

FELLOW EMPLOYEES:

We have beaten the Germans by our work on the home front; supporting our friends and relatives on the fighting fronts in Europe.

With a deep and sincere prayer of thanks to our God who guides our destiny, let us continue to produce as only free men can, until we successfully conclude the war with Japan.

MAY 8, 1945

John F. Lewis

SUN SHIP SUPERVISION

OUR YARD salutes James M. McKay, Foreman of the Clerical Department.

Born in Philadelphia, "Mac", as he is popularly known, received his early schooling in Philadelphia public schools, graduated from Southern High, and attended Peirce School of Business.

He was married in 1915 and entered the A.E.F. in the latter part of 1917. He was a Sergeant in the Medical Corps and received an honorable discharge in December, 1918.

Coming to Sun Ship in January, 1919, "Mac" was clerk for Bob Neeson of the Hull Depts. Later in 1919, he went out as a piece-work counter. In 1924, he was made Foreman of the Counters and Clerks.

He is the father of two children, Jim and Ethel. Jim is employed at Abbott's Dairies, while Ethel is a veteran of six years in our Stores Accounting Force under Frank Moore in the North Yard Payroll Office.

We wish "Mac" the continued success he has enjoyed for the past 21 years as Foreman.



JAMES M. MCKAY
Foreman, Clerical Department,
Sun Shipbuilding and Dry Dock Company



MEN WHO ASSIST MR. MCKAY THROUGHOUT ALL FOUR YARDS — Left to right: B. VanZandt, Leader, Wetherill Plant; W. Davis, Leader, Central and South Yards; H. Hansen, Leader of Contract Dept., 2nd Shift; J. Thatford, Asst. Foreman, in charge of 2nd Shift; D. Owens, Asst. Foreman in Charge of Central and South Yards, Day Shift; G. Lawler, Leader, 2nd Shift Timekeeping; G. Rennett, Asst. Foreman, in charge of North and No. 4 Yard, Day Shift; J. Harvey, Leader, 2nd Shift Central and South Yard clerks; H. Martin, Leader, North Yard Clerks and

Checkers; and D. Clayton, Leader, Central and South Yard Time and Shop Clerks. Missing from the picture are: W. Osterheldt, Leader, No. 4 Yard; J. Richardson, Leader No. 4 Yard; S. Inderlied, Leader, 2nd Shift North Yard; F. Renwick, Leader, North Yard 3rd Shift; J. Mullen, Asst. Foreman in charge of 3rd Shift; J. Sass, Leader, 3rd Shift; J. Desmond, Leader, 3rd Shift; J. Mundell, Leader, 3rd Shift; T. Dougherty, Leader, Day Shift Timekeeping, and F. Dougherty, Leader in Contract Dept., Day Shift.

OUR YARD — Family Magazine — Sun Shipbuilding & Dry Dock Co.
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OUR HONORED DEAD



Capt. GEORGE W. MILLS, Pilot of a B-24 in the 8th Air Force was killed in action on March 4th over the North Sea. His brother, Sgt. Robert Mills, is serving with the Combat Engineers in Germany. He is the son of Capt. George Mills, Guard Force, Central Yard.



Pvt. JACK HENDREN, formerly of 59 Department, who was killed in action on March 2, 1945 in Germany. Jack is the son of Mr. and Mrs. John C. Hendren of Springfield.



Pvt. ANTHONY CANCI, formerly of 34 Department, Pipe Shop, who was killed in action in Germany on March 3rd.



Pvt. JOHN W. WOLF, formerly of 59 Department, who was killed in action in the Southwest Pacific on January 12. His wife, Louise, resides in Norwood.



Pfc. JOHN H. HANEY, III, formerly of 59 Dept., who died of wounds received in action in Germany on February 6, 1945 after having been overseas only three weeks.



Pvt. JAMES S. FLOYD, formerly of 45 Department, who was killed in Italy in February, 1944, previously reported missing on that date. A brother, Robert, is with the armed services in Germany.



Pvt. RAYMOND P. LAVELL, formerly of 45 Dept., S.Y., was killed in action in Germany on February 14th. "Ray", as he was known, was inducted into the Army in August, 1944 and arrived in Germany on February 13th, one day before his death. A brother, First Sgt. Edwin J., formerly of 34 Department, is also serving in Germany and a sister, Mrs. G. Kimbrell, whose husband was killed in the Normandy Campaign of July 3rd, works in 59 Dept., S.Y.



MORRIS L. SOLLINGER, formerly of 34 Dept., twice wounded in action previous to receiving wounds which proved fatal on March 2 in Germany. Another brother, Charles R., formerly of 47 Dept., N.Y., is missing.



Pvt. WALLACE WEST of the Marine Corps, formerly of 59 Department, Central Yard, who was killed in action on Iwo Jima. He entered the Marines in June, 1944.



2nd Lt. CHARLES E. TOPHAM, Jr., former apprentice patternmaker at the Wetherill Plant, who was killed on February 14, 1945 in Newfoundland when his plane crashed in a storm. Charles entered the U.S.A.F. on February 1, 1943.



2nd Lt. ROBERT J. GRAHAM, formerly of 36 Dept., who was killed in action on March 3 in Italy. Two other brothers are in the service: Sgt. Samuel D., now hospitalized at Camp Upton, N.Y., after having been wounded in Germany, and Fireman 1/c Andrew J., stationed in California.

Roll of Honor

(Announced since our last issue)

DEAD

Pfc. Anthony A. Canci—pipe shop—6325 Vine St., Philadelphia—in Germany March 5.

Pfc. Benj. McCabe—electrical dept.—918 Pennell St., Chester—on Leyte Oct. 26.

Pfc. Charles E. Caramandi—welding dept.—706 Reed St., Philadelphia—in Germany, March 23.

Cpl. John J. Daly—pipe shop—5260 Hazel Ave., Philadelphia—on Iwo Jima, March 4.

S/Sgt. James J. McClean—pipe shop—116 N. Iowa Ave., Atlantic City—in Germany, March 20.

Pfc. Stanley W. Walz—fabricating—Essington, Pa.—in Germany, March 20. Marine Pvt. Benjamin W. Outt—erecting—Norwood, Pa.—on Iwo Jima in March.

Pvt. Charles W. Eckels—pipe shop—Boothwyn, Pa.—in Germany, March 22.

(Editor's note:—Kindly send in the names of former Sun Ship employees who have made the supreme sacrifice for their Country.)



Sgt. ARCHIE RUSSELL, tail gunner on a B-24 Liberator, almost had the plane shot out from under him on a raid over Germany. He is back home recovering from wounds. Formerly employed in the Drawing office, he is shown chatting with Vice President John G. Pew, Jr. Archie's father, Thomas, is in the Mold Loft.

Dear Folks:

By now you have read in the papers or heard on the radio that the NEVADA participated in the invasion of IWO JIMA, so I am sending you this letter in order to bring you up to date. After leaving Hawaii, we moved out to join up with other units of a large Fleet. We continued to have intense training practice enroute in preparation for the big event that we knew was coming.

After the preliminaries were completed, we moved on to the forward area to await the time when we would participate in the pre-invasion day bombardment. At dawn on the scheduled day we approached the island of IWO JIMA along with other units of the Fleet and opened fire with our heavy guns (incidentally the NEVADA had the honor of firing the first shot). This preliminary shelling lasted for several days and we were proud and pleased to see that we were effectively knocking out Jap installations such as pill boxes, block houses, anti-aircraft gun emplacements. We have no idea of the number of Japs we killed, but we did see several go down under our own fire.

Dear Sir:

I worked in Central Yard as a Layerout Helper, then I went to North Yard as a Welder.

I'm in the First Army in Germany. It's tough going over here, but you get used to it. I will be glad when it's all over, though. I saw a couple of our ships setting around the harbors. I can tell them by looking at the smoke-stack.

Pfc. Walter L. Thomas

Dear Mr. Pew:

I want to thank you for your lovely Christmas Card. It sure was a pleasure to hear from you.

Tell all the boys in the 34M Department I said to keep them rolling and hope this war will be over real soon.

Pfc. John P. Ryan

The island of IWO JIMA is practically a fortress. It is similar in shape to South America but only about 5 miles long, 2½ miles wide at its widest point. It is composed of rugged volcanic rock with many cliffs, crevices, and caves, and the Japs were well dug in, having taken advantage of every natural protection. On D day the Marines landed on the island. Thanks to our heavy bombardment, they encountered light initial resistance but it wasn't long before the Japs started putting up a stiff fight. All I can say is, those leathernecks have plenty of courage. By now your newspaper has told you how well they are doing. During all this time the men on the ship worked hard. We were at our battle stations for long periods of time and even the K rations tasted good when we found time to grab a bite to eat.

One of the highlights of the whole show came when the ship was attacked by a Jap plane. His attack did not last long, however, as he was promptly shot down by our batteries, and fell flaming into the water.

We were all tired, but happy for we know we have contributed our share.

S. MARGULIES, S 2/c,
C. R. Div.



WAR CORRESPONDENT EDGAR S. MELVILLE, former South Yard Expeditor now stationed in Greece, writes his brother, Milton, South Yard Counter, that all is well. Eddie left Sun Ship in May, 1944 to enter the service of the Office of War Information and has been overseas since then. He will be remembered to most "Our Yard" readers as the artist whose generous contributions did so much to enhance the value of this publication. "Our Yard's" staff wishes him continued success at his present duties.



FRANCIS T. CONNER, M 1/c formerly of 36 Department, Central Yard, who entered the Navy in February, 1944, is now stationed somewhere in the South Pacific. Francis is the nephew of Pete McCarron of 59 Department, Central Yard.



EDGAR T. ANDERSON, E.M. 2/c, formerly of 33 Dept., who is now with the Navy. He is the son of Edgar O. Anderson of 33 Dept., N.Y.



ANTHONY EUFRASIO, S 2/c, formerly of 34 Department, Central Yard, and now with the U.S. Navy overseas.



Pvt. JOSEPH P. DAVIS, formerly of 33 Department, South Yard, and now with the U.S. Army stationed at Fort Bragg, N.C.



CHARLES BOWMAN, formerly of 33 Department who is now with the U.S. Army overseas.



Pvt. GEORGE D. WARREN, formerly of 33 Department, South Yard, and now with the Army.

HI THERE, BROTHER!



WILLIAM H. LOWRY
Yeoman 1/c



ROBERT R. LOWRY, Jr. — Midshipman

Well known to both the Shipyard and local residents are Bill and Bob Lowry and their parents, Alderman R. Robinson Lowry and Mrs. Lowry.

The Lowrys have lived in Chester all their lives and with the exception of a few years, right there in the 5th Ward.

Bill worked in the Main Office under Mr. Landing, and prior to his enlistment handled the Facilities accounts. Bill graduated

from Chester High in 1927, and then went to Peirce Business College where he took accounting and business management. He enlisted in October 1942 as Yeoman 3rd Class and is now Yeoman 1st Class. Bill is in the Commander's Escort Division 10 and at present somewhere in the Pacific.

Bob worked in the mailroom under Lew Hazlett and is that tall, dark, and good-looking young fellow who caused the female hearts to skip a beat. He is a Midshipman at the Penna. Maritime Academy now under the Navy. Bob is assigned to the Schoolship Keystone State. He graduated from Chester High in 1943 and went into service shortly after. He was treasurer of his class and is quite skillful on a number of musical instruments. He is in the ship's orchestra.

Editor's Note:— If you have any brothers, brother and sister, or sisters now in service, but formerly employed at Sun Ship, please forward the pictures and your name and number to "Our Yard" office and you will be contacted for further details.



ANTHONY J. PALERMO, E.M. 3/c, at his battle station aboard a Coast Guard-manned LST operating against the Japs in the Pacific. During invasions, tank-landing LST's are among the first ships to move in on enemy beaches. Palermo was formerly in 33 Dept.

Sgt. Ernest J. Wells, Jr., son of Mr. and Mrs. Ernest Wells, Sr., Rutledge, Pa., has been promoted from the grade of corporal and awarded the Air Medal for meritorious achievement in aerial combat, in the Mediterranean Theatre of operations. He is ball-turret gunner on a B-24 Liberator Bomber. Recently he participated in the attacks on the Nazis' key communications centers feeding the Italian, Balkans, and Eastern Fronts, and has seen action over the Brenner Pass, Zagreb, Linz, Innsbruck, and Vienna. Sgt. Wells is a graduate of the Ridley Township School in Ridley Township, Pa., and was a welder for Sun Ship.

Promotion of Ralph Willis, Jr., son of Mr. and Mrs. Ralph Willis, Sr., Plains, Penna., to the grade of Private First Class was announced recently by his commanding officer. Pfc. Willis is assigned to a Quartermaster Service Company of the Fifteenth Air Force Service Command in Italy. Pfc. Willis entered the Army in February, 1943. After a period of training and operational duties in the United States, he was sent overseas a year later when he was assigned to his present organization.



Pvt. PETER J. FEYAS, formerly of 33 Department, North Yard, and now of the U.S. Army who was wounded in action in Germany on March 14, 1945.



Sgt. HOWARD MUNDELL, formerly an apprentice Copersmith and now with the U.S. Army. Howard is the son of H. Mundell of 55 Department.

Dear Sir:

I am writing to let you know my address at the present time, as I have been put on another ship now and I haven't received "OUR YARD" in a few months.

I've been away from Chester for over two years now and I'd give just about anything to be back there tonight as it sure isn't any fun here. Tell them to keep buying those bonds and get this job over over here.

Ronald C. Wright

Dear Mr. Pew:

Received your Christmas card and it sure was great. It sure must keep you busy with the big job at the yard and still find time to remember your old employees, some of whom you probably have never met personally.

Wm. J. Rogers, MM 3/c

Dear Dick: (Clendenning)

I have been getting the OUR YARD regularly. I had one just the other day. You might inform them of my correct address as the last one came the long way around.

I am sorry to hear about Rocky. He was a good egg. Jeep wrote and told me about him, too.

The fellows here as elsewhere don't like to hear about the strikes, I know I don't. Every minute that someone is laying off the job means that many more that won't come back, ever. I am so full of that belief that I believe I could write volumes on it, but time and all won't permit, besides no one wants me to write for them.

I am glad to hear of the work you and Jack are doing and I will be glad when I can get back and get some done.

Joseph "Bud" Goheen

Dear Mr. Pew:

Received a very nice letter from a good friend — Jack Beatty. I worked for him when they started South Yard and also Central Yard before that. He was telling me about all the old gang leaving and how there is only a few of us left. I really enjoyed working at Sun Ship, and hope to be back there again some day.

My brother wrote to me today and he's been in all the invasions out where the yellow dogs are. He's a F 1/c on a D. E. He worked at South Yard too, as an electrician. I have a sister who works for Mr. Hill in North Yard, and she worked in Central Yard before going up to North Yard. So you had quite a few of us there at Sun Ship.

Jack Bell



FIRE CONTROLMAN WILLIAM HIRST and his wife, Jean, who were guests of John G. Pew, Jr. at the launching of the S.S. SEDAN. William was formerly an apprentice in 30 Department. He has just returned to the States after seeing active duty in the Southwest Pacific.



Pfc. VINCENT HIGGINS, formerly of the Boiler Shop, belongs to the Airborne outfit and in the invasion of Germany he dropped far back of the Nazi lines and fought until the Allied troops came up. He is back in the States being hospitalized. Vincent is telling John G. Pew, Jr., Vice President, how lucky he was to recover after both feet had been frozen.

Dear Mr. Pew:

I would at this time like to compliment both the Sun Shipbuilding & Dry Dock Company and the employees for their great achievement in the past year of building more and better ships to support our all out purpose and effort to defeat our enemies as soon as possible. Your job is being well done on the home front and you can be sure that all the Armed Services appreciate it and are greatly aware of your all out effort.

Hats off to a fine Company and body of men which I can say proudly I was one of and hope in the very near future I can continue where I left off for so worthy a cause.

Peter P. Miraglia, S 1/c

Hi Dick: (Clendenning)

I receive OUR YARD every month, Dick, and I sure do appreciate reading it. I'm sure the boys all over the world enjoy reading it as it has some very interesting reading material in it.

I'll give you an idea of what I'm doing Dick in the Medical Corps. I have eleven ambulances and a couple of staff cars and also eighteen men working for me and it is quite a job keeping things going. I have about five crash ambulances. We have all B-29's here now and they are a pretty safe ship.

Johnnie Daily

Hello Dick: (Clendenning)

On our destroyer tender we have machine, pipe, copper, electrical, blacksmith, radio, foundry, optical, gyro, diesel, torpedo shops on board our ship. I am in the outside machine shop doing the same work as I did back in the Yard only on the repair end this time. Boy we sure do have good equipment to work with, the best of tools and machinery and all kinds of machines in the shop.

Robert B. Glover, M.M.S 3/c

Samuel Lloyd of 600 Union Street, Phila., was employed by Sun Ship on April 6, 1944 and left service to join the U. S. Merchant Marine on October 30, 1944.

Beter known as "Sam" to his co-workers in the Rigging Department, Number 4 Yard, he was born in the Virgin Islands. He went to sea at a very early age and sailed on many of the coastal lines carrying cargo and passengers between North, Central, and South America. He came to Sun Ship via the Philadelphia Navy Yard, and the six months at Sun Ship were well spent.

Since joining the Merchant Marine his promotions have been rather rapid and in his own words he states that the skills he acquired in the Rigging Department in Number 4 Yard made it possible for him to be rapidly upgraded in the Merchant Marine Service. Out of a crew of some 28 men he was the only man aboard who was able to splice cable. This was one of the many skills he was taught at Sun Ship.

Since joining the Merchant Marine he has visited ports in England, France and Holland. He visited here recently on a 13-day furlough. His parting words were, "Tell the boys at Sun Ship to do a good job and acquire all the skills placed at their disposal because these skills can be used in plying their post-war employment fields."



SAMUEL LLOYD



Pfc. FRANK IRA McLAIN, Sr., formerly of 36 Department, and now serving in the U. S. Marine Corps at Cherry Point, N. C. He is the son-in-law of Charles Knowles, also of 36 Dept.

S/SGT. NELSON E. BLAIR, formerly a worker in the Inner-bottom shop in No. 4 Yard and now serving in the Army overseas.

PRIVATE BILL LYNN, formerly of 89 Dept., paid us a visit on February 26th. Bill entered the service on October 13th and underwent training at Camp Blanding, Florida. He is now serving overseas. His brother James, also formerly of 89 Dept., is now serving with the 23rd Fighter Command in China.



ALBERT HERMANSKY, S.F. 3/c, formerly of 47 Department, and now with the U.S. Navy overseas.

CARMEN J. ALEARDI, formerly of 66 Department, South Yard, who is now stationed at San Diego after serving overseas with the Navy.

Pvt. R. E. HUNT, formerly of 38 Dept., is the son of R. W. Hunt, Maritime Commission Auditor.

Pvt. WILLIAM S. QUAILE, formerly a Leader in 45 Dept., N.Y., and now with the U.S. Army overseas.

JAMES E. TAYLOR, S 2/c, son of James Taylor, Assistant Foreman in 51 Department. Jim was with the Shipfitters before being inducted into the U.S. Navy in September, 1944.

6 — OUR YARD

Dear Mr. Pew:

Received your Christmas card and issues of "OUR YARD" recently. They were greatly appreciated and I am very grateful to you and the employees of Sun Shipyard for their remembrance of the boys in service all over the world.

As for myself, I am in one of the Army's best divisions and have been in considerable action lately. Our division has been given one French Citation; our Battalion one Presidential Citation; and our Regiment has been put in for another. We know what it means to have ample supply of ammunition, food, etc.

If it weren't for ships we couldn't have the needed supplies so vital to an early victory this year. We know our job of soldiering involves great risks, and it is therefore quite annoying to read of strikes in plants in the U. S. I think Sun Ship has a good labor record considering the number of employees. Keep up your good work. We can't afford to gamble with world history at a time like this.

Pfc. Richard Byham

Hello Boys: (34 Dept.)

As you probably know I'm in North Carolina where I am assigned to the Field Artillery. But I really think that after my advanced training here I will go overseas and join an infantry company. I had rugged and I mean hard training. I had the M-1 rifle generally known as the Garand. I had the carbine rifle and also the 30 mm. & 50 mm. machine gun. I had the bazooka, rifle grenade and a million of other weapons of war including the most horrible thing they call the bayonet. I had 24 hours of bayonet training and if I ever go overseas I'll pray that I'll never have to use it. Of course if ever I had to use it I wouldn't think twice. The Infantry teaches you one thing, and they do a good job.

If you boys were down in Alabama with me for one week during the wind and rain storms and getting up at 4 in the morning and staying out all day with full field packs till 9 and 10 at night and then having rifle instruction until 1 in the morning, you would sure appreciate your jobs. Keep up the good work boys — we're all depending on you.

Pvt. N. Kressman



Pvt. FRANK OCHRYMOWICZ, formerly of 34 Dept. and now serving in the U. S. Army as an M. P. at Camp Blanding, Florida. His address is: M. P. Det., Sec. 1, Camp Blanding, Florida.

EDWARD LERNER, formerly of 59 Dept. now with the Navy in Norman, Oklahoma, training to be an Aviation Metalsmith. His father, Louis L. Lerner of 47 Dept. is a veteran of World War I and holds the Purple Heart.

Cpl. ELMER LEE STANTON, formerly an Assistant Foreman of Erectors in No. 4 Yard, now with the U.S.M.C. Aviation Corps. Elmer is the nephew of Perry B. Welsh, Foreman in 36 Dept.



FREDERICK A. HERRICK, F 1/c, and **HOWARD T. HAMILTON**, F 2/c, both formerly of 36 Dept., North Yard, are now serving in the Navy. Frederick took part in the recent battle for Iwo Jima and Howard is stationed at Rhode Island, where he is being commissioned.

Dear Mr. Pew:

Yesterday I received your Christmas card which followed me from Florida to France and back home again. I speak for a lot of guys when I say it's a great feeling to know that busy as you are, you still have time to think of the boys in the service.

Pvt. Nathan Rubin

As a former employee of the shipyard and interested in its many activities, I have been reading "OUR YARD" monthly, one page at a time, thru correspondence with my girl friend, Dorothy Clark, a stenographer in Mr. Scott's Purchasing Dept. Would you please send me "OUR YARD" as it would be greatly appreciated. This battalion of the Seabees also consists of many Sun Ship workers of the past. George Sharpless is one of them and one of the best in his trade.

Joseph F. Lakata, S 1/c



S 2/c MICHAEL T. MARSICH and **F 2/c JOSEPH W. MARSICH**, sons of Thomas Marsich of 58 dept., are now serving with the Navy in the South Pacific. Mike was formerly in 60 dept., and Joe worked in 33 dept.

Dear Mr. Pew:

I have been over-seas quite sometime now and at the present time I am stationed in the Mariana Islands group. I've been in the service of the United States Navy Seabees since August 1943. Here in the Navy Seabees, I am a welder with our Heavy Equipment Department and really enjoy that type of work as I did when I was working for your company.

I hope to be able someday soon to be in Tokyo welding up our broken down machinery and someday after Tokyo's downfall I will be back home and continue my welding in North Yard.

Vincent J. Meluskey, S1 3/c

Dear Sir:

Well I am now over in Southern England and it sure is nice country here. The port we landed in I saw two tankers and one cargo ship lying at anchor which were built in the Yard. Maybe I worked on them but I could not find out the names of them.

Well I was to Bristol and it was pretty hard hit. However, the people are very cheerful even after what they have been through.

Well you can tell the boys in the Welding Dept., to keep the ships sliding down the ways. As every one goes down it is one toward Victory.

T/5 Russell I. Bupp

Dear Sir:

While working at Sun Ship, I was employed in 33 Department, South Yard.

I have been undergoing extensive examination for the past month to qualify for Officer's Candidate School and today I was one of three out of 960 men appointed to Officer's Candidate School by a Board of high ranking officers. Upon completion, I will become a 2nd Lieutenant in the United States Army.

Pvt. Joseph P. Davis



ROBERT STEPHENS, Leader in 36 Dept., who recently entered the Merchant Marines as a Second Engineer. This is his second hitch in the Merchant Marines.

S 1/c ARTHUR WELSH, formerly of 59 Department, Central Yard, and now with the U.S. Navy.

MARITIME DAY, MAY 22, TO POINT UP

WORLD'S GREATEST SHIPBUILDING PROGRAM

Sun Ship Playing Great Role in War Effort

FAR greater significance will be attached to Maritime Day on May 22 next than any other since the war began. This is because the mighty task to which America turned after Pearl Harbor — creating the greatest merchant fleet in the world — is well on its way to completion.

And Sun Ship has played a large part in the job.

Tankers launched here have delivered precious cargoes of gasoline and oil to every fighting front on the face of the earth. These all-welded ships have literally become pipelines of the Seven Seas. Many of them have been attacked by enemy submarines, have dodged torpedoes or run the gauntlet through a hail of shells or have been blasted and bombed by Axis planes.

Sun Ship Tankers in Every Harbor

Most of them came through. Some have been sunk. Some have been burned. Every allied harbor in the world has received Sun Ship tankers. They are familiar sights in the Arctic port of Murmansk, the blistering heat of Suez or "down under" in Australia.

Sun Ship hails the men who sail the ships of the American Merchant Marine. Sun Ship salutes those who have died in line of duty.

Here are some things about the tankers and other ships of the Merchant Marine that may interest the workers of Sun Ship. They have been supplied by the Maritime Commission, which is performing a great task in creating the Merchant Marine:

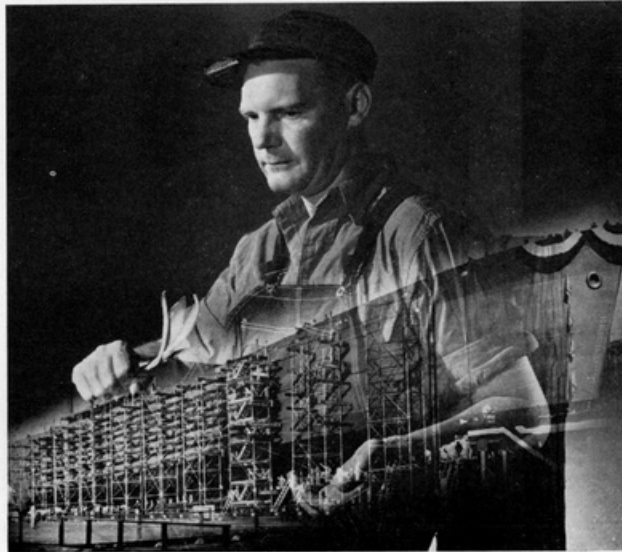
Interesting Facts About the Victory Fleet

More than 6,000 American merchant seamen have been war casualties; 5492 were dead or missing and 537 were prisoners of war as of March, 1945.

There are more than 4,000 merchant vessels under control of the War Shipping Administration for duration of the war.

The Maritime Commission in 1937 embarked on a ten-year program to build 500 cargo ships. The cargo ships built between that time and March 1, 1945 include more than 2,500 Liberty ships, about 450 C-type cargo vessels, 550 oceangoing tankers, 175 Victory cargo ships and a variety of military, coastal, and smaller craft.

In 1939 the British Empire controlled about one-third of the world's ocean shipping and the United States about one-seventh. The United States now has more than the



rest of the world combined.

More than 78 million long tons of cargo left United States ports in 1944. About 50 per cent was for the Army, 10 per cent for the Navy, 30 per cent for lend-lease goods and the remainder was essential civilian cargo.

Twelve of every 100 American ships taking supplies to Russia in 1943 were sunk by enemy action. In March, 1944, the rate of loss fell to one in every hundred.

The Department of Commerce estimates that United States foreign trade after the war may reach to six or seven billion dollars in each direction, in terms of 1942 prices.

A standard tanker built by the Maritime Commission carries enough gasoline on one voyage to supply the holder of an "A" ration book with gas for 35,000 years.

The United States Merchant Marine has been a participant in every major invasion and operation of this war. About 700 merchant ships were in the invasions of France.

Since its establishment in 1938, all branches of the Training Organization of the War Shipping Administration have trained more than 160,000 Americans as officers and seamen to man our wartime merchant fleet.

Three to five new ships are added each day to America's Merchant Marine, calling for 150 to 250 new men daily.

Five state academies, in New York, Pennsylvania, Maine, Massachusetts and California train young men for officer berths in the Merchant Marine. For the duration, they are partly supported by the War Shipping Administration.

Merchant seamen are insured by the government in amounts up to \$5,000 for death, and up to \$7,000 for disability from war or marine risks. Coverage within these limits is without charge and additional life insurance may be purchased up to \$15,000 at low rates.



68 DEPARTMENT

In a broad sense this department should be called the Rigging and Navigation Department because its activities cover the installation of equipment on board a ship, as well as the movement and navigation of the entire vessel.

The efforts of the Rigging Department are directed toward installing engines, propellers, shaftings, condensers, generators, rudders, steering gears, pumps, deck machinery, switch boards, piping, sheet metal work, copper piping, smoke stacks, boilers, as well as anchors, anchor chains, masts, booms, cargo gear and any other mechanical equipment.

Other activities of the department are launchings, builders' trial runs, mooring and movement of ships, installation of life boats, rafts, fire fighting and life saving equipment, testing of cargo handling gear. Crane hoists in the yards are maintained in order and given periodical inspections for overhaul or renewal as may be required. This department moves ships from dock to dock or to dry dock for repairs as may be required. All lifting gear for handling material is made up by the riggers.

The Department is divided into several groups as follows:

1. Dry Dock Crew; 2. Trial Crew; 3. Loft Riggers; 4. Life Boat Riggers; 5. Machine Riggers.

Dry Dock Riggers handle ships on and off the dry docks and assist the Dockmaster in dry docking the ships. There is no task performed by Riggers that strikes the imagination of the layman more than the feat of lifting a 10,000 ton ship out of the water for bottom repairs, painting, or propeller and rudder repairs.

The work of this well trained crew of men calls for the most perfect timing and pumping and it is only because of their efficient work that we have done so well in dry dock work. Occasionally you may hear coming from the Dry Dock a heavy noise of turning machinery and gears. This is the hum of motors and pumps discharging water from the dry dock, to lift the ship. Many badly damaged vessels, whether from submarine action, grounding on shore, collision of vessels at sea, or explosion have been repaired and made ready for sea duty again on these dry docks.

Trial trip riggers are another group whose work is understandable and appreciated by the layman for it is these men who navigate, pilot, and operate the ship while on her trials. These riggers are drawn from the ranks of Seamen, Captain, Deck Officers, Boatswain, Quartermasters, Able Seamen and Ordinary Seamen, because of their particular skill and knowledge of ship operation. Their record at Sun Ship in conducting builders' trials is an enviable one. From dock trial of engines, preparation for trial trip, ship handling with or without assistance of tug boats, operating the ship successfully in

good and bad weather, to making a comprehensive trial out of the maze of orders and regulations of the Coast Guard, Navy, Bureau of Marine Inspection and Navigation, Maritime Commission, builders and future owners.

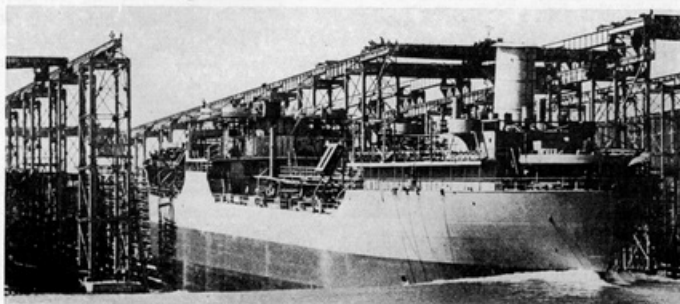
Loft Riggers make up and install all running rigging as well as anchor chains, anchors, tow and stream wires. It is this group who make the lifting gear for all material or assemblies that must be handled from one place to another. Another effort of this group is maintenance of crane hoists throughout the yards.

Another busy and important group of riggers is the "life boat gang" drawn up since the start of the war. It is their job to properly supply the equipment for safety at sea and fire fighting measures from life boats, rafts, ring buoys, breeches buoy, deck flares, axes, fire extinguishers, fire hose nozzles, hydrants and other gear. Most people in the Yard probably do not realize the great importance that these riggers are to the seamen who must abandon ship at sea. The safety of seamen when cast adrift at sea in a life boat or raft will depend a great deal on the manner in which these men do their work.

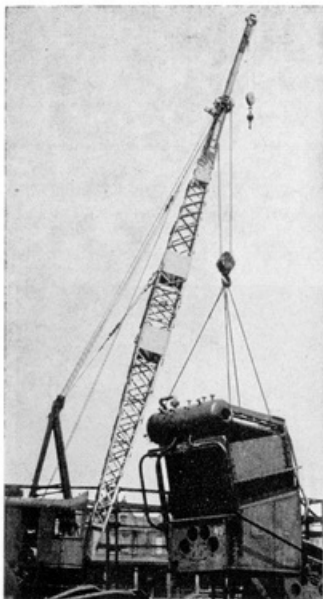
Last, but by no means least, come the machine riggers who install all mechanical equipment on the ships. They may be installing a one hundred ton engine or a two ton pipe section, a propeller, a generator, or an anchor windlass. This group handles rigging work in connection with launching ships. Also a variety of heavy jobs such as erection of a crane, or shipping of huge refinery towers.

Among the stellar achievements of the department are these jobs:

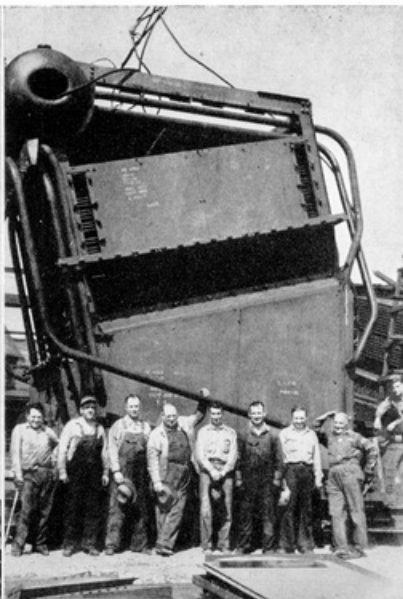
- (1) Conducting sea trials of the *U. S. S. Cimarron*, now of the U. S. Navy, at Rockland, Maine.
- (2) Installation of main engines in Hulls 213 to 216 inclusive on the shipways in the Central Yard, a feat which saved much



STERN VIEW OF CENTRAL YARD SHIP being launched. Notice the heavy swell of river caused by the ship entering the water.



A SHIP'S BOILER being lifted for loading and sent to the Yard for installation. This is an exceptional rigging job. The boiler will weigh 35 tons.



GROUP OF RIGGERS HANDLING LOADING OF SHIP'S BOILER — Left to right: George Clifton, Leon Mackiewicz, Albert Ireland, Leader, J. Olafson, Assistant Foreman, James Cole, Leader, Albert Liscavage, Owen McGovern, Jack Watkins, and Paul Rhan, truck driver.



WIRE ROPE being spliced by Tommy Thorsen.

time because of the size of the engine. It would normally have to be installed under the big hammerhead crane.

(3) Installation of main engines and boilers on T-2 tankers at the Central Yard Shipways with the remodeled equalizing bar used to divide the load between the cranes.

(4) Loading two marine boilers on a ship in fifty-two minutes.

(5) Erection of two masts on a ship in thirty-seven minutes.

(6) Dry docking two halves of the *S.S. E. H. Blum* after her accident at sea.

(7) Loading marine boilers in the Ball Park with caterpillar cranes.

(8) Docking a newly launched hull in nine and one-half minutes. This record of handling a large ship will probably stand for many years, especially since the ship had no power in engines, steering gear or deck machinery.

(9) Installation of a ship's smoke stack and attack base in eleven minutes.

(10) Rigging and testing *U.S.S. Betelgeuse* and *U.S.S. Arc-turus* cargo gear without serious accident and while work was continued throughout the rest of the ship, to meet the requested delivery dates of the Navy.

(11) Movement of nine large cargo and tank vessels from one berth to another in the yard on a single day. This might be termed our "Field Day," because we moved every vessel in the yard.

(12) Lowering into the water a two-hundred ton refining tower with the two twenty ton capacity shipway cranes. The method of reducing the load to the crane hoist was called "parbuckling."

(13) Lifting from railroad car trucks and placing into the water a one hundred and fifty ton refinery tower with the hammerhead crane. This piece was so heavy it crushed the railroad car trucks and when lowered into the water was nearly submerged.

(14) Removal from a ship at the Atlantic Refining Company pier of the 4 inch gun using gin pole rigging (portable gear).

(15) Installation of smoke stack anchor windlass and heavy machinery at No. 2 pier, using two gantry cranes and the small equalizing bar.

(16) Installing fifty ton smokestacks on Hulls 238 and 239 at hammerhead crane. These were the large coffee pot shaped stacks.

(17) Installation of Diesel engines in tankers and cargo ships on the shipways.

(18) Removal for repairs and re-installation of seventy ton dredge drags at hammerhead crane and No. 1 Dry Dock.

(19) Removal from shipways for repairs and re-installation of No. 7 shipway bridge crane.

(20) Installation of main engine rotors, stators, and condensers in Atlantic Refining Company tankers.

(21) Removal from a Texas Company tanker engine room of a twenty-eight ton bull gear, using a floating derrick.

(22) Removal of air tanks weighing eighty tons each from back of blacksmith shop without stopping production in the shops, and with only a single twenty ton caterpillar crane.

(23) Lifting three sections of Diesel engine crank shafting at one time using chain hoists. These had a combined weight of seventy-eight tons.

(24) Installation of a ship's rudder on a ship on No. 2 dry dock when the crane was broken down. The rudder was floated out to the ship and hauled up into place with chain hoists.

(25) Dismantling and re-assembling of the *S.S. Selandia* main engine at South Chester Tube Works using only ship's rigging.

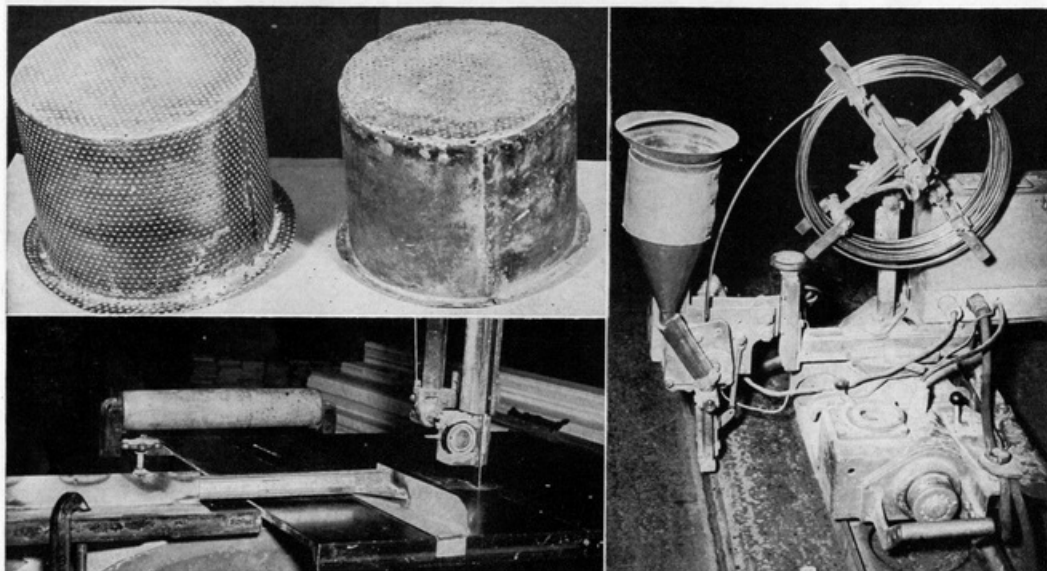
(26) Cargo gear and capstan tests on C-2 and C-3 cargo ships. These severe tests were the first conducted in this line of work.



LABOR-MANAGEMENT PRODUCTION DRIVE

MARCH WINNERS

- \$30.00 — M. Zellers — Miniature Reel for Portable Welding Machine
- \$30.00 — R. Hazlett — Strainer for Paint Machine
- \$25.00 — L. Calhoun — Lubrication of Crawler Cranes
- \$25.00 — C. S. Cope — Fixture for Cutting Key-way
- \$25.00 — C. H. Smith — Band Saw Gauge
- \$25.00 — M. P. Jowder — Stripper Bar for Punch Machine
- \$25.00 — W. Crossen and B. Kneeder — Improvement of Chicago 490E Hiventer Stands
- Honorable Mention — C. Fitch — Pipe Rack
- Honorable Mention — F. Gallagher — Special type Jack



(Top) — R. HAZLETT was awarded \$50.00 for his strainers for the Paint Machine. The present funnels in use on all paint spray machines have holes only in the bottom of the strainer. When pouring paint into the machine all sediment and skin lies on the bottom. This keeps the paint from flowing freely and it takes from twenty to thirty minutes to fill the machine. With this improved strainer it is possible to fill it in less than half that time.

(Bottom) — C. SMITH got \$25.00 for his band-saw gauge for cutting shell and partition panels to size wanted. It consists of a block with rule attached to a sliding gauge. In cutting these panels a deduction is made from width of panel to size wanted; this gauge does the deducting and eliminates mistakes, also saving labor. This is also a safety first device, doing away with placing a rule in front of the saw to get the size wanted. Cuts panels up to and including 48".

M. ZELLERS received \$50.00 for his miniature reel for a portable welding machine. A special reel designed for feeding coils of wire to the welding machine instead of straight lengths. This idea not only makes a much neater bead of weld but also saves labor and material.



FEBRUARY PRIZE WINNERS are David McFarland, 42-502, Anthony J. Petrunis, 34-1035, Edward Handley, 45-397 and F. Richardson, 69-6.



M. JOWDER was awarded \$25.00 for his special stripper bar for a combination punching machine used for all-purpose punching. Prior to this it was a job for two men, one man punching and one man holding stripping iron.

TIME CLOCK DEPARTMENT

Very few people in the Yard give much thought to the time clocks, except to get hot and bothered if they are fast or slow. If John Jones gets his time card just as the whistle is blowing, he dashes madly to the first time clock and rings his card. He then finds out he is a minute or two late because the clock is fast.

Some lose their heads and cuss, even kick the poor time clock, only to find later that he doesn't get docked fifteen minutes after all, because the time clock checkers, who are constantly checking the clocks, have turned this particular clock's performance in on their daily report. When the time-keeper in the Dept. in which this man works sees a late ring, he in turn calls this office, where there is a complete record of every clock that has been slow, fast, or stopped. This record is kept for one year.

The job of keeping clocks set to the second requires patience, skill and alertness. The clock dept. receives the time signal each day direct from Washington, at which time each member of the crew of checkers and repairmen sets his own watch to the second. Then the checkers start



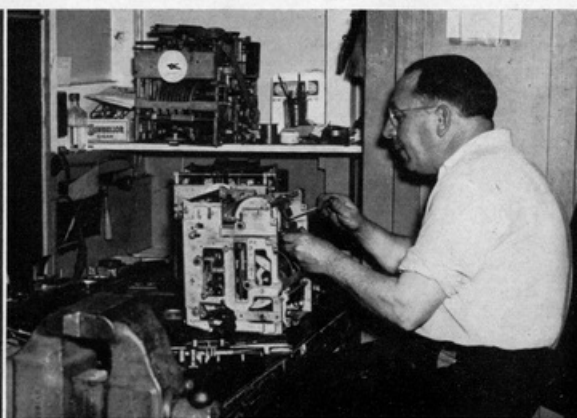
JACK WOLFENDEN, Assistant Foreman in 33 Department with 17 years service, who is in charge of the time clocks in all yards. This is only one of his many duties along with being supervisor of the powerhouses, and telephone service, fireman in charge of electrical construction and M.C. on our noon-time broadcasts.

out to check and recheck the time clocks, regardless of weather conditions. After that check, all the clocks are within three seconds of the correct time.

So folks, the next time your time clock is out, don't cuss or kick the innocent machine. Remember, if you are right and the clock is wrong, you will not suffer for it; but if you abuse the clock, you may be the cause of considerable inconvenience to your fellow workmen. The time clock, like any piece of precision equipment, is a very delicate instrument.



JOE CRESTA, Clock Repairman in Central Yard, bringing in a time clock for repairs.



JOHN FITZGERALD making repairs to clocks in the N.Y. Clock Repair room. John is primarily a telephone repairman and between times does the repairing on North and No. 4 Yard clocks.



BOWLING SEASON WINDS UP WITH A BANQUET ON MAY 17

Probably the youngest bowler of all the Sun Ship teams — just 18 — W. FINK started the season with the Second Shift League, Friday morning and now averages 140. He is employed in the North Yard in 33 dept.

E. CAVILL of the Second Shift League, Friday morning, who has out-distanced the rest in the race for the high average prize money. From his average at the present time, he may cop that honor.



Our bowling season is rapidly drawing to a close and the teams are fighting to the finish.

In our "A" League, Tool Room has a big lead of 10 games over Mold Loft "A". In "B" League, Erectors are only 1 point out in front of Paint Shop and 2 in front of Linermen. Our high single record in "A" League was broken by Al Gross of the Accounting Team who rolled a neat 259. All of our other high three and high single records are still good for top money.

In our Mixed League, rolling at the Chester Recreation Center, the Sun Golds are out in front of the Sun Spots by a 1-point margin. High single in this League seems to belong to the Wilson family. J. Wilson has a 255 for the men and L. Wilson has a 203 for the girls.

Our Delri Team is still only a few points away from first place in the Delaware River League.

Second Shift Morning League, bowling on Friday at the Armory, shows 80 Dept. leading by 3 points over 47 Red, with Wetherill making a hot fight for second place.

Standings of our Second Shift, Friday Morning League are as follows:

	W. L.		W. L.
80 Dept.	33 15	General	23 25
47 Red	30 18	Electricians	23 25
Leaders	28 20	Welders	22 26
Wetherill	27 21	84 Dept.	14 34
47 White	26 22	36 Dept.	14 34

At this time each year, the Sun Company has an Inter-League Bowling Match with teams from Marcus Hook, General Office, Toledo, Sun Ship, Dallas, and Philadelphia District competing for the highest honors in the Sun Companies. Last year our Sun Ship team came out on top and are hoping to repeat. The team representing Sun Ship is taken from the bowlers having the highest averages in our "A" and "B" Leagues. Sun Ship will send G. Roberts, W. Fry, R. Fabris, G. Brong, P. Hall, J. Ambrosino, and Capt. Russ Staley. This match will be bowled at the William Penn Bowling Center in Philadelphia. The



SECOND SHIFT LEAGUE, 47 RED — This smiling gang is in second place and trying very hard to push 80 Dept. out of first. A good bunch of sports, always rooting for one another and with plenty of spirit. Left to right: Swankaski, Palen, Capt. Nardy, Cavill, and Dalton.



MIXED LEAGUE, "SUN BEAMS" — This team bowls in the Mixed League and is riding in fourth place now. Although it doesn't look as though they may come out on top, they are giving plenty of trouble to the leaders. Left to right: George Light, Eileen Brown, Fay Ellis, and Creighton Johnson.



GOLF CAPTAIN SAM WARBURTON, Assistant Foreman in 30 Dept., Central Yard, receiving from Vice President John Pew, Jr., on behalf of the Sun Ship Golf Team the 1944 Trophy of the Philadelphia Industrial Golf Association. The association comprises sixteen teams chosen from the Philadelphia area.

Members of the Sun Ship Team which won the trophy are: George Menard, 92 Dept.; Charlie Frazier, 60 Dept.; Paul Brown, 59 Dept.; Walt Maykut, 30 Dept.; Joe Kaster, 59 Dept.; Al Sweet, 59 Dept.; Ed Sheriff, 33 Dept.; Joe Doran, 8 Dept.; Frank Reidy, 59 Dept.; Matt Green, 59 Dept.; Tony Martin, 33 Dept.; and Sam Warburton, Captain.

teams representing Toledo and Dallas will roll in their respective cities and scores will be wired to the match in Philadelphia.

Our First, Second and Third Shift Softball Leagues

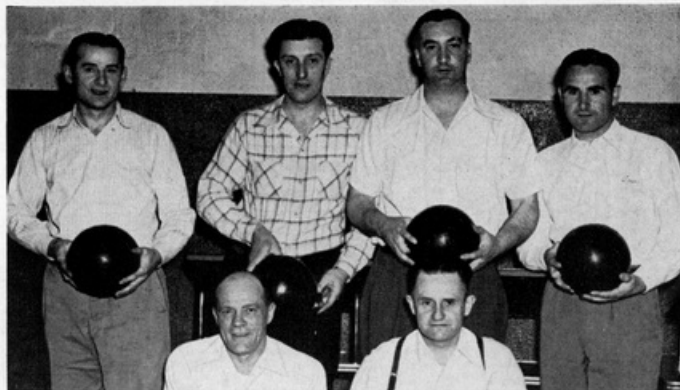
will begin playing on May 14. Applications are now being received from the various departments, after which these Leagues will be formed and everything put in readiness to start this new season off with a bang.

QUOIT LEAGUE REPORT

During the past month, interest in 91 Dept.'s Quoit League has grown. At present, the "Cubs," consisting of Dougherty-Conners, are virtually tied with the "Phillies," composed of Grieco-Clark. The lively "A's," Lear and Martin, knocked off both of the top teams in two unpredictable upsets. The teams are now entering the second half of the race and there is quite a scramble for the title of the man making the most ringers. "Wild Will" McGovern leads with ten, followed by Sam Williams with nine and Roy Getz with eight.

The League standing is as follows:

Team	Won	Lost
Phillies	11	3
Cubs	10	3
Cleve	8	5
Giants	7	6
Pitts	7	6
Yankees	5	7
Chicago	4	8
Boston	3	10
A's	3	10



SECOND SHIFT LEAGUE — 80 DEPT. — Leading our Second Shift, Friday Morning League now is 80 Dept. Storeroom, who after battling all of the second half is 3 points out in front. According to Foley, their Captain, they have every intention of staying there. Left to right, back row: Paul, Curtis, Richards, Amoroso. Kneeling: Peters and Captain Foley.



Presenting Johnny Metz:

Johnny, an outstanding bowler in this section of the country, started his bowling career in 1929 and averaged 185 for his first season. Following this, Johnny's average increased year by year until he reached an average of 208.3. Johnny has bowled in tournaments all over the country, bowling nine times in the big A.B.C. tournaments for which he had an average of 192, finishing twice in the big ten.

Johnny has three perfect games to his credit, bowling over 800 for 3 games twice, and has 42 series over 700. He has bowled in every record tournament thus far. For 12 years bowling in the Philadelphia Majors, Philadelphia Classics, and the Quaker City League, he has an average of 202. His high 3-game series is 813.

Johnny is now a part of our 91 Department Clerical and is bowling for the Engineers, one of our outstanding "A" League teams. Salute to Johnny for past performances and continued future success.



ARCHIE T. SIMPSON III, 4 year old son of A. Thomas Simpson, Jr. of 47 Department, Central Yard.

SUN SHIP'S OWN *Baby Parade*

Support the 7th War Loan Drive
and Make Their Future Safe



BEVERLY RUTH BLAND, two year old daughter of Edmond Bland, Jr., Draftsman in 96 Dept.



JACK MILLER, 2½ year old son of John Miller of 47 dept, Central Yard, "C" Shop.



DONNIE NICKERSON, 5 month old son of "Norm" Nickerson of 75 Dept., C.Y. "Norm" is also the reporter for that department.



JANICE ANN FITCH, 7 month old daughter of Clinton D. Fitch of 34 Department, Central Yard.



PHYLLIS MARSICH, 1 year old daughter of S 2/c Michael T. Marsich and granddaughter of Thomas Marsich of 58 Dept.



CHARLES WENRICH, 22 month old grandson of R. Marryott of 75 Department, Central Yard.



JOSEPH BELL, son of Joseph Bell, Sr., formerly a Crane Operator in the North Yard and now with the Navy. His mother, Sally Bell, is in 96 Dept.



HORACE McCOMSEY, III, 7 month old son of Horace McComsey, Jr., who is with the Army, and grandson of Horace McComsey, Sr., of 34 Dept., C.Y.



RONALD PAUL BORDEN was born on May 11, 1944. His father is Alfred Borden, a chipper in North Yard. He is a grandson of Mrs. Ruth Roberts of the Office Cafeteria.



FRANCIS P. HAWKINS, 7 months old daughter of Joseph F. Hawkins, who works in 59 Dept., 1st Shift, N. Y.



DOROTHY, 2½ years, and **JOAN**, 6 months, children of Michael Luzetsky of 59 Dept.



ARLENE WHISONANT, 9 year old daughter of Arthur Whisonant of 46 Dept.



WILLIAM E. HARRIS, 16 month old son of E. Harris of 58 Dept., N.Y.



TOMMY McCAVILLE, 4 year old son of Tom McCAville, 36 Dept., Central Yard.



SHIRLEY ANN SCARBOROUGH, 7 year old neice of H. L. Coulbourn of 66 Dept.



TOMMY ROBINSON, 3rd, 2½ year old son of Tom Robinson, Jr., a Machinist in the Wetherill Plant.



LEORA MAY RAYNOR, 7 year old daughter of William H. Raynor who works in 91 Dept., C. Y., 2nd Shift.

SEVEN MORE TO SAIL TOWARD VICTORY!



(Center) — **MRS. MARGARET L. STROTHERS**, wife of Charles Strothers, Leader in the Liner Dept., with four years service, sponsored the **S.S. MARINE ARROW** which was launched on March 29.

(Top) — **MRS. FLORA M. CARTWRIGHT**, sponsor of the **S.S. AMIENS** which was launched on March 17. Mrs. Cartwright was the winner in the Delaware County Bond Purchase Contest. **ROBERT HAIG**, Vice President, directed the launching.

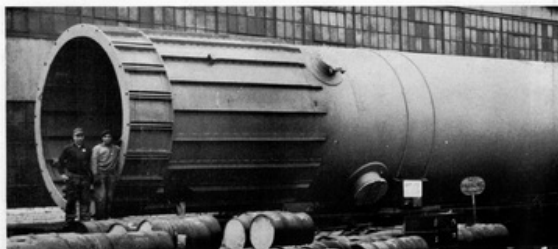
(Center) — **OSCAR WILDE**, Assistant Electrical Engineer with 24 years and 10 months service, chose his wife, **MRS. KATHRYN E. WILDE**, as sponsor of the **S.S. CANTIGNY** which was launched on March 13.

(Below) — **MRS. GRACE V. COLLINS**, sponsor of the **S.S. SAINT MIHIEL** which was launched on March 7. Mrs. Collins was chosen by **WILLIAM PAYNE**, Production Foreman, Hull Dept., with 26½ years service.

(Top) — **MRS. ELAINE G. CAUM**, wife of Edward Caum, Leader in the Sheet Metal Shop, No. 4 Yard with nine years service, sponsored the **S.S. CHATEAU-THIERRY** on March 3. Mrs. Caum was the winner in the Sun Ship Bond Purchase Drawing.

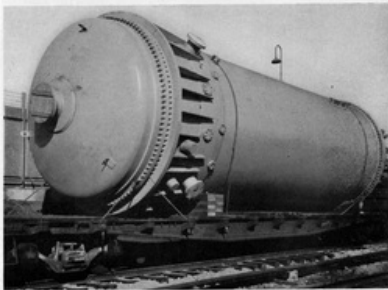
(Center) — **NORMAN J. FISHER**, Assistant Chief Billing Supervisor with 26 years and 9 months service, chose his wife, **MRS. ETHEL MAE FISHER**, as sponsor of the **S.S. LOGAN'S FORT** which was launched March 30.

(Below) — **MISS SARAH FRANCES BURR**, daughter of Frank W. Burr, Paymaster, with 27 years and 6 months service, sponsored the **S.S. SEDAN** launched on March 26. Also shown is Mrs. Frank W. Burr.



SUN SHIP PRODUCTS

For War or Peace?



HOUSRY CRACKING CASES

Although Sun Ship has established a stupendous record in manufacturing Oil Refinery Equipment for producing petroleum products for the War, it was able to do this only because of its experience in building this type of equipment in peace time.

For more than twenty-five years, Sun Ship has been building special equipment, varying from small tanks to large fractionating towers, stills, pressure vessels, special machinery, machine parts, and machine work, plate work, etc.

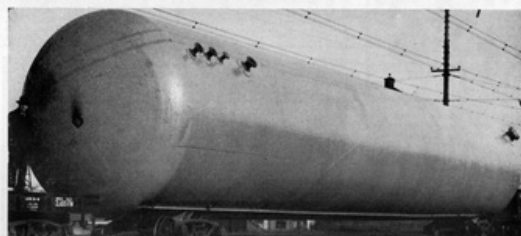
Since Pearl Harbor, Sun Ship has built towers, tanks, cracking cases for twenty-three refinery units producing aviation gasoline, and more individual pieces of equipment have been made — some for far away Arabia, and others which were shipped to the distant Persian Gulf.

Machinery too closely tied to war activity for production has been built in the Wetmore Plant. Also, repair parts to keep in operation many existing units.

An enviable record indeed! One of which every Sun Ship worker can justly be proud.



TOWER — 11 ft. diam. x 142 ft. Stress relieved and shipped in one piece.



(Top) — PRESSURE VESSEL — 15' 2" dia. x 90 ft. Too large for rail shipment by ordinary methods, it is being shipped by special arrangements.

(Bottom) — FRACTIONATING TOWER — 9 ft. dia. x 105 ft.



C. B. Dimeler

C. B. Dimeler, Company Controller, died on April 12th following a heart attack at his home in Wallingford. He had been ill for three weeks previously. He was 61. News of his death caused widespread regret.

Mr. Dimeler was born in Bainbridge, Pa. and had been in the employ of the company for the past 27 years. He joined the company on October 1, 1918 as a special assistant to the late Frank Reitzel of Sun Oil Company who was Treasurer at Sun Ship during World War I. Shortly thereafter, he was made Works Accountant. Most of Mr. Dimeler's business life was spent in the steel and shipbuilding business.

Prior to joining the company, he was associated with the Pennsylvania Steel Co. and the Bethlehem Steel Co. at Steelton, Pa. He was also associated for a brief period with the Wright Martin Aircraft Co. at New Brunswick, N. J. He was a member of the Third Presbyterian Church in Chester.

Mr. Dimeler is survived by his wife, the former Bertha Grundon, of Middletown, Pa., and six children. They are: Charles, of Marcus Hook; Private James Dimeler, of Fort Meade, Md.; Eugene, Mrs. Dorothy Humes and Mrs. Ada Meiser, of Media, and Mrs. Bertha Lanier, a member of the Army Nurse Corps, stationed at New Orleans.

INK SPOTS FROM THE HULL DRAWING ROOM

With the advent of Spring our thoughts, and activities turn to the bloomin' gardens again. A preliminary harvest of backaches is to be expected, followed later by a fine crop of bugs and mosquitoes. But the fun of seeing Nature doin' her stuff is ample reward to most amateur farmers.

We are sorry to report that Dick Byham, formerly of the Blue Print Department, has been seriously wounded in action in Germany. Dick is attached to Company "C", 15th Infantry.

Personnel from the Armed Forces we were glad to see this month included Dick

Hunt, Dan Mullen, George Hoffman and John Borsello. John is a veteran of the campaigns in Africa, Italy and Germany and has been awarded several medals, including the Purple Heart.

We welcome two members in the department: F. N. Unel and G. Gultekin.

All of us are still looking for the dog that Kay Metrosh has in the office. At least we have seen the circumstantial evidence such as leash, etc??

They have our Bowling team in the middle — it's in ninth place.

MacNeil took off from the restaurant the other day — but minus his China Clippers. We hope he finds them.

Reporter: FRANK PAVLIK.



(Top) DAYSHIFT TIMEKEEPERS AND SHOP CLERKS OF WETHERILL PLANT are, left to right, front row: B. Van Zandt, leader, B. Ezersky, L. Bryan, D. Leary, J. Doran. Back row: J. O'Brien, G. Jackson, C. Terry, F. Williams, H. Kretz, R. Fulton and W. Jenkins.

(Bottom) IN THIS ROOM ARE THE TIMEKEEPERS FOR DEPARTMENTS 30, 42, AND 55 AND THE WAGE-ADJUSTMENT DEPARTMENT. Left to right, front row: Mary Boden, Robert Cooper, Charles Hopkins, Glenn Johnson, Charles DePhillips. Back row: Roselyn Rennett, Dorothy Lewis, Lewis Lenny, Marie Oreal, Joseph Spence, Larry Wroten, Hilda Bonsall, Harry Bishop, James Barnard, and John O'Shaughnessy.

UTILITY INSTRUMENT AND REFRIGERATION MEN, 36 DEPT. — Left to right: J. Mullen, G. Northrup, W. Bush, E. Bloomberg, J. Ditzler, A. Winter, Jr., W. Leamy, C. Stehl, and T. Feeley.



LEADERS AND ASSISTANT FOREMEN IN 36 DEPARTMENT INSTALLATION — Left to right: Bob Curry, Art Cheyney, Jimmy Knox, George Laird, John Stratton, Jack Laird, Harry McGowan, Jack Beatty, Jim Galway, Ernie Moritz, Reese Esrey, Steve Lotocha, George Marvel, Jimmy Neilson, Ed Stehl, and Reds Bartlett.



HEATING PLANT PERSONNEL — Left to right: W. Ramsey, G. Bivins, M. Scott, W. Presswood, H. Hull, G. Harrison, H. Poore, H. Archie, S. Spruill, W. Dewees, W. Weaver, S. "Obie" Obenheim (front).

OPEN ROD AND SEA CHEST GANG — Left to right, top row: Danny Corson, Tony Del Vacchio, Eddie Pavlock, J. Taylor, E. Daley, and Ches Heinley. Middle row: Frank Schmeck, Max Reese, Harry Finley, Jim Hughes, and Pete Peterson. Bottom row: Joe Rossi, Maurice Baynes, Danny Donohue, L. Brown, and Arnold Reider.

36 MACHINISTS

Our thanks for those new baby cigars which were donated by Jack Stevens of the Mold Loft and E. Parks of 36 Department. Congratulations and all our best wishes.

Did you read in the Stork column last month about the new baby delivered to Mr. and Mrs. David R. Esrey? Congratulations, Reese, and here's all our best wishes to you and yours.

The other day while reminiscing, our thoughts drifted to young Bill Houtz who has been missing from our midst for some time now. "Pop" Earl Houtz, veteran machinist in the shop, is justly proud of Bill and also Ken who spent two summers in the department. Some of you fellows may not know where Bill is spending his time now, so here goes. He was medically discharged from the Navy. His release reads: "Returning to Professional Baseball". Trading, as it were, his overalls and safety shoes for a baseball suit and a pair of spikes. This is his second year with the New York Yankees farm system. Here's hoping he enjoys a real good record for this year. His younger brother, Ken is carrying out the family tradition by following in Bill's footsteps. He pitches for the Glenolden A.A. in the Delaware County League. He should develop into a star because he really loves the game and was a three-letter man at Swarthmore High. Bill was a three-letter man at college. Nice going, boys, and here's our congratulations to Earl for having reared so fine a pair of

boys and all our best wishes for success to Bill and Ken.

The entire Department joins in expressing our sympathy to "Red" Bartlett on the death of his wife on April 15.

All the old-timers around the yard were deeply grieved to learn of the death of James Paterson, 66 department. "Jimmy" as he was known to all, was well known throughout the yard and was noted for the pleasant and accommodating manner in which he performed his duties. While the Carpenter shop will miss him most, there are many men in other departments who will also miss him. As a member of the S.S.M.B.A. Board of Directors over a period of many years, he was always being able to "see the other fellow's side" of any controversy. One of the most faithful directors the board has ever had, he will be greatly missed. His son "Bob" formerly worked at Sun in the Mold Loft and to him and Mrs. Paterson we extend our deepest sympathy.

The death of Mr. C. B. Dimeler came as a shock. He was well known and highly esteemed by many of the old-timers in the Yard. Noted for his pleasant demeanor and a keen sense of fair play, he will be missed by many. A son, James, worked with us in 36 Department as an apprentice and is now in the services of our country. To him and the family we wish to extend our deepest sympathy.

Quip: I hear the Japs fought a Luzon battle.

Conscience may be blamed for a lot of things that are really due to cold feet.

Reporter: DICK CLENNENING.

75 DEPARTMENT

"Chester Jim" Nowaczyh, popular No. 11 Crane boy, and Laura of the Salvage shed are soon to be married.

The boys of the Plate Yard wish a speedy recovery to Bob Brown, No. 2 Engine brakeman.

Paul "Napkins" Atkin is quite popular around the Yard since he purchased a new car.

Hats off to Leo "Mole" Chitister who celebrated a birthday recently. He had the boys up to his home for a party.

Al Maraese of No. 5 Crane, the personality kid, was seen looking at rings in a local jewelry store recently.

Congratulations to Maurice "Bud" Sprowles who received his ten-year pin recently.

Reporter: N. NICKERSON.

OUR COVER

Model for the Spirit of Victory on the cover page was Miss Katherine Metrosh, of the Hull Drawing Room. She has been acting as a photographic model for notable amateurs and was posed for this picture by OUR YARD's photographer Ed Hipple who also made the "shot" of the typical Sun Ship tanker used in the sketch.

COPPER SHOP

John Mankowski has returned to the Copper Shop after being very sick for a month. Pat O'Hara broke his wrist but has recovered and is back on the job. J. Clark has been out with pneumonia for some time. We hope to see him back soon.

H. Fishman is back with us after being in the Army for a year. Fishman was honorably discharged in December.

Frank Parker became engaged on March 21st to Miss Vctora Mercadenti. Congratulations and the best of luck to both of you.

Johnny Msrisc is still waiting to get into the house he bought. Do you think it will be this year or next year, John? Maybe you will have better luck if you just sell it to the people who are living in it.

George Bevilacqua paid the Copper Shop a visit in March after completing his four months training in the Army at Camp Wheeler, Georgia.

Mr. Adam received a letter from Walter Kaminski who is on his way over there.

Another Army visitor for the month of March was J. Amendolia who has been in the Army since April, 1944. At the present time he is stationed in Texas.

C. Diehl is heading for bigger things. He has been working hard and now has his first class radio license.

G. Bechtel completed his boot training and came in to see the boys while on his leave. On April 2nd Jack Smyrl came in to see the boys.

Radio Stars of the Copper Shop are: Ray Boyle, Martin Itzho, Doc Cher, Chris Mangore, John Russo, Frank Barrett, Robert McFate and Joe Sullivan.

Frank Gicker and Duretha Thomas were married April 7th in Lennox Park, Chester. They will reside at 1035 Blake Ave., Lennox Park, Chester, for the present. We wish them lots of luck and happiness.

Eddy Reynolds and Charlie Worriow are still together and are now in Germany.

Reporter: SHIRLEY SPENCER.

88 DEPARTMENT

Capt. Mills — Capt. Johnson Squad

Each and every member of the Guard force wishes to extend to Captain Mills and his wife our heart-felt sympathy in the loss of a son, Capt. George W. Mills, a B-24 bomber pilot, in air action over Germany. Capt. Mills made over a hundred missions and became one of the few to attain that record. We hope and pray that never again shall American parents be called upon to sacrifice the very best of our young boys on the Altar of Freedom.

Guard David Morris of the Main Office Parking Lot has much reason to be happy. His two sons have returned home for well earned furloughs. James is home for twelve days from a training camp in Mississippi. David, Jr. has been a Radio Technician on a Flying Fortress for the past eighteen months on the China-Burma-India route. He has made over a hundred missions and is back safe and sound. He is to be congratulated and well deserves his medals and twenty-one day furlough.

Guard Cassidy is to be married in June. Wayne Norris, the Golden Tenor of the Squad, sang a song at a recent party.



(Top) — C. Y. LAUNCHING CREW — 66 DEPT. — J. Kelly, H. Moore, R. Pettitt.
(Below) — C. Y. LAUNCHING CREW AND SHIP'S CARPENTERS — 66 DEPT. — F. Weiss, J. Kutcher, J. Collins, J. Lywiski, T. Andrulis, A. Martin, M. Baltush, J. Fasano, J. Bonner, F. Campbell, R. Pettitt, E. Rapinesi, N. Venini, A. MacInnes, J. Archfield. Leader, B. Muraszewski; Ass't Foremen, W. Retting and F. Mosser.

JOHN B. SLACK, son of John B. Slack, Sr., who has charge of carpenter repairs in the Main Office, has been commended for exceptional service in helping keep a torpedoed U.S. vessel afloat during the early hours of the Luzon invasion. Mate Slack was stationed aboard a Coast Guard-manned troop transport when Jap torpedo boats attacked the invasion fleet at Lingayen Gulf. He directed a group of seamen in hastily constructing a frame collision mat out of timbers and mattresses to serve as a temporary plug for a torpedo hole. The collision mat was rushed by barge to the stricken vessel in time to save it from sinking. John entered the Coast Guard in January, 1942, and has taken part in the landings at Kiska, Kwajalein, Eniwetok, Saipan, Tinian and Leyte as well as Luzon. John has a sister Nadia, who works in 38 Department, Engine Drawing Room and an uncle, Karl Affelgren in the 96 Drawing Room.



DRY DOCK OFFICE PERSONNEL — This office expedites ship repair work and registers records on drydocking and repair work. The past two years have been peak years in the Repair Division at Sun Ship. Left to right: Bill Farley, Bill Chynsky, Jim Carney, Walter Vogel, Jr. (seated), Dry Dock Supervisor, and John Orndorff.



SUN SHIP Portrait of the Month

**A. B. Cressy, Ass't Safety
Director, has been making
Sun Ship workers safety
conscious since 1929**

Coming down on the train in the morning, a group of us usually stand in the vestibule. Almost every morning, without fail, someone "ribs" A. B. Cressy, "Sun" Safety Engineer, and urges him to make a safety inspection of the train to insure our safe arrival at Chester.

Cressy smiles tolerantly and stands there chuckling, letting us "beat our gums" as he takes it all in.

Cressy was born in Gloucester, Mass., and grew up in that town. In 1922 he decided to come to Chester and open a shoe store in the Y.M.C.A. building. After three years he had enough. The confining nature of the work and the long hours had him down. He sold his business and on May 13, 1925 came to work for Sun Ship.

Mr. and Mrs. Cressy live in Prospect Park. Of their three sons and three daughters, two boys are in the service. Lawrence, who formerly worked in the Sheet Metal Shop, is in the South Pacific and the younger boy is on the English Channel Patrol. The third son is the Pastor of the Blue Church on Baltimore Pike. Two daughters passed away and the third is very happily married and the mother of five fine children.

"Tell us a little about your association with Sun Ship and your work, Cressy," we urged.

"Well," he said, "when I first came to Sun Ship I went to work in the Storeroom as a clerk. I remained there one year and was then transferred to 66 Department and remained there until 1929 when I was offered the opportunity to become a Safety Engineer."

"We had one man, *me!* But of course in those days, boats were built over a longer period of time and few and far between. Today we have 28 men."

"What is the nature of your duties?" we asked.

"In general you can say that on one hand we try to educate the men to become safety conscious and take care of themselves and on the other hand we check conditions carefully to prevent accidents. The men have helmets, goggles, safety shoes and each particular job has its own specialized equipment. We insist that the men wear them. In hot weather, for instance, there is a tendency to remove helmets or hot welding jackets. I'll never for-

get the day a fellow stood at the bottom of No. 8 Way steps and took off his hat to cool his head. Just as he put his helmet back on there was a crack and a center punch was lodged point down in the helmet. The fellow's knees buckled and he said with emotion, "Thank God for that helmet — a few seconds sooner, wow!"

"We try to make the men realize that they owe their fellow-men the courtesy of being careful. A tool dropping through the air, a careless wedging of a loose piece of equipment, day dreaming, all contribute to accidents, and you can't give a man back his arm or leg or life if you are the cause of his losing it."

Cressy shook his head angrily.

"On the other hand, the Safety Man has to start with the laying of the keel and follow the boat through to the wet basin; then the wet basin man takes over. He checks the staging, ventilation, lighting, ladders, gas leaks, chains, cables, and personal protection. He continually checks for any unsafe condition or carelessness and *wants any such condition that exists immediately reported to him.*"

"How does the percentage show today as compared with years ago," we queried.

"Well," he answered, "there's no gauge for judging the number of accidents prevented by stringent safety measures, but comparing the number of men employed today with those employed years ago, our accident percentage is very, very, small and far lower. But, of course, our safety supervision is better and although the basic construction is the same, our new equipment is excellent."

"I said a way back that the job is always interesting but not always pleasant. We go into the darndest places, smoke-filled and gas-filled. We test staging and have to climb like Tarzan. We tell a man to put on his helmet or watch out for a wedge and he gives us a dirty look. We don't want thanks; it's our job; but we do want the men to remember this:

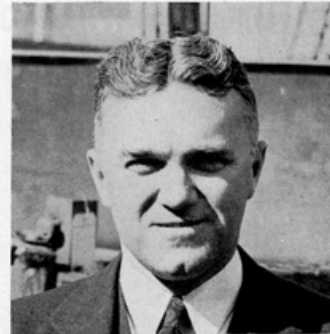
"Report any unsafe condition at once.

"Wear your safety equipment.

"Be alert and careful; dreaming of last night's date may make it your last.

"Have consideration for the next man and practice I.W.G.H.T. every day, twenty-four hours a day."

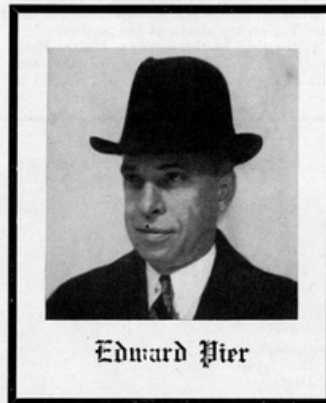
— SID ROBINSON



**ROBERT C. MITCHELL, First Assistant
in charge of Office work and Plant Construction in 81 Department, Yard General.**

After graduating from Chester High School in 1918, Bob served as a Machinist Apprentice at the Wetherill Plant. In a short time he transferred to 36 Department in the Yard. In 1920, he transferred to 81 Department. In the 25 years since Bob entered 81 Department, he has seen the Yard grow from 8 ways and 2 wet docks and adjacent shops to its present size and he has played an important part in all this work. Since 1942 he has had general charge of his department's work in No. 4 Yard.

Bob is well-known and well-liked all over the Yard. He has been a member of the Sun Ship Bowling Team since 1929. He is also one of the good golfers in the Yard and plays regularly in the Sun Oil Tournament. His favorite hobbies are fishing and sailing.



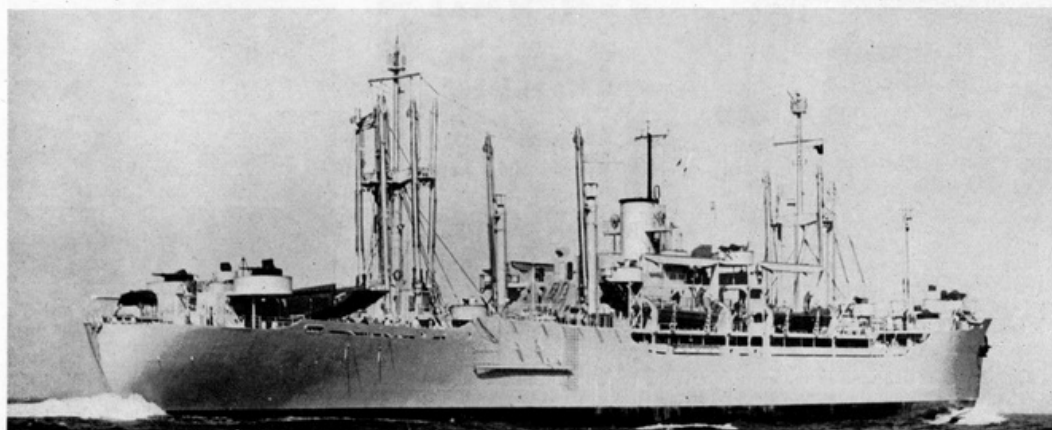
Edward Pier

Edward Pier, veteran employee of the Engine Drawing Room, died on Tuesday, April 10 after an illness of three months.

Mr. Pier began his apprenticeship at the age of fourteen in the Harlan and Hollingsworth Shipyard, Wilmington. He held the position of Chief Draftsman when the Yard came under the control of the Bethlehem Steel Corporation.

He came to work in the Sun Ship Engine Drawing Room as a design draftsman on January 17, 1927. This position he held until the time of his death.

U.S. MARITIME COMMISSION'S PICTURE OF THE MONTH



VC2 — S — AP5 COMBAT TRANSPORT (NAVY APA)

STORERUMORS — 80 DEPT.

We were all very glad to welcome Clarence Pontzler back after his recent illness. Clarence looks fine and is glad to be back in harness again.

The entire department joins in offering our sympathy to William O'Neill on the death of his brother, a former instructor at Darby High School, who was killed in action on April 6th on Iwo Jima.

We also extend our condolences to William Tee on the death of his mother.

At the time of this writing, Walter Roth, Chairman in his community of the Seventh War Loan Drive, had sold \$3,000 in

bonds and was still going strong. Nice work and many thanks from the "boys."

A recent letter to Supt. Brown from his boy said, at that time he was in Okinawa in the thick of it. We hope the next letter will bring good news and victory.

No, no, my friends, it is not Miss Sophie Brown to you, but Private Sophie Brown, U. S. Marines. Sophie always said she was going to join up when she came of age and on her 20th birthday she did it. Good luck.

Evelyn Kennedy leaves Thursday, April 26th and is heading for Missouri to meet her husband-to-be. The girls, headed by Anne Holdren and Dotty Bullock, pre-

sented Evelyn with a very fine going away gift.

Saw Tom Singleton the other day and he sure looks great. His operation was successful and he hopes to be back on the job again soon.

Birthday greetings to Chief Brown on April 24th. Happy returns and an early return of your boy in the service.

And while on the birthday angle, best wishes to Mary Murray and our new matron, Mrs. M. Manley.

The girls of 80 Department gave a farewell party at Lambro's for Hannah Gibbons, our former matron who retired.

Sorry to say so long to Miriam Peterson

1945 RED CROSS FUND Southeastern Pennsylvania Chapter

Mr. John G. Pew, Jr.
Sun Shipbuilding Co.
Chester, Pa.

Dear Mr. Pew:

I would like to take this opportunity to congratulate the management and employees of the Sun Shipbuilding Co. on their splendid response to the 1945 Red Cross War Fund Drive.

The gift of \$75,883, \$40,000 from the management and \$35,883 from the employees, is indicative of the spirit that has characterized Sun Ship's participation in all worthy causes — both local and national, in times of war and peace.

I wish it were possible for me to personally thank all the employees for their generous response to this great cause.

I hope it will be possible for you to convey to all, through the columns of your publication, my sincere appreciation and thanks on behalf of the Red Cross War Fund.

Sincerely,

WILLIAM R. PROVOST

STAND BACK OF STATE GUARD

Endorsing the recruiting program, Maj. Gen. Philip Hayes, of the Third Service Command has called upon men to contribute their spare time and effort to the Pennsylvania Guard in order to protect the source of supply of the armed forces. Capt. Disbrow B. Petty is in command of Co. E, 1st Infantry, in Chester. Seven companies and the 1st Engineers, Colored, are in Philadelphia with other companies in Doylestown and Norristown. In his statement, Gen. Hayes said that the State is responsible for effective action in cases of internal emergency caused by nature or man and added: "This responsibility includes the emergency protection of Industrial Plants engaged in work on war projects, important highways, bridges, pipelines, and other facilities which are vulnerable to sabotage and sudden attack and which have vital parts in the production and transportation of war materials. The Pennsylvania State Guard is the main weapon which the Governor has to carry out his mission of protecting the safety of the State.

"When the State is unable to handle emergency matters, the Governor calls upon the President of the United States for assistance. The President may use such Federal Forces as are available to him and as, in his judgment, the emergency warrants. However, the Governor must make every attempt to control the situation and carry out his mission with the Forces he has at his disposal of which the main one is the Pennsylvania State Guard."

who left because of ill health.

Emma Carr received a telegram from her son from San Francisco, saying that he was in the hospital there and would shortly be moved closer to home.

News and Views From No. 2

Congratulations to Spiller Frazer, a new leader at No. 2 Storeroom, who has been transferred from 10th & Morton Ave. storeroom.

Torpey's hand is getting along fine. Bill Kennedy is getting his old sense of humor back again and fast becoming his old self. Ray Wooten's bowling is getting better and better. Klee has returned to the fold again.

Wars may come and wars may go, but Murphy still heads for Scranton and his big moment. Also heading out on Saturday night is Dan Briggs bound for Red Bank where he has a home.

Hither and Yon

Madge Gill has deserted the Traffic Department taking Ed Kennedy's place in the cage.

All quiet over at 80-S. The boys were sorry to say good-bye to Eddie Shetfield, husband of our own Jeannie. Eddie received his honorable discharge.

Excerpts From the E.T.D.'s

Smitty has now acquired two ponies and is buying a third.

Tom Nacci has passed his physical and is awaiting induction into the Armed Services.

Tommy Leeson, while heading north on DuPont Highway saw "Gate" Harris heading South. Monday morning — no Harris. He was lost around New Castle and got on the wrong boat.

Brother Lee, the regular catcher for the Black Meteors, Philadelphia's own professional colored ball team was chafing at the bit. The season opened April 29.

It is rumored that Farley, in order to expedite the movement of his material from the Main to No. 4 Yard Storeroom has resorted to doughnuts and cinnamon buns.

Well, so long until June, and don't forget: PUT THE 7th WAR LOAN DRIVE OVER THE TOP. BUY BONDS.

Reporter: SID ROBINSON

BUY BONDS
REGULARLY
HOLD THEM

WAR-BOND TIMETABLE

BUY	PAID	DATE	PAID
\$1.00	\$1.00	1/1/34	1/1/34
\$2.00	\$2.00	1/1/34	1/1/34
\$3.00	\$3.00	1/1/34	1/1/34
\$4.00	\$4.00	1/1/34	1/1/34
\$5.00	\$5.00	1/1/34	1/1/34
\$6.00	\$6.00	1/1/34	1/1/34
\$7.00	\$7.00	1/1/34	1/1/34
\$8.00	\$8.00	1/1/34	1/1/34
\$9.00	\$9.00	1/1/34	1/1/34
\$10.00	\$10.00	1/1/34	1/1/34
\$11.00	\$11.00	1/1/34	1/1/34
\$12.00	\$12.00	1/1/34	1/1/34
\$13.00	\$13.00	1/1/34	1/1/34
\$14.00	\$14.00	1/1/34	1/1/34
\$15.00	\$15.00	1/1/34	1/1/34
\$16.00	\$16.00	1/1/34	1/1/34
\$17.00	\$17.00	1/1/34	1/1/34
\$18.00	\$18.00	1/1/34	1/1/34
\$19.00	\$19.00	1/1/34	1/1/34
\$20.00	\$20.00	1/1/34	1/1/34

How Many of These Old Timers Do You Know?



If you have an eagle eye you may find: Chas. McCauley, Drawing Room; E. Hoskin, Drawing Room; C. Duke, foreman of Mold Loft; Chas. Bezold, Mold Loft; D. Starr, Mold Loft; Chas. Maguigan, Mold Loft; H. Layton, foreman of South Yard; J. B. Sulgar, Jr., foreman of Central Yard; Dick Haig, son of Vice President Haig. The photo was taken in 1918, and is the property of C. Duke of the Mold Loft.

Giant Gasoline Storage Tanks Follow Allied Advance



(Somewhere in France) 28-ton tanks with a capacity of 50,000 gals. being removed by U.S. Engineers from their location as the Allied advance continued to penetrate deeper and deeper into German held territory. Stored in these tanks was the precious 100 HIGH OCTANE GASOLINE such as is refined by users of Sun Ship's refinery equipment.

CENTRAL YARD INSTALLATION GANG, 30 DEPARTMENT — This group is responsible for the installation of all boilers, stacks, and uptakes, aboard the ships in the Central Yard. They are doing a fine job in record breaking time. Left to right, back row: J. Bell, Asst. Foreman; W. Wetzel, Asst. Foreman; A. Topolsky, A. Carson, M. Knoll, J. Bell, R. Ray, J. Shulby, and S. Warburton, Asst. Foreman. Middle row: J. Babb, J. Kafka, W. Heier, R. Helzel, O. Vaughn, J. Casey, T. Smith, J. Hawkins, D. Jones, M. McGuinness, and P. McDermott. Front row: L. Reilly, W. Ritz, J. Speigelman, C. Stephens, and J. Guadiello.



BOILER SHOP, 30 DEPARTMENT — Left to right, back row: L. Lerario, V. Massarelli, F. Doyle, L. "Aggie" Campbell, R. McCann, W. Bingaman, J. Scott, A. Grossi, R. Vucolo, A. Krinski, P. Webb, W. Torchiana, L. Jolley, and J. Perry. Front row: E. Sayers, O. Demasi, A. Vankosky, B. Antonelli, J. Clegg, Shop Foreman; J. Renzi, M. Siabra, and J. Tourelli.



BOILER SHOP SUPERVISION, 30 DEPARTMENT — Left to right: Stoddard Bardsley, Asst. Foreman; Joseph Clegg, Shop Foreman; Miss Emily Jane Mackey, Secretary to Mr. Chetty; Howell W. Chetty, General Foreman; Andrew Fox, Asst. Foreman of Laying-Out Department. Seated: Miss Marle Travers, General Office Clerk.



FUTURE BOILER MAKERS, 30 DEPARTMENT — These girls are doing an excellent job in their line of duty. The Boiler Shop is very proud of the effort they have shown toward helping build the vital ships needed to bring this war to an early end. Left to right: V. Morris, Fabricating Dept.; Z. Chase, Fabricating Dept.; G. Goode, Drill Press Operator; G. Tolliver, Fabricating Department; W. Houpt, Machine Operator; L. Caldwell, Fabricating Department; R. Drennen, Fabricating Department; S. Hollenbach, Machine Operator; M. Waddell, Fabricating Department; J. Dmytryk, Burner; R. Osborne, Laying-Out Dept.; and H. Knott, Laying-Out Dept.



SOUTH YARD GOSSIP, 47 FAB SHOP

Charley, the Demon Layerout, seems to have lost weight — working himself to a frazzel.

FLASH! We have just received a letter from Eddie Fisher, the super Expeditor, who is at present somewhere in India. He sends his regards to all the fellows and girls.

Hagop, the dynamic checker and Vito, the walking dynamo, do a fine job.

Orchids to the little welderette who was able to find the lost diamond ring that

was given to one of the girls.

You haven't seen anything, folks, until you see Hank and Ferdinand try to convince the Hepcats out of Ford's Layerout Gang that they are better men.

Some people have all the luck. Ask Rigeo and he will tell you with a smile. Bill Styer is one happy man these days since the lathe has been installed in 84 office.

During the past few weeks, Tom Goodley hasn't been feeling so well.

Shorty, one of the Master leaders, is one of the old timers who knows how to read a rule forward and reverse.

Dick, the Main Line Kid, who is one of

Pete's Burners, does a whale of a job.

Bill Berger has a healthy appetite. His favorite sandwich is liverwurst with onions.

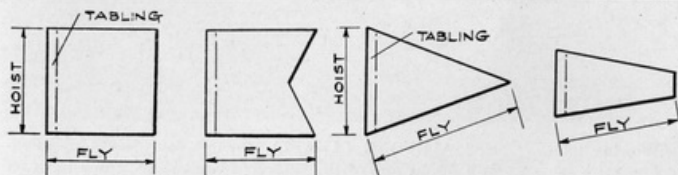
NEWS IN THE MAKING:

Julius Caesar crossed the Rubicon.
George Washington crossed the Delaware.
Yanks crossed the Rhine.

Reds Thornton, the great Benefactor of mankind, invited his pal, Joe Musculino, out for a snack and refreshments the other afternoon. Joe had \$3.10 when he left. After eating several hamburgers and hot dogs and washing the same down, Joe returned to the shop with \$3.05 and one bag of peanuts. Now how do you like that?

Reporter: DENVER.

BILGE 'N BALLAST



FLAG SIGNALS

For reasons of military security ships have been committed to a policy of radio silence, and have resorted to visual signals for communications when in convoy and at such times when in visual range. There are presently in use on shipboard three types of visual signaling, viz: flag hoist, semaphore flags and flashing lights. Of these, in daytime, the flag hoist is the most rapid and accurate.

Messages Coded

The messages are usually coded according to some system to achieve brevity, without sacrificing clarity and accuracy of meaning. A typical set of International Code Flags for commercial use includes about forty flags of which twenty-six are alphabet flags, ten are numeral pennants, three are repeaters and one an answering pennant. An International Code Book, H.O. No. 87, is supplied with the set of flags. The U. S. Navy Department, of course, has its own flag code systems.

The alphabet flags are seldom used to spell out words. The usual practice is to key the message to two, three or four letters that express it in the code book, and symbolize it by hoisting the corresponding alphabet flags.

The messages are classified into four groups; the first of these is the single flag signals to which have been assigned very urgent messages or those in common use. For example, the G pennant hoisted singly stands for "I require a pilot", the C pennant stands for "yes", the D pennant for "no". Two flag signals have been allocated to distress and maneuvering signals. Signals of three flags relate to general subjects of communication such as time, latitude and longitude. Signals of four flags headed by alphabet flag A are geographical signals; the remaining four letter signals are: with C, D or F uppermost — vocabulary signals; with G uppermost — the name of a warship; with a square flag uppermost — the name of a merchant vessel.

Flag, burgee and pennant contours are shown on the accompanying diagram and are self-explanatory. In flag terminology the length of a flag is known as the "fly",

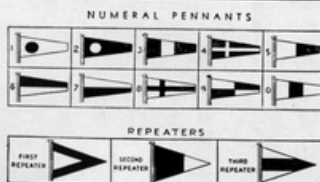
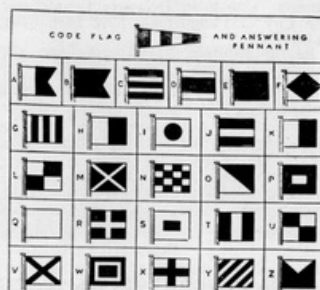
and its width as the "hoist"; the "tabling" is the double thickness of bunting, taped and bound, at the hoist. The flags for making a signal should be hoisted to the masthead or where best seen.

The hoisting of alphabet flag P, the Blue Peter, is a signal that the vessel is about to proceed to sea. The flag should be hoisted at the fore truck.

Special Signals

A vessel with a cargo of petroleum or ammunition aboard prominently displays a square red flag as a safety warning to keep fires, naked lights or welding clear of the ship.

The square yellow flag, alphabet Q, known as the quarantine flag, is hoisted at the foremast on ships in quarantine and



is kept flying day and night. With this flag incoming vessels signal the health officer of a port that pratique is desired.

A practice on naval vessels, and on some yachts and merchant vessels, is to hoist a

red pennant at meal times, indicating the ship's company is at mess.

The union jack is always flown from the jack staff at the bow from sunrise to sunset, with the vessel at anchor or with a dignitary aboard.

The National Ensign

Our national ensign is generally flown from the ensign staff at the stern of the vessel. On naval vessels, as the lines are cast off and the ship proceeds to sea, the ensign is hoisted to the gaff. During divine services aboard ship, the church pennant is flown from the same hoist and above the Stars and Stripes. This is the only flag that is ever accorded this honor. Merchant vessels generally fly the ensign of a foreign country from the foremast yard arm upon arrival in that country, as a gesture of courtesy. They also fly this ensign in the same position on the return voyage as an indication of the country from which they have sailed.

Most shipping companies have private flags for use on their own ships to distinguish them as such. These flags are known as House Flags and are flown from the main truck.

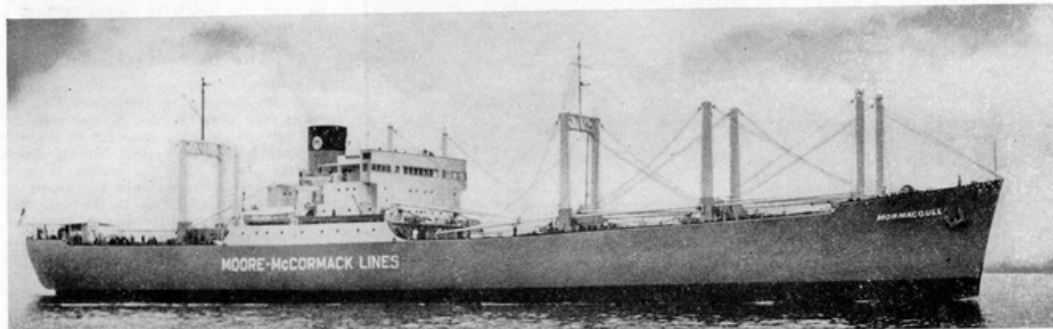
The Merchant Marine Naval Reserve Flag is also flown at the main truck, and above the House Flag. It indicates that the master and not less than fifty per cent of the officers are members of the Naval Reserve, and that the vessel is documented under the laws of the United States and is approved for use as a naval auxiliary in time of war.



James Patterson

James Patterson died April 5th very suddenly in his home while reading the newspaper after having worked all day. Mr. Patterson had been employed at Sun Ship for the past 26 years and 4½ months in 66 Department. He was one of the pioneers of the Sun Ship Mutual Benefit Association and served on its Board for a number of years. He was well-liked by everyone and we will all miss his friendly smile.

Another Sun-Built Vessel Receives High Praise From Navy



Rear Admiral E. L. Cochrane has sent the following telegram to President John G. Pew telling of the fine work being done in the Pacific by a Sun-built ship.

**"To the Men and Women of
Sun Shipbuilding and Dry Dock Company
Chester, Pa.**

**"Mention of the excellent performance of one of your
AKA's is contained in a report received from Vice Admiral
R. K. Turner, Commander of Amphibious Forces U.S. Pacific Fleet. Admiral Turner makes special mention of the**

USS ALCYONE (AKA 7), former Maritime Commission hull 30, as one of the veteran assault ships which have rendered consistently fine service in many of the major amphibious campaigns against the Japanese. The Bureau commends you on the important contribution which Sun-built AKA's are making to final victory."

The ship referred to by Vice Admiral Turner was launched by Sun Ship on Aug. 28, 1939. It was named the MORMAC-GULL. This ship later was placed in the AWA class and was renamed the ALCYONE.

WETHERILL PLANT

Have had quite a bit of comment on the picture that appeared in the March issue of OUR YARD. Everyone has been very considerate. (Apologies to Ed. Hipple who does a fine job.)

Roland Shoemaker, former Timekeeper, now of the U. S. Navy, recently visited us. Roland is now stationed in Chicago, Illinois.

Clayton Embert, former radial drill press operator, who was stationed with the U. S. Navy in the South Pacific, is now on leave. While away he raised a nice chubby beard and has seen a lot of action.

Have had a response to the request for former employees' service mailing addresses, however, the list is far from completed. If you have or can obtain the service address of any former employee, turn it in to your Personnel Office so that the Management may have a complete list of all former employees now in the Service.

John F. Martin, veteran Draftsman, and librarian of the Sun Ship Band, has his "Olde Faithful" bicycle again on the road having been grounded during the inclement weather. He may be seen daily riding to and from Upland where he resides.

As the May Issue of OUR YARD is going to press, the March 1945 Red Cross War Fund Drive has come to a successful conclusion. Quotas in Delaware County and the City of Philadelphia have been oversubscribed.

Mr. E. E. White and his Safety Department sure deserve credit for the fine manner in which they have conducted the 1945 campaign at Sun Ship. It was a huge task and they sure did a fine job of it. The final figures of the combined contribution of the Sun Ship Company and the employees' contribution being \$75,706.00, the employees' contribution being \$35,706. This is the largest single donation made by a company and its employees in this area.

Reporter: FRED ESREY.

NEWS FROM No. 2 WAY Central Yard

"Believe it or not," "Tom" Pedlico fell thirty-six feet the other day and didn't even break a "spring."

Ralph Reskovitz and family are celebrating the recent return of their son Ralph, Jr. from overseas. Ralph was wounded while in battle with General Patton's Army and was hospitalized in England.

Harry Vandergrift has returned to the Shipyard after serving with the Marines in the Pacific. Welcome home Harry.

Kay Talarico who was on the sick list has taken up her duties in the office again.

Anyone wanting to sell a cow, please stop and see this reporter.

T. Snyder has left for military service. We hope he will be back with us again soon.

Reporter: ANNE COX

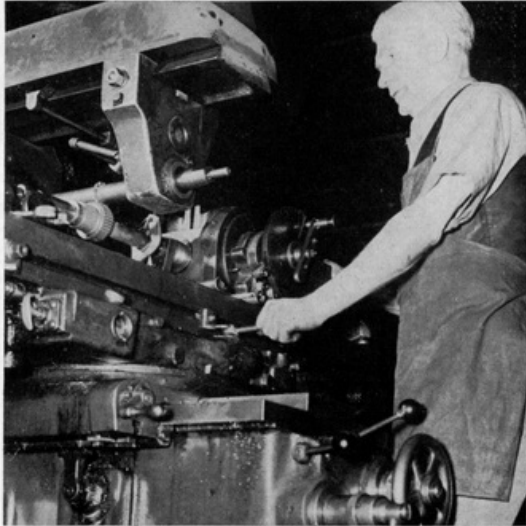
TUBE MILL—WETHERILL PLANT—DAY SHIFT



Left to right, front row: F. Messick, M. Refsin, M. Presz, K. Arcus, P. Ryan, L. Bryan, M. Parsons, S. Krise, L. Copley, B. Kennedy, L. Herr, V. Van Buskirk, F. Zatlil, M. Rietl, M. Burat. Back row: F. Coldiron,

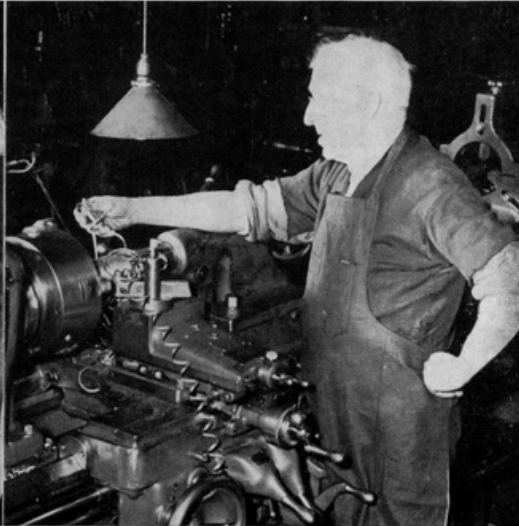
R. Craig, A. De Forrest, T. Werner, T. Hickey, V. Rawley, L. Demoio, V. Noel, M. Rizzo, G. Smith, M. Gartley, G. McGill, F. Anderson, S. Himelefiski, J. O'Melia, S. Remington, H. Myers.

HOW WELL DO YOU KNOW YOUR YARD?



THOMAS KEAN was born in Glasgow, Scotland, and served his machinist apprenticeship with the William Bearmore Co., Ltd., Dalmuir, Scotland. He came to the United States in July, 1923, worked for the Pennsylvania Railroad for five months, and came to Sun Ship in December. He now holds an eighteen years service record with Sun Ship at the Wetherill Plant. He is married and the parent of a daughter, Molly, who is a senior at Chester High School. His hobbies are golf and soccer.

Is Kean milling, shaping, slotting or turning?



ROBERT KITZMILLER served his apprenticeship at the Gardener Machine & Axel Co. of Carlisle, Pa. He worked in a similar capacity at the Worth Steel Co., Claymont, Del., for eleven years before coming to Sun Ship where he now has an eleven year service record. He is married and resides at Village Green. His hobbies are gardening and landscaping.

Is Kitzmiller boring, reaming, drilling, or turning?

Answers on Page 32



Here, fellows and gals, is a man of the old school — **A. V. HAMILTON** of the Central Yard Electrical Shop, better known as "Ham" to his fellow teamsters. Pete has been with Sun Ship fifteen years and before that he helped in the construction of the Central Yard. He is well known for his extensive knowledge of roads and trucking routes throughout the eastern seaboard states. Pete now lives out Brookhaven way and is the father of one daughter, Joan, and three sons, one of whom works in the Central Yard Electrical Shop. Pete likes to work about his farm and is proud of his fine flock of hens.



GEORGE COLLINGSWOOD, Moulder in the Foundry Dept. with 37 years service in the Wetherill Plant. George was born in New Castle on the Tyne, England, and before coming to Sun Ship worked at the Southwark Foundry and Machine Company in Philadelphia. Mr. Collingswood is married and lives in Ridley Park. He has one son, Jack, who is now in the U.S. Navy.



PETER BROWN, Assistant Foreman in the Pattern Shop with 35 years service. Pete was born in Gourack, Scotland, and came to the United States at the age of three with his parents and resided in Eddystone. He started his apprenticeship with the Taylor & Stockley Co. of Chester and worked for a time at Penn Steel Castings Co. and Newbold & Sons of Norristown. Pete is the father of three children — Wilford, who is employed in the Pipe shop, David, who is employed in the Storeroom, and Mrs. Howard Clark.

BURNER'S RAMBLINGS

FRONT PAGE . . . Bill "Zombie" Taylor was slated to go in the Navy. "Zombie," who has been anxious to get into the fight, was granted another six months deferment. Says "Zombie," "I'm now a veteran of 21 missions to the draft board."

MEN IN THE SERVICE . . . Corporal Al Block, formerly of "60," has been stationed overseas 18 months. At present he is in Assam, India. He wrote his brother-in-law, Bernie Hunigman, that he is very pleased to be still getting OUR YARD.

We received a card from Smitty, from "Boot Camp." Lots of luck, Smitty. We know you will do as good a job in the Navy as you did at Sun Ship.

ROMANCE DEPARTMENT . . . When one hears of romance in story or song, he is inclined to associate it with the birds, flowers, etc. But Earl Heisner can tell you differently. Earl met his wife while they were both employed at the mill which formerly occupied the site, which is now Sun Ship's North Yard.

POLITICAL PAGE . . . Bill Millison and Jimmy Hinton are two very good friends. However, to hear them argue would be misleading. Part of the American way of life.

FINANCIAL NEWS . . . "Casey" Cassen



CANTEEN MAN LEONARD SITKOWSKI is one of the most sought-after persons in Sun Ship, especially when he has a good supply of Hershey's Milk Chocolate or "Skybars" on hand. Len has a brother Mike who works as a shipfitter in Central Yard. They both came from Wilkes-Barre, Pa.

CHARLES G. SEITZ, leader in 74 Dept., No. 4 Yard, with 17 years service. Charles is the father of six children and is a resident of Feltonville, Pa. His son Francis, better known as "Sparky", formerly of the Regulating Dept., is now overseas serving with the Paratroopers. His daughter Elizabeth is in training with the U. S. Nurse Cadet Corps at Hahnemann Hospital, Phila.

DOLORES M. VAIL of the Stenographic Department who also acts as Asst. Secretary to Vice President Richard L. Burke. "Doris" has worked at Sun Ship for three years and her favorite pastimes are dancing and skating. She has two brothers who are in the armed forces, one of whom is overseas.

HARRY SMITH, better known as "Popeye", who works in 30 Department, Central Yard. Harry is married and has four sons in the armed forces. His busiest pastime is his job as First Aid Instructor for the Red Cross.

MIFFLYN T. GIBBS, Expeditor in the Fabrication Shop, Number 4 Yard. "Miff", as he is sometimes called, is known as the sage of the Number 4 Yard. His cheery smile and pleasant "hello" are as much a part of him as the Sun Shipbuilding and Dry Dock Company's identification button.

has a safe way to insure not losing change from his pocket while climbing around the tanks. A large safety pin closes the pocket and the change remains with Casey.

TRAVEL NOTES . . . Once upon a time when this country was spreading westward, Horace Greeley, a famous newspaper editor, coined the expression "Go West, Young Man, Go West." "Reds" Miller, born in Pennsylvania, took the advice and became a top cow-puncher on one of the largest ranches in the country. Some day Red vows he will again trek westward. — "Don't Fence Me In."

Macollom Pounds and his wife, Thelma, have recently returned from a trip to Detroit. It was to attend a funeral of a close relative. He intends settling there after the war.

Bud Martin says he will make the fishing trip this year. He postponed the last two.

SPORT PAGE . . . A lot of the men who are talented in the sports field will of course feel the effects of the war differently than most of us. One of these is Joe "Microphone" Canelli. Joe was a broad-jumper with Olympic aspirations. Came the war, he had to forget sports and pitched in to do a good job at Sun Ship. Recently while demonstrating his talents he lightly jumped on a board, upon which at least fifty others had trod. The board broke under him.

Ray Hayes has already done a great deal of fishing this year. Another fisherman is Bob Burris. Bob will do an Isaac Walton in Virginia during his vacation.

John Ferzshak is strictly a Pocono Mountain fan. He is equally adept with pistol or rifle. Ask him about his five-point buck. John is going to move to the Poconos after the war, and never more will he roam.

Nate Schwinger goes to the Garden Court Pool, be the temperature high or low.

PHILOSOPHY . . . Hunter "Mr. Deeds" is a man without any complaints. He says, "I stay happy, and never complain. I try to satisfy." His birthday is in May. Happy birthday, Hunter.

FOOD DEPARTMENT . . . Robert Holt advises very light food at bed-time. After that dream he had about fighting another burner for a burning line, he is willing to go to bed hungry.

SOCIETY NEWS . . . Ernest Lang's wife Gladys who sponsored a Sun-built ship was invited to a concert in New York given by the Red Cross. It was a delightful double occasion, as she celebrated her birthday at the same time.

CLASSIFIED SECTION . . . Joe Jablonski is going to sell his car and get a horse and wagon.

FEATURE NEWS . . . Laymon "Fireball" Bentley now has three girls. His wife and his two daughters. Good luck.



AUTOMATIC WELDING AND FABRICATING SHOP — CENTRAL YARD — Left to right, bottom row: C. Rice, R. Poole, R. Vickers, T. Gruzinsky, J. Pare, B. Faulkner, E. Daniels (Leader), W. Wilson, J. Klaser, W. Shields, T. Fisher, and W. Griffith. Second row: H. Nettis, L. Cappoferri, A. Dougherty, P. Lock, E. Tipton, F. Haubrick, A. Muller, J. Bowhall, M. Tharp, B. Whisonant, K. Peabody, and P. Klotz. Third row: W. Chappelle, E. Moran, D. Smedley, A. Warren, K. Depta, S. Applebaum, R. O'Meara, J. Wolfenden, C. Bennett, M. Dearden, V. Fanelli, J. Fann, H. Steinman, G. Bowden, J. Deooum, and L. Pierce.

SUPERVISORY FORCE, — 33 DEPT. — NORTH YARD — Left to right (all are leaders, except as noted). Seated: A. Congdon, E. Woolsey, Jr., A. Osowski, Asst. Foreman; K. Miller, Asst. Foreman; C. M. Heays, Foreman; W. Dykes, Asst. Foreman; A. Herman, Asst. Foreman; R. Peet, Asst. Foreman; C. Hewling, P. Herman. Standing: T. Kernan, J. Swier, E. Eill, C. McCabe, E. Mack, H. Crooks, B. Rockwell, R. Henderson.

MAGNESITE FLOORING STANDARD ON SUN SHIPS



(Top) — Mixing material to lay floors in after-deck house. Left to right: P. Marto, D. Mathis, O. Davis, T. Daddzio, A. Primavera, L. Martin and D. Mescolotto. (Middle) — Nick Dipulo (left) is using a base tool to form a base and John Pitrucco (right) is using a darby to give the floor a smooth surface. (Bottom) — Giving the floors their last troweling, which leaves them smooth and hard are (left to right): J. Pitrucco, N. Dipulo and A. Primavera.

Clip studded decks which have been previously tack-welded are

WELDING LINES

BOND SELLER SAM SAYS:

It is never too late to start saving or buying War Bonds.

Leader Koziar has taken a crew to No. 4 Yard.

You can be sure that Spring is here when the "gang" starts eating their lunches in the open air.

WANTED: Fly rods and tackle. See Bill Hearn or Bill DeLoaf, Central Yard, Assistant Foreman in 59 Department.

If the size and number of fish that "got away" last year from our welders are anywhere near accurate and they were laid end to end and measured vertically, you would have the measurement of a good "Tall Story," second to none.

Our candidate for World's Luckiest Man is "Sonny" Outen. While ploughing his small farm t'other day he lost his currency and bill-fold from his hip pocket. The next process after ploughing is disc harrowing. So our unfortunate co-worker proceeds to disc harrow, and uncovered the bill-fold intact. Result: Sonny is sunny again.

You men of "59" can take pride in the part Sun-built tankers are playing in the present conflict. We have seen them stand up and come back time and time again after being threatened by fire, blasted by torpedoes, racked by cannon and machine gun and practically lifted from the water by bombs, yet, they have come through, had their "wounds" repaired and sailed back into the fight. A great tribute to all-welded Sun tankers and Sun Ship welders.

The First Anniversary Dinner of the 59 Department Supervisors was held at Wilson's, Philadelphia. A nine-course Turkey dinner and excellent beverages comprised the dinner which was enjoyed by all. A big-name band and a headline floor show entertained the diners. In addition, there was dancing and an occasional rendition by several quartets. The arrangements committee was headed by George Nuss and his aides were: A. Sherrer, P. News, and H. Sweeney. Those in attendance were:

Mr. and Mrs. J. McCann, Mr. and Mrs. P. Morris, Mr. and Mrs. H. Sweeney, Mr. and Mrs. G. Nuss, Mr. and Mrs. F. Harrison, Mr. and Mrs. W. Raush, Mr. and Mrs. A. Wright, Mr. and Mrs. C. Cronmiller, Mr. and Mrs. R. Forsythe, Mr. and Mrs. A. Semeister, Mr. and Mrs. J. Blythe, Mr. and Mrs. E. Palo, Mr. and Mrs. L. Specht, Mr. and Mrs. C. McDonald, Mr. and Mrs. H. Wittman, Mr. and Mrs. P. Kyle, Mr. and Mrs. A. DeCarlo, Mr. and Mrs. H. Bedford, Mr. and Mrs. G. Berckman, Mr. and Mrs. C. Crowe, Mr. and Mrs. J. Melnick, Mr. and Mrs. J. May, Mr. and Mrs. W. Rowe, and Mr. and Mrs. C. Hearn.

Mr. P. News and Mr. A. Sherrer attended "en solo" while Messrs. P. Koziar and J. Kozac were accompanied by their girl friends.

Reporter — A. "LEFTY" CORVELLI

treated with a coat of bituminous solution and a coat of hot bituminous enamel. With this as a foundation magnesite flooring is spread on in much the same manner as cement. The thick mass is then leveled out roughly with a rake and smoothed up with a rectangular trowel called a "darby". The leveled material is allowed to set for about one hour, then it is troweled down to a smooth, fine surface. This work is supervised by Clifford Heacock, who has been with Sun Ship for 28 years. The outside contractor is the Selby, Battersby Co. and its representative here is C. B. Lawton.

CHIEF OPERATING ENGINEER SERVES QUARTER-CENTURY WITH SUN



James C. Mackie

Chief Operating Engineer James C. Mackie served his machinist apprenticeship with the E. W. Bliss Co. in Brooklyn. He left there to go to sea in 1898 as Fourth Engineer on the British *S. S. Grenada*, plying between New York and Trinidad, B.W.I. He later became Third and Second Engineer on the *S. S. Monterey* of the Ward Line.

Promotion came slow in those days and an Engineer had to leave one company and join another to get in "sea going time" in order to get his license raised in grade. He left the Ward Line and was appointed Second Engineer on the Morgan Liner *S. S. Momus*. He was later transferred to the *S. S. Creole* as First Assistant Engineer. In 1910 he was employed by the Sun Oil Company as Third Engineer on the *S. S. Paraguay*. Later he became the

Chief Engineer of the same ship in 1912. Mr. Mackie was then transferred to the *S. S. Santa Rita* in 1915.

When the United States entered the First World War in 1917, he left Sun Oil to enroll in the Navy as a Lieutenant. During this time Mr. Mackie had several narrow escapes from submarine torpedoes. His ship had encountered a submarine in the Bay of Biscay and when the submarine surfaced, the *U. S. S. Goldshell* on which Mackie was Senior Engineer Officer opened fire on the U-Boat and sunk it on the spot.

Later in 1918 as Senior Engineer on the Sun-built *U. S. S. Lancaster*, Mackie heard gun fire during the early morning watch. A British destroyer which also heard the fire came alongside. They searched the area, but found no submarine. Two days later in the same spot a large British battleship was sunk.

Mr. Mackie was mustered out of the Navy in October, 1919 as a Lieutenant Commander. On January 2, 1920, he was employed by Sun Ship as a Quartermaster Machinist.

When the ships were completed, he ran the trial trips as Chief Operating Engineer. After delivery to various concerns, he made the first trip on them as Guarantee Engineer. Some of these voyages have taken him to all parts of the world. Since production has increased, Mr. George D. Carney, Superintendent of Engineering, has organized the Operating Engineer's Staff, to handle the emergency situation.

Mr. Mackie's son, Bruce, is an Aviation Machinist's Mate 1/c, serving overseas.



BRUCE MACKIE, M.M. 1/c, who is the son of James C. Mackie, Chief Operating Engineer, is now stationed in England. Bruce enlisted in the Navy on December 8, 1941.



VIRGINIA ANNE VECCHIO, Contract Dept., N.Y., and Anthony A. Varalli, Cox. 2/c, of Collingdale, who were married on March 27th. Seaman Varalli has just returned after serving twenty-two months overseas aboard an L.S.T.

91 DEPARTMENT

Timekeepers and Contract Clerks

David Owens, who has been in the department 18 years, has been named General foreman of the Payroll dept. Best of luck, Dave.

Ernie Kaye, formerly of 45 Dept. was in to see us recently. He is in the Navy, and is stationed at Norman, Oklahoma, where they have the tornadoes.

Rose Hiller is back to work in the contract room. Welcome back, Rose.

Tom Briggs has a victory garden and all that came up was scallions.

Greetings to Ruth Fisher whose birthday is May 21 and John Lachenmayer, May 22.

John Kennedy looks in the pink, but he will know for sure very soon via the draft board.

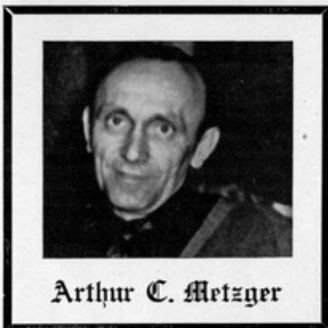
Dorothy Lohrke says that we will have tough sledding in June. (No snow.)

Helen Mercadante, Isabelle Fritz, and Ed Bell have taken new quarters in the balcony. They are getting up in the world.

The Charter of the Hand Klaspers Klub is now open to new members.

Bill McNeillis, who has been out since the first of the year with a broken hip, due to a fall on an icy pavement, is still on crutches, but we hear that he expects to return to work sometime during May.

Reporter — ED BELL



Arthur C. Metzger

Arthur C. Metzger, well-known Leader in 33 Department, died on April 17th after a long illness.

Mr. Metzger came to Sun Ship in December, 1938 and was made a Leader in 1940. He was a member of the Technical Staff of "Sun's Fun" and assisted Jack Wolfenden on the noon-time broadcasts.

Mr. Metzger had traveled extensively in his lifetime and this experience made him an able raconteur.

News of his death brought regret especially in 33 Department where he was highly regarded for his kindly nature and sincere interest in his fellow workmen.

His widow and one son, Arthur, Jr., who is in the Armed Forces, survive him.

30 DEPARTMENT Boiler Shop

Everybody received cigars from Sam Warburton, Assistant Foreman. It was a girl.

Zee, a loss to the Boiler Shop, is in New Jersey.

Pecky claims that Harry Moulton lost his yip yip since donating the pint to the Red Cross.

A Marine Machine Gun Crew named their gun after Merle Travers, Clerk in the Boiler Shop Office. It mowed down many Nips on Iwo Jima.

We're all happy to have Jack Sharkey back with us again.

LININ' THE LINERS

Bill Milikovsky is back to work after a few weeks illness. Glad to have you with us.

Bill Stever is tacking for Sid Finkelstein. Bill says he has always been an A-1 welder.

Charley Eppley has a tacker who won't give up a good thing when he finds it. He found a store where he could get a pack of cigarettes, daily. He works six days a week, but smokes seven days. So to solve the problem, he gets up at 5 a. m. Sunday, goes in town to his generous storekeeper, gets his cigarettes, and goes back home to sleep.

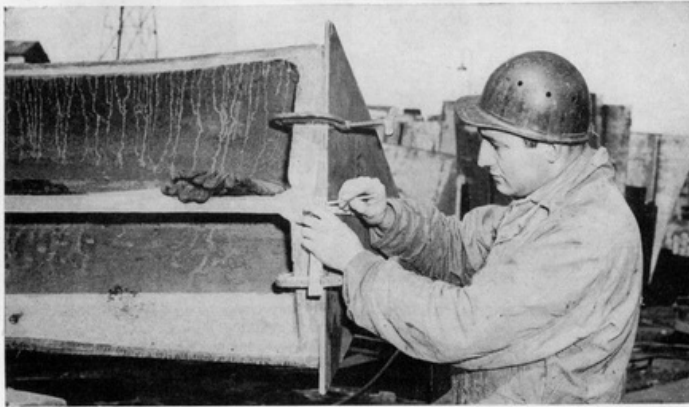
Did anybody ever see John McDonough walk with his hands at his side? He always has them in his pockets. He used to work in a greenhouse and kept his hands in his pockets away from the thorns.

Congratulations to Mr. and Mrs. Charles Eppley on their tenth wedding anniversary.

To hear Sandy, one would think he was Atlas. He says he can carry a 100 lb. bag of potatoes on one shoulder, a 100 lb. of onions on the other and a sack of 250 lb. oysters on his neck. We saw that Popeye short too.

Bob Taylor and his wife, Edith, celebrate their ninth wedding anniversary in May. They have three children, Bob, Jr., Jacqueline, and Donna. Congratulations.

FROM *Chile* TO *Sun Ship*



In furtherance of the Pan-American Good Neighbor Policy, the International Training Administration Inc. has sent to the Sun Ship, Hugo Corbalan of Chile. Sun Ship was suggested by the U. S. Maritime Commission as best suited to train a representative of a Pan-American country in the Shipbuilding business. Hugo is to remain at Sun Ship for a period of two years.

He intends to complete his knowledge of Marine Engineering and Naval Architecture by enrolling at the Drexel Institute, Philadelphia, Pa. for evening courses.

Hugo is a graduate of Catholic University at Santiago, Chile, where he studied Construction Engineering. He became affiliated with the Chilean Sports Magazine, *Estadia* as Sports Columnist for all South American Countries. He also excelled in the Building Construction Business, having been a partner in a Chilean Construction Firm.

Hugo arrived at Sun Ship November 6, 1944. He was assigned to the 45 Shipfitting Department in the Dry Dock division. He

remained there for a period of two months. He was then sent to the South Yard to further his knowledge of Shipfitting on the new construction of T-2 type tankers.

During this period he has worked in the eleven different specialist divisions of the Shipfitting Department as follows:—Hull General, Hull Outfitting, Shell and Castings, Foundations and Mooring Equipment, Rigging and Ventilation, Doors, Hatches, Airports, etc., Shrinking, Grating and Floor Plates, Tank and Deck Ladders, Special Cargo Deck, and Defense Features.

This is the beginning of a long road for Hugo, as he intends to work in practically every Department of the Sun Shipbuilding and Dry Dock Company.

So be on the look-out you "Sun Ship Fellows" of every Department for an amiable chap with a pleasing personality and a smiling countenance.

P.S. Hugo wishes to express his appreciation and thanks for the cooperation of everyone in Sun Ship thus far.

QUIPS FROM NORTH YARD PAYROLL

The Friezes' (Kay of the Insurance Department) are now a threesome.

Mrs. Navins of the Contract Department was a very happy mother when one of her sons came home from the West Coast on a furlough. She has three boys in the Navy. Nina Raffaele is going in for singing in a big way.

A happy mother is Mrs. Kelly of the Contract Department now that her son is home from the Navy on furlough.

Many happy birthdays to John L. Foreman and Diana M. Rolfe. Mr. Foreman bids goodbye to his former fellow workers in the Contract Department.

Between handling mail and overseeing the cigarette situation, Bob Schenkle is about the most popular fellow around these parts.

The girls of the Contract Department have formed a softball team and challenge any teams in the Yard.

Tom Conley's desk was so neat and highly polished that he was presented with a plaque bearing his name.

Mr. Klein of the Contract Department, 1st shift, would like to ride with someone in the vicinity of Broad & Erie Streets, Philadelphia. Phone 359.

Al Gross more or less decided the Bauman, Robertson, Gross bowling feud when on Friday, April 13th, he created a new season high single record for the Class A League by bowling 259. Congratulations, Al.

The girls all send their best wishes to Kay Horan for a speedy recovery.

Bette Sacko has returned after having spent a furlough with her husband, Al.

Two girls from our sick list have returned, namely Marge Hickey and Anne Russell. We are glad to see them back.

Evelyn Gay celebrated her birthday on Monday, April 9th. She received many lovely gifts and cards.

Phoebe Jobson's boy friend, Frank, has returned from overseas.



EMERGENCY FIRST AID NEWS

On Tuesday, May 22nd at 8:00 P. M., the Second Annual Sun Ship Competitive First Aid Meet will be held in the Central Yard. The sixteen or more teams participating represent the First Aid Detachments from all four yards and the Wetherill Plant. All three shifts are to be represented.

The meet will be held under the auspices of the Southeastern Pennsylvania Chapter of the American Red Cross. Representatives from the Red Cross will act as judges as they did in the meet last year. Standard Red Cross rules for proper procedure in administering First Aid will prevail. From a contest list of ten possible accident cases, the judges will select at least five to be demonstrated by all teams.

Interest is mounting as each team carefully prepares to win one of the three cash prizes. Competition promises to be very keen, especially among the crack teams composed of emergency first-aiders with several years of experience.

In the past issues we have attempted to make clear to the men and women of Sun Ship that the work done by the Emergency First Aid Detachments is very important.

In the Central Yard alone, there should be many more men willing to begin First Aid Training than have done so. The ability of our trained men to care for the injured on the scene of an accident has not been fully appreciated. The man wearing the distinctive green cross emblem has been carefully trained in advanced First Aid. In addition to possessing this knowledge, the First Aid Man is constantly trying to prevent accidents.

At the Second Annual Meet you will be given the opportunity to see these skilled men in action.

Reporter: B. KNEEDLER.

Following is the band schedule for May:

May 10	7:00 A.M.	Central Yard Gate
May 10	11:45 A.M.	5 Pier Canteen
May 17	7:00 A.M.	North Yard Gate
May 17	11:45 A.M.	North Yard Band Stand
May 24	7:00 A.M.	Wetherill Plant
May 24	11:45 A.M.	Front of Main Office
May 30	7:00 A.M.	Central Yard Gate
May 30	11:45 A.M.	Wetherill Plant



DAY SHIFT FIRE MARSHALS AT SUN SHIP—Left to right, front row: J. Ogden, Central Yard; Captain Sides, G. Wood, North Yard. Back row: L. McDonald, South Yard; J. Sweeney, Dry Dock; R. Oliver, No. 4 Yard, and W. Dilworth, North Yard.

FIRE DEPARTMENT NOTES

To the Fire Marshalls of the First Shift goes the credit of maintaining and placing fire equipment and eliminating fire hazards. Eternal vigilance of these men is largely responsible for the low fire loss at Sun Ship. In 1941 Captain Sides and Marshall J. Ogden were assigned to this important branch of plant protection. As Sun Ship grew, Marshalls G. Wood, W. Dilworth, R. Oliver, L. McDonald, and J. Sweeney were placed in charge of specified areas.

Chief Bradley of Company 2 appreciates the fine work done by the Welding and Electric Department at a recent fire in 30-B. Harvey Rittenhouse is sound effects man of Company No. 1.

Superintendent George D. Carney attended the April meeting of Company No. 2 and made a few remarks.

Chief Brooks of Company No. 3 was on the sick list recently.

The officers and members of Company No. 1 extend to Asst. Chief Gorman their sympathy on the death of his mother.

Thirty-one small fires were reported for the month of March by all companies.

33 DEPARTMENT FLASHES

We are going to take you along on a trip through the Department, to meet the people with whom you have been associated during your stay at Sun Ship.

We couldn't escape from the Central Yard without getting upstairs and into the one complicated division, marked by splendid cooperation between the leaders and the men working under this Assistant Foreman, and the consideration of this Supervisor. Jack Wolfenden has a unique way

ANSWERS TO "HOW WELL DO YOU KNOW YOUR YARD?" QUIZ, PAGE 27

Thomas Kean is milling.

Robert Kitzmiller is turning.



POSTERS TO SPUR EMPLOYEE RESPONSE to the 7th War Drive at Sun Ship being painted at Central Yard's Sign Shop. Shown holding the poster are: Fay Ellis (left), Comptometer Operator in Central Yard Contract Dept., and Eileen Brown of Central Yard's Sign Shop.

of approaching problems presented by any of his men. His complicated work of supervision over the vast network of telephone and cable systems throughout the yard, installation of new lines, generators, etc., would to the ordinary layman seem beyond comprehension, but this has been made comparatively easy by the Supervisor.

Of course, Jack will tell you that much of the credit belongs to the ability and shrewdness of his assistants, Leaders Lappin, Phillips and Collins. And then, too, one thing he will not tell you is the happy faculty he has of forgetting all the problems when he is free at night. His hobby is horseback riding.

As Master of Ceremonies of the noon-day broadcasts he is outstanding. If there is anyone else who can satisfy fifteen or twenty thousand persons with a most enjoyable half hour of music and news, we'd like to hear about it.

His right hand man, Bill, also passes over these vexing problems with the same equanimity. Because of the absence, due to a serious illness of our old friend Metz, Bill has been saddled with additional duties. You may see Bill giving orders at the dry-dock about 9 o'clock in the morning, and half an hour later, you'll find him speeding installation of a generator way up in the North Yard.

Then, Jack is ably assisted in his work by another Leader, Edward Shireff, who we learn is shooting in the 90's, and that's tops in the Sun Ship Golf tournaments.

Dev Phillips with his telephones kept up-to-the-minute and handling all the very important calls, etc., takes his work in easy stride. Bill Collins on his specialized ex-ray work carries on smoothly.

You can't get out of Jack's office without talking to Roger, who certainly stole the "show", several months ago when he robbed the Department of its "best gal", Florence. And we are almost as happy as Roger was last week when he received a telephone call from his brother, just arrived back from the Pacific on a long furlough. Three years over there. He and Florence have joined the family at the estate, "Willows" down beyond Richmond where they are listening to the stories of

the returned soldier.

And Ann, Arlene and Mae. We didn't forget you and your work on the clocks. You and Joe are included.

Reporter: HOMER REIGLE.



WE WISH TO CONGRATULATE:

Mr. and Mrs. Jack P. Stevens on the birth of a daughter, Gale Elizabeth, April 1st, weighing 7 lbs. 11 oz. Mr. Stevens is in 47 Department Mold Loft.

Mr. and Mrs. E. Parks on the birth of a son, Terry Lee, April 7th — weight 8 lbs. 12½ oz. Mr. Parks is in 36 Department.

Mr. and Mrs. D. Reese Esrey on the birth of a daughter, Nancy Jane, March 17th — weight 8 lbs. 12 oz. (Last month's column carried this announcement, but not the baby's proper name).

Mr. and Mrs. W. Traub on the birth of a daughter, Catherine Ann, April 15th. Mr. Traub is in 34 Department.

Mr. and Mrs. Ferrier on the birth of a son, Norman. Mr. Ferrier is in the Navy somewhere in the Pacific. Mrs. Ferrier was formerly in the Contract Department.

Mr. and Mrs. L. Bentley on the birth of a daughter, Kathleen Marie, March 28th weighing 7 lbs. 6 oz. Mr. Bentley is in 60 Department.

Mr. and Mrs. H. Hersh on the birth of a son, Benson Mark, April 18th, weighing 6 lbs. 7 oz. Mr. Hersh is in 59 Department.

Mr. and Mrs. Frank Sims on the birth of a son on March 15th. Mr. Sims is in 46 Department.

SUN SHIP'S PART IN WORLD WAR II

Since Pearl Harbor—

Sun Ship delivered 228 tankers, hospital and troop ships.

Sun Ship also built 35 huge car floats.

More than 17,500 Sun Ship employees joined the Armed Service.

Approximately 150 were killed or died in the service of their country.

The Sun Ship plant became the largest producer of tankers in the world.

Sun Ship engineers designed the famous T2 type of tanker.

The Government adopted the plans as the standard for all shipyards.

Sun Ship built the first T2 tanker, the S.S. GETTYSBURG, launched Feb. 2, 1942.

The first ship built for the U.S. Maritime Commission was delivered by Sun Ship in 1939. It was the S.S. DONALD MCKAY and marked the start of a preparedness program that found America with a merchant fleet when war came.



In addition to its ship construction war efforts Sun Ship also—

Built cracking case units, towers, tanks and machinery for oil refineries; fractionating towers for Arabia; power house equipment for Persia; cracking cases for Russia; oil treating unit for Iraq; cordite presses and other machinery for war industry; made repairs and furnished replacements to keep refineries in operation.

Also since Pearl Harbor Sun Ship has repaired more than 1500 ships which suffered damage from submarines, planes, mines or other causes. Its effort to keep the Merchant Marine fleet afloat during the war has been outstanding.

Since defense work started (actually shortly before actual hostilities) Sun Ship has built 20 new shipways—7 wet basins—main fabricating shops, pipe and machine shops in each of the South, North and No. 4 Yards—storerooms and paint shops in North and No. 4 Yards—blacksmith, outfitting joiners, storage and inner bottom shops in No. 4 Yard—travelling cranes, runways and other large equipment also have been installed.



An army of men and women have been employed at Sun Ship since Pearl Harbor. In 1942 there was an average of 22,873 workers—in 1943, 33,620 workers—in 1944, 28,355 workers.

During those three years the employees of Sun Ship received \$317,871,712 in wages.

Cost of materials during those same three years was \$364,338,000.

Since Pearl Harbor Sun Ship workers bought \$32,480,498 War Bonds.

Sun Shipbuilding and Dry Dock Company bought nearly \$20,000,000 War Bonds. The Company also bought about \$140,000 worth of War Bonds as gifts to sponsors of ships launched in the Yard.

Sun Ship Company and employees contributed \$192,563 to the Red Cross and \$233,912 to the Chester Community Fund and War Chest since Pearl Harbor.

