

Our Yard



1947

SUN SHIPBUILDING AND DRY DOCK COMPANY — JANUARY, 1947

Praise for Tankers from Vice Admiral Smith

DECLARING that a single tanker played a large part in winning victory over Japan, Vice Admiral W. W. Smith, Chairman of the U. S. Maritime Commission, paid fine tribute to the part played by American shipyards and the Merchant Marine.

Vice Admiral Smith spoke at the banquet of the Maritime Society of Philadelphia. He said in part:

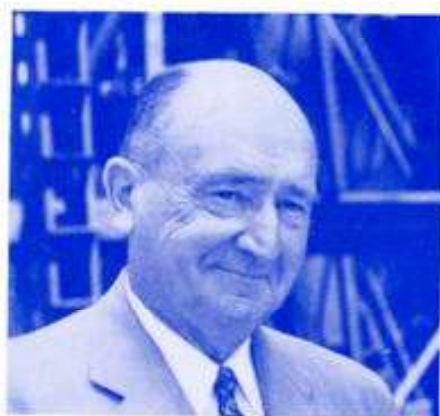
"The Maritime Commission believes that the extension of reciprocal trade agreements and the revision of tariffs will make a busy two-way street of international trade. The formation of an international shipping advisory group, either within or without the structure of the United Nations, will go far in solving many common problems in the industry.

"Hog Island, with its 100 ways delivered ships too late to serve the nation's war need. Our men and materials traveled in foreign flag vessels. You saw the results of that war and its effect on our Merchant fleet. Great hulks of steel ships remained at anchor when they should have been carrying American products to the world and returning to America with the things that we need to develop our national economy and human welfare.

"That same thing can happen again. We must see that it does not. We will have a well preserved reserve fleet, as directed by Congress, sufficient to meet any national emergency.

"The Merchant Marine Act of 1936 gave us a clear directive. The United States needs and must have a Merchant Marine. For the first time in a hundred years we can offer that vital service between producers and consumers wherever they may be.

"As you saw war cargoes loaded in Philadelphia you probably realized how vital those cargoes and the ships that carried them were to success on



VICE ADMIRAL W. W. SMITH

the battlefield in defense of our country. I can tell you from personal experience while on duty in the far Pacific that the loss of a single fleet oiler in the early months of war might have required that our Navy Task Force return to Pearl Harbor for refueling.

"We were thousands of miles from our fuel supply. Had that one tanker, the only one near, been sunk, we would have lost our contact with the enemy and might never have been able to regain that advantage.

"One tanker! And she was sunk at Coral Sea, but fortunately after we had sucked her dry. One tanker! In the Pacific in 1945, thanks to our shipbuilding proclivities, we had more than 500 of these tankers in the pipe line serving our fleet and our far flung bases, and we were yelling for more.

"It may well be said that our shipbuilding shortened the war by at least one year. With the experience of two world wars, I do not believe the people of this nation desire to be caught unawares in any future national emergency.

"I should like to pay tribute at this time to the men, the ships and the shoreside personnel of our coastal and intercoastal shipping services for the great part they played in the early days of the war. Prewar, more than 70 percent of our shipping was in these trades and it was upon them we

called for ships to start the war. Without their ships and men the story might have been different. Perhaps Philadelphia was too far from the coastline to have seen our tankers burning off shore. The men and the ships came back for more and delivered the cargoes vitally needed. The Commission has appealed to the Interstate Commerce Commission for a reexamination and revision of coastwise and intercoastal rates. We want this vital and economic service restored on a going, self-supporting basis. We need it in our economic welfare and in assuring our national security.

"The Maritime Commission is proud of the reconversion of the merchant fleet to peacetime pursuits.

"Our first job when the war was over was the return of American troops and American property from foreign lands. This was accomplished in record time and unlike our previous experience, was accomplished with vessels flying the American flag.

"Our next task was the return of the merchant fleet to private operation, and to aid those countries which have suffered most at the hand of the aggressor. These two jobs were done at one and the same time. Private ships, with few exceptions, have been returned to their owners; government-owned vessels have been chartered out to private operators. Other government ships under general agency agreements have operated at a profit to the government.

"We now have chartered out some 1145 ships. After December 31, 1947, the law permits no further chartering and all ships not sold, domestic or foreign, will be sent to the reserve fleet. We have operating under general agents 830 ships. Such operations must cease February 28 next because on that date accumulated profits in the revolving fund go directly to Treasury receipts, leaving the Commission no funds to pay operating expenses.

"Government operation of ships since V-J Day has not been at taxpayers' expense. Currently, our receipts from charter and general agency operation are running at approximately 20 million dollars per month."

OUTLOOK FOR 1947 AT SUN SHIP



THERE will be work for our employees during the year 1947 and for many years to come if the Sun Shipbuilding and Dry Dock Company can meet the competition of other shipyards. That means high production. It means that everyone from the President down must set ourselves to the task of loyal co-operation.

The rate of pay here is fully up to the rate of other yards or higher. It is no more than right and fair that our employees shall, in return, perform a full day's work.

Production will come if all of us will join in cutting out waste of time, effort and material and by helping each other.

During the year 1946, we took work at cost. We did not count on profits. That's the way it turned out but thousands of employees had work during the year. However, a number of our employees fearing lack of work, lost interest; consequently costs were considerably higher than they should have been.

Now we are faced with an era of keen, hard competition. If employees all over the country will realize that it is necessary to do more work in an hour than abroad, because our wages are three to six times greater, American production will go up.

For the New Year, I wish you and your loved ones health, happiness and prosperity.

I have enjoyed many years of association with you and I hope it will continue in the future.

JOHN G. PEW, *President*

LOOKING forward into 1947 the outlook for new shipbuilding is somewhat disturbed and uncertain, as the Shipbuilding Industry is straightening out its previous war activities to take up a much lesser active program, which will call for the very closest cooperation of labor and management to carry on the work for the year ahead under such conditions as will develop employment and work for all the crafts combined in the shipbuilding Industry.

The year 1946 and the previous war years called for shipbuilding efforts that were unparalleled in volume and results and the new year will call for equally great concentration to hold us far as possible our Industry in a workable condition that will still retain the valuable qualities of our very important National Industry.

The foregoing, however, will be entirely dependent on many conditions lying outside of our actual shipbuilding and the future will depend upon the capacity and ability of everyone concerned.

The best of Good Luck and Good Wishes to all for 1947.

ROBERT HAIG, *Vice President*



DURING the year 1946 the yard has completed and delivered fifteen ships and four large Seatrains reconversion jobs, as well as a considerable amount of repair work, oil refinery equipment, etc., employing an average of 7988 employees for the year. This marks the completion of an extensive shipbuilding program which was commenced in the year 1938 and reached its peak during the war years.

The shipbuilding industry is a highly competitive one and we believe that all of our employees should fully realize that our efforts to obtain new work and repair work in sufficient volume to keep a large number of our employees busy during the coming year will depend entirely on our ability to do the work a little cheaper and faster than our competitors. We believe that most of our employees will agree that during the past year there has been a let-down in efficiency generally throughout the plant. Much of this can be attributed to thoughtlessness on the part of some of our employees, unsettled conditions following the end of the war, and our inability to obtain certain materials just when needed.

However, now that conditions have settled down and we are entering into our peace-time production, if we are going to bring work into our plant steadily and make jobs for ourselves in the future it is absolutely necessary that each one of us must roll up our sleeves and do our work in an efficient and economic manner and in this way make it possible to obtain additional competitive work.

I wish every one of our employees and their families a Happy New Year and let us all try to make it a prosperous one.

R. L. BURKE, *Vice President*





NEW OWNERS TAKE OVER "S S ZEELAND"



(Above, left) — GUESTS at transfer of the S.S. ZEE-
LAND to the Netherlands Government.

(Left) — DINING ROOM on the S.S. ZEE-
LAND. Left
to right: Miss Carolyn Jonker, Miss Louise Jonker,
John G. Pew, Mrs. J. F. van Hengel, Capt. William
Oosting, Mrs. Oosting.



MISS LOUISE JONKER raised the Netherlands flag.



MISS CAROLYN JONKER lowers American flag.

Vision of 1947

By H. Obdyke

*Another year has come and gone
The scene has changed from War to
Peace*

*But we must ever carry on
And never let our efforts cease
To right the wrongs that have been
done.*

*The spirit of those gone before
Must ever be a shining light
To guide us on forever more
In paths of truth and love and right
Eliminating hate and war
That future years be gay and bright.*

*America can lead the world
If we put shoulders to the wheel
And, with a righteous flag unfurled
All other Nations made to feel
That we, with all our forces hurled
Will do our part on even keel.*

*So let's put all our efforts forth
No matter where we chance to be
If East or West or South or North
Let's battle on 'til victory
Shall bear its fruits and prove the
worth
Of endless work to keep men free.*

S. S. GRONINGEN'S NAME CHANGED

When the S. S. GRONINGEN, which was launched here July 27 last, arrived in Holland on her maiden voyage, her name was changed to the S. S. ANDIJK. She was given a warm welcome and at the exercises which followed, Deputy Director of Shipping Jacobus M. Vos said that Holland's Merchant fleet will have regained 75% of the pre-war strength by the end of this year.

Sun Ship is building 10 cargo ships for the Netherlands government and Deputy Director Vos said that when all the vessels which Holland has ordered are completed, she will be up to 85% of her Merchant Marine strength.

He spoke during a double celebration for which virtually the entire city of Rotterdam turned out. The celebration marked both the arrival from New York of the first of ten ships built in the United States for the Netherlands Government during the war

REVIEW OF WAR BOND PURCHASES, AND OTHER BENEFICIAL PLANS DURING YEAR 1946

By W. Craemer, Treasurer

AT the end of the year, and especially during the period where we pause in our normal activities to express greetings and feelings of goodwill to our friends and fellow workers, it is quite fitting to review what has happened in 1946 in our mutual efforts to help ourselves through cooperating with the Company's policies for mutual helpfulness.

During the war period and continuing throughout 1946 the Company has urged the regular purchase of Government War Bonds, through payroll deductions, as a regular plan of savings and to provide against future needs. During 1946 our workers subscribed \$1,214,494.02 for War Bonds which, in ten years, will be worth \$1,619,325.36. This is a substantial amount of savings for the year. For the entire war period, plus 1946, our workers have subscribed for War Bonds having a maturity value of \$52,809,214.00 — surely a huge amount and a gratifying result. We recommend the continuance of this systematic savings plan.

Through the Hospitalization Insurance plan, we have aided 606 cases so far in 1946, and have distributed \$76,759.14 to the members to assist them with hospital expenses. In addition to this total, the Mutual Benefit Association distributed \$103,012.93 to our workers during periods of illness. Practically all of our workers are members of this Association.

Through the Group Life Insurance plans, the families of 84 fellow workers, who died during the year, received a total of \$439,500.00, or an average of \$5,232.00 per family.

The Company has supported these several plans of mutual helpfulness so as to make our Company a good place in which to work, and, as Treasurer of the Company and as a fellow worker, my recommendation is that we continue to participate in these Company plans.



and the opening of the first of the Rotterdam pier sheds to be rebuilt after the German mass air attack in May, 1940.

The ship that arrived left New York under the name GRONINGEN and under the Holland-America line's flag. She carried a full cargo of 8,000

tons and 12 passengers.

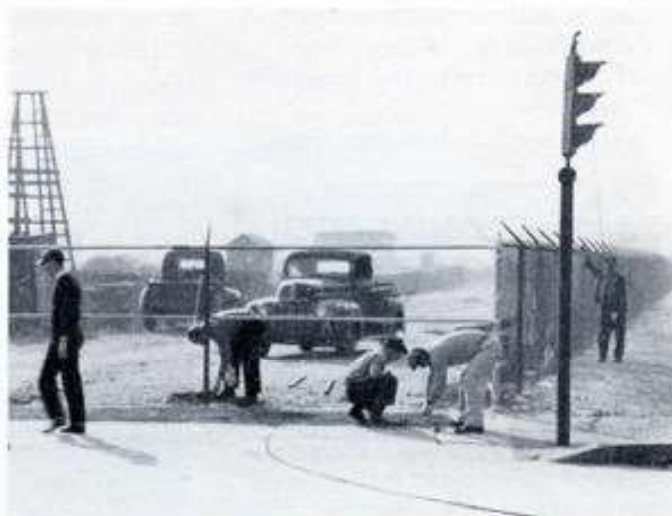
At the close of the welcoming ceremony, she was re-christened the ANDIJK in conformity with the line's custom of naming its cargo carriers after Dutch towns. A previous ANDIJK was in the line's service from 1909 to 1931.

ANOTHER WAR MARK GONE



This picture shows removal of the trolley tracks.

TROLLEY TRACKS are removed on the Third Street side of Ball Park between Morton and Upland bringing to an end a transportation era of the war. With the influx of tens of thousands of new workers in the yards, it became necessary to speed up traffic. Sun Ship granted P.T.C. permission to install temporary tracks on the site of the parking lot facing Third Street. With the end of the war and the switch from trolley to bus lines in Chester, the tracks were torn up late in November.



The tracks are gone and fence is rebuilt at sidewalk line.

NOVEMBER LIST OF RETURNING VETERANS

	Dept.		Dept.		Dept.
Blythe, James T.	33	Hook, Thomas	34	Sgro, Anthony J.	34
Boyer, William P.	34	Hughes, Edward T.	30	Shade, John C.	42
Carter, Luther M.	33	Kazinetz, Joseph G.	36	Turner, Brinton W., Jr.	36
Carter, Winfield S.	59	Klarman, Casimir M.	34	Twardowski, Chester S.	30
Dimeler, James G.	36	Nowak, Stanley J.	59		
Hines, James J.	59	Pisani, Natale J.	36	Winiasz, Walter S.	59

SHE HELPED MAKE HISTORY



THE "FLORIDA" when she came to Sun Ship for repairs with rudder and propeller gone after being torpedoed.



THE "FLORIDA" at the Sun Ship dry dock "good as new".

The Motorship FLORIDA came into the shipyard recently for voyage repairs and for tuning up of the main diesel engines. Many of us remember this gallant ship when she was torpedoed in the Caribbean. She had drifted upon the reef and was almost broken in half. The Navy drydocked her in San Juan and split her at the dock and dropped her down on the keel blocks and welded her together. She had

been hogged about seven feet from a straight keel.

The hole in the engine room was banked off and a cement bulkhead built-in and the vessel was towed to Sun Ship Yard for overhauling. Rebuilt, she finished out the war hauling gas and oil trip after trip.

Certainly this good vessel (Sun-built) did her part and is a proud part of the Texas Company fleet.

Sun Ship has been awarded the contract for reconversion of the U.S.S. STOKES and work on the vessel, which had been part of the James River "Laid up" fleet, will start early in the New Year.

Originally built as a C2-S-A1 cargo ship, the U.S.S. STOKES became an armed attack ship for service during World War II. Now Sun Ship will restore her as a cargo craft.

She has a length of 435 feet, a breadth of 63 feet and her dead weight tonnage is 10,660. She has a speed of 15½ knots.



LIKE A LONG SNAKE this line carries oil pumped from a barge into the S.S. HOLLAND built by Sun Ship. Usually the oil barge lies alongside a ship but because space was taken up by other craft, this barge tied up at end of No. 3 Pier.

WHERE RADAR GUIDE MAY BE PLACED



A good job of levelling off surface of dump being performed by men of 67 Dept.

RADAR STATION to guide planes to main runway of Philadelphia's Southwestern Airport may be set up on the levelled surface of the filled-in land at Ridley creek and the river. Surveys are being made by Civil Aeronautics Authority engineers at various points around Philadelphia and stakes have been driven on the dump close to where "a tree grows in a shipyard". These mark the spot where the guiding station may be installed.



This photograph shows where stakes were set.

SUN SHIP AND PHILA. PORT

The Sun Shipbuilding and Dry Dock plant is credited with important industrial production of ships and other equipment to win the war, in a recent article on the Port of Philadelphia which appeared in the Nautical Gazette.

The facilities of the port and the administration by Edwin R. Cox, director of Wharves, Docks and Ferries are described in detail. The history of shipbuilding on the Delaware river also is taken up. An aerial view of Sun Shipyard as it looked during the war is published and the following mention is made of our plant:

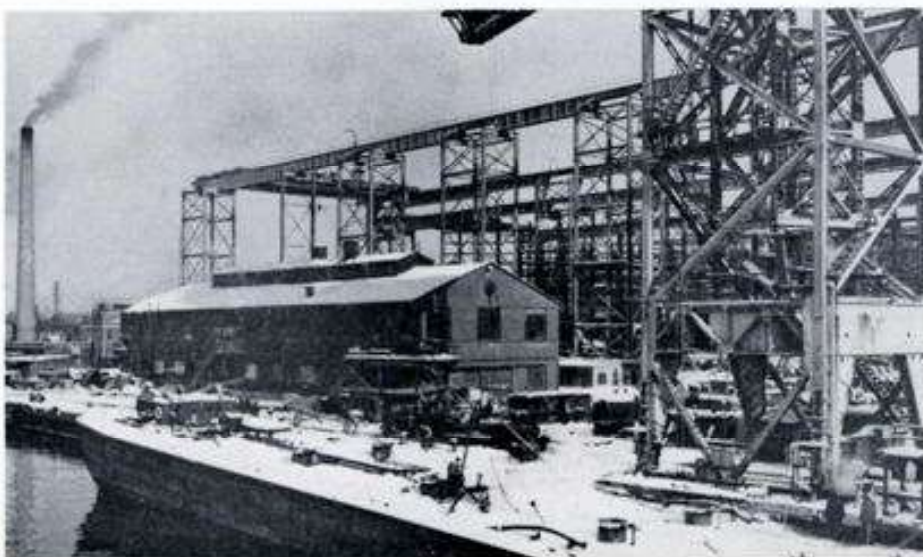
"One of the largest commercial yards in the world is the plant of the Sun Shipbuilding and Dry Dock Company, established more than thirty years ago at Chester. Throughout the

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 dead-weight tons 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 employ-

ees, 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.

Snow Blanket Covers Shipyard



SNOWFALLS ADD BEAUTY to our plant. Black spots are sheathed in white and rough places are softened by the fluffy covering. But the beauty soon fades. A short time after the upper left picture was taken, the Dry Dock was flooded and a ship was on the blocks. Upper right shows the Main Office Building with Guard Robert Shaeffer at the entrance. Left is a view of a snow-covered oil barge at pier with Carpenter Shop in background.

13 TANKERS DAILY BRING OIL TO EAST COAST

The 1700 mile arc that stretches from Port Arthur, Texas, around the Florida Keys to New York and Philadelphia is virtually paved with petroleum, according to the American Merchant Marine Institute.

The greatest peacetime movement of oil products has made this water route the busiest seacane in the world and a fleet of more than 200 American tankers are constantly in service transporting the record total of more

than 40 million barrels a month.

Every day an average of 13 loaded tankers arrive at North Atlantic ports and discharge 1,330,000 barrels, or 55,860,000 gallons, of various types of petroleum products, chiefly gasoline and heating fuels. Seventeen North Atlantic states receive 95 per cent of their petroleum by tanker.

The vessels in this vital coastwise service follow a timetable schedule that any railroad would envy. In less than 36 hours a tanker can discharge its entire cargo, pump in water ballast, and take on supplies for the re-

turn trip. As the tanker nears the Texas oil ports, it begins to pump out the ballast and gets ready to take on its cargo of oil.

The present fleet of tankers is much faster and has greater carrying capacity than pre-war. The new floating "oil cans" steam along at better than 13 knots and make the sea voyage in a total of ten days. With a day and a half in port at each end of the trip, each tanker makes a complete turn-around in two weeks. Not even the dreaded weather of Cape Hatteras interrupts this schedule.

SERVICE PINS AWARDED FOR OCTOBER



Top row (Left to right): R. Reimers, 47-809; W. Spencer, 42-770; (Supt. W. Beatty); G. Costas, 47-141; G. Young, 42-293; R. Sinex, 47-2845; H. Machamer, 75-6.

Second row: D. Saucunas, 47-57; R. Maculley, 75-82; E. Jenkins, 75-464; (Supt. W. B. Beatty); W. Joyce, 47-339; W. Kerkheimer, 47-47; H. Leutner, 47-75; W. Cook, 47-44.

Third row: J. Scallon, 34-149; (Supt. G. D. Carney); H. Straub, 34-61; F. Bassett, 36-642; C. Ullman, 30-2013; P. O'Hara, 34-2540; L. Pyle, 36-1847.



Left to right: (Supt. G. D. Carney); H. Starck, 34-839; C. Petronis, 30-2974.



Chief Naval Architect John W. Hudson presents 10-year service pin to F. Ives, 78-170.



Left to right: E. Miller, 88-44; D. Petty, 88-58; (Supt. of Guards Harry W. Sheain).

OCTOBER

SALARY ROLL

10 Years

24-27	G. Brodhead
31-3	E. E. White

DRAFTSMEN

10 Years

78-170	F. Ives
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HOURLY ROLL

30 Years

8-420	C. Copper
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25 Years

8-14	L. Feusht
59-11	P. McCarron
68-55	A. Johnson
75-6	H. Machamer
81-17	A. Burn
88-14	E. Miller

20 Years

8-515	A. Thawley
33-37	C. Ruth
33-57	C. Blair
34-61	H. Straub
45-126	J. McKenny
47-44	W. Cook
47-47	W. Berkheimer
47-75	H. Leutner
51-17	J. Wojdylak
51-69	L. Harkin

15 Years

1-25	R. Smith
4-82	J. Welsh
4-147	J. Richards
8-99	E. Carreras
8-104	E. Traun
34-77	C. Krichbaum



Top row (left to right): R. News, 34-388; J. Dougherty, 34-272; (Supt. G. D. Carney); C. Krichbaum, 34-77; C. Hegnutt, 34-2569; A. Adam, 34-2509; A. Latini, 36-540.

Second row: W. Bailey, 33-451; W. Lynn, 59-98; W. Laurelli, 59-176; E. Tuttle, 59-259; L. Fannon, 33-345; P. Brinton, 33-54; (Chief Electrical Engineer T. M. Jackson).

Third row: H. Diamond, 59-538; J. Fitzsimmons, 60-31; S. Wasielewski, 59-606; E. Quigley, 59-8234; (Chief Electrical Engineer T. M. Jackson); E. Quigley, 59-1100; E. King, 59-1163.

Fourth row: C. Clair, 33-57; C. McMahon, 59-1609; J. Williams, 59-330; (Chief Electrical Engineer T. M. Jackson); M. Bonar, 59-135; G. Klotz, 59-984; J. Tyler, 59-172.

34-839	H. Starek
34-2509	A. Adam
47-57	D. Sancunas
47-141	G. Costos
47-292	V. Iacono
55-260	S. Czukiewski
59-951	L. Goldy
67-305	H. Wilson
67-348	W. Stewart
67-1904	W. Derrickson
67-4350	O. Logan
74-105	W. Lewis

10 Years

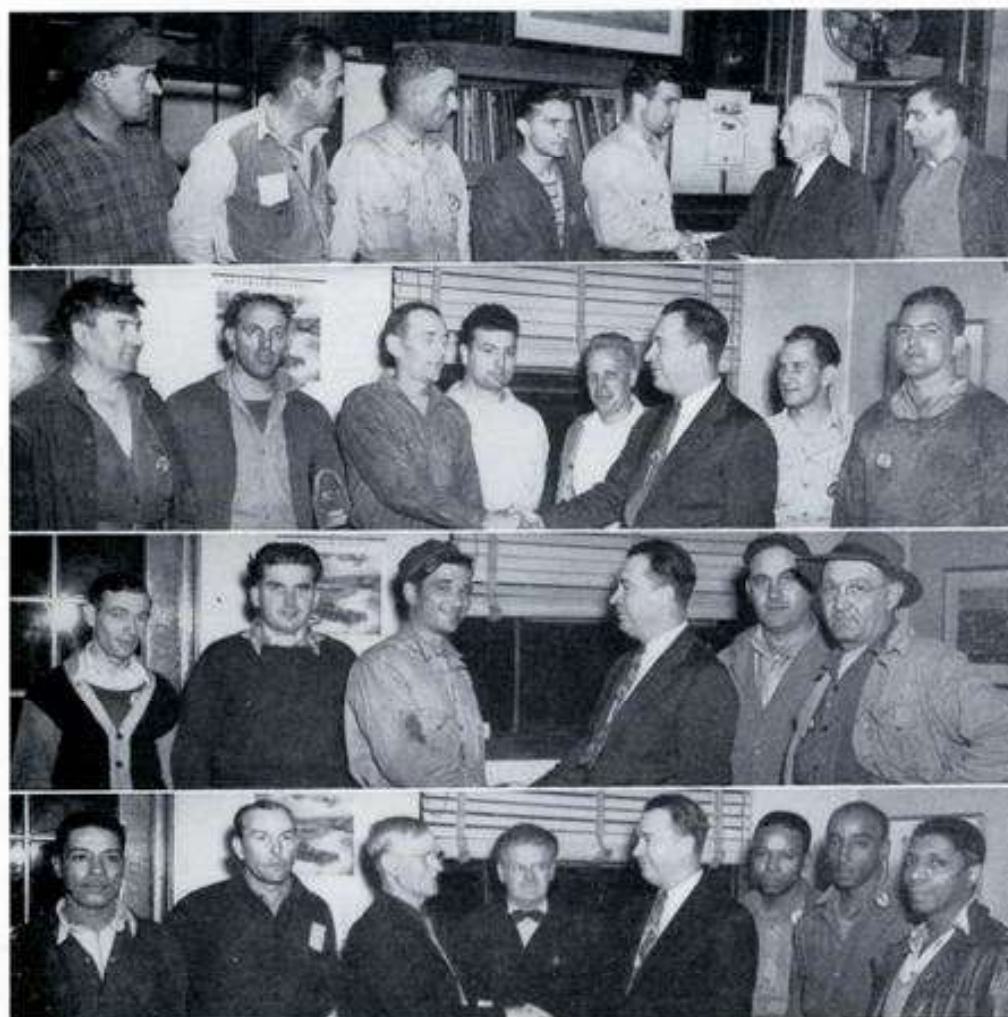
4-113	C. News
4-116	D. Silcock
4-201	T. Crystle
4-227	J. Cottman
8-555	W. Armstrong
30-2013	C. Ullman
30-2071	A. Brown
30-2106	J. McGough
30-2974	C. Petronis
33-54	P. Brinton
33-111	J. Holley
33-116	W. Brewer
33-314	A. DiVirgilio
33-345	L. Fannon
33-451	W. Bailey
34-149	J. Scallon
34-272	J. Dougherty
34-388	R. News
34-2569	C. Hegnutt
36-540	A. Latini
36-642	F. Bassett
36-665	T. Toohey
36-865	W. Stevens
36-1847	L. Pyle
36-2215	A. Macubin
42-293	G. Young
42-770	W. Spencer
45-38	R. Gatchel
45-60	N. Newnom



Left to right: V. Iacono, 47-292; W. Rettman, 47-4244; W. Lewis, 74-105; (Supt. W. Beatty); S. Dexter, 47-203; E. Dodds, 47-97; H. Hansen, 47-220.



Left to right: W. Carroll, 45-125; I. Harkin, 51-69; W. Dougherty, 51-101; (Supt. A. A. Norton); G. Fifer, 51-399.



Top row (Left to right): S. Wagner, 59-136; R. McDowell, 59-385; C. Gallagher, 59-1561; J. Mullen, 59-1946; V. Pulcher, 59-152; (Chief Engineer T. M. Jackson); A. DiVirgilio, 33-314.

Second row: J. Wojcik, 51-17; H. McCue, 46-10; N. Wood, 46-127; L. Blochowski, 46-170; R. Gatchel, 45-38; (Supt. A. A. Norton); W. Hall, 45-415; W. Perkins, 58-203.

Third row: E. Smith, 65-108; A. Eilenberg, 66-118; S. Czukiewski, 55-260; (Supt. A. A. Norton); S. Sherry, 58-509; B. Dahl, 55-155.

Fourth row: W. Brown, 67-929; J. Reed, 66-879; A. Johnson, 68-55; E. Glowitz, 69-100; (Supt. A. A. Norton); W. Derrickson, 67-1904; E. Neal, 67-1156; O. Logan, 67-4350.



Chief Electrical Engineer Thomas M. Jackson presents 25-year service pin to P. McCarron, 59-11.

Left to right: J. Holley, 33-111; W. Brewer, 33-116; (Chief Electrical Engineer T. M. Jackson).

Foreman J. Brown presents 10-year service pin to M. Council, 80-1334.

45-125	W. Carroll
45-415	W. Hall
45-434	S. Picara
46-11	F. Coupe
46-127	N. Wood
46-170	L. Blochowski
47-97	E. Dodds
47-203	S. Dexter
47-220	H. Hansen
47-339	W. Joyce
47-528	L. Sawicki
47-839	R. Reimers
47-2845	R. Sinex
47-4244	W. Rettman
51-59	L. Harrison
51-101	W. Dougherty
51-399	G. Fifer
55-155	B. Dahl
58-26	S. Babe
58-203	W. Perkins
58-509	S. Sherry
59-98	W. Lynn
59-135	N. Bonar
59-136	S. Wagner
59-152	V. Pulcher
59-172	J. Tyler
59-176	W. Laurelli
59-179	L. Abrams
59-180	L. Abbott
59-259	E. Tuttle
59-330	J. Williams
59-385	R. McDowell
59-522	J. Fay
59-529	W. Settine
59-538	H. Diamond
59-606	S. Wasielewski
59-710	H. McLaughlin
59-859	T. McReynolds
59-883	H. Graham
59-984	G. Klotz
59-1100	E. Quigley



Top row (Left to right): S. Picara, 45-434; B. Brown, 67-1143; H. Wilson, 67-305; T. Van Doren, 67-251; C. Stewart, 67-521; (Supt. A. A. Norton); R. Smith, 67-352.

Second row: F. Carter, 67-679; D. Nelson, 67-656; W. Brown, 67-1871; J. Tingle, 67-260; R. Dunkerson, 67-216; (Supt. A. A. Norton).

Third row: J. Cottman, 4-227; D. Silcock, 4-116; (Supt. John Wilkinson); J. Welsh, 4-82; T. Crystle, 4-201; E. Traum, 8-104.

Fourth row: R. Smith, 1-25; C. News, 4-113; (Supt. John Wilkinson); W. Armstrong, 8-555; L. Feusht, 8-14; J. Richards, 4-147; E. Carreras, 8-99.

59-1151	J. Thompson
59-1163	E. King
59-1561	C. Gallagher
59-1609	C. McMahon
59-1808	H. Brabson
59-1946	J. Mullen
59-8234	E. Quigley
60-31	J. Fitzsimmons
60-236	J. Read
60-268	G. Baker
60-317	H. Mesker
65-105	F. Phillips
65-108	E. Smith
66-99	J. Sahlit
66-118	A. Eilenberg
67-216	R. Dunkerson
67-260	J. Tingle
67-352	R. Smith
67-413	J. Hunt
67-521	C. Stewart
67-656	D. Nelson
67-679	F. Carter
67-929	W. Brown
67-953	R. Beaver
67-1143	B. Brown
67-1156	E. Neal
67-1871	W. Brown
68-91	O. Paulsen
69-67	S. Sivini
69-100	E. Glowitz
74-106	W. Jones
75-82	R. Maculley
75-464	E. Jenkins
80-1334	M. Council
81-89	A. Burroughs
81-340	R. Brown
88-58	D. Petty



Left to right: (Supt. A. A. Norton); J. Sahlit, 66-99; F. Phillips, 65-105.



Superintendent A. A. Norton presents 15-year service pin to W. Stewart, 67-348.



Left to right: (Construction Engineer W. G. McNeese); R. Brown, 81-340; A. Burroughs, 81-89.

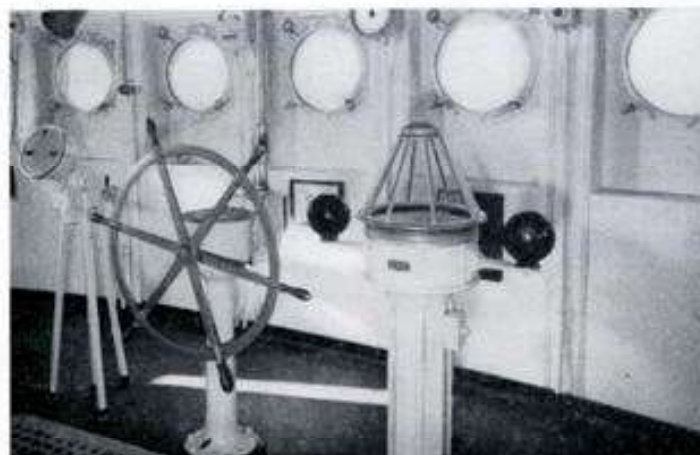
Sun Ship Refits 4 Seatrains



ONE of the largest ship conversion contracts during the post-war period has been the reconditioning of four huge Seatrains; the NEW JERSEY, NEW YORK, TEXAS and HAVANA. Work on the ships began in July last and the vessels will be completed and in service early in 1947. It is costing more than \$4,000,000.00 to place the Seatrains back in their original condition before they entered war service. About 2,000 men have been employed on the huge job which has been classed as a major task exceeded only by the work of putting the largest passenger ships back into service.

The four Seatrains have been rated as "Lucky Ships." They went through the war without serious mishap although many times pursued and attacked. The SEATRIN TEXAS became famous by delivering tanks and

(Left) — SEATRIN NEW JERSEY leaves Sun Ship pier after major reconversion job.



(Upper left) — WHEELHOUSE on the SEATRIN NEW JERSEY is compact.

(Lower left) — ONE OF THE LOWER DECKS showing where freight cars will be stowed.



(Upper right) — THIS COZY SPOT is the officers' lounge on the SEATRIN NEW JERSEY. Left to right: 1st Officer F. Killen, Capt. E. King and Chief Engineer E. E. Heinrich.

(Lower right) — CAPT. ROSSWELL E. KING, who commands the newly reconditioned and impressive SEATRIN NEW JERSEY, in his office.

to Carry Freight Cars Again

other war equipment to General Montgomery in time to turn back Rommel in North Africa.

The good luck of the ships followed through during the reconversion work and not a single man working on them has been seriously injured.

The job of restoring the tracks and other railway equipment has been carried through to completion with smoothness and dispatch due to the cooperation and efficiency of the owner's supervisory representatives as well as the skill of the Sun Shipbuilding and Dry Dock Company's engineers, superintendents, foremen and workmen.

Seatrains stand in a class of their own. Original designer was Graham Brush, organizer of Seatrain Line Inc. The fundamental idea is to carry fully loaded freight trains on tracks built upon the decks. The design of a Seatrain is entirely different from that of a normal freighter. Instead of the four or five holds of the normal ship,

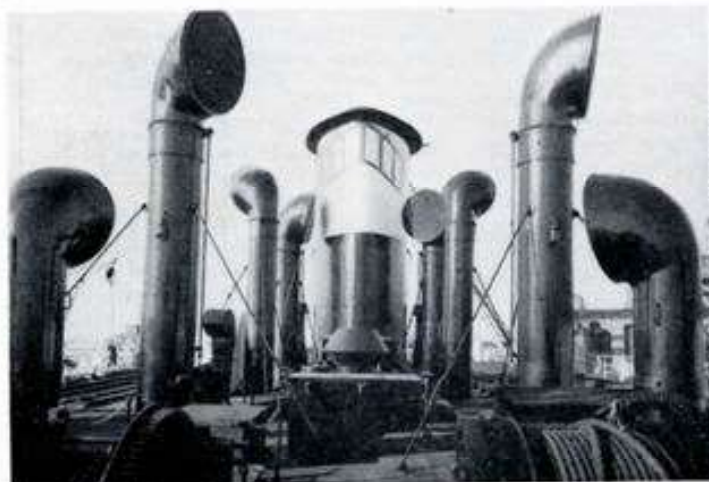
the Seatrain has one large hold on each of three decks extending from the forepeak to the fire room. Tracks run the length of the entire holds on all four decks. The freight trains are loaded aboard by means of "cradles" which are lifted into the loading hatch amidships by a bridge crane.

The 461-foot long Seatrain, with tonnage of 8061, has a carrying capacity of 11,000 tons and space for 110 loaded freight cars. One of the advantages of shipping by Seatrain is that perishable commodities can be stowed away in cars equipped with temporary refrigerating units which are hooked up with the ship's power plant.

Equipped with built-in side tanks, the Seatrains can carry fuel oil to Havana and return with vegetable oils and liquid sugar.

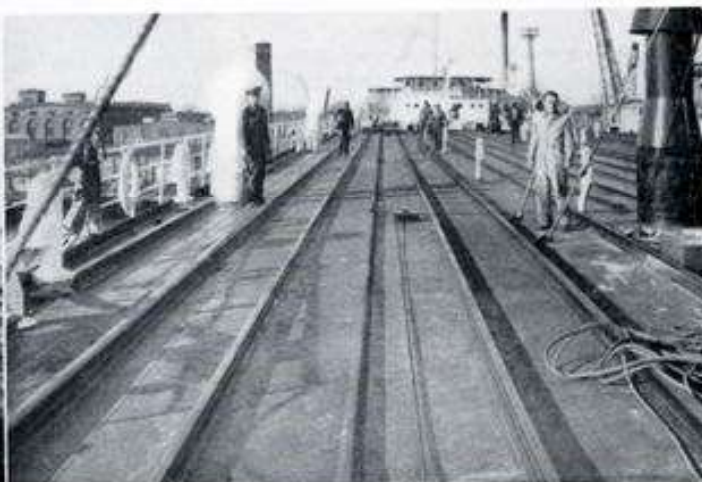
During the war, the Seatrains hauled military tanks,

(Continued on Page 16)



(Upper left) — **BEWILDERING ARRAY** of stacks and funnels at stern; seen only on Seatrains.

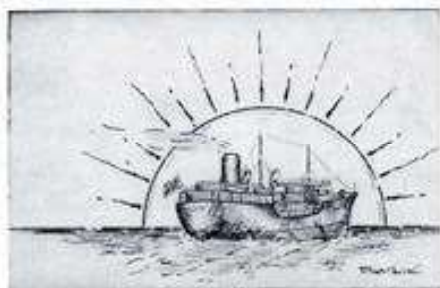
(Lower left) — **TRACKS AND MORE TRACKS** fill the decks; looking across beam.



(Upper right) — **GREAT LENGTH OF OPEN DECK** is one of the features of Seatrains.

(Lower right) — **FULL SWEEP** of NEW JERSEY'S top deck.

BILGE 'N BALLAST



By Frank L. Pavlik

MERCHANT SHIPS IN RESERVE

CESSATION of the hostilities of World War II has resulted in a reduction of merchant tonnage requirements, and surplus ships are being laid up in sanctuary as a reserve fleet. As the need arises for a certain vessel, it will be drawn from the laid-up fleet and peacetime reconversion will be made to fit it for service. The following has been excerpted from the monthly publication, "Ships", and is descriptive of the storage procedure.

The U. S. Maritime Commission, even during the war, did a lot of planning on the inevitable necessity of an orderly establishment and maintenance of a reserve fleet of merchant ships when hostilities ceased.

Today, the Temporary Reserve Fleet is a reality and its tonnage exceeds the nation's total ocean-going shipping before the war. This gives some idea of the task of the transition from war to peacetime.

We ended the war with a surplus of cargo ships. The ships, however, did not become a surplus until the conclusion of hostilities. At least a partial solution to the problems imposed by this surplus was found in the creation of a Reserve Fleet—one which would be an adjustable reservoir out of which the future needs of national security and the demands of trade can be met.

The planning and execution of the task of caring for vessels as they were taken out of service was first delegated to the War Shipping Administration, but recently the U. S. Maritime Commission took over.

Assemblage and protection of the vessels is well under way. The designation of "Temporary" is a designation that will remain in force until the composition of the Permanent Reserve Fleet can be determined on the basis of national emergency requirements of the Army and Navy.

Procedure for placing a cargo ship in the Reserve Fleet can best be understood by knowing what happens to a Maritime Commission T-2 type tanker being placed in sanctuary.

The first step is the removal of guns and all Navy armament to Navy custody. Gun tubs remain in place.

Life rafts and floats are removed, debarkation ladders are stowed between decks. Broken and scrapped dunnage used

to protect stowage of cargo is removed and holds and between decks are swept clean. Good dunnage is stacked against bulkheads and booms are stripped and gear and cargo runners are greased, tagged and stored between decks.

All stone and slag ballast is removed, and so is all fuel oil, in excess of 500 barrels. Bilges are pumped out and cleaned. Inner Bottom water tanks are pumped out to within one-half of their capacity. Hatches are closed and secured. Sanitary and kitchen fixtures are dried out and some are filled with kerosene against corrosion.

Consumable stores are removed and an accurate inventory is made of everything removed or left on the ship.

A Maritime Commission tug now tows the vessel to where she will be anchored and the remnant of the crew clambers down a swaying Jacob's ladder to a shore-bound launch. Then the preparation of the vessel for storage, as directed by the Maritime Commission, begins.

First of all, Maritime Commission fleet superintendents take adequate precautionary provisions for the safety of the vessel,

stores and equipment against damage by fire, weather or loss by pilferage.

Preservation measures come next. A thorough inspection of the vessel is made and all remaining crew and ship equipment is properly secured or stowed. Ventilators are turned away from stormy winds.

Next comes a bath of preservation oil. A heavy oil is used for the outside hull, decks and superstructure. A light oil is used for interior areas. This oil, largely originated by the Maritime Commission, is non-drying, non-explosive and penetrating.

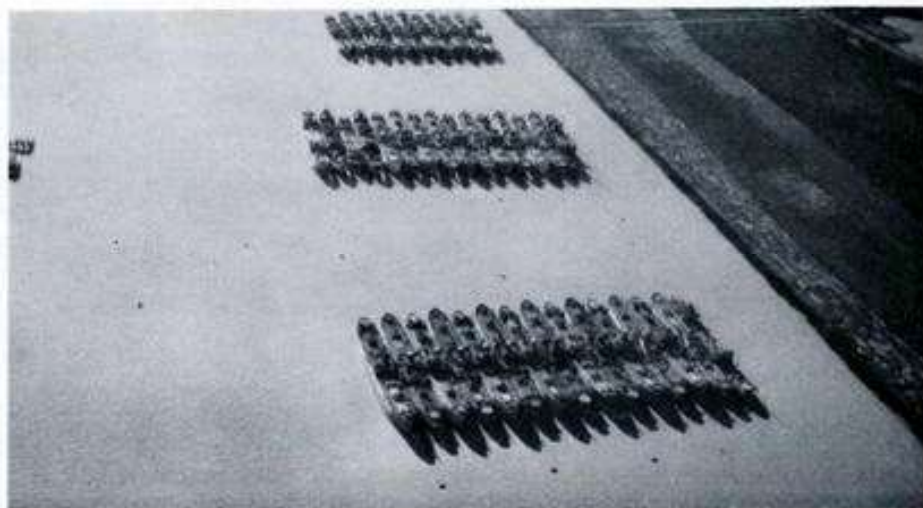
If you have read detailed accounts of the dehumidification program of the U. S. Navy, you may reach a decision that the Maritime Commission method is entirely inadequate. This is not the case. In each instance the idea is to put a valuable ship in sanctuary in such a manner as to enable the ship to go into active service as quickly as possible.

The Maritime Commission method is simple and marked by real economy. It isn't that the Commission does not believe in dehumidification—for it does. The Commission, however, faces an entirely different problem than does the Navy. Merchant ships are comparatively simple and cheap as compared to Navy craft. It would be questionable economy to use Navy methods for merchant ships. Navy craft are expensive and complicated and the cost of preparing them for sanctuary is fully justified. More economical methods must be used by the Maritime Commission, however.

But, Maritime officials claim that under their methods, the ship they are placing in sanctuary can be made ready for sea in a remarkably short time.

Sanctuaries are located in the James River, Virginia; Mobile Basin, Alabama; Suisan Bay, California; the Willamette River, Oregon; Puget Sound, Washington; Neches River, Texas; Columbia River, Oregon—and other locations are under consideration.

By the end of June, 1946, the Temporary Reserve Fleet had grown to a total of more than 1300 vessels.



Part of reserve fleet of merchant vessels showing how ships are anchored in quiet waters side to side.



QUIPS FROM NORTH YARD PAYROLL

By Al Plough

Honeymooning — Goodbyes and best wishes were extended to Doris Mekenney of the Contract Dept. as she left Sun Ship to become Mrs. Ralph Frank. Doris was married in the Episcopal Church, Chester, on November 30th. Mr. and Mrs. Frank (sounds nice, eh Doris?) will spend their honeymoon in Atlantic City, N. J. and then make their home in Chester. Congratulations Doris and may you have lots and lots of happiness.

Bill Harkins, formerly of Tabulation is now constructing homes for G.I.'s.

Many Happy Birthdays To — Sara M. Connolly, Jan. 16th; Frances Dea-

Frank Wilson, of the Contract Dept., now sees a vision in his smoke rings.

Jean White, of Hospitalization, had a wonderful time on her trip to Penn State College attending a house party, a formal dance, and the Temple vs. Penn State football game. Jean's fiancée is a member of the Phi Kappa fraternity.

Kas Coonan of Distribution has returned from a two weeks vacation in Miami Beach. Kas also spent a couple of days in Havana, Cuba before heading home.

The Four Horsemen — Round the table discussions are held daily at noon hour in the Cafeteria by Rudolph Weber, George Wells, Al Plough and Henry Burcaw with their Who's Who and the Why's and Wherefore's.

Charlie Wahl telling this one — I sent a relative a radio and a few days later I received a telephone call saying, "You better come home at once. I must have put the plug in the wrong socket. The radio is full of ice and the 'Frigidaire' keeps playing 'Rumors Are Flying'."

Mrs. Ellen Kelly of the Contract Dept., just became a grandmother and is she happy. It's a baby girl weighing 7 pounds and the name, Dawn Elizabeth. Congratulations.

H. Moore, of 34 Dept., brought to OUR YARD editorial office one of the oldest labor tokens issued in the state. It was given in 1866 to his father John D. Moore who was a caulker in a Chester shipyard and was a silver coin with the insignia of the Carpenters and Caulkers Union No. 26 of Pittsburgh. On the reverse side was the inscription, "From Mother".

34 COPPER SHOP

By H. Obdyke

We learn that our former leader "Mike" Docherty has been ordered to Alaska with his unit. This will be a tough assignment. We hope he will be able to carry on in spite of the winter season.

"Commander Jones" has had a severe heart attack while visiting his daughter in New York, but was able to reach home and is coming along nicely. Best wishes for a speedy recovery.

Several of our shop workers have left service since our last issue. We wish them the best of luck in their future endeavors.

Andy Adam and two of his pals tried several times to shoot wild ducks but they must have flown too high or maybe the wind was too strong. Of course, we couldn't blame poor marksmanship for failure to bring any home.

Our Best Wishes for a Happy and Prosperous New Year to all.



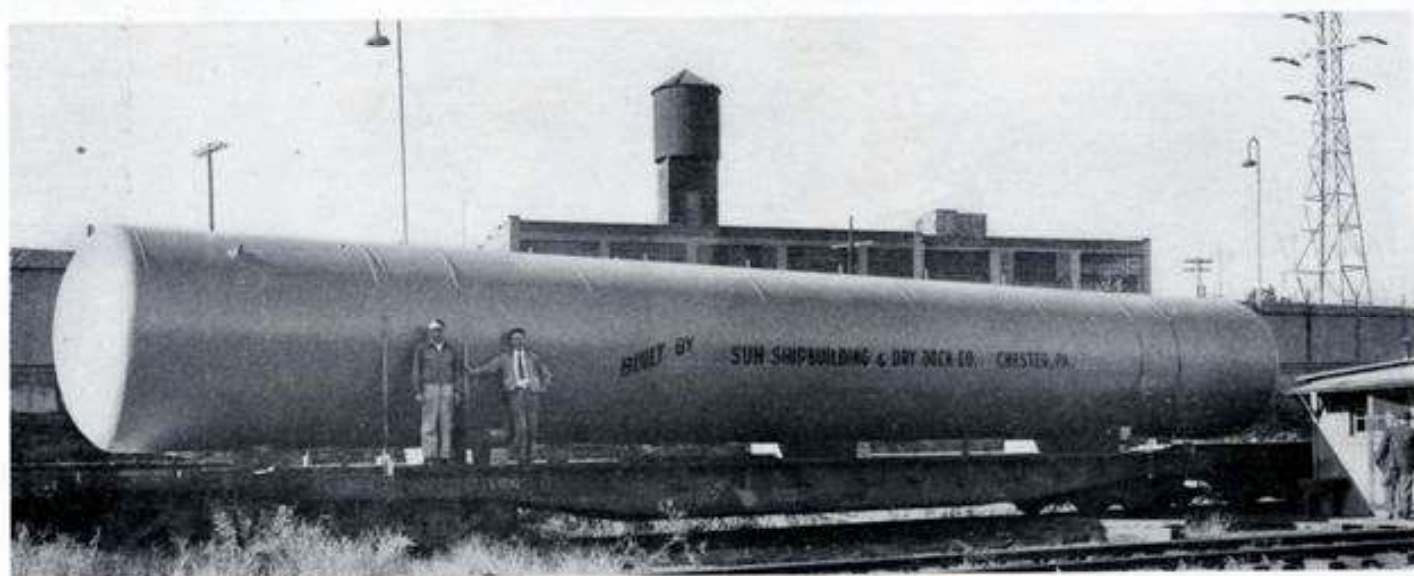
MARY A. PEDANTE, of the Tabulation Dept., just completed her fourth year at Sun Ship. Mary is a graduate of the Chester High School and her home is in Chester. Mary was on the Sun's bowling team and is an expert bowler.

sey, Jan. 19th; Phoebe Jobson and S. J. Henderson, Jan. 20th; Ethel M. O'Neill, Jan. 22nd; Virginia Osman, Jan. 26th; Doris J. Howard, Jan. 27th; W. R. Klein, Jan. 28th and Hester Archer, Jan. 30th.



"WALLY" STAKOSKI of the Wetherill Plant makes the proud claim that from January 10, 1929 to November 10, 1946, he lost only 36 hours, exclusive of vacations. That's a 99.9% record he asserts. He also asserts that during 13 years at school, he was never absent nor late.

HUGE TANKS BUILT BY SUN SHIP



THREE FREIGHT CARS are required to transport this 70 ft. 10 in. superduper propane storage tank. That's because of the overhang at both ends. Tank, built in Sun Ship boiler shop, has 30,000 gallon capacity. It is one of 89 similar tanks being built here. Hundreds of smaller tanks are also being constructed by Sun Ship workmen.

36 MACHINISTS

By Dick Clendening

We wish to send belated felicitations to the mother of Dave Harris, 36 Dept. On November 29th she celebrated her 30th birthday. Congratulations Mrs. Harris and many happy returns of the day.

36 Dept.'s celebrated Nimrod, Jack Crawford, continues to lead and come through with a six point buck which dressed at 120 lbs.

Our old friend Sam Custer is planning to vacation in Florida and we trust that he may have a pleasant time.

Congratulations to Coleman Gaal, of the Main Office, on the arrival of Eleanor Marie on November 13th, who weighed in at 8 lb. 12½ oz. Coleman is a brother of our own Bill Gaal and we send them all our best wishes.

36 Dept.'s William Fenimore, Jr. has been quite chesty since being presented with bouncing 8 lb. ½ oz. William III on December 2nd. Congratulations, best wishes and thanks for the fine cigars.

Another new arrival came to town in the person of James Joseph Curry III, who was ushered in on November 19th, weighing 9 lb. 13 oz. A mighty fine bundle of joy. Mother and baby are doing fine and we are now of the opinion that "Pop", Jim

Curry of 36 Dept., will eventually recover too. All our best wishes to all concerned and many thanks for the excellent smokes.

Sun Ship Refits Seatrains

(Continued from Page 13)

jeeps, trucks, invasion boats and airplanes as well as general cargo.

All improvements developed during

the war are incorporated in the renovated ships. Fire-resistant plastic coatings and furnishings are used wherever possible. Decks in the officers' quarters are covered with plastic material instead of carpets. Living conditions for the crew are more hotel-like. There are two or four men to a stateroom, instead of 12 to 20 in a forecabin.

In the restoration of the four ships, Sun Ship workmen had to rip out hundreds of tons of cement which the Army and Navy had poured between the rails to make a smooth deck for tanks, cannon, trucks and other mobile fighting equipment.

They also hacked away a four inch plastic armor made of asphalt and granite chips which protected the vital portions of the ship. The guns, gun emplacements and other war equipment have been taken off and it was the task of Sun Ship to take away fire control towers and redesign ammunition storerooms and other parts of the vessel. The port holes had to be restored and glass plates renewed on the navigating bridge. Many parts of the ship were altered completely. The task was one that called for speed as well as the highest type of workmanship.



WARTIME CROWS NEST and telephone equipment from the M.S. EASTERN SUN marked the recent visit to Sun Ship for dry docking.

INK SPOTS FROM THE HULL DRAWING ROOM

Reporter — Frank L. Pavlik

A happy — healthy and prosperous 1947 to you!! Comes that time of the year when we take inventory of ourselves, make resolutions and try a little crystal-gazing into the next twelve months. The turning of the page is a stimulus for the future.

On November 30th, two members of Dept. 73 embarked on the seas of matrimony. The ceremony in which Bill Buckley and Betty Lindsay became man and wife took place at St. Michael's Church, Chester at 9 A.M. The bride was lovely in a white marquisette and lace gown with fingertip veil, and carried orchids and a prayer book. A former member of this department, Miss Anthy Koukedis sang three solo numbers during the ceremony. Anthy was in excellent voice. The bride and groom left on a motor trip on their honeymoon. P.S. We all join in thanks for the wedding cake, and in wishing the couple much happiness.

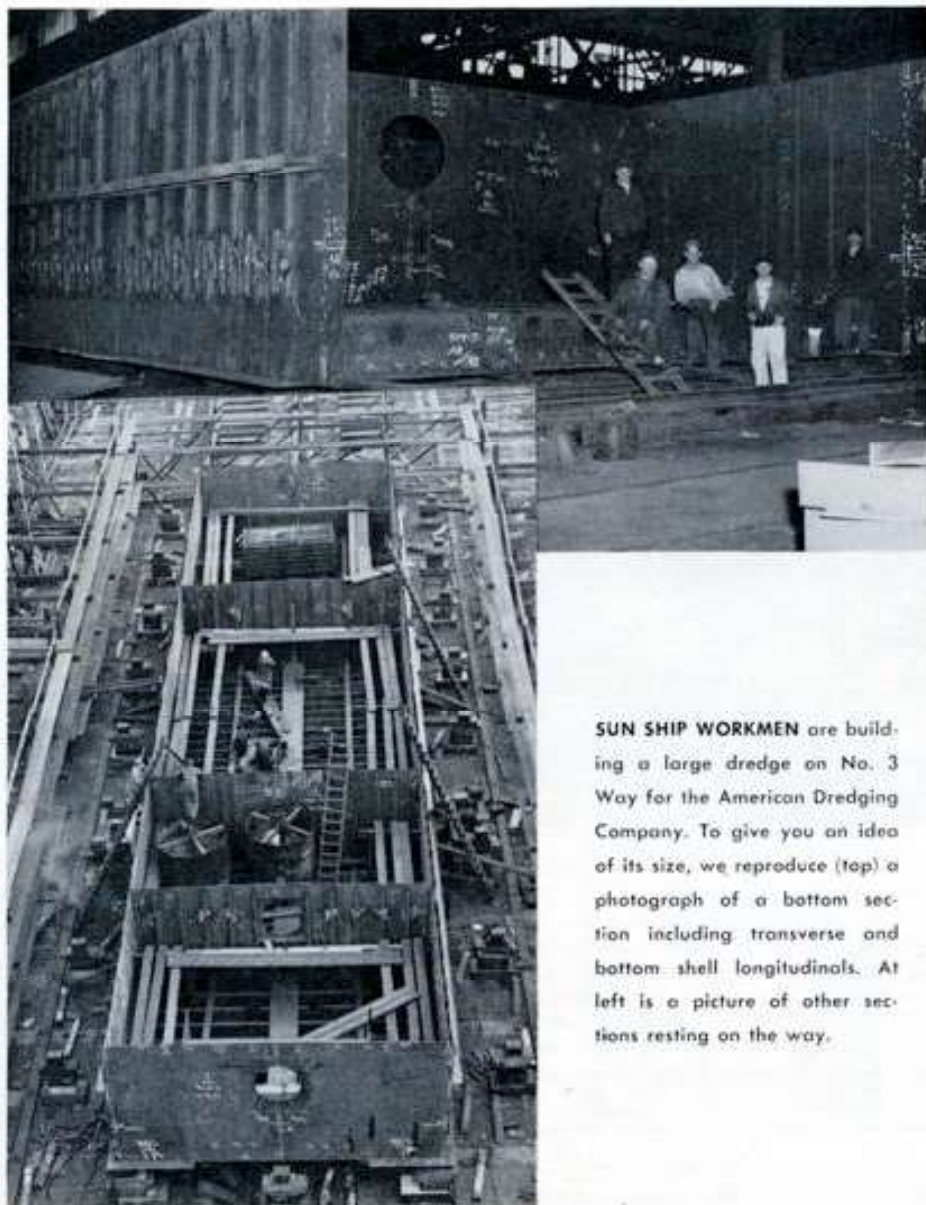
The bowling picture: "A" Team — third from the top; "B" Team — third from the bottom. That sorta makes it even.

We regret to note the passing on Nov. 16th, of William Pitcher, former supervisor of the Blue Printing Department. Bill was well known at Sun Ship, having worked here for twenty-nine years; and his many friends will greatly miss him. We extend our deepest sympathy to his family.

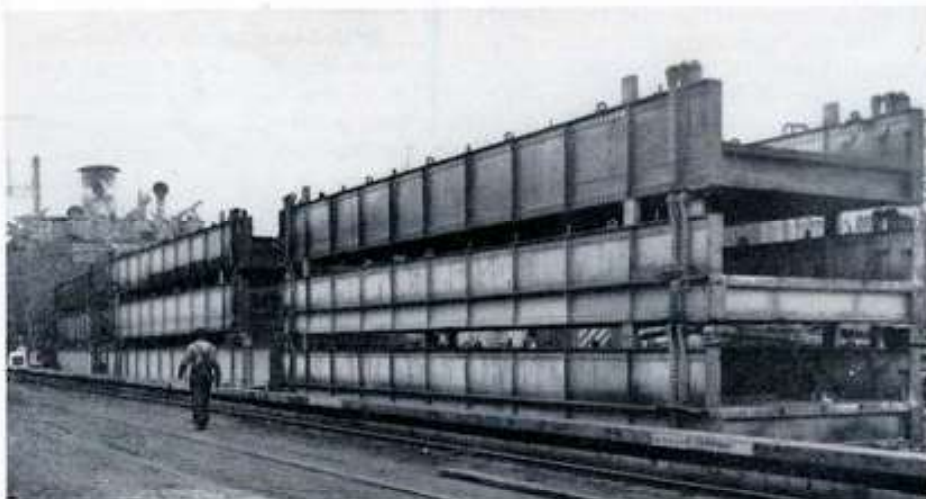
We wish Jack Slack the best of luck as he leaves employment at Sun Ship.

OUR NEW YEAR COVER

Sun Ship sails into 1947. Golden rays of the rising sun illuminate the sky as a staunch, swift tanker proudly rides the waves. Artist Al Holmes has caught the spirit of the new year in this impressive front page illustration.



SUN SHIP WORKMEN are building a large dredge on No. 3 Way for the American Dredging Company. To give you an idea of its size, we reproduce (top) a photograph of a bottom section including transverse and bottom shell longitudinals. At left is a picture of other sections resting on the way.



THESE CRADLES used in handling freight cars on the famous Seatrains were taken from the "NEW JERSEY", one of the four Seatrains reconverted by Sun Ship. The "NEW JERSEY" is shown in the background.

Pay Tribute to Willis Duboraw

FELLOW WORKERS in the Electrical Dept. gave a dinner at the Media Inn to Willis Duboraw, who left Sun Ship to become associated with United Engineers and Constructors. Picture at right shows him with Toastmaster Thomas Boyer.



Back row standing, left to right: Gerald Evans, Neuton Shannon, David Beaumont, William Lapin, Sam Fox, Jack Heaps, Robert Grace, Dib Phillips, Carl Browne, Thomas Ayling, Stanley Steciw, Norman Fellenbaum, Willis Duboraw, Thomas Boyer, Jack McKee, Arthur Acker, Manny Marsh. Back row, seated: Clarence Heaps, Wallace Dykes, Horace Risley, Edward Hollingsworth, John Morley, Richard Beaumont, Charles Hewling, James Hollowel. Third row: John Fitch, John Cutlett, Walter Seaver, John Mohoney, William Walls, Ray Smith. Second row: Harry Fink, Albert de Virgilio, Walter Sidner, William Crutchley, Charles Swenker, William Breitenback. Front row: Frank Crowley, Albert Hoffman, John Rochelle, Pappy Martin, Albert Leibensperger, Howard Clarke, Harold Borkey. Not shown: Andrew Rankin, Charles McFadden, John Mullens, Charles Zinn.

91 DEPT. CLERKS AND TIMEKEEPERS

By Al Plough

Jim John, timekeeper, left Sun Ship to take a position with Barker and Williamson Company, Phila. as a Junior Accountant. Lots of good luck to you Jim.

Cecil Harrison and Ed. Breen are now with the Sun Oil Company. Bert Van Zand, timekeeper in Wetherill, bade goodbye to the boys. Bert is opening a gas station near Miami, Florida. Paul Ingram has acquired quite a voice from singing lullabies to his baby daughter at 3 o'clock in the morning. Harry Bishop, a go-getter, lost no time when he left Sun Ship. Harry finished on Friday and Monday he was working for the Chester Tube Company. Nice going, Harry.

Joe Spence says, "A man who saves his money today is not a hoarder; he's a wonder".

Jack Grieco Does It Again — Jack Grieco, Timekeeper, has just signed up with the Headquarters Battery 707 AAA-BN in Philadelphia, having served 12 years in the Penna. National & State Guards. His rating will be that of Staff Sergeant, preparing payrolls, reports, etc. Jack was with the Penna. R.R. Company several years before coming to Sun Ship and just celebrated his 8th year here at the yard. A few years back he was an exhibition dancer and dancing instructor and recently he participated in Sun's Fun Show; having a feature part.

Ann Cox, formerly of the Contract Dept., became the proud mother of a baby boy, William Warren, weighing 7 pounds.

Sylvia Baird, also of the Contract Dept., just finished her Secretarial Course. Sylvia wishes to be remembered to all the folks.

A Visitor—Mark Jacobson, famil-

iarly known as "Big Jake" formerly of Timekeeping, paid a visit to the Sun Ship. Jake is now in the millinery business and has stores in Wilkes-Barre, Scranton and Elmira. Nice seeing you, Jake.

Pat Gray tells the one about the fellow who got a job as Hobo on a Tramp Steamer.

Welcome — Norman Fisher to the Timekeeping Department.

Pleasant Surprise — William Malsberger, formerly of Timekeeping, paid us a visit. Bill is now connected with the Madara Advertising Agency in Narberth, Pa.; a familiar line to Bill, who was with the Phila. Inquirer and Ledger before his position at the yard.



WILLIAM B. PITCHER, 38-22, died November 16 at the age of 67. He had been ill several months. The following tribute was written by his associates and sent to OUR YARD.

"We, of Dept. 38, regret to announce the passing of William B. Pitcher. Bill, as he was known to everyone, had been at the yard for 29 years, having left New York Ship to come to Sun on January 22, 1917.

"His years of service with Sun were the longest of anyone in Dept. 38. He was in charge of the Blue Print Room and was responsible for the successful making of millions of blue prints.

"His simplicity of character and willingness to co-operate endeared him to the hearts of everyone who knew him. Sun Ship has lost a very valuable member of the organization and we have lost a tried and true friend to whom it will surely be said, 'Well done, thou good and faithful servant'."



JOHN AND PHILIP HEAVEY, three and two years old, are the nephews of Jane Heavey of Dependents' Hospitalization, North Yard Payroll.

Junior Members of the Sun Ship Family



VAL AND ROBERT ROBINSON, ages 3 and 9, are the grandniece and grandnephew of Al Plough of the Contract Department.



ONE YEAR OLD, Mary Ann Grace, is the niece of Kas Coonan of the Payroll Dept.



ON SANTA'S KNEE, little Allen Spincic, 4 years old, is the son of Dick Spincic of 36 Dept.



JACKIE AND TRUDY HARLAN, ages 9 and 7, are nephew and niece of Marge Kromer, Tabulating Dept.



BARBARA MARY HALLOWELL, 20 months old, is the daughter of Jim Hallowell who works in 33 Dept.



HAROLD B. HILD, Jr., 7 years old, is the son of Harold Hild who is employed in 45 Dept.



THIS IS HOW the North and No. 4 Yard shipways look at the present time. With the Gantry cranes being sold and the staging towers being cut down, it won't be long until there will be an open skyline.

SHIP'S MODEL FROM HOLLAND



BUD FORD, of the Merchant Marine who was formerly one of the interesting workers in 34 Dept., recently picked up the unusual ship's model shown here. He bought it in Holland from A. van Lepelstrout, who spent two and one-half years in building the sloop. When the Nazis invaded Holland, the model was hidden. Small as it is, it was used for 2 years in Holland's "underground" service. It was brought to the United States in October last. Bud, who was an officer on the S.S. CHANCELLORSVILLE and S.S. GAINES MILLS and the S.S. CHERRY VALLEY, will be remembered as the chap who operated the hearse to bring employees to the Shipyard during the war.



MRS. RALPH B. JOHNSON, formerly Miss Carrie Mae Massey, was married on Saturday, November 2 at 4 P. M. The material for her wedding gown was brought by her bridegroom from Japan, at the time he was discharged from the U. S. Army. Carrie is now back to work in Mr. Craemer's office.



CHRISTIAN LEINHAUSER, who on May 31, 1944 retired from Sun Ship after 46 years of service, died on Friday, December 6 at Chester hospital. He was 80 years old and is survived by his widow, Margaret, and two sons, Otto, assistant superintendent at the Wetherill Plant and Frank J. also a Sun Ship employee. Also six grandchildren.

Mr. Leinhauser resided at 220 Pine Street, Sharon Hill. He and his wife celebrated their 58th wedding anniversary on November 27 last. "Chris", as he was affectionately known to his friends, was very popular and his death was received with regret. He was born in Germany and became an American citizen in 1888.

Your Merchant Marine

*Life At Sea**

• LIFE AS A U.S. MERCHANT SEAMAN IS FAR DIFFERENT FROM DAYS OF "WOODEN SHIPS AND IRON MEN." SHORTER HOURS, IMPROVED WORKING CONDITIONS, ALLOW TIME FOR RELAXATION, HOBBIES.

• THE 56-HOUR WEEK AT SEA IS A MYTH, INsofar AS WORK IS CONCERNED. STRAIGHT TIME HOURS, EXCLUDING THOSE FOR WHICH "PENALTY" OVERTIME IS ALSO PAID, RARELY EXCEED 40 PER WEEK.

• ANY OTHER HOURS PAID AS OVERTIME.

• STRAIGHT TIME.

• PENALTY OVERTIME IS PAID FOR JOBS SUCH AS TAKING COFFEE TO CAPTAIN, MEALS FOR SICK SEAMEN. THERE IS AN EXTRA HOUR'S PAY FOR EACH SUCH JOB, EVEN THOUGH DONE IN REGULAR WORK PERIOD.

• SEAMEN ARE PROVIDED EXCELLENT FOOD, CLEAN BLANKETS, BEDDING, TOWELS, HOT SHOWERS. RECENT WAGE BOOSTS GIVE ABLE SEAMEN BASE PAY OF \$162 - TAKE HOME PAY OF WELL OVER \$200 A MONTH - A 137% INCREASE OVER 1937 BASIC WAGE.

* 43% OF THE TIME SEAMEN ARE IN PORT UNDER A 40-HOUR WEEK.

Information Courtesy American Merchant Marine Institute New York

88 DEPARTMENT CAPT. MILLS' SQUAD

By Joseph Brennan

Happy and Prosperous New Year to the head of our Guard Dept. and members of our squads and their families and the readers of this column.

During the past year the writer has taken a keen interest in writing for this column trying to bring to you the current events. I trust the future will be as happy as the past.

Let us then start the New Year by being more firm with our resolutions and likewise let us try to work to-

gether at all times and be like a good watch. "Have busy hands, an open face well regulated, made of pure gold and full of good works."

Wayne Norris has returned from his hunting trip and his vacation and as usual — no deer. Wayne tells this story. He and another member of the party both shot at a deer and killed it. A coin was tossed for the winner and Wayne lost. Better luck next year, Wayne.

Guard Sweeney has returned to the squad after having his vacation over the holidays.

Guard Bectel has been sick since

our last issue and we hope and trust for a speedy and complete recovery.

By D. Morris

Capt. Mills to Squad, "Thanks to all of you for your cooperation and splendid work, 1946."

Lewis, "I still believe in Santa Claus."

Goslin, "I bet two dollars on each reindeer to show and lost."

Padden, "Who did you bet with, Kilroy?"

Olsson, "He's the guy that got my smorgesbord."

Norris says he is in the dog house.

Bowers, "Move over bud, you got company."

Lanier, "You poor little doggies. What will it be? T. Bones or Ham bones."

Grayson, "Any meat on those bones, I'm in on it."

APPOINTED FOREMAN

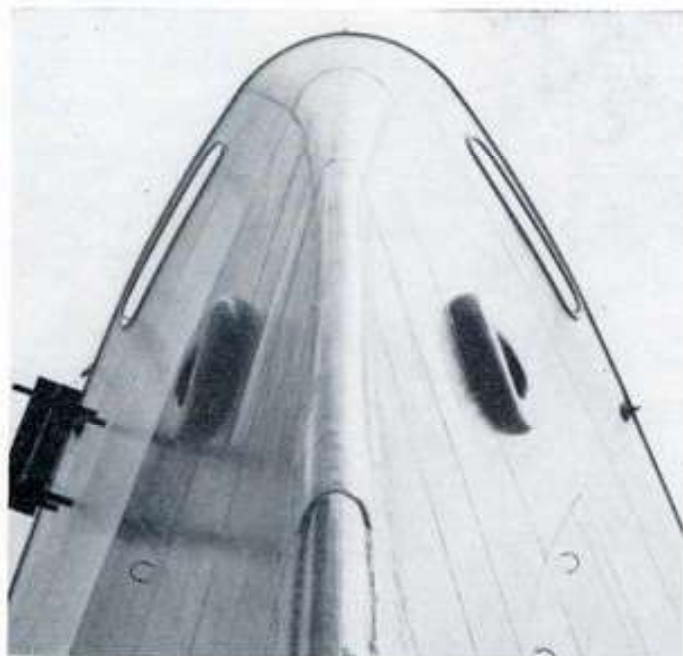


MR. NORMAN J. FISHER has been appointed Foreman of 91 Department, effective Monday, November 25, 1946.

Mr. Fisher was originally employed by the Company June 1, 1918 as a clerk in 91 Department; he was transferred to the Billing Department later and was Assistant Chief of the Department at the time of his transfer.

Mr. Fisher's early training in 91 Department coupled with his experience in the Billing Department, in which he had daily contact with time and cost problems, will serve him well in his new position.

Good luck, Norman.



VERTICAL VIEW of ship being outfitted at a Central Yard pier. Photographer Knott stood on the pier and pointed the camera directly up to the tip of vessel's nose.

PILOT BOAT ON DRY DOCK



ALL WOOD HULL of the Pilot Boat DELAWARE is shown on a Sun Ship drydock. She came to the yard for some improvements. Sometime ago Sun Ship installed a new engine in the DELAWARE and it is reported to be operating well.



J. F. ROESKE is presented with a 30-year service pin by Vice President Richard L. Burke while Naval Architect J. W. Hudson takes part in the event. Mr. Roeske, assistant to Mr. Hudson, is an authority on chemistry and astronomy as well as naval construction.

Obituary

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

Number	Name	Address	Date of Death
38-22	W. Pitcher	Braddock Avenue, Braddock, New Jersey.....	Nov. 16
34-53	A. Hoopes	324 N. Orange Street, Media, Penna.....	Nov. 22
8-234	C. Leinhauser	220 Pine Street, Sharon Hill, Penna.....	Dec. 6
55-46	R. Johnson	210 N. Connell Street, Wilmington, Delaware.....	Dec. 12



THIS IS A "TURK-HEN", according to John McClay of the Wetherill Plant Storeroom. It is a cross between a turkey and a chicken and was raised by George Wienstieger of Berks county who gave it to John. The birds sometimes reach 10 pounds and taste more like turkeys than chickens.

AMERICA LEADS WORLD AT SEA

The United States owns and operates more than half of the world's Merchant fleet. Statistics supplied by the U. S. Maritime Commission show that 51 per cent of the merchant ships of the world fly the American flag as compared with only 14 per cent in September 1939.

World War No. 2 brought about this big change in shipping. Employees of Sun Ship will be interested in the accompanying table showing the Merchant fleets of various nations as they stand today, compared with Sep-

tember 1, 1939. It should be explained that the American figures do not include the ships on the Great Lakes and inland waterways or the vessels owned by the Army and Navy.

It also should be stated that approximately 1000 ships owned by the United States Government are operating under foreign flags and are not included in the American list. 526 of these are under the British flag.

The tables follow:

Number, Gross and Deadweight Tonnage of Sea Going Iron and Steel Steam and Motor Merchant Type Vessels of 1,000 Gross Tons and Over

Flag	Merchant Fleet as of September 1, 1939			Merchant Fleet as of June 30, 1946		
	No.	Gross Tons	Dwt. Tons	No.	Gross Tons	Dwt. Tons
Total of All Flags	12,798	58,270,374	80,600,600	12,445	71,000,408	99,219,900
United States	1,379	8,125,756	11,681,700	4,861	35,363,598	50,389,300
British Empire	3,319	17,770,919	24,053,700	3,159	18,064,293	24,009,600
Argentina	45	196,627	267,700	64	310,623	430,000
Belgium	72	356,862	494,000	46	242,670	341,600
Brazil	122	413,646	541,600	136	490,423	669,700
Bulgaria	8	22,306	29,700	—	—	—
Chile	50	153,959	180,900	46	151,227	196,800
China	100	204,062	276,000	73	246,479	344,300
Colombia	—	—	—	2	7,354	11,100
Costa Rica	—	—	—	1	1,068	1,500
Cuba	12	17,504	21,700	8	11,738	14,400
Denmark	379	1,041,756	1,575,800	208	640,864	952,600
Danzig	4	5,162	7,400	—	—	—
Dominican Republic	1	1,973	2,200	—	—	—
Ecuador	—	—	—	1	1,120	1,300
Egypt	23	98,177	128,000	7	19,119	29,100
Eire	—	—	—	13	33,109	52,300
Estonia	94	176,376	274,400	13	21,209	30,900
Finland	232	530,285	826,000	125	252,761	372,000
France	555	2,678,435	3,998,800	262	1,370,836	1,612,800
Germany	854	3,915,978	5,177,100	242	800,590	1,160,000
Greece	436	1,697,986	2,791,000	146	619,320	1,006,200
Greenland	—	—	—	1	1,151	900
Honduras	27	82,068	90,500	34	140,553	167,900
Hungary	6	22,748	39,900	1	1,022	1,500
Iceland	—	—	—	5	7,245	7,900
Italy	667	3,178,120	3,910,800	123	576,199	691,700
Japan	1,180	5,102,346	7,145,400	327	1,085,969	1,432,100
Latvia	73	199,058	325,600	18	46,013	73,400
Lithuania	3	4,330	6,800	—	—	—
Mexico	10	23,815	31,600	17	79,336	118,800
Netherlands	537	2,670,149	3,424,600	291	1,591,103	2,035,800
Nicaragua	2	3,023	4,200	1	1,109	1,600
Norway	1,072	4,499,086	6,931,200	607	2,933,972	4,477,000
Palestine	2	4,147	7,000	5	9,809	14,300
Panama	130	719,041	1,105,600	164	868,855	1,329,000
Peru	7	25,834	31,100	10	37,648	46,200
Philippines	33	82,695	105,200	17	46,780	65,000
Poland	31	113,644	101,200	28	93,746	128,200
Portugal	54	197,307	263,200	66	262,329	364,000
Rumania	25	101,807	129,000	6	26,995	18,400
Spain	217	749,681	1,051,700	257	879,286	1,253,100
Sweden	484	1,311,763	2,033,100	443	1,437,535	2,204,000
Switzerland	—	—	—	7	32,690	50,900
Thailand	2	2,622	2,000	1	1,311	1,000
Turkey	67	173,847	223,800	58	151,148	192,000
Uruguay	5	13,791	14,300	3	11,989	18,900
U.S.S.R.	354	1,135,783	1,597,900	488	1,851,675	2,626,700
Venezuela	27	70,089	93,200	28	71,613	97,500
Yugoslavia	98	375,811	604,000	26	104,926	176,500

Plenty of Venison Steaks



CURTIS DURGIN, 34-645, is shown with three deer shot in Potter county during the recent season. There were ten hunters in his party and they brought down five bucks.

Figures in Shipyard Romance



ENGAGEMENT of another Sun Ship couple, PAULETTE ERTWINE and FRANK WILSON both of the Contract Dept., was announced on Christmas Day. Congratulations have been extended by their fellow workers.

Putting Finishing Touches On Bronze Propeller



MEN AND METAL is the title of this photographic study at the Wetherill Plant. Otto Leinhauser, foreman, and William Bilsky, grinder, are working on a manganese bronze propeller wheel that shimmers like gold in the shop shadows.

He Served in Coast Guard



THIS LAD, Stanley Zgleszewski of 30-S Dept., came back to the Sheet Metal Shop after a long hitch in the Coast Guard. He joined up in December 1941 after hearing of the Pearl Harbor attack and his terminal leave expired early in January 1947. Stanley served on one ship, LCT 88, during the five years of sea duty. He also took part in the first invasion in North Africa, in the invasions in Sicily and Italy and in the big landings on the Normandy coast. His ship once had a shell go through it but nobody was hurt. Stanley came through the war without a scratch.



**SUN SHIP'S SAFETY DEPARTMENT
PRESENTS THIS PICTURE AS A
GOOD GUIDE TO THE NEW YEAR**

America finds a new, easy way to save

OUT of the war has come one blessing—a lesson in thrift for millions of those who never before had learned to save.

Enrolled under the Payroll Savings Plan in thousands of factories, offices, and stores, over 27 million American wage earners were purchasing "E" Bonds alone at the rate of about 6 billion dollars worth a year by the time V-J Day arrived.

With War Bond Savings automatically deducted from their wages every week, thrift was "painless" to these wage earners. At the end of the war, many who never before had bank accounts could scarcely believe the savings they held.

The moral was plain to most. Here was a new, easy way to save; one as well suited to the future as to the past. Result: Today, millions of Americans are continuing to buy, through their Payroll Savings Plan, not War Bonds, but their peacetime equivalent—*U. S. Savings Bonds*.



From war to peace! War Bonds are now known as U. S. Savings Bonds, bring the same high return—\$25 for every \$18.75 at maturity.



Out of pay—into nest eggs! A wage earner can choose his own figure, have it deducted regularly from earnings under Payroll Savings Plan.



New homes to own! Thousands of new homes, like this, will be partially paid for through Bonds wisely accumulated during the next five to ten years.

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SUN SHIPBUILDING AND DRY DOCK CO.