

Perside view at Northern Metals before maiden voyage.

Revolutionary Ship Delivered

A new era in ship propulsion was introduced when the ADM, WM. M. CALLAGHAN, the world's first all "jet" powered cargo ship, was delivered by Sun Ship on December 19, in half the time normally required for such a building program. The ship is named in honor of the first commander of the Military Sea Transportation Service for whom it operates.

Credited with this advance design and fast construction are the unique contract procedures. The business structure and chartering arrangement are also precedent setting.

The most important "first," however, has been the use of performance-type specifications, providing incentive to the shipbuilder for innovation in ship design and encouraging effective cost reduction. The freedom to un-

lease business capability and manufacturing talent, as advocated by Sun Ship, has had the advantage of allowing the shipyard full use of its business capability and manufacturing talent.

Such is the case with the CALLAGHAN. The vessel is both larger and faster than originally envisioned and will significantly increase military sealift capability.

The gas turbine can be started in about one minute, brought through to full power in less than three minutes, burn a variety of fuels and can be run automatically and unattended from the ship's bridge.

The reverse reduction gears, rated at maximum 25,000 hp, represent more than a six-fold power increase over similar gearing previously used in diesel engine drives.



OF SPECIAL NOTE: Charles Dooley, Chief Welding Engineer, was recently named by the American Bureau of Shipping to their Special Committee-Welding.



HULL 646 ON SEA TRIALS

MAILING LABEL



Ship Tour Highlights Meeting

In hosting the Philadelphia Section of the Society of Naval Architects and Marine Engineers, Sun Ship once again repeated a popular program for members of the society.

Opening the facilities of the shipyard to the 161 members who attended the technical session, held aboard the CALLAGHAN, Sun Ship conducted the attendees on a tour of the ship, somewhat similar in size and function to the PONCE DE LEON, the subject of the paper for this session. Entitled: "Heat Power Plant on World's Largest, Fastest Trainership," the paper was written by Hector McVey, Leonard Triggs and John Mann. Mr. McVey, our Chief Engineer, discussed the features of the RO-RO vessel and the design requirements that led Sun Ship to select the reheat cycle, and other features, for the vessel's 32,000 SHP power plant. Leonard Triggs, Chief Engineer at Combustion Engineering Company, spoke of the considerations made in the design of the reheat boiler which is especially unique because it is a one boiler ship. Bernard Siegel of General Electric Company presented that part of the paper dealing with the engine for co-author John Mann.

Formal discussions were presented by John Lancaster of the Maritime Administration, William Budd of DeLaval, and Warren Sigwell of Foster-Wheeler.

In October 1964, Sun Ship played a similar role for another of the Philadelphia Section's meetings. That day, members attended a technical session on the main deck of the #3 hold of the S. S. AMERICAN RACER—at that time the most fully automated cargo ship under the U. S. flag plying the North Atlantic trade route.



SHAME speakers, left to right H. McVey, B. Siegel, L. Triggs, with coordinator S. Morse.

Over the Top

Congratulations are in order for all the Sun Ship employees who gave so generously to the United Fund campaign for 1967. Your money pushed the goal \$2850 above the \$107,000 set for the Yard. Overall, the United Community Fund of Chester and vicinity exceeded its goal of \$845,000 by more than \$18,000. The credit for this success must go to the Industry and Labor Division, of which Sun Ship and its employees play a major part.

Credited with much of this success is the work of Plant Chairman Cliff "Buck" Fleming. Under his fine leadership, the Department Captains and their Solicitors worked extremely hard getting non-givers to sign up. \$, 10, and 15 cent gifts to increase their contribution, and getting many of the regular givers to sign up for a "Fair Share."

THANK YOU

Liacouras Named Treasurer



The appointment of George Liacouras to the post of Treasurer was announced December 19, 1967 by Paul Atkinson, President. Mr. Liacouras succeeds Charles H. Doyle, Secretary-Treasurer of the Company who retired October 31, 1967. Mr. Liacouras fills the vacancy created when Mr. Doyle ended over 44 years of service with the Company.

Mr. Liacouras has been comptroller since joining Sun Ship in January 1964. He is a graduate of University of Pennsylvania and brings to this assignment over 21 years of experience.

We all extend hearty best wishes for his continued success.

Yard Security Reinforced New Badges Issued

Two new badges for non-employees are now in force and, like those for yard personnel, must be worn visibly at all times. A third badge, TEMPORARY, has been changed and is now used for new personnel or those who have forgotten their regular badges.

The Resident Representative badge signifies that the wearer is a customer assigned here for a lengthy time. The visitor badge is worn by salesmen and others on the premises for a short period.

No other badge is valid.



Styles of new blue and gold badges.

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Say Hello To . . .



Chris Skidas, secretary to the new treasurer, now in her 26th year of service at Sun Ship. Miss Skidas started her career in the payroll department of the old North Yard.



James DiCave, the voice of the first shift transportation department. He is the referee for Sun Ship's basketball league this season, and actively participates in the other yard sports.



Eliza Pugh, 59-776, Second Shift. Mr. Pugh is also 59 Dept. Shop Steward, and his record shows over 20 years of service with the Company.



Fred Warfield, 59-298. On the third shift, Mr. Warfield has accumulated 26 years of service. He is an avid sportsman—hunting and fishing.



Carol Broeda, Librarian, who is in charge of new facilities described on page 3. She is a graduate of Orestel Institute and the Univ. of Wisconsin.



C. Foreman, 68-71, Third Shift Rigger. His total seniority with the Company is 12 years. Last year, Mr. Foreman became a First Class Rigger.

REPORT
YOUR INJURIES

Statistics show that injuries treated immediately prevent—

- Additional pain or discomfort
- Loss of time from work
- Loss of limb or life

In companies where this is a rigid practice employee losses are always low.

No matter how minor an injury may seem, report it immediately to the Dispensary. That way, you are assured of being protected in accordance with provisions between your company and union. This is a Company rule, in force for your protection.

PROTECT YOURSELF



Sheet Metal Shop Christmas Tree

IN MEMORIAM

With regret, Sun Ship reports the loss of the following employees, both active and retired. Deepest sympathy is extended to families and friends.

Name	Age	Badge No.
Luigi Abbruzzesi	66	59-19
Paul Brown	72	34-231
Joseph Chermol	46	77-18
Joseph Clement	82	33-54
*Francis Culbertson	68	42-7
George Dick	57	33-105
Eugene Garrison	62	59-120
Allison Johnston	57	47-358
*James Jones	69	68-136
*John Knox	66	31-74
*Krist Koudeis	78	47-229
*Elmer Lowry	71	74-66
Clinton Miller	54	33-1095
*John Miller	66	36-127
*John Mollen	75	55-86
Edward Painter	61	59-166
*William Shropshire	82	30-308
Horace Smith	43	34-702
*Arthur Sutton	68	66-81

*Retired.

LADIES HONORED

The ladies of the yard, who are less than 3 percent strong, were guests of Sun Ship at a luncheon on Saturday, December 9, Colony Hotel. The occasion featured an optional tour of the shipyard, followed by the luncheon and then guest speakers . . . Bernice F. Roe and Irene Adams. Of the 93 women attending, 86 participated in the tour.

The idea for the occasion, conceived by Personnel Manager Jack Harrington, gave nearly 150 women employees a not often

available opportunity to see the otherwise "off limit" areas of the yard in operation. Included in the tour were #3 dry dock, while the CALLAGHAN was on the dry dock, and 47 and 40 departments.

Special guest speakers Bernice Roe and Irene Adams addressed their audience on the subjects of modeling and secretary skills. Miss Roe is a state-licensed modeling instructor, and Miss Adams heads the local office of Kelly Girs.



About half the ladies attending their honorary luncheon are pictured in the Colony Hotel dining room.

31 Dept. Ingenuity

Pictured above is a shop-made Christmas tree attesting to the cleverness of the men in Sun Ship's Sheet Metal Shop. On display throughout this past holiday season, the "tree" was made entirely from shop scrap.

RETIREES

The end of January saw the following employees join the retirees section of the Company. With them goes an accumulated experience record of 677 years—an average of 32 years apiece. Men like these place Sun Ship in a most enviable position.

Few companies can boast of such employee loyalty!

Name	Badge Number	Years of Service
David C. Silcock	34-41	23
Adam Heiback	31-52	31
Antrim O. Brown	31-56	18
Thomas Dearmit	33-387	28
John Hughes	34-206	23
Albert Davis	34-580	36
Edwin Lewis	34-108	17
Harry Hulings	34-809	32
John Jones	33-51	46
Luther Messick	36-59	45
Samuel Cuddy	36-69	38
Harvey Breedon	45-20	33
James Ennis	59-222	31
Charles Cronmiller	59-426	30
Mike Olavin	50-38	35
Thomas Bell	74-176	31
Carl Blair	76-116	41
Charles McCauley	77-12	50
William Sterner	78-96	5
Earl U. Springer	78-107	25
C. Clifford Forney	90-6	44

The American National Red Cross + Chester-Wallingford Chapter

705 SHILOH AVE., CHESTER, PA. 19312

AREA CODE 312 - TRUNK 4 149

CHIEF OF SERVICE
WILLIAM PERRENCE
PAUL W. WALLINGFORD
BLANK & BROSCHKE

REGIONAL PUBLIC RELATIONS
OFFICER
MARGARET P. PEEPER
MRS. MARGARET P. PEEPER

THE AMERICAN NATIONAL RED CROSS
EDUCATION OFFICER
REBECCA WOODWARD
REBECCA WOODWARD

December 4, 1967

Mrs. Helen Busman
Box Ship & Drydock Company
Part of Shiloh Avenue
Chester, Pennsylvania

Dear Mrs. Busman:

The Chester-Wallingford Chapter, American National Red Cross is pleased to inform you that the following young people gave freely of their time to help our community by serving the Red Cross. We state that their parents are employed by Sun Ship and Drydock Company.

- | | |
|---|------------------------------|
| Leurgill Bartman
29 Acres Drive
Holly Park, Pa. | Father George |
| Holley South Junior High School
695 volunteer hours given | Cross-Chester Medical Center |
| Linda Ferrence
2045 Currier Lane
Chester, Pennsylvania | Father Paul |
| Chester High School
volunteer hours given 22 | Cross-Chester Medical Center |
| Cheryl Schelos
425 Mattoon Road
Brodwyn, Pa. | Father's name unknown |
| Chickster High School
volunteer hours given 53 | Tuberculosis Association |
| Mary Ann Ross
133 Hilder Drive
Starnes City, Pennsylvania | Father Peter |
| Nether Providence High School
volunteer hours given 14 1/2 | Cross-Chester Medical Center |



Organized from the first official Red Cross Organization in the United States - 1881



THE PROUD PARENTS OF THESE VOLUNTEERS ARE: George Bartman, 34-138 — 2 years, 3 months; Paul Ferrence, 50-242 — 14 years, 4 months; Peter Ross, Jr., 80-47 — 4 years, 11 months;

Library A Reality

In mid-1967, Sun Ship added a new dimension to the program for expansion and broadening of shipyard services by the formation of a technical library. Located on the second floor of the main office, the library operates as a part of the Research and Development Department (37) and is under the supervision of Mrs. Carol Broede. Since joining the company, Mrs. Broede has been rapidly developing both the collection of materials and services.

So far, 75 technical journals covering shipping and shipbuilding, administration, transportation and a wide range of engineering subjects are available. There are also various abstracts and indexes—Engineering Index, Metallurgy Index, and various government abstract services—now on hand. The reference collection includes handbooks for mechanical and electrical engineering, computers and mathematics, directories of ships and the maritime industry, a scientific encyclopedia and several dictionaries.

Open To Any Employee

Books and technical reports cover such



Portions of (left) book stacks and (right) magazine shelves.

subjects as hydrodynamics, steel construction, drafting, pipefitting, naval architecture, management, accounting, marine engineering, oceanography, metallurgy and even a Robert's Rules of Order for correctly conducting meetings. Books are cataloged according to the Library of Congress Classification System. Anyone in the Company may borrow books and reports for one month; periodicals are loaned for one week. A card catalog which will index all the material in the Library by author, title and subject is being added to help borrowers find what they need quickly and efficiently.

Included in later plans is an expansion of the Library to provide extensive reference data including literature searches and the coupling of bibliographies. Also at a future date, books and technical reports better suited to remaining in the areas of the yard where they are now located will be cataloged into the system.

A long-range plan will utilize computer techniques to produce a book-form catalog and to mechanize acquisitions and circulation procedures.



Page 2 December 5, 1967 Student Volunteers

- | | |
|---|------------------------------|
| Paul Liska
903 Hill Avenue
Edgmont, Pennsylvania | Father Henry |
| Holley South Junior High School
106 volunteer hours given | Cross-Chester Medical Center |
| Angie Pellegrini
697 East 19th Street
Chester, Pennsylvania | Father Anthony |
| Nether Dome High School
186 volunteer hours given | Cross-Chester Medical Center |
| Brian Williams
2117 Redwood Street
Liswood, Pennsylvania | Father Clarence |
| Chester High School
33 volunteer hours given | Cross-Chester Medical Center |
| Robert Van Gorden
1089 Leiper Street
Edgmont, Pennsylvania | Father Robert Weiderl Plant |
| Holley South Junior High
65 volunteer hours given | Red Cross office |
| William Van Gorden
1089 Leiper Street
Edgmont, Pennsylvania | Father Robert |
| Graduated June 1967
Holley High School
34 volunteer hours given | |

The Red Cross wishes these responsible youth of the community who have done so much in helping others through the Red Cross.

It is interesting to note that from our records your company has furnished the largest number of student volunteers for the Red Cross program this past summer. Our congratulations to the Sun Ship employees. We thought possibly you might like to use this information in your paper.

Sincerely,

Margaret Peeper

(Miss) Margaret Peeper
Public Information

Walter Liska, 47-125 — 25 years, 1 month; Tony Pellegrini, 32-589 — 17 years, 4 months; Clarence Williams, 36-157 — 6 years; Robert Van Gorden 8-268 — 3 years, 5 months.

Spectacular Launch Closes 1967

Replacing the traditional champagne, Puerto Rican rum showered the bow of the Puerto Rican PONCE DE LEON when that vessel was christened November 16. Over 400 well-wishers, including top level Puerto Rican Government officials, looked on while the ship was christened by Mrs. Ines M. de Munoz-Marin, wife of the four times former Governor of Puerto Rico, Luis Munis Marin. The former governor's "Operation Bootstrap" development program which has attracted nearly 2000 U. S. plants to the Caribbean Commonwealth, has resulted in the trade boom now demanding ships of this type.

Launch Delayed

The actual launch, however, did not take place until the following day when intensive winter gusts, which had prevented a normal high tide from forming, subsided.

Total Shipyard Design
Designed and built for Transamerican Trailer Transport by Sun Ship, the contract represents a total investment of \$25 million for both the ship and special docking ramp facilities in each port. Equipment will be driven on and off three side ramps with total loading/unloading time estimated at 12 hours.

No Subsidy

The PONCE DE LEON is also the first large commercial cargo vessel to be built in an American shipyard in the last quarter century without government subsidy of any kind. As a result, building has been substantially shortened.

With up to 80% of ocean cargo expected to move in containers within the next five years, the travels of the PONCE DE LEON will be scrutinized carefully by shipping interests world-wide.



One of six special ramps for the Ponce De Leon.



Filling the dry docks and berths to capacity, the task of Ship Repair Sales, is best reflected in this photo of two destroyers simultaneously dry docked on No. 3. By rearranging the blocking, four destroyers at a time can be handled.

SHIP REPAIR SALES

A combination of efforts is necessary to make ship repair the success it is here at Sun Ship. Renowned for the excellence of our repair work, this reputation has been built by the men, machinery, and know-how of a well-equipped yard. So that such a ship repair capability is made known, the other half of the credit for keeping the dry docks and berths filled to capacity with repair work belongs to the Ship Repair Sales Department.

As in past years, this group has also kept shipyard crews busy with outside repair work at refinery, cargo, bulk carrier piers, and various anchorages in the river. Through December 1967, their sales efforts are reflected by:

35 vessels on No. 1 dry dock for 203 days through December

44 vessels on No. 3 dry dock for 209 days through December

Vessels in yard—afloat for repairs—52

Vessels repaired outside yard—over 328

(Includes shop work in some cases, not actual work on vessel.)

These figures represent tankers, bulk carriers, cargo ships, Naval vessels, dredgers, ferries and tugboats, etc.

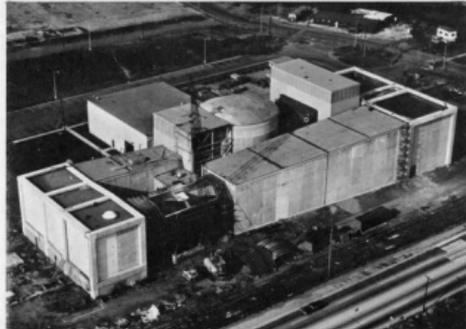
Of the Naval vessels, 23 were drydocked and repaired; these included 4 destroyers, 12 destroyer escorts, 4 radar picket ships, 1 mine; 1 survey ship and 1 barracks barge.

Over 170 separate sales visits were carried out in this period and while mainly in New York, they also took place in Colombia—South America; Canada (Irving Oil Company); Baltimore; Boston, etc. The shipyard's Norwegian representative—Mr. Per Markusen in Oslo—devoted his activities to improving our Scandinavian market. As a result, new customers visiting the yard included the Møller Steamship Company (Danish), one of the largest shipowners in the world (SALLY MAERSK), and Tidewater Foreign Flag (VEEDOL).

To account for this volume of work, the ship repair sales department enters into direct sales efforts, competitive bidding with other shipyards, the occasional ship that runs aground, collisions with other vessels or perils of the sea endangering seaworthiness which make it necessary for a shipowner to seek out a willing and able shipyard.

In ship repair work, specifications for repairs are prepared and damages are surveyed with owners and underwriters. On damage repairs, prices are then agreed upon with owners and underwriters in much the same way as the insurance adjuster agrees with the garage on the cost of repairing a damaged car.

With Government agencies, contracts are the result of competitive bidding.



A helicopter view of the Boiling Wind Tunnel. Boiler shop personnel produced the cylindrical fan section while Wetherill contributed the rotor and core.

SPORTS RECORD

BOWLING

"A" LEAGUE

*1. Live Wires	8. 33 Slaves
2. Wetherill	9. Pipeshop
3. Yard General	10. Shipfitters
4. Shipways	11. Prod. Planning
5. 59ers	12. Office
6. 59 Rods	13. Counters
7. 47 Fabs	14. Timekeepers
High Single—R. Powell (287)	
High Single with Hdcp.—R. Powell (267+16) 283	
High Average—J. Webber (186)	
High Three—R. Powell (663)	
High Three with Hdcp.—R. Powell (664+48) 711	

*First Half Champs

"B" LEAGUE

*1. Hull Drawing	7. Cleaners—"B"
2. Cleaners "A"	8. Pipe Shop "B"
3. X-Ray	9. Piping Design
4. 31—Jokers	10. Rocketeers
5. Joiners	11. Electricians
6. Liners	12. 31 Jays
High Single—L. Campbell (242)	
High Single with Hdcp.—L. Borreggine (280)	

High Three—L. Campbell (660)
High Three with Hdcp.—L. Borreggine (660)

*First Half Champs

MIXED LEAGUE

1. Army	6. Slippery Rock
2. Navy	7. Lehigh
3. Harvard	8. Temple
4. Duke	9. Cornell
5. FMC	10. Miami

Men

High Three—M. Moody (651)
High Three with Hdcp.—F. Bentley (592+87)
High Single—J. Downey (248)
High Single with Hdcp.—B. Baker (228+30)

Women

High Three—Joyce Regatto (578)
High Three with Hdcp.—Amanda Pellis (466+153)
High Single—Joyce Regatto (230)
High Single with Hdcp.—Dot Allbech (211+31)

The first half ended with a tie between Army & Navy with 37 wins each. A playoff brought forth the CHAMPIONS—"ARMY" by a total of 179 pins. They now call themselves, "Mighty Army."

High average for the women belongs to Joyce Regatto with 164, and among the men it is Joe Downey with 180. Both of these people are on the FMC team.

A switch came about when the second half started. Miami 'U' was at the bottom of the standings the complete first half. Now with the second half here, Miami 'U' has spiraled to the top.

A couple of nice single games have been rolled by Ed Setaro of Harvard—256, Joe Downey of FMC—248, Joyce Regatto, also of FMC—230, and Dot Allbech of Duke—211.

Two high series of 651 for Marshall Moody of Temple and 578 were bowled by Joyce Regatto of FMC.

BASKETBALL

	Won	Lost	3. 67 Dept.	10	5
1. Shipways	15	1	4. 33 Dept.	8	7
2. 55 Dept.	10	5	5. 80 Dept.	3	12
			6. Sales Dept.	3	12



"OPERATIONS" LADIES VISIT SHOPS—Part of an independent tour taken by the secretaries in "operations" were, left to right: Agnes DeFallo, Joyce Shannon, Evelyn Jacoby, Ollie Kehler, Kathleen Sanders, Betty Montgomery, and guide Henry Timberman. Aimed at giving these ladies first hand knowledge of their bosses areas, the tour took them through the Fab Shop, Menopul, Plate Yard where sandblasting was underway, and the Blacksmith Shop. All areas were fascinating, with the menopul operation perhaps having an edge.