



SUN SHIPBUILDING & DRYDOCK COMPANY—NOVEMBER, 1946

KEEP FIRE DEMON OUT OF SHIPYARD

By John L. Ogden—Fire Marshal



IN spite of up-to-date fire fighting equipment, fire is still our No. 1 shipyard enemy.

If you're a welder or burner, you may be responsible for more fires around the shipyard than anyone else. According to figures compiled in the yard by the Fire Mar-

shal since the first of the year, welders and burners started 60 per cent of all the fires reported.

Here's how it usually happens. A welder, working on a plate fails to look on the other side of it to see what might be lying there. Often there is waste material.

The same causes are responsible for *Burners' fires*. As a piece of steel is burned, sparks fly downward and if rubbish or chips are lying about they will be ignited.

Electricians come in for their share of responsibility. Bad wiring has started quite a few fires.

Other causes are hot slag, careless smoking, overheated grease on ways, spontaneous combustion, and leaky acetylene hose connections.

Sparks and heat, as it will be noted, are only half the causes of fires. They have to contact something that will burn, and that is why good housekeeping is so important around the yards. *Oil and grease* soaked rags used by machinists and plumbers, solvent, and paint soaked rags used by painters and cleaners are *major fire hazards*. They are most dangerous on the Dry Docks and in the Wet Basins. All rags should be placed in proper containers set out in the open where clean-up crews can collect them.

Paints or volatile oils should be kept covered when not in actual use. It is also important to have adequate ventilation wherever these liquids are used. Stoddard solvent, not gasoline, should be used for clean-up work.

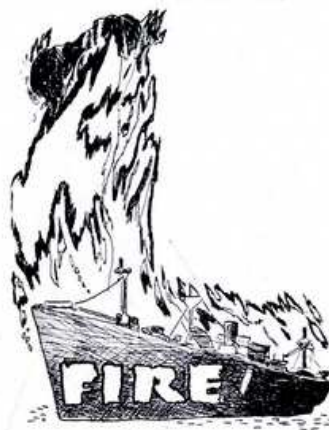
One of the most serious fire and explosion menaces occurs when a welder or burner fails to disconnect his oxygen and acetylene hose at the manifold or tank after he has finished his work. If the hose leaks or the connection is faulty, acetylene may escape to cause a bad accident. Shutting off the valve at the manifold or tank is not sufficient, someone might turn the wrong valve. The hose must be disconnected at the gauge. Don't attempt to repair a leaky acetylene hose with tape. *Send it to the shop. Do the same with faulty torches.*

All yards are well equipped to fight fires. There are many types of extinguishers, each intended for a specific purpose.

(1) *Pump Cans* along the ways and on the ships are used for ordinary combustibles. These are filled with water. After using them, be sure they are returned to their original locations refilled, or else get in touch with the Fire Marshal, so that they can be attended to.

(2) *Soda and Acid Extinguishers* are furnished to the offices and at various places throughout the yards, also on the boats on the Shipways and on the boats in Wet Basins under construction. They must be used with care as the liquid may damage clothing and materials.

(3) *Foam Extinguishers* are installed in places where paints and oils are stored. Also on boats under construc-



tion on shipways, and in Wet Basins. They are the most efficient type to use in cases where fires from volatile liquids are spreading.

(4) *Carbon Tetrachloride and Pyrene* are intended to be used on electrical and power equipment only.

All types of fire extinguishers must be refilled after using. Notify the Fire Marshal.

If you wish to report a fire by phone, tell the operator the exact location. Do not ask for the Fire Marshal.

Smoking is permitted in most of the yard but carelessness should be avoided. At present "NO SMOKING" zones include the Mold loft, template storage, Carpenter and joiner shops, Paint shop, Storerooms, oil house, acetylene and oxygen storage plants, Hopeman's buildings, Philadelphia Asbestos buildings, and all boats under construction in the Wet Basins.



VICE PRESIDENT R. L. BURKE addressing group of Netherlands officials when the S.S. GRONINGEN was transferred.

SUN SHIP DELIVERS A VESSEL

Mrs. Emory S. Land's gift of an engraved ship's bell to the S.S. GRONINGEN was presented by Vice President Richard L. Burke at the recent transfer of the vessel. Capt. Peter Verhoog, who commands the ship, hung the bell on the bridge.

Mrs. Land was sponsor of the GRONINGEN. She is the wife of the former chairman of the Maritime Commission.

Mr. Burke, on behalf of the Sun Shipbuilding and Dry Dock Company, transferred the ship to Mr. A. A. J. Haman of the Netherlands Ministry of Shipping. Mr. Burke told of the fine cooperation the company has received.

Mr. Haman praised the excellence of the ships built by Sun Ship and turned the GRONINGEN over to Frederick R. Wierdsma, General Manager for the United States, of the Holland-America Line.



THE SHIP'S BELL



AMERICAN COLORS being hauled down as Dutch flag is raised.



THIS PICTURE shows scene at transfer of the FRIESLAND. Left to right: Vice President R. L. Burke, J. A. A. Hama, John G. Pew, L. Bontebal, H. van Ramshorst, Capt. Peters, Capt. J. Bakker and officers of the ship.

TRANSFER OF FRIESLAND

DELIVERY to the Netherlands government of the S.S. FRIESLAND by the Sun Shipbuilding and Dry Dock Company was marked by an expression of thanks to the workmen in the yard. It came from Mr. H. van Ramshorst, who received the ship from President John G. Pew.

"We have received very good service from the ships which have been built for the Dutch govern-

ment and I know this ship will be as fine a vessel as those which are now in operation", he said.

"I desire to thank the workmen who built such fine ships. A lady recently said to me, 'It is a wonderful thing to be able to create a modern ship'. I agree with her for here at Sun Shipyard your workmen have put stability, strength and speed into the ships they built."



COLORS of United Netherlands Navigation Company, which will operate the ship, are hoisted.



THE NETHERLANDS FLAG is raised on the S.S. FRIESLAND.

SCENES AT S. S. "HOLLAND" LAUNCHING



J. F. VAN HENGEL representing the Netherlands Ministry of Shipping, Mrs. J. F. van Hengel, Sponsor, and John G. Pew, Jr.



ACTUAL BREAKING of the bottle of champagne by Mrs. J. F. van Hengel created a striking picture of spray and bubbles.



VIEW of the sponsor and launching party, John G. Pew Jr., Mrs. J. F. van Hengel and husband in front row.

SUN OIL BUYS THREE TANKERS

Three tankers built at the Sun Shipyards for the U. S. Maritime Commission have been purchased by the Sun Oil Company which operated them for the War Shipping Administration.

Acquisition of these vessels together with buying the M.S. DYNA-

FUEL several months ago will replace the Sun Oil shipping losses during the war and bring the fleet up to 17 ships.

Purchase of the tankers was made under the provisions of the Ship Sale Act. The vessels are the S.S. WAXHAW, which will be renamed the SUNOIL, the S.S. POINT PLEASANT, which will become the SUN-BEAM and the M.S. BRANDYWINE,

which will be named the ATLANTIC SUN.

The WAXHAW, a T-2 type tanker was launched November 18, 1944.

The POINT PLEASANT, launched June 12, 1944, is a sister ship of the WAXHAW.

The BRANDYWINE is somewhat larger, powered by a Sun Doxford diesel engine, and develops 15½ knots. It was launched June 28, 1943.

OFFICE WORKERS IN MARITIME BUILDING



Last month we printed pictures of office workers in the main building. This month we present the Sales Dept., Purchasing staff and the Billing staff all located in the Maritime Building.

(Left) — **PURCHASING DEPARTMENT** — Top row, left to right: Harry Robinson, J. R. Roess. Middle row: Adelaide Cehyra, Ivy Esnauf, Jessie Stiles, Dorothy Smith, Elsee Stott, Dorothy Nuttall. Bottom row: M. M. Paxton, Mary Drinnan, Ruth Shull, Edith White, Margaret Jones, H. W. Scott.



(Left) — **BILLING DEPARTMENT** — Back row, left to right: R. Staley, M. Fritz, N. Fisher, J. Wolfe, A. Brown, C. Jester. Front row: E. Long, A. Hoffman, E. Rankin.



(Left) — **SALES DEPARTMENT** — William C. Elliott, Sylvia C. Thompson, John C. Blackwell, Milton L. Drinnan and Mabel P. Gilmore. Seated: P. E. Shaver.

(Below) — **IN THE DRAWING ROOM** are left to right: Edmund Bland, Jr., Karl P. Afflegren, Theodore Bechtold, Frank Tranor, Helen B. Schoenman, John Kieklak, Fred Cattanack, Mr. Roberts, Stewart Wooley, Benjamin Crowle.



CUTTING DOWN STEEL FOREST

STAGING TOWERS BEING REMOVED

ACRES upon acres of steel towers are being levelled in Sun Ship's North, South and No. 4 Yards. Central Yard's shipways, of course, will remain intact and become more important than ever.

Shorn of virtually all of the wood staging, these tall columns stand like blackened trunks in a giant forest which has been fire-swept.

It means the passing of extra shipways that were planted and grew along the Delaware River during World War No. 2. Iron trees that bore a crop of steel tankers, cargo, hospital and troopships, are being cut down. The burner's torch has replaced the woodman's axe and massive cranes are substitutes for sawmill carriages.

Work started at 28 Way in No. 4 Yard and demolition is going on rapidly right down the bank of the Delaware.

There are more than seven million pounds of scrap iron in this silent forest which once rang with the roar of industry.

It has been classed as surplus war material to be sold in the market as scrap. Just as timber cruisers are sent into a tract to bid on the board feet that can be taken out, Surplus Property officials asked contractors to bid on the scrap steel and iron. Seventeen bids were submitted and the Acorn Iron and Supply Company of Philadelphia was the high bidder. Incidentally the contractors were to bring in the crews and machinery to take down the metal forest.

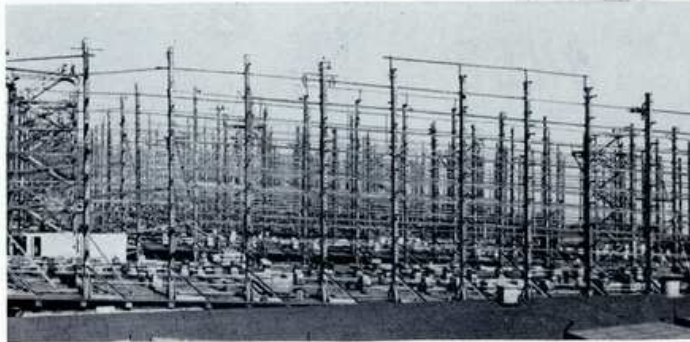
Most of the scrap steel will come from the staging towers. There are 752 that are 52 feet long and 435 that are 62 feet long. Then, there are 34 stair towers or, as sailors call them, "ladders". Also there are extra supporting parts such as spauls. These formed the steel structures that formed the outer framework of each of the shipways. Upon them rested the staging which the workers used as the vessel took form.

The towers also supported the thousands of feet of steel pipes for water, air and gas, thousands of valves, the manifolds, etc. Everything metallic in the shipways has been thrown into the scrap jackpot. However its usefulness in a critical shortage of metals comes at an opportune time. Out of a forest of trees come our homes and other comforts for our American way of life. Out of this forest of steel will come like items for this way of life—cars, washers, and other household essentials because this metal is headed to the mills for rebirth.

Equalling the speed of lumberjacks, the crews engaged in cutting down the towers use caterpillar cranes to lift the towers off the ways after burners have quickly cut away the bases. The stair-towers weighing 28,000 pounds each are brought down quicker than woodsmen can fell a tree and are lifted to one side like fallen monarchs of a steel forest.

Within a short time there will be no sign of the historic shipways save huge strips of concrete. The line of Gantry cranes, that stood in a straight stiff formation after shipbuilding ceased in North, and No. 4 Yards, is being broken. For these too are being bought by nearby industrial plants, others shipped to various parts of the nation and one has been sold for use in Denmark. Many still remain but the ranks are being broken and vacant spaces in the line look like broken gaps in a row of teeth.

To the thousands still working in the Shipyard and to the many thousands of others who trod the earth in North, South and No. 4



ACRES OF STEEL are shown in this picture.

Yards during the exciting war years, a rush of memories will follow the news of transferring the shipways into scrap piles. Pleasant thoughts that will bring back faces of friends, images of ships being launched, visions of women toiling under the fierce rays of a summer sun or driving ahead on the task in the face of a wintry blast, recollections of the handshake of a boy who left the yard to join the armed service; 250 of them died "over there".

North, South and No. 4 Yards were emergency plants, built as vital units in the job of winning a war.

Yet, from these yards, 159 ships and 35 carfloats, a total of 194 hulls were launched in less than 225 weeks.

With Central Yard they combined to make the Sun Shipbuilding and Dry Dock Company the largest single shipyard in the world.

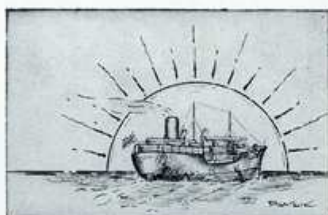
The war is ended. Sun Ship tankers which carried oil and fuel to all parts of the world fulfilled their mission of keeping warships, flying craft, battle tanks and other mobile armament in action by sea, air and land. Many of the tankers have been laid up in quiet anchorages. The Shipyards that built the tankers are on a pre-war basis. North, South and No. 4 Yards are fading down the dim Corridor of Time.

But Central Yard goes ahead, efficient and energetic as ever.



CRANE lifts stair tower from its base.

BILGE 'N BALLAST



By Frank L. Pavlik

NAVIGATION AIDS

A classification of aids to navigation includes light houses, light ships, buoys, fog signals, beacons, monuments, day marks, radio beacons, etc. These aids give mariners a warning of submerged reefs, shoals, wrecks, channels and their approaches, etc. The supply and maintenance of this equipment comes under the jurisdiction of the U. S. Coast Guard in the navigable waters of the United States and its possessions; including the Great Lakes, Mississippi River and tributaries, Panama Canal approaches, Hawaiian Islands, Puerto Rico and Alaska. This work of the U. S. Coast Guard is divided into several geographical districts and services an aggregate coast line of 40,000 miles.

Light Houses

One of the oldest functions of the Federal Government has been the maintenance of navigational aids; the work of erecting and servicing light houses having been provided for at the first session of Congress by the Act of August 7, 1789. This was the ninth law enacted, and the twelve original and provincial light houses constructed by the Colonies were ceded to the new Federal Government. The first light-house to be built in this country was the Boston Light, erected by the British Massachusetts Bay Colony in 1716, and still is in service. The first lighthouse built under the auspices of the Federal Government was the one at Cape Henry, lighted in 1791.

The construction of lighthouses is varied to suit the location. In general, the lights on the East Coast are higher than those on the West Coast, due to low topography. The source of illumination in the larger lighthouses is

the electric incandescent lamp, placed inside of suitable fresnel lenses. The lights are given distinctive flashing characteristics, for purposes of identification, by rotating the lenses by electric motor. The tallest U. S. light-house tower is that located at Hog Island, Virginia. The most powerful light in the United States is that located at Navesink, N. J. marking the New York harbor approaches, and produces beams of 9,000,000 candle power.

Lightships

Lightships are used on exposed locations, and where it is difficult to obtain a suitable foundation for a lighthouse tower. The earliest craft were small boats, decked over with a light displayed from the masthead or tower. No crews were aboard, but the ships were visited daily to tend the lights and keep the hulls pumped out. Modern light vessels are built of



steel, with steam or Diesel propulsion, and have comfortable crew accommodations. They are equipped with lights, fog signals, etc. The first lightship in the United States was located off Craney Island in Chesapeake Bay in 1820. The first lighthouse tender was the "RICHARD RUSH", built as a revenue cutter but assigned in 1840 to carry supplies to lighthouses and lightships. The "SHUBRICK" was the first steam propelled light-house tender, and was built in 1857.

In 1921 the first radio beacons were installed at Seagirt Lighthouse, N. J., Ambrose Channel Lightship and Fire Island Lightship. The electronic aids to navigation such as Radar, Loran, etc., developed during World War II are being installed as rapidly as post war conditions permit and will insure greater maritime security.

Buoys

Buoys have been termed the "guide posts of the sea". They take their name from the French "Boye", a chain or fetter, which refers to their being anchored in one spot. Most buoys are located in and around harbors to warn navigators of reefs, shoals, channels, cable moorings, wrecks, etc. Although most buoys are "silent watchmen", some are equipped with distinctive bells, horns, or whistles. Lighted buoys are used in harbors to enable vessels to make a safe entry or exit at night.

Buoys may be of the wooden spar or metal cylinder type. The cylinders with parallel sides are known as can buoys; those with conical tops are called nun buoys. The buoys marking a channel are red or black in color; the red ones of the nun type being used on the right hand side of the channel as you enter from seaward. The black can buoys are used on the left hand side of the channel. Buoys are numbered from seaward, even numbers (red nun buoys) on the right, odd numbers (black can buoys) on the left. Midchannel buoys are painted with vertical black and white stripes; junction or obstruction buoys are painted with horizontal red and black stripes. Anchorage buoys are white and quarantine buoys are yellow. The above applies to U. S. buoys only, since no universal system has been adopted. It is difficult to determine when the use of buoys was initiated, but it is known that 300 years ago buoy markings were used on the Thames River in England.

**Know Your
Fellow
Workman**

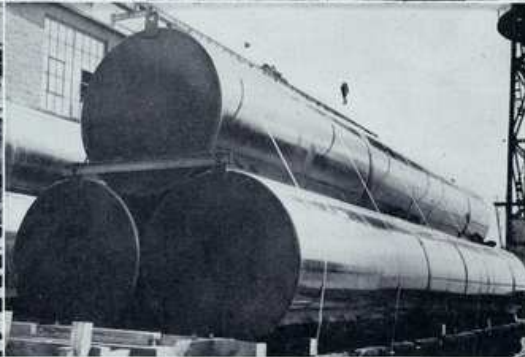
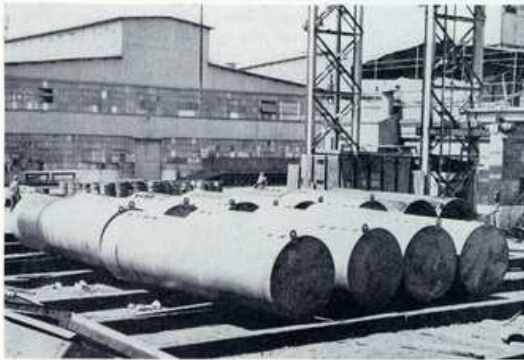
SERVICE STATION STORAGE TANKS

HUNDREDS of these tanks for the underground storage of gasoline for Sun Oil Company are being shipped to various parts of the country.

Picture at right shows straps being clamped on cars to hold tanks on flat cars for shipment.

Picture at lower left shows tanks after leaving assembly line. They are of 2000 and 3000 gallon capacity.

Lower right, six tanks on a car ready to leave yard.



COMMUNITY FUND CAMPAIGN

IN his call to Sun Ship employees, President John G. Pew made this appeal for full and hearty support of the Community Fund Campaign:

"Fellow Workers:

"The people of this Community are called upon to raise \$223,000 to meet the needs of its twenty-one local Welfare organizations for the year 1947. The goal this year does not include a War Chest, but the needs of our Welfare agencies are great. Our local health, child care, and general welfare organizations are faced with the post war and reconversion period of broken homes, maladjusted children, returning servicemen, and fewer jobs.

"For over twenty years Sun Ship has led in the Welfare Campaign. Practically 100% of the employees pledged support to the drive during these years. This year we can do no less. We are hoping all our employees will again pledge ten cents per week. This, with the amount the Company contributes, will closely meet the Sun Ship quota. I will be pleased if you will sign the pledge slip authorizing the ten cent weekly deduction from your pay whenever your earnings are over \$25 per week. Please return the signed slip to your foreman, leader, or department head promptly.

"The campaign is now on; it means much toward success to act at once. Please don't delay."

UNUSUAL COLLECTION



THIS COLLECTION of cigarette and tobacco boxes shows many types from many countries and was gathered during the war period by "Wally" Stahoski of Wetherill Plant.

SUN SHIP SPORTS PAGE

BOWLING SEASON STARTS



SHEET METAL AND SHIPWAY PLAYERS. Left to right: Charles Pancoast, Les Shiner, Frank McShane, Baker, Barney Briner, R. Clark, Charles Unglaub, Andy Adam, Frank Moser, S. Pascal. Not present, Jack Temple and D. Gerner. The Shipway Team is No. 13. They played on Friday the 13th on No. 13 alley and they won.



F. Griffith of Timekeepers, A. Robinson of Wetherill and W. Marvel of Paint Shop are ready to roll. Paint Shop defeated Linemen 4 to 0 and Timekeepers defeated Wetherill 4 to 0. Boiler Shop split with Safety in "B" League.



"INKY" BARDSLEY of Boiler Shop Team "B" League, tries to prove he can better his average of last season.



SWINGING INTO ACTION are C. Selvard of Machine Shop Team; E. Hiller of Paint Shop and T. Crompton of the Office Team.



"REDS" HOLT AND GREEN of the Inspectors Team start things moving in "B" League.

SERVICE PINS ARE AWARDED FOR JULY-AUGUST

JULY

30 Years

93-19 E. Dutton
96-15 K. Affelgren
4-9 H. Ebright

25 Years

8-258 F. Miles
42-7 F. Culbertson
47-1078 F. Cucore
91-522 N. Drain
47-992 R. Miller
34-526 B. Nixon

SALARY ROLL

15 Years

59-18 W. Martin

10 Years

93-42 J. Anderson
91-451 G. Bruggerman

DRAFTSMEN

10 Years

38-72 J. Albany
78-47 U. Trevison
78-91 R. Moss

HOURLY ROLL

20 Years

8-625 W. Gilmore
30-45 G. Fitzsimmons
34-6 L. Grandner

10 Years

30-332 H. Guyer
30-347 W. Ritz
30-2116 G. Lamey
33-104 E. Stein
33-118 T. Seely
33-169 H. McMullen
33-184 W. Burke
33-10021 C. Harrington
34-2555 J. Docherty
34-2562 J. Ousey
45-33 F. Glatz
45-321 R. Barnes



(Top row) — Left to right: L. Ochrymowicz, 42-349; F. Cucore, 47-1078; J. Schuelie, 47-1160; (Supt. W. Beatty); W. Felts, 75-13; F. Culbertson, 42-7; R. Miller, 47-992.

(Second row) — Left to right: W. Coyle, 74-89; G. Bartow, 47-949; J. Hricinak, 47-1037; (Supt. W. Beatty); J. Hunter, 42-611; W. Rowles, 47-293; R. Vicker, 47-281.

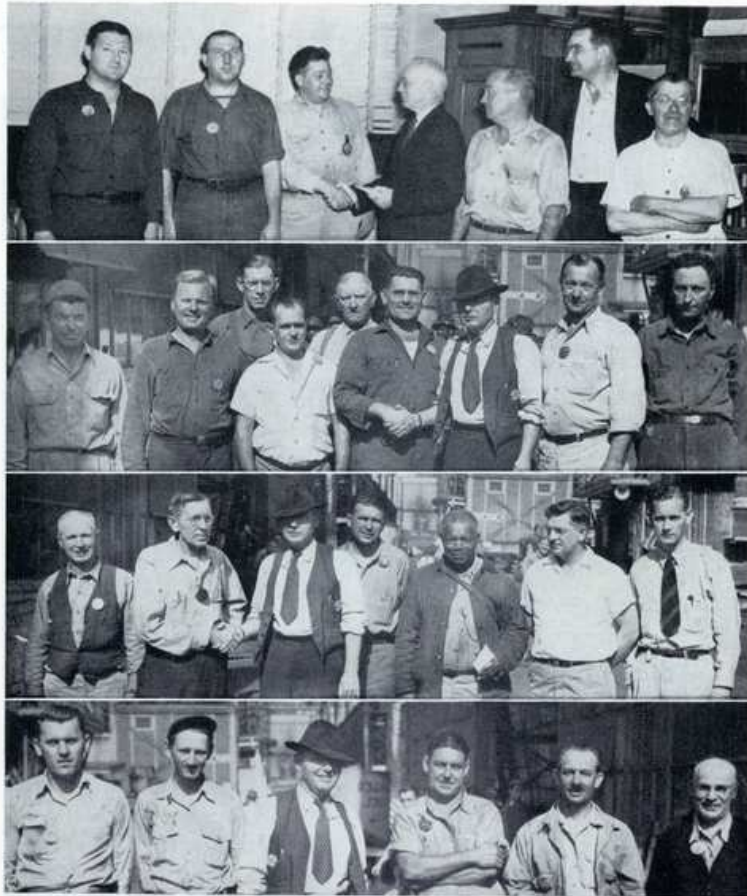
(Third row) — Left to right: R. Staley, 90-39; P. Petillo, 92-102; N. Drain, 91-522; (Controller C. Doyle); H. Martin, 91-47; W. Fisher, 92-4.



Left to right: H. Crews, 80-2733; (Foreman James Brown); J. Wright, 80-35.

Perry E. Shaver is shown presenting 10-year service pin to E. Moody, 96-11.

10 — OUR YARD



(Top row) — Left to right: L. Pyle, 59-1023; A. Sherrer, 59-561; R. Goodman, 59-656; (T. M. Jackson); C. Goudy, 59-4051; J. Fleming, 59-4512; B. Goldman, 60-319.
 (Second row) — Acting for Supt. George D. Carney, Foreman Raymond Flanigan presents service pins to the following: Left to right: C. Poole, 34-3268; W. Haney, 34-660; G. Moore, 34-144; E. Donaway, 34-263; J. Gordon, 34-84; J. Docherty, 34-2555; (Foreman R. Flanigan); P. Steppke, 34-2529; J. Ousey, 34-2562.
 (Third row) — Left to right: T. Paul, 30-2058; L. Grandner, 34-6; (Foreman R. Flanigan); E. Babicki, 34-2597; B. Mixon, 34-526; J. Lawrence, 36-783; G. Lamey, 30-2116.
 (Fourth row) — Left to right: F. Thorman, 36-765; M. Kotwick, 36-566; (Foreman Raymond Flanigan); W. McLaughlin, 36-626; M. Follett, 36-587; E. Irving, 36-196.



Left to right: D. Rockwell, 33-4014; A. Stevenson, Jr., 33-419; (T. M. Jackson).



Left to right: H. Allen, 38-52; (J. H. G. McConechy); J. Albany, 38-72.



Left to right: (Perry E. Shaver); K. Affelgren, 96-15; M. Drinnan, 96-10.

45-322	R. Hill
45-334	W. Foster
46-55	C. Pachmar
47-4010	R. Brigden
55-109	J. Fedak
58-33	F. Gosa
58-38	C. Matonti
58-57	R. Rich
58-103	J. Trench
58-129	J. Sidlow
59-327	O. Mills
59-561	A. Sherrer
59-656	R. Goodman
59-771	C. Onley
59-925	F. Webb
59-1023	L. Pyle
59-1136	M. Luzetsky
59-4051	C. Goudy
59-5162	L. Komuves
59-8227	S. Keys
60-56	S. Sinak
60-319	B. Goldman
65-103	H. Koendroes
67-452	W. Miles
67-1874	A. Green
68-111	P. McKernan
69-61	J. Schelling
69-98	H. Thompson
74-89	W. Coyle
80-2733	H. Crews
84-125	L. Parent

AUGUST

25 Years

55-39	J. McDonough
4-13	J. Snabley

SALARY ROLL

15 Years

96-10	M. Drinnan
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10 Years

90-39	R. Staley
96-11	E. K. Moody

DRAFTSMEN

10 Years

38-52	H. Allen
78-60	T. Larkins



Alex Unglaub presents a ten-year service pin to John Anderson, 93-42, of the Garage force.



Representing J. W. Hudson, Chief Naval Architect J. F. Roeske presents service pins to J. Ambrosino, 78-6; T. Larkins, 78-60; V. Trevison, 78-47; (J. F. Roeske).



L. Hazlett presents 30-year pin to E. Dutton, 93-19.

HOURLY ROLL

20 Years

8-516 C. Taylor
47-1160 J. Schuelie
69-6 F. Richardson
75-13 W. Felts

10 Years

8-110 W. Roan
8-141 R. Thomas
8-351 J. Allen
30-2248 W. Tremmel
33-71 J. Laky
33-87 F. Buffington
33-373 G. Fitzpatrick
33-419 A. Stevenson, Jr.
34-84 J. Gordon
34-263 E. Donaway
34-660 W. Haney
34-2529 P. Steppke
36-89 G. Amrhein
36-100 A. Nash
36-566 M. Kotwick
36-587 M. Follett
36-783 J. Lawrence
36-819 W. McNelis
42-349 L. Ochymowicz
42-611 J. Hunter
45-274 C. Springer
45-332 T. McKlevey
47-281 R. Vicker
47-293 W. Rowles
47-949 G. Bartow
47-1037 J. Hricinak
55-47 L. Nangle
58-39 R. Jackson
59-164 J. Melnick
59-665 J. Bruckler
59-672 H. Thurstlic
59-4053 A. DeFalco
59-4060 A. Mozier
59-4512 J. Fleming
59-5553 W. Nuttall
59-10020 M. Green
66-117 H. McGlinn
74-88 P. Harper
80-35 J. Wright
84-67 H. Venable
91-34 J. Mullen
91-47 H. Martin
92-4 W. Fisher
92-102 P. Petillo
92-24 C. Martin



(Top row)—L. to R.: R. Thomas, 8-141; J. Snabley, 4-13; (Supt. J. Wilkinson); J. Smith, 1-55; W. Roan, 8-110.
(Second row)—Left to right: W. Gilmore, 8-625; H. Ebricht, 4-9; (Supt. J. Wilkinson); C. Taylor, 8-516; J. Allen, 8-351; J. Robinson, 8-310.
(Third row)—Left to right: O. Mills, 59-327; E. Stein, 33-104; T. Seely, 33-118; S. Sinak, 60-56; A. DeFalco, 59-4053; F. Buffington, 33-87; H. Thurstlic, 59-672; (T. M. Jackson).
(Fourth row)—Left to right: H. McMullen, 33-169; J. Melnick, 59-164; S. Keys, 59-8227; M. Luzetsky, 59-1136; W. Nuttall, 59-5553; W. Martin, 59-18; (T. M. Jackson); F. Webb, 59-925.

LABOR-MANAGEMENT AWARDS



PRIZE winners in the recent awards for best suggestion by employees. Left to right: (1.) \$50 cash to S. Hockman, 47-76, for jig for assembling 3000 gal. gasoline tank shells. (2.) \$25 cash to Antone Soltner, 84-60, for a time and labor saver on planer operations. (3.) \$25 cash to V. H. Burns, 65-206, for "A jig for cutting square holes in fiber glass insulations". (4.) \$50 cash to John S. Witt, 66-70, for use of cables and swings in preference to the method of hangers for scalers. (5.) \$25 cash to John Shaw, 65-220, for "An adjustable jig for marking centers". (6.) (Vice President John G. Pew, Jr. who presented the checks to winners.) (7.) \$25 cash to George Benditt, 30-2557, for washer hammer to speed up installation of insulating washers. (8.) \$25 cash to F. Richardson, 69-6, for a form to be used in painting stripes on hatch covers of freighters. (9.) \$50 cash to Frank E. Simmons, 74-252, for improvement on Oxweld CM-5 burning machines, eliminating replacement and repair parts.

In addition to the winners, meritorious suggestions were offered by nine others:

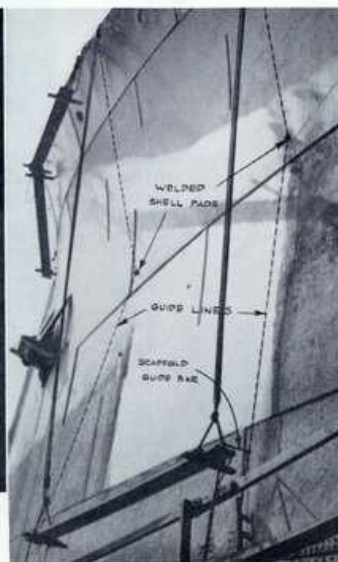
J. Brennan, 88-215; to prevent extra material being placed on trucks leaving the yard. G. C. Jensen, of Hopeman Brothers; to save time in mailing OUR YARD. Henry H. Proctor, 1-32; to increase production on Pattern Shop lathe. Peter Stanishak, 33-579; improved ladder platform. Harvey Rittenhouse, 33-697; high frequency device for testing metals and welding rods. Joseph N. Fitzgerald, Jr., 45-97; special wrench for tightening up airports. F. Richardson, 69-6; new way of applying names to ferry boats. Joseph I. Doran, 91-101; install outside stairs to cellar under Wetherill plant. Howard C. Byers, 66-104; clamps for wood blocks for safety of the operator.



V. H. BURNS is shown with jig which insures the cutting of a neat square hole in insulation.

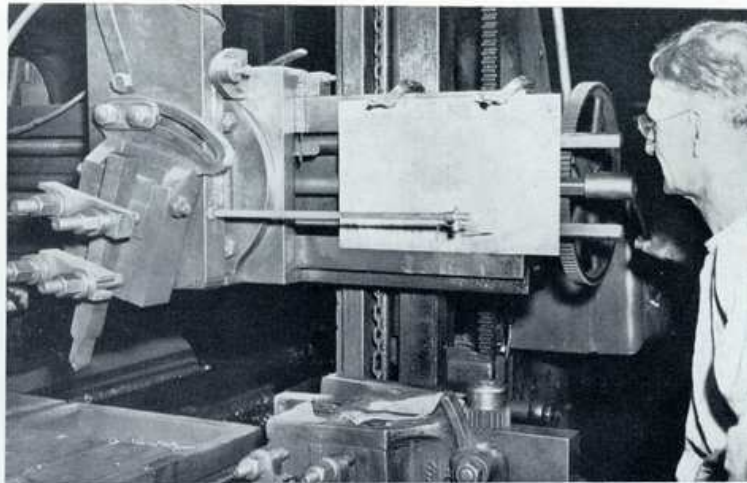


GEORGE BENDITT demonstrates how his hammer is used to straddle insulation pin. This hammer, with a hollow end on one side, has speeded up the work of installing material.



JOHN S. WITT'S system of using cables and swings instead of staging in scaling and other jobs is shown in this photograph.

ANTONE SOLTNER is using his time and labor saving planer attachment. Arcs of circles are inscribed on brass plate shown in photograph.



FRANK E. SIMMONS suggested a device for the Oxwell burning machines which makes large savings in replacements and operation.



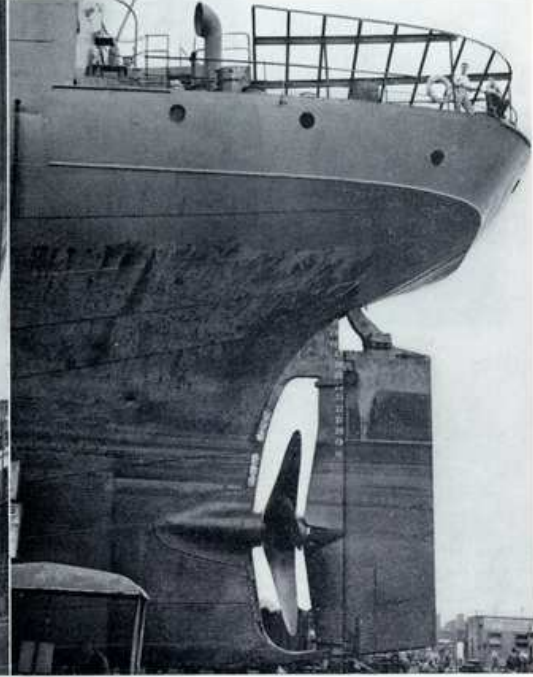
FRED RICHARDSON'S form for putting stripes on hatch covers is simple and speedy.



PROPELLER ON THE "CHESTER SUN"



UNUSUAL VIEW OF "CHESTER SUN" showing the huge rudder exactly in line with two blades of propeller.



SIDE VIEW OF "CHESTER SUN'S" wheel and propeller.

"HOT SPOTS" FOR ODD JOBS



For a quick bit of welding, a hurry-up job of soldering, brazing or burning, there are three well-known places in the yard. George H. Brownhill (left) is close by Central Yard Welding Office, Charles E. Derk (center) is just outside the Machine Shop and Charles A. Bendarz works just back of the Safety Office.



QUIPS FROM N. Y. PAYROLL

By Al Plough

Wedding Bells—Helen E. Taylor, of Payroll, becomes the wife of Peter P. Perozok, recently discharged from the U. S. Navy on November 23. They will be married at the Third Presbyterian Church in Chester. They will make their home in Chester. Best wishes to you Helen from the entire Payroll Dept.

Vera "Dixie" Burch, of the Distribution Dept., is all ears when she listens to Phil Harris sing, "That's What I Like About the South".

Andy Pescatore, of Payroll, is at home recuperating after an operation at the Jefferson Hospital. Get well quick and hurry back, Andy.

Rita Suidowski, of Tabulation, is back at her desk again after undergoing an operation. Nice to see you back again, Rita.

Many Happy Birthdays to: Clydess A. Blake, November 17; Dorothy De-Francisco, November 1; Nina M. Raffaele, November 2, and Alice Chadwick, November 9.

Norma Owens has returned to the office after having had her final week's vacation. Among others vacationing are: Jerry Bruggeman, who spent two weeks in the Poconos; Eleanor Cawthorne, who is on a week's motor trip and Peggy Tracy, who is sojourning in New York City; Jane Pietras spent a recent weekend in Connecticut attending a relative's wedding.

Dora Kacyurina, formerly of the Bond Dept., is now in the Tabulation Dept.

Headin' For A Weddin'—Doris Mekenney, of the Contract Dept., will be married to Ralph Frank, Jr., recently discharged from the U. S. Marines on November 30 at St. Paul's Church in Chester. Lots of good luck to you, Doris.

Engaged—Florence Bell, of Tabulation, announced her engagement to

George King of Philadelphia, recently discharged from the U. S. Army.

Betrothed—Peggy Tracey, of Tabulation, announced her engagement to Howard Markkanen of Minnesota, formerly an army pilot and now attending P.M.C.

Mary Pedante, of Tabulation, is exceptionally fond of hair dressing and someday we may see the sign over her door reading, "Pedante's Permanents".



GENEVA WISZUMIRSKI, formerly of the Contract Dept. and now in Tabulation, has just completed her fourth year at Sun Ship. Geneva is a graduate of Chester High School and makes her home in Chester. She is an expert at bicycle riding.

36 MACHINISTS

By Dick Clendening

We were all deeply shocked and grieved at the sudden death of Mrs. David Harris. The bereaved husband, one of the oldest shop men in point of seniority, has always been highly respected and admired by all. Two sons also formerly worked at Sun Ship and all have our deepest sympathy in their great loss.

Apprentice Mike Grieco, who recently returned after a 23 month spell in the Navy, is engaged to Miss Rose Marie Solge and while no date has been set, Mike says that they will

probably marry this spring. Good luck folks.

Lu Messick recently participated in a fishing trip to Neavitt, Maryland and reported a catch of 10 trout and two rockfish.

Congratulations to Jack Metzler on the new baby, a fine 9 lb. 5 oz. boy, James Blake, who arrived Sept. 26. Yes, all doing fine, thank you. Jack spent 4 years in the Navy and saw much service in both the Atlantic and Pacific theatres and certainly deserves the job and happiness which is now his.

We take this opportunity to welcome back our old friend Dick Fitzgerald and hope that his stay will be a long one.

"Boss" McCoy was up at York, Pa. attending the Firemen's Convention. No one here can remember him missing a convention.

Our best wishes to Supt. Carney, who is still incapacitated. We believe he is rapidly improving and trust that he soon will be back on the job again.

Henry Dychala is planning to spend a week in Canada. Here's hoping he has a pleasant trip.

Our old friend Jack Beatty, who recently underwent an operation, is recuperating nicely and we hope to have him back in the fold again real soon.

Jim Dawson, of the Shafting Gang who showed up real good all year in the Delaware County Church Tennis League, was on top for the championship right down to the semi-finals when he lost a heart breaker. Tough luck, Jim. Here's hoping for better luck next time.

We have heard numerous rumors about "Silent" Ralph Boettger being bitten by the love bug and it is said that official announcement of the coming event is imminent. In view of the fact that the appellation "Silent" as regards Ralph means just what it says, guess we will have to wait and see.

REAR ADMIRAL RALPH S. RIGGS



Rear Admiral Ralph S. Riggs, who recently succeeded Rear Admiral Calvin H. Cobb as commander of the Philadelphia Naval Base, is known to many Sun Ship employees. He served in the Navy during both wars.

At the outbreak of hostilities after Pearl Harbor, he was attached to a destroyer squadron which participated in the Battle of the Coral Sea and the Battle of Midway and later served as Chief of Staff with Commander Destroyer Group Pacific.

He commanded the U.S.S. "SOUTH DAKOTA" famed Battleship X of World War II, from March to December, 1944, when he was assigned Commander Cruiser Division 14 which took part in the liberation of the Philippines, the battle of Okinawa and the occupation of Japan.

He has been awarded the Bronze Star Medal, Navy Cross, Legion of Merit and Gold Star. The Navy Cross was given for his brilliant work off the Komandorski Islands in the Aleutian campaign. Engaged in a fierce running fight for three hours and a half with an enemy force twice the strength of his own, Captain Riggs, with expert ability and brilliant leadership, maneuvered his destroyers skillfully. In the face of intense fire from four Japanese warships, he moved three of his vessels, his ship leading, into a range of less than ten thousand yards of the enemy. Scoring one torpedo hit and inflicting additional damage on the opposing ships by gunfire, his bold attack was a deciding factor in turning back the

Japanese force, thereby thwarting a desperate attempt to deliver urgently needed supplies to enemy troops in the Aleutian Islands.

WETHERILL SCOOP

By Wally

FISHERMEN CLUB

Jimmie Jackson caught a 7 lb. big mouth bass.

Charlie Grant caught a 4 lb. flounder, also some mussels.

B. Van Zandt a fish, 6 lb., name unknown.

Joe O'Neil caught a 12 lb. sea bass. Some sea bass.

TALL STORY CLUB

Harry Ebright (Cleaning Shop) helped to build the first bridge over Chester Creek at Upland.

Frank Thompson rode on the first train that ran through Chester.

Jack McKinney (Foundry) made the first cast iron casting for the first boat that sailed the Delaware.

GOLFING CLUB

On Sunday, September 29, the Clan Ross Club of Chester played for the MacGregor Cup. John Dorhan was top man winning first prize (a bond) with a score of 78. Clan Ross won the cup.

66 DEPARTMENT

By Lester Shiner

Frank Mosser took his vacation last month. He wanted to make sure he would get his garage finished before Thanksgiving.

Pierce Embree is kept on the go these days since Mosser was out.

Joe Kindenlauf had better stop kidding Barney Skinner or he will be walking home after work.

F. A. McShane certainly took Mosser at the Bowling Alley the other night.

"Snowball" Byers is still pacing up and down the Carpenter Shop.

"Popeye" Burton is called "king pin" of 66 Dept.

John Fry will be glad when he is all finished fixing up his new home.

Tom Brown finally has everything under control on those Dutch boats.

Bill Roberts is the blocker-upper in No. 4 Yard.

Joe Sage is stickier man in the shop. He traded jobs with Shorty Frear.

Well, we have Clayton Penniwell back at work.

George Herner now counts Tuesdays as Mondays.



NORMAN C. MICHENER, former apprentice at the Wetherill Plant, died on September 5 at his home in Media. He was 22 years old. Norman had been ill for more than a year and was forced to quit work because of his health. He was a graduate of Media High School. He is survived by his mother, Mrs. Esther Michener and a brother, Walter, who also had been employed at Sun Ship.

80 DEPT. — STOREROOM

By F. Corcoran

George Thornton's many friends in the Yard will be glad to know that he is home from the hospital and improving nicely.

Earl Bennett had a few anxious days recently when his daughter had to undergo an operation for appendicitis. However, she is back home now and in good shape and Earl is much happier.

Bob Selfridge spent a few days visiting in New England and had a very enjoyable time. He sort of limped when he came back to work and we found out he had been horseback riding every morning while he was away.

Bob Curry has been nursing a swollen right hand and arm for the past ten days. He had an infection caused by an insect bite.

Frank Cullen under the masterful guidance of Arthur Charnock recently gave his home in Ridley Park two coats of outside white.

Jake Himelfarb just returned from a two week's vacation. We understand he spent it looking for the pants burglar in Wynnefield.



91 DEPT. HAS A PARTY

MEN OF THE CONTRACT DEPT. on their annual outing given by Paul Clark at his farm outside of Media. Left to right, bottom row: Dan Everly, Pete Shade and Ted Dix. Top row: Al Plough, Tom Perry, Mike Willy, Paul Clark, Frank Dougherty and Major Henderson.

(Left) — **A. PLOUGH** behind a plow.

(Right) — **PAUL CLARK** the genial host.



91 DEPARTMENT TIMEKEEPERS & CLERKS

By Al Plough

A new tennis champ has been added to the Hazeltine family—an 8 lb. baby boy, William, Jr.

Mrs. Dorothy Taylor (Dot Lewis), formerly of the Contract Dept., became the proud mother of a baby girl, Pamela Ann.

Harry W. Renz, Jr., son of Harry Renz, has enlisted in the U. S. Marines and left for Parris Island, S. C. on Sept. 30. "Porkey", as he is familiarly known, was the unanimous selection for the all Kiwanis Basketball center for 1944-45, as well as leading scorer of tournament and most valuable player.

Paul Clark, formerly of the Contract Dept. and now connected with an Engineering Concern, played host to the men of the Contract Dept. at his summer home in Media. This makes the 5th time Paul has had the gang there; it being an annual affair. Activities started off with the usual quoit tournament. The winners were

Pete Shade and Paul Clark. Runners-up were Mike Willy and Major Henderson. Dinner was served on the lawn and the menu was as follows: roast turkey, stuffing, green olives, black olives, string beans, corn, mashed potatoes, tomatoes, lettuce, hot rolls and butter, coffee and home-made apple pie. Each man was given a water melon to take home. Those present were Dan Everly, Francis B. Kaeslin, Mike Willy, Ted Dix, Frank Dougherty, Tom Perry, Major Henderson, Pete Shade, Al Plough and host Paul Clark. It was a grand affair and the boys all join in thanking Paul for a lovely time.

It's a baby girl, Lynne Catherine, for the Weidels. She's Toni, formerly of the Contract and he's Daniel of the Counters.

Congratulations — Dan Everly, formerly of the Contract Dept., is a grandfather.

Harry Buchanan, formerly of the Timekeeping Dept., is now a guard at Brills. Good luck to you Harry.

30 SHEET METAL

By Carl Ullman

We notice that Fire Eater Pascal is wearing a shiny new Fireman's Badge. He passed his correspondence school test and is now a full fledged member of Garden City Fire Co.

Spare Ribs Lamey is spending his vacation harvesting his crops. George claims he has five different vegetables somewhere in the field, but the weeds are so high we are afraid he won't find them.

Gus Heath and his grandson went on a crabbing trip. Gus claims the crabs were so big, twenty-four crabs filled a bushel basket. The grandson is too young to talk.

Jess Wood, the famous moose hunter is going to try out a new gun he invented. It has a tapered barrel and a funnel end, and will kill anything in a radius of 40 feet. Jess says that while on a trip to the Shapotapoo Islands with the Ananias Expedition he witnessed the natives using a gun similar to his to hunt fish and crabs.

Max Margulies was presented with eight beautiful mandolin strings. Will some reader donate the mandolin or what have you to swap.

We heard Maestro Rhoads playing that old English Ballad entitled "It's Only a Beautiful Picture in a Beautiful Frame," on his Console. It brought tears to Jack's eyes. His thoughts went back, we believe, to the day the boys presented him with his photograph in a beautiful mahogany frame. (Frame by Hajoca.)



MARY BOCCELLA, formerly of Contract Dept. North Yard, became the wife of Andrew Belos, recently discharged from the U. S. Navy, on September 1 at St. Anthony's Church in Chester.

INK SPOTS FROM THE HULL DRAWING ROOM

Reporter — Al Williams,
pinch hitting for Frank Pavlik

Congratulations — The biggest event of the month (or any month, as far as this column is concerned) took place in the early hours of Saturday morning, September 14, when our friends, the Frank L. Pavliks became the doubly proud parents of twins, no less. The babies are Mary G., who weighed in at 7 lbs and Frank C. at 5 $\frac{3}{4}$ lbs. Mother and babies came through beautifully at the Fitzgerald Mercy Hospital and are now at home with Pop, who is having a difficult time keeping track of this strenuous schedule of formulas, feedings, sterilizing bottles, learning to burp the babies and the proper method of folding the necessities of infants. Charles, if you will uncover Frank's board, I'll have him awake by the time we reach the time clock.

The cigars seem to come in a bunch. Congratulations are also in order for Mr. and Mrs. Alton Norton, Jr. Mrs. Norton presented Al with a 6 lb. 6 oz. baby girl at 10:39 A.M., September 23, at Fitzgerald Mercy Hospital. The baby has been named Marilyn Irene and is the second girl born to the Nortons.

Bill Greeby, who is now a member of the Sinclair Drafting Dept., has asked to be remembered to his former co-workers.

We extend our condolences to Elmer Fisher and family on the death of Mr. Fisher's mother. Mrs. Fisher passed away on Tuesday, September 10, at her home at 4126 Stiles Street, Philadelphia.

Sports Section

With the opening of the bowling season we find that Hull Drawing again has two teams entered. The "B" team was having pretty rough sailing until the eventful night of Friday, the 27th, when they met the "A" team and turned in a bang up job by taking all four games. Captain Ambrosino, the "A's" best Thursday night bowler, obtained the Paint Shop's best man for the last game in a futile attempt to salvage at least one point but the "B" team boys were hitting too good to be denied a complete victory.

The Atom Smashers (Apprentices) who were brash enough to challenge the Atomic Aces (Old Timers) to a softball game at Bud Hallman's estate in Village Green on August 13,

Junior Members of Sun Ship Family



CAROL ANN, 3 $\frac{1}{2}$ years old, and DONNA JEAN HITE, 5 $\frac{1}{2}$ years old, daughters of Harry F. and Mildred Hite. Mr. Hite is employed in 69 Dept.



CHARLES, Jr., 3 years old, and MARY JEAN WHITESIDE, 9 years old, are the children of Charlie Whiteside of 36 Dept.



ROBERT JEFFREY, 7 years old, and JANET MAE, 8 years, are the children of Sam R. Williams of the Contract Dept., Central Yard.



CAROL MARIE TRAKIN, 8 years old, is the daughter of Joseph Trakin of 59 Dept. Joe is interested in the sport of boxing.

found that the so-called Old Timers are not too old to slam that ball. The Apprentices had learned their mistake by the 5th inning, when the score stood at 18 to 5, favor the Old Timers. The Apprentices had lost all desire to continue with score keeping by then, so the final score is not available.

Now that football season is here once more, being off on Saturday is pretty nice. Eh, fellows? But wouldn't it be swell if you could find a ticket to buy for a big game?

* * *

88 DEPARTMENT (CAPT. MILLS' SQUAD)

By Joseph Brennan

Once again a creditable showing was made by this squad in the matter of changing to winter uniforms. Once more our squad carried the uniform honors. Congratulations men.

Guard Allen has again rejoined the squad after a recent operation at the Naval Hospital, Philadelphia. Claude, we trust the future will bring you the

best of health. We are most happy to have you back with us again.

Guard McGill has left us since our last issue. "Mac", the squad wishes you the best of luck in whatever new field you may enter. It was nice to have known you.

At this time, we extend condolences to the family of our late friend Guard L. Wegat, who as you probably know, passed away September 18.

The following items from the Guard Dept. have been supplied by D. Morris.

Capt. Mills says he had a swell trip to the Catskill mountains.

Olsson and his fishing tales; Norris and his hunting trips. They have Paddin between them, but he has his ears stuffed with cotton.

Lewis is full of vim, vigor and vitality after a 9 days vacation.

Lanier would like to meet "Kilroy", (he was here).

Bowers must have run out of jokes; very quiet lately.

Vail lost his old side kick, D. Mack,

34 COPPER SHOP

By H. Oddyke

Since our last issue, the Stork called on W. DeMaio leaving a bouncing boy and he also called on Ed Babicki leaving a fine girl. Both mothers and children are doing well and we extend congratulations to all.

Unusually large crabs are reported running at Queenstown, Maryland and we expect to pay them a visit in the near future under the guidance of "Commodore" Jones.

A. Howat is now bowling with the Fabricating Shop team and we sure hope he makes the grade.

D. DeVacchio is sure sold on frozen foods—we hope he doesn't freeze up with them.

Our Assistant Foreman lost his helmet one day but finally found one of the boys on the ship wearing it; so Ralph's blood pressure is now normal again.

"Mike" Docherty has another "Greetings from the President" and reports for another physical October 11. He thinks he's going this time—the suspense has been terrific.

VEGETARIAN SEA-HOUND



Togged out with life-belt, "Sweet Pea", mascot of the S.S. CHURUBUSCO, is shown with Ass't Engineer G. McCray. The red and tan animal does not eat meat but prefers pota-

REBUILDING END OF No. 4 PIER



PILE DRIVER is shown sinking a 50 ft. pile into river bottom.

After a sufficient number of these are in place, the work of repairing the bulkhead will be carried through. One of first steps was removal of the broken concrete blocks at the bottom of the river.

SIZE OF BLOCKS is indicated in lower picture which shows a block being broken up.



toes, corn, oranges, grapes, apples and watermelon. Unlike many seagoing pups, "Sweet Pea" does not drink beer but is addicted to Coco Cola. He is fond of chewing gum.

Originally the dog belonged to the S.S. WASHINGTON but one day he appeared on the CHURUBUSCO and an oiler named Hackett was accused of swiping him. Hackett denied this but he got a pair of black eyes one night and the crew of the WASHING-

TON got the blame. This happened at Port Arthur, Texas and "Sweet Pea" was still on the CHURUBUSCO when she sailed.

The mascot does not like going ashore and is unfamiliar with trees. He is the special pet of Chief Engineer Cullom and cries like a baby when not allowed to sleep in his bed.

His dislike for deck officers is due to their disturbing him when he visits midships on his rounds.

SUN SHIP TANKER ONE OF FIRST BOUGHT UNDER SHIP SALES ACT

First purchases of war-built merchant vessels under the Merchant Ship Sales Act of 1946, which is designed to return the Merchant Marine to private operation, have been announced by the United States Maritime Commission. The ships approved for sale are three 523-foot ocean-going tankers.

The purchasers are the Tanker Sag Harbor Corporation, which is acquiring the tanker **HANGING ROCK**, built by the Sun Shipbuilding and Dry Dock Co., and delivered in January 1944; and the Union Oil Company of California, which is acquiring the **BIG BEND** and the **JORDAN VALLEY**, both built by Kaiser Co., Inc., Portland, Ore., and delivered respectively in March and September 1945.

The statutory sales prices of the three tankers is \$2,026,500 each, subject to adjustments according to age and condition in accordance with the Maritime Commission's General Order No. 60 which governs administration of the Ship Sales Act.

T2-SE-A1 tankers are 16,500 dead-weight tons and have a cargo capacity of 141,100 barrels. They have turbo-electric engines which gives them a normal sea speed of 14½ knots under average conditions.

The **HANGING ROCK**, which has been operated for the War Shipping Administration by Bernuth-Lembcke Co., Inc. is now immobilized at Brooklyn, N. Y. The **BIG BEND** is operated by its present purchaser, while the **JORDAN VALLEY** is under operation by the Deconhil Shipping Co. Both of these tankers are in the Pacific.

PAINT SHOP

By F. Richardson

ROUND TRIP SCHELLING now returned and recovered from a trip around the U.S.A. via the Pullman route reports that things are pretty much the same all over. Gus was searching for a fast disappearing table delicacy known as MEAT. Regarding this elusive stuff he says, "There ain't no meat except maybe a Bison or two out in Montana." Inci-



TRANSFERRED from No. 4 Yard, this Fire Truck is now housed in the Central Yard garage; ready for any emergency. Shown in picture are: William Bates, William McElwee and Thomas O'Neill.

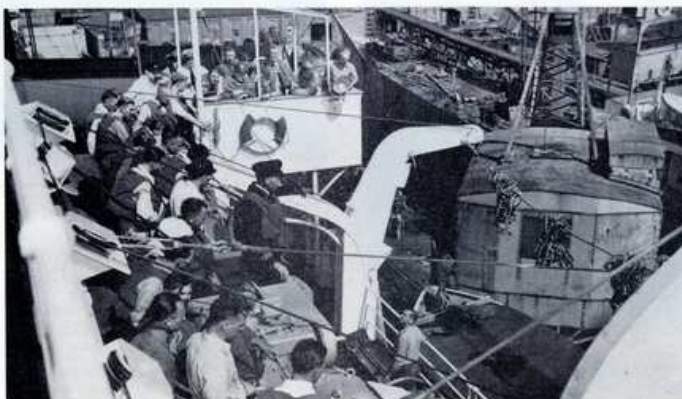
dentally anyone wishing a Bison can get one for free through the proper channels but, he must first assure the present custodians that he has adequate fencing and housing facilities as a Bison is the animal world's version of a footloose Bulldozer.

THEY ALSO SERVE:— Gus Schelling again made the headlines this month by accepting a 10 year service pin from the hand of Supt. A. A. Norton on October 10. Also in the pin-up line were H. G. Thompson 10 years and F. Richardson 20 years.

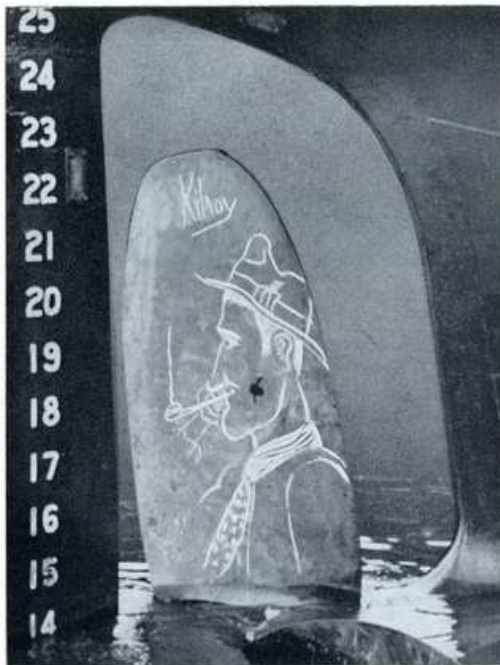
VACATION DEPT.:— Clarence Johnson is on vacation at this writing.

Mr. Johnson has a unique strategy regarding vacations. He waits until the kids are back in school so he will not find himself intercepting passes from the pseudo security of the porch rocker.

BOWLING NOTES — new blood — Last month Pete Childs joined up with the "A" team with tragic results. His first game was a brilliant 160 but in the tenth frame reaching in the rack Pete got his hand between two balls and suffered a crushed thumb. Even carrying on in the best Spartan manner was of no avail as his score in the two succeeding games did not go above 110.



FIRE DRILL on the S.S. "FRIESLAND" brought all of crew to stations for a test. Life boat is swung out in a few seconds.



KILROY WAS HERE. All over Europe, Kilroy's slogan appeared and the Vets who came home to Sun Ship brought Kilroy along. His likeness was drawn on one of the blades of the wheel on the S.S. GELDERLAND and is shown here.

ANOTHER SHIPYARD SCENE



THIS BEAUTIFUL DISPLAY of cosmos attracted much attention during early Fall. It grew in the open space between the Ball Park and entrance to the Parking lot. Romayne Stevens of 2712 McCarey Street, Chester, posed in the setting.

Obituary

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

Number	Name	Address	Date of Death
67-2162	Fletcher Parks	3927 Aspen Street, Philadelphia, Pa.	Aug. 13
60-10383	James Hayes	2954 Edgley Street, Philadelphia, Pa.	Aug. 19
67-572	Percy Woodward	2417 Naudain Street, Philadelphia, Pa.	Sept. 2
67-1650	Lacy W. Caul	1106 Union Street, Chester, Pa.	Sept. 4
42-590	Audrey Smith	840 No. 43rd Street, Philadelphia, Pa.	Sept. 8
34-10186	S. Martin	8627 Eastwick Avenue, Philadelphia, Pa.	Sept. 14
55-4	B. McNally	1226 No. Frazier Street, Philadelphia, Pa.	Sept. 15
34-204	W. Conley	167 E. 26th Street, Chester, Pa.	Sept. 18
88-92	L. Wegat	11 West Mowry Street, Chester, Pa.	Sept. 18
55-298	P. H. Petrillo	611 Penn Street, Chester, Pa.	Sept. 24
45-28	J. Leonard	111 E. Wyoming Avenue, Philadelphia, Pa.	Oct. 6



THIS 8 POINT BUCK was shot in the Pocono Mountains last deer season by Joe Smith of 34 Dept. and Lawrence Anthony of 47 Dept. The 1946 deer season opens in Pennsylvania on December 1.

OUR COVER FOR NOVEMBER

The front page photograph is a tribute to the hospital ships built by Sun Ship. Myrl A. Yeaman, Pho. M 1/c USN, who made the striking picture, served in the Pacific during the war and saw the SANC-TUARY, TRANQUILITY and other hospital ships which were built on No. 4 Yard rendering service to the wounded and sick.

GRATEFUL FOR TRAINING

IN an article recently published in "Foreign Commerce Weekly", high praise is given the International Training Administration by Hugo Corbalan, who came to our plant from Chile to learn shipbuilding.

The system was inaugurated in 1940. Since then scores of young men have been brought to American industries as students. After learning how we do things, they have returned to their own countries and put their knowledge into practice. Hugo Corbalan writes:

"It will not be difficult to tell how much I appreciate all the kindness and help that the International Training Administration has given me during my training in this country.

"I came here from Chile to study shipbuilding and during my training here in this country, it was possible for me to learn in many different ways. Before I came here, I did not know very much about the people of this country and about the United States. But here I have had an opportunity to learn your customs, to know your people, to know—and this is most important—your workmen, the way that they do the job, and the conditions under which they work.

"Here in this country, working with all these people, men and women, during the war, I realized what democracy means. They taught me many lessons. I might mention now, too, that they taught me your language, the language that you speak in a familiar way, and I can tell you now that I can go through all the thickets of the North American lingo.

"There are two things in my life that I shall never forget. The first one was when I got off the train in the Washington station two years ago. I put my bag on the floor, and I looked forward. All my future in the United States was quite blank and ready for any impression. I felt so small, just the same as a little piece of material without preparation. My hands were empty.

The second great moment is now. After two years, after working and studying here, my hands are full of knowledge that your people have given to me. Although I am a citizen of Chile, after knowing this great country, your workmen, your fellowship, I feel deep in my heart that I

am also a citizen of the United States."

SEAMEN HIT JACKPOT

In these days of scarcity the American Merchant Seaman is hitting the jackpot. He gets better goods cheaper than the civilian by making purchases at the "slop chest" (that's the seagoing name for the supply shop on the vessel).

Where else could you get white broadcloth shirts at \$1.92 each, or white cotton shorts at prices from 46 to 58 cents a pair, or belts at 36 cents? With take home pay nearly four times that of the average for 14 leading maritime nations, U. S. seamen can well afford a $\frac{3}{4}$ length rubber raincoat at \$4.89.

Slop chest supplies are purchased only from certain government-approved dealers, known for their re-

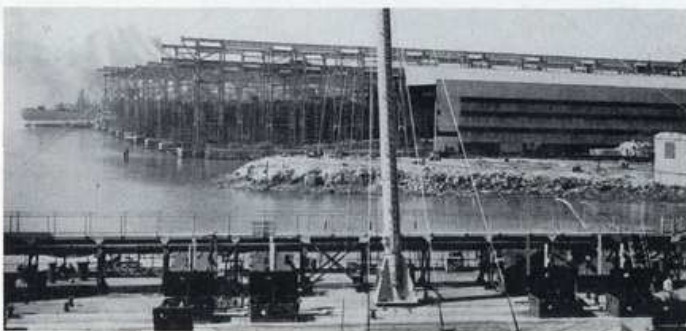
liability and the quality of their goods. Selling in quantity and at wholesale prices, they stock the "slop chests" with plenty of the best "name" goods. Uniform prices prevail on all American ships whether they sail from New York, New Orleans, San Francisco or Jacksonville.

No sales, state, or federal taxes add to these prices. Cigarettes are 60 cents a carton, with smoking and chewing tobacco and cigars available at a similar price scale. Ink at 9 cents a bottle, pocket combs 4 cents, corn-cob pipes 7 cents, shoe polish at 7 cents a can, all these and nearly a hundred other items give American seamen a high living standard at sea. A standardized list includes articles that range from razor blades to peanuts.

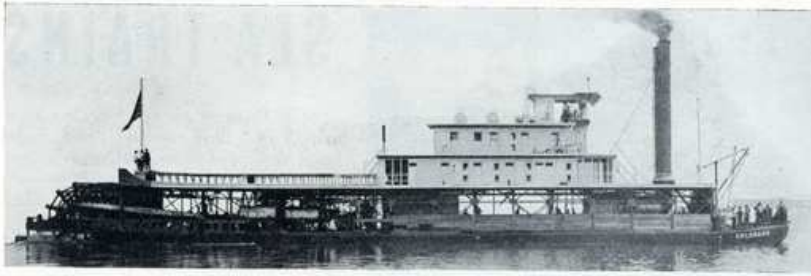
With candy bars available, it is no wonder that merchant seamen are popular in foreign ports. Slop chests offer virtually every popular candy bar at 3 cents each, 75 cents a box.



NETHERLANDS INSPECTORS who have been stationed at Sun Ship during the building of ten cargo-passenger ships for the Netherlands government. Front row, left to right: Mr. van der Roest, Mr. Botje, Capt. Peters, Mr. Hollander, Mr. Louwerse, Mr. de Gelder. Back row: Mr. Blokland, Mr. Jordaan, Residential Inspector Mr. Bontenbal, Mr. Calame and Mr. Rodenhuis.



CENTRAL YARD SHIPWAYS as seen from North Yard piers. Big area of "made" land is shown in foreground.



STERN WHEELER "COLORADO" was one of two vessels built for use in South America. Instead of towing barges she pushed them. Built here in 1925, she was still in operation during the war.

BACK in 1925-26 Sun Ship built two stern wheeler towing boats for use in South America. These Mississippi River type steamboats were designed for operation on shallow streams. The "COLORADO" was launched May 23, 1925 and her sister ship, the "CASCAJALES" slid down the ways on Nov. 20, 1926. Their owner, the International Petroleum Co. of Toronto, Canada, employed them for towing on the Magdalena River, Colombia, South America. They were slightly over 100 ft. long.

One of them was shipped to Baranquilla in sections. The other was boarded up and towed to her destination. James Mackie put them through their trial paces in runs up and down the Delaware. The big stern paddle wheel was operated by a crank shaft like the drive on a locomotive. The boilers were set forward.

Instead of towing barges these vessels pushed them, Mr. Mackie explained. They were tough, well-built little craft and while no very recent reports have been received, they were still in operation during the war.

TRIAL TRIP OF "DELAWARE BELLE"



Sun Ship workers were interested in the trial trip of the DELAWARE BELLE of the Wilson Line and in the subsequent trips of this fine passenger vessel past the Shipyard. Sponsor of the craft was Mrs. L. C. Campbell, wife of the Vice President and General Manager of the line.

The DELAWARE BELLE has a carrying capacity of 3400 passengers. She is 236 feet by 56 feet beam by 39 feet deep. She is driven by two Diesel engines with twin screws.

The vessel's appointments are all of

the latest design and modern in all respects, providing the most up to date comforts for passengers. The equipment, as well as the superstructure of the vessel has been designed by Mr. Campbell, using his own unique streamlining technique. The individuality of the vessel is very noticeable in contrast to the usual appearance of a river steamer, but at the same time is in conformity with the best practices of the art of ship designing and gives the impression of a very sturdy and worthy craft.

59 DEPARTMENT

By C. De Tullo

Freddie Sammons passed his physical and expects to have his uniform soon. Fred Bundick also passed but has his fingers crossed.

Art O'Neil and Phil News could pass for twins, they act so much alike.

Larry Biddle always boasts if he can't weld any certain job, his brother Dave will weld it; then if either can't, they fall back on Joe Trakin.

Joe Quigley is getting set to bring home a deer. He is already cleaning his rifle and buying up all the shells he can get.

We hope Lefty Corvelli brings a deer home as he promised us he would have a big supper if he has any luck.

Al Wagner and Huck Berford are always trying to talk about production. Well, this is what I heard them saying.

Wagner—"You should keep your head in the shield at all times".

Bedford—"Okay then, give me another handle and I'll weld with both hands".

Wagner—"Here's your handle. I'll put the wire in so you won't have to stop to change". Boy is that some line.

Reds Holt, M. Beasley, Admiral and Dent are back welding again and doing okay so far.

We all had a swell time watching Louie trying to walk home in one of those Navy suits. It was raining so hard he thought it was the only way out.



SEA TRAINS

CAR CRADLES for the Sea Trains are being rebuilt in C Shop extension. These cradles have been taken off the ships. When finished they will be equipped with new rails.

Picture at left shows one of the cradles stripped down to steel frame.

Lower picture shows long line of cradles completely filling the shop.



ODD CARGOES CARRIED BY TANKERS

The number one task of America's great fleet of tankers is to transport petroleum products needed to run our automobiles, and to heat our homes. But some tankers carry different types of liquid cargo that are equally essential, according to the American Merchant Marine Institute.

For instance, asphalt shipped up from the Caribbean is carried in tankers equipped with large heating coils that must maintain a constant temperature between 200° and 275° to prevent the asphalt from solidifying. Tar and creosote are other cargoes that must be kept under high temperature during the voyage.

Molasses is also shipped by tanker and to facilitate its discharge is heated a day or two before the vessel reaches port. Industrial alcohol, which is a product of molasses, is frequently shipped instead of the sticky substance, but this can only be transported in tankers that are particularly well-cleaned. Aqua-ammonia and caustic-soda require tankers that are especially equipped to be immune to

the chemical properties of these cargoes.

When the hunting season is on in the Antarctic, tankers go down with fuel oil for the whaling fleet and return with the precious cargoes obtained from the whales. Palm oil, linseed oil, and coconut oil are also transported to this country via tankers.

Transportation of water by tankers

had its greatest development during the war in the Pacific when local supplies were not adequate for our scattered fighting forces. In peacetime, there are still many places where cargoes of fresh water are highly welcome. To some outposts in oil producing areas, off the normal trade routes, tankers with extraordinarily large refrigerating space also bring meats and foodstuffs.



EARL K. MOODY, who was with the China Service Command, has returned to Sun Ship's Sales Dept.

COLIN S. OBENCHAIN, who was a Master Sgt. and served in the European battle area, has also returned to Sun Ship's Sales Dept.

SEPTEMBER LIST OF RETURNING VETERANS

	Dept.		Dept.		Dept.
Anderson, Arthur J.	67	Hamby, Harry F., Jr.	33	Peletski, Benjamin J.	55
Armfield, James	67	Harris, Bernard P.	67	Petrilla, Michael J.	69
Babb, Albert G.	67	Hassiss, Michael G.	69	Phillips, James L.	69
Bateman, John E.	36	Henderson, Arthur A.	69	Pierce, Cortez	67
Beach, Robert E.	69	Henry, Willard J.	67	Pinkoski, Joseph L.	69
Bechtel, George W., Jr.	34	Hicks, Robert A.	67	Pittman, Gordon J.	67
Bedwell, Henry M.	59	Hodges, Alonzo, Jr.	67	Pitts, William	67
Benditt, Fred	69	Hoenbrook, Frank W.	65	Pluta, Cyril	69
Bennett, James	67	Holmes, Eliza	67	Paole, Booker T.	67
Billups, Albert	67	Hause, Herman	67	Powell, Jerome E.	67
Birch, Winsor, H.	67	Hughes, William P.	67	Pregnell, William	67
Birnie, Robert J.	69	Hunt, James H.	67	Preston, Robert C.	69
Blecha, John C.	69	Jackson, Leroy C.	67	Price, Harry S.	36
Bogucki, Adam	55	Jackson, Willard W.	67	Pritchett, Richard R.	67
Branham, Eugene J.	67	Johns, James N.	67	Purnell, Wade G.	67
Briscoe, Oliver	67	Johnson, Randolph	67	Rehrman, William J.	36
Brown, John N.	67	Johnson, Robert W.	67	Renshaw, John H.	36
Brown, Robert H.	4	Johnson, Wilson	67	Riley, Evans	67
Brown, Robert H.	67	Jones, Edward J.	69	Robinson, Charles	67
Brown, Roscoe B.	67	Judge, Aloysius P.	69	Robinson, Earl L.	69
Butler, James W.	67	Kay, Thomas A.	33	Rothwell, James	67
Butler, John	67	Kersey, John H.	67	Runner, Howard H.	65
Caldwell, Thomas H.	67	Lancaster, James R.	67	Ryan, William J.	30
Cameron, Louis J.	67	Lancaster, William H.	67	Sacculla, Joseph D.	69
Carbley, James R.	69	Lazaro, Augustus	67	Salters, Isom	67
Carlin, George L.	59	Lewis, Leon E.	30	Saunders, Robert P.	36
Chamberlain, Howard W.	67	Lipscombe, James O.	67	Saxon, Robert S.	67
Chapman, James E.	67	Little, Robert M.	67	Schrass, Henry J.	36
Cobb, James A.	67	Llewellyn, Charles T.	69	Scott, Odell	67
Cooper, Iffery C.	67	Lloyd, George F.	68	Shaeffer, Francis J., Jr.	59
Corbin, George H.	67	Logan, John T.	36	Sheppard, Levi	67
Cousins, Walter F.	67	Logue, John J.	69	Simmons, James M.	67
Cowan, Edward	69	Lord, James K.	33	Simmons, Robert B.	67
Crook, William H.	69	Loveland, David	69	Simmons, William W., Jr.	67
Currie, Joseph E.	4	McAleer, Francis J.	46	Singleton, John D.	67
Curtis, Parker D.	67	McBride, Joseph	69	Skellan, Edward M.	69
Dailey, John J.	69	McGarvey, Anthony	30	Small, Francis J.	69
Daley, John T.	69	McGuigan, Peter J.	59	Smith, Emmett J.	69
Daliesio, Michael	69	Marshall, Robert L.	69	Smith, Morris	67
Davis, Alton	67	Martin, Elmore E.	67	Smith, Oliver V.	67
Dawson, James H.	67	Masishin, Harry	67	Smith, Thomas	67
Dempsey, Leroy R.	75	Massinger, Bernard F.	67	Smola, Stanley S.	34
Dent, Harry W.	67	Melagrano, John B.	69	Smoyer, Howard J.	66
Devinney, Martin L.	69	Mickens, William J.	59	Spencer, Elbert N.	67
Diamond, Raymond F.	69	Mickens, Wilman	59	Splane, Raymond F.	67
Dobson, Cylde	67	Migliore, Fred	69	Steele, James D.	67
Dulin, Norman E.	59	Moody, Leo	67	Stuckert, Carl A.	33
Ebling, Edward J.	55	Moore, James C.	30	Summers, Charles J.	67
Ellis, Booker T.	67	Morris, Edward P.	45	Szegda, Nicholas	69
Fawcett, Ralph F.	91	Morrow, George W.	33	Talarico, Frank N.	69
Felcher, Stephen	33	Muscella, William D.	67	Taylor, Allen	67
Filopanti, Emidio	69	Natale, Edward F.	30	Thomas, James L.	67
Frame, James W.	59	Natale, Raymond G.	69	Tull, Ernest	67
Freeman, Albert E.	65	Noel, John F.	67	Tyler, James E.	67
Fullmer, Leroy C., Jr.	69	Odom, William F.	67	Walton, John V.	67
Fulton, Ernest W.	67	O'Dannell, Robert L.	69	Warfield, Samuel J.	67
Gattis, Titus R.	67	O'Loughlin, Joseph A.	67	Warner, Garfield H.	67
Gilbert, James	67	Oprouseck, Andrew	30	Warsheski, Paul	36
Gitaitis, Bruno	55	Osowski, Frank J.	67	Watson, Maurice H.	67
Goings, Thomas H.	65	Ottinger, Douglas G.	45	Webb, John A.	67
Goldy, Harry	59	Owens, James P.	67	West, James H.	67
Green, William O.	67	Parra, Carmen A.	69	Williams, Willie B.	67
Guida, Constantine P.	30	Paxson, Edmund T.	55	Wilson, John F.	67
Hager, Harvey R.	60	Payton, John A.	69	Wilson, William M.	67
Hall, Edward	67			Woodward, Robert C.	69
				Wyatt, Frederick M.	67
				Young, William	67
				Zern, William H.	65



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