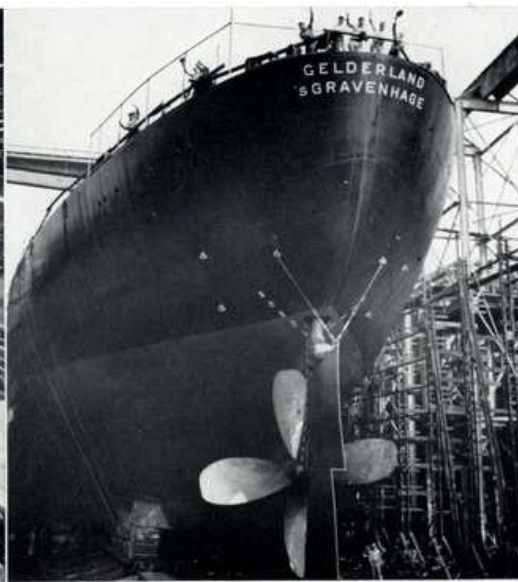




SUN SHIPBUILDING & DRYDOCK COMPANY—OCTOBER, 1946

SCENES AT LAUNCHING OF S. S. GELDERLAND



WIFE OF MAJOR GENERAL JAMES M. GAVIN officiated as sponsor at the launching of the S.S. GELDERLAND in Central Yard on Friday, August 9. (Above) STERN VIEW OF "GELDERLAND" just before the ship was launched in Central Yard.

(Above, Left) THERE WAS A SPRAY OF CHAMPAGNE when Mrs. Gavin smashed the bottle against the nose of the ship. George McCullough, of the Paymaster's Office, was in Major General Gavin's paratroop outfit and he had charge of the champagne bottle and orchid which were used in the launching ceremonies.

(Left) ORCHID IS PINNED ON MRS. GAVIN by Mrs. J. F. van Hengel following the launching. Barbara, 13, daughter of Mrs. Gavin, accompanied the sponsor to the launching.

(Below) MRS. GAVIN is shown with her daughter Barbara, 13, J. F. van Hengel, representing the Netherlands Government, Mrs. van Hengel and John G. Pew, who had charge of the exercises.



	Dept.		Dept.		Dept.
Ashby, Raymond B.	8	Fluellen, James	33	Smyrl, John S., Jr.	34
Battiste, Clarence	67	Freeman, Thomas	67	Summons, Reginald H.	75
Boyd, William E., Jr.	45	Fricke, James L.	34		
Butler, William	34	Getz, Frank C.	30	Taylor, Robert H.	59
Chappell, Benjamin	67	Hardy, Homer W., Jr.	69	Thurstlic, Michael A.	79
Colucci, Charles	33	Hardy, Napoleon B.	67	Trimble, Russell	33
Czaplicki, William J.	59			Tutt, Harry N.	65



Dannheim, William M.	34
Deaver, James R.	45
Dolton, William R.	30
Drasher, Edgar G.	59
Duffy, Raymond W.	69
Duncan, William P.	33
Eiffe, Robert A.	58
Fay, John H.	59
Florant, James A.	46

	Dept.
Fluellen, James	33
Freeman, Thomas	67
Fricke, James L.	34
Getz, Frank C.	30
Hardy, Homer W., Jr.	69
Hardy, Napoleon B.	67
Kauffman, Aaron J.	69
Kline, Luther H.	34
Knaly, George	69
Kulp, Joseph H.	34
Kuntzleman, Bennett O.	45
Lash, James W.	67
Lockwood, William J.	58
Marsich, Joseph W.	33
Martin, Joseph A.	46
Mascio, Louis T.	59
Mecchella, James	34
Moody, Earl K.	96
Moreland, Gracen N., Jr.	59
Myles, Thomas H.	67
Norris, Mervil O.	45
Obenchain, Colin S., Jr.	96
Outterbridge, Samuel	67
Paskins, Walter	33
Pedante, Saverino D.	36
Peters, James	69
Plennert, Nicholas P.	33
Quaile, William S.	45
Rubillo, Michael E.	69
Shortall, Thomas	34
Singer, Lewis U.	34
Skowronek, William J.	36
Smeagleskie, Edward W.	33



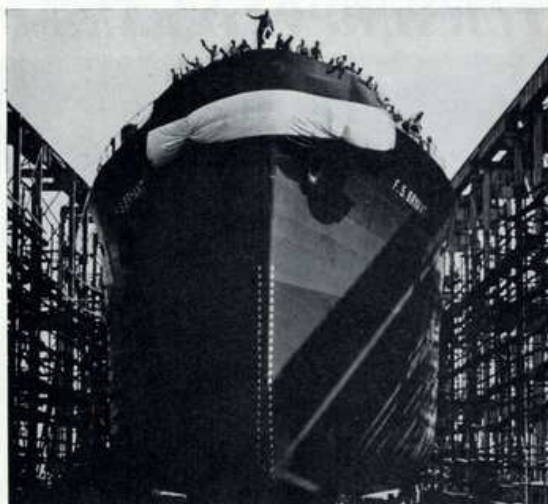
Uber, John	58
Valentine, Alfred	67
Walker, Michael J.	46
Walling, Carl H.	30
Warfield, Samuel F., Jr.	59
Welsh, Andrew J., Jr.	59
Young, James, Jr.	45

How Captain H. D. Campbell's precaution saved the lives of members of the S.S. WESTWEGO's crew during World War No. I was recalled recently by a visitor to the yard who was on the WESTWEGO.

WEGO. The German submarine campaign was in full swing and the life saving equipment on the WEST-WEGO looked inadequate and skimpy to Captain Campbell. He ordered, among other things, a life raft capable of carrying 65 persons.

Within 30 hours after the ship had left port, a German torpedo hit the WESTWEGO and she sank in a short space of time. There were few casualties.

sailor in Sun Shipyard. "Didn't you inspect the WESTWEGO?", asked the man. Captain Campbell replied that he had. "Well, I've been waiting for the chance to thank you", said the stranger. "I was a member of the crew when the German submarine attacked us. The torpedo ripped a big hole in her side and she sank in a few minutes. The big life raft that you put on the WESTWEGO saved us. Without it there would have been a lot of the crew lost."



WHEN THE F. S. BRYANT WAS LAUNCHED

MANY NOTABLE GUESTS attended the launching of the S.S. F. S. BRYANT on Tuesday, August 27. Mrs. Bryant, wife of F. S. Bryant, after whom the ship was named, was sponsor. The ship is the first tanker to be designed since the war ended and is being built for the Standard Oil Company of California of which Mr. Bryant is Vice President.

(Above) — THE "F. S. BRYANT" moves down the way.

(Right) — SOME of the guests at the launching.



(Below) — JOHN G. PEW, President, Sun Ship, Mrs. F. S. Bryant and F. S. Bryant.



SCHOOLSHIP VISITS YARD



(Above) — **THE SCHOOLSHIP, KEYSTONE STATE** shown in dry dock, was transferred to the Maritime Academy recently by the U. S. Navy. She is a modern ship, having been built early in 1945.

(Below) — **STUDENTS** of the Pennsylvania Maritime Academy are shown on deck of the Schoolship when she visited Sun Shipyard for repainting and checkup.



JUST previous to the graduation exercises of the Pennsylvania Maritime Academy, the Schoolship **KEYSTONE STATE** came to Sun Shipyard for dry docking. Built in 1945, the vessel is a trim craft with modern equipment. When she reached the yard, she was manned by the students who are being trained to be officers in the Merchant Marine.

There were 34 in the graduating class this year. They were awarded third mates' and third assistant engineers' papers and also became ensigns in the Naval Reserve.

As third mates or third assistant engineers, the graduates will have the opportunity to earn from \$265 per month and up, including board and room.

During training, they have received \$65 per month during the war, and these payments are to be continued through 1947, officers of the schoolship said.

Teen-age boys are now being enrolled for the fall class of the Maritime Academy, and their training as future maritime officers will be launched with a cruise to Bermuda, Martinique, Colombia, Panama, Mexico and Gulf Coast ports, starting the middle of September.

The new **KEYSTONE STATE** will have a complement of 150 cadets and officers. With the new class now enrolling, the academy will return to a three-year course. A land base is now being built at Morrisville, N. J., where the **KEYSTONE STATE** will be moored between training cruises.

Applications for enrollment in the Pennsylvania Maritime Academy are made to the Navigation Commission, Bourse Building, Philadelphia.



S.S. DRENTHE IS TAKEN OVER



MRS. EISENHOWER AND GENERAL DWIGHT D. EISENHOWER presented large framed photographs of themselves to the S.S. DRENTHE shortly before the ship was taken over by the Netherlands Government. The pictures were hung in the ship's lounge. Both were autographed;

Mrs. Eisenhower's message was, "To the S.S. DRENTHE. Good Sailing". General Eisenhower wrote, "To the S.S. DRENTHE." Mrs. Eisenhower was sponsor at the launching of the DRENTHE.



HOISTING THE NETHERLANDS' COLORS on the S.S. DRENTHE. Left to right: Mr. van Hengel, Mr. R. L. Burke, Capt. Schokamp.



GROUP AT TRANSFER OF S.S. DRENTHE. Left to right: Capt. Peters, Carpenter van Zoelen, Mr. L. Bontenbal, Mr. Van Ramshorst, Mr. Kretschmar van Veen, Mr. van Hengel, Chief Mate Nieboer, Mr. R. L. Burke, Boatswain Czernike, Capt. Schokamp, Chief Engineer Broekhuizen, Mr. Haman.

SS Drenthe Starts Trial Trip



S.S. DRENTHÉ starts on her trial trip with tug easing her away from pier.



AMONG THOSE ABOARD were G. Obenheim, 36-278; L. Bontenbal, Netherlands Government; J. Tarabochia, 36-253; C. Rennie, 36-122; C. Zoll, 38 Dept., Raymond Rosenman, electrical representative and Mr. DeGeus, Netherlands Government.

TANKERS IN THE PACIFIC

SUN SHIP workers will be interested to know that it took two and a half times as many tankers to win the war in the Pacific as were needed in the Atlantic.

More than 400 tankers were in constant service in the Pacific. Many of them were built by Sun Ship.

The following tribute to the MER-

CHANT MARINE and the tanker fleet has been sent to "OUR YARD":

By FRANK J. TAYLOR

President, American Merchant Marine Institute

When the history of the American Merchant Marine in the war is written, 1945 must be regarded as the peak in the size and operating efficiency of our great cargo fleet. On V-J

Day American shipping had attained a pre-eminence never reached before through transportation achievements that earned it the praise of all military leaders.

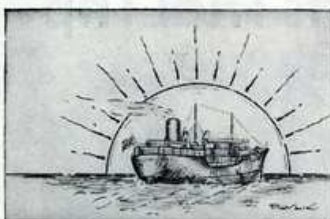
The months previous to the final surrender of the Japs in August saw the United States merchant fleet bringing to a victorious climax its wartime efforts to transport and supply our fighting men in every quarter of the globe. Following the collapse of the Nazis in May, a good portion of our merchant ships participated in the Army's vast redeployment program. Great numbers of troops with their equipment were to be transferred from the European front to the Pacific.

Meantime in the Pacific a remarkable triumph over tremendous distances was being effected. With the armed services jointly engaged in major operations that included the invasions of Luzon, Iwo Jima, and Okinawa, there were staggering supply problems to be met by the merchant fleet. For instance, the Pacific war required two and one-half times as many tankers as were needed in Europe. More than 400 tankers, in constant service, were necessary to assure the delivery of five tanker loads a day.

Although the year was relatively a light one for merchant ship casualties, at the war's finish a total of 570 American ships along with 5,700 officers and crew members had been victims of enemy attack. Some 4,500 vessels were under the control of the War Shipping Administration which turned them over to 130 American steamship companies for management and operation.

But the dropping of the atomic bomb has not marked the end of the war efforts of the American Merchant Marine. One of the first American industries to go to war, shipping will probably be the last to demobilize. Since V-E Day its biggest job has been bringing troops home either for leave or discharge. In less than seven months a total of 2,279,072 troops have come home through Atlantic Coast ports alone.

BILGE 'N BALLAST



By Frank L. Pavlik

ANCHORS

Primitive Ground Tackle

PROBABLY the most primitive anchor employed by the early navigator was a heavy stone, or the skin of an animal weighted with stones, dropped overboard by a cordage of twisted vines and anchoring the craft by sheer weight and friction. Greek and Roman anchors of a later era were hooked, and carved in one piece from solid stone. In fact, the anchor is derived from the Greek, "ankyra", meaning a hook.

Essentially the anchor is a hook-like implement, attached by a chain or rope to the vessel. When dropped

cently the word character for "metal" has been used. It is reputed that the Chinese Emperor Yu, 2000 B. C., used the hook-like anchor on his vessels.

Symbolically, the anchor design has been used down through the ages: by the Greeks to indicate hope; by the Romans for wealth and commerce, and even in this day the "fouled anchor" is employed in maritime insignia on badges, caps, etc. Incidentally, the good seaman regards the line wound around the shank of an anchor as a mark of careless seamanship.

Common vs. Stockless Anchors

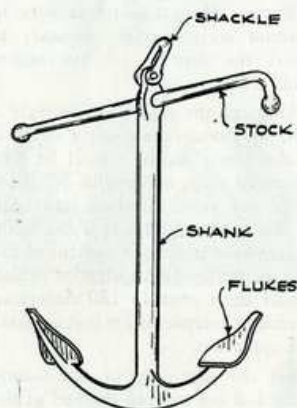
The various parts of the common anchor and the stockless anchor are indicated in the sketches. Originally the common anchor was made with one wooden arm, and later with two wooden arms, which eventually gave way to the all metal stock. The common anchor has greater holding power than the stockless anchor because the drag on the chain pulls the stock down horizontally on the ocean bottom, pointing one of the flukes properly for biting into the bottom. On the other hand, the stockless anchor can readily be housed in a hawse pipe, eliminating the catting and fishing of the anchor over the side with a davit and tackle. The stockless anchor also has fewer projecting parts to foul (catch) the anchor chain when lying on the ocean bottom.

Modern ships are fitted with ground tackle which is proportioned to the size of the vessel by the rules of the American Bureau of Shipping or other authority. The anchors are generally made of cast steel, are stockless, and include the following: two bower anchors, one spare bower anchor, one stream anchor and occa-

sionally a Kedge anchor. The bower anchors are so named because they are fitted in the bow of the ship. They are of equal weight, although in earlier times one anchor was made heavier and was known as the "best bower" while the other was called the "small bower".

With a bower anchor "out", the stream anchor is used over the stern to prevent it from swinging with the tide when anchored in a narrow waterway. The weight of a stream anchor is about one third the weight of a bower.

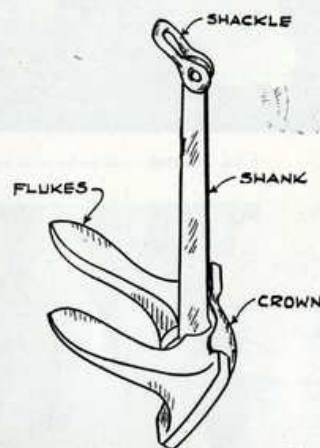
A Kedge anchor is fitted only on smaller vessels and is lighter in weight than a stream anchor, being used for warping or Kedgeing the vessel.



COMMON ANCHOR

overboard the hook impales itself in the sea bottom, holding the vessel in the desired position.

In the Chinese character writing, the symbol originally used for anchor was the graphic "stone"; more re-



STOCKLESS ANCHOR

Special Anchors

A special type of anchor that has been used to a great extent on submarines is the mushroom anchor. In lieu of the usual flukes and crown, the shank is fitted into a bowl shaped casting. This anchor has great holding power in soft ocean bottoms, and is non-fouling.

While on the subject we will mention the sea anchor, which is a device for keeping a vessel head-on to the sea so that she may ride out a gale. It consists of a cone-shaped canvas bag, the mouth of which is kept open by a spreader made of spars, and the ships hawser is made fast to bridles attached to the spreader. A sea anchor should be very large, and strongly built, to be effective.

PUTTING THE "HEAT" ON TIN PANS

ONE of the unusual tasks at the Copper Shop is the re-tinning of pots and pans from the galleys of ships that come to the Shipyard for overhauling.

First step is removing the dirt and rust from the kitchen utensils. They are heated and then scrubbed with muriatic acid which has been "killed" by the addition of block tin.

The pot or pan is then dipped in melted pure block tin until it is coated all over, using sal ammoniac to take away the acid taste.

Final work is to dip the coated vessel in lukewarm water using powdered charcoal or dry sawdust as a polish.

Pots, pans, buckets and other cooking utensils from the M.S. BELGIAN GULF were turned over to the Copper Shop for re-tinning.



R. SHOEMAKER cleaning a pot with heat and zinc oxide. He was aided by Tom Purcell.



A. ADAM, Jr. coating a pan with melted tin.



Here we have a display of pans after having been tinned and polished.

SERVICE PINS ARE AWARDED



SURROUNDED BY SCORES of his fellow workers at the Wetherill Plant, Caleb Cope, 8-53, was presented with a 45-year service pin by President John G. Pew. In a brief address, President Pew recalled how Mr. Cope had come to the plant as an apprentice in the Machine Shop and had developed into one of Sun Ship's faithful employees. Vice President Richard L. Burke and Supt. John Wilkinson were among those who attended the presentation.

MAY

30 Years

78-1 J. W. Hudson

25 Years

66-49 A. Martin
59-2711 W. Hamilton

SALARY ROLL

10 Years

91-11 G. Turner
91-512 F. Gay
93-82 T. Hardy

DRAFTSMEN

20 Years

78-6 J. Ambrosino

10 Years

33-251 J. Carr
38-87 M. Potts

HOURLY ROLL

20 Years

33-32 W. Draper
36-88 G. Marvel
91-25 F. News

(Top row) — SUPT. A. A. NORTON presents 10-year service pin to Foreman Arthur Millay, 45-2.

(Second row) — H. Thomas, 66-119; W. McCann, 66-102; A. Martin, 66-49; (Supt. Norton).

TO EMPLOYEES FOR MAY-JUNE

15 Years

34-55	E. Perkins
34-93	J. Rispoli
66-62	S. Pilecki
75-27	F. Grau
79-41	F. Ryan

10 Years

4-123	I. West
4-165	B. Karuth
4-225	H. Dickerson
8-566	C. Jones
8-721	W. Lutters
30-2009	P. Williams
30-2070	I. Crews
30-2077	S. Zabowski
30-2093	J. Brown
30-2306	A. Thompson
30-2250	E. Caum
33-72	G. Greenfield
33-205	D. Preston
33-221	C. Hewlings
33-353	W. Gill
33-432	R. Napier
34-88	C. McAtter
34-127	R. Phillips
34-144	G. Moore
36-196	E. Irving
36-542	F. Trader
36-626	W. McLaughlin
36-1335	W. Gaal
45-65	C. Williamson
45-82	O. Schmidt
47-544	R. Fleming
47-4016	J. Andrews
55-87	E. Sieber
55-161	A. Grieco
58-56	A. Petrone
58-542	W. Stanoski
59-49	J. Wills
59-222	J. Ennis
59-254	D. Saetta
59-339	W. Divis
59-934	T. Castaldi
59-936	W. Levengood
59-5532	J. Maucher
66-104	H. Byers
66-116	B. Zukey
66-119	H. Thomas



(Top row) — H. Greenwood, 69-88; F. Pilecki, 66-62; G. Busby, 51-5; A. Pearson, 55-309; J. April, 55-289; T. Mastin, 51-30; J. Fillinich, 68-44 (Supt. Norton).

(Second row) — A. Petrone, 58-56; C. Peterson, 58-23; K. Gresham, 58-11; J. Fidyk, 58-45; J. Price, 67-905; F. Ryan, 79-41; (Supt. Norton).

(Third row) — B. Zukey, 66-116; H. Byers, 66-104; C. Williamson, 45-65; H. Corbett, 67-1870; (Supt. Norton); W. Bodensieck, 68-622; A. Grieco, 55-161; W. Stanoski, 58-542.



J. H. GORDON McCONECHY presents 10-year service pin to Morris L. Potts, 38-87.

H. W. SCOTT, of Purchasing Dept., presents a ten-year service pin to Don Schwolow, 94-143.

10 — OUR YARD



67-1870 H. Corbett
68-622 W. Bodensieck
74-78 H. Reed
74-80 C. McGlennen
80-55 J. Foley
84-75 R. Gibbons
84-87 J. Purcell

JUNE

45 Years

8-53 C. Cope

30 Years

2-A R. Haig
81-1 W. G. McNees
3-A R. L. Burke

25 Years

30-2058 T. Paul
34-15 D. VanHorn
47-39 G. Pokopich
55-40 T. O'Neil
51-30 T. Mastin

SALARY ROLL

10 Years

45-2 A. Millay
90-29 E. Morgan
91-450 M. Nessenthaler
94-143 D. Schwolow

HOURLY ROLL

20 Years

36-666 H. Sharpless
55-309 A. Pearson
59-24 M. Bringel
67-905 J. Price
68-44 J. Fillinich
80-42 W. Edge

15 Years

1-55 J. Smith
4-68 W. Smith
95-18 C. Devonshire

(Top row) — B. Karuth, 4-165; H. Dickerson, 4-225; I. West, 4-123; (Supt. Wilkinson); W. Smith, 4-68; C. Jones, 8-566; A. Karan, 8-107.

(Second row) — Left to right: W. Daniles, 60-62; J. Ennis, 59-222; D. McKinney, 33-275; C. Hewlings, 33-221; W. Davis, 59-210; D. Saetta, 59-254; M. Bringel, 59-24; (Chief Electrical Engineer Jackson).

(Third row) — Left to right: F. Hagenberger, 59-664; W. Holt, 59-111; W. Gill, 33-353; L. Beatty, 59-428; W. Draper, 33-32; W. Hamilton, 59-2711; (Chief Electrical Engineer Jackson).

(Fourth row) — Left to right: G. Greenfield, 33-72; J. Wills, 59-49; P. News, 59-365; (Chief Electrical Engineer Jackson).

(Fifth row) — J. Foley, 80-55; (Foreman J. Brown); W. Edge, 80-42.

(Sixth row) — G. Turner, 91-11; F. Gay, 91-512; F. News, 91-25; (Controller Doyle). T. Hardy, 93-82 not present when picture was taken.

10 Years

8-107	A. Karan
8-242	F. Winfree
8-310	J. Robinson
30-2244	H. McCarter
33-275	D. McKenney
33-4018	C. McCabe
34-158	P. Brown
34-536	R. Beaumont
34-570	S. Gurski
34-686	G. Middleton
34-849	C. Costell
34-2597	E. Babicki
34-2787	H. Machamer
34-3268	C. Poole
36-262	G. Roberts
45-338	T. Davis
47-325	S. Viloski
47-730	L. Gallagher
51-5	G. Busby
58-11	K. Gresham
58-23	C. Peterson
59-111	W. Holt
59-210	W. Davis
59-365	P. News
59-428	L. Beatty
59-664	F. Hagenberger
60-62	W. Daniles
69-103	M. Zakorehemy
74-66	E. Lowrey
74-95	C. Wright
75-79	N. Boyer
75-92	F. Pietras

(Top row) — E. Lowrey, 74-66; C. Wright, 74-95; (Supt. Beatty); G. McGlennen, 74-80; H. Reed, 74-78; R. Gibbons, 84-75.

(Second row) — F. Pietras, 75-92; S. Viloski, 47-325; F. Grau, 75-27; (Supt. Beatty); J. Purcell, 84-87; N. Boyer, 75-79; R. Fleming, 47-544.

(Third row) — Ray Flanigan substituting for Supt. George Carney, presenting service pins to employees. Left to right: J. Brown, 30-2093; S. Zabowski, 30-2077; H. McCarter, 30-2244; (Foreman Flanigan); A. Thompson, 30-2306; I. Crews, 30-2070; E. Caum, 30-2250.

(Fourth row) — Ray Flanigan substituting for Supt. George Carney, presenting service pins to employees. Left to right: W. Gaal, 36-1335; S. Minnick, 36-413; H. Sharpless, 36-666; (Foreman Flanigan); G. Marvel, 36-88; S. Warburton, 30-23; J. Martin, 30-60.

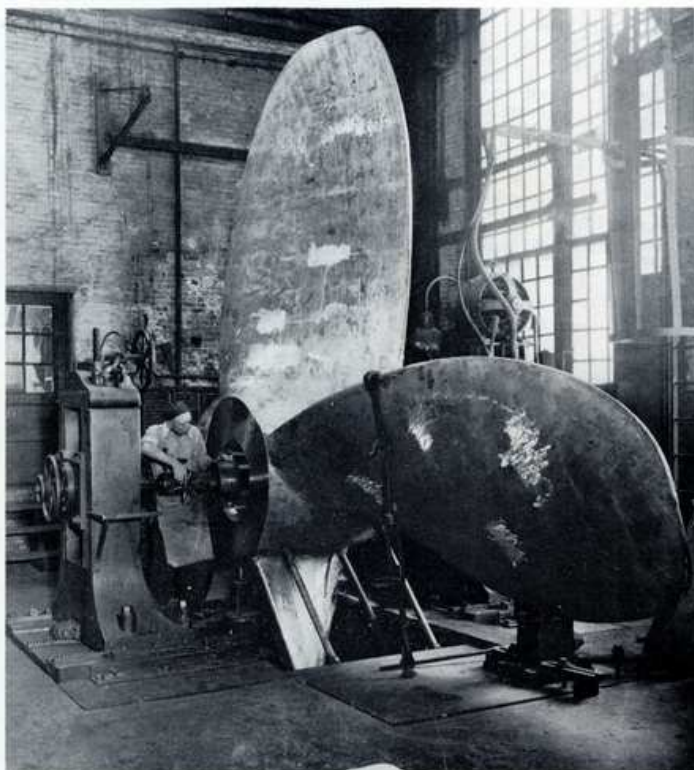
(Fifth row) — Foreman Raymond Flanigan substituting for Supt. George Carney. Left to right: C. Costell, 34-849; R. Beaumont, 34-536; J. Rispoli, 34-93; D. Van Horn, 34-15; (Foreman Flanigan); S. Gurski, 34-570; H. Birl, 34-460.

(Sixth row) — Left to right: H. Mackamer, 34-2787; G. Middleton, 34-686; R. Phillips, 34-127; E. Perkins, 34-55; (Foreman Flanigan); P. Brown, 34-158.



SUN SHIP TURNS OUT FINE PROPELLERS

FIRST STEP in machining propeller which has been received from American Manganese Bronze Company. Notice the size of wheel compared with workman. Handling these propellers requires skill, since they weigh nearly 25 tons. They are turned completely over. Rigging used is the only one of its kind and was perfected by Sun Ship.



FROM June 1940 to the present, the Wetherill Plant has machined and finished 463 propellers; an average of 6 per month. The peak was reached in January, 1943 when 13 were finished ready for installation.

Cast by the American Manganese Bronze Company at Holmesburg, Pa., they are delivered by trailer, put on a pitchometer to be accurately laid out for machining, the blades chipped, ground and polished to a smooth finish and all machine work finished.

The tail shaft which is the connection between the engine and propeller, is then tried in for fit as all ships of a class must be able to use any of the spare propellers which are supplied to each ship or stored in various strategic ports throughout the world.

This means close tolerance and all propellers are bored to a tolerance of about the thickness of a human hair.

The final step is the balance to eliminate dangerous vibrations. The propellers are balanced to within a few pounds. The smallest propeller made, a model, weighed 12 ounces and was 5 inches in diameter, while the largest 21 feet 4 inches in diameter, weighed 23 tons.

Total weight of the 463 propellers finished at Wetherill was almost 17,000,000 lbs. or a quantity of bronze equal to a cube 70 x 70 x 70 feet. Enough bronze to fill the Exception Office building more than full.

The war years brought the Wetherill Plant to an all time peak in its 74 years of existence. Besides finishing all the propellers and shafting, the plant also contributed its share to the "shooting" part of the war in building huge cordite presses, used in the manufacture of the propellant for our Bazooka and rocket gun projectiles.

The building of oil refinery machinery and Diesel engines also kept the shops occupied for long hours.

Today, along with the current ship production and repair work, Wetherill Plant is building huge hydraulic presses for manufacture of plastics and other commercial products.

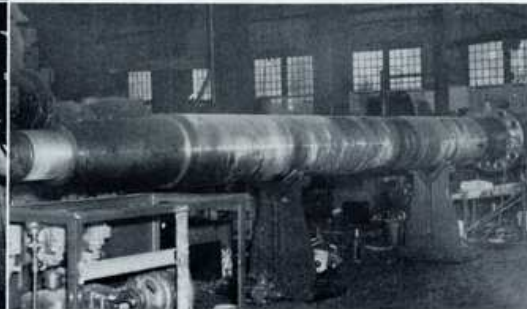
Wetherill employees are proud of the part contributed to the final score of victory and today as in the past the motto still remains the same: "If nobody else can do it, send it to Wetherill".



(Left) **SECOND STEP** — After propeller is bored and faced, it is then ground, chipped and polished as shown in picture by W. Bilsky. All propellers must pass a careful inspection.

(Lower Left) **THIRD STEP** — After all grinding, chipping and polishing is completed, propeller is then put on a pitchometer for calibration. This is done by O. Leinhauser. The last step, the wheel is put on a balancing machine.

(Below) **THIS PICTURE** gives you a rough idea of the size and length of shaft required to support these huge propellers. The left is tapered so as to fit in bore of propeller. This fit must be true because a ship cannot move without a propeller. In all Sun Ship ships built, only one ship lost a propeller. This is a fine record for Sun Ship.



JUST A MINUTE, BILL!

JUST a minute, Bill I want to call attention to the supplement which has been inserted in this month's issue of OUR YARD. It tells you quite a bit about your local Community Fund which is starting its annual campaign on October 14th.

You know the Fund conducts a drive about this time every year for the health, child care, family welfare and youth organizations located in Chester and vicinity. What I like about it is that all the "Red Feather Services" (this year there are 21) get together and make one united effort to enlist your support. Saves a lot of time, Bill, not only theirs, but yours.

By getting together this way, these services cut down expenses, too. That's about the only time when it pays to put all your eggs in one basket.

Cute kid, Chester's pin-up girl, isn't she. There are a lot of Sallys in Chester. You'll find them all over town. What's that, Bill? You've got a Sally at home? Pretty proud of her, aren't you? Because you are, you want to do something for those other kids whose pictures are in the supplement. I know that Joe, Jack, Harry, Ed, and

the rest of the gang feel the same as you do. There's something about those kids.

These other pictures were taken right here in Chester, Bill. You bet it costs a lot of money to keep hospitals in equipment. I remember when your Tommy broke his ankle — that looks almost like the smile that busted out on his face and made you shed a happy tear. I'll never forget it.

What's that? How much CAN you give? It says right there on the back page that "the answer is in your heart". If you feel the way I think you do, Bill, I'm sure you'll give enough.

The Stork Brought

We Wish to Congratulate:

Mr. and Mrs. John O'Brien on the birth of a daughter, Marian Lois, on September 2, weighing 7 lbs. 11 oz. Mr. O'Brien is employed in 33 Dept.

Mr. and Mrs. R. Clendening, 3rd on the birth of a son, Richard, 4th, on August 10, weighing 8 lbs. 10 oz. Another grandson for 36 Shop's Dick Clendening.

Mr. and Mrs. Jack Comprone on the birth of a daughter, Jacqueline Ann, on August 2, weighing 8 lbs. 3 oz. Mr. Comprone is employed in 36 Dept.

PRaise for New Catalogue

Numerous congratulatory letters have been received from recipients of the new catalogue issued by the Sun Shipbuilding and Dry Dock Co.

The following interesting letter addressed to John G. Pew, President, has been received from James A. Farrell, Jr. of American South African Line, Inc.

Dear Mr. Pew:

I greatly appreciate your letter of August 14th and the splendid catalogue that came in a later mail. It was interesting to note that you devoted page 49 to M/S CITY OF NEW YORK, a fine ship in all respects as was M/S CHALLENGER. We were sorry to lose them.

M/S CITY OF NEW YORK served us splendidly for more than thirteen years and never had the slightest mechanical or structural defect. As far as her engines were concerned, her maintenance cost was always below normal expectancy.

Sincerely yours,

JAMES A. FARRELL, JR.

Many of our workers will recall that Sun Ship replaced steam engines on the M.S. "CHALLENGER" with Sun-Doxford diesel engines and also that the fine passenger ship, "CITY OF NEW YORK", was built here in 1929.

Know Your
Fellow
Workman

THE STORY BEHIND A SUN SHIP LAUNCHING



CAPTAIN C. H. BRYSON, of Sun Ship's Rigging Department and CAPTAIN JOHN BURK, of the Atlantic Refining Company's Tug Fleet. Their job is to decide on a maneuvering plan and bring the new hull to a pier for further work known generally as outfitting.



ALBERT BUZA, leaderman in 68 Dept. directs Thomas McGranahan in the cutting of the lashing for the river wire which aids in turning the vessel after she is floated.



- (1) A GROUP OF RIGGERS on deck aft awaiting the action of ship movement when the ship is launched. Left to right: Moses Russel, G. Van Wackle, William Callahan, Albert Buza, leaderman, Thomas McGranahan, J. Rielly, William Norris.
- (2) GANG RAMMING WEDGES. W. Marine, S. Baker, A. Martin, G. Baldwin, J. Burke, N. Stone, A. Trader, R. Damore, T. Davies, G. Fiebig, D. Wiley, B. Morris, S. Jaklak, A. Lakshus, S. Johnson.
- (3) JOHN LEE AND RIGGERS. Hooking up mooring lines.
- (4) CUT OFF GANG AT SAW.



MARK H. OLDHAM, 68-124, Assistant Foreman of Riggers stands by launch cord attached to bottle of champagne prior to and during launching ceremonies of S.S. GELDERLAND. Notice the height of the ship's bow under the shipway crane about a hundred feet up from the ground.



THE SYMBOL — Champagne bottle. The white line on bow shows where sponsor cracks bottle.



(1) MR. THOMAS McGRANAHAN, 68-531, pulling up from the JUPITER, one of the four assisting tug boats, a heavy hawser. In the background is the Atlantic tug VAN DYKE No. 4 captained by Nasa Williams, veteran pilot used to execute the turning of the vessel's stern after the ship is launched.

(2) RIGGERS, all veteran employees of Sun Ship, making up bunting used to drape the ship's bow during launching ceremonies. Left to right: Frank Galoonis, Sam Ambrosino, Harry Kemp, Karl Anderson, Assistant Foreman, Dominic Lileo, one of 68 Dept. best liked and most capable veterans.



(3) THE S.S. GELDERLAND being docked at pier No. 1 under the shipyard's "Gargantua", the hammer head crane. The huge crane dwarfs the mighty ship. Also observe the two black balls denoting that the ship is out of command and can not maneuver as required by the Rules of Ships Underway.

(4) TRIPPING THE TRIP SHORE.



THEY KEEP SUPPLIES COMING IN



HAROLD T. BARR, Chief of the Expediting and Invoice Division of the Purchasing Dept. and Miss Helen Shallet, Secretary.

EXPEDITING, a vocation requiring patience, perseverance, "stick-to-itiveness" and "follow thru" is one of the most important and fascinating jobs at Sun Ship. An expeditor is THE spoke in the big wheel of production for it is upon him that the thousands of workers depend for materials and tools with which to mold the hulls and build the tankers and cargo ships and also equip these ships "from stem to stern".

The ordinary layman does not realize the thousand-and-one items which are necessary to build and equip a ship. Not only are nautical materials needed but also every single item required in the building and equipping of a

modern home. Some of the more important materials are steel, lumber, engines, galley, electrical, refrigeration, plumbing and steam fitting equipment.

It is the prompt delivery of all required materials which keeps the wheels of production in motion.

The Purchasing Department issues to the Expediting Department a copy of every purchase order issued to the Vendor. The required delivery date, as promised by the vendor in his quotation, is a part of said contract. This delivery date is the worry of the Expeditor.

One who is not familiar with all the intricacies of an Expeditor's job would say "Oh, that's an easy job. Just pick up the phone and give the Vendor a call. Rake him over the coals for failing to make the promised delivery." But a tactful, diplomatic expeditor does not act on the impulse because possibly something beyond the Vendor's control has occurred to cause the unavoidable delay.

For instance, the Vendor may have sublet the contract which then necessitates the Expeditor's contacting the sub-vendor. Maybe a second or even a third sub-vendor is involved. In any of these instances the Expeditor must contact the vendor or sub-vendor to ascertain why delivery has not been made and in such a case remedy the cause. If necessary, he must take a flying trip to Cincinnati or wherever the Vendor's home office is located.

An Expeditor riding the "box-car" to point of destination is not uncommon. Or if delivery has been made to carrier he must get the important data as to when and how shipment was made and the name of the carrier. Then it is his duty to contact the carrier and locate the whereabouts of the material. A tracer is then sent out by the carrier who in turn notifies the Expeditor.

The Expediting division is under the able and efficient leadership and management of Mr. Harold T. Barr, head of the Invoice Department. Mr. Barr, an engineer by profession, has loyally served his employers for the past twenty-five years. He is aided by his efficient secretary, Miss Helen Shallet.



GROUP OF "MATERIAL CHASERS" who play a large part in turning out ships. Left to right: Donald J. Clare, Daniel H. Wood, Lester H. Harris and C. H. Otterman.



91 DEPT. TIMEKEEPERS AND CLERKS

By Al Plough

Frank McCarter bade goodbye to all the boys. He left Sun Ship after five years of service to take a position with the Sun Oil Company in Toledo, Ohio. The best of luck to you Frank.

Sympathy is extended to Thomas Perry and his family on the loss of his sister.

Harry Buchanan sent in this one. A man was down to his last penny and then got his fortune. He stepped on the scales.

The best of friends must part — The folks bade good-bye to C. Terry, B. Sturm, T. Hutchins, W. Malsberger and D. Leary. Lots of good luck in your future undertakings.

Did you know that — John Rankin was storekeeper and purchasing agent for Pure Oil Company, Marcus Hook; Robert Segal was in the retail and manufacturing silk business; Bill Malsberger was a newspaper man with the Philadelphia Ledger and Inquirer; John Buckley was President of the Chester Packing Company; Frank Martin, right of way man with the Philadelphia Electric Company; Harvey Martin was in the confectionary business; Bill Osterheldt with the Philadelphia-West Chester Company in the Engineering Dept.

VACATIONING — Al "Shorty" Davis at Ocean City, Maryland and the Pocono Mountains; Joe Meehan at Atlantic City and Harry Renz at Shipbottom, New Jersey.

Major Henderson, formerly of the Contract Dept., wishes to be remembered to all the boys. Dick Saur also wishes to be remembered. Dick is now connected with the Remington Rand Co.

A Four Leaf Clover to Jim Hoben on his venture in business. Jim just

opened a restaurant on McDade Blvd., Folsom. Good-luck, Jim.

MANY HAPPY BIRTHDAYS TO: Ben Sturm, Oct. 2; Albert "Pat" Gray, Oct. 15 and Thomas Hutchins, Oct. 22.

INK SPOTS FROM THE HULL DRAWING ROOM

Reporter — Frank Pavlik

Yes Sir! the Admiral has weighed anchor and sailed his trailer to a western port. We hope that Fred Prosser's navigation is O.K., and wish him every success in his new job on the West Coast.

We are mighty glad to see Jack Petchel back on the job again after a long illness.

Norman Paul, formerly of this office, has received greetings from Uncle Sam and expects to be inducted on September 9.

The bowling season opens with the following line-up for Hull Drafting "A" Team:

Joe Ambrosino, Captain; John



ENGAGEMENT of Miss Ann Sawka to Richard K. Swallow has been announced. Ann is employed in the Engineering Drawing Room and is a graduate of the Chester High School.

Dougherty, Tom Larkins, Earl Moody and Stew Wooley.

We have been told that the real 78 Dept. Team line-up is as follows:

Dick Hall, Captain, L. Collinson, Jack Petchel, Les Ives, Jack Sulger, Al Hubay, Al Williams and Bill Deck.

The latter is the Hull Drafting "B" Team.

Flash! Tom Crompton's bowling — and also his "handicap" of 41 pins have won him a place on the Office team. Nice rolling, Tom.

Betty Lindsay is apartment hunting, and the prospects are good that we will see Betty sitting on a bureau on the sidewalk this winter, brushing snow flakes off the mirror.

Ralph W. Bowers and the Mrs. spent Labor Day week-end with their daughter Capt. L. E. Bowers, Company Commander of the W.A.C. detachment at the North Post, Ft. Myer, Va.

88 DEPARTMENT CAPTAIN MILLS' SQUAD

By Joseph Brennan

Guard Mack has left us to go in business for himself. The squad's best wishes are that he will succeed in his venture. His warm heartedness and spirit of fair play made it a pleasure to work with him.

Guard Wegat has returned to his former squad after a sudden illness.

Guard Vail wishes the priority on mosquito netting would be lifted.

Guard Narris is getting all set for his vacation in Clearfield County. He recently had an operation performed on his eye.

Guard Grayson is doing a good job in the Main Office parking lot.

Guard Megeary is now convalescing at his home after being seized with a heart attack on Memorial Day last. Joe, the Guards on this squad are all rooting hard for your complete recovery.

80 DEPT. — STOREROOM*By F. Corcoran*

Tom Singleton went fishing the weekend of August 17 and the fish he caught must have tasted delicious. His trip cost him twenty-two bucks



WALTER LOGAN, 80-40, started work at Sun Ship seventeen years ago as a laborer, and has an enviable record of efficiency. He was made a leader in 1930, and an assistant foreman, in charge of laborers, in 1942.

During his years of service, Logan has never been absent from work and he claims he is always contented in the shipyard.

His favorite sports are baseball and prize-fighting and he never misses an opportunity to attend either.

He was born in Virginia in 1902, and with his father and mother moved to Philadelphia in 1922. He is married and he and his wife reside at 5647 Race Street, Philadelphia, Pa.

and all he caught was a small bass. Yum! Yum!

Harry MacNeal just returned from a pleasant week's vacation at Saratoga Springs, New York.

George Thornton, although still in the hospital while we are writing this article, is improving nicely and we hope it won't be long until he is back on the job again.

Ed Berg is still on the sick list.

Congratulations to Mr. and Mrs. Jack Donohue on the arrival of a baby boy, Sunday, September 8. This makes it two boys for the Donohues. Good luck.

Earl Bennett and his family recently relaxed for a week at Wildwood.

We all regretted to part with Vance Holloway on September 6, when he left the shipyard to take up his new duties in Northern Michigan.

John DiMambro just returned from a cold week's sojourn at the shore.

Bob Curry took a weekend trip to Wildwood recently and he didn't real-

ize the sun was so hot until he was coming home. Any pats on the back were resented by Bob the following week.

Tommy Leeson and his Sun Ship band gave a very delightful concert at Newtown Square Public School recently.



ROBERT H. CURRY came to Sun Ship March 4, 1918 as an expeditor and later was transferred to 80 Dept. He was made assistant foreman and leader and is now in charge of the supply room. His son, the Rev. Robert L. Curry, is pastor of the Methodist Church, 63rd and Grays-Ferry Rd., Philadelphia.



Death of **WILLIAM COLLINS**, recently of 80 Dept., took place July 14. Sympathy is extended to his family residing in Sharon Hill.

34 — COPPER SHOP*By H. C. Obdyke*

At this writing, "Commodore" Jones is on vacation at Norfolk, his home town and we are all set for some wonderful tales about large quantities of fish caught by him in that section.

Joe Kruger, our ardent baseball

fan, has also enjoyed the second week of his vacation along the Jersey shore and has returned much refreshed.

Andy Adam, Jr., keeps plugging at the fishing game but so far cannot find where they are. Seems he strikes the wrong place at the wrong time, but we must admire his pluck and determination to keep on until he finds them.

Jim Docherty awaits his army call with a feeling of doubt as several of our returned veterans have given him quite a few interesting stories about army life. The suspense is just terrible.

You should see the Packard Nick Borelli bought.

It is with sincere regret we announce the passing of the mother of our leader, John Hollis, last month. The sincere sympathy of the entire shop has been extended to the family.

SCREWBALL RIDER

*The Merry-go-round goes round and round
Until it makes me dizzy,
Between the rings and other things
I surely am kept busy.
I ride my steed at an awful speed
And have no time to worry,
I'm scared to death and gasp for breath
But still I have to hurry.*

*I ride and ride — it's good I'm tied —
Or I'd be in the gutter,
To tell you how I'm feeling now
The words I dare not utter.
So I sit tight — my head is light —
But you cannot call me fickle,
It's sad but true what man will do
To spend a measly nickle.*



HARVEY L. MYERS, who had been employed in 34 Dept., died on July 21. He was unmarried and made his home in Upland.

34 DEPT. — PIPE SHOP*By "Pinky" Pinkowitz*

"Yock" Linski, the fishing king from Woodland Beach, informs the boys that he made the prize catch of a two pound crab, but when his better half found out that he waited in line at the fish market, "Yock" broke down.

Boys will be boys, but "Russ" Crowley felt that he still had the power to partake in the national pastime of baseball but old "Father Time" knew better and "Russ" moved around bases like a snail.

Bob Coyle expects the stork to pay a visit to his abode in the near future.

Ed Lovall can't enjoy his vacation without the rest of the family tagging after him. Don't feel bad, Ed, you are better off with someone keeping a loving eye on you.

"Babe" Langford and Bud Thomas almost made fishing history as they tried to capture a 350 lb. tuna. After a terrific struggle, the boys let loose of the line to get a better grip and the fish got away.

"Rosy" Rosenberg never begins a day without letting off some steam. If it ain't the weather, it's something else after which he is happy.

Wilbert "Fatty" Firpo has a lapse of memory at times as he makes his rounds borrowing tobacco here and there. "Fatty" claims he left his tobacco on the bureau at his home.



SMALLEST FLOWER GARDEN in Sun Shipyard is located in the shadow of the big hammerhead crane at the end of the pier. Tom Keeley used a discarded auto tire and a few shovels of earth. He has raised several varieties of flowers this season and now has a crop of marigolds coming along.

SUN SHIP BABY PARADE

MARY CARYL, age 14, **DAVID**, age 11 and **DIANNE JOHNSON**, 15, are the children of Glenn M. Johnson of 91 Dept.



TOMMY HUTCHINS, 3 years old, is the son of Tom Hutchins, Contract Dept., Central Yard.



GEORGE SMITH, 5 years old, and **MARY ELIZABETH SMITH**, 2½ years, are the children of Mr. and Mrs. George Smith, Overlook Heights, Woodlyn. Mr. Smith is employed in 68 Dept.



JANET LEE, LEFT, AND **LOUISE MARIE**, twin daughters of James Tyler, leader in 59 Dept.

DAUBS FROM THE PAINT SHOP*By F. Richardson*

VACATION DEPT:—Pete Childs is moose hunting up in Maine "I know it ain't the season yet", sez Pete "But I's going up to study their habits . . . **JOHNNY BARTHOLF** is also vacationing as we go to press, he did not say just where he was going. **FRED TODD** divided his vacation between sailing and house painting, he had a very good time on the sailing end.

YACHTING DEPT:—The Annual Crystal Beach Manor Yacht race was held on Labor day according to ancient Crystal Beach custom. This unhappy event was won by Francis Catts, 2nd place went to Catts Sr. and 3rd place was taken handily by a Sun Ship entry "Miss Beat-up" owned and handled by John Holmes and Bob Holmes ex-G.I. sons of Al Holmes well-known Sun Ship artist. Last but not least was another Sun Ship entry owned by F. Richardson whose skipper Capt. Scott arrived at the starting point after the race be-

gan. Everything was on hand for a perfect race except the wind. The time for the three mile course was approximately three hours.

CONVALESCENT DEPT:—Millard Burke venerable sixty-niner is back in the harness after recovering from a long illness. Burkie says he did not realize how much the firm had missed him until he was asked three dozen times, "Hey, bud, what's your number?"

James W. Collins, Civilian Employee, Maritime Personnel Section of Eighth Army's Major Port, in Yokohama, Japan, has been presented with the Purple Heart for wounds received in action at Cape Gloucester, New Britain, in 1944. The award was presented by Colonel William H. Sadler, Commanding Officer, Second Major Port, at a retreat parade held on Carver field in Yokohama.

Mr. Collins was former editor of OUR YARD magazine. He was with the 6th Army at Leyte and Manila on the Philippine Islands; and with the 7th Marine Division at Okinawa.

SUN SHIP SPORTS

TWO STRINGS of fish caught in lower Delaware Bay by W. Bertwell, Pattern Shop, right, and Tom Johnson, 66 Dept., lower right.

This is **JACKIE FRY**, son of John C. Fry of 66 Dept., with a bass weighing 4½ pounds caught in Maine. The fish was 18 inches long.



36 MACHINISTS

By Dick Clendening

34 Dept.'s Joe Smith will long remember his last birthday for on that day he journeyed to Brielle, New Jersey for a day's fishing along with Dave Thomas, Jim "Babe" Lankford, Ed Reigle and Wilbur "Reds" Moore. The catch consisted of five albacore, ranging in weight from 18 to 30 lb. The real thrill came when a tuna fish was hooked and won a 2¼ hour battle. It was the opinion of the boat captain that this fellow weighed all of 350 lbs. It was repeatedly brought alongside the boat but each time managed to make a long run. The boys have already planned another trip for the very near future. Well, better luck next time fellows—and don't forget the pictures.

36 Dept.'s Johnny Curry, after a very successful season on the mound for "Our Lady of Peace" baseball

nine, was beaten in the play-off, 9 to 6. Tough luck Johnny but don't give up.

Well! Free smokes again this month. Young Dick Clendening passed the old smokes around in high glee to celebrate the arrival of little Dick, 4th, thereby achieving his much discussed ambition, a boy, and presenting pop Dick with his fourth grandson against one granddaughter. Congratulations, thanks and all our best wishes for all concerned.

33 Dept.'s John O'Brien also kicked in with cigars to help us all join him in welcoming his new baby girl. Thanks to you too Jack and also best wishes for you and yours in the years to come.

We were all sorry to learn that our friend and Supt. Carney is ill and realize that we as a department are not alone in wishing him a speedy and complete recovery. He has count-

less friends and well wishers in all parts of the yard and we are all hoping to have him with us again real soon.

Congratulations and all good wishes to Jack Comprone on the arrival of that bundle of joy he received in the person of Jacqueline Ann; a brand new sister for his little son to play with. All doing well and here's hoping for much future happiness for all.

In the September issue of OUR YARD, we carried an article on Miss Mildred Rew, daughter of J. S. McGil-liard of 36 Dept. At that time she was enroute to Puerto Rico having been awarded a four-year scholarship at the University there. She had barely arrived when we read of the terrible earthquakes which were taking place there and were greatly concerned as to her welfare but we are happy to report that the area in which she is residing was affected but very slightly and she is well and happy.

Dave Harris journeyed all the way to Springfield, Mass. to see his new granddaughter, Virginia Ann, who was born August 18 and tipped the scales at 7 lbs. 6 oz. Our congratulations and best wishes folks.

Congratulations also to John J. Miller on the birth of a son, John J. Miller, Jr., September 10, weighing 8 lb. 7½ oz. Thanks for the cigars, John.

WETHERILL SCOOP

By Wally

The Stork Club wishes to congratulate Mr. and Mrs. Fred Smeeton on the birth of a daughter, Celeste Jane, August 20, weighing 8 lbs. 4 ozs. Mrs. Smeeton is the daughter of Harry Birtwell of the Pattern Shop. Harry is a 25-year man, and Fred, 14 years.

Mr. and Mrs. John Rodgers and family spent their vacation at Fairfield Beach, Fairfield, Connecticut.

James Duffy is quite a farmer. Jimmie has tomatoes and cabbage planted in his garden. The tomatoes have twenty to thirty tomatoes on each plant to say nothing about the cabbages which weigh six to eight pounds.

There is a new club in the making by name, "The Tall Story Club" and anyone interested may join by submitting one tall story to Harry Ebricht, the President.

Next month we will try again to give you a brief summary of all club activities.

THREE LIVES LEFT

Rescue of a drowning kitten at No. 1 Dry Dock is credited to J. Bartholf, H. Thompson and F. Richardson of the Sign Shop. The kitten wasn't much of a swimmer and had gone down for the third time losing six of its nine lives when the painters saw it. They rowed over to the scene and fished the animal out of the water. Brought ashore and wrapped in rags it soon was as good as new.



ALEXANDER GORDON, formerly of 65 Dept., died August 12. He formerly resided in Chester. Condolences are extended to his family.

QUIPS FROM NORTH YARD PAYROLL

By Al Plough

WEDDING BELLS — On Sept. 1, 1946, Mary Boccella of the Contract Dept. and Andrew Belas, recently discharged from the U. S. Navy, became Mr. and Mrs. The wedding took place in St. Anthony Church, Chester, Pa. The reception was held at Columbus Centre, and the entire Payroll Dept. was invited. Mary received a beautiful blanket and spread from the department. Those attending were: Ann Landino, Mary Pedante, Elsie Burroughs, Frank Wilson, Betty Butler, Rose Pizzano, Ethel James, Vera Burch, Gene Connelly, Nina Raelele, Mary Jane Wright, Ida DePietro, Edward Bauman, Helen James and David R. Owens.

VACATIONING—Rudolph Weber

visiting his folks in Scranton, Pa.; Bob Schnekke suntanning in Atlantic City; Dorothy Shindell at Harrisburg, Pa.; Geneva (by the sea) Wiszermerski at Wildwood; Julia Horn at Hollybeach, Maryland; Henry Burcaw at Niagara Falls and Ed Bauman at Miami Beach, Florida.

WELCOME — Mary Pedante and Geneva Wiszermerski of Contract Dept. to Tabulation Dept.

CONGRATULATIONS — Mary Kupsick of Tabulation and Michael Koss, recently discharged from U. S. Navy and formerly of 59 Dept., were married at St. Mary Orthodox Church on September 8. The reception was held at Ukranian Home, 4th & Ward St., Chester. They will spend their honeymoon in Miami, Florida.

Laura Miklasz, of Tabulation, bade good-bye to all the folks. Lots of good luck to you Laura.

MANY HAPPY BIRTHDAYS TO — Thomas J. Conley, Oct. 2; Florence Bell, Oct. 4; Ann Landino, Oct. 6; Alva M. Kallenbach, Oct. 7; Nellie Lilley and Mary Pedante, Oct. 8; Elizabeth A. Hannum, Oct. 9; Julia Horn, Oct. 10; Ruth McKinstry, Oct. 19; David R. Owens, Oct. 22; Dora C. Liberatore and Jane Heavey, Oct. 24; Doris M. Moretti, Oct. 25 and Zita Podgajny, Oct. 27.

UNITED — Dora E. Messick, of the Bond Dept., was married to Richard J. Quinn. They will make their home in Grace Park, Woodlyn, Pa. Best wishes from the entire Payroll Dept.

Dottie Shindell's favorite song, "They Say That Falling in Love is Wonderful". Who's the lucky one



PAYROLL DEPT. girls go strong for athletics. Horseback riding, golf and other sports are popular. Ethel T. James is one of the best swimmers in the yard.

Dot. Hmmm?

LEST WE FORGET—Jane Heavey came back from her vacation with one of those honest to goodness sunburns. Mary Logue, Anne Russell, Vera Burch, Ethel James and Kas Coonan all back from their vacations and looking grand.

George Wells, of the Contract Dept., is a great lover of sea voyages. George is contemplating a trip to Bermuda in the near future.



Sympathy is extended to the family of **JOSEPH J. DUFFY**, age 54, who died August 17. He was employed in 74 Dept. and resided at 2212 Crosby Street.

66 DEPARTMENT

By Lester Shiner

F. A. McShane had an early 3 A.M. battle with a bat, Mac won the fight but it cost him two mirrors.

John Fry's son took the fish story away from his dad last month and was John blushing when he told about his little son catching an eighteen inch bass while vacationing in Maine.

Frank Mosser's super structure garage is still standing but he'd better get it finished before cold weather sets in.

It looks like Clayton Penniwell is on guard duty, the way he parades up and down the shop.

If you see a rut between Dry Dock and Pier No. 2, you will know that it is "Baldy" McGhee's pathway.

Bill Roberts just got back from his vacation to Canada.

George Herner is still up in the air. Why? Because he is still on the Ross Carrier.

"Snow Ball" Byers looks like an

automobile driver with those eye glasses.

Bill McCann lost weight while on vacation.

Art Sutton is really traveling the dry dock territory these days. You can see the No. 9 shoe print any place you look.

Jack Witt is the new "stern tube kid".

"Clark Gable" Logan just returned from the hospital. Glad to see you back, Logan.

John Kutcher just came back from Canada.

SO, WEAR YOUR BUTTON

Employees have been notified that laxity in wearing identification buttons will not be winked at. In a statement issued August 30 President John G. Pew stated:

"On several previous occasions employees have been notified in regard to the wearing and display of identification buttons.

"Lately it has been noticed that there is a great deal of laxity in regard to wearing the button where it can be seen at all times. This notice is for the purpose of notifying all employees that the penalties for not wearing the button, or not showing the button when required by Guards, Leaders, Assistant Foremen, Foremen and Superintendents of any department whatsoever, or by Company officials, will be strictly enforced.

"In order that there will be no misunderstanding, the following is a reprint of notice of February 10, 1943:

"1. EMPLOYEE NOT WEARING BUTTON WHERE IT CAN BE SEEN.

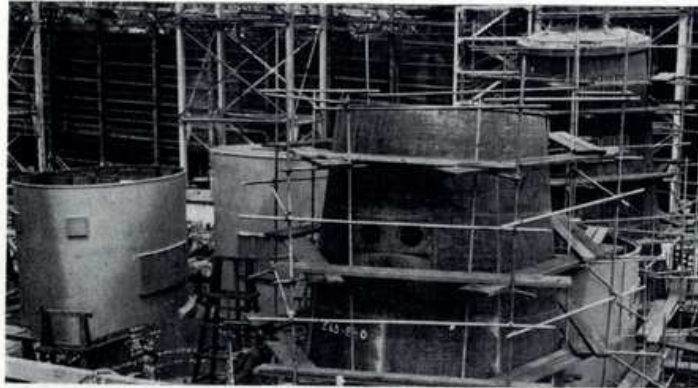
- 1st Offense: Pink Slip
- 2nd Offense: Pink Slip
- 3rd Offense: Dismissal

Pink slips given for failure to carry out the regulations covering the wearing of buttons will not be accumulative with pink slips given for other infractions of yard regulations.

"2. EMPLOYEES REFUSING TO SHOW BUTTON.

In cases where employees refuse to show their button to Guards, Leaders, Assistant Foremen, Foremen and Superintendents of any department whatsoever, or to Company officials, they will be dismissed.

"Effective immediately this order must be complied with, subject to the above regulations."



STACKS AND MORE STACKS. Six assemblies are shown here. The two tall ones are pyramid stacks for the Standard Oil Company of California tankers. The others are to be placed on ships being built for the Netherlands Government.

59 DEPARTMENT

By C. DeTulio

Congratulations are in order for H. Fields, who boasts a boy. Archie McMinn, who is a former leader, tells us about the arrival of Archie, Jr. Mose Morris is up most of the nights lately making baby's bottle. Best wishes to you three, and hope everyone gets a cigar.

Joe Palumbo is leaving us September 13th for the army. Good luck Joe from all of 59 Dept.

Bill Trader passed his physical.

Your reporter and quite a few 59 and 60 dept. men journeyed to Indianatown Gap Sept. 13 to 16 with the Penna. State Guard on their annual encampment.

nual encampment.

Fred Bundick and "Reds" Heitz are back to work after spending their vacations in Wildwood.

Jim Tyler was seen wearing his wife's sweater on a cool morning this week.

Charles T. McCarthy spends all of his weekends learning how to become a jockey. Good luck Charles, maybe you can be of some help to us at the track.

George Ersek and Walt Titterance are partners in a N. Philadelphia soda business.

We extend our sympathy to Tip Lee and family on the loss of his mother-in-law Mrs. Pauline Wagner on August 26.



CONSTRUCTION GANG comes in for a picture. These lads attend to new wiring, repairs, and work around dry docks and power house. Top row, left to right: W. Loppin, H. Borkey, G. Greenfield, P. Harlan, G. Russell, G. Rumsey, J. Fitch. Bottom row: R. Peters, H. Clarke, A. Liebensperger, J. Brennan, J. Love.

ALL SET FOR LAUNCHING

Our front page cover presents a view of a ship and the launching stands in their colorful bunting just before the guests arrive for the christening ceremonies. The S.S. GRONINGEN being built for the Netherlands government was chosen as the subject for the photograph.



WHEN THEY SIGNAL "GO" a ship is launched. Frank McShane sits at the end of the shipway watching marker floats in the river. When the tell tale flags indicate that the tide is at full flood and almost stationary, a whistle is sounded and the work of removing the last blocks and timbers begins. With Mr. McShane are S. Baker, William Marine and others.

PRAISE FOR SUN SHIP-YARD

In an article devoted to the Port of Philadelphia, the "NAUTICAL GAZETTE" has this to say about the Sun Shipbuilding and Dry Dock Company:

"One of the largest commercial yards in the world is the plant of the Sun Shipbuilding and Dry Dock Company established more than thirty years ago at Chester. Throughout the period of the first World War and the intervening years to Pearl Harbor it pioneered many advances which accrued to the benefit of the industry.

The high-speed tanker, sub-assembly methods, and all-welded construction were among the developments which gave Sun Ship the experience and the technical resources needed during the war to produce 35,000 tons monthly of fabricated ship steel, which went into the building of 116,500 deadweight of ships per month,

great quantities of machinery and machinery parts, and at the same time to carry out the rebuilding and repairing of many damaged vessels.

"Now returned to normal operation with eight shipbuilding ways, twenty-five production departments, and an average of more than 6000 employees, Sun Ship remains a closely integrated organization of engineering specialists, craftsmen, and supervisors. Repair facilities include two floating dry docks with a lifting capacity of 11,000 tons for ships up to 600 ft. in length, wet basins for handling vessels up to 600 ft., outfitting piers, and a hammerhead crane with a lifting capacity of 120 tons.

Serving these primary facilities is a machinery plant equipped with a wide assortment of modern machine tools varying from a small turret to a giant engine lathe with a 132-inch swing and 50 ft. long. Conveniently

located throughout the yard are the other shops necessary to handle virtually any task from the smallest engine repairs to the biggest conversion job."



A JOVIAL BUNCH from Contract Dept., North Yard Payroll. Left to right: Mary Pedante, Ednamay Emery, Dottie Shindell and Paulette Ertwine.

AIN'T KNOWLEDGE GRAND!

The following bit of information was brought into the Ship Repair office by a Lloyd's agent.

"A Captain is a man who knows a great deal about very little and who goes on knowing more about less and less until finally he knows practically everything about nothing.

"A Chief Engineer, on the other hand, is a man who knows very little about a great deal and keeps knowing less and less about more and more until he knows practically nothing about everything.

"A Ship's Agent starts out knowing practically everything about everything, but ends by knowing nothing about anything, due to his association with Captains and Chief Engineers."

Obituary

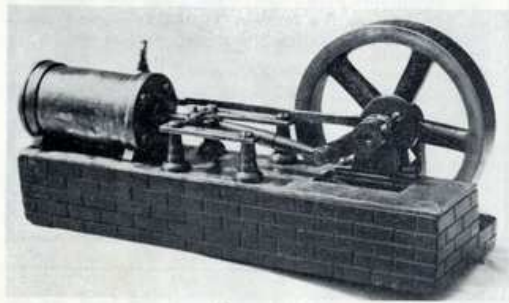
Sun Shipbuilding and Dry Dock Company extends its sympathy to the families of the following employees who died during the month of August.

No.	Name	Address	Date of Death
74-83	J. Duffy	2212 Crosby Street, Chester, Pa.	Aug. 17
84-81	J. Jordan	631 Folsom Avenue, Folsom, Pa.	Aug. 19
66-429	R. Marvine	58 Pa. Avenue, Garden City, Chester, Pa.	Aug. 24
58-29	M. Fitzpatrick	5712 Malcolm Street, Phila., Pa.	Aug. 25
67-806	W. Moat	442 Lelper Street, Media, Pa.	Aug. 27



THIS SKETCH of John W. Stevens in charge of the Boiler Shop Tool Room, was made by J. Starkey of the Welding Department.

"Steve", the subject of the picture, came to Sun Ship in 1918. He was one of the organizers and first directors of the Mutual Benefit Association. Two of his sons formerly worked in 47 Dept. He enlisted in the Navy when 17 and after 4 years service he joined the Army. His hobby is flowers and his recreation is travel. He has been in every part of the world and sailed on every sea.



MARK W. ALLEN, father of Harry Allen of the Engine Drawing Room, built this little steam engine almost 80 years ago. He was a loom fixer and resided in Upland. At first the engine would not run so James Mackie made a piston ring out of a pipe cleaner and the little engine started off with a burst of speed.



FORMER SGT. JOSEPH F. STARKEY, who sent in the drawing of Pop Stevens, was with the 2nd Armored ("Hell on Wheels") Division and campaigned in Italy, France, and Germany. His skill as an artist was recognized by "Stars and Stripes" which reproduced many of his drawings. He has returned to 59 Dept.

ANCHORS, CHAINS AND SHIPS



LIKE UPROOTED STUMPS OF TREES these "mud hooks" present a striking picture against a background of anchor chains and vessels at Sun Shipyard piers.



LIFTING BULL GEAR. This heavy piece of equipment requires special care in being transferred to a ship.

BLOOD DONORS NEEDED

For a number of years, men and women working at Sun Ship have saved many lives through the Blood Donor Service operated by the Safety Department.

This service is still being maintained for employees and members of their immediate families without cost, i.e., the men are permitted to leave the yard for the purpose of providing a blood transfusion without the loss of any working time.

Just now, however, the number of men registered is so low that any considerable number of requests at one time could not be honored.

Among the men returning to work, there are probably many who know their blood types and it is hoped that a good number will call at the Safety Office and register in order that all calls may be filled promptly.

Gentlemen:

This letter is to show my appreciation to the men of Sun Ship who donated blood to me when I was so ill. It helped save my life and I appreciate it very much. I'm getting along fine and hope to be out of the hospital in the not too distant future.

Thanking you again, I remain,

MRS. RUTH WALTERS
Germantown Hospital

Mrs. Walters is the daughter of George Fox of 33 Dept.

SUN SHIP BUILT "HEAVEN NO. 6"

SISTERSHIPS of the Navy's latest class of "floating hospitals", the U.S.S. TRANQUILITY and the U.S.S. SANCTUARY rest side-by-side at the Philadelphia Naval Base after bringing health and rest to thousands of wounded Pacific servicemen. Both of these vessels were built by Sun Ship in 1944. The TRANQUILITY was christened as the MARINE DOLPHIN and the SANCTUARY was christened as the MARINE OWL.

Ask any Navy man who served in the Pacific, "What's Heaven No. 6?" and it's dollars to doughnuts he'll tell you it's the U.S.S. SANCTUARY, hospital ship which served so valiantly and so well during the final stages of the Pacific war.

Laid down as a cargo hull at the Sun Shipbuilding Corporation, Chester, and later converted into a hospital ship by the Navy, the SANCTUARY was given her celestial nickname by an unknown American sailor taken aboard the vessel at Wakayama, Japan, following his release from an enforced hitch in a Japanese prison camp.

As the thin, wasted bluejacket was hoisted aboard the trim, white vessel by a score of willing hands, he blinked in amazement at the luxurious appointments of the ship.

His wide eyes took in every detail as he was carried below decks to comfortable quarters by hospital corpsmen. "Jeepers!" he murmured as the corpsmen stowed him into a spotless white bed—with sheets!—in air-conditioned quarters. "This tub's a sailor's dream!" and, tugging at the sleeve of a corpsman, he asked, "What's her name, Mac?" "She's the U.S.S. SANCTUARY," the corpsman told him. "Sixth of her class."

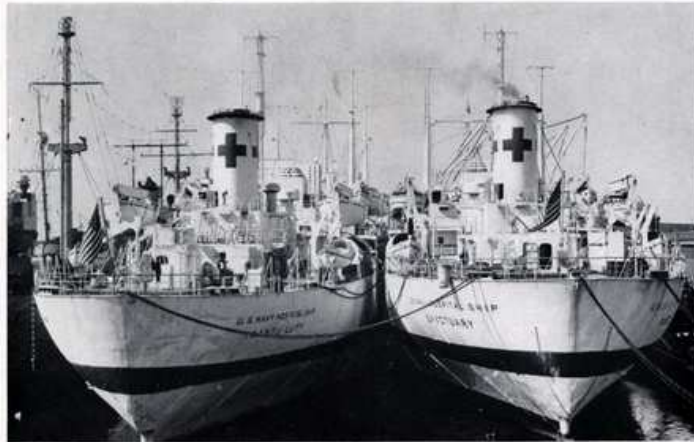
"The SANCTUARY, eh?" smiled the sailor. "Well, to me she's Heaven No. 6?"

One of the most eloquent tributes ever accorded any vessel was that paid Heaven No. 6 when she was taking aboard the first Allied prisoners of war, 1100 British, Australian, Dutch and Japanese prisoners, at a Pacific port following the war's end.

So gently and considerately was the task completed that news of the loading reached the ears of Admiral Raymond A. Spruance on his flagship, the NEW JERSEY, anchored just offshore.

As the SANCTUARY pulled out to sea on her mission of mercy, every officer and man aboard the flagship stood at stiff attention and saluted in acknowledgement of a task well done.

Sun Ship's Heaven No. 6 and the TRANQUILITY now rest in



THIS IMPRESSIVE PICTURE of the Hospital Ships TRANQUILITY and SANCTUARY shows the vessels at the Philadelphia Navy Yard. It was supplied "OUR YARD" through the courtesy of the Navy Dept. Both ships were built by Sun Ship in No. 4 Yard. The TRANQUILITY was launched July 25, 1944 as the MARINE DOLPHIN and the SANCTUARY was launched August 5, 1944 as the MARINE OWL.

Photos by Myrl A. Yeaman, Pho M 1/c USN

proud, peaceful retirement in the Sixteenth Fleet in the Philadelphia Naval Base.

These wholly air conditioned ships represent the summit of Navy effort in medicine. Capable of easily furnishing medical, dental, and optical needs for a city of 15, to 25 thousand population with the latest in medical science and engineering layout, this class of ship has a bed capacity for 786 patients, four operating rooms, wide passageways and elevators for easy movement of stretcher cases, complete laboratories, X-ray and light therapy workrooms, and mental and psychiatric wards. Adjustable bunks, self-heating food trays, four-switch radio entertainment for patients are merely a few of the comforts.

When sick or injured men were brought aboard, the ship's entire company of 76 officers and 539 men, including 25 doctors, 4 surgeons, 3 dentists, 30 nurses, and 253 corpsmen, did their utmost to aid the patients. If the situation demanded shore facilities, the ship had an entire mobile unit available capable of handling 200 patients.



MEMBER OF CREW shows NAVY MOTHERS how ironing is done onboard a Hospital ship.



NAVY MOTHERS boarding the TRANQUILITY at Philadelphia Navy Yard.

The best kind of roof
to have over your head



SUN SHIPBUILDING & DRY DOCK CO.