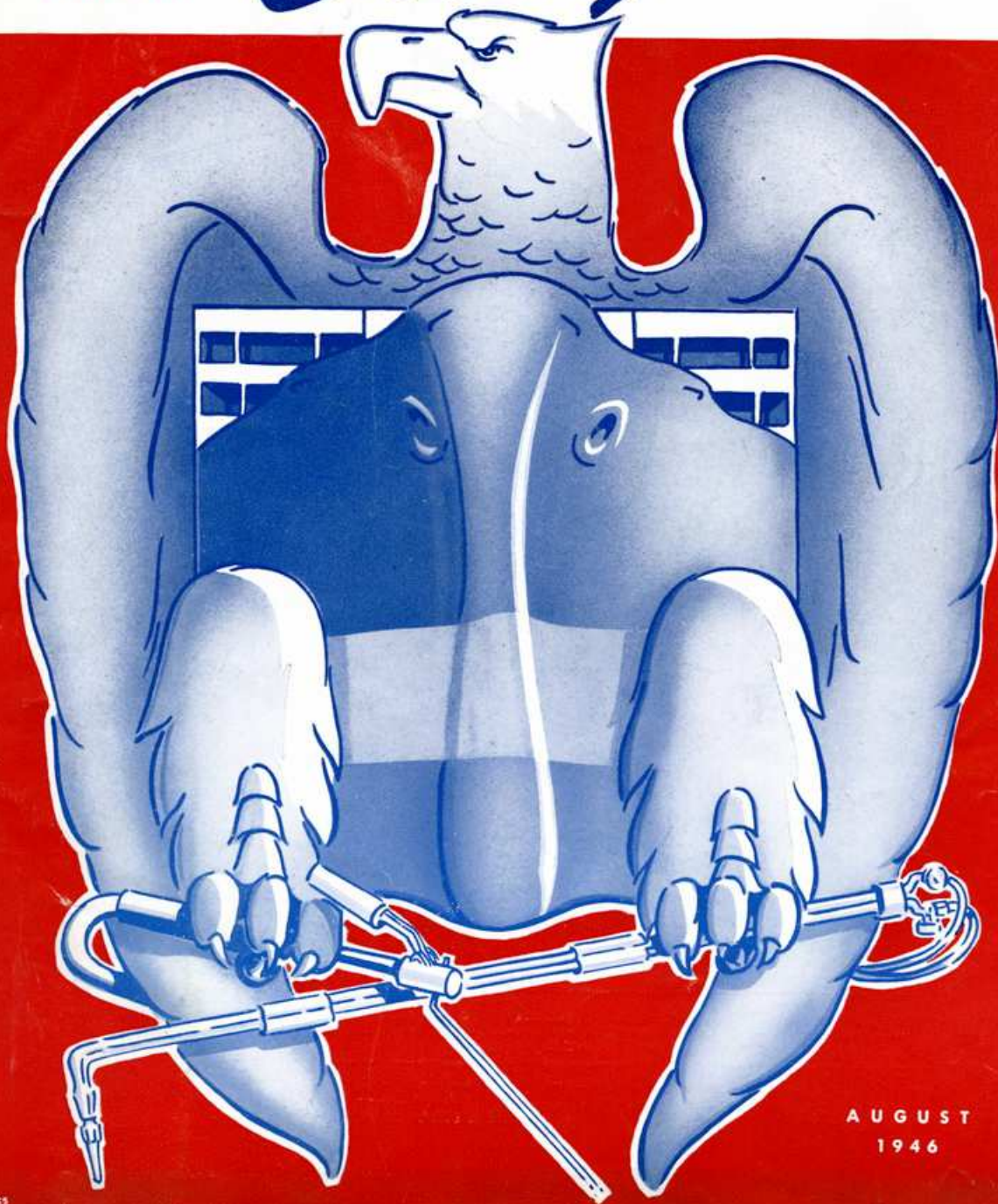


SUN  
SHIPBUILDING  
AND DRY DOCK  
COMPANY

# *Our Yard*



AUGUST  
1946

*R*OLIHES



# SUN SHIP DELIVERS S.S. NOORD- BRABANT

PRESIDENT JOHN G. PEW transferred the Holland cargo-passenger ship to J. F. VAN HENGEL representing the Netherlands Ministry of Shipping at ceremony on July 9.



AT LUNCHEON on board the S.S. Noord-Brabant, H. van Romshorst of Netherlands Ministry of Shipping, Capt. Schaafsma, John G. Pew, J. F. van Hengel, Manager Bronsing and Vice President Robert Haig discuss the ceremony.



SUPT. NORTON and MANAGER BRONSING of the Netherlands' operating firm, raise the company flag on ship.



SOME OF GUESTS at the ceremony. Robert Haig, J. H. G. McConechy, Thomas M. Jackson, Chief Engineer Vanderwaal, John W. Hudson, Capt. Schaafsma, William Craemer, Chief Officer Harder, Mr. van Romshorst, Capt. Peters, Mr. Jordaon, Mr. Hollander, Manager Bronsing, President John G. Pew, J. F. van Hengel, Mr. van Gelder and Mr. Bontebal.

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## ★ JUNE LIST OF RETURNING VETERANS ★

	Dept.		Dept.		Dept.
Abbott, John M.	45	Ebner, William T.	45	McCoach, William T.	59
Aikens, Allen C.	34			McComsey, Horace J.	30
Aker, John Arthur	33	Fitchek, Joseph J.	30	McDonald, Eugene H.	30
Berckman, John W.	34	Flacco, Albert J.	46	Manning, William J.	33
Blaine, George J.	36	Frank, Robert R.	33	Merchant, Randolph H.	33
Blythe, George W.	36			Miller, Charles E.	59
Boles, Estey P.	59	Galvin, Cornelius F.	36	Mullaney, James J.	36
Bonner, Leo M.	33	Giles, Harry L.	66		
Borrelli, Nicholas C.	34	Goldsborough, Edwin	67	Pastorius, Donald D.	24
Boucher, Francis J.	66			Peter, Henry R.	47
Brady, William H.	46	Harrison, Charlie	69	Phillips, Raymond W., Jr.	59
Brooks, Clinton J.	36	Howat, Alexander M.	34		
Brown, Henry L.	67	Hutchins, John T.	45	Richardson, Elwood H.	30
Brown, Mark T.	34			Ridgeway, John H.	67
Burgess, Raymond, Jr.	90	James, Henry	67	Rosenberg, Russell L.	34
Burrs, Charles H.	69	Jorgensen, Arthur G.	34		
Cadman, Douglas A.	47			Scott, Vincent D.	46
Carr, James E., Jr.	78	Kilcullen, Thomas J.	36	Stewart, Paul R.	92
Coulter, William G., Jr.	8	Kilgour, David, Jr.	36	Tuppings, Grant	80
Damico, Anthony J.	30	Landino, Lawrence A.	59	Washam, Miles E.	33
Dantonio, James R.	36			White, James H.	59
Dewey, Charles H.	59	McCabe, James E.	59	Williams, John, Jr.	66
Dixon, George	67	McCain, Joseph R.	60	Wolfe, James H.	90
Donahue, William J.	34	McCauley, Charles E.	47	Zell, David R.	34



**FOUR DYCHALA BROTHERS** who came back to Sun Ship after serving their country in war. Left to right: Ben, 36 Dept.; Henry, 36 Dept., who was wounded; Stanley, 47 Dept.; John, 34 Copper Shop.

### Our Sympathy

Sympathy is extended to Vice President and Mrs. Richard L. Burke on the death of their son, Lt. Wilson S. Burke, at Walter Reed Hospital, on July 26.

Wounded seriously during the fighting on the European front, he made a long gallant fight but failed to regain his health.

**MICHAEL F. DUGAN** has come back to the Welding Dept. after fighting in the European area. He was wounded at Colmar, France, on February 1, 1945. His father, Michael Dugan, Sr., who also was a Sun Ship employee, was born in Austria; believe it or not.

**JAMES D. WALSH** saw much fighting during the short time he was in the Army. He left Sun Ship to enter the armed forces in June, 1944 and was wounded early in January, 1945.



**BURD J. KAUFMAN**, GM 3/c recently discharged from the U. S. Navy and formerly of 36 Dept. and **DORIS A. OSMAN**, SK 2/c (just signed over for another year) formerly of the Cost Dept., C. Y., are cousins.



**WILLIAM C. REDFERN**, formerly of the Electrical Dept., was a member of the crew of the U.S.S. "BENEVOLENCE". He is shown with his father, C. Redfern, who works at the Wetherill Plant.

Know Your  
Fellow  
Workman

## WHAT HAPPENS IN SUN SHIP'S PLATE YARD

SUN Ship's "Out Post", namely 75 Dept., is proud indeed of their record during the trying years of the second World War. It should rightly be called, "The Foundation Department of Sun Ship" as this is the point where all construction begins.

The thousands of tons of steel required for building the ships were first handled by the men in this department. This steel usually arrives from the mills via railroad and is unloaded by cranes then it is checked and each piece is stenciled with the mill mark for future identity. After the material is checked, the checker's invoice goes to the clerks in the material office and the record is made in the ledgers. Upon the request of the Fabricating Shop, material orders are placed with the Plate Yard for the various plates and shapes as they are needed. Items requested are then loaded by crane on company owned railroad cars and placed in the shops where they begin to take shape for hull construction.

The Fabricating Shop is by no means the only dependent of this department for wherever a lift is required, 75 Dept. is on the job to make it — on the ways, at the piers, in the various storage fields all over the shipyard.

There is hardly a move made but what 75 Dept. is not called upon to play its part, either by crane or by shifting locomotive.



**STARTING THE PLATE** on its way to the Fabricating shop. On top: C. Riley. On ground: A. Strickland, W. Biernack, H. Machamer and A. Eagle.

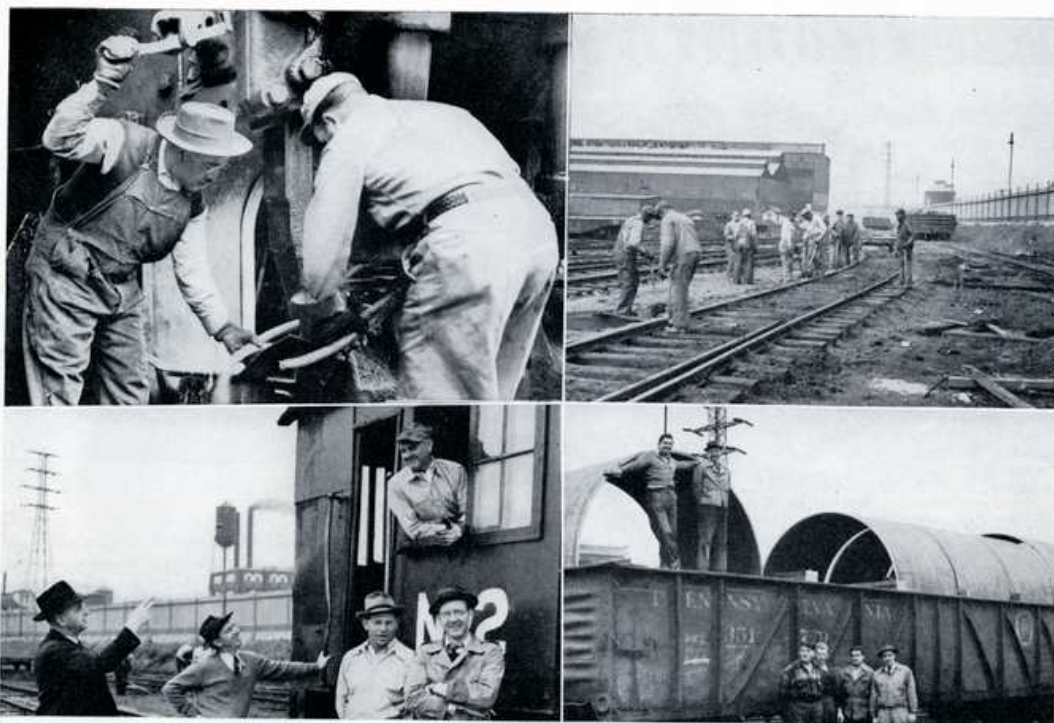


**THEY SALVAGE METALS** — Left to right, top row: J. Burgett, M. Sproule, John Albany (Leader), G. Powell. Lower row: A. Allison, T. Able, H. Durning.



**BERT SMITH**, checker, has kept track of many million tons of steel.





(Upper left) — **BIG SHEARS** used in a salvage job. Operators Ward and Miller are cutting the cable.

(Lower left) — **FOREMAN J. SEAMAN** gives instructions to Engineer Felts of No. 2 while Assistant Foreman Joe McBride, E. Jenkins and R. Macully stand by.

(Upper right) — **MAINTENANCE CREW** at work in the Plate Yard.

(Lower right) — **PLATE YARD** ships the fabricated parts from the boiler shop. On the car, B. Flynn and R. Macully. On the ground, J. Schramm, S. Dowrick, D. Carroll and A. Pinti.

## POST WAR NAVAL RESERVES

**A** two weeks annual cruise to foreign ports on modern combat ships, advancement in rank or rating while receiving pay for weekly training activities and association with a splendid group of men are among the opportunities offered members of the post war Navy reserve.

The 1,000,000-man Reserve will consist of a highly trained Organized Reserve and a Volunteer Reserve trained on a voluntary basis. Both will include surface, submarine and air components.

Specialist groups will comprise intelligence, fire fighting, civil engineering, ordnance, and harbor defense. A Merchant Marine component will operate under the Volunteer Reserve, and the Waves will have a place in the over-all program.

Maximum strength of the Organized Reserve will be approximately 25,000 officers and 175,000 men, while the Volunteer Reserve will have a strength of 800,000 officers and men.

Eligible for enlistment in the Naval Reserve are World War II veterans of all branches of armed services, qualified technical civilians and USN enlisted men when they are discharged at the expiration of their enlistments. Naval

veterans will be enlisted in the Reserve for inactive duty in the rate held at time of discharge from active duty.

The two weeks annual training will be either afloat or ashore depending on the specialty of each individual. On the 14-day summer cruises for shipboard training, phases of instruction that can be adequately performed only at sea will be emphasized.

While Volunteer Reservists are not obligated for any training, they will have the opportunity, within quotas, to participate in the weekly instruction as well as the summer cruises.

On request, the Director of the local district Naval Reserve will put personnel on the mailing list for periodic information of naval interest and keep them informed of district Navy activities.

Enlisted men now on inactive duty may enroll in the V-6 class of the Naval Reserve for inactive duty and later upon application may transfer to the Organized Reserve or other classes of the Volunteer Reserve when units are formed locally. If a man enlists in the Naval Reserve at the time he is separated, he will not be required to report to his local Selective Service board when he returns home.

Under the Naval Aviation Reserve program, pilots may fly aircraft currently operating in the fleet and at Navy pay in the case of the Organized Reserve.

## WHEN MUTINY CRAFT CAME TO SUN SHIP

**M**OST picturesque of all the craft that ever put into Sun Shipyard was the Grimsby trawler M.V. "GIRL PAT" a sleek little vessel that figured in a mutiny, was chased thousands of miles by the British Navy, was suspected of aiding a prison revolt plot at Devil's Island, was investigated as a diamond smuggler, lost her rudder, went through four great storms and took part in both the first and second World Wars.

It was in 1936 that the captain of the "GIRL PAT" turned pirate while fishing in the North Sea. He told the members of the crew that he intended to sail the high seas in search of adventure and threatened them unless they obeyed.

He dodged British destroyers by stealing into the Mediterranean. Then he sneaked out, sailed along the African coast to Dakar, then set out for South America. In French Guiana, the trawler was held for four days on a jungle river while authorities at Cayenne checked a tale that she was involved in a plot of freeing the convicts on Devil's Island.

She was taken in custody by a British destroyer. The captain and crew were sent back to England in irons. The members of the trawler crew contended that they had to obey orders from the master of the ship and were released. The pirate captain was sent to prison.

About January, 1937, Commander Reginald Lawrence of the British Royal Navy was sent out with a recruited crew to bring the vessel back home. While proceeding north above Florida, he experienced trouble with the Atlas Polar Diesel Engine fuel tips. He radioed for instructions and was answered by radio to put into a United States port and have a jeweler drill the fuel tips with a diamond drill. The United States Coast Guard intercepted the message and the word "diamond" stirred up action. Being suspicious of jewel smugglers, the vessel and crew were held under detention and made a thorough search. Upon finding nothing, the Coast Guard permitted the vessel to come to the Sun Shipyard for repairs.

Sun Ship made the repairs and drilled new fuel tips with .005" diameter holes and the vessel proceeded toward the Capes.

When half way down the river, the ship's rudder was lost and Commander Lawrence brought the vessel back to the yard by backing and filling. We dry docked the ship, renewed the rudder and the vessel again set sail and arrived in England on the 8th day of May, having consumed 24 days in making the voyage.

When Commander Lawrence started back to England, he had a "volunteer" crew. One of the men was an ex-convict, one was a big game hunter and an adventurer. One was a writer. Commander Lawrence was a graduate of the British Maritime Academy at Plymouth and is said to have been a close relative of Lawrence of Arabia. He was a very capable ship commander and is said to have figured in both World War No. 1 and World War No. 2. It was impossible to take sights from the deck house of the "GIRL PAT" so a temporary chart house was rigged on top of the cabin.

The mystery of the missing rudder never was solved, no person seems to know just when the rudder fell off but it is known that after a trial trip from the shipyard to Philadelphia and when the "GIRL PAT" had started for England, the loss of the rudder made the craft unmanageable and she was brought back to the yard and placed in the dry dock. Harry McBride, head of the Repair Department who was a draftsman, made a rough sketch of a make-shift rudder on a cement floor and from this a pattern was made. The main work done on the "GIRL PAT" was the installation of new engines.



"GIRL PAT" as she looked after being repaired by Sun Ship upon her arrival in England.

One of the incidents of the repair was the "Patented" priming of the cylinders which made such a blast and created so much smoke when the engines were started, that Commander Lawrence yelled that the ship had been blown up.

On the trial trip, spectators at the dry dock were astonished to see the "GIRL PAT" turn around three or four times in mid-stream before it headed up the river. Later Commander Lawrence explained that the ensign had been wrapped around the mast and the easiest way to get it floating in the breeze, was to turn the little craft around. The crew was augmented in Chester by a young deck hand who paid for the privilege of going to Europe as a sailor.

The little trawler received a great deal of publicity in England and was honored by being assigned to take part in the coronation of the present King of England. It later figured in World War No. 2 and according to late reports is still afloat and is engaged in trawling.



**THE CREW** just before leaving Sun Shipyard. Left to right: Mr. Story, Able Seaman; Comdr. R. Lawrence; Chief Engineer; Game Hunter, Dutchman, Deck Hand; Hopkins, Deck Hand (joined ship in Chester); Lambert, ex-convict (joined ship in Guiana); Copley, Cook and Radio Operator; Elliot, Auto Mechanic; Lawson, Chief Officer No. 1.



# THIRTY YEARS OF LOYAL SERVICE



PRESIDENT JOHN G. PEW is shown presenting 30-year gold service pins to Vice President Richard L. Burke (left) and W. G. McNees, plant

structural engineer (right). The event is more significant because this year is the 30th anniversary of our Shipyard.

## SERVICE AWARDS



T. Cauley, 55-121; Supt. Norton; J. Jenkins, 66-199; M. Palm, 67-106.



J. Keeley, 30-2135; Supt. Carney; D. Wright, 36-135; W. Carpenter, 30-86.



J. Lee, 93-39; Supt. Wilkinson; H. Edwards, 4-251.

# SERVICE PINS AWARDED FOR MARCH



(Top row) — Chief Electrical Engineer Jackson; L. Dambrowski, 59-676; J. Lachall, 33-357; W. Gordy, 59-389; E. Crozier, 33-156; R. Hall, 60-73.

(Second row) — D. Gerner, 45-90; P. Walls, 46-13; B. Griesmeyer, 45-25; Mr. Norton; C. Taylor, 69-90; W. Prorock, 46-52; J. Patruska, 69-60; A. Phillips, 66-82, and J. Jones, 55-122.

(Third row) — H. Fry, 34-683; C. Jones, 34-2527; G. Lavery, 34-232; Supt. Corney; D. Thomas, 34-76; W. Kelly, 34-10009; D. Brady, 34-555.

(Bottom row) — Chief Electrical Engineer Jackson; C. Swenker, 33-95; L. Fryer, 59-159; T. Kelly, 59-1473; F. Delaney, 59-153; J. Wrzesniewski, 33-207.

Delays in the awarding of the service pins have been overcome with the arrival of a supply of gold emblems. Starting with the week of July 7-13, presentation of the March pins were made in various departments. Under the new arrangement, the employees received their pins directly from the heads of their departments.

## MARCH

### 25 Years

30-26	W. Dill
34-53	A. Hoopes
69-30	A. Amor

## SALARY ROLL

### 10 Years

91-428	F. L. Willcox
91-528	F. Moonan
93-39	J. Lee

## DRAFTSMEN

### 10 Years

38-16	P. Gold
-------	---------

## HOURLY

### 20 Years

30-2066	F. Scheck
42-32	W. Hall
47-4060	J. Keren

### 15 Years

34-76	D. Thomas
67-106	M. Palm

### 10 Years

4-251	H. Edwards
8-247	J. Spaulding
30-60	J. Martin
30-86	W. Carpenter
30-2135	J. Keeley



33-95	C. Swenker
33-156	E. Crozier
33-207	J. Wrzewniewski
33-357	J. Lachall
34-232	G. Lavery
34-555	D. Brady
34-683	H. Fry
34-2527	C. Jones
34-2599	W. Manchin
34-10009	W. Kelly
36-135	D. Wright
42-54	D. Ytse
45-25	B. Griesmeyer
45-90	D. Gerner
46-13	P. Walls
46-52	W. Prorock
47-21	A. Kasproicz
47-215	P. Chubb
47-238	T. Thompson
47-405	W. Moran
47-1030	H. Stewart
47-2180	A. Petryk
47-2862	J. McCracken
47-2939	E. Galvin
55-122	J. Jones
55-138	J. Beattie
58-559	P. Klepacki
59-153	F. Delaney
59-159	L. Fryer
59-389	W. Gordy
59-676	L. Dombrowski
59-1473	T. Kelly
59-4068	H. Ziegler
60-73	R. Hall
66-82	A. Phillips
66-94	E. Howard
66-199	J. Jenkins
66-879	J. Reed
69-60	J. Patruska
69-90	C. Taylor
69-167	E. Horning
74-63	H. Veit
74-136	H. Radabaugh
80-78	T. Leeson
80-148	E. Bidgell
80-2690	J. Adams
80-2706	J. Searles
80-2717	J. Jones
84-26	J. Garrison
84-76	T. Redman
91-105	R. Fulton



CHIEF ELECTRICAL ENGINEER JACKSON and R. Gaul, 59-113.

CHIEF ENGINEER J. H. GORDON McCONECHY presented a service pin to P. Gold, 38-16.

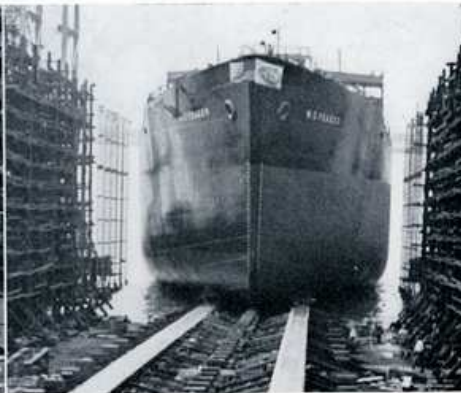


(Top row) — A. Petryk, 47-2180; P. Chubb, 47-215; Supt. Beatty; D. Thomas, 34-76; H. Veit, 74-63; W. Moran, 47-405.  
 (Second row) — F. L. Wilcox, 91-428; F. Moonan, 91-528; Controller Doyle; R. Fulton, 91-105.  
 (Third row) — J. Adams, 80-2690; J. Jones, 80-2717; Foreman James Brown; T. Leeson, 80-78; E. Bidgell, 80-148.  
 (Bottom row) — J. Keren, 47-4060; Supt. Beatty; W. Hall, 42-32; A. Kasproicz, 47-21; D. Ytse, 42-54; J. McCracken, 47-2862.

## LED WORLD IN TANKER CONSTRUCTION



START OF A TANKER



SHE HITS THE WATER

*The following descriptive article telling of the large service rendered the nation by Sun Ship during World War No. 2 is reproduced from the June edition of World Petroleum.*

**T**O a great extent the story of wartime tanker construction, as outstanding a triumph of mass production as any of the many achievements of American industry, is the story of a single yard, that of the Sun Shipbuilding and Dry Dock Company at Chester, Pennsylvania. Here was developed the type of ship adopted by the Maritime Commission as standard for the great bulk of its tanker tonnage and here was built 270 tankers in the five years 1941-1945 including 198 of the T-2 class.

Sun Ship, with its present imposing series of shipways spread along the shore of the Delaware River at Chester and forming the largest shipbuilding yard in the world, had its modest beginning in 1916. It was founded primarily as an adjunct to the transportation department of Sun Oil Company and it got into action just in time to play a part in the shipbuilding activity of World War I. Though not classed as a "war yard" at that time, it supplied four cargo vessels of 11,500 deadweight tons for use in the war, four others of 12,130 tons which were later converted into troop transports and three mine sweepers.

Significantly, however, the first ship to be launched from its ways on October 30, 1917, was the 10,600-ton tanker "CHESTER SUN" the keel for which had been laid before the United States entered the war. It had a carrying capacity of 75,000 barrels and was built for the Sun Oil Company.

Sun Ship from its inception has been closely identified with the Pew family and has been one of the carefully fostered undertakings of that enterprising industrial group. Its first president was J. Howard Pew who together with his brother, Joseph N. Pew, Jr., founded the company. In 1918, J. Howard resigned to devote all his time to his duties as executive head of Sun Oil Company and Joseph N. became president of the shipyard. Under his administration, the first tanker turned out by the infant yard was built.

In 1919 J. N. Pew, Jr., accepting the post of board chairman, gave place to his cousin, John G. Pew, whose activities up to that time had been largely confined to the natural gas industry. According to his own statement, John G. Pew never had been inside a shipyard until he took charge at Chester but, if so, he learned rapidly for the yard has risen to a place of outstanding importance during the 27 years of his administration and has been responsible for many innovations in ship construction and operation.

For this Mr. Pew insists on giving chief credit to associates, some of whom have been with the company from its beginning. Among these are Robert Haig, senior vice president and Richard L. Burke, vice president and general manager. Others are John W. Hudson, chief naval architect and the members of the engineer-

ing and construction staffs. A more youthful vice president is John G. Pew, Jr. who came to the yard in 1932 on his graduation from college and has worked his way up through all the various shops and departments. As manager of personnel he is given much credit for his handling of labor relations during the troublesome period of the war and he is said to know personally more of the workers at Sun Ship than any other man there.

In the years following World War I the yard engaged in general ship construction. Its original five ways were increased to eight and two dry docks were added to provide facilities for repair work. In the score of years between the two world wars Sun built an increasing number of all types of ships, while tankers always figured importantly in its operations. Being a progressive organization it introduced many noteworthy advances in design, power and construction. It developed Diesel drives and the adoption of higher speeds and pioneered in such phases of shipbuilding as the sub-assembly method. Highly important as a preparation for the role it was to play later on in national defense it was first to adopt the all-welded method of construction. These first all-welded vessels, be it noted, were tankers. In 1931 the "WHITE FLASH" was built. It was a seagoing ship but of small size, 194 x 34 x 12 feet, of 887 deadweight tons. In 1934 a sister ship the "FRANKLIN" followed.

The success of these pioneer craft led in 1937 to the launching of the Atlantic Refining Company tanker "J. W. VAN DYKE". This was among the largest and speediest ships of its class built up to that time and attracted widespread interest in shipping circles because of the many new ideas embodied in it. Its dimensions were 521 x 70 x 40 feet and its deadweight tonnage was 18,100. Its turboelectric drive developed 5,000 horsepower. Its designed service speed was 13.25 knots but it was easily capable of making 14 knots or better. Its capacity was 156,000 barrels and its cargo pumps, discharging 15,000 barrels per hour, enabled it to make a quick turnaround at terminals. The "J. W. VAN DYKE" was of welded construction except for the bow and stern and it was followed by others of similar design and dimensions such as the "ROBERT H. COLLEY" and the "E. J. HENRY" which were welded throughout.

Combination of the more salient advances made during 1930 to 1940 led to the construction of one of the most famed ships produced at the Sun yard, the twin screw tanker S. S. "CIMARON" which gave its name to a class and served as the prototype of the standard tanker design adopted by the Maritime Commission for the huge production program of World War II. The "CIMARON" was 525 x 75 x 39 feet. Its deadweight was 18,230 tons, its carrying capacity 150,000 barrels and it has a sea speed of 19 knots.

It was in 1936 that the Congress of the United States passed a merchant marine act intended to give the nation adequate



representation on the high seas and established a Maritime Commission to carry out its program. Actual construction under the terms of the act began in 1937-38.

It was fortunate for the country that the implementation of the proposal was placed in the hands of two men of vision, energy and broad technical knowledge: Vice Admiral Emory S. Land, who was chairman of the Commission throughout the critical war period, and the late Vice Admiral Howard L. Vickery who as vice chairman had charge of all design and construction in the upbuilding of the greatest merchant fleet the United States ever has owned. These experts attacked their task with vigor and set up a long range schedule designed to provide a well balanced tonnage of merchant shipping in the course of ten years.

The initial order to Sun Ship placed in January, 1938, covered the three tankers — "CIMARRON", "SEAKAY" and "NEW ORLEANS". This was followed by a contract for six cargo motorships of the C-2 type. Other contracts placed prior to the country's entry into the war called for a total of 114 vessels of which 18, including the three tankers mentioned, were delivered before the start of hostilities. Fifteen were cargo and passenger-cargo ships of C-2 and C-3 types. The first of these was the motorship "DONALD McKAY" which was delivered on January 27, 1939. It was followed at monthly intervals by others of these classes.

In accordance with the plan of mass production adopted it was natural that each shipbuilder should concentrate upon a single type of vessel. Because of its close identification with tanker progress, its specialization in that field and because it had been largely responsible for development of the class of tanker adopted as standard for war service, Sun Ship was a logical selection to carry a large part of the load of wartime construction. The original order for 72 tankers was followed by many repeats. In the course of the war Sun yard had contracts for 211 of the standard T-2 type alone. Of these 13 were cancelled after V-E Day leaving a total of 198 of this type.

This T-2 all welded single screw tanker which was officially designated as T2-SE-A1 was developed by Sun Ship, this ship being a duplicate of a number of previously developed tankers for private concerns, that is duplicate as to hulls except the T-2's are without shear. Its specifications are as follows:

Length .....	503 ft.
Breadth .....	68 ft.
Depth .....	38' 3"
DWT .....	16,615 tons
Power (Single Screw, Turbo-electric) .....	7,500 HP
Speed .....	15½ knots
Cargo capacity .....	140,000 bbls.

These are the ships that carried the bulk of the oil that brought victory to the United Nations. The first one completed, the S. S. "GETTYSBURG", was launched on the Delaware February 2, 1942. From 1942 to 1945 a total of 481 were built on order for the Maritime Commission. Forty percent of them were built at Chester. For those constructed elsewhere the plans, templates and construction data worked out at Sun Ship were passed on to the other builders to save time and effort on their part.

The sudden increase in the load placed upon Sun Ship by the national emergency required a swift expansion in facilities. Twenty new shipways were added to the eight previously in operation, capacities in all departments were correspondingly enlarged, and new shops and other facilities added. One of the most difficult problems faced by the management was that of finding a sufficient number of employees and of converting these men, mostly without previous mechanical training into skilled workers in a short period of time. The problem was made more serious by the company's loss of many of its most experienced and valuable men. Some 18,500 of them entered the armed services during the war. Nevertheless, the employment rolls steadily rose, from 7,875 in March 1941 to a peak of 35,633 in July 1943.

To fit the thousands of men and women brought into the yard without previous experience, training schools were established and short-time courses were set up covering the work of almost every department. Trainees were divided into four groups and instruction was given in (1) engineering, science and management (2) foremen's duties (3) vocational training and (4) job instruction. More than 27,000 employees completed these courses. Some of the instructors were recruited from nearby colleges and a few were drawn from other industrial plants but most of the craft instruction was imparted by yard employees who took great interest in the work. Seventeen training manuals were compiled as text books and more than 178,000 copies were distributed, many to employees of other shipyards.

Women were assigned to manual work in the yard in October

1942 and their number increased to 2,680 at the end of 1944. They filled positions as welders, electricians, tinsmiths and boilermakers as well as in less strenuous tasks. They rendered a good account of themselves but most of them were quite ready to relinquish their jobs as war veterans returned to fill them. Another innovation adopted was the manning of the No. 4 section of the yard including eight ways, chiefly by negro labor. Though regarded as something of an experiment the No. 4 yard employees made good and took great pride in the work turned out by their group. In the autumn of 1943 some 9,000 men were employed in this section and their output included eight troop ships, six hospital ships, five freighters, a tank carrier and 35 car floats.

A matter of great pride to the management and workers at Sun Ship is the record established in the war by the ships they have built. It includes many thrilling incidents as well as a few tragic endings. One of the most remarkable is the feat accomplished by the tanker "OHIO" in delivering a cargo of gasoline to Malta when that beleaguered island was under night and day attack by Axis bombers and its fuel supply was down almost to the last drop. Built in 1940 for the Texas Company, the "OHIO" was later transferred to the British and was sent to the Mediterranean as part of a relief convoy to Malta. Attacked by submarines and planes the ship was torpedoed, bombed and set on fire. Given up as lost by the rest of the convoy which proceeded on its way, the crew subdued the blaze, got the ship underway and rejoined the group the following day. For five days the aerial attacks kept up, starting fires repeatedly while the gun crews fought back bringing down one of the bombers. Finally a shell put the boilers out of commission but a destroyer towed the ship into Malta harbor and the island's garrison. An interesting sequel is that after repairs the "OHIO" was turned over to Yugoslavia and became the flagship of its Navy.

Another exciting career was that of the "SEAKAY", sister ship of "CIMARRON", which was converted into a plane carrier and renamed the "SANTEE". In 1942 she participated in the North African invasion, then on a cruise to the South Atlantic rounded up a blockade runner which was scuttled by its crew, attacked and probably sank an Italian submarine. Then, returning to the North Atlantic, she earned the right to decorate her bridge with six German flags representing the number of subs sunk by her crew. Transferred to the Pacific she took part in the long Okinawa campaign and at the battle of Leyte Gulf after being struck by a kamakazi plane which crashed through to her hangar deck and being hit by a torpedo that tore a large hole in her side, her planes carried out an attack on the battleship "MISASHI" and helped drive off the main Japanese fleet. The "SANTEE" survived the war and made good her claim to the title of "Queen of the CVES".

While the construction of new vessels was the most conspicuous occupation of Sun Shipbuilding and Dry Dock Company during the war years, it was by no means the only activity. More than 1500 ships damaged by enemy attacks or other causes were repaired in the company's dry docks and wet basins during the war. Some of these repair jobs were remarkable. Such was the case of the "E. H. BLUM", an Atlantic Refining Company ship, which broke completely in two.

In the machinery plant which forms part of the Sun yard, many machine parts for ships repaired at Chester and elsewhere were made. Here also the company continued the building of the celebrated Sun Duxford Diesel engine which powers many of the ships built by Sun Ship and other companies. A related activity in normal times providing a substantial part of the company's business is the building of oil refinery equipment. During the war this department continued in operation, building cracking case units, fractionating towers, tanks and other refinery equipment required at home and for shipment to Russia, Iran, Arabia and other distant oil producing areas to aid in the provision of petroleum products.

Although the enormous pressure of insatiable war demand has been lifted, the yard on the shore of the Delaware is still a hive of bustling activity. Ships are being built, ten freighters of 12,500 tons for the Netherlands government. Five high speed tankers were built for the United States Navy and several other tankers for private oil companies.

And in the modest executive offices in the center of the yard sits John G. Pew directing his small army of workers with a firm hand and a kindly interest in their welfare. At 75 he is as sprightly as the youngest apprentice and one of the hardest workers in the entire organization. To him the building of a giant fleet during five gruelling war years was just a task imposed in the line of duty to help preserve the American way of life, a tough job but one from the performance of which much satisfaction was derived. Today he is looking to the future, to the application of new ideas in ship construction and to the strengthening of benefit plans that he has long fostered for the boys in the yard.

# HOT WEATHER SAFETY PAGE

DRAWINGS BY "RICH"

SOMETIMES  
IT AIN'T  
THE  
HEAT



BE WISE  
Work Safely  
EVERY  
DAY



EARLY HOURS



HATS



SWEATBANDS



DISPENSARY



SALT PILLS



## SIDELIGHTS ON TRIAL TRIP OF U. S. S. WACCAMAW

**T**RIAL trips of the shipyard are performed by a small number of employees so that few of our workers know what goes on when the ship backs away from the pier. The departments that play a large part in trial trips are 68, 36, 33, 34 and the draftsmen.

Navigating and seamanship on the trials are taken care of by 68 Dept. under the direction of Captain Charles Townsend assisted by Mr. Brainerd, Chief Mate and Mr. Ferrell, Watch officer. Handling the lines and steering the ship are performed by Barney McQuillan, Boatswain, and other riggers.

The engine room and auxiliary engine are under the direction of Chief Engineer Becton assisted by Mr. Miller and Mr. Malloney, Assistant Engineers. They in turn direct machinists who operate the engines and fire the boilers.

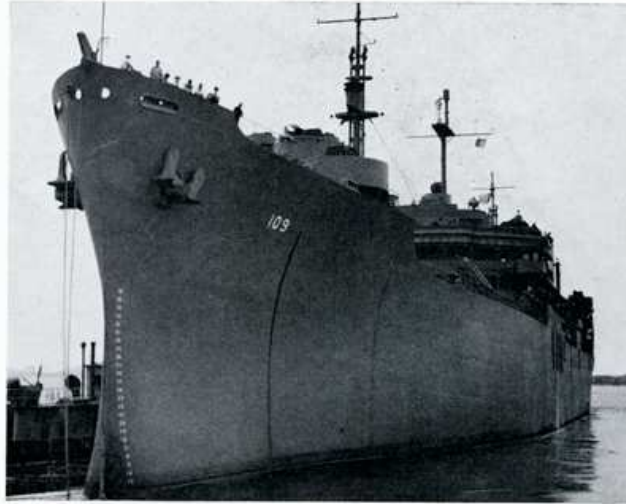
The Electrical Dept. sends Paul Brinton, who directs his men in the operation of the generators and all electrical gear. The pipefitters, 34 Dept., sends Harry Birl, who has charge of putting water ballast in the ship; also, he must keep an eye on all piping for leaks or stoppages. Mr. F. Synder has charge of checking the performance of the engine and auxiliaries on the tests assisted by Mr. Richardson and other draftsmen.

Representatives of outside contractors go along to check on their company's equipment. Then the future owners and operators of the ship send their technical men to check on the performance of the vessel and acquire data for their files.

On the day of the trial trip, the tugs from the Atlantic Refining Company come along side and get in position to assist the ship out of the basin. The Delaware River pilots send Captain Curtis Johnson to direct the ship down the river. On the trip, water ballast is taken aboard to bring the vessel down to a deeper draft for the trials. The engines are brought up to full speed by increasing the R.P.M. at 30 minute intervals.

When the vessel gets below Brown Shoal Buoy in the lower Delaware Bay, the compass is adjusted by swinging the vessel around. Also the direction finder is calibrated. When this is finished, the maneuvering trials are carried out. The ship is brought up to full speed, then the rudder is brought over hard right then to hard left. The time interval and pressures are checked by the draftsmen in the steering engine room. This is repeated with the other steering unit. As on most ships there are two complete steering units. If one fails you have the other to fall back on.

The next test, the crash stop gives a check on the performance of the engine to bring the ship to a stop from full ahead. After the ship starts to go astern the readings are taken on the various gauges over a period of 30 minutes. The steering gear is also tested again while the ship



BIG NAVY OILER as she looked just before starting on run down the bay.

is going astern. After the 30 minutes are up, the engines are crashed ahead to determine the times and horse power to bring the ship from full astern to stop to full ahead.

Next is the anchor windlass test. Both anchors are dropped with 30 fathoms of chain; then heaved up together to check the time it takes and the ability of the windlass to meet this strain.

After this the ship goes to anchor for the night in the Delaware Bay. During the night, evaporator tests and other machinery tests are conducted. When the ship is anchored, there are many men who try their luck fishing. Also on these Navy tankers there are movies.

Early in the morning the vessel gets under way and proceeds to Five Fathom Light Vessel to begin the six hour endurance test. The ship runs out to sea in a southeasterly direction for three hours and returns to Five Fathom to finish the endurance test. The horse power, fuel consumption and other data are taken during this time.

After the endurance run, the ship returns to the shipyard to have the unfinished work completed. Then it is turned over to the new owners.

The food is prepared and served under the direction of Mr. Schmidt of the Slater System. Mr. John Maher goes along to take care of the first aid. Mr. John Mick looks after the room arrangements and hands out the smokes for all on board.

No trial trip is complete without Chappie Van Dorn, who makes up the bunks and does many little things for all on board. He has most likely made more trial trips than any other person in the shipyard.

The pictures were taken on Hull 530 while on trial. This ship is the last of five of the large twin screw Navy Oilers.



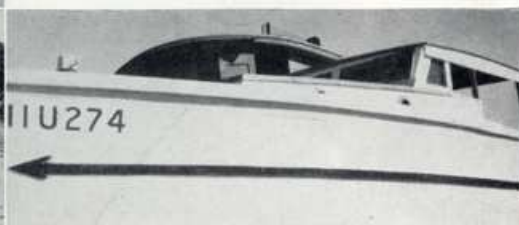




(Upper left) — "RUTH M." with its owner, Thomas Hardy, liaison officer for the cafeterias and his son, Richard, with Winnie Rogers. (Above) — C. De TULLIO, Capt., and L. GEORGE, 1st mate, of 59 Dept. on the "MARIE".

(Left) — CRIS SKIDAS and ANN LAUDINO, Key Punch Dept., enjoy an outing on Frank Wilson's boat. Frank is in the Contract Dept. (Lower left) — "RON-LEE", operated by W. Davis, 59 Dept. Aboard are Mrs. Alice Davis, wife; Mrs. Lennen, and Mrs. Marshall.

(Below) — "POCOHONTAS", operated by 59 Dept. lads. C. Goudy, Capt.; H. Herman, anchor man; O. Dent, engineer; H. Cushing, mate; G. Quigley, oiler.



**FISHING** — BIG CATCH OF FLOUNDERS made by, left to right: R. Kershaw, W. Davis, Jr., T. Latch, H. Davis, G. Davis and W. Davis, Sr. Fishing was done at Indian River Inlet below Rehoboth, Delaware.



**HUNTING** — DAVID NEVIN of 59 Dept. sent this photo to Vice President R. L. Burke, to show the sort of big game shooting in his native state of Montana. Ten elk are in the band feeding near Big Timber.



"BUS" CROSTON proudly holds a 30-lb. striped bass he caught during trial trip of the U.S.S. "WAC-CAMAW" — he says.



### INK SPOTS FROM THE HULL DRAWING ROOM

By Frank L. Pavlik

Hugo Corbalan, our Chilean associate, has severed his connections with Sun Ship and plans to make a tour of the U. S. A. before leaving for South America.

Edith Neal Montague hastens to assure us that those guys who marry in June are not naive, despite Dagwood Bumstead's assertion to that effect.

Jack Petchel has been on the sick list, and we join in wishing him a speedy recovery.

### TO USERS OF SUN HEAT FURNACE OIL:

You must sign and return your fuel contract to the Sun Oil Company before the Company can grant your employee's discount. It is important that this be done without delay.

### 34 COPPER SHOP

By H. C. Obdyke

Saturday, July 6 was a big day for twelve of our boys who left at 2:00 A. M. for a day of fishing and crabbing at Queenstown, Maryland, piloted by "Commodore" Connie Jones. After breakfasting at Smyrna, we again were on our way and when within about 20 miles of our destination, we were told we only had about another ½ mile to go (believe it or not). We finally reached there, however, and all hands prepared for a large catch.

I observed some fine exhibitions of strength and endurance in net pulling and swimming. In fact, one member tried to swim for the boat with hip boots on and in order to reach the boat had to kick off one boot which will add to the expense of the trip.

We caught plenty of fish, crabs and sunburn. I can only say all hands had a good day's outing and our pilot "Commodore" Jones, after a lot of heckling, made good and certainly took us to a beautiful part of the country.

### OUR AUGUST COVER

One year ago, August 14, Japan surrendered unconditionally to General MacArthur and hostilities in the second World War came to an end. Al Holmes, Sun Ship artist, has drawn a striking sketch symbolic of victory and it is reproduced for the cover page.

### 88 DEPARTMENT CAPT. MILLS' SQUAD

By Joseph Brennan

Vacations are still in progress.

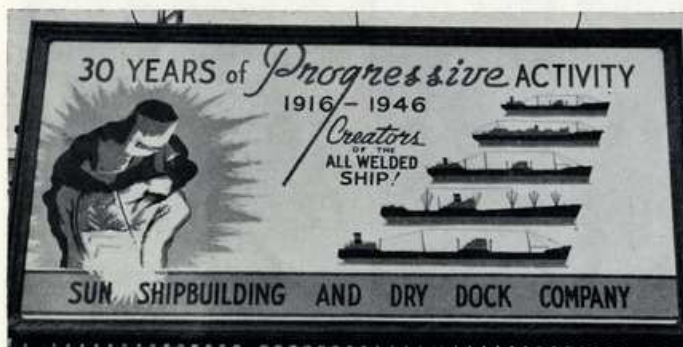
At this time the writer would like to make some comment on our new work schedule, five days a week. Financially it means some difference to us, and yet by the same token it gives us a much needed rest. Our squad trusts it will be a success.

Our Guard Dept. during the past years has rendered the most faithful discharge of duty in their past work schedule, seven days a week, and if I may intrude, I feel special praise should be given us for this faithful service which we have rendered. I would also like to add to this measure of special praise the names of Supt. Sheain and Chief Martin also for arranging this new work schedule and keeping the riders together as this was anything but an easy task.

The following guards have joined our squad — Baker, Sweeney, Megill and Dilworth. Men, we welcome you with open arms.

Guard Rice has left us to answer the call of his church. His work in the future will be from the pulpit. The squad wishes him the best of luck and the writer is positive he left many pleasant memories behind.

Captain Johnson was with us during the time of Captain Mills' vacation. The squad welcomes you also with open arms.



NEW MESSAGES have been painted on Sun Ship signboards. They tell of the progress made during the 30 years our plant has been in operation.



## BIGGEST AIR MARKER IN THE STATE



ON the roof of "B" building Central Yard, is the largest air marker in Pennsylvania. The letters and figures are massive, the word "Chester" being 22 feet high.

Sponsored by the Chester Junior Chamber of Commerce, the work was directed by W. Raymond Curry, of Chester, an amateur light plane pilot, Earl Blanton and others.

Officials in Washington and the Civil Aeronautics Authority in Harrisburg have approved the marker and Chester will be added to all charts underlined with red as an air-marked city.

Chief Pilot C. M. Hefner of American Airlines writing to Mr. Curry gave this endorsement: "Your air marker at Chester is certainly outstanding. We have had a great deal of favorable comment from our pilots on this marker. I think you are to be congratulated for this contribution to aviation".

In addition to the 22-foot letters identifying the city of Chester, there are 40 foot arrows pointing to Buckman Airport, two miles to the west

and Philadelphia's Southwest Airport, 6 miles to the east.

The latitude, 39-51, and longitude, 75-21, figures also appear on the marker.

The markers were lined out in all instances by the Jaycee Committee members and in some instances all the work done by them. Directions were obtained by lining in the arrows by sighting on a plane flying over the buildings in the proper direction. The flights were flown by Curry and Norman Smith, of Buckman Airport. Curry also is assisting the Kennett Square Junior Chamber of Commerce in laying out a similar sign there.

Curry hopes that his project will win the local Junior Chamber of Commerce a State prize in the Jaycee's air program contest. The local venture is the first of its kind essayed by a Jaycee group.

Besides the Marcus Hook and Chester locations, 10-foot high signs now mark Buckman Airport, as already mentioned, the Shalcross Manufacturing Company, Collingdale; Pearson's

Garage, Media; and the Williamson Free School of Mechanical Trades.

Curry pointed out that not only will the markers be an aid to flyers but will identify the city and the surrounding towns to persons flying over the area in commercial aircraft.

Members of his committee are Earl Blanton, vice-chairman; Richard Redgrave, William Williamson, Robert Oberlander, Tony Dilodevico, Fred Smeeton, Robert Blanton and Charles Gabries. The markers have been checked with aerial photographs taken by Harry Hladky.



PAULETTE ERTWINE, of the Contract Dept., just completed her fourth year at Sun Ship. Paulette is a graduate of Ringtown High and McCann School of Business in Mahanoy City, Pa. Her home is in Ringtown, Pa.

## NEWS FROM 80 DEPT. STOREROOM

By F. Corcoran

Bob Curry is back on the job again after touring the New England States for the past ten days. Bob said he had a grand time.

Bob Selfridge just returned from a most enjoyable vacation at Cape May, N. J., and from the looks of him, he certainly must have spent most of his time outdoors.

Mary Fillinick and Stella Zabitka spent the Fourth of July week-end at Wildwood and were rewarded with glorious coats of tan.

After an illness of nearly one month, Dolores Deromedi has returned to work. Welcome back.

Ed Berg is still confined to his home with arthritis. He has been laid up for well over six weeks.

Norman Dowd says he spent a quiet vacation at home looking after his garden and lawn and taking things easy.



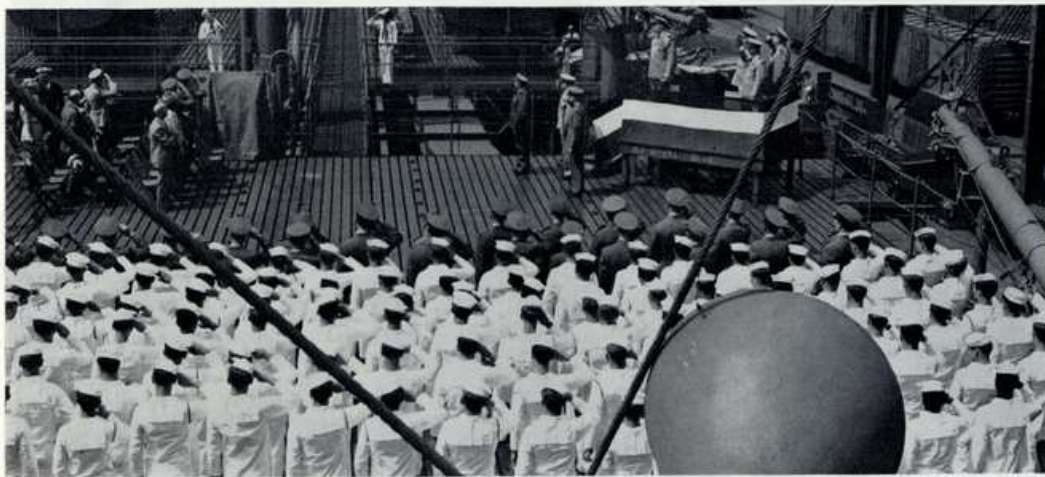
HUNDREDS OF FORMER EMPLOYEES have responded to the recent call to return to their departments. Reconversion of the big Seatrains and finishing the Netherlands government cargo-passenger ships have brought about the new demand for help.

# SUN-BUILT NAVY OILER IS COMMISSIONED

(Right) — **NAVY TAKES OVER.** Left to right: Capt. S. W. Stringer, now commander of ship; Lt. (j.g.) W. W. McKeever, Rear Admiral Cobb and Lt. Comdr. W. L. Wolf.



(Below) — **COLORFUL SCENE** on deck of U.S.S. "WACCAMAW" as the 18,000 ton ship is transferred to the Navy Dept. at the League Island Navy Yard on Tuesday, June 25.



## 59 DEPARTMENT

By C. DeTulleo

Vacation time is here and I visited Wildwood recently. I ran into quite a few Sun Ship men. Bill Davis was there, Joe and Larry Landino and family. Joe Trakin was looking for the biggest stein in town. Bill Weidner was buying tires. Brother Harry took Rose DiAntonio on the merry-go-round and got dizzy.

Dave Biddle informs us he has scored again, this time William David Biddle, 3rd., 7½ pounds. Mrs. Biddle is fine.

John Ogden has returned from Boston, Mass., where he attended a fire school for a week.

Joe Ytse has a swell farm near Pulokas' in Woodlyn.

Mike Kowalchuk, our popular first trombonist in Sun Ship's band, claims

he is one of the oldest members. Mike played at the concert on the 30th of July at Deshong Park.

Whitey Herman painted thru all of his vacation at Woodland Beach.

M. Ozaluk has seven witnesses to prove he caught a 15-inch bass at Springfield Dam, last week.

Art Sherrer is gradually losing weight.

Joe Blythe spent his vacation teaching Tommy White how to shoot darts. The well known Dayton is hoping to invent some sort of atomic welding wire so we can really count the ripples while welding.

Phil News finally got his Olds.

P.S. Will someone inform your reporter who this guy "Kilroy" really is. I have the award of the month pin for him. He certainly has been around every part of the yard.

## DAUBS FROM THE PAINT SHOP

By F. Richardson

**Fashion Notes** — Here and there among the paint gang one notices a pair of white overalls standing out like the proverbial springhouse in a fog. To the layman this means nothing but to our experienced eye it indicates the lucky wearer has just been re-instated after temporary layoff or has made a killing at the races.

**Frontiersman** — Mr. Miles has acquired one of those Delaware farms complete with pigs.

**Goat Dept.** — Hayford Thompson is reported to be disposing of his prize goats. For three years Thompson has fought to elevate the standard of living for these creatures who are possessed of some good characteristics.



## NETHERLANDS' INSPECTORS AT SUN SHIPYARDS



REPRESENTING THE MINISTRY OF SHIPPING, they have been assigned here in connection with the contract for ten cargo-passenger vessels. Back row, right to left: Resident Engineer L. Bon-tenbal, Mr. J. Jordaan, Mr. A. Calame, Mr. H. van der Roest, Capt. W. A. Peters, Mr. O. G. Botje. Front row, right to left: Mr. A. Hollander, Mr. L. de Gelder, Mr. H. R. Rodenhuis, Mr. G. Louwerse.

## DOWN THE "ALLEY"



SKIPPER BOB BROWN of the fireboat "TYPHOON", turned on three fire streams and created this unusual effect. The size of the two Netherlands ships is emphasized by the smaller fireboat.



THREE TUGS help in edging a cargo ship to one of Sun Shipyard's dry docks for a checkup.

## 36 DEPT. MACHINISTS

By Richard Clendening

"Big Jim" Koszalinski of Dry Dock is vacationing in Wisconsin where he is visiting a sister. He is driving the family there and back. We hope his visit will be a pleasant one and that the car and tires co-operate to make the trip a real pleasure.

Johnny Curry is doing some excellent work on the pitching mound for Our Lady of Peace's baseball nine and many of the fellows here turn out to see all the games in which he is scheduled to play.

The old gang is quite sports minded anyhow. Many like to journey to Shibe Park to see the Phils and A's and are usually headed by Paul Tuss while Larry Owens leads another group regularly to Lloyd field to enjoy the fights there.

We are informed that Jack (Pups) Owens has just landed in Seattle on the way home from Japan and all are anxiously waiting to greet him again.

Dave Anspach of Copper Shop spent his vacation at South Bend, Indiana and returned looking swell and full of pep.

Some of the boys are very much puzzled as to the strategy which Paul and Larry use in order to have their wives go vacationing alone every summer, while others wonder how the temporary bachelors manage domestically without the usually necessary housewife — (Bet they use paper dishes).

We were sorry to learn that our welder friend, Archie Simpson, is hospitalized and trust that his recovery will be speedy and complete.



MRS. NELSON CAMPBELL, formerly Miss Dora Logan, was married on May 17 at the Park-side Methodist Church. Dora is now back at work in the Salary Paymaster's Office.

## FROM SUN SHIPYARDS TO CHILE



**H**UGO Corbalan, who for two years was a worker in the ranks at Sun Ship, has returned to his native Santiago, Chile. A university graduate, Hugo was sent here by the International Training Administration to learn shipbuilding. He went through many departments from the Dry Dock to the Drafting Dept. He was so quick to learn that he was rated as tops among all the South American lads sent to the United States for special training. Upon his return to Santiago, Chile, Hugo plans to open a ship repair yard and later expand it to a shipbuilding plant.

In a recent article the young man told of his experiences at Sun Ship. He declared: "Until only a few years ago the North American in almost all South American countries lived a life completely apart. For instance, around the nitrate mines of North Chile and the copper mines of Central Chile, the Americans lived in their own section, had their own clubs, theaters, sports clubs, swimming pools, etc., where the 'natives' were not permitted."

"This was and is yet fine material for Nazi propaganda. The Germans declaimed loudly that they had come to our country to settle and intermarry and to mingle their culture with ours. The Nazi had far-reaching plans by advocating this to their German people settling in South America, for when Hitler gained power, each one of these Germans, either by choice or by force, became a Nazi agent."

"Franklin D. Roosevelt created the Office of Co-ordinator of Inter-American Affairs. He created this office to combat the Nazi influence."

"I spent two days in Miami and then came to Washington. There I learned that I was chosen for nothing less than to work and study in the largest privately owned shipbuilding company in the world, Sun Shipbuilding & Dry Dock Company. I went immediately from Washington to Chester accompanied by a representative of the International Training Administration. My eyes grew wide with amazement as we drew near to the yard and saw parked hundreds and hundreds of automobiles."

"Dumbfounded with amazement I cried, 'What, How much does a workman earn in this fairyland of yours to own beautiful cars like these?' 'Let me see . . . about \$1 an hour is the average for a skilled workman.'"

"I mentally changed dollars to Chilean pesos to realize the incredible fact that the American workman earns the equivalent of 8000 Chilean pesos a month, which is just

a little more than the highest paid secretaries of the Government receive in my country. I couldn't help comparing the difference of a workman's wage in America with the average 70 cents a day of most South American workers."

"The day was filled with surprises for me. We went straight to the office of Vice President John G. Pew, Jr. and while waiting in the ante-room I amused myself by drawing a mental picture of this important man."

"I made him an exact copy of the heavy set, expensively dressed movie executive, seated comfortably with his feet propped on the desk."

"But he was nothing of the sort, this good looking, friendly young fellow. In fact, he still had a little shipyard grime on his hands and his overalls had been hurriedly tossed on a chair."

"My ultimate surprise in this surprising executive came after I had told him that I felt I would learn more by beginning at the very bottom. He explained to me that it was a very good idea; he, himself, had worked on the 'ways' for 10 years learning the business thoroughly."

"I have pondered this fact many times, and always concluded, as I did at that time, that this is the secret of America's success. In my country, I, as a university graduate, could never have done that, as it simply isn't done."

"The following morning I began my work at the very bottom as a helper. At lunchtime I ate from a paper plate with a wooden spoon, and viewed my companions quietly, the begrimed, weary, joking men and women eating hugely and happily. I heard them speaking some intelligently and some not, some in good English and some in poor. Then I realized what democracy meant — men from every walk of life working together."

"I couldn't help contrasting my surroundings of the moment to my recent dinner with the President of Peru or lunch with the Ambassadors of my country during my trip to this country. But somehow this food here tasted better, flavored, as it was, with this new comradeship."

"Now that it is almost time for me to go home, America is to me no longer the America of the movies, but it is the land of Tom, Dick, Harry, Spike and Slim."

"All of them personifying peace, freedom and democracy."

## SYLVAN SCENE IN SHIPYARD

(Believe It or Not)



THIS RUSTIC VIEW was taken from the bridge between Central and North Yards.





**JUNE DEWHURST**, attractive Wave who has been attached to the office of Commander Henry Nash for several years, has left Sun Shipyard and returned to the Connecticut College for Women to complete her scholastic career.

June was known to every employee in the plant as the "Skipper of the Demon Jeep". When she came here the diminutive, soft spoken Wave was told she would have to drive a car. She had never handled a machine but said she'd try. Commander Nash and Lt. Comdr. Elliott became instructors and in a short time, June became an expert at the wheel. She made that jeep do stunts that amazed her tutors. It could turn on a dime, rear upon its hind wheels, leap across railway tracks like a bounding antelope. And yet June never had an accident — was a safe driver.

She was a popular gal and only a few days before she left the yard she got a phone call from Paris. Boys in the Navy sent her letters from all parts of the world.

When she left Sun Ship, M. J. Ford of the War Shipping Administration reminded her Navy and other friends that June's nylon stockings were full of runs from driving the jeep so they chipped in and bought her a lot of new ones.



**TRANSFERRED** to the Netherlands government shortly after being launched here February 19, 1944, the S.S. "FORT SCHUYLER" recently came back to Sun Shipyard for inspection and overhauling. The "FORT SCHUYLER" went into the armed service and came through with a fine record. The sponsor at the launching was Miss Jean M. Burton, daughter of E. J. Burton, a foreman in the Blacksmith Shop.

## TANKERS

This vigorous poem was written by Berton Braley for Cities Service Oil Magazine.

*The seaways are clear of the menace and fear  
That lurked in each foam-crested swell,  
When tankermen bet as to whether they'd get  
To heaven — or harbor — or hell.  
They won — at a cost in lives valiantly lost —  
They kept the war-engine athrob,  
And now the sea's clean, tankers turn to routine  
And steadily stay on the job.*

*Their engines are humming this song  
"The tankers go rolling along"  
Their war-job is done with,  
They're powering peace,  
For industry's run with  
Their fuel and grease,  
They ride every tide  
Homely, sturdy and strong  
— "The tankers go rolling along."*

*The tankers — they roll on the petrol patrol  
Wherever sea-surges are hurled;  
A workaday fleet freighting power and heat  
And grease for the gears of the world.  
The tanker's no rose to a sensitive nose,  
No glamor-girl ship on parade,  
But the stuff in her hold is the magical gold  
Of which today's wonders are made.*

*A chantey, full-throated and strong!  
"The tankers go rolling along"  
(And though it's a tune that the tankerman stole  
Direct from the Army — still, tankers DO roll)  
They roll, and go churning  
The oceans afar  
To keep the wheels turning  
Wherever wheels are,*

*Without 'em this mechanized world would go wrong.  
Thank Heaven the tankers keep bowling along,  
"The tankers go rolling along."*

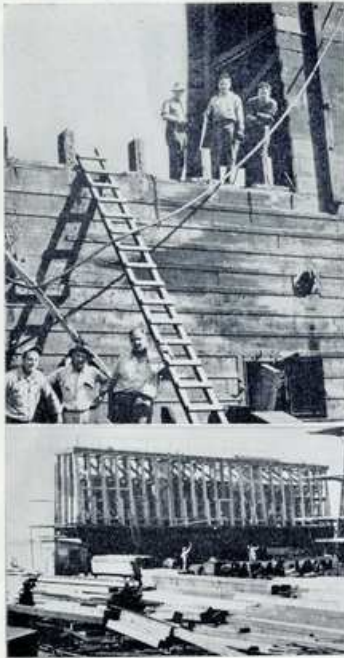


**THE PILOT BOAT, "DELAWARE"** has returned to her tour of duty at the Delaware Capes after being re-engined and overhauled by the Sun Ship Repair Dept. Owned by and operated by the Delaware River Pilots' Association, the "DELAWARE" was built at the Abbott Boatyard, Milford, Delaware in 1929. She has a wood hull. During the war, she was taken over by the government and aided many ships damaged by enemy submarines.

She is of 400 tons displacement on a draft of 10'-6". Her overall length is 108 feet and she is powered with a 400 H. P. Atlas Diesel Engine.

She carries a crew of nine under Captain Clarence Newcomb who has been with the craft for 15 years.

## WOODEN PONTOONS RECONSTRUCTED



RECONSTRUCTION OF THE WOODEN PONTOONS of No. 1 Dry Dock has been one of the major jobs in the shipyard this summer. Below is shown a section with one side open and the other side walled. Left: A side with much of the timbering cut away. At the foot of the ladder are John Fry, W. McCann and A. Bedwell. At the top are D. Crocker, T. Salomme and Burner Miller.



SERVING THROUGH TWO WARS, THE "H. F. ALEXANDER" continues to sail the seas and today is an army transport. It was in 1922 that the former passenger liner was reconditioned by the Sun Shipbuilding and Dry Dock Company. She had been a flagship in the U. S. Navy during the first World War; selected for this duty because of her speed. With the end of that war, Sun Ship restored her as a passenger express steamer for the Admiral Line. Originally she was known as the "COLUMBIA", then the "GREAT NORTHERN" and later the "H. F. ALEXANDER". With the coming of World War II, the sleek vessel again was taken over by the Navy and she performed a good job. Her name was changed to the "GEORGE S. SIMONDS". This fine ship is 500 feet long with 11,572 tons displacement. She is a triple screw craft with three steam turbines and has 12 water tube boilers.

## 30 DEPT. — SHEET METAL

By Fred Esrey

Jess Wood, the big game hunter and fishing authority, is spending a week on the lakes at Towanda, Pa. Mr. Wood is trying out a new lure to catch the big ones. He has devised a small screen box painted green and yellow in which he places a worm. The hook is hung to the bottom of the box. He declares it will be a big saving to fishermen; one worm for a whole day's sport. Bait dealers are alarmed.

The writer witnessed a pathetic sight the other night. Our Guarantee Engineer Jim Mackie was stuck hubs deep in the mud. What he said could not be heard but the interior of his car had a decided blue cast. When questioned about driving into a road marked closed, his answer was, "I forgot my glasses". How much Jim paid to be towed out — answer very meekly, eight dollars.

"Hump" Campbell, Sanitary Engineer of the Sheet Metal Shop, carried the following for one lunch: four pork chop sandwiches, one rooster drumstick, one half of a watermelon, one slab of gooseberry pie and a bottle of orange fizz.

Vacation Scoops:— Kattinge digging in back yard, calls it farming. Margulies — two days at Atlantic City, five days house painting. Hornberger hunting furniture to be married. Joe McGough — whatever she tells me to do. Tommy Adams pulling weeds for his sun tan. "Popeye" Smith white-washing cellars for the neighbors.

On Saturday, June 29, Press Williams, champion angler of the Sheet Metal Dept. with 427½ lbs. of fish to his credit, invited a group of amateur fishermen including Augustus Heath to spend the day on Delaware Bay. Mrs. Williams, who is credited with 508 lbs., was not present. The result was as usual. Press caught the first fish and the largest — winning two prizes.

Gus Heath distinguished himself as usual by eating. His lunch was carried in a shopping bag and consisted of the following: eight slabs of breaded veal cutlets, 1 loaf of bread, a large variety of fruit, 6 bottles of pop and other incidentals. His fishing score was zero.





**CAROLE LEE WILSON**, 4 years old, is the granddaughter of Harry Sharpless, 36 Dept., who has received a 20-year service award. Her father, formerly employed in the Electrical Dept., is a government inspector now stationed in Baltimore.



**JUDITH ANN PALO**, 21 months old, is the daughter of E. Palo who is employed in 59 Dept.



**SMILING DONNA SAGE**, 4 1/2 months old, is the daughter of Mr. and Mrs. Joseph Sage of Colwyn.



**STEPHEN WILLIAM BOBIK, Jr.**, 2 years old, is the son of Steve Bobiak. Mr. Bobiak is known as the "Whistling Troubador" of 36 Dept.



**THE TWO CHILDREN** of Louis Martini, East Lansdowne, are shown here. Left to right: **LOUIS**, age 2 and **THELMA MARTINI**, age 3. Mr. Martini is employed in 59 Dept.

## QUIPS FROM N. Y. PAYROLL

By Al Plough

**CONGRATULATIONS** — Esther Strom of Distribution Dept. became the wife of Julius Balogh, recently discharged from the U. S. Army on June 28. They will make their home in Brooklyn, New York. Good luck and best wishes to you, Esther, from the entire Payroll Dept.

**Dottie Shindell**, of the Contract Dept., is acquiring that southern accent. How come?

**Happy Birthday to:** — Howard B. Ziegler, August 3; Mary Lou Grant, August 5; Kay Lochboehler, August 9; Clayton Robinson, August 17; Mary Cannavan, August 19; Henry B. Burcaw, August 21; Pat Corcoran and Marian Bradshaw, August 23; Frances A. Sweet, August 24; Mary J. Ryan, August 25; Mary M. Drulyk, August 26; and Katherine Coonan, August 28.

**Peggy Tracy, Peggy McKinney, Jane Pietras, Laura Miklasz** of Tabu-

lation and Mary Leary and Kas Coonan of Distribution have been doing a bit of horseback riding lately. They are certainly giving those horses a run for their money.

Climbing up the golden stairs — Henry B. Burcaw, Supervisor of the Contract Dept. and Mrs. Burcaw celebrated their forty-fifth wedding anniversary. The folks all join in wishing you many more happy anniversaries.

**Peggy McKinney** was hostess recently at a party in honor of her birthday. A very lovely time was had by all.

**Vacationing** — Mary Leary of Distribution, sunning in Atlantic City. Edna Mae Emory of Contract, at Stone Harbor, N. J. Norma Owens, of Distribution, at Wildwood, N. J. Mary Pedante, of Contract, at Atlantic City, N. J. Geneva Wiszumirski at Glen Cove, N. Y.

Welcome to the second floor — Mr. Wilcox of the Bond and Insurance Dept. and Mr. Coleman of Hospitalization and Insurance and their staff.



**A NEW SERVICE FLAG** at the entrance to the shipyard replaces the one made during the war. The new canvas shows 242 Sun Ship employees as having died in the service of their country. 18,302 shipyard workers joined the armed forces. The number of veterans who came back to their jobs in the plant was 3,953.



**STANDARD OIL OF CALIFORNIA INSPECTORS** stationed here during construction of the S.S. "F. S. BRYANT" and S.S. "R. G. FOLLIS." Left to right: William Taylor, R. C. Warner and Charles Haselton.

## Obituary

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

Number	Name	Address	Date of Death
55-194	A. McGeehan,	722 Lincoln Avenue, Prospect Park, Pa.	June 22
69-137	T. C. Hoy, Jr.,	11 Central Avenue, Primos, Pa.	June 23
67-814	Charles Bailey,	927 No. 19th Street, Philadelphia, Pa.	July 1
33-48	J. Dougherty,	348 Kerlin Street, Chester, Pa.	July 10

# SUN-BUILT SHIPS AT BIKINI



Two ships built in the yards of the Sun Shipbuilding and Dry Dock Company were on the scene at Bikini when an atomic bomb was dropped upon a nest of obsolete or "not wanted" vessels.

Both of these Sun-built ships were on errands of mercy. Both are hospital ships equipped for rendering medical assistance to those who might need it. One of the ships is the U.S.S. "HAVEN" (left) which was built and launched as the "MARINE HAWK", the launching having taken place on June 24, 1944.

The other is the U.S.S. "BENEVOLENCE" (below). This was launched on July 10, 1944 and was christened the "MARINE LION".

These ships were constructed in No. 4 Yard which at that time was in full blast and was operated largely by negro mechanics.



## 66 DEPARTMENT

*By Lester Shiner*

A man by the name of McGhee,  
Caught a flounder while fishing at sea,  
But the waves were first rate,  
And that was his fate,  
So no more fishing at sea,  
For a guy named Flounder McGhee.

John Fry came in the office the  
other day all bent over like Father  
Time. We tried to tell him that mix-  
ing concrete would be too much for  
him.

Frank Mosser should have half of  
his garage brick laid by now. He said  
it would be a six month project.

"Slim" Rankle has his own patent  
for making box ends.

Mr. and Mrs. Thomas Agatone are  
the proud parents of an eight pound  
baby boy and they are naming him

Thomas, Jr.

Bill Retting will soon be moving  
into his new quarters but he sure will  
have a long walk to get to work.

"Doc" Reaves is sure getting a  
beautiful coat of tan.

Stan Baker must be eating good  
these days. Just look at his swell  
waist line.

Bill Marine is still smoking cigars.  
"Pile them up" Dinger is now work-  
ing out in the ball park.

Hugh McGlinn is helping Bill Mc-  
Cann on the Dry Dock repairs.

Harry Wilson is sure having a  
tough time trying to keep our shop  
clean these days. The reason is so  
many boxes being made.

F. A. McShane is sure covering a  
lot of territory these days. It looks  
like we will have to order a jeep for  
him to get around.

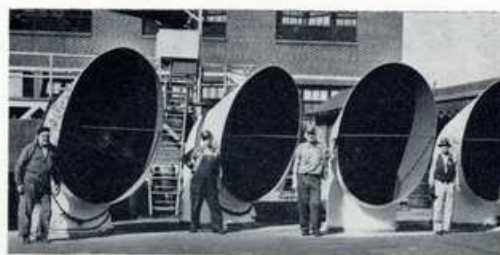


CONGRATULATIONS TO MR. AND MRS. JACK  
L. BURGESS, who were married on May 25  
at the 18th and Providence Avenue Church,  
Chester. The bride, formerly Miss Betty Flan-  
igan, is the daughter of Raymond Flanigan,  
Foreman in the Pipe Shop. Jack is employed  
in Mr. Landing's Office.





LARGE AREA being filled in at lower end of North Yard is shown here. In background are the Central Yard ways.



VENTILATOR COWLS, after refinishing and repainting, were placed back on the "FLAGSHIP SINCO" which was here for reconditioning. Size of the cowlings is indicated by the way they overshadow workmen.

## 91 DEPT.—TIMEKEEPERS AND CLERKS

By Al Plough

Wedding Bells — Rose Phillips, formerly of the Contract Dept., became a June bride when she accepted as her mate, Frank Fidale, of the Wetherill Dept., on Sunday, June 23. They were married at St. Anthony's Church, Chester. The reception was held at Lithuanian Hall. Those attending were: Mr. and Mrs. Richard Clayton, Mr. and Mrs. Paul Ingram, Mr. and Mrs. James Hoban, Mr. and Mrs. Devonshire, Mr. and Mrs. (Dottie Lewis) Taylor, William Osterheldt, Ann Hardman, Ann Lewis, Marie Oreal, Etta Kotzen, Sylvia Baird, Rose Gorman, Ida Weidner, Harry Kilpatrick, Jean Toughy, Frannie McIlleheny, Marie Sweeney, Ann Cox, Dot Lewis, Mr. and Mrs. (Roselyn Rennett) Ozer, Ralph Meluney, Mable Berkey, Rita Phillips, Gloria Phillips and Al Plough.

"Det" Clayton just back from his vacation in the country and looking in the pink.

Speaking of vacations, it reminds you of old times to hear Harry Bishop tell about his. Harry has made reservations for himself and the Mrs. at Avalon, N. J. He says, "Twenty-five dollars per week each, room and board, and the board includes extra helpings."

### PLEASE SETTLE THIS ONE

Dear Mr. Editor:

Knowing you to be an honorable fisherman, I would like to ask you, is it good fishing etiquette for a man to go out with his buddies on a fishin' trip and use a lot of lying tackle to fool the fish? For instance, this guy Press Williams, had a fancy pole and used a long leader with a silver fly with a tail made of pink feathers and a hook with bells on it to call the fish. Before he heaved it over, he dipped it in what he called a "fish potion", said a couple of magic words under his breath and presto, that quick, he had a fish. There were nine of us fishin' and we got 28 fish. He caught them all.

So, I ask you, was it honorable;

was it sporting; did he give the poor fish an even break? Was this Press Williams entitled to the pool?

Please answer. GUS HEATH.

### THE EDITOR REPLIES—

Knowledge is power and Press Williams is to be congratulated instead of condemned. He knows the ways of fish; he adopts the most modern equipment. He uses brains instead of bait and hits the piscatorial jackpot. You, Mr. Heath, have a fine rod, reel, line, leader and hooks. The Eskimo uses a home-made handline, no reel, no leader and a bone for a hook but is the Eskimo any better a sportsman than you? I heard of a chap at Cape May who has a boat rod with such a delicate tip that he can detect the slightest nibble—and he gets the fish. Is he a poor sport? Not by a jugful of magic fish potion. Your job is to get a better rod than he has. However, Mr. Heath, you have raised an interesting point. What do the rest of the yard anglers think of it? I could be wrong. Write freely and give your views.



"FISHING FOR WHALES?" inquired the photographer as he snapped this picture at No. 2 Dry Dock. Anyway the crane operator has a sturdy rod and a strong line.



HARRY SANBORN learned to splice lines when he was a boy. He is at work on a job for the "RUBILENE" which came to Sun Ship for a repair job.

## HERE'S A PAGE OF OFFICE WORKERS



This kick came to "OUR YARD" — "You folks always print pictures of the workers in the yard. Why not give the white collar crowd a break?"

Fair enough; you win. So here's a page of toilers from the Main Office building. Next month another page of boys and girls.



(Top) — **CONTROLLER CHARLES H. DOYLE** shown behind desk, center. Also in group: George Turner, George Rennett, Charles A. Pfahler, David Owens and Edward Bauman.

**HARRY WHITE** and his aides. Left to right, top row: Ann Preston, Miriam Barnes, Stella Rustark, Helen Schmidt, Kathryn Fahey. Bottom row: Judson Bell, Edward Morgan, Benjamin Dangerfield, Harry White.



**COST DEPARTMENT STAFF.** Left to right, top row: Alice Chadwick, Charles Yeager, Victor Litwin, Ed McGinley, Frank Moonan, Oliver Darnell, Watson Proctor, Coleman Gaol, Leslie Beatty, Robert Hibbert and Dan McMunigal. Bottom row: Dick Horn, George Dunlap, Wm. Zaleski, Frank Meyers and Tom Evans.



**SALARY PAYMASTER CLIFFORD FORNEY**, seated left; Alyn Stewart, seated right. Standing, left to right: Dora Campbell, Eleanor Crompton and Dorothy Methven.





## **MONEY MAKES THE MULE GO!**

There's plenty of truth in this old saying!

Even though you can't feed a horse dollar bills, they come in mighty handy when you want to buy the oats and hay he *really* needs.

And money — stacks of hard, cold cash, heaps of “folding” currency — are just as necessary for the existence of **YOUR** family and **YOUR** Business.

You *can't* get along without it!

Every single dollar which you invest in U. S. Savings Bonds *today guarantees you an income* — assures you of **YOUR** supply of “folding money” later on, when you need it more, or want it most!

**SAVE WITH EASE—FOR A LIFE OF “E’S”  
THROUGH PAYROLL SAVINGS**

# **SUN SHIPBUILDING & DRY DOCK COMPANY**