carl H.	67	Rice, Perrie M.	80	Talarico, Harry C.	59
Kingsmore, Charles S.	45	Morgan, Richard A.	33	Richardson, John M.	59	Tarabochia, Joseph J.	36
Klein, Alfred W.	60	Morris, William F.	33	Richetti, Amodeo J.	59	Taylor, Clifton	81
Klein, James H.	45	Morrison, Howard L.	34	Richle, Stanley	34	Thomas, Walter L.	59
Kniec, Joseph F.	45	Mullen, John J.	59	Richman, John R.	36	Thompson, Isaac	33
Kosinuk, William	59	Mulligan, James J.	30	Rininger, Charles D.	45	Thornton, Ludlow	79
Kraft, Floyd J., Jr.	92	Mumper, William A.	34	Robbins, Donald A.	36	Tinney, John F.	33
Krause, James P.	33	Muncy, Marcus H.	33	Roberts, Joseph L.	47	Todd, Grover L., Jr.	36
Krause, Walter F.	34	Murphy, Thomas F.	36	Robinson, Clifton L.	80	Todd, Robert L.	59
Kushmerick, John M.	36	Murray, Jesse L.	30	Robinson, Eugene	67	Tompkins, John R.	67
Lankford, Eugene S.	42	Murray, Paul L.	59	Robinson, Hubert J.	59	Travis, Clifford A.	81
LaSalle, Joseph J.	47	Murray, William H.	60	Ruby, William N.	47	Truman, George W.	33
Latham, James P.	90	Mutro, Harry	60	Runyen, Richard B.	47	Trumbull, Robert G.	36
Lawson, John R.	74	Nagurne, Stephen	59	Rush, James A.	75	Turpen, Donald E.	30
Layne, Isaiah M.	33	Nastof, John L.	33	Russo, Carmen C.	47	Urban, Eugene J.	36
Lentz, Harry B.	33	Natale, Anthony J.	59	Sbandi, Albert A.	59	Ursino, S. Frank	46
Leslie, Robert G.	45	Neal, Edward I.	67	Scanlon, Hugh V.	30	Van Allen, Charles S.	59
Levin, Joseph S.	36	Neeson, John F.	46	Schafer, Robert E.	45	Virelli, Domenic	59
Lewis, John W.	34	Nelson, Davenport W.	33	Schafraan, Jacob	46	Waddy, George J.	46
Liem, Charles F.	30	Newell, Ralph E.	33	Scheu, Benjamin F.	59	Wade, Garthell	46
Lindemuth, Albert J.	59	News, Robert F.	34	Schmidt, Frank	59	Walden, Ernest	59
Link, Frank L.	68	Nichols, Eugene L.	45	Schnell, Joseph L.	59	Walker, William E., Jr.	45
Lloyd, William C.	59	Nicholson, Hartford	58	Schulz, Carl L.	59	Wall, Lester	80
Loeb, Archibald E.	78	Nixon, Robert S.	38	Schwolow, Donald G.	94	Wallace, William G.	30
Loneragan, Elmer	34	Norman, John G.	80	Searcy, Edward H.	30	Walters, Charles L.	33
Lott, William M.	59	Norton, Warren E.	84	Seberger, Joseph	91	Ward, Willie	45
McCarthy, David J.	45	Novelli, Victor J.	46	Seiwerd, Charles S.	36	Warhula, Lawrence E.	55
McConlogue, James J.	33	O'Donnell, Edward J.	47	Shadle, Carl O.	69	Warrick, James R.	80
McCoy, Harvey L.	65	Ogden, Thomas R.	59	Sharpe, Wendell H.	45	Washington, Eli M.	59
McCray, Horace G.	36	Olszewski, Walter	59	Shoemaker, Earl B.	34	Weiderhold, John H.	33
McCree, Clarence, Jr.	67	O'Neill, Joseph F.	34	Sill, William F.	45	Weinstein, Morris	33
McFadden, Joseph J.	80	O'Rourke, Edward	59	Simon, William A.	68	Wells, Harry W.	8
McGinty, James J.	60	O'Shea, Daniel W., Jr.	33	Simpkins, John	59	Wells, James S.	45
McGoldrick, Andrew J.	34	Pagnani, Samuel J.	34	Sims, Edward W.	33	Westburg, Robert R.	33
McGovern, Thomas L.	36	Palmer, William R.	34	Skinner, Willis L.	47	Wheaton, Henry C.	45
McGuire, James A.	34	Palombi, Giovanni	30	Slaflley, Jacob W.	33	Wheeler, James R.	45
McHughes, Woodrow W.	68	Papi, James	36	Smeigh, Howard R.	59	White, Charles A.	67
McKay, James P.	47	Parker, Carl A.	33	Smith, Archibald Q.	42	White, Clarence R.	46
McLaughlin, Harry A.	59	Paxton, John M.	38	Smith, Edward J.	59	White, Raymond V., Jr.	45
McLaughlin, John J.	80	Payne, William J.	47	Smith, Edward J.	81	Whitsett, Randall	36
Mahan, James C., Jr.	45	Pepper, James G.	74	Smith, Glenn A.	36	Wiler, Albert A.	30
Mahoney, Alfred R.	33	Perkins, Arnold B.	46	Smith, Harry C.	47	Wiley, Donald L.	46
Maida, Joseph A.	59	Perrin, Luther M.	59	Smith, John B.	8	Wiley, Nathaniel B.	47
Manley, William L.	47	Peters, Joseph A.	46	Smith, Thomas	47	Wilkerson, George J.	69
Mann, John E.	59	Petino, Frank J.	36	Snyder, William H.	45	Williams, James F., Jr.	45
Marchetti, Arthur F.	36	Phillips, Eulle H.	33	Spera, John A.	59	Williams, Keith	47
Markhorst, Hendrick J.	95	Phillips, Raymond H.	59	Stansbury, Leroy C.	67	Wojciehowski, Edward J.	60
Marta, Albert C.	46	Pierce, John B.	33	Stansbury, Warren S.	36	Wojciehowski, Julius F.	36
Martin, William H.	33	Platt, James	45	Stanton, Clarence S.	45	Wajs, Adolph	59
Martino, Samuel W.	34	Pleasant, Norvain	67	Starn, Walter J.	59	Woodworth, Harold H.	8
Massarelli, Joseph A.	30	Poole, Claude E.	8	Steadman, Lawson J.	59	Yavorosky, Stanley J.	84
Mawhinney, Edwin F.	45	Poteat, Lacey	59	Stevens, Benjamin	33	Zappone, Frank	60
Maxwell, Edward L.	59	Primavera, Angela M.	34			Zettlemoyer, Ralph L., Jr.	46
		Prince, Augustus	33			Zizza, John	47
						Zwizanski, Benjamin J.	45



COULD THIS BE YOUR HOUSE?

Now that the war's over and a lot more civilian goods are on the market, it's a big temptation to spend just about all you make, and not put anything aside.

But to fall for that temptation is plenty dangerous. It's like trying to live in the house above—a house that might come tumbling down about your ears at the first little blow of hard luck.

Right now the best possible way to

keep your finances in sound shape is to save regularly—by buying U. S. Savings Bonds through the Payroll Plan.

These Bonds are exactly like War Bonds. Millions of Americans have found them the safest, easiest, surest way to save. The U. S. A. protects every dollar you invest—and Uncle Sam gives you his personal guarantee that, in just ten years, you'll get four dollars back for

every three you put in!

If you stick with the Payroll Savings Plan, you'll not only guard against rainy days, you'll also be storing up money for the really important things—like sending your children to college, traveling, or buying a home.

So—anyway you look at it—isn't it smart to buy every single U. S. Bond you can possibly afford!

**SAVE THE EASY WAY...BUY YOUR BONDS THROUGH PAYROLL SAVINGS
SUN SHIPBUILDING AND DRY DOCK CO.**