

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

JULY, 1946

Our Yard





Independence Day 1946

*At Concord Bridge the Patriots
First fought for Liberty,
And "Fired the shot heard 'round the world,"
To make our Country free.*

*Here Liberty was born, and spread
Throughout a troubled world,
As oppressed peoples one by one,
Their Freedom's flag unfurled.*

*Let's pause this Independence Day,
And say a silent prayer,
To those who gave their very lives,
This heritage to share.*

*And we who build the ships to fight
That Stars and Stripes might wave,
Will always be inspired by
The sacrifice they gave.*

By Albert F. Bell



★ MAY LIST OF RETURNING VETERANS ★

	Dept.		Dept.		Dept.
Amodei, Anthony C.	34	Dychala, Benjamin J.	36	Martin, Robert	60
Anderson, David M., Jr.	45	Dychala, John S.	34	Maxton, Norman A.	60
Ayres, William E.	36	Ersek, Harry E.	59	Middleton, Franklin O.	34
Ball, Eugene C.	67	Figurelle, Eugene E.	30	Miller, Meyer	34
Belczyk, Walter A.	47	Gibbs, Charles L.	45	Moloney, Thomas J.	36
Beresky, Walter J.	34	Gordon, Hiram T.	33	Morgan, Charles C.	67
Bobick, Stephen W.	36	Graham, William	67	Morgolis, Sidney	30
Bosick, Peter C.	33	Graney, William F.	47	Nixon, Maurice W.	59
Boyle, Michael J.	34	Grau, James R.	33	Oshman, Stanley P.	30
Bradley, Jesse B.	67	Greco, Donald J.	34	Parente, Americo A.	34
Breeze, Leon P.	75	Gurriel, Louis A.	45	Plummer, William J.	30
Bringman, William J.	34	Hanna, James W.	59	Quick, Julius C.	67
Brister, Rutledge	67	Haws, Charles B.	59	Raikowski, Charles M.	59
Brooks, Charles H.	80	Herman, Raymond O., Jr.	60	Ryder, Fred W.	34
Chadick, John F.	91	Higgins, William F.	45	Siedlecki, Anthony	59
Clark, William J.	34	Hinderhofer, Joseph L.	36	Sileo, Raymond	36
Coffin, Fielder J.	91	Hoath, Arthur G., Jr.	45	Smith, William C.	36
Conwell, William T., Jr.	45	Jones, Charles V.	67	Smucinski, Walter	60
Council, Barry M.	80	Kelly, Joseph W.	47	Soderstrom, Ralph C.	59
Cox, Horace L.	60	Kendig, Ralph N.	59	Steward, Charles C.	36
Crawford, Daniel B.	60	Koterba, Joseph	8	Stewart, James E.	67
Crews, Joe L.	45	MacIntyre, William N., Jr.	93	Taylor, Herbert H.	8
Cronin, John G.	45	MacPhail, John A.	33	Taylor, Paul A.	59
Dallessandro, Louis J.	60	McCoy, John O.	91	Virgili, Daniel N.	59
Deleaver, James	67	McKinney, Francis J.	30	Ward, Neil J.	33
Delehanty, Paul W.	78	Maitland, James C.	59	Wood, Joseph F.	33
Dunion, William J.	36	Markocki, Walter J.	59	WorriLOW, Charles F.	34
Durkin, John J.	68	Marsch, John A.	34		
DuVal, Harry A.	59				



FRANK P. FERRELL, former Lt. Comdr. in the Naval Reserves, returned to Sun Ship recently. He was commanding officer of the U.S.S. "PATUXENT", which was built in the Sun Shipyards and on which he had worked previous to the war. The "PATUXENT" was the first Navy oiler to reach Guadalcanal. It helped to fuel ships during the important invasions in the Pacific operating in the Solomons at Saipan, Guam, Papeete, Leyte, Iwo Jima, Okinawa and other places.

HENRY JAMES, who returned to 67 Dept. saw plenty of action in the Philippines and owes his life to the fact that he got caught in a barbed wire entanglement. He and his lieutenant were in a fox hole during the Philippine invasion and when the firing got hot they decided to leave. Henry's head was caught by barbed wire and in pulling himself loose his neck was badly gashed. Just as he was free, a big chunk of shrapnel grazed his helmet without harming him.

LEO BROWN of the Rigging Dept. holds the fine record of having been the first employee at Sun Ship to join the armed forces after Pearl Harbor. Leo enlisted in the Navy early in the morning of Dec. 8, 1941. Two of his brothers followed him later. Thomas, who is a welder and who was wounded at Guam, went into the Army while Edward, employed in the Boiler Shop, enlisted in the Navy. A fourth brother, Walter, also works at Sun Ship in 59 Dept.

ARTHUR G. J. HOATH, Jr., who recently came back to the plant, saw long service in the Marines. He enlisted on May 13, 1940 before hostilities broke out and did not leave the armed service until May of this year. He fought through the Pacific campaigns and was in the hot action on Iwo Jima.

**Know Your
Fellow
Workman**

EXPERTS AT FOUNDRY MAKE FINE CASTINGS

All of the iron castings made by Sun Ship for ships, refinery equipment and other uses come out of the Wetherill Plant. Here some of the most skilled men in the Company work in the foundry setting up molds and pouring streams of molten iron into the flasks.

Casting is one of the ancient arts, and methods have changed very little over the centuries. In simple words it consists of packing sand or loam molds around patterns or cores and running melted iron or other metals into the open spaces.

Originally the Wetherill foundry cast parts for the huge Wetherill Corliss engines. Later the output was changed to parts for the shipyard. Some of the largest castings were bed plates for the diesel engines on the "BIDWELL", "CHALLENGER" and "MILLER COUNTY" which had been converted from steam power to diesel by Sun Ship. Huge flywheels for Corliss engines also were turned out by the foundry.

It is an interesting industrial occupation and is open to apprentices but very few young men seem anxious to learn the trade.

In making a casting, the patterns and core boxes

are received from the Pattern Shop and the workmen start on the cores first. The pattern later is placed in the flask which has a wood or metal framework on four sides. With the pattern in position the workmen fill the flask with prepared sand. There are at least two parts to a mold, the top part being called the cope, and the lower part the drag. With the sand tightly packed around the pattern and a great deal of finishing work completed, the pattern is removed and the mold is coated with a blacking to give the casting a smooth surface. Finally when the two sections are clamped together and heavy weights are placed on top the flask, the job of pouring the iron begins.

It takes a temperature of more than 2300 degrees F. to melt the charge of pig and scrap iron. Coke is used as a fuel with a small quantity of limestone to get rid of impurities in the iron. Usually about 1500 pounds of iron make the charge for the furnace.

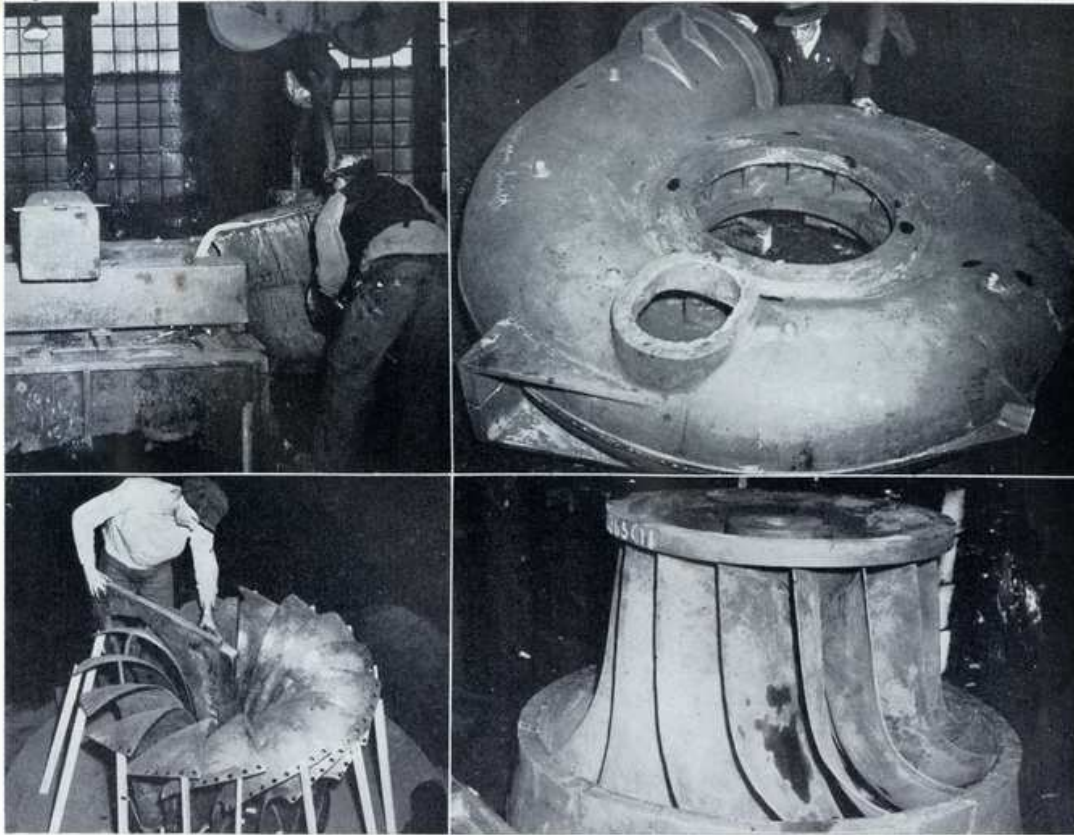
When the white hot liquid iron is poured and the casting has cooled, the final operation is to remove all particles of sand and gravel and chip off all projections. The casting is then ready for the machine shop.



HALF OF CORE.



MOLD BLACKENED and ready for core.



(Upper left) — GEORGE MILME, molder, pouring metal into mold.

(Upper right) — FINISHED rough casting in machine shop.

(Lower left) — SETTING UP runner prior to ramming.

(Lower right) — FINISHED CASTING ready for machining.

AMERICAN SHIPS ON PEACETIME CRUISES

IN a recent statement on the return of the American Merchant Marine to peacetime trade, Frank J. Taylor, president of the Merchant Marine Institute declared:

"Relief and rehabilitation cargoes continue to bulk large in their demands for space on ships, while industrial cargoes are gaining in overall proportion daily.

"Every indication points to an expanded foreign trade once American industry's reconversion is complete and normal production is attained.

Demand for American goods abroad and an equally great need for foreign raw materials, essential goods and services will make this commerce the two-way proposition that it must be for a balanced world economy.

"May 22 was observed as Maritime Day because on that date in 1819, the SAVANNAH set sail for the first crossing of the ocean by a steam-propelled vessel. It is particularly significant today as it finds the American Merchant Marine not only the largest in its history but the largest and finest in the world.

"Never before has the existence of an American merchant fleet been so important to the nation's well being.

Farmers, manufacturers, the man in the street all have an equal dependence on shipping, and benefit from its services. One-tenth of our national productivity is sent abroad in the form of foreign commerce. The Merchant Marine is the chief vehicle by which this trade travels.

"True inheritors of the genius and fortitude which guided the builders and operators of the tiny SAVANNAH, American shipping operators are today ready once again to serve the world's trade routes. They will endeavor to maintain the high esteem in which the Merchant Marine has always been held throughout the United States."

THE SAGA OF THE UNITED STATES SHIP PELIAS (AS-14)



U.S.S. "PELIAS", originally known as the "MORMACYORK", is shown "mothering" five submarines at a West Australian port. The subs are the "GRAYLING", "TROUT", "GUDEON", "GRENADIER" and "THRESHER".

(This article is reproduced through the courtesy of Captain William A. Swanston, commanding officer on the U.S.S. "PELIAS" from April 1, 1944 to December 20, 1945. It appeared in the souvenir booklet issued by the officers and men of the crew this year.)

THE history of the U.S.S. "PELIAS", Submarine Tender No. 14 of the U. S. Fleet makes no spectacular reading. However, in baseball terms, no ship of the U. S. Fleet can be credited with more "assists" than "Polly Pelio" as she is known to her crew and thousands of her friends.

The ship was built by the Sun Shipbuilding Company in 1939. After about one year of service as a passenger-freighter of the Moore-McCormack Steamship Company in the South American trade, she was acquired by the Navy in late 1940. During the above period she was known as the M.S. "MORMACYORK".

(EDITOR'S NOTE:— She will be remembered as having had a special installation of four Busch-Sulzer Diesel Engines coupled by electric couplings through a gear reduction to a single shaft.)

The Bethlehem Steel Company's shipbuilding plant in Brooklyn, N. Y. was awarded the contract for converting her to a submarine tender. This long, involved process was accomplished on 5 September 1941 when the ship was commissioned as the U.S.S. "PELIAS" (AS-14) with Comdr. William Wakefield, U. S. Navy, as her first commanding officer. On 28 September 1941 the ship departed from New York and proceeded to Newport, Rhode Island for degaussing, deparming, compass calibration and loading of torpedoes. During this period she also visited Portsmouth, New Hampshire, and New London, Connecticut.

Arrival at Pearl Harbor was 25 November 1941. Here she was berthed at the Submarine Base and on 7 Decem-

ber 1941 had a real ringside seat at the Japanese sneak attack on our Fleet in the Harbor.

During this engagement she shot down one certain and one probable Jap Torpedo Plane. All, or nearly all of the Japanese attacking torpedo planes made their runs down the channel immediately on the port side of this ship, probably only 100 yards abeam. Very unfortunately her anti-aircraft battery was most inadequate for this tremendous task although the opportunity for its use might be called God-given.

On 15 May 1942 the "PELIAS" departed Pearl Harbor en route to San Francisco, California to go fully equipped with submarine spares and supplies for her next assignment, West Australia. During her stay in Pearl Harbor, T.H., the refit of nineteen submarines was accomplished. On 22 June 1942, the "PELIAS" headed southwest to Melbourne, Australia, and eventually to Albany, West Australia. Here she relieved the U.S.S. "HOLLAND" about 23 July 1942. During this stay at Albany, West Australia, she refitted ten submarines of the Seventh Fleet; the old U. S. Asiatic Fleet under a new name. On 22 October 1942, in order to get closer to the scene of action, the ship moved to Fremantle, W.A., on the beautiful River Swan. Here she stayed until 1 May 1943 when she headed for Exmouth Gulf (Potshot) — still edging closer to our then most active theatre of operations.

Here on the nights of 20 May 1943 and again on 21 and 22 May 1943 she underwent air attacks by the Japanese. Another night attack on 27 May 1943 occurred on the berth she had just left. No damage occurred from these attacks. Had the Japs realized her comparative ineffectiveness in anti-aircraft power, they could have partially removed one of their worst scourges and crippled our very harassing submarine warfare which was taking an ever increasing amount of shipping tonnage so vital to supplying their far flung lines.

It is believed that no single outfit contributed more to

the ultimate victory than did the Submarine Force of the Seventh Fleet.

The "PELIAS" and her brood did not change their scene of action from Exmouth Gulf to a more sheltered protected area because of the Japs, but simply because necessary conditions of working at Exmouth Gulf were not satisfactory for overhauling submarines. This change brought the "PELIAS" back to Fremantle, West Australia on 30 May 1943. Here she stayed at the now "never-to-be-forgotten" Berth 4 of the North Quay. On 8 March 1944 the "PELIAS" was again underway, bound for Albany, West Australia. During this stay at Fremantle and Exmouth Gulf, forty refits of submarines, plus assorted work on destroyers, cruisers and other minor war vessels was accomplished. This departure was precipitated due to reported movement of a strong Japanese Task Force bound for West Australia with what was regarded as an avowed intention of wiping out the very persistent and extremely annoying American submarine activity and possible invasion of this area.

Knowing what the defenses were of this area, the success of the mission was in no doubt. However, through some fortunate circumstance unknown to us, the Japanese commander did not carry out this mission.

"Polly's" stay at Albany was brief and on 16 March 1944 she was back at the old home, the North Quay in Fremantle, where she remained until 15 May 1944 when she turned her prow toward San Francisco and home. During this period she refitted six submarines, and her Captain, William Wakefield, was relieved on 1 April 1944 by Comdr. William A. Swanson, U. S. Navy. The trip home was marked by rough weather most of the way until almost south of Samoa.

Our only excitement came on 22 May 1944 when two torpedo tracks were reported crossing our bow. Evasive measures were taken and speed radically increased — with no further evidence of our suspected Jap enemy. This event occurred at what was known as "Torpedo Junction" in the Tasman Sea. Aside from two reported aircraft sightings of Japanese submarines, strangely enough, both on our course line, no other incidents were experienced.

A three day stopover was had at Pearl Harbor, T.H., and then "Polly" made her way to San Francisco, California. Here she arrived 15 June 1944 and after a brief pause to unload passengers and ammunition, the ship proceeded to the Navy Yard, Mare Island, California, for extensive alterations and overhaul, beginning 20 June 1944.

On 26 August 1944 post-repair trials were conducted north and west of the Farallon Islands; then in dense fog attempted to enter the Golden Gate and return to Mare Island. Due to errors in judgment, fog and a strong ebb tide, the ship was grounded at about 2300, 26 August near the Golden Gate Bridge. After about two or three minutes she was backed clear and continued her entry into San Francisco Bay. On arrival at the Navy Yard she was docked and minor damage to plating repaired.

On 10 September 1944, "Polly" again turned her bow westward and after repeated wristpin failures on her main engines arrived at Pearl Harbor on 18 September 1944. From then until 9 January 1945, one attempt to make Midway, T.H., our next base of operations, and three sea trials on post repair work on our main engines resulted in failure. Specialized assistance from various activities, commercial and naval, were of some value in solution of the problems. Ultimately, through some radical changes, fairly successful operation was achieved.

The ship on 9 January 1945 then departed for Midway, T.H. During this period to 26 May 1945, eleven refits and eleven voyage repairs were undertaken and finished. In this work, the ship received a "Well Done" by the Commander of Submarine Squadron Thirty-Two. Under orders, "Polly" departed Midway, T.H., and after a brief period again at Pearl Harbor, T.H., went her way to San Diego, California, to work on the "S" Class submarines.

This only took us up to 10 September 1945 when the ship departed for San Francisco Bay area. Here we undertook the work of decommissioning the "S" Class submarines, winding up their long and useful career of more than twenty-two years service and ultimately the decommissioning of "Polly Pelio".

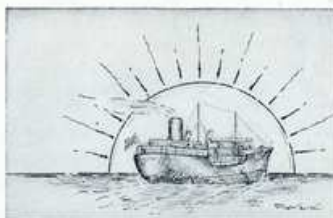


CREW OF THE "PELIAS" putting a propeller wheel on a submarine.



FIRE FIGHTERS from the ship aiding in putting out a blaze on a British merchant ship.

BILGE 'N BALLAST



By Frank L. Pavlik

DRY DOCKING

THE procedure of dry docking a vessel consists in placing it in a basin or cradle that will make the underwater body of the vessel accessible for inspection, cleaning, painting and repairs.

The need for docking a vessel is apparent from the standpoint of making repairs. But in addition, the marine growths such as barnacles that attach themselves to the hull, increase the resistance of the vessel to propulsion so that it requires greater power to maintain the rated speed; which in turn requires a greater consumption of fuel. This fouling of the bottom by marine growths goes on rather slowly in cool waters, but is accelerated in tropical waters.

Fouling varies with the service the vessel is engaged in, particularly as regards latitude; and with the time of the year, being greater in spring and summer. Therefore docking is a necessary function to maintain a

vessel in a state of economical operation.

FLOATING DOCK

The floating dock is essentially an enclosed box or pontoon constructed of wood or steel, and this is allowed to fill with water to sink it. The vessel is then pulled in over this box in proper alignment with it, and the water in the box is pumped out. If the displacement of the box is adequate, it rises with the vessel on top of it, and clear of the water. Thus a dock of 10,000 tons lifting capacity must have a displacement of approximately 13,000 tons, in order to raise a vessel of this weight plus the 3,000 tons additional for the weight of the dock. There are a variety of designs for floating docks, in U or L shaped cross sections; and varying in the number of pontoons. The pontoons are connected by flexible joints, plates, etc.

GRAVING DOCK

The graving dock is essentially a basin excavated in the shore line below the tide level, lined with masonry or concrete, with its sea end closed by a watertight gate or caisson. It is the most expensive type of dock to construct. The term "graving" is misapplied, as Webster's definition is, "cleaning a ship's bottom". Despite this fact, present usage considers a graving dock as the excavated type. The vessel is floated into the basin and the sea end is closed by the gate.

The water is then pumped out of the basin, and with the vessel in proper alignment it comes to rest on the blocks. The gates or caissons which make the sea end of the dock watertight, abut against a recess in the end of the dock. This type of dock is slower to operate than the floating dock because of the greater volume of water to be pumped out of the basin.

On the other hand, the silting in of the river bed under the floating dock requires dredging operations at regular intervals, to maintain an adequate draft for floating the vessels into the dock.

MARINE RAILWAY

The marine railway is used for pulling small vessels out of the water and is less expensive to construct than either the floating or graving docks. It consists of a cradle, riding on an inclined track from the shore to a submerged point, where the vessel may enter the cradle.



FLOATING DRY DOCKS at Sun Ship showing a large ship and ferry boat on the two Dry Docks.

SUNSHIP SPORTS



(Upper left) **"CAPT." BROWN-HILL**, of the Welding Dept., and Mrs. Lloyd Lawson made a haul of some extra large tuna.

(Upper center) **LLOYD LAWSON**, of 34 Dept., is shown with a catch of six tuna.

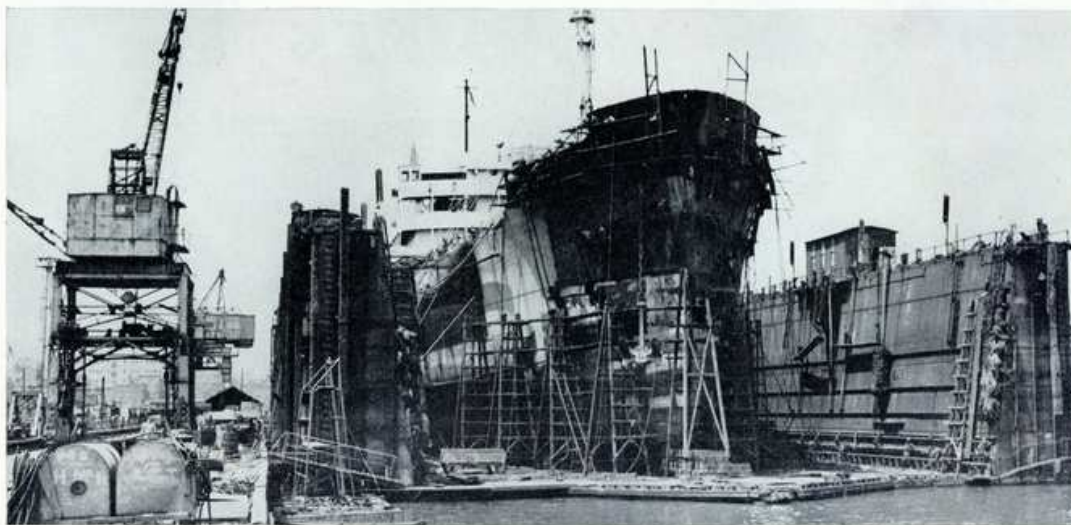
(Upper right) **"REDS" HARVEY**, also of 34 Dept., exhibits two tuna which he caught on a trip to Ocean City, Maryland.

(Left) **EDWARD EWALD** and Gus Winterbottom are measuring close pitches while T. Burns, William Singleton, Ed and Walter Richle, William Clark, Walt Brogan, John O'Donnell, Red Davis and others look on.

(Below) **ED SCHROEDER** shows the gallery how to hold a horseshoe to make high scores.



REPAIR DEPT. OBSERVES 25th ANNIVERSARY



"SINCLAIR RUBILENE" is shown on No. 1 Dry Dock on June 11. Twenty-five years ago to the day, another Sinclair Oil Company tanker, the S.S. "JOSEPH M. CUDAHY" was the first ship to be placed on the

newly completed Dry Dock. It was from the C02 platform of the "SINCLAIR RUBILENE" that the photograph of the many ships in the Yard was taken.

SINCE the Sun Ship Repair Department was established in 1921 approximately 10,000 ships have been serviced by the expert craftsmen of this plant. There were 3774 vessels repaired on the Dry Docks and more than 6000 were repaired afloat. Two dry docks, numerous wet basins and piers, and much special equipment supply the base for the Repair Department. There are crews to handle the Dry Docks and see that ships are placed on the blocks expeditiously and floated off after the repairs have been made.

Sun Ship can draw from its thousands of employees for its force of repair men. Almost every trade and mechanical art is called upon and there is no type of repair job that has not been handled by Sun Ship.

Ever since No. 1 Dry Dock was put into use, the Repair Department of this shipyard has upheld a reputation for superior workmanship and speed.

During World War II, scores of ships disabled by enemy submarines came to Sun Ship for repairs. Vessels which had been torn in half or had their sides blown out or their bows or sterns blasted away were rebuilt, re-equipped and sent back to active service.

When No. 1 Dry Dock at Sun Shipyard was completed, the first vessel to be placed on it for repairs was the S.S. "JOSEPH M. CUDAHY". This fine ship had been built by Sun Ship and was operated by the Sinclair Refining Company.

Came a fatal day, May 4, 1942, when Axis submarines were roaming the seas and the "JOSEPH M. CUDAHY" was sunk in the Gulf of Mexico.

On June 11, 1946, a quarter of a century after this tanker had rested on No. 1 Dry Dock, another Sinclair ship was on the Dry Dock for repairs and restoration for peace use. She is the "SINCLAIR RUBILENE".

Of the original outfit working on the "JOSEPH M. CUDAHY" in the summer of 1921, a number are still with the Dry Dock. They are Capt. H. D. Campbell, Dock Master Olaf Martin, D. Cadman, Joseph Saunders, Howard Burke, H. Bishop and D. Silco.

In 1922 the "J. N. PEW" while undergoing repairs, suffered an explosion and serious damage to her decks and upper works. The vessel was on the dry dock and only light cranes were available to execute the repairs. The dry dock with the vessel already on the blocks, was towed over to the heavy lift crane at pier No. 1, the repairs were made with expedition, the dry dock towed back to her regular moorings and the vessel floated off dry dock and sailed.

In 1936 the S.S. Pennsylvania Sun was placed on the dry dock for renewal of her damaged bottom plating and frames. In order to still have the use of the dry dock and at the same time dredge out the basin, the dry dock with the vessel "aboard" was towed out of her moorings, the bottom of the ship renewed during the time the dry dock basin was being dredged out. Upon completion of the dredging the dock with the vessel was retowed into her moorings and the vessel floated.

In 1937 while a vessel was on No. 1 dry dock, an explosion of methane gas or marsh gas occurred under the pier to which the dry dock was moored, the pier support-



LEFT TO RIGHT: R. Embert, Al Buggeman, F. Crowley, W. Crutchley and Charles Ruth. This group had the 30 electric trucks and 5 portable cranes to maintain during the war in the four yards; except Mr. Crowley who was fighting overseas. They also service all the ship batteries. There are about 10 to 18 trucks brought in for servicing every 24 hours and the men in this shop ask that the right weight be carried to prevent breakdowns.

SERVICEMEN FOR ELECTRIC TRUCK, CRANE AND SHIP BATTERIES



(Upper right) — Messrs. Embert and Buggeman clear up troubles with brakes in the cranes. (Upper left) — Crutchley and Crowley working on steering gears. (Lower right) — Charles Ruth, the boss, checks batteries.



ing the sliding jaws for holding the dry dock while sinking and raising. The pier was severely damaged, so that the dry dock could no longer be submerged. This dry dock was towed away with the vessel on the blocks. The pier was repaired at the same time the vessel was repaired. The dock was replaced in its moorings and the vessel again floated.

All these items were performed years ago, when towing a dry dock with a vessel thereon was not a commonplace performance. In recent years, due to the emergency of the war, this performance became more common, but still the practice of old times gave information of great value in times of stress and battle.



ONE OF THE LIFE BOATS in the ship is being inspected by Sun Ship repair experts.

SEATRAINS RETURN TO SUN SHIPYARD



SEATRAINS "TEXAS", "HAVANA" AND "NEW JERSEY" at North Yard piers.

BUILT in the Sun Shipyards previous to World War II four striking types of ships that represented an innovation in railroading have returned to our yards for reconversion. They are the SEATRIN "NEW YORK" launched September 9, 1932, SEATRIN "HAVANA", September 26, 1932, SEATRIN "TEXAS", March 9, 1940 and SEATRIN "NEW JERSEY", March 26, 1940.

Defeat of Rommel in North Africa was due in part to the SEATRIN "TEXAS", built by Sun Ship, which was selected for a sensational run to the Suez Canal and Egypt with a cargo of tanks vitally needed by General Montgomery and the British Army. The Germans under Rommel had given Montgomery a beating and of 300 tanks only 70 remained.

New tanks, new artillery, and other equipment had to reach Egypt in the shortest possible time. The SEATRIN "TEXAS" was loaded with this equipment in record time.

Alone, without Naval escort, through the sub-infested Caribbean, across the South Atlantic and around the Cape of Good Hope, on to the Red Sea and the Suez, the "TEXAS" raced alone. She overtook the convoy but did not seek its protection. She arrived a day ahead of it, was half unloaded when the other ships appeared.

Two days after the equipment was in British hands, Rommel struck. He knew nothing of the new tanks and artillery that Americans had rushed in. He was smashed back, started on his way out of Africa. General Montgomery became the Allies' hero, but men of the Transportation Corps say, "it was the 'TEXAS' and Monty that did the trick."

Original designer of the SEATRIN was Graham Brush of New York. He organized Seatrain Lines Inc. and the first Seatrain, the "NEW ORLEANS", was built in 1928. It was so successful that the "HAVANA" and "NEW



THE "NEW YORK" shortly after pulling into the pier.



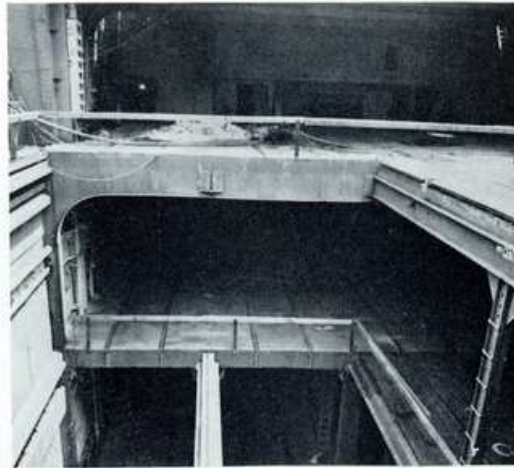
WORKMEN start to remove the concrete from the rails.

YORK" were built by Sun Ship in 1932. The gallant "TEXAS" and the "NEW JERSEY" were built by Sun Ship in 1940. The Navy later took over the "NEW JERSEY" and renamed it the "LAKEHURST".

The SEATRAN "NEW YORK" and the SEATRAN "HAVANA" were taken by the Navy in 1941 and their names changed to the "KITTY HAWK" and "HAMMONDSPORT". These two vessels operated against the Japanese in the Pacific area and both turned in remarkable performances.

They carried tanks, planes, and other bulk equipment to the fighting fronts. When Sun Ship puts the SEATRAN "NEW YORK" back in her original form and overhauls tracks and other railway gear, she will resume the transportation of freight cars on the New York, Havana, New Orleans route. These ships have indeed proved their mettle and have brought back to Sun Ship honor and praise.

(Right) — VIEW OF THE THREE DECKS and the railroad tracks.



VICE ADMIRAL SMITH URGES STRONG MERCHANT MARINE

Vice Admiral William Ward Smith, U.S.N., who recently was named chairman of the U.S. Maritime Commission, has declared in favor of a strong Merchant Marine. He said:

"I am intensely interested in the merchant marine and in my new job. I remember when we didn't have a merchant marine and badly needed one. Now we've got it, and we must keep it. One of our big problems at the outset is disposal of surplus shipping and getting the merchant marine back in private hands. The more you can get into private hands the better. We will give the private operator every help and encouragement."

Admiral Smith said the Maritime Commission was scheduled to absorb the wartime War Shipping Administration on July 1 — another of the major problems of the commission this year.

Admiral Smith, who was sworn in early in June, was Director of the Naval Transportation Service for two and a half years during the war, after a distinguished period of active duty in the Pacific during the first year after Pearl Harbor.

As transportation director he was closely associated with the wartime shipping program, representing the Navy in working with Vice Admiral Emory S. Land, then chairman of the commission and War Shipping Administrator; Capt. Granville Conway, now head of the WSA, and Maj. Gen. John M. Franklin of the Army Transportation Corps. Their common task was the allocation of vessels and the vast movement of troops, munitions and supplies for the widely dispersed armed forces.

Upon graduation from the Naval Academy in 1909, he served until 1910 on the battleships *Ohio*, *Michigan* and *North Dakota*. He served in Asiatic stations and was in landing parties at Amoy, Foochow and Swatow during the Chinese Revolution, had a two-year tour in naval

communications, commanded destroyers, and in 1929 took command of the *U.S.S. Sacramento*.

In May, 1939, he took command of the *U.S.S. Brooklyn* and in February, 1941, reported as Chief of Staff to the Commander in Chief, Pacific Fleet and United States Fleet. For "aggressive and determined action" in command of cruiser task forces in the battles of the Coral Sea and Midway in May and June of 1942, he received the Distinguished Service Medal.

He headed naval transportation from late 1942 until March 1945, when he became Commander, Service Force, United States Pacific Fleet, with the rank of Vice Admiral. Last February he became a member of the General Board, Navy Department.

PAYROLL SAVINGS

MOST of us at Sun Ship remember from our school days a little verse which began "Lives of great men oft remind us." Certainly from the heroes of the past we can all learn lessons of perseverance, courage, integrity, and devotion to duty.

However, it's not only the "great men" who have something important to tell us. All around us are people like ourselves, just plain folks, and yet they have a story to tell all America.

It's the story of a nation which, although it was engaged to the hilt in waging the most gigantic war in history, nevertheless found the time to acquire one of the most constructive and valuable habits which *any people anywhere can possess*. That is, of course, the habit of regular and systematic savings which the Payroll Savings Plan fostered, developed, and will continue to keep strong in the hearts of America's working men and women.

These are days to carry out those good intentions and give the Payroll Savings program a great big, hearty round of — support!

ACRES OF SHIPS BEING REPAIRED, OUTFITTED, BUILT IN SUN SHIPYARD



This impressive view made from No. 1 Dry Dock on June 31 by Al Knott shows six vessels in the foreground while in the distance seven more are in process of construction on the slipways. Ships in the foreground are the U.S. "D. I. HARPER", battleship "NEW YORK", both being repaired, U.S. "OVERHOLD", U.S. "BENTON", U.S. "MACCABEE" and U.S. "FREEDLAND" now being outfitted for delivery to owners. The photograph was taken from the bridge of a aircraft ship, the U.S. "LINCOLN BURDEN", which was on Dry Dock No. 1, while on eighth ship, the U.S. "GOFF CARMEAN", was on the south side of pier four and the ninth vessel, the pilot boat "DELAWARE", was being re-engined under the beamhead crane. Finally, in tenth berth, the ferry boat "CINCINNATI", was on Dry Dock No. 2.



34 DEPARTMENT PIPE SHOP

By "Pinky" Pinkowitz

Frank Walton still believes in the birds, flowers, bees and trees and after work every day he gathers an armful of daisies for his "Honey Bun". Being a little near-sighted, Frank still believes he is carrying gardenias.

Being somewhat disgusted with this new fangled world, Ray Huling decided to tie the knot and after promising Betty the world with all its glory, Ray began his new life on May 4th.

Joe Rospoli is back to his old trade of the "Country Farmer". With the meat situation acute, Joe sits back and gloats over the fact that he still has 500 chickens on his farm.

The expediting "Deacon" is still griping about the poor job these paperhangers are doing. "Why, in my younger days, I could paper a whole house in three hours and still make the paper stick," he says.

With his talented arm in a sling, Harry Fry, the saxophone sensation is rather perplexed. At a recent shindig, Harry got tangled up with a gang of ruffians and tried to save his musical instrument, but he came out on the short end of the score.

Our old friend, Johnny McNamee, can't go out on a fishing cruise without getting seasick.

"Commissioner" Kilgore, they call him these days and we trust that he will see that roads in his town are on the mend real soon.

Back home and back to his daily toil is our old pal Jimmy McGuire. Jimmy served in the Philippines and the Pacific.

Harry Meister from Delaware Park claims he was really in the groove when the nags began to move along. Harry says he has the finest piece of potato bag in town. That's what he calls the sport coat.

INK SPOTS FROM THE HULL DRAWING ROOM

By Frank L. Pavlik

It's headline news, and all bets are off!!! We mean about Edith Neal getting married — and as a June bride, no less!!! Edith told those with whom she had wagered that as no money was put up — she was not going to pay off.



EDITH NEAL

Edith became the bride of Gerald Montague on Saturday, June 15.

We all join in wishing them the greatest of happiness as they embark on their voyage on the sea of matrimony.

"Auf Wiedersehen" to the following men who have been detached from the staff of Dept. 78: W. E. Joynes, R. Perkins, N. Paul, D. Burkey, W. Wallace, E. Lanza, D. Gross,

Jim Carr has rejoined the staff of this office after completing his service in the U. S. Navy. We are happy to see Jim back again.

The M.D.A., Port of Chester, held their annual meeting for election of officers on May 23.

WETHERILL SCOOP

By "Wally"

The Wetherill Plant sure does miss Fred O. Esrey after over 20 years here. Fred gave all a helping hand during the war, taking care of and seeing to it that all received their gas rations, shoe rations and tires. He also assisted in many other wartime emergencies. No, Fred has not left Sun Ship, but has been transferred to 91 Dept. in the Sheet Metal Shop; so here's good luck, Fred.

John Gallagher, one of the three oldest employees, passed away in June. Mr. Gallagher resided in Chester with his family. He was well known for his smile, personality and character. John, as we called him, always had a little joke to tell and some of them were really fish stories. We wish to send our deepest sympathy to his family.

Mr. B. VanZandt and family, Mr. J. Lauzon and wife have been spending their weekends at Grassy-Sound. Van and Jim have nice coats of tan. Ask them about their fishing; then call Van's four year old son and get the low-down.

Mr. John Wilkinson, Supt. at Wetherill, is at it again. Golfing. If you think you can golf and want to play some evening of a weekend call Jack. He will be glad to oblige.

Congratulations to Mr. and Mrs. Wilson Ford, a former employee, on the birth of a son.

John Parkinson has completed his apprenticeship and is now a first class patternmaker. Stick to it, John or the girls will get you. Yes, John is single, girls.

It won't be long before all roads will lead to Maine. Ask A. M. Brown.

Now that victory gardens are in full swing, suggestions are wanted on how to plant tomatoes. Send them to Louie.

Has anyone a cat? Seems our janitor is interested.



GEORGE JOHNSON, one of the apprentices at the Wetherill Plant.

LIFE IN THE EMPLOYMENT OFFICE (As it was during busy war days)

By One of the Gals

Mary herds men in the door,
Yet the Foremen yell for more.

Vic's impatient "Get them in, you
know this war we have to win."

Doc comes flying in the door —
"Come on Anne, I'll take twelve
more."

Dot, typing fingerprint cards says
with a frown,
"Did you say your eyes were blue or
brown?"

Peg answering the phone says "I
guess I'm a dunce,
But what do you do when three ring
at once?"

Fran reinstating a man says "Why
were you out?"
"I'm sorry ma'am, I had the gout."
"I'm afraid that excuse is wearing
thin,
Get a Doctor's certificate and bring
it in."

Edna goes flitting 'round saying "Oh,
dear —
Where's my left service — why isn't
it here?"

Now that war is over and peace reigns
supreme,
It's so very quiet it seems like a
dream.

CONTRACT FOR DUTCH SHIPS

Pointing out that the ten ships being built by Sun Ship for the Netherlands Ministry of Shipping is the largest contract entered into by any government for American-built vessels, "MARINE PROGRESS" in a recent issue declared:

"The first of the ships Sun is building for the Netherlands government is loading for her maiden voyage at a west coast port. The ship will sail for the Netherlands Indies when the cargo is aboard and will be the van for a fleet of ten ships under construction at the Chester, Pa., yard. Five ships have been launched and there are five others to go. The names of the vessels are: Limburg, Friesland, Noord Brabant, Overijssel, Drenthe, Groningen, Gelderland, Zeeland, Utrecht and Holland. All are named for Dutch provinces and the Holland is for both North Holland and South Holland.

"The ships, which are modified C-3s, have accommodations for twelve passengers, a cargo capacity of about 10,000 tons and a speed of 16 knots. This is the largest contract entered into by the Netherlands, or any other government, for ships from American builders. The Netherlands has on order a number of coasters from Albina Machine & Engine works and a large number of small tugs and barges at the Odenbach company in Rochester, N. Y., all for service in the East Indies."



WILLIAM B. BEATTY, Superintendent of Fabrication, stresses the need of safety in the building of ships.

God Is There

Poem submitted by Frank Sinex, Machinist, Wetherill Plant. Written by his daughter, Mrs. Phillip Stillman of Richmond, Virginia.

*I've looked out of my west windows
When the evening's growing dark
And I've watched the sun set in the
west
Until it's just a spark.*

*I've seen in purple, orange, pink
Every color and hue
And then I think
Just look at that
It wasn't done by you.*

*We people think we're wonderful
We do such marvelous things
Yet when we see what God has done
Sometime it really stings.*

*Oh yes, we mortals are wonderful
Yet, if we stop and say
I wonder what inspired me to do
what I've done today
We'd come down off our pedestals
With slow abated wing.*

*And say again —
It's God not me, that does these won-
derful things
And then we'd bow our heads in si-
lent reverent prayer
Just look around you every day,
You'll know that God is there.*

STOLEN CAR RECOVERED

Sun Ship aided Asst. Supt. H. A. Marsh of the Esso Marine Dept., in the recovery of his automobile which was stolen from a Philadelphia garage. An advertisement offering \$100 for recovery of the machine was inserted through the cooperation of Sun Ship and persons having any information were asked to get in touch with Chief Sheain and Guards' headquarters.

A Philadelphia woman saw a car answering the description parked on the street and notified the police. Two men were arrested, one of them being employed at the garage from which the car was stolen.

Mr. Marsh, who resides in Staten Island, was appreciative of the efforts of Sun Ship to aid him. He also sent a check for \$100 to the woman who identified the car as the one which had been stolen.

LEARNING THE HARD WAY

THIS collection of accident reports from industries in various parts of the country should impress Sun Ship workers. Each is based on an actual happening.

WELDER'S ARC EXPLODES GAS

Pipe fitters were lining up pipe line in preparation for a welder to weld a plug in suction line. The welder touched metal with his electrode to see if his machine was grounded. The resulting arc ignited a pocket of gas in the trench, causing an explosion in which all four men were severely burned, one fatally.

Check with explosi-meter had been made previous day, but unfortunately check was not repeated just before work was to be done.

NEGLECTS MINOR INJURY

An electrician's helper, 20 years of age, died as a result of tetanus. He was pulling some cable and a piece of wood entered his hand. Nothing unusual occurred until he developed first symptoms of tetanus a week later. He died of the infection.

IT'S THE LAW

Three employees of the Curtiss-Wright Corporation who refused to wear protective goggles for their safety, were fined for violation of the state labor law by Justice of the Peace Elliott in the village of Kenmore, N. Y. The three employees, two men and one woman, were brought into court by a supervising inspector of the state department of labor. Justice

Elliott gave the offenders a lecture on their responsibilities for their own protection, assessed fines, and warned them of harsher punishment for a second offense.

FLYING STEEL

When a mechanic was drilling steel with an electric drill, a particle of steel entered his eye.

Eye protection will prevent injuries of this type.

HOT METAL STARTS INFECTION

A shop worker dropped a piece of 12 gauge metal 18" x 18" on his foot. The metal was hot from a cutting torch, and the point went through the shoe leather, burning his little toe. The injury was not reported until infection had developed considerable headway.

PULLS DEATH SWITCH

A power plant attendant noted that something was wrong with an air compressor because it was slowing down or stopping. He did not use the control panel push button or the main turbine oil switch to shut down the equipment, but went behind the main switchboard and pulled the disconnect knife switch. The heavy load on the circuit caused a flash and an explosion as he opened the switch. His clothes caught fire and he was burned severely before his clothing could be removed by the foreman and the firemen. He died as a result of the burns.

This injury could have been prevented if the employee had used the proper switch.



"OUR YARD" extends sympathy to the family of the late **ALPHONSO S. HALL**, who died on May 2 after an illness of several months. Mr. Hall who was 68 years old, had been under treatment at the Chester Hospital. He had shown considerable improvement and was preparing to return to his home in Parkside when he collapsed of a heart attack and died within a few moments. He is survived by his widow, Sarah A. Hall and four sons.

Mr. Hall had been Superintendent of the Blacksmith Shop for 29 years, having come to the plant shortly after the shipyard was established.



ROBERT LOVELAND, of 55 Dept., died suddenly on Sunday, June 2 from a heart attack. He had been Justice of the Peace in Aston Township for ten years. Sympathy is extended to his widow, Mrs. Sadie W. Loveland and his ten sons.



THE UNEMPLOYMENT COMPENSATION DIVISION handles many cases. Left to right: Eleanor A. Leonard, H. D. Wescott, Hilda Powers and Katherine Cuff.

PAUL C. TIMPANY, formerly of the Shipfitting Dept. and who is with the 740th Tank Battalion, is editor of the outfit's newspaper "Police-Up" published in Limburg, Germany. Paul left Sun Ship just before the close of the war last year. He sent several copies of "Police-Up" to John G. Pew, Jr.



NEW OFFICES FOR THE PERSONNEL OF THE DISPOSAL AGENT have been set up in the Maritime Building. This office handles surplus material and offers it to private industry for civilian use. **WILLIAM L. JONES** is the Disposal Agent.

DISPOSAL OFFICE CREATED



DISTRIBUTION ANALYSTS for surplus material are, left to right: Joseph S. Gerko, William B. Ward, Frank T. Sparling.



OFFICE WORKERS in the Disposal Office are: Mrs. B. Cremeans, Helen Drungil, Dorothy Cullen, Sarah Blake, Fay Weiss and Mary Dougherty.

CHATTER FROM THE CARPENTER SHOP

By Lester Shiner

"Baldy" McGhee had to have an escort to take him to the top of Dry Dock No. 1. His reason is a "long time no see".

Art Phillips recently tried to dent the Dry Dock with his head but the Dry Dock won.

Frank Mosser just about makes it on time these mornings. The reason he hustles is because he has to count his garage brick every morning.

We wanted to help "Bill" Retin to build his cottage down in Delaware but we can't do any work after eating salted herring and drinking river water.

Old age must be creeping up on John Fry. He just can't seem to put in sixteen hour shifts any more. It is also getting John Kutcher and Frank

Campbell.

Peirce Embree is still Production Manager and things are really in tip top shape.

Heard in Mr. McShane's office. Jack Sulger: "Mac, I see they are taking one-eyed men in the army now".

"Sure," said McShane. "They close one eye anyway when they shoot their gun."

"Slim" Rankel is now our new box maker, and he has a system all his own.

Jack Witt came into work all dressed up in a new outfit. No, it is not an army uniform.

Well it looks like the gang will have to help Mosser to lay brick for his garage. He doesn't seem to know how to do it.

George Long is now married and working over at the Dry Dock.

"Dry Dock Bill" is now an everyday name for William McCann.

Bill Ertwine is getting around the heavy side of life now. Watch your diet, William.

Jimmie Rooney is now pacing up and down in front of 30-Storeroom. He wore the Boiler Shop road out.

"Popeye" Burton is still holding on to his cud.

Clark, call me Gable, Logan is now working on the Dry Dock project.

The Delaware County Chamber of Commerce devoted part of the front page cover of its magazine "COMMERCE" to pictures of a ship on the ways at Sun Shipyard and a completed tanker after being launched.

PUTTING SHIPS IN "MOTH BALLS"

HOW methods have been worked out to put 2204 reserve vessels of all types in "moth balls" for use in any future emergency is described in a recent article in the United States Navy Magazine. Among the ships will be Navy tankers, some of them probably built by Sun Ship. Under the new system, the ships can be made ready for sea again in 30 days. The article adds:

"Eight berthing areas on the east coast will be in Navy yards at Bayonne, N. J.; Boston, Mass.; New London, Conn.; Philadelphia; Norfolk, Va.; Charleston, S. C.; Green Cove Springs, Fla., and Orange, Tex.

"In these yards will 'breathe' the 1,125 inactivated ships of the 16th Fleet; in five yards along the West Coast will be 1,079 ships of the 19th Fleet. This will leave the Navy with 1,670 ships in full commission and 2,300 in reduced commission.

"In event they were ever needed, it would take ten days to store up and make a reduced-commission ship ready for the high seas, thirty days to make ready an inactivated vessel.

"The process of sealing up, or 'putting in moth balls,' costs an average of \$10,000 and runs from four months for a battleship or carrier to two months for landing craft and patrol, salvage and mine vessels.

"Almost completed is the heavy cruiser Brooklyn being finished at Philadelphia. The way she was treated will illustrate the process all the ships will undergo.

"When the Brooklyn pulled into the Philadelphia naval base, her personnel was reduced 30 per cent. The men remaining removed all her perishable stores and checked over all her equipment. Her entire 'table of allowances' — spare parts and so on — was filled.

"Then she was cleaned. Every speck of dirt and rust was removed from metal surfaces.

"As the first big step in making the Brooklyn ready to breathe, every compartment was made more than watertight — almost air-tight — for every compartment was tested for leaks around hatches, doors and seams by air tests to insure against admitting any water vapor. When a compartment is sealed, it is completely stowed and ready to be used when opened, except for batteries and combustibles.

"Then every corrodible metal surface was treated with a thin film of rust-preventive compound — the first of the new techniques. The new compound prevents oxidation but leaves machinery ready to go. Motors, pumps and engines on the Brooklyn can be started immediately without removing the compound — a far cry from the use of cosmoline and similar greases which, as any service man can attest, can easily be removed with a hammer and cold chisel, a blow torch, some benzine and four or five days' work. With a neat turn for understatement, the Navy says former preservatives were 'cumbersome and time-consuming to remove.'

"After the rust-preventive compound is applied, the compartments are sealed by zones. All openings in the outer boundaries — doors, vents and valves — are sealed tight, and machinery is put in operation to dehumidify each zone.

"This machine, which is called the 'dynamic' method of dehumidifying, is another new technique. Briefly, air

is drawn through the machine, passed over activated alumina, and blown out as dry air.

"The machines cost \$1,800 each, and no more than six are needed even for a battleship. When the compartments are sealed off, the machines are connected to the ship's ventilating system or firemain systems, and the ship begins to breathe — inhaling dry air and exhaling moist air. Gradually the ship dries out.

"Unremovable equipment, such as heavy guns, davits, radar equipment, directors and fire-control instruments, are treated by another new technique. After they are cleaned and the rust-preventive compound applied, they are covered with either a metal case sealed to the deck or a moisture-proof covering made with a spray gun.

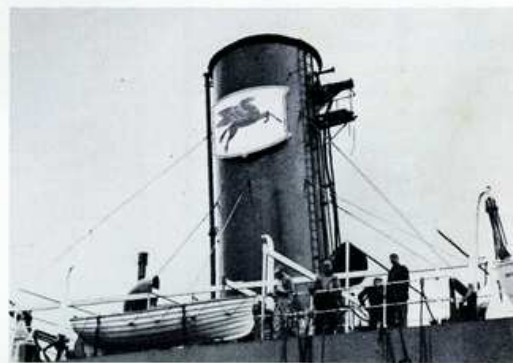
"To make this covering, which gives the ship its weird appearance, strips of scotch tape are criss-crossed over the equipment to form a net with squares about eight inches across.

"Then, with a spray gun loaded with vinylite, a plastic web or cocoon is sprayed over the tape, forming a smooth, solid, waterproof covering over the entire installation. Five coatings of the material are sprayed on to make the cocoon.

"Under the metal covers and the cocoons, in this system of preservation, dishes of an absorbing agent are left that will take up the moisture in the original air. The outside of the cocoon is treated with aluminum paint to eliminate 'breathing' caused by temperature change, and no moisture can then get in.

"Following all this, the ship is pulled into dry dock, her bottom sand-blasted clean, and then sprayed with a hot, poisonous, plastic paint, which kills barnacles. It will protect the bottom for five years in salt water and fifteen years in fresh water. This new paint, all taxpayers will be glad to know, quadruples the time out of dry dock for ships on active service."

Being "packaged" at the Philadelphia Naval Base are about forty major warships — the battleships California, Tennessee, and South Dakota; the carriers Cabot and Langley; the cruisers Brooklyn, Phoenix and Savannah, and many destroyers, submarines and other craft.



THE "DAYLIGHT", which came to Sun Ship recently for repairs, is credited with having driven off an enemy submarine during the war. Operated by Socony Vacuum, the tanker carries the insignia of the Flying Red Horse for the first time since fighting ceased.

HEAVY HAULING AT SUN SHIP IN OLDER DAYS



HEAVY DRAFT HORSES were used on many of the Sun Ship trucks during the first World War and the early 20's. Here is a picture of diesel engine equipment being brought into Central Yard by eight

horses. Walter J. Sydnor, a familiar figure at Sun Ship, is shown on his truck.

DAUBS FROM THE PAINT SHOP

By Fred Richardson

GRIPE DEPT. Pie Highfield moans that he has been betrayed in recent reporting for the column. According to "PIE" a little short fat guy from the Sign Shop has been garbling all items regarding Highfield bowling boners.

WE KNEW 'EM WHEN DEPT. MOE (Creighton) JOHNSTONE, former 69'er, now a successful White-wash magnate — no stuff — painting big and little houses for real moola. **ROBERT CANNON** and Brother **ED** have all the Main Line paint conscious with the gutters running green with paint. **FRANK (Bud) WALLACE** heads a large corp. complete with road agent and painting everything from murals to gas stations. One of the most recent items **CREIGHTON**, who prior to loaning his talents to Sun Ship was shop man for his father, has returned to his post only to find that father turned the shop in on a new model. **CLYDE ROATH** is working for the Johnstone Corp. There are many more we could mention but their names escape us at the moment. The above names give us enough to show the public that while a man may be a good mechanic when he comes here the Shipyard puts the necessary additional polish to enable

him to go out in the world and make a name for himself. In short he makes a better mousetrap.

REPLILIA: The other day a guy asked us if we wanted to see a snake. We said yes, thinking it was some snake we knew. Imagine our surprise to see that it was cooped up in a box and didn't even have legs or arms. It was just a scaly reptile looking miserable in a glass case. Later we read in the Sun paper "NEWS OF THE WEEK" — a rival publication — that it was dumped in the river by an ever watchful safety inspector. Truly a fitting end for any snake.

ECONOMY RUN . . . Glowitz, the Sign shop globe trotter, will soon start his annual "Shuffle off to Buffalo" run and will try and lower his own economy record for the "hitch". Last year he was forced to spend eighteen cents for some of that high priced New York milk but this time he plans to take his own bottle and woo a wayside cow so that not only will the milk be free but fresher by a day.

91 DEPT. TIMEKEEPERS AND CLERKS

Miss Rose Phillips, who recently resigned from the Contract Dept., C. Y., invited her former associates in the office to her recent wedding to Frank Fidele. The ceremony took

place June 23 at St. Anthony's Church, Chester.

Fred News, Jr., formerly of the Drawing Room, is home on a furlough. He is the son of "Dutch" News of the Exception Office.

Harry Bishop, of the Contract Room, spent a week-end at Avalon, New Jersey fishing for kingfish and weakfish. He says the catches were small, due to northeast winds.

"Reds" Foster, of the Exception Office, attended the wedding of a cousin in Hazleton.



MISS HELEN GALVIN, whose father John D. Galvin is in the Erecting Dept., recently received her cap at the Chester Hospital. The young lady has numerous friends in Sun Ship.

Junior Members of the Sun Ship Family



KATHLEEN ELIZABETH YOUNG, 10 months old, is the daughter of Robert L. Young of 59 Dept.



GLORIA DARE MOORE, 26 months old, is the daughter of Wilbur Moore who is employed in 59 Dept.



JOHN, 6 years old and **WILLIAM DOUGHERTY**, 8 years old, are the sons of Frank Dougherty of the Contract Dept., Central Yard.



ARTHUR DOUGHERTY, 2 year old son of Frank Dougherty, who is employed in the Contract Dept., Central Yard.



FOUR DAUGHTERS of Mr. and Mrs. V. Pulcher. Left to right: Mary Ellen, 12; Verna, 8; Susan, 5 and Linda, 2. Mr. Pulcher is in 59 Dept. His brother, Amos Pulcher is a leader in 45 Dept.



MICHAEL ROLAND ASHBURNE, 8 months old, is the son of Hurley Ashburne of 55 Dept.



PAUL G. FAHNESTOCK, 7 weeks old, is the son of Mr. and Mrs. Morris Fahnestock. Mr. Fahnestock is employed in 46 Dept.

34—COPPER SHOP

By Reporter H. Obodyke

We have several members of our organization who are very, very busy both inside and outside of the yard. In fact, some have a hard time to finish the jobs outside because of limited time allotted.

Our Assistant Foreman Ralph is having a hard time painting his house and from reports gathered, it may be a long drawn out proposition. We hope the job will be completed before cold weather arrives.

Connie Jones is so busy with fishing and crabbing parties over the week-ends that we are hearing some very interesting stories regarding the large quantities caught and how very profitable this business is proving to be.

Dave Anspach is now a happy boy again after being turned down by his Draft Board. He was so happy, he immediately went on a vacation trip

through the west; much better than getting up at 5:30 A. M.

Our very active "Mike" Docherty, however, has been declared "physically fit" and is awaiting his call to join the large group of early morning risers in Uncle Sam's army.

We have some great baseball fans too, Joe Kruger being on the spot at most Shibe Park games.

Horace Whittaker has been out with a bad spell of intestinal grippe but is back again on the job and we are glad to see him so fully recovered and displaying his old time activity.

* * *

SHEET METAL SHOP

By G. Heath

Press Williams and a party of fellows from the Sheet Metal Shop returned from a fishing trip on the Chesapeake Bay. The only fish that were caught were landed by Mrs. Williams who went along for the ride.

Eugene (Junior) McDonald has just returned to work after serving three years in the C.B.I. Theatre.

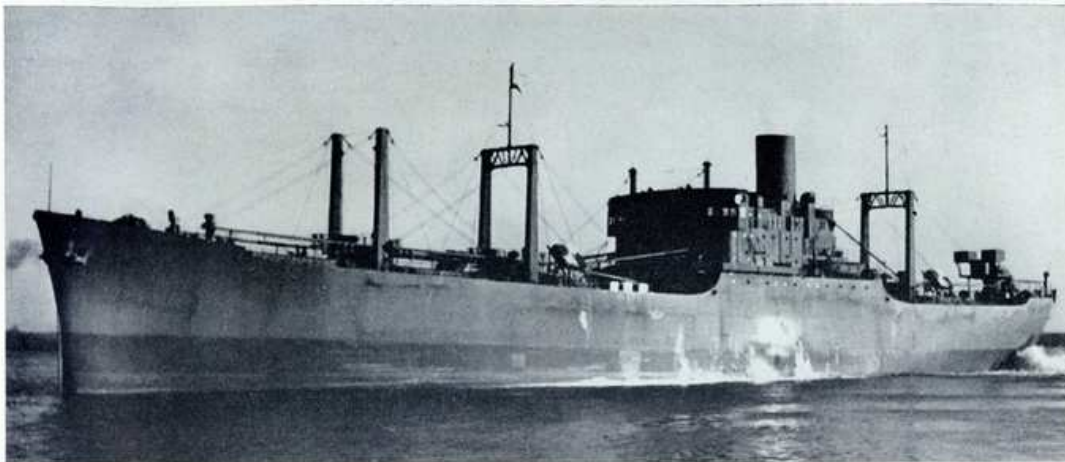
Congratulations are in order for Jimmie Goodyear, who has just stepped off the deep end. Lots of luck, Jim and give our regards to the Mrs.

Anyone having for sale a 1942 car in good condition for \$275.00, please get in touch with Herb Farley.

OUR JULY COVER PAGE

The spirit of Independence Day is symbolized in the photograph of the flags floating in front of Sun Ship's main office. At the top, Old Glory ripples in the breeze while beneath are the Maritime Commission's flag and the award flag with two stars.

"China Mail" Built by Sun Ship Broke Record



THE M.S. "CHINA MAIL" launched by Sun Ship and powered by a five-cylinder Sun Doxford Diesel engine built at the Wetherill Plant, broke all records in the run from Shanghai to Seattle.

This passenger-freighter ship made the trip from pilot station to pilot station in 12 days, 7 hours, 2 minutes. It averaged 17.1026 knots and surpassed the best time of several President Line vessels.

News of the performance of the "CHINA MAIL" was published in a Seattle newspaper but a more personal description was brought to Sun Ship by Second Officer F. A. Kunce, who was formerly connected with 68 Dept. and who left here to join the Merchant Marine.

"The 'CHINA MAIL' is the talk of the Pacific," he told Vice President John G. Pew, Jr. in a recent visit to the shipyard.

"Our Chief Engineer E. Stitt said that the fuel consumption was only 1/3 that of a Liberty ship and its speed was seven knots faster than a Liberty ship.

"On a trip from New York to Panama, the 'CHINA

MAIL' averaged 17.5 knots while the run from Panama to Los Angeles harbor averaged 17.6 knots.

"We made a run from Vancouver to Manila in heavy weather and with an overload of 200 tons of war material. Despite head winds, the 'CHINA MAIL' averaged 15.6 knots.

"In Manila our ship was directed to her dock by Staff Sgt. Francis Landing, who was formerly in 33 Dept. and who is in charge of all tug boats in Manila Harbor. The dispatcher of tow boats at Manila is another Sun Ship man, 'Bill' Duncan, also of 33 Dept."

The "CHINA MAIL" is operated by the American Mail Line with C. J. Ackerman as manager at Seattle. Capt. Elmer J. Stull is Master; Alf Hammond is First Officer and F. A. Kunce, Second Officer.

The ship brought the first cargo of silk to America from China since the war ended. Her power unit was changed several years ago by Sun Ship engineers and it is due to their skill in installing new equipment that the "CHINA MAIL" became one of the most economical and swiftest ships in the Pacific.

59 DEPARTMENT

By C. DeTulio

A. Greene and Walt Davis are back in the Central Yard again.

We extend our sympathy to Pop Seltzer whose Dad died recently.

Whitey Herman and Jack Gudo are training for their coming fight July 12. Big John will referee.

Herm Sweeney is out of the hospital and recovering from an operation for appendicitis.

Charles Mason and Joe Landino went fishing the first weekend after being discharged from the Navy.

Tony Kavetski entertained Joe

Plum recently. Tony is a magician you know.

Martini and Ed Hanley are going to start a band soon. Tommy Ryan is going to play drums in it.

Rudy Liebeskind's knee still jumps out of place.

Jim Palo was seen drying off his new car at 2 A.M. after a rain storm.

R. Satterwhite caught the biggest fish recently and won the pool. He is a graduate of Bill Hearn's school of fishing.

The award of the month goes to every welder in the Yard for untiring efforts to keep up their good work.

Please leave any change of address or change in your telephone number with the Employment Office as well as with your foreman.

It is highly important that employees keep their latest address on file, in case it is necessary to call men in for work on Saturday, Sunday, or for any other reason.

Recently it has been noted that numerous changes in addresses have not been reported to the Employment Office.



PLACING STEEL BANDS around the upper part of the 155 feet smoke stack at the heating plant was the job for the steeplejacks shown on the scaffolding. They worked from the top down using 11 bands five feet apart. Right, **JOHN WELLS** of the H. R. Heincke Company, who set the ladders to reach the top of the stack.

Obituary

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

Number	Name	Address	Date of Death
8-433	A. Iannaccone	22 Garrett Avenue, Garrett Hill, Pa.	May 18
47-1158	G. Hamlin	307 W. 2nd Street, Chester, Pa.	May 23
34-71	E. Starr	526 Keystone Road, Darby, Pa.	May 24
33-420	Harry Shaffer	2541 So. Shields Street, Philadelphia, Pa.	May 24
55-74	Robert Loveland	Lenni Mills, Pa.	June 2
8-223	James Kelly	322 Rose Street, Chester, Pa.	June 7
36-361	R. Hartzell	7033 Radbourne Road, Upper Darby, Pa.	June 10

NEWS FROM THE STOREROOM

By F. Corcoran

We all wish a speedy recovery to Ed Berg who has been confined to his home with a severe illness.

Nathan Freedman is very proud of his son, Donald, age 7 years. Donald has been entered as the youngest violinist in the orchestra at Bryant Public School, Philadelphia. This young man plays the violin exceptionally well.

If you're good at asking questions, see Clarence Pontgler, but in order to get them answered you must first secure permission from Bill Conner.

That distinguished looking truck driver you may have noticed around the Yard recently, is none other than

Charlie Harmer, with a pair of new golden spectacles.

"Wimpy" is now the celebrated Master of Ceremonies at Rockdale "Dugout". Hey, Ba ba Reba!

George West just returned to work following a recent illness.

36 MACHINISTS

By Richard Clendening

We were greatly surprised and deeply shocked at the news of the sudden death of our friend, Russ Hartzell, on June 10th just about three weeks after leaving the Yard. He underwent an operation and died as a result of subsequent complications. All who knew Russ at Sun Ship had a warm spot for him as he was an exceptionally likable man. We

Sun Ship's War Dead Now 242

ADDITIONAL names which have been supplied to "OUR YARD" by the Paymaster's Office have brought the number of Sun Ship's war dead to 242. The names added since our last issue follow:

CHESTER	Dept.
Harry W. Barth, Jr.	45
John E. Burns	33
Thomas A. Kunrod	34
Nicholas Milczakowski	59
John R. Murray	59
William Wanzelak	30
Oscar E. Young	34
EDDYSTONE	
Leo Rushton	34
PHILADELPHIA	
Charles G. Conn	45
Nicholas J. Prokop	59
Michael L. Pushcare	34
Thomas F. Walsh, Jr.	45
WILMINGTON, DEL.	
Leslie D. Dickerson	34
Paul O. Miller	33



TWO OF OUR DRIVERS: Thomas O'Neil, left, and William McIntyre were not in the group when the garage feature was prepared.

wish to extend to the family our deepest sympathy in their bereavement.

We are beginning to hear some good fish stories again—big ones and large catches and again we repeat, let's have the pictures.

Some of the shop "needlers" on reading of Bill Wolf's aerial exploits tried hard to get Bill up in the air by their kidding but Bill, somewhat of a kidder himself, says that the only time he gets "up in the air" is when he is piloting a plane.

Rumor has it that "old Joe Stork" is again hovering over the house of Clendening — can't be old man Dick so how about it, young Dick?

At the time of writing, we are informed that Jim Foley is hospitalized. A veteran of both World Wars and in

shop parlance an "old war horse", Jim is respected and popular in the shop. We trust that his illness will be of short duration and that we shall soon have him back with us again.

Welcome back to old timers, Harry Sharpless and Hughie Ward, who have just returned to the Yard from the Wetherill Plant. Good to see you around again, fellows.

QUIPS FROM THE N. Y. PAYROLL

By Al Plough

ENGAGED — Helen Elizabeth Taylor, of the Payroll Dept., announced her engagement to Peter Paul Perozok, who was recently discharged from the U. S. Navy as CM 1/c. Peter was in the service three years and spent two years on Kwajalein in the South Pacific. He is a Chester boy. This is Helen's sixth year with the Company. Lots and lots of good luck to both of you.



HELEN TAYLOR

The folks bade good-bye to Kay Bail, Margaret Gallagher, Nina Raffaele, Marg Kupaick, Ida DePietro and Marian Nessenthaler, all of Tabulation Dept.; Margaret Navins and Marian Bradshaw, of Contract Dept., and Betty Bentley of Vacation Dept. Wishing you the best of everything in your future undertakings.

VACATIONING — Paulette Erwine, Contract Dept., spent a very pleasant week at home in Ringtown, Pa. Gloria King, of Tabulation Dept., spent her week at Shreveport, Louisiana.

Uncle Ezra Says — "A bundle of joy arrived at the house last night — the laundry finally came back".



DAYSHIFT VETERANS, WETHERILL PLANT. Left to right, bottom row: F. Turner, H. Helm, J. Young, E. Fouraker, E. Jackson. Second row: C. Poole, H. Woodworth, R. Minner. Top row: F. Stewart, T. Johnson, R. Mills, G. Copper, J. Smith.

MANY HAPPY BIRTHDAYS TO: Dolores Lilly, July 3rd; Frank Starr, July 5th; B. H. Bradshaw, July 5th; Marian Ebright, July 8th; Anne Russell, July 8th; Eugene Connelly, July 16th and Hilda Powers, July 22nd.

Dottie Shindell, of the Contract Dept., was soloist at the wedding of her girlfriend, Mary Jane Logan, in Collingdale Baptist Church. Selections rendered by Dottie were: "If I Could Tell You," "Because", and "The Lord's Prayer". She was accompanied on the organ by Earl Ness.

Proverb — The real sources of joy in this life are not the results of easy tasks, but hard ones.

WEDDING BELLS — Judy McCarthy, formerly of the Contract Dept., became the wife of Donald

Wood on May 30th. Vetora Mercadante, of Contract, was maid-of-honor and Frank Parker, of the Copper Shop, was best man. Judy had a get-together at her home prior to the wedding and those attending were May Gallagher Hampton, Lib Rogere, Julian Horn, Gladys Hines, Cris Skidas, Vetora Mercadante and Jane Heavey. The folks of the Payroll join in wishing you all the joy and happiness.

Mary Pedante, of the Contract Dept., is a very happy girl. Her brother just arrived home after two years in the South Pacific with the U. S. Navy. He was given a grand welcome home party on his arrival. Another of Mary's brothers is still in the Navy.



"BEST DOGGONED RIGGERS ASHORE" was the reason why these lads wanted their pictures taken, so Al Knott, our photographer, obliged. Left to right, top row: H. Bailey, P. Welsh, C. Headley and R. Williams. Bottom row: J. Plower, C. Fredriksen and T. Richards.

RECORD OF SUN OIL TANKER FLEET

Here are high spots in the operation of the Sun Oil Tanker fleet under government requisition during the war period. They show that the ships:

—Totaled 17,419 operating days in government service (days times ships).

—Covered 2,679,128 miles, excluding zig-zagging and out of course.

—Made 455 voyages.

—Carried 45,254,129 bbls. of cargo, for Navy, Lend Lease and for war industries.

For this service, seventeen ships were requisitioned but only thirteen were returned after the war, four having been sunk. A total of 141 men of the Sun tanker fleet lost their lives as a result of torpedoing, fire, explosion or drowning.

ARBITRATOR'S DECISION ON LOSING TIME

In a recent decision, William Simkin, the impartial arbitrator for the Company and the Union, stated that pink slips may be issued for "lost time" if an employee loses more than two days in any calendar month.

Previously an employee could lose four days a month without penalty. However, the four day a month ruling was made in 1944 when the Company was working 7 days a week. In view of the reduced working week, the arbitrator felt that the number of lost days per month also should be reduced.

Pink slips for lost time may also be issued over a period of several months if it is felt that an employee is "deliberately and obviously seeking to use his full allowance each month and thus just 'keep within the law'."

This decision is contained in Arbitrator's Decision No. B 116 and is effective as of June 1, 1946.

SUN SHIP FIREMEN ATTEND CONVENTION

SUN SHIP FIREMEN saw an old-time fire engine tested at the convention in Boston. Left to right: W. Danhart, C. Kimmel, Harry Hamby, O. Madison and John Ogden. (Below) FIRE-BOAT in action viewed by representatives of Sun Ship.



HARRY Hamby, John Ogden, John Tecton and Charles Kimmel, who figured prominently in bringing Sun Ship's fire department to a high degree of efficiency during the war, attended the international conference of the National Fire Prevention Association in Boston recently.

Although he left the shipyard several weeks ago, former Co-ordinator Kimmel joined the party because of his deep interest in fire fighting. The other three are still connected with the plant.

Chief Chemist Tecton read a paper at the conference, discussing some of the problems to be met in shipyard fire prevention. The interesting pictures shown here were taken by Mr. Hamby.

88 DEPARTMENT CAPT. MILLS' SQUAD

By Joseph Brennan

I am appealing to members of this squad for their cooperation so that we might write something for "OUR YARD". Also send some photographs of your sons or daughters and I will be glad to take care of them and see that they are returned.

Our guards and members of their families will start vacations this month.

Guard Allen has returned to his squad after a recent operation. Glad to have you back, Claude.

The squad was greatly shocked when we learned about Guard Megary having a heart attack. We hope for a speedy recovery. Guard Megary is a member of Capt. Johnson's Squad, North Yard.

88 DEPARTMENT

By David Morris

Capt. Mills anticipating two weeks jocund vacation.

Grayson's Lament — "One meat ball" etc.

Goslin says he helps the wife wash dishes.

Mack, handing out promotions, got a Sgt. and Cpl.

Padden, "Father's Day don't mean a thing to me."

Preacher Rice says the boys are a bit wild.

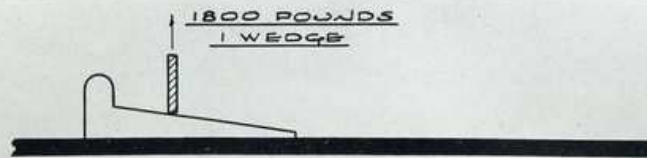
Lanier, "I can't get a Bachelor Degree, I'm married."

Bowers — Anger, Red; Anemic, White; Lonesome, Blue.

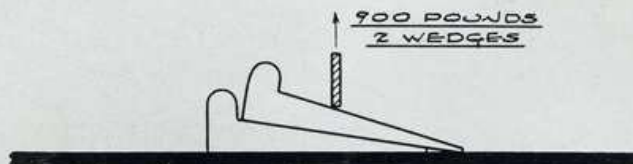
Yost on sick leave. Best wishes from squad.

PLAYING SAFE WITH WEDGES

1. GOOD



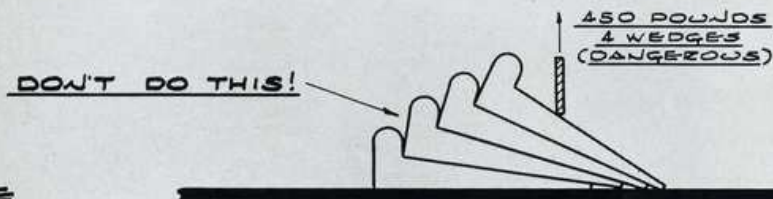
2. ACCEPTABLE
BUT INEFFICIENT



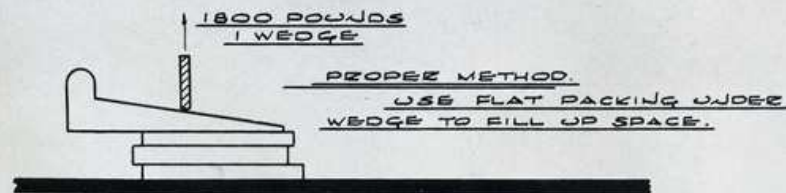
3. BAD



4. WORSE



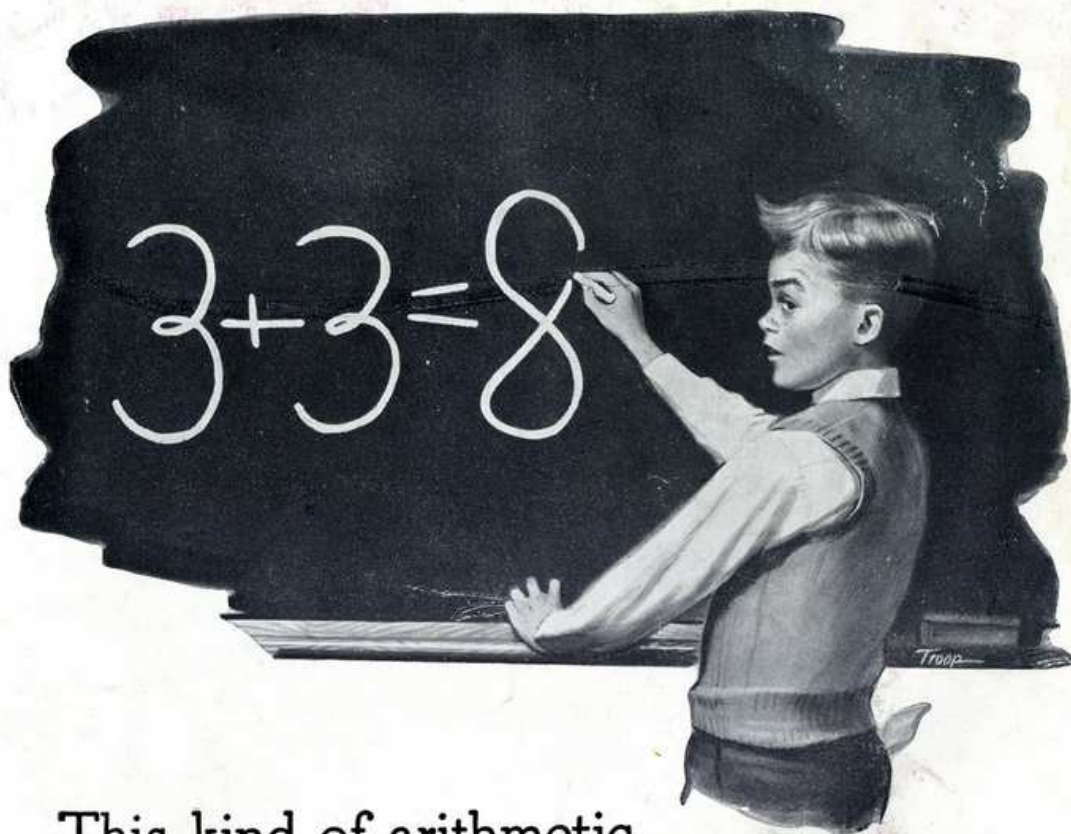
5. GOOD



NOTE:-

WHEN WEDGING, REMEMBER THAT A SINGLE WEDGE
WILL DELIVER MORE FORCE THAN TWO, THREE, OR FOUR WEDGES
ONE ON TOP OF ANOTHER.

IF ONE WEDGE IS NOT ENOUGH USE TWO OR MORE
SIDE BY SIDE AND DRIVE THEM IN, IN TURN.



This kind of arithmetic
may put Johnny through college

Here's how it works out:

**\$3 put into U. S. Savings Bonds today will
bring back \$4 in 10 years.**

Another \$3 will bring back another \$4.

So it's quite right to figure that 3 plus 3 equals
8 . . . or 30 plus 30 equals 80 . . . or 300 plus
300 equals 800!

It will . . . in U. S. Savings Bonds. And those

bonds may very well be the means of helping
you educate your children as you'd like to have
them educated.

So keep on buying Savings Bonds—available
at banks and post offices. Or the way that mil-
lions have found easiest and surest—through
Payroll Savings. Hold on to all you've bought.

You'll be mighty glad you did . . . 10 years
from now!

SAVE THE EASY WAY...BUY YOUR BONDS THROUGH PAYROLL SAVINGS
SUN SHIPBUILDING & DRY DOCK COMPANY