



# SUN SHIP LOG

SUN SHIPBUILDING & DRY DOCK COMPANY

CHESTER, PA.

AN EQUAL OPPORTUNITY EMPLOYER

## YOUR CAREER WITH SUN SHIP

### You and Your Future



PAUL ATKINSON  
President



ROBERT GALLOWAY  
Vice-President, Operations



CHARLES ZEIEN  
Vice-President, Engineering



GEORGE LIACOURAS  
Treasurer & Controller

There is only one ingredient that insures your success at Sun Ship—and that is hard, dedicated work. Those who give an 8 hour day, who are prompt in reporting to the job, and who have good attendance records are assured of recognition and advancement.

A fair chance to move up the ladder, coupled with vacations, insurance, steady work, good pay, all add up to a good job—the kind of job which you can be sure of at Sun Ship. And there's plenty of room for advancement, if you're willing to give it the EFFORT.

As you become acquainted with your fellow workers, your leader, Assistant Foreman, and Foreman, you will realize that they, too, started their careers much as you are, and have advanced to their present positions based on the Sun Ship policy of promoting from within.

Sun Ship offers liberal educational advancement programs, to those who qualify, for increasing skills or learning new ones should you show an aptitude.

Your performance on-the-job will be followed closely. You will be judged on

- General Knowledge
- Experience
- Judgment
- Effort
- Cooperation
- Willingness
- Production Quantity and Quality
- Responsibility

Success in your job here is related



ONLY to the amount of effort you want to give. We think you have what it takes from the careful screening which the employment office gives all applicants.

In the inside pages are pictured many of the positions, showing the wide range of skills, for which the Yard is regularly seeking qualified applicants.

### WELL-ROUNDED BENEFITS PROGRAM

A liberal program of sports events is provided in season. Bowling, softball, basketball, and golf are the most popular and draw the largest number of participants. Both the softball and basketball teams also compete locally with the winners of various other company championships.

The bowling teams are so arranged that you will have no difficulty in joining a team no matter what shift you work.

Sun Ship employees also benefit from:

- PENSION PLANS
- LIFE INSURANCE
- HOSPITALIZATION
- VACATIONS
- LIBERAL PAID HOLIDAY POLICY
- STEADY WORK — HIGH PAY
- and numerous other liberal programs.

Ask your interviewer or the personnel department for the booklets describing the benefits for which you are eligible.



Aerial View of Sun Ship



Basketball — Typical of the several popular sports sponsored by Ship Ship.

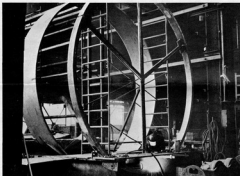
# JOB OPPORTUNITIES AT SUN SHIP



Above are pictured employees Michael Bringel (left) and Lloyd Lawson (right). Men like these form the backbone of the Pipe Shop operation.



A Sun Ship craftsman in the Sheet Metal Shop prepares the ventilation turning vanes for a piece of ducting.



This welder has been assigned to welding a stainless steel ring assembly in the Boiler Shop where the bulk of the pressure vessels are produced.



In the foreground is John Byrd, a member of the shipfitting department. These men provide the construction fitups for the other crafts.



Gouging a butt weld is one of the duties of the chippers.



Two machinists make final adjustments to assure the accuracy of the equipment before starting machining operations.

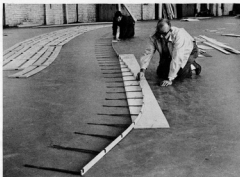
# ARE MANY...



Patternmaker Frank Weaver is one of the men who make the templates to later be used in any number of shipbuilding operations.



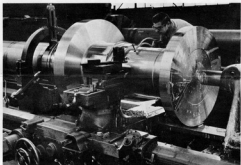
A member of the Paint Shop sprays the deck of a ship during a construction stage.



Mold Loft employees John Pius (foreground) and Elliott Catania (background) transfer the hull lines into a template for ship soon to be underway.



An electrician completes the final hook-up to massive electronic equipment used in the new breed of automated ships. He is one of 130 men currently in the marine electrical installation department; an additional 75 are employed in electrical maintenance.



Steve Rustark, another member of the Wetherill Plant, checks a dimension after machining on 48" Niles lathes. The Wetherill Plant's work is quite frequently flown to all parts of the world for installation.

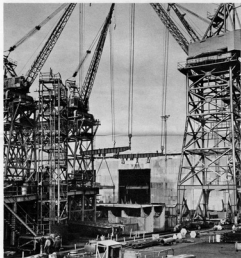


Acres of shelves to store the items needed on demand are kept filled by the Receiving Department. The Storeroom employs over 40 personnel in three separate areas.

# AND VARIED...



Stage Builders such as these two employees work at great heights to erect the staging which will be used later by other members of the shipyard in their work.



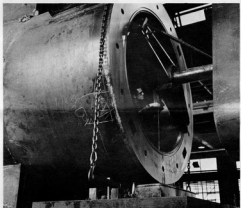
Crane operators form the backbone of the heavy lifts; here, four of them cooperate to lift a bulkhead from the Fab Shop for placement in the keel of a new ship under construction.



Crafts work closely to meet schedules. On the left is Marion Davis, a fitter, with Alex McDonald, a welder, as together they prepare a web frame for welding.



Another aspect of material handling is shown by this lift under the skillful handling of Eugene Potts. Gene has been a member of the Transportation Department for the past four years.



Many of the machinist positions are at the Wetherill Plant located at 6th and Upland Streets. There, men like Lewis Davis operate boring mills for machining the shipyard's mammoth fabrications.

Wetherill Plant—the heavy machining facility of the Yard—also houses such equipment as lathes, planers, horizontal and vertical boring mills, drill presses and grinders. The total shop area surpasses 115,000 square feet and takes up several blocks and buildings.



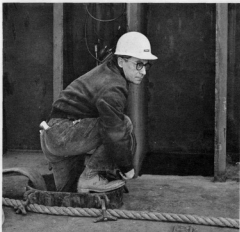
Sun Ship has become a "family affair." Generations of Sun Ship families work throughout the Yard in the many crafts available. Here are a typical father/son team—Nick Borrelli, Sr. and Nick Borrelli, Jr. of the Copper Shop.

# SOME SPECIAL SUN SHIP SERVICES

## Safety



An employee safety meeting like the one pictured above is likely to take place any time during working hours. Such meetings stress good safety practices and help employees to recognize and report questionable situations before they become serious.



In work as difficult as that in a shipyard, safety cannot be overstressed. Chief Chemist Joe Ross is shown emerging from a deep tank after checking to see that the atmosphere and conditions are safe for workers to enter. Precautions such as these keep accidents to a minimum.

## Health



The dispensary which sees to the needs of injured employees is staffed with highly specialized industrial nurses and doctors. Thoroughly able to cope with industrial emergencies, this staff works on a three-shift basis to tend the needs of nearly 5,000 employees. The dispensary was recently remodeled in keeping with Sun Ship's facility improvements program.

## Training



Instructions—from left to right—John Glanfield (pipefitting), Ted Chabanuk (electrical), and Theodore Gee (pipefitting) prepare for shipyard classes. Demonstrations and actual practice sessions take place in these and other crafts.

# About the company

Sun Ship came into being over 50 years ago at its present site in Chester. A subsidiary of Sun Oil Company, Sun Ship at first provided the fleet of ships needed by Sun Oil to obtain both crude oil and market its products. Soon after, Sun Ship began major building programs for flights of ships for other of the shipping interests until today, the Yard has launched nearly 550 ships.

Sun Ship craftsmen have always outpaced the industry, achieving many firsts in the building of ships and improvement to their construction methods. Throughout its history, Sun Ship has pioneered new methods in ship construction. Even today, it has sailing shaves of the newest, most modern vessels yet to be designed and built in the World. Much of 1969 will be occupied in converting the famous MANHATTAN to an ice-breaker in what has been billed as one of the most exciting tasks to be faced by any shipbuilder.

Sun Ship has also been alert to opportunities in areas other than shipbuilding, areas in which the company's specialized tools and skilled craftsmen could be readily adapted should shipbuilding become slack. These have become profitable undertakings. Industrial products of various types are now a major area of manufacturing at Sun Ship. They include the world's largest solid rocket motor case, cracking units for refineries, wind tunnels for testing helicopters, bridge spans, submarine hulls, and many others.

Take for example the Boeing Wind Tunnel located to the left of the Industrial Highway going North. That huge complex was built by Sun Ship craftsmen and transported and erected at the Vertol site. It is one of many similar complexes, some of which are pictured here.

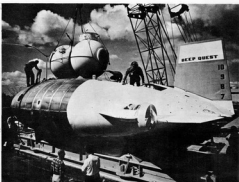
While these special projects have increased the company's optimism, building and repairing ships is still the NUMBER 1 job at Sun Ship. The operation of four shipways, six wet basins, the largest floating dry dock in the Western Hemisphere, and a variety of production shops with close to 5,000 employees makes Sun Ship today one of America's largest privately owned yards. With shipbuilding becoming once again a major factor in the economy of this country, the Yard cannot help but continue to prosper.



Section of a high and low speed wind tunnel built by Sun Ship for Martin-Marietta.



MANHATTAN, the largest U. S. merchant vessel, is now at Sun Ship for conversion of the bow to an icebreaker. The 114,000 dwt MANHATTAN can transport over 38 million gallons of oil, a capacity that would require a railroad tank car train 27 miles long to carry. Note how it extends over the dry dock.



The bisphere pressure hulls, Sun Ship's contribution to ocean engineering, are shown being lowered into "Deep Quest" prior to launching by Lockheed in San Diego.



A Sun Ship product, this solid fueled rocket motor case is the largest ever successfully built and fired.



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