

SUN SHIPBUILDING & DRYDOCK COMPANY — SEPTEMBER, 1946

NATION'S HIGHEST AWARD TO FORMER SUN SHIP WORKER

OF THE 18,302 patriotic young men who left Sun Shipyards to join the armed forces during World War II, one was awarded the Congressional Medal of Honor, highest military honor the nation can bestow. It was given after he had died heroically on the field of battle in Europe.

Former Sgt. Harold O. Messerschmidt, who stands at the top of Sun Ship's notable list of men who fought and men who died for their Country, was a helper in the Pipe Shop when, on May 3, 1943 he joined the Army. A little more than a year later, September 17, 1944, he fell on the field of battle leading his little squad against overpowering odds near Radden, France.

Sgt. Messerschmidt was not yet 21 when he was killed. He had fought in Italy and France. His former associates at Sun Ship recall him as a quiet young chap.

He came here from near Barnesville, Pa. and the medal was handed to his parents, Mr. and Mrs. Cyrus Messerschmidt, on August 2 at the Carlisle, Pa., Barracks.

When Messerschmidt entered the Army he was assigned to the 69th Infantry Division, at Camp Shelby, Miss., and was later transferred to the Replacement Depot at Camp Meade, for shipment overseas. He left New York for Casablanca in November, 1943, and was assigned to the 30th Regiment in December. At Anzio, Italy, on May 9, 1944, he was presented with the Combat Infantryman's Badge.

In September, 1944, the 30th Infantry Regiment of the Third Division was fighting in the Vosges Mountains. Narrow passes and soft ground ruled out extensive use of armor. A forward platoon of Company L, reached a ridge near Radden and began defensive preparations along a low rock wall, expecting enemy action.

At noon on Sept. 17, intensive enemy tank and 20-mm fire swept the ridge. Immediately following a force of nearly 100 Germans counter attacked the position. The brunt of the attack was borne by the right flank of the platoon, with Sgt. Messerschmidt in charge.

"In the face of this heavy, direct fire, Messerschmidt moved fearlessly from man to man along the entire length of the squad front," says Major Robert B. Pridgen, of Henderson, N. C., commander of Company L. "He encouraged and instructed his men, meanwhile firing his Thompson submachine gun. The Germans charged up the hill under a storm of fire. They could be heard shouting insults in English and chanting that they wanted to die for Hitler. They rushed into our fire in an insane frenzy."

"The Germans were running forward like madmen, paying no attention to their casualties," reported Sgt. Bob J. Tucker, of Wellston, O., another member of Company L. "With the Krauts practically on top of us and starting to rush in with hand grenades and bayonets, Messerschmidt was hit hard by automatic fire. After he was knocked to the ground, shot in both shoulder and chest, he got up. Telling the others to hold the line, he opened up with his tommy gun. Although he was badly wounded, he laid burst after burst of fire on everything moving up that hill. I saw Krauts falling all around him. In a matter of seconds, he killed about five and wounded many more."

"Messerschmidt shot his entire 180 rounds. He didn't have time to get more ammo and reload. I saw him grab his tommy gun by the barrel and crash the stock down on the head of a German who was closing in to kill him."



SGT. HAROLD O. MESSERSCHMIDT

"By now, there wasn't a man in the squad who wasn't killed or wounded. The Germans had broken through our position and were all around us, trying to finish off those they hadn't already killed. Messerschmidt dashed about ten yards through the melee just as a Kraut was about to kill one of our wounded. He clouted the German with his tommy gun."

Captain Glenn Shuler, of Columbia, S. C., then a Company L platoon leader, repulsed the attack and regained the disputed ground. "As we emerged on the crest," he reports, "I saw Messerschmidt chasing a fleeing Kraut down the hill. The sergeant's body was found with head wounds and powder burns on the face about 200 yards down the slope."

Sgt. Messerschmidt's last stand, without ammunition and after he was wounded, enabled his outnumbered squad to hold its ridge position until reinforcements arrived. He was later buried at the Third Division collection point, a half mile north of Pomoy, France.

The official citation for the Medal of Honor says that Sgt. Messerschmidt "displayed conspicuous gallantry and intrepidity above and beyond the call of duty. Braving the fire of machine guns, machine pistols and rifles, he moved fearlessly from man to man along his 40-yard squad front, encouraging each to hold against the overwhelming assault of a fanatical foe surging up the hillside."

"Ignoring his grave wounds * * * virtually surrounded by a frenzied foe, and all of his squad now casualties, he elected to fight on alone, using his empty gun as a bludgeon against his assailants * * * He continued furiously to wield his empty gun against the foe in a new attack, and was thus that he made the supreme sacrifice. Sergeant Messerschmidt's sustained heroism in hand-to-hand combat with superior enemy forces was in keeping with the highest tradition of the military service."

★ * JULY LIST OF RETURNING VETERANS ★

| | Dept. | | Dept. | | Dept. |
|-----------------------|-------|----------------------------|-------|------------------------|-------|
| Baynes, William M. | 58 | Grieco, Michael J. | 36 | Pruitt, William J. | 59 |
| Beauchamp, Francis R. | 36 | Griffin, Floyd E. | 69 | Pullen, Truman V., Jr. | 33 |
| Benner, Charles H. | 69 | Hentschel, Walter E. | 34 | Quinlan, James J. | 34 |
| Beverly, Eldridge D. | 67 | Herbster, Robert V. | 69 | Quinney, Edmond L. | 69 |
| Blissick, Thomas F. | 69 | Herman, Carson E. | 34 | Reath, Raymond | 45 |
| Borrie, Renert A. | 33 | Holohan, Frank A., Jr. | 59 | Roschel, John H. | 33 |
| Bradley, John J. | 60 | Jackson, Paul M. | 34 | Sadowski, John J. | 55 |
| Brown, Joseph | 34 | Jecmionka, Ignatius J. | 69 | Samons, Albert J. | 30 |
| Caldwell, George T. | 59 | Koukedis, George C. | 8 | Smith, Harrison T. | 36 |
| Carroll, Thomas H. | 34 | Landgraf, Harold W. | 69 | Sookiasian, Theodore | 69 |
| Cataldi, Alfred | 69 | Landing, Francis N. | 33 | Stanton, Elmer L. | 58 |
| Cauley, James | 92 | Laskowski, Bernard J. | 34 | Starkey, Joseph F. | 59 |
| Clark, George J. | 30 | Linaweaver, Grover C., Jr. | 59 | Steciw, Stanley S. | 33 |
| Clark, Raymond J. | 30 | Lindsay, John F. | 36 | Stryker, John J. | 34 |
| Collins, Tom Edward | 69 | Locke, Howard | 33 | Voss, John G. | 69 |
| Cullen, James E. | 59 | McIlvaine, Howard | 36 | Welsh, James D. | 33 |
| Donahue, William F. | 68 | Mannes, Albert H. | 36 | Williams, Howard A. | 69 |
| Dugan, Michael F. | 59 | Moore, Alan V. | 33 | Winterle, William J. | 45 |
| Emmi, Samuel J. | 36 | Mumford, James B. | 69 | Witt, Robert E. | 30 |
| Esslinger, Howard H. | 68 | Nespoli, Anthony C. | 69 | Zuccarino, Camillo | 36 |
| Flatley, Thomas H. | 34 | Ochrymowicz, Francis | 34 | | |
| Friel, Francis A. | 30 | Paynter, Walter E. | 34 | | |
| Gallagher, Anthony F. | 69 | Peppe, James H. | 34 | | |
| Gallagher, James J. | 34 | | | | |
| German, William | 34 | | | | |

*Included in this list are a large number of Sun Ship workers who responded to the recent call for additional employees.



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.



RAYMOND ASHBY, who served in both the European and Asiatic campaigns, is back at the Wetherill Plant. He enlisted in the Navy on Sept. 10, 1942 and left the service last July 21. There are two stars on his European ribbon. He also holds the Pacific medal.



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.

Know Your
Fellow
Workman

GUARDS AND PLANT PROTECTION



SUPT. HARRY SHEAIN AND CHIEF ARTHUR MARTIN at entrance to Guard Headquarters.



FORMER SHERIFF NATHAN PECHIN, a familiar and popular figure in the shipyard.

SINCE Sun Ship's organized fire companies have been suspended, responsibility for eliminating fire hazards now rests with Guard Department. Former members of the Volunteer Fire Companies and other employees are cooperating with the Guards in this line of service.

This is only one of the many duties resting with the Guard Dept. which recently was placed on a 5-day a week schedule, to conform with employees

in other departments.

Harry W. Sheain is Supt. of Plant Protection and is ably assisted by Chief Arthur S. Martin. At the present time the force consists of 109 Guards and 6 Captains. Members are assigned to Central, North, South and No. 4 Yards, the Wetherill and Allison Plants.

Some of the most common duties are escorting oil trucks, dispensary cases, and new crew members



GROUP AT CENTRAL YARD ENTRANCE. Left to right: Guards Dook, Bartow, Christopher, McElreavey, Collins, Whitelow, Smith, Capt. Swyers, Carney, Bell, Rolston, Porter, Sheaffer, Irwin.



(Above) — **GUARD DAVID MORRIS** with time clock at baseball park checking post.



(Above, right) — **WORKMEN** on Day Shift passing through gates at Central Yard at quitting time.

to ships. Assisting with checking employees and visitors entering and leaving the Main Office, guarding ships, assisting with checking employees entering and leaving the Yard at all gates and the Main Office, assisting in Employment Office, parking cars, pulling clocks, combating fires, and the elimination of fire hazards.

During the war and at the present time we still maintain a guard at the 3rd and Madison St. parking lot, the Main Office parking area and the 8th and Hinkson St. parking lot for the convenience of employees.

The Guard Force worked seven days a week during the war. Due to the five day a week work schedule adopted by the yard, the Guard department has also recently adopted a five day a week plan known as the "progressive plan". Under this new plan each Guard receives two days off each week; the days vary over a seven week period. The adoption of this plan prevented a large number of men on the Force from being laid off. The Guards continue to work three shifts, giving the Plant protection 24 hours a day.

In short, a Guard must cope with any emergency that may arise, enforce the rules of the Company, and execute law and order to the best of his ability.



(Top) — **STATIONED AT BRIDGE** over Ridley Creek, Guard J. Taritera checks all traffic.

(Middle) — **GUARD DISBROW PETTY** is seen directing heavy traffic at the main entrance to Central Yard.

(Right) — **GUARD WILLIAM McELREAVEY** shown at the top of gangplank discussing ship protection with Pat Daly.



MRS. EMORY S. LAND, wife of former head of Maritime Commission, christens the S.S. "GRONINGEN" in Central Yard, July 27.

ADMIRAL'S WIFE CHRISTENS S. S. "GRONINGEN"



SUN SHIP WORKERS and members of their families are shown on one of the launching stands.



GALLANT SHIP built for Netherlands takes to water after being christened.



OFFICIAL LAUNCHING PARTY. Left to right: Vice Admiral W. W. Smith, Mrs. Smith, Vice Admiral Land, Mrs. Land, J. F. van Hengel, representing Netherlands government, Mrs. van Hengel and John G. Pew, President, Sun Ship.



S.S. OVERIJSEL DELIVERED TO NETHERLANDS GOVT.

(1) Previous to the launching of the S.S. "GRONINGEN" on Saturday, July 27, the S.S. "OVERIJSEL" was delivered to the Netherlands Government. Vice President Robert Haig acted for Sun Ship while J. F. van Hengel of the Netherlands Ministry of Shipping accepted the vessel. Miss Anne Roberts of Huntington, Long Island, lowered the American flag while Miss Peggy Ruland raised the Netherlands colors.

(2) SUN SHIP EMPLOYEES and members of their families are shown at scene of launching the S.S. "GRONINGEN" in Central Yard.

(3) SPECTATORS flock to Wet Basin to see the S.S. "GRONINGEN" being towed in following the launching.



DEMAND FOR SURPLUS SHIPS

The international demand for purchase or charter of war-built American merchant ships grew to a total of 1,246 vessels during the second preference period under the Ship Sales Act of 1946 which ended June 30, the United States Maritime Commission announced July 2. This was an increase of 222 ships over the total covered by applications filed

during the first preference period ending May 31.

The report showed foreign applications for purchase have grown to a total of 664 from 24 nations. The largest number of applications come from China, 162. Other totals were: France 85, Norway 84, Panama 67, Italy 50, The Netherlands 46, Great Britain 46, Honduras 29, Argentina 15, Greece 12, India 12, Denmark 12, Peru 8, Philippines 8, Yugoslavia 6,

Canada 4, Chile 4, Egypt 4, Union of South Africa 3, Poland 2, New Zealand 2, Brazil 1, Venezuela 1, Sweden 1. Applications for 92 vessels were received from foreign applicants during June.

Prospective American purchasers have applied for a total of 355 vessels, 36 during the last month. Americans during the period applied for charters for 91 vessels, raising that total to 211.

SERVICE PINS AWARDED FOR APRIL



(Top row) — M. Zanzinger, 8-617; (Supt. Wilkinson); H. White, 8-119; W. Brown, 8-376.
(Second row) — F. Houser, 42-130; (Supt. Beatty); J. Dutrow, 42-202; W. Crowley, 47-58.

APRIL

SALARY ROLL

20 Years

93-10 N. Johnson

DRAFTSMEN

10 Years

33-17 F. Bray
38-106 R. Elliott

HOURLY ROLL

20 Years

8-617 M. Zanzinger
30-302 T. Hayes
36-65 J. Neilson
36-880 G. Hughey
42-202 J. Dutrow
47-58 W. Crowley

15 Years

42-130 F. Houser
92-22 J. Crist

10 Years

8-119 H. White
8-376 W. Brown
30-23 S. Warburton
30-80 W. Harris
30-2054 A. Heibeck
30-2246 H. Carpenter
33-105 C. Mitchell
33-164 E. Herbster
33-238 W. Powers
33-383 W. Reynolds
3-4011 W. Dykes
33-4014 D. Rockwell
33-4021 E. Mack
34-110 H. McCain
34-163 J. Hamilton
34-200 E. Baker



L. Hozlett presents a 20-year service pin to N. Johnson, 93-10.



Chief Electrical Engineer Jackson and W. Powers, 33-238.

| | |
|----------|---------------|
| 34-552 | C. Fromal |
| 34-565 | S. Kornafel |
| 34-578 | G. Kerrigan |
| 34-581 | J. O'Donnell |
| 34-662 | W. Seltzer |
| 34-697 | A. Robinson |
| 34-748 | K. Senior |
| 34-10012 | E. Evans |
| 34-10025 | H. Birl |
| 36-79 | A. Randell |
| 36-243 | J. Hardy |
| 36-413 | S. Minnick |
| 36-582 | W. Whartnaly |
| 36-765 | F. Thorman |
| 36-816 | C. Seiwel |
| 36-893 | F. Soltis |
| 36-1303 | C. Whitside |
| 42-40 | O. Hibbs |
| 42-212 | A. Rice |
| 42-240 | T. Coleman |
| 45-23 | J. Garvey |
| 45-151 | H. Redman |
| 47-199 | J. Costigan |
| 47-287 | E. Reese |
| 47-318 | E. Hanley |
| 47-319 | J. Bradford |
| 47-327 | I. Neff |
| 47-332 | A. Talarico |
| 47-1319 | B. Wiechowski |
| 55-289 | J. April |
| 58-45 | J. Fidyk |
| 59-62 | A. Wagner |
| 59-194 | A. Washco |
| 59-349 | A. Wright |
| 59-695 | W. Niehaus |
| 59-696 | J. Trakin |
| 59-874 | O. Patterson |
| 59-933 | D. Brownback |
| 59-1342 | H. Krauss |
| 66-101 | T. Brown |
| 66-102 | W. McCann |
| 66-103 | E. Lundberg |
| 66-107 | J. Orth |
| 66-111 | E. Preston |
| 67-682 | J. Rothwell |
| 69-70 | C. Kelly |
| 69-88 | H. Greenwood |
| 69-92 | F. Atkins |
| 74-130 | W. Crossen |
| 75-64 | J. Rosati |
| 81-119 | W. Miller |
| 84-62 | A. Swenker |
| 84-70 | H. Kaylen |
| 84-71 | B. Persing |
| 91-39 | S. Inderlied |
| 91-45 | H. Obdyke |



(Top row) — O. Patterson, 59-874; J. Trakin, 59-696; (Chief Elec. Engr. Jackson); H. Krauss, 59-1342; F. Bray, 33-17; C. Mitchell, 33-105.
 (Second row) — (Chief Elec. Engr. Jackson); W. Dykes, 33-4011; E. Mack, 33-4021; A. Wagner, 59-62; A. Washco, 59-194.
 (Third row) — J. Costigan, 47-199; O. Hibbs, 42-40; A. Talarico, 47-332; (Supt. Beatty); A. Rice, 42-212; T. Coleman, 42-240; J. Bradford, 47-319.



W. G. McNees presents a service award to W. Miller, 81-119.



S. Inderlied, 91-39; Controller Doyle, and H. Obdyke, 91-45.

8 — OUR YARD



C. Framal, 34-552; H. McCain, 34-110; W. Harris, 30-80; (Supt. Carney); T. Hayes, 30-302; H. Carpenter, 30-2246; J. Hamilton, 34-163; E. Baker, 34-200.



S. Kornafel, 34-565; G. Kerrigan, 34-578; (Supt. Carney); J. O'Donnell, 34-581; W. Seltzer, 34-662; A. Robinson, 34-697; E. Evans, 34-10012; I. Hardy, 36-243.



(Supt. Carney); J. Neilson, 36-65; A. Heibeck, 30-2054; G. Hughey, 36-880; A. Randell, 36-79; C. Seiwel, 36-816; C. Whitside, 36-1303.



J. Rothwell, 67-682; C. Kelly, 69-70; F. Atkins, 69-92; E. Lundberg, 66-103; H. Redman, 45-151; J. Garvey, 45-23; T. Brown, 66-101; (Supt. Carney substituting for Supt. Norton).



A. Swenker, 84-62; J. Rosati, 75-64; (Supt. Beatty); B. Wiechowski, 47-1319; W. Crossen, 74-130; H. Kaylen, 84-70; I. Neff, 47-327.

SAFETY REPORTER ROAMS THE YARD

SAFETY is everybody's problem; management, supervision and employees alike. It is the duty of all of us to maintain our good record. Men are now experienced and our record should show improvement. A machine can be replaced but a man's life cannot. In these days of keen post-war competition we must exert every effort to

avoid injury if we are to build ships at a cost as low as our competitors.

John F. Sew,
PRESIDENT



What is your opinion of Safety Helmets?

EDWARD MCGOWAN said—"I would not work without one. I have seen more than one man's head saved by a safety helmet, including my own."



How do you feel about short cuts?

JEREMIAH O'LEARY said—"There is no short cut to fame or fortune and likewise no short cut to safe working conditions."



Do you think a man should treat an issued tool as he would his own?

PATRICK McHALE said—"Yes, definitely. It is the means through which he earns his living and he should protect it."



Do you think men should wear shirts in the summer?

DANIEL MCKINNEY, Jr., said—"Yes. A fellow gets dirty enough and burned enough without taking off his shirt."



There are many types of respirators. Some men won't wear them because they chew tobacco. Do you think this is a good reason?

HARRY EBRIGHT said—"NO! Chewing tobacco won't keep the dust out of his lungs—a respirator will. Does that answer your question?"



Do you believe welders are becoming lax in the use of leather clothing?

BERT BRYSON said—"Yes, I do and they are losing plenty of time and money through burns."



How do you feel about Safety Shoes?

WILLIAM TURNER said—"I favor their use because they protect the toes, the steel arch gives good support and the high shoes prevent sprained ankles." They are the cheapest and best shoes to buy.



How do you feel about goggles?

JOHN KEENEY said—"I believe every man should wear goggles on jobs that require them. Blindness is the worst affliction a man can have."



Do you read the accident reports posted by the Safety Department?

HARRY HUSUM said—"They affect me like the railroad sign which reads — STOP! LOOK! and LISTEN!"



Do you believe that every man is not only responsible for his own safety but for his fellow-worker's safety as well?

GEORGE RICHARDS said—"Yes, a man should report all hazards whether his own personal safety is involved or not. A man who thinks and acts safely is a good mechanic and produces better work."



1946-47 BOWLING SEASON STARTS

OPENING THE CONTEST, the "B" League teams will roll on September 11. Then on Friday, September 13, the "A" League teams will play. This season there will be 14 teams in each league. Photographs at left show: Top, 1945-46 Yard Champions, the Engineering team of "A" League receiving their plaque from Supt. George Carney at banquet held last May. Below: Linermen's team, winners in "B" League, receiving award from Supt. Norton.



Boating Season in Full Swing

(Left) — 28 FT. CRUISER "DIXIE", owned by Walt Brannan who recently returned to 36 Dept. from the Wetherill Plant. He is a member of the Riverside Yacht Club and cruises on the Chesapeake. He is an ardent duck hunter and an all around good fellow at Essington.

(Lower left) — "FREDDY, Jr.", a 28 foot cruiser, is owned by Fred Blair of 36 Dept. It is located at Mispillion Creek and is powered by an 18 H.P. Palmer engine.

(Below) — CAT BOAT owned by J. Aldin, 8-526, of Wetherill Plant, who races it at Allen Beach, New Jersey. The square bow gives the craft a distinctive appearance.



SUN SHIP WORKERS TURN "HORSE MARINES"

HORSEBACK RIDING has become a fad among a large number of the boys and girls in the Payroll department and other workers in the North Yard office building. Some of them are shown here. (Right) — Al Plough who was a rough rider when living in the West. (1) Sun Ship party ready for trip into country. (2) Kas Coonan of Distribution dept. (3) Jane Petras and Laura Miklosz, of Payroll. (4) Frank Wilson, of Contract dept. whose hobby is horseback riding and (5) Mary Leary and Peggy Tracy, Payroll.



DIVER LENDS HAND IN PIER REPAIR



(Above) — **JOHN CLAYTON**, of Philadelphia, handled the removal of broken concrete and timbers preliminary to the repairing of the end of Pier 5. He is one of the best known divers in this area and aided in the recovery of the bodies of victims of the Philadelphia pier collapse recently.

(Left) — **HELMET** is removed from diving suit as Clayton leaves the water. Steve McDonough of Construction Dept. is at air control box.

(Lower left) — **CHAINS** are attached to concrete blocks and crane lifts debris from river bottom.

(Lower right) — **SIZE** of concrete blocks lifted from end of Pier 5 shown here. One of the blocks and mass of steel weighed about 20 tons.



HEROIC MASTER OF "M/S SUN" GETS MEDAL



LEFT TO RIGHT: Heston D. McCray, Sun Oil Marine Maintenance Superintendent; William Ziegler, Operating Manager, Philadelphia District, War Shipping Administration; Capt. Norman E. Walls, Master "M/S SUN", and Frank Quinn, Port Bureau, Philadelphia Chamber of Commerce. The Merchant Marine Meritorious Service Medal hangs on Capt. Walls' breast pocket.

CAPT. Norman E. Walls, Jr., Master of the "M/S SUN" which was launched July 14, 1928 in Central Yard, was awarded the Merchant Marine Meritorious Service Medal at ceremony at Marcus Hook, July 11.

William Ziegler, Operating Manager of the Philadelphia District Office, War Shipping Administration, presented the metal to young Walls, and Heston D. McCray, Marine Superintendent, Sun Oil Company, related the story of how Capt. Walls saved his ship and crew after an explosion had killed 3000 at Bari, Italy.

The 33-year-old father of three children, who lives at 4714 State Road, Drexel Hill, was awarded the medal for quick thinking, courageous action and skillful seamanship during a great emergency in the Italian port when the Liberty ship HENDERSON, berthed nearby with a capacity load of bombs aboard, exploded and set ablaze stacks of ammunition and gasoline on the docks where the "M/S SUN" was moored.

Aboard the SUN were nearly 100,000 barrels of highly volatile and explosive aviation gasoline. The explosion, which rained large pieces of steel, desks, chairs and other debris down on to the surrounding ships, setting three other vessels afire, severely damaged the SUN and threatened to set off the gasoline in her tanks.

On the docks, gasoline cans and containers of small arms ammunition were exploding and gasoline was burning around stacked crates of bombs and shells. Chunks of steel pounded the sides of the SUN, smashed in her doors and piping and caused extensive topside damage. Captain Walls ordered the tanks blanketed with inert CO₂ gas to prevent fire and explosion.

Seaman Val Stanley Zdun, who later received the first J. Howard Pew Award for cool-headed courage and heroism beyond the call of duty, cast loose the six 9-inch manila hawsers and safely climber aboard, his extraordinary feat of strength and courage accomplished.

Cool and steady on his bridge, Captain Walls, after administering first aid to five shipmates, got his ship underway despite the partially dismantled condition of the engine.

Advised by Chief Engineer John Doall that he would have to run the ship at a fairly constant speed once she was underway, the Master deliberately and carefully navigated the treacherous channel of the harbor, successfully skirting sunken hulls and a beached Italian destroyer at the harbor entrance nets to clear his ship of the danger-laden harbor. The SUN was the first ship to clear the Bari mooring.

HERE ARE MORE OFFICE WORKERS

Last month we printed pictures of office workers in the main building. This month we present the Paymaster's staff, Mr. Landing's staff and the Stenographic department.

These departments have worked with noteworthy efficiency during the war and post-war days and have acquired records of which to be proud.



THE PAYMASTER'S STAFF — Left to right, standing: Frank Burr, Paymaster; George McCullough, Edward Daft, Preston Lilley, Wesley Sulger, Robert Crompton and John Bennett. Seated: Julia Dynow, Ethel Wallen, Elsie Massey and Elaine Weaver.



MR. LANDING'S STAFF — Left to right, top row: Raymond Burgess, Nellie News, Margaret Desmond, Jack Burgess, Mary Helen Durbarrow and Mr. G. D. Landing (seated). Bottom row: Harry Worrall, Irene M. Butler.



STENOGRAPHIC DEPARTMENT doing Sun Stores — Marian Parker, Mabel Emmett, Anna May Sulger, Jane Roberts, Jean Mulrine and Helen Scott.



YOU PICK THE WINNER!



FRANK T. IVES



JOHN MALOY

THE claim that Frank T. Ives is the youngest holder of a 25-year service pin at Sun Ship has been challenged by the friends of John Maloy, 30-20. The records show that Ives was born January 26, 1905 and that Maloy was born January 6, 1905. That makes Ives 20 days younger than Maloy.

However, Maloy received his 25-year service pin in September 1945 while Ives did not receive his until November. Which obviously gives a slight edge to Maloy as the "holder" of a quarter century service emblem. It all depends on how you look at it.

Anyway, it's a nip and tuck race.

88 DEPARTMENT CAPTAIN MILLS' SQUAD

By Joseph Brennan

Our Captain Mills, who just recently returned from his vacation at Stone Harbor, N. J., is likewise spending his days off there. He is also doing a good job behind the mask in baseball. Watch out, Captain, the Phillies have their scouts around the seashore points.

Guard Olsson caught a fish and is reading the encyclopedia in his spare time. If you want any information on arts or sciences see Olsson for this knowledge.

Two of our most popular guards,

Mack and Vail also have returned from vacations. Mack had no comment to make. Vail reports he spent his vacation at Atlantic City; spent most of the time on the piers and bathing. "How about the races, Earl?"

Wayne Norris reports he is working on his car during his spare time. He also is working around the house paperhanging, floor work and plastering. You probably heard that "London Bridge is falling down". Well Wayne's plastering isn't.

Guard Bowers reports being busy attending social functions.

So we hope to have some more news about our squad in these columns on our next issue.

WETHERILL SCOOP

By Wally

Note:—"Fisherman Club", there's a new member for your club. His name is James Jackson. Jimmy has purchased a new rod and reel; not a toy either, but one of those big ones for salt water. Jimmy would appreciate it very much if a few of the members would give him a few pointers and above all tell him some of their experiences.

Another pioneer community is progressing very rapidly, Garden City, the land of the wide open spaces. Garden City now has a Fire Company and a new fire engine. The Firemen under Myrle Cherry are taking instructions in Philadelphia and are learning fast. They took in a firemen's show in Philadelphia recently.

Joe Begley is taking his golfing very seriously. He is spending a lot of time practicing. Maybe he has been a hold out and is turning pro.

Anyone interested in floriculture or agriculture will be benefitted if they get in touch with Joe O'Brien.

Fitzpatrick seems to have a lot of trouble with the candy machines. Could it be he's not accustomed to modern times.

OUR COVER PAGES

The striking front and back cover composition was assembled by Artist Al. Holmes. It illustrates many scenes of activity in the Shipyard which were photographed at various times by Al. Knott and Ed. Hipple.

COMMANDER NASH LEAVES



COMMANDER HENRY NASH who has been stationed at the Shipyard for more than four and a half years has been transferred to Williamsport, Pa. It was a sudden parting. With the delivery of the last of the Naval tankers the heavy duties which had marked the war years came to an end and — Whoosh: he was gone.

The Commander has been with us since January 1942, during the times when the going was pretty rough. He was busy and capable. In the early days, he was known to carry an explosive shell of large calibre down to the dump and heave it overboard for safety reasons. He was seen early one

morning in the Store Room frantically opening crates and boxes to obtain gun parts so that the Delaware Sun could sail at 0400 with her guns in order and ready to attack.

During his stay here, he supervised the Arming and Defensing of hundreds of merchantmen, hospital ships, tankers, dredges and special craft. He directed the manning of other hundreds of ships with gun crews, ammunition, supplies, and as Assistant Port Director, handled all the vessels and Navy Crews in the port of Chester from Marcus Hook to Paulsboro.

In all this, Commander Nash did a smooth job. Those associated with him do not now remember any of the difficult situations, and there were many; but recall only the dispatch with which he executed his duties.

A native of Wiscasset, Maine, this Yankee sailor was in the Navy in the First World War and continued his connection with the service between Wars as a member of the Reserve. In the interim he was connected with the New England Minerals Company, Atlantic Refining Company and Sun Oil Company.

He was among the first to re-enter the Navy at the beginning of the Second World War as a Lieutenant, thence through promotions to the Rank of Commander.



MISS MILDRED REW, daughter of Mr. and Mrs. J. S. McGilliard of Garden City, has just entered the University of Puerto Rico. Mr. McGilliard is a machinist in 36 Dept. Her father, the late George Rew, was a welder in 59 Dept.

In 1943, Mildred received the American Legion Award at Smedley School, the presentation being made by our own Supt. George D. Carney. She graduated at Nether Providence, Class of '46 and was the recipient of the Parent-Teachers Award, Athletic Award, the Danforth Award and a four-year scholarship at the University of Puerto Rico. Her mother is an ex-teacher.

36 MACHINISTS

By Richard Clendenen

Our old friend, Jimmy Galway, is strutting around these days with his chest fully expanded. He being mighty proud about that brand new granddaughter, Nancy Jeanette Matsunaye. Nancy Jeanette was born July 1 and weighed 5 lbs. 1 oz. Congratulations and all good wishes from all the gang.

Art Randall is back on the job again after vacationing with the home folks out in Iowa.

Larry Ownes and Franny Shields are regular visitors at Lloyd Field, seldom missing a fight or wrestling bout held there. Larry also attended the Yellow Jacket Auto Races and was among the spectators at a recent race when one of the drivers lost his life.

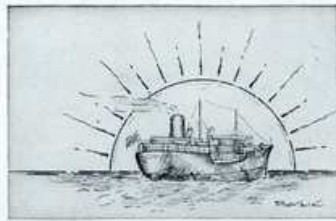
36 Department's Johnny Curry has been going great guns on the mound for Our Lady of Peace baseball nine, having seven wins against one loss — allowing but six runs in 43 innings. He recently bettered McGillam, who had a tryout with Connie Mack's "A"s and is the leading pitcher in the "Delco" league. Nice going, Johnny, here's our best wishes for continued success.

We wish to extend our heartfelt sympathy to Mr. Burke and his family on the loss of his son, Wilson, who was a fine upstanding young man.



92 DEPARTMENT COUNTERS — First row: J. Meiser, Foreman (kneeling). Left to right, second row: J. McClintock, R. Bunel, H. Hornberger (leader), F. Dulin, G. Shinn, F. Roberts (leader), C. Boughner, B. Wellfley, J. Cook. Third row: A. King, J. Hock, E. Setaro, S. Booth, P. Petillo, R. Pennington, D. Leary, R. Osman, W. Fisher (leader), W. Brougham. Fourth row: C. Schulz, C. Thomas, J. Crist, F. Kraft, G. Smedley, W. Hladky, P. Stewart, J. Belcher. Not present when photo was taken: J. Couley, E. Penot, C. Martin, A. Thomas, H. Schneebele, D. Turner.

BILGE 'N BALLAST



By Frank L. Pavlik

Weight vs. Volume

Some confusion appears to exist in the understanding of just what is meant by various ship tonnage terms. It all boils down to, when is a ton not a ton?

Two of the terms, displacement and deadweight, are actual weight measurements in long tons of 2240 pounds. Two other terms, gross tonnage and net tonnage, are measures of the internal volume of a vessel in units of 100 cubic feet, called tons, but have nothing to do with weight. In fact, much ambiguity would be eliminated if these units of 100 cubic feet were called anything else but a ton, and the coining of a new term would help.

Displacement

Displacement is the actual weight (in 2240 lb. tons) of the ship and everything she has on board. If the ship is empty she is in Light Displacement; and when filled with cargo — Load Displacement.

The difference in weight between the Light Displacement and the Load Displacement is what the vessel will carry; and this is called the Deadweight.

The term displacement refers to the weight of water put aside or displaced by the vessel's hull. Archimedes, a Sicilian mathematician, 287-212 B.C., enunciated the principle that the weight of water displaced by a floating vessel is exactly equal to the weight of the vessel. This is a useful principle to know in determining the weight of a bulky object; one that cannot readily be placed on the grocer's scales.

It was applied quite recently at the New York Zoo where they wished to determine the weight of one of

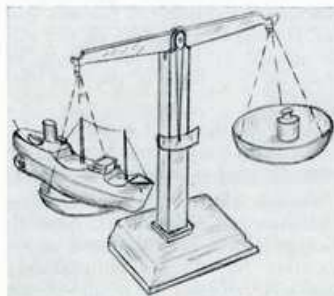
their hippopotami. They filled a tank with water to the rim and then dumped Mr. Hippo into it. The displaced water that ran over the rim was caught and weighed, and this amounted to the weight of the hippo.

The same principle is applied mathematically to determine the weight of a ship: Its volume to a certain draft is computed, and the weight of water that would fill this volume is the Displacement.

Gross Tonnage

Now let us take a look at the term Gross Tonnage. It is a measure of the ship's volume for the purpose of assessing dry docking charges, etc. It is derived from the days when ships carried wine in casks called tuns, and a royal tax of one tun was levied on the vessel for a certain number of tuns carried. The tun occupied about sixty-five cubic feet. For purposes of taxation in these days, the ton unit was made one hundred cubic feet in order to simplify the figuring.

Vessels transiting the Panama and other canals are taxed on the basis of Net Tonnage. The volumes of the propelling machinery spaces and crew accommodations are deducted from the Gross Tonnage to obtain the Net Tonnage. It is the measure of the



ship's volume available for carrying cargo and passengers in units of one hundred cubic feet.

The rules for measuring gross and net tonnage at the Panama and Suez Canals vary somewhat from the national rules of the U. S. A., and in general give a higher result for the Canal tonnages.

We hope to have clarified the issue as to when a ton is not a ton; our object being to convince and not confuse. Displacement and deadweight should now mean tons of 2240 pounds to you. Gross and Net Tonnage should only be accepted as a volume measurement.



MR. AND MRS. HERMAN SCHROEDER celebrated their 26th wedding anniversary at their home in Colwyn early in July. Their daughter, Mrs. David Fernandez, celebrated the 3rd anniversary of her marriage on the same day.

EMPLOYMENT NEWS

by F. Laver

Everyone in the Employment Office has the vacation blues. Road maps are flying around and the colorful folders inviting you to the seashore and the mountains make everyone anxious to be up and doing.

Peg Miller is enjoying the beautiful scenery along the rocky coast of Maine. We know she is having a wonderful trip and will come back full of good cheer and the odor of pine branches in her brain.

Anne Davis is spending all her week-ends in Cape May and getting a nice coat of tan. Anne says it is the salt water that attracts her but we think it is that nice Captain she is always raving about.

Mary has her eye on Lake Placid, she wants to go early in September.

DYNAMITE AIDS IN REPAIRING SHIP

THIS is the tale of how Sun Ship's Repair Dept. put a vessel back in service by removing a 30-ft. block of concrete from her bow, blasting it out with dynamite.

The British steamer "EMPIRE HARTEBEESTE" on April 17, 1941 was in collision with the steamer "CIRCLE SHELL" and severely damaged her bow. She proceeded to a South American port with her forepeak tank open to the sea and only one bulkhead holding the ocean out of her cargo holds.

At this time, the vessel was urgently needed in Britain's war effort. Steel plates and shapes were a rare article in South America. What to do? Get the ship going by filling her forepeak with concrete half way back to the collision bulkhead. The openings in the bow were closed up with patches, the concrete was poured, and the vessel proceeded and delivered her cargo.

Then she came to the Sun Shipyard and was placed on dry dock. The patch plates were removed and a solid block of concrete was encountered thirty feet deep and eight to ten feet thick. Busters were tried but the concrete was found to be exceptionally hard and very difficult to remove by hand.

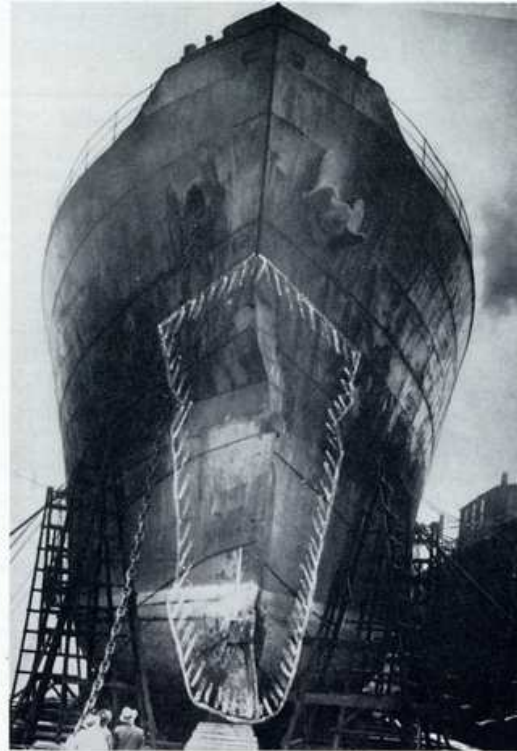
Now came the unusual part. M. J. Ford, Head Surveyor for the Maritime Commission looked the job over and at once sensed the difficulty of removing the concrete to make repairs and the corresponding delay in time and increase in cost. He suggested that we dynamite the concrete out.

We contacted a blasting expert and he went to work. Holes were drilled at points specified and small charges inserted. Just enough to break off a piece here and a piece there. After one day's work, the entire block of concrete was loosened and more holes were drilled and heavier charges placed in position. One blast and the remaining concrete came out in bits and down onto the dry dock.

Then the bow was renewed, using welded as well as riveted construction of panel plate arrangement. The repair was completed in six days on the dry dock and the vessel went back into service to help win the war.

Listing of the "EMPIRE HARTEBEESTE" disappeared

from Lloyd's Register between 1941 and 1944 so that she evidently was a war casualty. She was built in Seattle in 1918.



DYNAMITE was used to blast away a 30 ft. concrete "patch" on the S.S. "EMPIRE HARTEBEESTE" which came to Sun Ship for repairs. White striped line shows area of damage on bow of ship.

NEWS FROM 80 DEPT.

By F. Corcoran

Congratulations to Mr. and Mrs. Harry Ellis on the birth of their first child, a baby girl. According to Harry she is the finest baby in the world and he says there are not enough superlatives in the English language to describe the wonder child.

Tommy Leeson, our popular band leader, returned from a week's vacation looking hale and hearty and full of pep, vim and vigor.

Frank Cullen spent a very enjoyable week at Wildwood with his family on a recent vacation.

Andy DeArmond visited his old army stamping grounds in New York recently while on vacation.

It was with sincere regret that we learned of the death of Herman Ritter. He was well liked by all and will be missed by the many friends he made at Sun Ship in the past five years.

After an illness of seven months, Jim Toumy has returned to work. We were all glad to welcome him back.

George Thornton has been home sick since July 16 and is still quite ill. George went to Bear Mountain on his vacation July 15 and unfortunately took sick there and was brought home

the following day. We all wish you a speedy recovery, George.

"WIMPY" is still doing his act at the "DUG OUT".

George "WINDY" West bought a new \$45.00 saw and set it up in his cellar and much to his surprise he found that his wife was a better mechanic than he. She could operate the saw and he couldn't.

The Stork Brought

WE WISH TO CONGRATULATE:

Mr. and Mrs. Ventura DiBuonaventure on the birth of a daughter, Gilda, July 1, weighing 8 lbs. 13 oz. Gilda is their third child, the other two being boys. Mr. DiBuonaventure is employed in 59 Dept.



SUN SHIP BAND GIVES CONCERT

WITH Thomas G. Leeson as conductor, the Sun Ship band is shown on the platform at the concert given July 30 in Deshong Park. J. Harrison Eastwood (right) was soloist. The concert attracted a large audience and was praised as an outstanding event of the summer. Soloist Eastwood, shown at the "mike" was congratulated for his excellent rendition of two popular numbers.



ENGAGEMENT of Miss Doris Vail of the Stenographic Dept. and former Lt. (j.g.) William T. Butler of McAdoo, Pa., has been announced. Doris is a graduate of the Chester High School. After serving in both the European and Pacific war areas, Lt. Butler was stationed at Sun Ship. He took part in the Philippine campaign and his ribbons include the American, European, Asiatic-Pacific and Philippine Liberation.

DAUBS FROM THE PAINT SHOP

By Fred Richardson

ANGLERS ANGLES: Jim Riggs recently returned from fishcating at Townsends' Inlet and reports catching fish of unheard of proportions. In fact one of them was so big the anglers used up three bottles of bait before they were able to land him.

GREATER LOVE: We have often heard the tall tale of cold hearted employers on the outside refusing to hire ex-Sun Ship men because, as they put it "When that big whistle blows at the shipyard you will drop this job and run back." Personally we have always put this story down as a big bunch of stuff but last month when the big whistle sounded the "Love Call" Creighton Johnstone, whom we had given up due to outside success dropped his contracts and returned to the fold with the alacrity of a mating moose. So it would seem there is something to the story: "Once at Sun always a Son".

VANISHING AMERICAN. Harvey

Poole, recently of the Sign shop and as you read this, of ST. PETERSBURG, FLORIDA is trying to prove there is still a frontier. Harvey is busy establishing a trailer park specializing in taking in Pennsylvanians trekking Floridawards in search of the fountain of youth. A suggested name for the park proposed by one of the lesser wits of the shop was "Robbin' hood dell".

MIGRATION is like the man who liked to work in the oil works because it was so refined. **CLYDE VICTOR ROATH** has left to work for a concern dealing in the above commodity and occupying a large and odorous part of South Phila. Clyde has contracted to do brush painting, sign painting, and spray painting; but not all at the same time of course.

SUNTAN DEPT:— Joe Saunders, Fish oil and fouling magnate, has left for two weeks at Atlantic City where he expects to divide his time equally between inspecting the nite spots, thumb twiddling and writing home for more money.

ANOTHER TRIBUTE PAID TO SUN

Paying high tribute to the Sun Shipbuilding and Dry Dock Co. on its 30th anniversary, "OUR SUN" tells the history of the plant in the July-August issue of the magazine. The article is liberally illustrated with photographic reproductions of scenes in the Yard and famous ships built here. The article is reproduced in part.

LAST month a Sun enterprise, which literally was started in a cabbage patch 30 years ago, was stirred to reminiscent mood by the anniversary of its founding.

Its backward glance down the years was made from heights of industrial and national importance to which the enterprise had climbed.

Marking three decades, the Sun Shipbuilding and Dry Dock Company, Chester, Pa., could celebrate record-breaking growth, far-reaching advances in shipbuilding methods, and an output of 498 splendid ships.

Some of those vessels, in crucial times, helped sway the course of history! During the past war, when the fate of nations hinged on over-ocean transport of fuel and oil for planes, tanks and fighting ships, Sun Ship's giant output of tankers was a mighty factor which helped weigh down the scales in favor of America and its allies.

Made 40 per cent of world's wartime-built tankers

The yard is a wholly owned subsidiary of Sun Oil Company, and in speaking of Sun Ship's craftsmen, Sun Oil president J. Howard Pew said at the time of the 30th anniversary:

"The magnificent role of the allies' tanker fleets in World War II amply reflects their work, for their production — 40 per cent of all tankers built in the world during the war — was a mighty contribution to victory."

Sun Ship-built tankers delivered World War II cargoes of gasoline and oil to ports all over the world for every fighting front. They became the pipelines of the Seven Seas. They braved and suffered attack by enemy submarines, ran the gauntlet through hails of shells, were blasted and bombed by hostile planes.

Most of them came through. Some were sunk. Some burned. But they gave excellent accounts of themselves. The Sun yard builds stout vessels!

From its start in a cabbage patch as clouds of the first World War gathered, Sun Ship eventually was to become in days of World War II the largest privately operated shipyard in the world.

The truck garden became a forest of steel, became during World War II a mammoth shipyard of 28 ways extending more than two miles along the west bank of the Delaware river and filled with the ship ways, wet basins, and all the varied fabricating and equipment departments and activities of a giant, modern yard. At the peak of war work, the yard employed 35,633 men and women.

There are many well-remembered events along the course of Sun Ship's forward march of 30 years. The enterprise was incorporated and land for the yard acquired in the Spring of 1916 in direct response to the need for ships (needed by the nation and Sun Oil alike) as war grew closer to America. Five shipbuilding ways

were constructed capable of handling ships up to 500 feet and 15,000 deadweight tons. Necessary fabricating shops and other needed equipment were included.

The Wetherill plant, Chester, Pa. operated by Robert Wetherill and Co. Inc. since 1872 was acquired in July 1916 and its operation converted from the manufacture of stationary engines to the building of marine engines and auxiliaries.

During World War I the yard launched eight ships of which the first was the 10,000-ton tanker CHESTER SUN for the petroleum companion-company of the Sun enterprises. Its keel was laid on January 27, 1917, only eight months after plant construction had begun and the launching took place on October 30 of that year. Hull No. 2 of the yard's history and likewise a tanker for Sun, was named the SABINE SUN and went into the water on Feb. 2, 1918. (This was Sun's first ship bearing that name)

By 1920 the five shipways had become eight and later in the 20's two floating drydocks were added. As the demand for new ships decreased, ship repair work helped keep the yard busy as also did the building of refining equipment, special machinery and steel plate work. Perseverance through those years carried Sun Ship through with flying colors . . . and with it came a nucleus of men highly trained in the crafts of shipbuilding.

Then as the crisis of the second great World War came to America there was a Sun Ship — not a yard in the blueprint stage but operating and ready!

Through the years and up to the time of the anniversary in June, the Sun shipyard built 498 ships; they aggregated approximately 5,720,000 tons of dead weight carrying capacity. Included among them, in addition to the principal output of tankers, were freighters, passenger vessels, dredges, ferries, special ships known as Sea-trains, other types — and even stern wheelers for South American service.

Of this list, the yard since Pearl Harbor has built 229 tankers, 32 freighters and 35 car floats.

In the dramatic race to replace tanker losses from enemy action and to build up the tanker fleet for the staggering requirements of the world-shaking war, Sun Ship set the pace for American yards.

In the front rank of the Sun Ship's wartime output were the famous T-2 tankers designed by Sun for the Maritime Commission.

Sun Ship previously had designed the famous and fast "Cimarron" type of tanker, the first of which is the U. S. Navy's oil carrier of that name — and known as the most famous tanker of the second World War.

The U. S. S. Cimarron, Sun Ship-built, had a part in every major Navy action in the Pacific, and has fueled more ships than any other oiler in the Navy. Submarine attacks and bombings have added to her list of adventures.

Blazed new trails in shipbuilding methods

In its 30 years, the Sun yard continuously has developed efficient methods in shipbuilding and has earned a reputation that is world wide. Its tankers are among the largest and fastest built anywhere, and cargo vessels which uphold the highest standards of American shipbuilding have come off its ways. The U. S. government, prominent oil companies, and leading marine shippers

are among those for whom it has built vessels.

Another in which Sun Ship has blazed a trail is that of welding, which to a great extent now has taken the place of riveting. Until 1922 welding was used in ship repairs only. About that time the Sun shipyard pioneered the welding of pressure vessels for refinery equipment, and from this work grew a greatly extended use of welding. The first all-welded ship, a small tanker, was launched at the yard on September 10, 1931. Six years later, on November 20, 1937, the yard launched a large ocean-going tanker of welded construction, the building of which is recognized as marking a new era in ship construction history.

Proudly the Sun yard can say of itself that it is "the creator of the all-welded ship."

There are companion chapters to the story of Sun's shipyard. One is about the extensive and highly skilled ship repair work carried on . . . work which during the past war assumed tremendous importance.

Figuring basically in this are two huge floating dry docks, one completed in 1921 and the other in 1924. In total, these floating repair basins handled 3,666 ships for repair work between the time they were put into service and September of 1945. In addition, about 4,000 ships have been repaired at Sun Ship docks or at anchor.

Someone at the yard has estimated that if placed end to end these 7,666 vessels would extend from Chester, Pa. down the Delaware river into Delaware bay, past Cape Henlopen and far out into the Atlantic.

Large equipment made for refineries

Another activity for which the yard is widely known is that of the manufacture of large equipment for oil refineries — Sun and many others. For well over 25 years Sun Ship has specialized in this equipment, and the output ranges all the way from small tanks to large fractionating towers, cracking cases, stills, pressure vessels and the like. Particularly important during the crises and stress of the last war were towers and cases produced for over a score of refinery units erected to increase the output of aviation gasoline. Some of this equipment has been sent to far points abroad.

The shop in which this equipment is fabricated is one of the largest and best equipped of its kind in the United States. Advanced manufacturing methods and techniques designed for maximum production are followed. The shop equipment includes X-ray machines that photograph through solid steel, stress-relieving furnaces, and automatic welding equipment.

The rush and breath-taking pace of war days at Sun Ship are over. The number of employees dropped in early July to 6,000; then increased work caused the re-employment of 2,000 additional. It's still a busy place, and will be.

Sun Ship's president sums up

Shipyard president John G. Pew, on the yard's 30th anniversary summed up a mountain of work when he said:

"Employees of this Company have the honor of having built the first all-welded tanker, as well as having been the first to build in a shipyard Diesel engines for the propulsion of ships. We have received commendation from the U. S. Maritime Commission, the U. S. Navy, Coast Guard and the Treasury Department for results obtained by our employees during two wars."



JAMES COLLINS, U.S.A.T.C., former editor of "OUR YARD", is shown in Japan as guest of a Japanese professor and wife. "Note — I've got my shoes off", he writes.

Obituary

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

| Number | Name | Address | Date of Death |
|----------|---|---------|---------------|
| 80-519 | William Collins, 602 Felton Avenue, Sharon Hill, Pa. | | July 14 |
| 34-152 | H. Myers, 400 Ninth Street, Upland, Pa. | | July 21 |
| 95-10045 | C. Harvey, 3753 Walden Street, Philadelphia, Pa. | | July 22 |
| 59-1622 | W. Benner, Jr., 2542 So. 67th Street, Philadelphia, Pa. | | July 25 |
| 65-30 | Alex K. Gordon, 816 E. 7th Street, Chester, Pa. | | Aug. 12 |



LAUNCHING RIGGERS. Left to right: J. Madison, W. Robinson, A. Durso, T. Richards, R. O'Toole, J. DeMarco, J. Fillinich (Big Joe), J. Fillinich (Little Joe).



JAMES DOUGHERTY, of the Electrical Dept., died July 10. He was one of the plant's faithful workers and had been employed 13 years. His son, John Dougherty, is employed in the Blueprint Room. Sympathy is extended to members of the family who reside at 348 Kerlin Street, Chester.

91 DEPT. CLERKS AND TIMEKEEPERS

By Al Plough

In a recent tennis match, Bill Haseltine defeated Dick Saur (formerly of Contract Dept.) 6-1, 6-2 at the Swarthmore Tennis Club. Dick split with Harry Bishop winning 6-4 and losing 4-6. Dick and Harry are even, having split 8 sets. Haseltine was rated 27th nationally some years back. He has won many cups and trophies, and held the number one spot at Idle Hour for two years. The three above mentioned namely, Haseltine, Saur and Bishop are playing in the Eastern State Tournament being held at Idle Hour.

FRANCIS KAESLIN of the Contract Dept., bade good-bye to the boys. He is leaving Sun Ship after nearly five years and is taking a position at the Delaware County Trust Company in Chester. He will be employed in the Title Dept. Best of everything to you, Francis.

NEWS THAT MAKE HEADLINES —

RED FOSTER, of the Exception Office is crazy about photography — looks like he passed the amateur stage and some day real soon we may see the shingle outside his home reading, "FOSTER FOTOS".

JIM JOHN is doing quite a bit of umpiring these days. Jim played a lot of baseball himself prior to his services in the U. S. Navy. His last

assignment being with the Lloyd team as a catcher. Jim recently umpired the Red Arrow Transportation and Upper Darby game.

JOE MARTIN, formerly of the Timekeeping Dept. wishes to be remembered to all the boys. Joe says if any of you get to Atlantic City, be sure and stop in and say "Hello". Joe is connected with the New Belmont Hotel as Manager.

DID YOU KNOW THAT — John Metz, Bill Beaumont and "Det" Clayton were professional ball players . . . Joe Thatford was a Wall Street Broker . . . Mike Byron a Night Club Manager . . . Tom Perry, a Coal Miner . . . George Eyre, a Real Estate Broker . . . Ben Sturn, a Warner Bros. Theatre Manager . . . Charles Wheeler, an Insurance Man . . . Ralph Reskowitz, a Jeweler . . . Joe Spence, a professional Tap Dancer . . . Ducky News, a clever Master of Ceremonies????



MR. ALEX MCGEEHAN, who had been employed by Sun Ship for ten years and who was attached to 55 dept., died on June 22. Sympathy is extended to members of his family.

INK SPOTS FROM THE HULL DRAWING ROOM

Reporter—Frank L. Pavlik

Labor Day and September mark the close of the summer season and the end of vacations with their attendant benefits. Granville Hallman spent a week at Rehoboth Beach, and reports that he caught all of the fish

in the ocean. Betty Lindsay visited her cousin in Ohio and had a pleasant sojourn there. John B. Stevenson went to Ocean City with his family. While fishing with his son, Shaw, "Stevie" caught and "fed" some fish. Ernest Hosking has made a trek out west. Virgil Trevison and the Mrs. vacationed in Wildwood.

Bill Buckley has been spending his spare time and cash in building and equipping a new photographic darkroom. It will be recalled that Bill took the Navy training course in photography at Pensacola and is at present exploiting this field as a hobby. He has polished his lenses and has been "shooting" wedding parties and what have you.

Joe Chermol is home after completing his service in the armed forces. Jack McInnis is busy building pleasure craft at a yacht yard in Ocean City.

We had a brief visit recently from **Anthy Koukedis** and **Kay Metrosh**.

The girls of Dept. 78 recently presented Mrs. Fryer with a framed and tinted picture of her daughter, Jeanne, as a memorial.

A softball game between the Atomic Aces (Old Timers) and the Atom Smashers (Apprentices) was held Tuesday evening, August 13 at Bud Hallman's estate in Village Green. Everyone had an enjoyable time at the picnic and we are indebted to Bud Hallman and Bill Buckley for making the affair a success.



It is with regret that the death of **ABRAM COSHLAND**, late of 38 Department, is announced. Sympathy is extended to his widow and other members of his family. Mr. Coshland resided in Chester and died on July 29.

Junior Members of the Sun Ship Family



THREE SONS of Dr. and Mrs. F. M. Anderson of Federalsburg, Maryland, and grandchildren of Harry Sharpless, 36 Dept., are: WILLIAM O., age 9; RICHARD H., age 5 and FRANK M. ANDERSON, Jr., age 11.



FREDDY BLAIR, Jr., 2½ years old. His father is in the Central Yard Machine Shop.

JEAN ANN FILIAGGI, 13 months old, is the daughter of Joe Filiaggi who is employed in 36 Dept.

QUIPS FROM NORTH YARD PAYROLL

By Al Plough

CONGRATULATIONS—A bridal shower was given recently for Mary Boccella, formerly of the Contract Dept. in the Blue Room of Columbus Centre. It was given by the bridesmaids of her wedding party and it was a grand success. Mary received loads of pretty gifts. She will be married in September. The best of everything to you, Mary, from the entire Payroll Dept.

WELCOME BACK—Ida DePietro and Mary Kapsick have returned to Tabulation after a brief lay-off due to lack of work. They are once again

back in the swing of things.

Jane Pietras, Laura Miklasz, Mary Leary, Peggy Tracy, Peggy McKinney, and Kas Coonan are well on the road to becoming equestriennes.

VACATIONING—Misses Peggy Tracy and Peggy McKinney of Tabulation and Misses Dora Kociuryna and Rose Pizzano of Bond Dept. and Miss Elsie Long of Mr. Hoffman's office have been quite frequent visitors to Wildwood again this year. The place just couldn't be Wildwood without them . . . Jane Heavy of Hospitalization Dept. at Wildwood, N. J. . . . Sara M. Connolly of Distribution at Atlantic City . . . Mary Logue of Distribution at Virginia Beach where she

is the guest of her sister . . . Vera Burch and Ethel James at Atlantic City . . . Frank Wilson on the Delaware in his speed boat.

MANY HAPPY BIRTHDAYS TO—Bert Serverd and Ed Diamond, Sept. 1st. Germaine Bruggeman, Sept. 4th. Jean White, Sept. 10th. Rose A. Pizzano, Sept. 11th. Edna M. Murphy and Frank Wilson, Sept. 26th, and Eleanor Cawthorne, Sept. 27th.

MRS. LOUIS CAVECCHI (Jerry Gorga) formerly of the Contract Dept. and now residing in Sunny California was a recent visitor to the Payroll Dept. Jerry just couldn't leave for the Coast again without seeing the bunch at Sun Ship.



Wedding of MR. FIELDER J. COFFIN, in charge of Sun Ship's office supply room, and MISS EDITH T. CRAMP, daughter of Mr. and Mrs. Edward Cramp of 605 E. 14th st., Chester was set for Sept. 6 at St. Paul's Church, Chester. Fielder, who is the son of Mr. and Mrs. Fielder J. Coffin, of Sarasota, Fla., served in the Coast Guard during the war. His fiancée was a Pharmacist's Mate 1st Class in the Navy and had the distinction of being the only WAVE ever assigned to a combat ship, being attached to the U.S.S. "HENDRY" carrying dispatches to Pearl Harbor.

34—COPPER SHOP

By H. Obdyke

Messrs. Burns, Nolan, Mundell, Whittaker and Smith have taken the fatal plunge by recently joining the ranks of married men. We wish them happiness and prosperity in the years ahead.

Our genial foreman, A. Adam, has returned from his vacation very much refreshed and all set for fall activity.

Joe Kruger spent his vacation in Atlantic City and collected a good coat of tan as well as a good week's rest.

"Commodore" Connie Jones is still guiding fishing parties in Queens-town, Maryland each weekend. We hope to have some pictures for you in next month's issue.

Andrew Adam, Jr. and party had a very successful fishing trip off Salisbury, Maryland, Saturday, July 27th

34 DEPT. PIPE SHOP



PRESENTING PETER PINKOWITZ, our reporter in the Pipe Shop. He is familiarly known as "Pinky" and signs his articles that way. He came back to the yard after having served creditably with the armed forces.

Mr. and Mrs. Herman Schroeder spent their 26th Wedding Anniversary at Atlantic City.

John Buchalew, the speeder, is taking up boat racing.

Bill Murphy is spending his vacation in the Poconos and is having a fine time.

It's good to see Greeny with his new uniform. The boys are wondering why he didn't get a green hat to match it.

Our fisherman, "Dummy" came in one morning with a good fish story — he said that he caught a fish 36 inches long. He didn't show the fish.

Ernie Master is taking lessons on how to beat the drums with three sticks. The boys wish you lots of luck.

Art Walters took a trip to New York to get himself a saxophone. On his return trip Art thought he'd try out a few pieces. At the present, Harry Fry, master of all musical instruments, is solving Art's trouble.

Mr. Sharp, a well known pipefitter with 4 years at Sun, is considering opening a small concession at the seashore.

Something new has been put on the shop's bulletin board:

Two (2) pairs of shoes
FOR SALE

Very cheap: size 12
Going back to the farm

See

59 DEPT. PICKUPS

By C. DeTulio

John Pernini and family are in Seaside, New Jersey, where they are vacationing. Pete McCarron went to Canada. Ben Crook, E. Palo and family are in Wildwood.

The Ryan's scored again — this time Hugh and Mrs. Ryan were blessed with a girl, Mary Elizabeth. Hugh was overseas with the 2nd

HOW A FERRYBOAT LOOKS ON DRY DOCK



SUN SHIP'S REPAIR DEPARTMENT handles many types of vessels and plenty of ferryboats come here. The "JERSEY SHORE" Diesel powered, presents an interesting picture because it has a propeller and wheel at each end of the craft so that it is not necessary to turn around. One end is known as the "Jersey end" and the other the "Delaware end". It operates between New Castle, Delaware and Pennsville, New Jersey, and is owned by the Delaware-New Jersey Ferryboat Company.

Armored Division. William (Butch) Ryan also is proud to announce an increase, a girl, Nancy Kathryn. Butch was in the South Pacific serving in the Navy.

E. Quigley donated his blood again, this time for Reds Palmer's wife.

Tippy Lee is back from North Yard and wants to team up with Jim Morretti again.

Ray Phillips and Harry Goldy are with us again. They were recently discharged after serving overseas.

Russell Forsythe has left the yard to work for the Government.

"Lefty" Covelli has ordered his new car so he can go upstate hunting.

Bob Crutchley is back welding again and doing a fine job.

George McGlennen drove to almost every upstate town in Pennsylvania. He visited relatives who took him through the mines and steel mills.

59 Dept. regrets the loss of one of its well-liked members, Warren J. Benner, Jr., who passed away July 25.



WARREN J. BENNER, Jr., 59-1622, died suddenly at his home, 2542 S. 67th St., Philadelphia, and sympathy is extended to members of his family. He was 37 years old and entered Sun Ship's employ February 5, 1936. A 10-year service pin was awarded to him recently.



THE SECRETARY OF THE TREASURY
WASHINGTON

TO SHAREHOLDERS IN AMERICA:

The support that you gave your Government and your fighting men when you bought War Bonds greatly helped us in achieving final, complete, and smashing victory. You backed your Government and your fighters to the end.

The War Bond is now the peacetime bond, and will continue on sale as the United States Savings Bond. You owe it to yourself to keep on buying Bonds, for they will do great things for you--just as they did for all of us in eight mighty War Loans. But this time it's for YOU.

The United States Savings Bond, with its guaranteed values, when held to maturity, pays a better return than any similar security anywhere, and the full faith and credit of the United States Government stands back of this Bond. There is no stronger security anywhere in the world today.

Like millions of others, you too will probably want to continue buying regularly and systematically so that you will have a substantial fund for the security of yourself and your family in the years to come.

Add to your "take-home savings" through buying and holding United States Savings Bonds. You will find them a growing source of satisfaction as the years go by.

Sincerely,

Frank B. Rowan

Step A The Things You've Always Wanted

The first step in making *your* plan is to decide what it is you want most. We all want one or more of the following. Check what *you* want most.

- ☐ Future security
- ☐ Emergency or sickness fund
- ☐ A home or farm
- ☐ Education for yourself or children
- ☐ Fund to start a business
- ☐ Retirement fund
- ☐ Household equipment, car
- ☐ Just to go fishing

Put down here what you figure is the total cost of what you want.

\$.....



Step B The U. S. Savings Bond Plan

Now that you know just how much money you need, it is simple to find on the chart below how much you should *save a week* to get what you want.

| SAVE EACH WEEK | AND YOU WILL HAVE | | |
|-------------------|-------------------|------------|-------------|
| | IN 1 YEAR | IN 5 YEARS | IN 10 YEARS |
| \$0.75 | \$39.00 | \$200.74 | \$431.49 |
| 1.25 | 65.00 | 334.11 | 719.11 |
| 2.50 | 130.00 | 668.97 | 1,440.84 |
| 3.75 | 195.00 | 1,004.20 | 2,163.45 |
| 7.50 | 390.00 | 2,009.02 | 4,329.02 |
| 12.50 | 650.00 | 3,348.95 | 7,217.20 |
| 15.00 | 780.00 | 4,018.67 | 8,660.42 |
| 18.75 | 975.00 | 5,024.24 | 10,828.74 |

FOR EXAMPLE: If you need about \$2,000 for your future security, you can get more than that by saving \$3.75 a week for 10 years.

Put the weekly amount you need here

\$.....

AND THEN . . .

Step C Payroll Savings Purchase Order For United States Savings Bonds

(Use this handy card to increase or start your payroll savings)

(Employee's name) (Department) (Clock or badge number)

(Company or establishment)

I hereby authorize my employer to save \$..... from my pay each pay day, beginning....., 19....
As these savings total the purchase price of a United States Savings Bond (Series E), please issue Bonds of the purchase price which I have checked:

☐ \$750.00 ☐ \$375.00 ☐ \$150.00 ☐ \$75.00 ☐ \$37.50 ☐ \$18.75
I understand this order is to remain in effect until such time as I choose to change it or advise you to cancel it.

(Date)

(Signature of employee-purchaser)

This authorization for payroll savings cancels any previous authorization that I have given.

SUN SHIPBUILDING AND DRY DOCK CO.

