



*Our Yard*

SUN SHIPBUILDING  
AND DRY DOCK CO.  
CHESTER, PENNA.  
JUNE • 1946

## *Our 30th Anniversary*

**T**HIS year the Sun Shipbuilding & Dry Dock Company celebrates its 30th Anniversary as a shipyard.

In 1916 Mr. J. Howard Pew, President of the Sun Oil Company was responsible for organizing and laying out the Sun Shipyard on the banks of the Delaware River and since that time we have had two world wars which rocked civilization.

During the First World War Mr. J. N. Pew, Jr. was President of the Company. He, Mr. Haig, Mr. Graham and others worked very hard and got good results. Ships in the new shipyard were built as cheap if not cheaper than those in a number of the older yards.

We have recently passed through World War II and we all hope that we are now on the road to a peace which will last for centuries to come.

During these two world wars the employees of the Sun Shipbuilding and Dry Dock Company sought to render to their country the largest service within their power and they did their best. We are proud of their efforts.

Since the inception of the Company, we have delivered 498 vessels of different types. The majority of these were, of course, built during the two wars, to serve our government.

The employees of this Company have the honor of having built the first all welded tanker, as well as having been the first to build in a shipyard Diesel engines for the propulsion of ships. They designed the CIMARRON type tanker and the T-2 type tanker.

We have received commendation from the United States Maritime Commission, the United States Navy, the Coast Guard and the Treasury Department for the results obtained by our employees during both wars.

On this 30th Anniversary I wish to congratulate those fellow employees who are with us today and to pay tribute to a large number who were with us during the emergency, for the services they rendered and their loyalty to the Company.

I join with the other officers of the Company in thanking you.

*John F. Pew,*

*President*



## DO YOU REMEMBER WHEN?



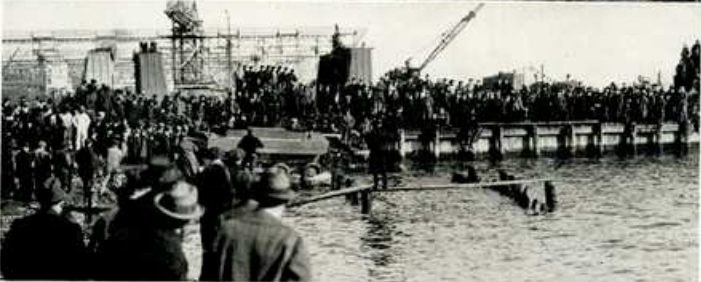
Above — **SOUVENIR** punched out of the hull plate of the first ship launched at our yard. William Payne owns relic.



(Top right) — **SUN SHIP'S BOWLING LEAGUE** as they were photographed in 1919. Left to right, lower row: Webster, Green, Loflin, Daft, Little, Kenny, Harty, Butler, Hallman. Seated row: Ingram, Keare, Myers, Worrlow, Clark, Sheffer, Burr, Rhodes, Osmun, Collison, McClaskey. Third row: Carney, Hoar, Oas, Rucker, Hill, McLaughlin, Jameson, Roberts, Hennessey. Top row: Vickers, Moyer, Powell.



(Upper right) — **TUG OF WAR** staged at the Sun Ship Ball Park during the first World War.



(Right) — **TESTING** the land-water Christy tank during the first World War.



**HERE WE HAVE** a group of boys and girls who handled payroll and labor distribution and employees record cards. The picture was made

in the spring of 1919. In the group is G. D. Landing, present commercial and financial accountant.

## SUN SHIPYARD'S BIRTH IN 1916



VIEW OF WATERFRONT before 1916. In distance the Ridley Creek can be seen and also Harbison-Walker plant in foreground. Most of the land was marshy.



JULY, 1916 — Piles are being driven on the waterfront. Skeleton of Mold Loft is seen in distance. This was Sun Ship's first building.

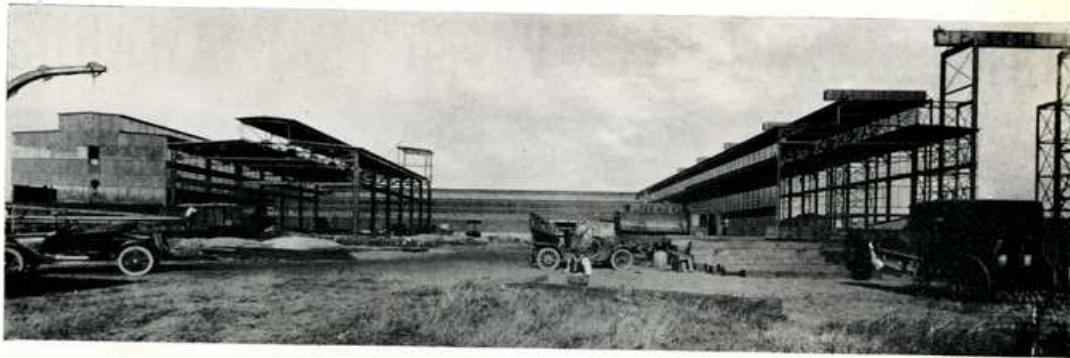


(Left) — AUGUST, 1916 — Rapid progress is being made on Mold Loft and work has begun on the Blacksmith Shop.

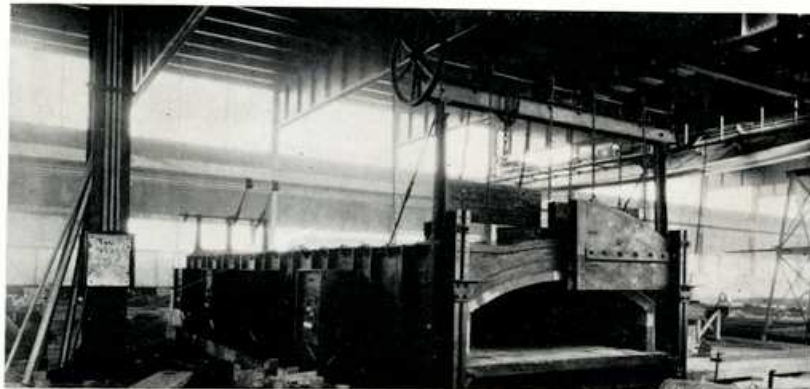


(Below) — SEPTEMBER, 1916 — Notice how the ways are taking form and steel for the cranes is being placed in position.

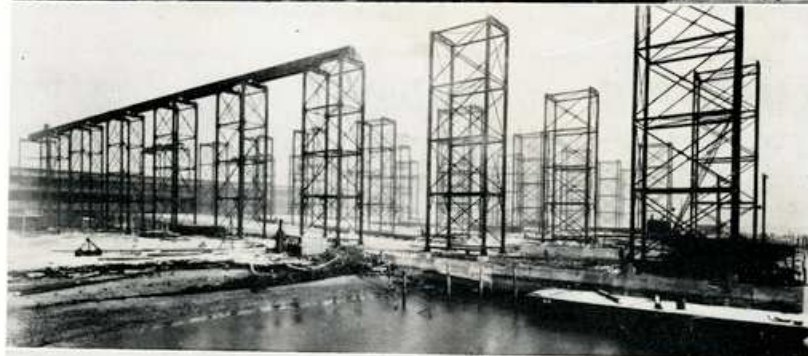




(Above) — **OCTOBER, 1916**  
— It's Fall and progress is rapid. Power house, left, and Fabricating Shop, right, are going up. Note the 1916 auto models.



(Right) — **NOVEMBER, 1916**  
Huge oven has been installed in Blacksmith Shop and equipment is being placed in the power plant in speed-up drive.



**DECEMBER, 1916** — Year closes with concrete work on ways finished and steel for the cranes being put in place. Plant now looks like a shipyard.



**MARCH, 1917** — Cold winter of 1916-17 continues but this month finds the brick-work on the office building completed and steelwork on boiler shop rapidly taking form.

## HAIG-HUDSON RECEIVE 30-YEAR AWARDS

One of the most impressive events marking the anniversary of the yard was staged on May 23 when 30-year service pins were presented to Robert Haig, Vice President and J. W. Hudson, Chief Naval Architect.

President John G. Pew congratulated both on their long and loyal service, referring to the fact that they joined the organization in 1916 when the shipyard was started. Vice President Haig told that when he first visited the site there were only fields and marshes.

Awarding of the 30-year gold service pins took place in the office of President John G. Pew and was attended by Vice Presidents Richard L. Burke and John G. Pew, Jr., Treasurer William Craemer, Controller Charles H. Doyle, Sales Engineer Perry E. Shaver and Superintendent John Wilkinson of the Wetherill Plant.



(Top) — VICE PRESIDENT ROBERT HAIG is presented with a 30-year service pin by President John G. Pew. In group also are Vice President Richard L. Burke, Vice President John G. Pew, Jr. and Treasurer William Craemer.

(Bottom) — CHIEF NAVAL ARCHITECT JOHN W. HUDSON also is awarded gold pin for 30 years of service with Sun Ship.

## SAFETY PAID BIG DIVIDENDS

THE Safety Department salutes a great industry on its 30th anniversary. Through thirty years of war and peace, its name has stood for progress, foresight, loyalty to its government and consideration for its employees.

In peaceful years as well as the years of war, its tankers have carried their valued cargoes from and to all corners of the world. The performance of these ships has been outstanding; they have brought happiness and prosperity to millions.

This great shipbuilding organization has provided employment to thousands of local people and imported a host of steady native-born as well as many fine, sturdy, foreign-born citizens. It has poured into the pockets of these employees nearly a billion dollars, thereby making it possible for them to fulfill their dreams of homes for their families and education for their children. By the same token, it has brought prosperity to hundreds of merchants, business and professional men and women.

The safety of its employees and the consideration for their families has been one of its greatest contributions to the civic life and social welfare of the many communities affected.

It has been public spirited in the fullest sense of the word, giving generously of its time and money to all

charities and other worthwhile undertakings.

For these and many other reasons, the Safety Department salutes the management, the supervision and the great army of shipbuilders who have made the splendid achievements of the past thirty years possible.

## PRODUCTION THROUGH COOPERATION

By JOHN G. PEW, Jr.

THE history of Sun Ship through the years has proven to the world that square dealing between management and workers is the best answer to real production.

The physical plant, while expanding from 8 to 28 ways, increased the personnel to a peak employment of 35,633.

The newer employees rapidly "got the feel" of Sun Ship.

The result of years of real cooperation between men and management "paid off" in producing tankers, cargo ships and barges for the war needs at unprecedented rapidity.

As we return to peace time production, we can look back with real pride to our part in supporting the war effort and with a firm faith that our years of working together will "pay off" in the years to come.



## THIRTY YEARS OF SHIPBUILDING

By Robert Haig

**I**N the Spring of 1916 the Sun Shipbuilding Company was incorporated and land was acquired in the City of Chester, and preparations were made to lay down five shipbuilding ways capable of building ships up to 500 ft. in length and 15,000 tons deadweight with all the necessary fabricating shops and equipment entering into such a project.

It was very fitting from a historical point of view that this shipbuilding yard should be established on the Delaware River. The earliest iron shipbuilding that later became steel shipbuilding started on the Delaware River. The John Roach Shipbuilding Yard at Chester and Cramps Shipbuilding Company at Philadelphia were the two pioneers in iron and steel shipbuilding and while wooden shipbuilding had developed on the Maine Coast in some notable yards, it was on the Delaware River that steel ships first were built in this country. Therefore the Sun Shipbuilding Company was on home ground when it took up the work of shipbuilding in Chester.

To round out a fully equipped shipbuilding organization the long established Wetherill Engineering Works at Chester were acquired, and became the active engineering end of the shipbuilding activities.

On January 27, 1917 the first keel was laid and on October 30, 1917 we launched our first vessel, the "CHESTER SUN", a 10,000 ton tanker for the Sun Oil Company. The yard was then deep in the war work of World War I, when the yard turned out a great number of ships of various types and became a well recognized shipbuilding and engineering organization.

In 1920 the shipyard was further extended to eight shipbuilding ways to meet the demands of private ship-owners. Also shortly thereafter two floating dry docks with wet basins and extensive repair facilities were established, all of which developed into a great and competent industry in all its branches, thus greatly enriching the industrial activity of Delaware County.

Owing to the emergency conditions arising from the war in Europe in 1940 and onward, we were ordered by the Maritime Commission to enlarge our shipbuilding capacity to meet the war demands, and the shipyard was extended to 28 shipbuilding ways, with wet basins and all the necessary fabricating and equipment departments to become eventually the largest privately operated shipyard in the world.

The shipbuilding development brought about by the extreme emergency in this country produced the greatest shipbuilding output the world has ever known, and it had the incalculable value of having kept war away from the American continent.

The founding of a shipbuilding industry on the scale existing throughout the whole country, during the war period, on the Atlantic Coast, and also on the Pacific Coast and the Gulf where previously no shipyards of any number existed before has brought to the people of this country the deep value of being a Maritime Nation, and thereby being able to insure protection to the people of this country from any sea-borne inroads by an enemy nation.

The Shipbuilding Industry furnishes the medium for transporting to all parts of the world the boundless products of our farms and factories and without such

## SUN SHIP MARKS PROGRESS

By J. HOWARD PEW  
President, Sun Oil Company

**N**O group of ship craftsmen can take greater pride in the history of their shipyard than can the men and women of Sun Shipbuilding & Dry Dock Company.

On the 30th anniversary of their Shipyard, they can look back upon a glorious record of achievement, in both war and peace. The magnificent role of the allies' tanker fleets in World War II amply reflects upon their work, for their production — 40 per cent of all tankers built in the world during the war — was a mighty contribution to Victory.

It is unfortunate, on this 30th anniversary of Sun Ship, that peace and tranquility have not yet returned fully to the world. Suspicion and distrust have kept open the sores of war. Yet, as builders of the ships that carry American goodwill to the four corners of the globe, cementing through mutual contact and flourishing trade the human bonds that are the only guarantee against war and conflict, the men and women of Sun Ship can be proud of the real contribution they are making to lasting peace and prosperity.

Congratulations on the first 30 years! May the next 30 years be as glorious!

maritime power we would be entirely dependent upon other nations for our transportation abroad. As never before the national asset of a Merchant Fleet has meant so much to the American people, and at no time in our previous history have we been able to carry to all parts of the world in our own ships both men and materials that insured us the victory for which we bent every effort to secure.

So that coming to our shipyard at Chester, we can with a certain satisfaction reflect that the efforts of the Sun Shipbuilding and Dry Dock Company in the production of ships contributed to a high degree to the victory that we hope will bring a lasting Peace.



"SPIDER" KELLY and JACK HAGAN, old time fighters, stage bout at Sun Ship Field Day during World War No. 1. Johnny Eckert is the referee.



## THE WETHERILL PLANT

**I**N July 1916, Sun Ship Company took over the plant of Robert Wetherill and Company Inc., which prior to this time built Corliss Engines and a variety of machined parts for all classes of industry.

The Wetherill Plant then in operation easily converted from the manufacturing of stationary steam engines to the building of marine engines and auxiliaries.

To outline the past history of the Wetherill Plant, one has to go back almost three quarters of a century when Robert Wetherill, then a mechanical draftsman working for the Miller and Allen Company which was located at Ninth and Morton Avenue, Chester, with several partners of the Wetherill Company, bought out the Miller and Allen Company. They acquired a piece of land between Upland, Sixth, Pine and Seventh Streets and erected the first building which was a forge shop, pattern, foundry, machine, boiler shop, boiler room and power house. The original building is still being used as a forge shop.

The plant operated under the management of Robert Wetherill and Company from 1872 until 1916. The Wetherill Corliss Engine was the principal product of the plant, it being the most economical to operate and the replacement of parts was a rare occasion for the customer. It held this distinction for many years. The plant also manufactured elevators, castings, forgings, pumps, compressors and heavy machinery.

The Wetherill Corliss Engines were sold and installed in almost every state, and many were exported to foreign countries.

The Wetherill Plant now comprises four acres of shops and buildings with modern machinery installed. During

World War No. 1, marine reciprocating steam engines were built and installed in Sun-built ships. During World War No. 2, the Sun Doxford Diesel Engines were built together with refinery equipment and heavy machinery, ship parts and auxiliaries.

## SHIPYARD'S HISTORY ONE OF PIONEERING

By RICHARD L. BURKE

**T**HE construction of the Sun Shipyard was started early in the Spring of 1916. The layout of the plant at that time was developed largely on the basis for producing 10,000 ton tankers and freight ships. Careful analysis was made at that time in regard to receiving material and equipment in the yard in order to facilitate as far as practicable the handling of all material through the shops, etc., in the general direction of the shipways, in order to avoid any back-handling and re-handling. Sub-assembly on the ground of sections of a vessel was then anticipated and crane handling arrangements provided.

The writer believes that sub-sectional erecting on the ground was pioneered in the early days in this yard.

In 1920 the officers of the Company felt the need of additional repair and drydock facilities for the Port of Philadelphia, in which Chester was included, and at that time built No. 1 drydock here in the Yard and about three years later the business indicated that a second drydock could be kept busy and No. 2 drydock accordingly was procured. Since that time the ship repair business has become an important part of our endeavors along with the building of all types of ships during the course of the past thirty years.

In 1936 our President, Mr. John G. Pew, Sr., witnessed

## 31 YEARS AGO AT WETHERILL PLANT



**MACHINISTS** who were employed about the time the Wetherill Plant was taken over by Sun Ship. Left to right, top row: Charles Brown (deceased), Jacob Wood, Benjamin McConnell, Hiram Mulligan (deceased), (not identified), Samuel Langsdale, William Lannahan (deceased), Charles Robinson (deceased), Raymond Moyer. Bottom row: Edward Bogan, Foreman machine shop H. H. Ward Co.; Fred Innis,

Samuel Greenough (deceased), Charles Nothnagle, (not identified), John Williams (deceased), George Shanafelt, Carl Ericson, D. Reese Esrey, Jr., Leader 36 Dept., C. Y.; William Grant (deceased), George Stewart (deceased), Fred Sayers, Foreman 74 Dept. Toolroom, C. Y.; Daniel O'Neill (deceased).



## WORKERS READY FOR TASK

By J. N. PEW, Jr.  
Chairman of Board, Sun Ship

SUN SHIP, on its 30th anniversary, is a living denial of defeatist philosophy, and a glowing illustration of a truth often distorted by those who seek to undermine our way of life.

The defeatists say we must prepare for emergencies by locking up our natural resources in so-called "military reserves"; by hoarding materials, which they call "stockpiling"; and by building "stand-by" factories. No greater damper on technological progress — no greater road block to prosperity and jobs — can be imagined.

The truth so well illustrated by Sun Ship is simply that private American industry, spurred to ever greater achievement by the competitive enterprise system, is this country's greatest bulwark in war as well as its greatest force for better living in peace.

In the period between the two great wars, the men and women of Sun Ship constantly sought new and better ways of doing their jobs. We pioneered prefabrication and all-welded construction. We gained experience and skill. We kept the tools of our craft shiny with use. Consequently, when war came we were ready for our gigantic assignment.

The record of our production speaks well for our preparedness. We shall be as well prepared for any emergency in the coming 30 years if every Sun Ship man and woman concentrates on doing his daily job as well as he or she knows how.

an exhibition of the union-melt automatic welding machine and quickly saw the possibilities of its adaptation to shipbuilding. He immediately directed that we get busy and, as a result, our automatic welding machine now located in the lower end of "A" Shop was designed and built by the Company and used first for welding the middle body structure of the S.S. "J. W. VAN DYKE" for the Atlantic Refining Company. This automatic welding machine at the time was considered quite a venture in view of the necessarily large investment; however, the favorable results are well-known.

In 1923 the Company took over the license to build the Sun-Doxford Diesel engine and since that time has built a great many of these engines at the Wetherill Plant and installed them in ships at the yard which, without exception, have proven highly satisfactory and we are hopeful in the near future that we will again obtain orders for more of these engines.

The Company has always endeavored to maintain a high standard of personnel relations with all of its employees and the results of the cooperation between employees and management are largely responsible for the success of the Company thus far. We trust that this cooperation will continue and that many more successful years are ahead for all of us.

## SHIPYARD STARTED IN CABBAGE PATCH

By W. G. McNees  
(Construction Engineer When Plant Was Started)

JUST thirty years ago in the spring of 1916, the site of our Central Yard was occupied by a big truck garden cultivated by Walter J. Sydnor, who had learned his trade as a boy up in South Philadelphia's "Neck".

But there was trouble in the cabbage patch. Five big pile drivers had moved in and were hammering away on the foundation piles of the shops and shipways for the new Sun Shipbuilding Company.

As the foundations advanced, the cabbages retreated and Sydnor, seeing that he could not beat the construction gang, decided to join them. He worked for the company for 29 years.

This disturbance among the bullrushes on the banks of the Delaware was but one of many steps being taken by the Sun Oil Company, which was ambitious to expand and become one of the great industrial companies of the nation. That's just what happened in the following thirty years. In World War II, Sun Oil Company held first place in the production of aviation gasoline and Sun Ship was first in construction of tankers.

In May 1916, the company purchased the Robert Wetherill Company plant and thus secured, ready-made, an operating unit for the construction of the engines for the ships to be built at the new yard.

During the summer, Mr. Robert Haig came to the Wetherill Plant as president and manager.

As the main office was not ready for occupancy until the summer of 1917, a temporary drawing office was established in the old bank building at 3rd and Market Sts.

Among the men who are still with the Company who began work at 3rd and Market Sts. are Mr. R. L. Burke, Vice President; John W. Hudson, Naval Architect and J. F. Roeske, Assistant Architect; in the engineering department, George D. Carney now Superintendent of the engineering division; Allan C. Moyer of the engine drawing room and Karl P. Affelgren, Chief Draftsman of the Sales Engineering Department.

The Order Department began operation at the Wetherill Plant with Mr. Neil L. Jamieson in charge. The Purchasing Department had space in the Philadelphia office until the Chester office was ready.

The first employee to be permanently located in the shipyard was W. G. McNees, construction engineer, who arrived in June, 1916.

Clarence Duke, who was to be foreman of the Mold Loft, came in July as pile driving inspector. Douglas Cadman, foreman of Dry Dock repair, arrived in September and was placed in charge of the Fabricating Shop.

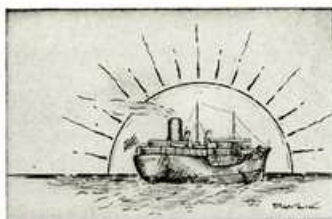
Mr. Henry Thomas, who is now purchasing agent for the Sun Oil Company, was electrical engineer in charge of layout and installation of electric power and light equipment.

The keel for our first ship, the "CHESTER SUN", was laid on January 27, 1917—only about eight months after plant construction was begun.

The United States went into the First World War in April, 1917 and by that time the Sun Shipbuilding and Dry Dock Company was well on its way to become one of the important industries of the country.



# BILGE 'N BALLAST



By Frank L. Pavlik

## THREE DECADES OF SHIPBUILDING

**T**HE history of the Sun Shipbuilding & Dry Dock Co., founded in 1916, covers a period involving three decades of shipbuilding. Because of the activities of the shipyards along the Delaware it is known as the "Clyde of America", and the Sun yards have contributed in great measure to the reputation of this district as a shipbuilding center and for the production of fine ships. Among them are numbered passenger vessels, freighters, tankers, dredges, such special vessels as the "Sea-trains", and many other diversified types. Yes, even stern wheelers for South American service are in the parade of the Sun-built fleet.

Ground was broken for the construction of the yard in February 1916, and the first keel was laid in January 1917.

The S/S "CHESTER SUN", a 430 foot tank steamer launched in October 1917, heads an impressive list of vessels of all categories constructed in the Sun yards, totaling 498 vessels to date, and aggregating about 5,720,000 tons of dead weight carrying capacity.

The facilities for ship repairs and conversions have kept pace with other developments, and the two dry docks have been beehives of activity. No. 1 Dry Dock raised its first ship the S/S "JOSEPH M. CUDAHY" on June 11, 1921; and No. 2 Dock lifted its first vessel, the S/S "TOPA TOPA", June 23rd, 1924. Since the start of ship repair activities the docks have been busy almost continuously, and many of Sun's employees have repaired war-injured vessels to return them to service in carrying the fight to the enemy.

The Wetherill plant rounds out Sun

Ship engineering activities. Famous for fifty years for the construction of the Wetherill Corliss Engine, the plant was added to the Sun organization, and its shops have been enlarged and the equipment modernized from time to time. Therein are constructed the Sun Doxford Oil Engines, and the first of this type, a 2800 H.P. unit, was installed in the M/S "MILLER COUNTY" in 1923.

Another phase of the work includes the construction of Oil Refinery Equipment, welded pressure vessels, special steel structures and machinery. Welding machines, X-Ray equipment and stress-relieving furnaces have been added to Sun's equipment for this specialized work; and have also been applied in the shipbuilding field where found practicable.

## WELDING ACCELERATES CONSTRUCTION

The history of Sun Ship reflects the technological developments and progress in shipbuilding in the thirty years of its existence, and includes improvements in hull form, propulsion machinery and construction. Many of us will recall that riveted assemblies predominated up to 1932, and that welding was used only for repairs.

Sun built the first all-welded ship, the M/S "WHITE FLASH", delivered in September 1931. This was a bold step forward, involving new principles of assembly and construction, and many working techniques were experimented with and developed. With the experience gained, welded construction was applied to larger vessels, and this paid off dividends in shorter construction time during World War II when ships were so

sorely needed and were delivered at the rate of one ship every five days.

Since Pearl Harbor, Sun Ship has built 229 tankers, 32 freighters and 35 car floats, a fine production record.

The foregoing briefly narrates a few of the more interesting facts relating to Sun Ship in its existence, 1916 to 1946 inclusive. Sun has gained during this period an enviable reputation for reliability, and for applying the best modern practice in the construction of fine ships and its other products.

## SURVEYOR ROBERTS RETIRES



**WILLIAM S. ROBERTS**, who came to the shipyard intermittently from 1918 until 1922 when he was stationed permanently with us as a Surveyor to the American Bureau of Shipping, has retired from active service. Mr. Roberts is what is familiarly known as an Old-Timer. As a young man he learned the business in Fore River, having come by his talents naturally through his father and brother who were prominent in shipbuilding circles in England and Spain. He was associated in his earlier days with his brother, the late "Jim" Roberts, who was before the first World War, Superintendent of the old Harlan and Hollingsworth Shipyards at Wilmington, Delaware.

About that time, "Bill" Roberts was appointed Superintendent of the Chester Shipyard, the old Roach Yard where the Ford Plant now is located. After the close of the first World War, "Bill" was appointed Surveyor to the American Bureau and was subsequently stationed at Sun Yard as Senior Surveyor.

Beloved by his associates, he has cajoled, coaxed, threatened and bull-dozed all of us for the past twenty-four years. During this time he has smoothed out many troubles for ship owners and customers.

His associations with his fellow Surveyors, both in the American Bureau and in Lloyds, have seldom been equalled. These observations were made by a couple of other Old-Timers, who also mention that a Surveyor who gets neither himself nor his associates into trouble, is really a rare specimen.



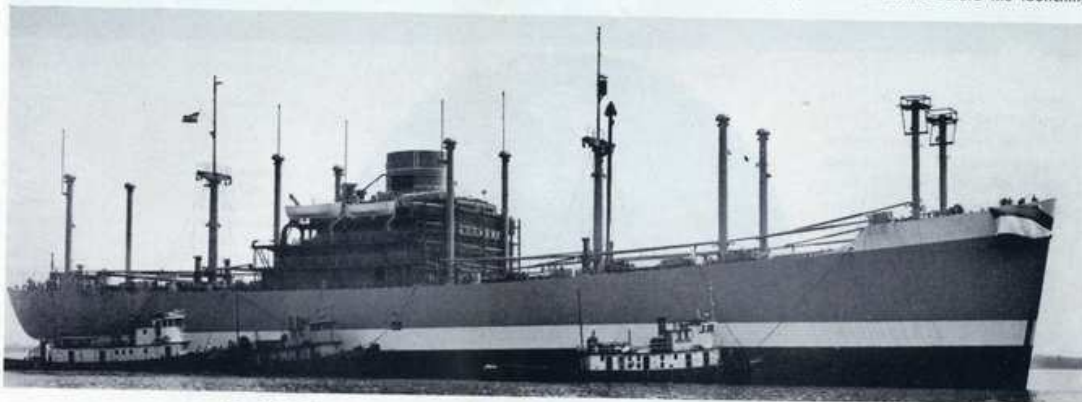
## S. S. OVERIJSEL JOINS NETHERLANDS FLEET



OFFICIAL PARTY at the launching of S.S. OVERIJSEL. In foreground, Mrs. Harriet Aldrich, sponsor.



MRS. HARRIET ALDRICH, sponsor of the S.S. "OVERIJSEL", is shown with her husband, Winthrop W. Aldrich (left), and J. N. Pew, Jr., a few moments before the launching.



S.S. "OVERIJSEL", which was built for the Netherlands Ministry of Shipping by Sun Ship.

## PAWCATUCK COMMISSIONED

U.S.S. "PAWCATUCK", built by Sun Ship, was placed in commission at the Philadelphia Navy Yard on May 10. Right: A scene at the ceremonies. Below: Miss Nancy Gatch, who was sponsor at the launching, is shown at the microphone with Captain Cecil G. McKinney, who will be in command of the ship.



## General Eisenhower's Wife Christens S. S. "Drenthe"



Above — **JUST BEFORE THE LAUNCHING** — Left to right: Mrs. J. F. van Hengel, wife of Netherlands Ministry of Shipping Representative; Mrs. John S. Doud and Mr. Doud, parents of Mrs. Eisenhower; J. F. van Hengel, Mrs. Mamie D. Eisenhower, sponsor, and John G. Pew, President of Sun Ship.

Right — **CHAMPAGNE SPLASHES** as Mrs. Dwight D. Eisenhower smashes the bottle against the bow.



Below — **OFFICIAL GUESTS** at the launching in the front row are, left to right: J. F. van Hengel, Maj. Gen. A. C. van Tricht, Mrs. Eisenhower, sponsor, Brig. Gen. Joseph S. Battle, Mrs. James Stock, Lt. Col. Stock, aide to General Eisenhower, and Mr. and Mrs. John S. Doud, parents of Mrs. Eisenhower.





# 2098 AWARDED SERVICE PINS

**G**OLD pins for ten or more years faithful service have been awarded to 2098 employees of the Sun Shipbuilding and Dry Dock Company.

Of this number, four had 50 years of service, five were 45-year men, eleven had 40 years, nine had 35 and seven had 30. Naturally, most of the workers in those classifications came from the Wetherill plant which was acquired by Sun Ship.

In the 25 year group there is a jump to 239 names. The 20-year classification has 294 employees and the 15-year group numbers 465. Largest of all is the 10-year classification with 1064 employees.

"OUR YARD" presents the names of those who hold service pins representing 25 years or more.

Dept.	
47	Abrams, B.
34-C	Adam, A.
59	Adams, S.
96	Affelgren, K.
8	Ambler, L.
79	Bair, J.
38	Barr, H.
47	Beatty, W.
47	Begley, J.
8	Bell, J.
67	Bey, J.
68	Bishop, H.
8	Blizzard, N.
30	Bonner, J.
30	Bonner, W.
30	Borden, J.
55	Bowers, A.
47	Boyer, H.
59	Bresset, J.
33	Briggs, A.
8	Brown, A.
8	Brown, C.
80	Brown, J.
1	Brown, P.
47	Buck, F.
84	Buckley, C.
69	Budinovich, S.
74	Bullock, H.
34	Burk, E.
90	Burke, R. L.
42	Burr, F.
59	Burton, E.
45	Butler, H.
36	Cadman, D.
68	Calloway, C.
34	Campbell, Capt. H.
88	Carney, G.
8	Carrow, J.
4	Chaban, S.
4	Collingwood, G.
78	Collison, L.
30	Constable, R.
91	Cooke, J.
8	Cooper, C.
42	Cope, C.
80	Cox, F.
47	Curry, R.
84	Czukiewski, J.
55	Dantonio, R.
34	DeKnight, J.
47	Dougherty, D.
47	Dougherty, O.
93	Duke, C.
8	Dutton, E.
8	Dworak, A.

Dept.	
33	Eberly, C.
4	Edright, H.
8	Embert, J.
33	Emmett, M.
95	Ernst, E.
8	Esrey, D.
4	Esrey, H.
86	Feddeman, Dr. C.
81	Ferry, E.
47	Finegan, H.
89	Fisher, H.
75	Fisher, N.
90	Forness, A.
47	Forster, W.
8	Frazier, R.
30	Fritz, T.
45	Gallagher, E.
1	Gallagher, J.
1	Gillespie, J.
98	Glossop, J.
8	Gormley, M.
8	Graham, A.
99	Graham, S.
1	Green, S.
42	Groch, A.
42	Haig, R.
42	Hall, A. S.
42	Hall, H.
51	Hallman, G. L.
4	Hanasiko, J.
36	Harding, Ross
93	Harris, D.
84	Hartz, W.
4	Hefton, B.
89	Hepworth, H.
91	Higgins, G.
33	Hill, F.
33	Hines, A.
33	Hinton, J.
90	Hoffman, A.
36	Holland, J.
80	Halman, A.
55	Halman, J.
33	Holt, Oscar
78	Hosking, E.
45	Howard, R.
78	Hudson, J. W.
79	Ickes, T.
58	Ireland, J.
8	Irving, W.
8	Ives, F.
33	Jackson, T. M.

Dept.	
66	Jaklik, S.
67	Jamerson, N.
97	Jamieson, Neil
47	Jones, A.
34	Jones, J.
74	Kealey, A.
8	Kenney, J.
45	Klemmer, J.
4	Kotaba, J.
79	Lomberson, E.
90	Landing, G. D.
36	Lankford, J.
47	Layton, H.
8	Leinhaus, C.
8	Lewis, S.
34	Lockwood, G.
30	Loferick, G.
4	Logue, J.
55	Lohrke, C.
34	Loveland, E.
84	Luczczko, J.
4	Lynch, W.
78	McCarron, E.
30	McCauley, C.
47	McCauley, W.
38	McCoy, J.
79	McConechy, J. H.
36	McDermott, H.
84	McGowan, H.
4	McGuire, C.
78	McKinney, J.
91	McLachlan, A.
55	McMunigal, D.
81	McNally, R.
66	McNees, W.
58	McShane, F.
36	Machamer, G.
47	Mackie, J.
86	Maguigan, C.
80	Maier, J.
66	March, C.
19	Marine, W.
67	Marshall, E.
68	Marshall, W.
47	Martin, O.
89	Mastin, H.
8	Mentzer, J.
45	Middleton, F.
45	Miles, E.
95	Miller, J.
45	Miller, J.
95	Schmidt, H.

Dept.		Dept.	
81	Mitchell, R.	81	Seamen, J.
4	Monagle, J.	4	Shaffer, L.
66	Mooney, H.	66	Shaver, P.
34	Moore, H.	34	Shuster, H.
38	Moyer, C.	38	Sileo, D.
8	Mullin, R.	8	Sisson, E.
66	Muraszewski, B.	66	Smith, E.
45	Muraszewski, T.	66	Smith, H.
4	Neary, J.	51	Smith, R.
79	Nelson, J.	67	Snow, W.
90	Niehuis, J.	42	Snyder, T.
36	Norton, A. A.	79	Souder, E.
47	Oestrick, D.	66	Spath, L.
8	O'Leary, J.	45	Stehl, E.
8	O'Neill, J.	8	Stevenson, J.
34	Orwig, W.	74	Stevenson, R.
30	Parsons, T.	34	Stewart, D.
4	Patterson, J.	66	Stewart, K.
55	Paxton, M. M.	94	Strickland, A.
34	Payne, W.	79	Sulger, J.
4	Pendleton, G.	4	Sweeney, J.
84	Penniwel, C.	66	Sweeney, T.
79	Petchel, G.	79	Sweigert, C.
4	Pew, J. G., Sr.	42	Sydner, W.
30	Piestrak, A.	38	Taylor, J.
47	Pitcher, W.	38	Taylor, R.
38	Post, T.	47	Taylor, W.
79	Prabst, J.	8	Templer, G.
36	Pyle, G.	81	Thomas, O.
84	Rankin, S.	33	Thompson, F.
4	Redfern, C.	8	Thompson, F.
78	Redgraves, N.	8	Thornton, G.
91	Reese, E.	95	Tinney, H.
55	Rennett, G.	91	Unglaub, A.
81	Rennie, W.	84	Unglaub, C.
66	Requarth, F.	55	Vankosky, A.
58	Reynolds, W.	8	Vickers, E.
36	Roberts, F.	92	Walls, E.
47	Robinson, A.	8	Weaver, E.
86	Robinson, H.	75	White, H.
80	Robinson, W.	8	White, R.
8	Roeski, J.	78	Wilde, O.
66	Ross, C.	36	Wilkinson, J.
19	Rothwell, E.	34	Williams, J.
67	Rouke, W.	45	Woolley, E.
68	Rouse, G.	47	Woolsey, E.
47	Ruby, J.	8	Worrell, H.
89	Rucker, C.	59	Worrlow, C.
8	Saunders, J.	69	Yeager, A.
8	Savage, F.	8	Yost, S.
45	Sayers, F.	74	Zanzinger, J.
95	Schmidt, H.	90	Zomptor, J.



Left to right: W. Buckley, 47-4018; W. Fischer, 47-2821; (Mr. W. Beatty); J. Burke, 47-105; T. Howat, 47-607.

## EARLY DAYS OF SUN SHIP BROUGHT OUT OF THE PAST

*Old Time Pictures of Activities and Personnel at the Plant When the Yard Was Young and Was Aiding in Winning World War I*



THIS STRIKING PHOTOGRAPH shows the yard as it appeared July 1, 1913. Lines extend from Bridge Creek on left to Parkman-Widener plant, extreme right. At that time there were five shipways. The Dry Dock had not been built although pile driver can be seen on that site. Present South Yard was used for storage. Midway on extreme right can be seen part of the famous "Red Fort", scene of athletic activities. Two wet basins are seen. This photograph was made in the late afternoon and shows workmen leaving the yard at quitting time.



SITTER COLD marked the laying of the keel of the U.S. "CHESTER SUN" on January 25, 1917. Among those present at the laying of the keel were Vice President Robert H. H. Ebb, from the left in the group.



CHARLES M. SCHWAB, of Shipping Board, raised the Sun Ship plant during the First World War. Left to right: J. M. Pew, Jr., President; Charles Schwab, Howard Pew, Vice President of Sun Ship; Robert H. H. Ebb, Vice President; Julian Schaffer, of Pennsylvania Supreme Court; Herbert Shumaker, Treasurer.



BOND RALLY in 1918 shows the enthusiasm of Sun Ship workers in the patriotic drive. Note the waving regular influence.



S. S. "CHESTER SUN" was launched on October 30, 1917. This striking picture shows the tanker a moment after it had left the stocks and was afloat. Built for the Sun Oil Company, the "CHESTER SUN" was a large, fast, and powerful vessel. She was designed to carry millions of barrels of oil and gasoline. She was delivered to the U.S. Navy by Mrs. J. Howard Pew, wife of the founder of the company. She later became the "U.S. AGORAN" and still later the "U.S. WOOD". With the surrender of Germany and Japan, this pioneer ship of our past was taken out of service by War Shipping Board last August. She now runs her days away with the "load up" fleet on the Mobile River.





TOASTMASTER WILLIAM KRAEMER tells of the successful bowling season of Sun Ship players.

## SUN SHIP BOWLING



(Top) — PRESENTATION OF BOWLING BALL and key certificate to T. Bartholomew of the "B" League's Buller Blue Team.  
(Below) — CHAIRMAN NORMAN FISHER awards certificate for bowling ball and key to T. McGovern of Engineers' Team.



CHAMPIONS OF THE YARD and winners in "A" League, the members of the Engineering team receive their plaques from Superintendent George W. Conroy. The players are: J. Metz (Captain), F. Davis, J. Dugan, E. A. Clayton, C. Peltier and T. McGovern.



SOME OF THOSE who attended the Bowling Banquet of Sun Ship's "A" and "B" Leagues.

## ANNUAL BANQUET



PRESIDENT JOHN G. FEW addresses guests at the 17th Annual Banquet of Sun Ship Bowling Leagues and prides the players on good sportsmanship.



(Top) — FRANK GERRITH of "A" League receives a certificate for bowling shoes from Marie, an actress.  
(Bottom) — AL BAUGH of Mould Loft "B" team gets a certificate for bowling shoes, one of their prizes.



(Top) — SUPERINTENDENT A. A. NOBLESON presents a plaque to "B" League players: J. Gable, L. Blackwelder, J. Cummings, R. Cox and J. Oettinger.  
(Bottom) — CLOSE-UP of the group of bowling fans who represented the Wytheville Plant.



ANOTHER VIEW of part of the participants in the Bowling Banquet on May 19th.

# SUN SHIP'S ROUND OF SPORTS



**GOLF PLAYERS** who will represent Sun Ship this year in competitions are (above left to right): Charles Frazier, Paul Brown, Joe Kaster, Walt Maykut.

Left: **D. BARRETT** of 66 Dept. aims for a "birdie."

Right: **ALBERT MACKUBIN**, Sun Ship machinist, who is a trick rider and has taken part in several rodeos.

Lower left: **A. PASTORE AND R. MOCCIA**, 66 Department's quoit enthusiasts, oppose V. Rubbo and J. Witt (lower right) also of 66 Dept.

Below center: **THE BOYS MEASURE** for that extra point.







### 36 MACHINISTS

By Richard Clendening

In extending our deepest sympathy to the family of our former friend and shopmate, Jim Preston, we can find no words suitable to express our sentiments. Jim passed from this life on May 11th after a prolonged illness and will be sadly missed by the whole dept. Known and respected by all who knew him for his good humor, quick wit and honest level headedness, he will be long remembered by all of us.

Welcome home to Ben Dychala, who has just recently been discharged from the Navy. All four of the Dychala boys are now home from the war and all but Ben have returned to their jobs at Sun Ship. Stanley, Henry and Johnny are back in the groove again and we are patiently awaiting the return of "Iron Man" Bennie.

A group of 25 men who work out of 30 Dept. tool crib, recently paid tribute to two tool attendants who were laid off — the "Charlie Twins", Charlie Laws and Charlie Clark. This expression of appreciation by fellow employees to a couple of "regular fellows" is worthy of more than passing comment. The affair consisted of a dinner at Howard Johnson's at Media after which appropriate gifts were presented to both men.

We wish to extend our sympathy to Wilbur Campbell, 34 Dept., who recently buried his father.

We were sorry to learn that third shift Jake Brunst is on the sick list again and trust that his recovery will be speedy and complete.

The old South Yard gang were all sorry to lose Russ Hartzell, a man of no mean qualifications, having played with several name bands around Philadelphia and travelled extensively. He takes with him all our good wishes.

Welcome back to our welder friend, "Brownie" Brownhill, who was under the weather for a couple weeks. Brownie tells us that he suffered as

much from home sickness as from any ailment while off. While lying in the hospital he heard the shipyard whistle every time it blew and was wondering what we were all doing at that time and how we were making out. We hope that "Brownie's" physical troubles are over now and that the future holds nothing but good health and happiness for him.

Bill Wolf, who has been taking lessons at flying for sometime now, has just made his first solo flight which he accomplished in a very creditable manner and we are looking forward to the day when he will be buzzing around in his own plane. Bill's wife is also air minded and it was a nip-and-tuck affair as to which one would step off alone first, but Bill eventually won.

### EMPLOYMENT NEWS

This is the old scoop reporter with an eye for news. The scoop of the month is Anne Davis' black eye. The big question is how did she get it? Anne says playing with her dog —

at least you are original Anne, so we will give you the benefit of the doubt.

Marion Fahey is leaving good old Sun Ship to open a sweet shop in Darby. Lots of luck to a swell girl. Put us down for a double banana split, Marion!

Things are mighty quiet around the old Employment Office these days. The three girls who were laid off are missed by everyone.

Minnie Wilson — our champion bowler — who was just recently given a pin and made a member of the 200 Club at Penn Rec. A swell girl and a grand sport. Good luck, Minnie, our thoughts are with you always.

Louise Lonnquist — our champion eater — Everyone will lose the bulge around their waist now that Louise has retired to make a home for her husband who has just returned from serving in both the European and Pacific theatres of war. Good luck to both of you.

Dottie Howard — our baby — has just been transferred to the Maritime Office. We will miss her bright smile and cheerful ways!

### BASEBALL CHAMPIONS OF 1919 WITH VICTORY CUP



THE ERECTOR'S TEAM was the first baseball outfit to win the trophy. Left to right, top row: Walter Marvel, 1. f.; Al Lowther, 2. b.; W. McAllister, c. f.; Mal Macissac, mgr.; Harry Gosbin, r. f.; Zig Zeller, 3. b. Bottom row: Jack McLaughlin, sub; Joe Ireland, 1. b.; Bud Machamer, c.; B. Mulrine, p.; George Machamer, 1. s. and p.



## Junior Members of the Sun Ship Family



JOSEPH AND RHODAMARY BARNARD, ages 7 and 6 years, are the children of James Barnard of the Contract Department, Central Yard.



CAROLYN MARIE BULGER, 18 months old, is the grandniece of Al Plough of the Contract Department.



PAULA ANN TUSS, 18 month old daughter of Paul Tuss, who works in 36 Dept.



DAVID ARTHUR HINDE, 4 months old, is the son of Arthur Hinde of 59 Dept. and Emma Hinde, formerly of 91 Department.



MARK J. KERN, 3 months old, is the son of Mr. and Mrs. J. Kern. Mr. Kern is employed in the Wetherill Plant while Mrs. Kern formerly worked in the Bond Department.



THOMAS ENO, 9 months old, is the son of Augustus Eno of 34 Dept.

### INK SPOTS FROM THE HULL DRAWING ROOM

By Frank L. Pavlik

With much regret we saw Harold Deshong and Rick Rhodes leave Sun's employment last month. We wish them much success in their new fields of endeavor.

Harold came up as a two-time Dad just before he left. This time the youngster was a boy, Gary Harold weighing in at 6 lbs., 15 oz., born April 23rd. Harold was all smiles as he passed out the cigars.

Congratulations are extended to Dick Hall who recently received his ten year service pin. Many happy returns of the day, Dick.

We greet Kjelt Damsgaard as he joins the staff of Dept. 78.

In a special bowling contest staged April 15, the Sun Ship team competed against five Sun Oil teams, and Joe Ambrosino, with 546 pins, was a member of the Shipyard aggregation that won the match. That's nice rolling, Joe!

We regret to report the death of Charles Zwick, a former member of Dept. 78.

On Thursday evening, May 16, following the Bowling Banquet, the

dart team from the Hull Drafting room had very little trouble in subduing the team from the Sinclair Drafting room. Two of our former co-workers, Joe Clark and Earl Ewing, are members of the Sinclair team. Their partners, Tony and Lou, did a fine job of carrying the load. Our team was composed of Larkins, Williams, Dougherty and Ives. It doesn't seem as if that dart board in Joe Clark's cellar helps his score.

### 91 DEPARTMENT TIMEKEEPERS & CLERKS

By Ed Bell

Harry Bishop celebrated his birthday on June 6. Many happy returns, Harry.

Paul Ingram, leader in the Contract Dept., will have nine years service with Sun Ship this month. Congratulations.

Thomas Gartside returned to Sun Ship on April 22 after spending 3 years in the Medical Corps of the U. S. Army. John McCoy returned to work at Sun Ship on May 7 after serving 2½ years in the U. S. Field Artillery. John saw service in France, Austria and Germany. We are proud to welcome both of you back.

Jack Grieco has blisters on his

hands from trying to be a truck farmer. Don't we all?

John Mullen has returned to work after a prolonged illness. Glad to hear that you are feeling better, John.

I understand that the new typist is doing a fine job in the Contract Room and in case you are interested, the name is Miss Williams.

Harry Buchanan was showing some snap-shots which were taken during World War I and he looked kind of funny with his handle-bar moustache.

George Burns, Ed McDonald and Jerry Wentland are running a clam bake at Big Mike's on June 15th. Big Mike's is known as the Duffy's Tavern of Scranton.

Glen Johnson has taken over his new duties in 84 Dept. Machine Shop under the able instructions of John (Olsen) Lackenmayer. The original imitators of Olsen and Johnson.

Joe Spence recently purchased a new car and as a car radio is new to him, you should see him racing up the railroad tracks to get the radio turned on for the five o'clock news broadcast.

This month is geranium month in the flower garden in front of the main office.



## FIREMEN HOLD GET-TOGETHER MEETING



**SUN SHIP FIREMEN** at a get-together meeting held in Rutledge Fire Hall on April 24. Left: H. McNeil, Don Lee Owens and John G. Pew, Jr. at the Firemen's reunion.

### NEWS FROM THE STOREROOM

By F. Corcoran

Who can tell us what's in back of this "Nylon" situation which holds much of Ray Turner's attention of late.

Earl Bennett tells us he has taken up bowling again. According to early reports it looks as though he will be heading for the tournaments in Chicago.

We understand that since leaving the storeroom, Mike McGovern has hung out his contracting shingle up Clifton Heights way. Good luck, Mike.

Art Morgan, who recently left us, is going to engage in the painting business and we are sure he will be very successful.

Best wishes to J. Boyer, T. Robinson, J. Melon, E. Warner, H. Davis and J. Syrkets. Smooth sailing, boys.

During the recent repairs to the smoke stack in front of the Heating Plant the question arose as to its height. One of the boys in 80 Dept. after looking it over, estimated that it was 1000 feet high. Who was it?

We often hear of the girls going on diets to reduce and of their delight when their girlish figures return but it is rare to hear of men doing this. However we have two men in 80 who

are right proud of their figures now. Johnnie Maloy and Bill Conner are both strutting around like regular Casanovas. They claim that they have taken eleven and twelve pounds off their feet in the past 30 days. Look out now, girls.

Ed Smith after six months in the Army Air School, Sparton School of Aeronautics, has returned to 80 Dept.

Mack Council with 36 months service in the 21st Quartermaster Trucking Company, has returned to the fold. Mack spent 19 months in Burma, India and China.

T. J. Evans is back on the job again after serving 41 months with the 332nd Fighter Squad, located at Tuskegee, Alabama.

### TALL CEDARS CONVENTION

Al Fox, of 30 Dept., portrayed William Penn in the winning stunt team at the Tall Cedars of Lebanon Convention in Atlantic City. First prize of \$50 was given for "Penn and the Indians". D. Reese Esrey, of 36 Dept., was chairman of the stunt team. Grand Tall Cedar George D. Carney led Penn Forest No. 21 in the parade.

### 59 DEPARTMENT

By C. DeTulio

Charles Nyce was overheard telling the counter that four notches on a rule made 5/16 and not 1/4 inch.

John Korba is enjoying oranges sent to him by H. Barlowe who went to Florida and is doing quite well.

Robert Lowther and Janice Miller took that trip to the altar June 1st. Good luck to you both.

Stanley Dzedzy writes back home and tells me he is in Panama. He wishes he were in Chester and says hello to all in 59 Dept.

Award of the month goes to Jim Maher who has had more flashes than any 20 welders, he can prove it he says. He has to sign his name in the book over at the dispensary.

Slim Burnett is still having trouble with chippers gouging two passes out of his work all the time.

Reds Holt is sporting a new pipe and looks all mixed up. Says he'd rather have his old one any day.

Elmer Palo has started his victory garden.

Ben Crooks finally got rid of that old coat that Mac McKenney wore for five years.

Phil News is getting gray haired waiting for his new "Olds" to come in. Pete McCarron is sporting a new Chevrolet.

Thanks for your help in the recent Salvation Army Drive.

Mr. and Mrs. William Weidner and family have returned home safely from Fort Knox, Kentucky where they visited a brother, Harry, who is stationed in the army there. Total mileage 1673, 76 gallons of gas, no oil, and no flats.



**FRANK T. IVES**, of 47 Dept., who was 41 years old last January, is said to be the youngest holder of a 25-year service pin Sun Shipyard. He came to the plant as an apprentice before he was 16 years old.



## SPRING!! SPRING!!

**TULIP BEDS** in front of the Main Office gave it a touch of rich color this season. Instead of the tulips being one variety, they were variegated in their lines. Left: The flagpole kept in step with the surroundings and got a new coat of paint.



## 88 DEPARTMENT

*By Joseph Brennan*

The month of May has passed with its two outstanding observances — Mother's Day and Memorial Day. The first was a joyous season for most Mothers but it was a sad occasion for others because their sons had made the supreme sacrifice on the war front. One Mother read again a letter which came to her before her

boy fell:

"Dear Mother: — I hope to be home with you as soon as time permits and I am thinking of you — thinking back as memory takes me, my boyhood days and all the things you did for me. One thought I shall always remember when I got my first job. You told me to be honest and true and I could make you happy by being a little Man."

*By David Morris*

Captain Mills paid a visit to his grandchild.

Norris can give lessons on being the ideal husband. He has 40 years experience.

Olsson knows how to get the cart before the horse.

Bowers and Lanier brought back some jokes from foreign service.

Mack — "I'll take over the billings-gating."

Whispers in the squad room — "The little corporal did some cussing."

Glasgow has arrived from the Wetherill Plant.

Barrister Wescott of the Employment Office brought in flowers the other day. Next will be the sheriff.

Our squad made a very fine showing in the display of summer uniforms and I thought we were a little above the other squads. Congratulations, men.



**JOHN GALLAGHER**, who had more than 60 years service with the Wetherill Plant and Sun Ship, died on May 9 at the age of 79 years. He had been in ill health for many months at his residence, 1529 Walnut Street, Chester. Mr. Gallagher, who was born in Ireland, is survived by his daughter, Mary. She was the sponsor at the launching of the S.S. "SPOTTSVANIAN" on November 10, 1943.

## CHANCE FOR YOUNG MEN

The Webb Institute of Naval Architecture, Webb and Sedgwick Avenues, Borough of the Bronx, New York 63, New York, offers free education to unmarried young men between the age of sixteen and twenty-one in naval architecture and marine engineering, and awards to those successfully completing the course the degree of Bachelor of Naval Architecture and Marine Engineering. The young men are free of all expense except for clothes and personal spending money.

1. Candidates must have passed the 16th birthday but not have reached the 21st at the time of the entrance examinations.
2. Candidates must be in good health and pass a physical examination.
3. Candidates must be American citizens and have credits for—
  - (a) 3 years of English
  - (b) 2 years of History, one of which must be American
  - (c) 1 year of Physics
  - (d) 1½ years of Algebra
  - (e) 1 year of Plane Geometry
  - (f) ½ year of Solid Geometry
  - (g) ½ year of Plane Trigonometry
  - (h) 3 years of Latin, French, German, Spanish or Italian or
  - (h1) 2 years in each of two of these languages. Those interested should write the Institute for a Bulletin.

Applications should be made through the Webb Institute at above address. Examinations for 1947 will be held at the Institute on June 24, 25, 26.



## THEN AND NOW



Left, OLAF OAS, who was the Paymaster in 1920. Seated at the desk is present Paymaster Frank W. Burr, who was then a cashier of Sun Ship. Standing, Harry Gracy.

### QUIPS FROM N. Y. PAYROLL By Al Plough

**WEDDING BELLS**—Marie Moran, Control Desk, Payroll Dept. became the wife of John McCloskey, recently discharged from the U. S. Navy. John was a Yeoman and served two years on a Patrol craft. The date of the marriage was May 11. Congratulations to you, Mr. and Mrs. John McCloskey.

**HAPPY BIRTHDAY** — Nicki Shandi, June 11th; Betty Bentley, June 13th; Elsie Burroughs, June 14th.

**WELCOME HOME** — Robert F. Weber, GM 2/c of the U. S. Navy, son of Rudolph Weber of the Rate File Dept. just arrived home from China after a period of two years. He was attached to the Sacco Intelligence, (Chinese Underground).

Paulette Ertwine, of the Contract Dept., was thrilled when her brother arrived home from overseas.



MARGE KROMER, of Tabulation Dept., N. Y., has just completed her third year at Sun Ship. Marge is a graduate of Ellis College, Newtown Square, Pa. Her favorite sports are tennis and football.

Bertram Bradshaw, formerly of the Contract Dept. and now employed at the Collingdale Bank, wishes to be remembered to all. Brad says, "Any of you folks that pass the place, be sure to stop in and say hello."



THIS GROUP saw Mrs. Dwight D. Eisenhower christen the S.S. "DRENTHE" in the South Yard on Tuesday, May 14.

Marian Ebright of the Vacation Dept. is a very happy and proud girl when she speaks about her brother, Cpl. Alvin C. Ebright, recently discharged from the U. S. Army after serving 3½ years in the Infantry of the famous "42nd Rainbow Division". Alvin saw action in France, Germany, Belgium, Austria and Switzerland. He earned the Combat Infantryman's Badge, Good Conduct Medal, Bronze Star and four Battle Stars. Previous to joining the army, he was employed as Assistant Shipping Clerk in the Wetherill Plant. Marian's father is in 4 Dept. and has been with the Company for the past 28 years.

The folks bade goodbye to Al Gross, of the Contract Dept., and wished him good luck in his future undertakings.

**CONGRATULATIONS** — This month marks the 30th Anniversary of the Sun Shipbuilding and Dry Dock Company. We are proud to have in our Payroll Dept., Charles Worri- low, who is nearing his 29th year with the company.

**ENGAGED** — Doris Mekenney of the Contract Dept. announced her engagement to Ralph Frank, Jr. Ralph was recently discharged from the U. S. Marines as Master Technical Sgt. after serving four years with them. Wishing the best of everything to you both.

### 30 DEPT. SHEET METAL By Harry

We all hope for a speedy recovery of Bill Gilmore, who has been ill with parrot fever.

Adam Heibeck, a neighbor and close friend of Bill Gilmore, visits Bill every evening and reads to him. A nice neighborly act, we think.

Walt Martin, the model husband who always helps the little woman with the dishes, has now added house cleaning to his house duties.

Jack Rhoads, the famous musician, in addition to playing the piccolo, piano, saxophone, cornet and drums is now learning to play the bass fiddle.

"Muscles" Lamey, who has been taking a physical culture course, reports that he can now lift 85 pounds whereas it used to be an awful effort to lift 50 pounds.

Walt Martin's son, Axel, the child prodigy who has astounded some well known musicians with his playing of the piano at the tender age of five, is expected to play at a coming recital. Axel can play with his feet using no hands.



## WORKERS GIVE SALVATION ARMY \$6057.86

Sun Ship employees gave \$6057.86 to the Salvation Army Campaign fund, it was announced by Chairman Edward E. White. Of 6688 on the payroll, 4420 contributed.

The following table supplies details of the gratifying response to the Salvation Army drive:

Dept.	No. on Roll	No. of Donations	Cash Rec'd	Aver. Gift Per Person
Safety Dept.	8	5	\$ 14.00	\$1.75
86 Dept.	12	9	21.00	1.75
36E Dept.	26	25	43.00	1.65
84 Dept.	76	60	123.00	1.62
38S Dept.	63	63	96.00	1.52
65 Dept.	160	148	231.50	1.45
88 Dept.	118	109	167.00	1.42
93 Dept.	28	27	39.00	1.39
58R Dept.	25	24	30.00	1.20
8 Dept.	287	250	332.63	1.23
92 Dept.	43	40	48.00	1.12
30S Dept.	193	160	211.75	1.10
36T Dept.	146	101	155.75	1.07
34C Dept.	65	38	68.00	1.05
42 Dept.	87	55	87.75	1.01
34M Dept.	76	63	74.75	.98
51 Dept.	72	61	68.00	.94
36I Dept.	160	93	145.50	.91
55 Dept.	106	82	95.00	.90
95 Dept.	32	24	28.50	.89
58E Dept.	44	36	39.00	.89
74 Dept.	66	37	57.50	.87
47 Dept.	295	229	249.75	.85
46 Dept.	39	31	33.00	.85
33 Dept.	534	398	449.55	.84
68 Dept.	155	107	128.71	.83
59 and 60 Dept.	892	649	727.55	.82
75 Dept.	102	75	84.00	.81
4 Dept.	63	59	51.00	.81
45 Dept.	213	141	172.00	.81
1 Dept.	29	22	22.00	.76
34P Dept.	473	330	330.75	.70
38 Dept.	104	47	71.00	.68
78 Dept.	70	43	47.00	.67
66 Dept.	249	159	162.55	.65
91 Dept.	125	58	77.00	.62
36R Dept.	76	40	43.00	.57
31 Dept.	62	35	34.76	.56
69 Dept.	167	81	91.00	.54
30B Dept.	155	78	83.25	.53
80 Dept.	202	57	57.75	.29
67 Dept.	404	26	16.60	.04
ALL OTHERS	386	272	730.51	
Total for employees	6688	4437	\$5848.36	.87
Maritime Commission				
Auditors and Inspectors			34.50	
Philadelphia Asbestos Company			160.00	
Netherlands Gov't Inspectors			15.00	
Campaign Total			\$6057.86	

## DAUBS FROM THE PAINT SHOP

By Fred Richardson

Paint Shop "B" Team wound up the season in second place; a far cry from their first half standing. They had intended going down to the alleys the night before the roll-off to give the pins an extra coat of varnish but varnish is so hard to get these days. Another reason advanced for the debacle was that Highfield had his necktie too tight which caused his adam's apple to foul each time he rolled.

Southern Hospitality — Harvey Poole, of the Sign Shop Pool, has purchased an orange and chicken

grove in Florida on the outskirts of Petersburg. All painters and other friends throughout the yard are cordially invited to stop in when vacationing in Florida and purchase a crate of oranges, eggs or both.

Eau de Cologne — Don't let it get your goat but that worried look on the face of Hayford Thompson is due to the responsibility of having thirteen kids to take care of. It is rumored that goat's milks is retailing at 50 cents per quart and upward and the poor kids have to make out on cow's milk. Helen says that she married Hayford for better or for worse but that she had no idea what worse meant until the arrival of the goat kids.

Nest Feathering — Ed Roebles has purchased a chicken ranch deep in the piney woods and Mrs. Roebles, the former Miss Blue of the North Yard Paint shop, is kept busy counting the chickens both before and after hatching.

V-J Aftermath — Not long ago General Eisenhower made a good job of cleaning out Europe. Just the other day, Mrs. Eisenhower did an even better job of cleaning out the South Yard. As a result the Painters are now back in the old bailiwick and once again are just one great big happy family. Mrs. Eisenhower launched the S.S. "DRENTHE" which was a signal for the folding of the famed South Yard.



JAMES MACKIE, guarantee engineer, and CAPTAIN H. D. CAMPBELL, dockmaster and trial trip captain, have rich backgrounds of sea experience. Both men enjoy long service records with Sun Ship.

## Obituary

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

Number	Name	Address	Date of Death
47-151	Earl Bardsley	700 Madison Street, Chester, Pa.	April 19
38-7	A. W. Warner	115 E. 4th Street, Media, Pa.	April 20
80-795	Walter Williford	2032 Pemberton Street, Phila., Pa.	April 26
42-1	A. Hall	5 E. Elbon Road, Parkside, Chester, Pa.	May 2
33-2020	L. Peters	1209 Morton Avenue, Chester, Pa.	May 6
8-233	John Gallagher	1529 Walnut Street, Chester, Pa.	May 9
36-772	J. Preston	418 Penn Street, Chester, Pa.	May 11

James Preston, 36 Dept., who had been with Sun Ship for 15 years, died May 11 after a brief illness.

Two sons are employed in the Yard; Edward, a carpenter, and David, an electrician. A third son, William, is in the Navy. He is also survived by two daughters whose husbands work here; Peter Roccio of 84 Dept., and Joseph Bradford of 59 Dept.



# ★ NOW OUR BOYS ARE COMING BACK ★



**HARRY WILSON**, left, and **VIRGIL MARTIN** are Sun Ship workers who served in the war. Wilson was in the Navy and was a 45 Dept. employee. Young Martin was in the Pacific campaign and returned to the Electrical Dept.



**ISAAC EDLIN**, who served in the Navy and went through the Philippine campaign, came back to 34 Dept. recently. He was wounded during the attack on the Philippines.



**MILTON CARMEAN**, of 36 Dept., is out of the Navy having served with credit on the U.S.S. "STACK" in the Pacific War Theatre.

## BACK IN BUSINESS AGAIN

A unique feature of the Merchant Marine is that it is equally vital in time of war and in time of peace.

Today, the American Merchant Marine, minus guns, armed guard, and war paint, is back in business again with many former Sun Ship service men helping to man the ships. This time it is the business of peace, bringing essential raw materials to American factories, and carrying their products to far flung buyers.

Instead of demobilization and disintegration, the Merchant Marine continues to function, serving as a positive and constructive force toward the maintenance of peace. The entire nation benefits from the services it performs in transporting both our domestic and foreign commerce. Despite the great job done in the war by the American Merchant Marine, foreign nations are politely suggesting that Uncle Sam is not a seafaring man and that our merchant fleet is no longer necessary. A nation-wide consciousness of the important peacetime functions of the Merchant Marine can go far toward eradicating such unsound notions.

Friends of former **1st LIEUT. THOMAS F. WALSH, Jr.** recently learned of his death at Miami Beach, Florida. Lieut. Walsh formerly was employed in 45 Dept. and left the shipyard in July, 1942 to join the flying forces.

He had 32 missions in the European fighting area and came through the war without serious injury. However, he met his death on a street. An automobile hit a mail box in Miami Beach and the young veteran, who was standing nearby, was run down and killed.



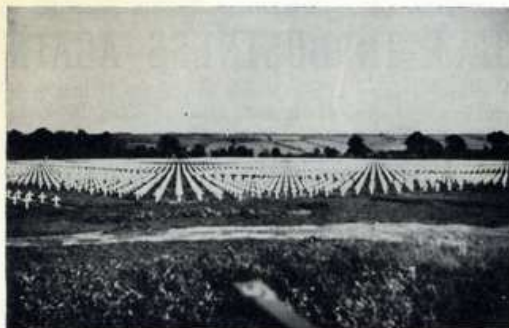
**JOHN R. TOMPKINS**, of 67 Dept., came back to Sun Ship after serving with the 573rd Engineers in the Philippines, Guam, New Caledonia and Guadalcanal campaigns.

**RETURNING SERVICEMEN** shown here are former **1st LT. HOWARD LOUGHEAD, Jr.**, 59 Dept., who fought in China; **SGT. NICHOLAS BELVICK**, 33 Dept., was in the Okinawa and Leyte battles and the Japanese invasion army; **PFC. JAMES A. MAKER**, 34 Dept., who fought in the Pacific, and **CHARLES J. BYRNE**, who served on an LST craft that was attacked by Jap suicide planes.

**JOSEPH J. KARVOIS**, formerly of 36 Dept., came back to the Yard with nine bronze stars on his Pacific Theatre Ribbon and two bronze stars on his Philippine Liberation Ribbon.

## ON SECOND THOUGHT

By Sgt. John A. MacPhail (Formerly 33 Dept.)  
Special Service, Hq. C.B.S.



*It was a muddy field at Henri Chapelle,  
No trees, no grass: beaten by the winds of hell  
But there were the fruits of war they say  
The white rows of crosses to mark the way  
And as I looked at those graves, one by one  
It occurred to me, 'there's some thinking to be done.'*

*Twenty years ago they said there wouldn't be any more  
But God's will or no, we had another war  
And thin men, big men, young men and old,  
Strong men, weak men, timid men and bold,  
White men and black men, father and son,  
Made war! — there wasn't enough thinking done.*

*Twenty-eight thousand — more or less —  
Lives snuffed out — forever laid to rest  
And why, oh why? — for greed and lust  
Must so many men return to dust?  
From beneath those crosses, not from the gun,  
We will hear that there must be more thinking done!*

## 228 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 228. Nearly all the new names have been given by the Paymaster's office which has been in touch with relatives of those who fell.

CHESTER		Dept.
George R. Beniak	34	
Carroll H. DuPree	67	
Samuel G. Neeld	34	
Walter A. Wolch	59	
PHILADELPHIA		
Donato J. Cedrone	60	
Bernard J. Fein	36	
Herbert Heisman	36	
James F. McVeigh	45	
David Markowitz	30	



**WILLIAM LEONARD**, 66 Dept., was wounded during the invasion of Okinawa. He also fought in Guam, Guadalcanal and served in the occupation of China.



**JOSEPH P. DEMPSEY**, 46 Dept., was wounded in the legs during the fighting on Sicily. He served in Italy.



**GEORGE W. MORRIS**, who lost his left foot during the fighting at Leyte, is now working in the Pipe Dept. Storeroom at No. 3 Way. George has a Purple Heart Medal and his Asiatic-Pacific Ribbon has one campaign star and his Philippine Liberation Ribbon has one bronze star.



**SAMUEL W. MARTINO**, 34 Dept., served in the Navy in both the European and Pacific theaters. He was wounded on Okinawa by shrapnel.



**JOHN FRANCIS HALE**, who was attached to Dry Dock repair previous to joining the Navy, recently came back to 36 Dept. For a time he was on the U.S.S. "SARANAC" which was built by Sun Ship as the "COWPENS" which was attacked by Jap suicide planes. He also was on the "JASON" and this was hit by bombs.





# ★ APRIL LIST OF RETURNING VETERANS ★

	Dept.		Dept.		Dept.
Anastasi, Lawrence T.	59	Gartside, Thomas A.	91	O'Hara, Edward J.	59
Anderson, Richard D.	34	Gilcken, Delbert G.	33	Only, Lewis W.	67
Atamian, Richard	36	Gilman, Robert	38		
		Girone, Joseph F.	45	Palladino, Nicholas J.	59
Bacon, Orris P.	36	Gravell, Robert D.	33	Panese, Donald	30
Bateman, William G.	45	Gressick, Lawrence J.	59	Pastore, Matthew P.	34
Becker, Thomas W.	47	Griffith, Arthur W.	91	Petchel, George M.	46
Beecham, Ryland S.	47			Peters, Leroy	33
Belvick, Nicholas F.	33	Hamilton, Malcolm C.	34	Pierce, Lewis J., Jr.	33
Benner, Charles H.	45	Hammond, David A.	33	Plale, George A.	36
Blissick, Edward C.	30	Harmon, Cleophus	67	Pryce, Harold J.	60
Boileau, Jaques W.	59	Harrison, William H.	34	Pubusky, Walter	59
Bonanno, Joseph J.	34	Hegamin, William W.	67	Pugh, Joseph F.	60
Brooks, Joseph	30	Henry, James S.	34		
Brown, Stanley E.	60	Hess, Eugene B.	36	Quigley, Edward J.	59
Bucciarelli, William J.	45	Hill, John L.	59		
Buchan, George P.	45	Hiller, Wallace	67	Reid, James E.	34
Buckles, John D.	80	Hofman, Harold T.	81	Riddagh, William	84
Burke, George E.	78	Holley, John J.	8	Riley, Patrick J.	59
Burris, George E.	60			Robinson, Harry L.	80
Byrne, Charles J.	36	Jenkins, Percy S.	67	Robinson, Robert J.	59
				Roux, Albert R.	47
Callahan, John J.	60	Kelly, John F.	33	Rushton, Robert A.	68
Canty, Charles J.	33	Kelly, William J.	60		
Carroll, Frank L.	45	Kestler, Thomas R.	33	Saggese, Anthony F.	59
Chorney, Paul	33	Klarman, Edward M.	47	Sammartino, Lewis S.	33
Clark, James M.	46	Kok, Nicholas M.	36	Seiverd, Wesley K.	36
Cliff, Edwin H., Jr.	47	Konrad, Joseph P.	36	Shannon, Edward J.	30
Collier, Daniel L., Jr.	38			Shannon, Harry B.	33
Copper, Clarence L.	8	Lamey, Frank T.	90	Silvestri, Dominico C.	46
Cousins, Walter J.	36	Leaver, George I.	59	Sinex, Joseph H.	30
Cuff, Joseph B.	46	Lee, William H.	67	Smith, Eugene	67
		Leonard, William J.	66	Smith, Isaac W.	67
Daily, George M.	60	Leuthe, John J.	36	Smith, Willie G.	81
Davely, Edward J.	45	Lewis, James P.	67	Speckman, Joseph J.	33
Defino, Joseph A.	59	Lewis, Steven L., Jr.	34	Stasiunas, Charles A.	45
DePaul, Joseph F.	59	Linguiti, Albert V.	8	Stone, Frederick C.	33
Dewey, Joseph F.	92	Little, Ralph E.	33	Stout, Reynold L.	36
Diamond, Harold B.	59	Loughead, Howard B., Jr.	59	Sullivan, John J.	30
DiBonaventure, Joseph J.	33			Talbot, John F., Jr.	80
Donatelli, John	34	McAnany, John J.	33	Thrower, Charles S.	33
Donlevie, John B.	59	McBride, Joseph E., Jr.	30		
Donovan, William J.	59	McClintock, Earl R.	59	Verrecchio, John	30
Donzanti, Norman F.	34	McDuell, Joseph C.	34	Viguers, Charles W.	59
Dougher, William T.	33	McGoldrick, John J.	47		
Dougherty, Francis J.	65	Maher, James A.	34	Wahl, Charles F.	91
Dyson, Allen	34	Manchin, John	34	Wallace, Sylvester, Jr.	36
		Mark, Howard L.	33	Walsh, Michael J.	34
Edlin, Isaac	34	Martin, Virgil	33	Washam, John D.	47
Edwards, James L.	67	Matthews, Francis M.	33	Washington, Malverse	69
Eitelman, Michael J.	36	Mills, Robert	8	Weber, Thomas G.	68
Elliott, Frank H.	36	Moran, William T.	59	Wegrzyn, Matthew J.	30
Ellis, Francis J.	91	Moretti, James J.	59	Westberry, Alvin H.	30
Evans, Thomas	91	Morgan, Edward A.	90	Wetzel, William Z.	33
		Morrow, Alexander	30	Whetstone, Robert B.	59
Faust, Joseph, Jr.	33	Morse, Miller R.	67	White, Harvey	30
Federowicz, Michael	34	Moser, Edwin J.	36	Whittington, Joseph R., Jr.	45
Filiaggi, Joseph F.	36	Murray, Clifton M.	33	Wilson, Harry C.	45
Fine, Leo M.	59	Muzyk, Alexander E.	34	Yost, Robert L.	36
Freeman, George C.	33			Zagarella, Joseph P.	30



**DURING THE SUMMER OF 1920**, the first outing of important officials and others on the executive and administrative side of the shipyard was held. The photograph reproduced on this page was made on that occasion. It holds high place in the list of "Old Time" pictures used in this issue of "OUR YARD" celebrating the 30th Anniversary of Sun Shipyard. While a quarter of a century and longer brought many changes, a large number of those who took part in the Outing still remain with the company. Here are the names of those whose faces are seen in the picture:

Top row, left to right: Edward Woolley, William Payne, Dr. C. E. Fedde-  
man, unidentified, Frank Hill, Capt. Olaf Oas, George Carney, A. Hoffman,  
Howard Boyer, Larry LaCrosse, Smallwood, W. Nason, Thomas Jackson,  
Harry Davis, E. T. Cunliffe, L. D. Collison, J. Barr, Sam Fisher, R. Wright,

Joseph McKay, Thomas Cleary, Jack Seaman, Harry Butler, F. Wardell,  
Richard Haig, Dan McKenzie, William Stowe, John W. Hudson, Ed Ramer,  
James Pidgeon, C. B. Dimeler, John Roeske, Jerry O'Leary, William Sum-  
mers, Charles Whitlock, Frank Burr.

Middle row, left to right: George Hennessey, James Neary, William  
Furman, W. G. Daniels, William Beatty, John G. Pew, James Winston,  
Richard L. Burke, A. A. Howitz, Doug Cadman, Neal Jamieson, Frank  
Wilson, John Wilkinson, Raffael Sinnabald.

Bottom row, left to right: Jack Zerbe, Fred Myers, M. V. Mickle, Lou  
Spath, William Rennie, William Freeland, Dan Young, Nate Hazeltine,  
F. S. Reitzel, Phil Lee, Jack Stark, James McCann, Pat Whalen, and  
Thomas Kear.