



Sun Ship Log



Vol. 7, No. 1

Sun Shipbuilding & Dry Dock Company

May 1973

Promotion Announced



John Gianfield, new Training Supervisor

On April 23, the Director of Industrial Relations announced the appointment of John Gianfield to the post of Training Supervisor. John will fill the vacancy created by the resignation of Bill Parker.

John is a familiar face to Sun Ship. He joined the company in 1960 as a helper, second class, 34 department. Less than two months later, he had enrolled in a pipefitting apprenticeship program, which he completed in September 1964 and became a pipefitter first class. He achieved the rank of Leader in 1966. In March 1968, John moved to 97 department Production Planning as a Planner.

To his additional credit, he has also served loyally as an Instructor for the shipyard's pipefitting craft course for employees.

His office is located in the rear portion of the Industrial Relations Department. You are encouraged to call or visit him regarding craft training or apprenticeship program which might be of interest. Use extension 456.

Efforts Applauded

With a staggering load of two trial trips to conduct, one scheduled days behind the other, the HUGHES GLOMAR EXPLORER and the NOTRE DAME VICTORY left the shipyard for their initial runs just a few days apart before Easter. In conjunction with the former, the letter you see reproduced here in its entirety and

addressed to the Vice-President of Operations, Robert Galloway, praises the craftsmanship and spirit of Sun Ship's work force after the successful completion of trials on the GLOMAR EXPLORER. Such letters of recognition as these are a fine tribute to our work force.

GLOBAL MARINE DEVELOPMENT INC.

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April 17, 1973

Mr. Robert Galloway, Vice President
Sun Shipbuilding & Dry Dock Company
Chester, Pennsylvania 19013

Dear Bob:

From all of us, including the Program Office and the Summa Management, we wish to express our appreciation for the splendid effort you and your organization made in the preparation for and the actual conducting of the recent Sea Trials of the Hughes Glomar Explorer.

I know that it is very easy for all of us to, at times, be critical and impatient in a complex program of this kind. I do not promise that all will be sweetness and roses from here to completion, but I do know that all concerned made a tremendous effort in this Sea Trials' Program. Even the ship responded to the attention it received and behaved beautifully.

We cannot single out any individual or group for outstanding effort; but if you have the opportunity, please express to your people our deep appreciation for their efforts during the last two (2) weeks.

Very truly yours,

John R. Graham
John R. Graham
Vice President, Engineering

Masterful Lift by Sun-800 Crew



A new era began October, 1972, at Sun Ship when the Derrick Barge Crane-Sun 800—came to life. This equipment has made possible the construction of Hughes Glomar Explorer and will lend itself to many other unique shipbuilding possibilities in the future.

With pride, Management salutes the men of the "800". They set an example of the team work needed at Sun Ship to continue

in a highly competitive Shipbuilding Industry. Because of their deep pride, sense of responsibility, and diligent work they have safely and efficiently handled over 15,000 tons of material without damage or personal injury. The crew has maintained a minimal downtime record due to their excellent standard of equipment preventive maintenance.

Congratulations Men!

Jim Dawson 28-10 Gary Stonge 28-11 Bob Stackhouse 28-13 Jim Brooks 28-15
Herb Artwell 28-12 Frank Anthony 28-14 Larry Carter 28-17



Through the efforts of the men shown above, probably the heaviest single lift on the East Coast took place here at Sun Ship when the Sun-800 hoisted an inner and outer Gimbal platform of around 755 tons aboard the HUGHES GLOMAR EXPLORER. Estimated worth alone of each bearing is 1/4 million dollars; there are four bearings on this platform.

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19079

SHARON HILL PA
221 LAMUEL ROAD
J ALBAUGH

THE PRESIDENT

PROCLAMATION 4207

National Maritime Day, 1973

By the President of the United States of America

A Proclamation

The first transatlantic voyage by a steamship was made by an American vessel, the "Savannah", on May 22, 1819, from its namesake port in Georgia to Liverpool, England. To commemorate that event, the Congress, by a joint resolution approved four decades ago, designated May 22 of each year as National Maritime Day, and requested the President to issue a proclamation annually calling for its observance.

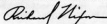
In welcome contrast to those of the past twelve years, National Maritime Day, 1973, finds this Nation at peace. Our merchant marine, which so effectively served as the logistic lifeline to our Armed Forces and allies in Southeast Asia, can now concentrate its full attention on the movement of cargoes which link the United States and its trading partners in peaceful enterprise.

International trade is an important and constructive force in forging concord between nations, and we have assigned high priorities to the improvement and expansion of our trade relations with the rest of the world.

I am confident that the American merchant marine, which is being restructured and revitalized under the Merchant Marine Act of 1970, will contribute in large measure to the success of these endeavors.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby urge the people of the United States to honor our American merchant marine on May 22, 1973, by displaying the flag of the United States at their homes and other suitable places, and I request that all ships sailing under the American flag observe "dress ship" procedures on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this eleventh day of April, in the year of our Lord nineteen hundred seventy-three, and of the Independence of the United States of America the one hundred ninety-seventh.



Welcome To . . .

Sun Ship Fire Marshal

Hans A. Bolch

Filling the newly created position of Fire Marshal is a man boasting years of experience in the field, Hans A. Bolch. Formerly a Fire Captain for the Philadelphia Fire Department and with that distinguished service since 1947, Mr. Bolch joined Sun Ship on May 7. In his former capacity, he initiated fire safety programs for industry, schools, hospitals, nursing homes, among others. Such work also included preparing firebills, brochures, etc. His efforts were responsible for grand awards from the National Fire Prevention Association from 1953 to 1958.

Mr. Bolch attended the University of Pennsylvania and achieved the rank of Captain, U.S. Army. He was also Fire Marshal and Commanding Officer of the 369th Engineering Fire Fighting Unit, Ft. Belvoir, Va.

In his position with Sun Ship, Mr. Bolch will be responsible for fire fighting, fire prevention, and all auxiliary duties including program design and implementation. He reports to Bill Butler, Chief of Security.

The responsibilities of fire marshal for the shipyard have always been part of the duties of the Chief of Security. The fire truck is assigned to the Guard force, and the guard force responds to any immediate fire emergencies until such time as the local municipal fire company responds, if they are needed at all. In his full time position, Mr. Bolch will ensure that Sun Ship has a professional approach to both fire prevention and fire fighting. Also, his presence in the shipyard will give greater priority to this function and will also provide a point of contact for dealings with the fire departments which we depend on in the surrounding communities.

We look forward to his assistance.

SERVICE AWARD HONOREES

The luncheon to honor these employees was given in the cafeteria in the Engineering/Management building. Altogether, six of the men represented 45 years of service each, while the other 12 each had accumu-

lated 40 years of company service. Experience such as this represents one of the key assets of the Sun Ship organization. This kind of experience is priceless.



Standing, from left to right, are: R. Cuckhill, K. Danogaard, F. Pope (40 years), P. Polinsky (40 years), E. Palo (40 years), E. Humphreys (40 years), G. Smith (40 years), G. Wilkie (45 years), R. Galloway, and R. Barshart. Seated, left to right: L. Hinderhofer (40 years), R. Gatchell (40 years), J. Jackson (45 years), R. Crowley (40 years), J. Hubert (45 years), T. Nowak (45 years), T. Dougherty (45 years), and H. Robinson (45 years). Those not pictured but similarly honored were: E. Gatchell, W. Corter, P. Primak, and W. Derricks, all with 40 years of service.

1974 United Way Campaign

Committee Announced

On April 19, Mr. Galloway announced the Sun Ship committee for the 1974 United Way (former United Fund) campaign as follows:

Plant Chairman, Ross Billestein and Associate Plant Chairmen, Frank Brewington, Ernie Wilson, Fred Orsini, and Larry Pierdomenico.

Although the main drive is not slated to take place until September, the committee will begin making plans and preparing for the campaign even as early as now so as to ensure the usual enthusiastic support and generous contributions that are a part of the Sun Ship character.

How the Coast Guard Got its Start

Commander John Janda of the U.S. Coast Guard, Philadelphia Marine Inspection Office, presented a paper on the Coast Guard titled, "Regulatory Aspects of Merchant Vessel Construction," before an American Society of Naval Engineers meeting in March. With his permission parts of his presentation, which ran to 22 pages, have been condensed to provide a background on an agency we are involved with on a day-to-day basis.

Beginnings

The Coast Guard is unique among the Armed Forces in that in addition to its special humanitarian role it is also a regulatory agency. Before reviewing what the Coast Guard regulates, it might be well to cover briefly how the role came into being.

Their beginning probably came about because Robert Fulton invented the steamboat back in 1807. Between that time and 1838 there were 260 serious steam plant casualties, 230 of which took place on ships. In 1838 alone, 350 people died in steamboat explosions.

Prior to 1840 attempts were made by some States to pass laws, but many of the vessels were in interstate commerce, making these laws powerless. Between 1838 and 1942 a series of laws were enacted by the federal government providing for structural fire protection, approval of vessel plans by a technical group, and a thorough inspection of vessels.

During World War II, this group and its functions were transferred to the Coast Guard. There are presently some 900 officers serving in merchant marine safety

duties. This constitutes about 15% of the Coast Guard Officer Corps.

Regulations

The Coast Guard's present day authority to formulate and publish regulations stems from the Act of May 27, 1936. The exact wording, as stated in 1946 Reorganization Plan No. 3 is as follows: "The Commandant shall act as early date as practicable and from time to time thereafter as he deems advisable, formulate and publish regulations and instructions for the guidance of builders of prospective vessels showing the safety characteristics of vessels which meet the approval of the Commandant." Earlier (June 1933), authority was granted to prescribe formulas, rules and regulations for design, material and construction of boilers, unfired pressure vessels and appurtenances thereof and steam piping for vessels. As a result, the Coast Guard seeks to develop regulations that are prudent and workable. It is generally known that regulations could be formulated that would make ships virtually casualty proof; however, because of cost there would probably not be too many of them around. Therefore, the Coast Guard in drafting regulations must consider risk levels, taking into account that certain design levels will be exceeded during a vessel's life. National and international acceptance of risk levels must be considered. Risk levels have always existed, they have been tacitly accepted although not always clearly defined.

Procedures

After a regulation is drafted and before being placed into effect, it must be announced in the Federal Register and given a public hearing. An exception is in an emergency case in which imminent danger requires an immediate solution. In this case a regulation is issued without public hearing. An example of this occurred a few years back with a rash of explosions on tank ships. Investigations revealed the causes to be associated with spark producing magnesium anodes in the cargo tanks. An emergency regulation was issued requiring the immediate removal of all magnesium and magnesium alloy anodes.

In addition to originally developed regulations the Coast Guard adopts, where possible, broad based industry codes and standards that represent prudent methods of construction when the codes or standards lend themselves to the solving a marine problem.

Future Concerns

While previous rules and regulations were based on protection of the ship, its crew and passengers, present day concerns include protection of the environment. Therefore greater efforts in preventing or minimizing pollution probably will be the thrust for the foreseeable future.

Summary

In conclusion the following can be said:

- (1) Marine inspection exists to help the maritime industry, not to hinder the industry.
- (2) Marine inspection should strive to obtain a satisfactory degree of safety with a minimum expenditure of funds.
- (3) There is a minimum safety standard below which no vessel should be allowed to be certificated.

Therefore, it would be fair to assert that all involved in the maritime industry have much at stake in maintaining that certain reasonable degree of safety while keeping the cost at the lowest possible level.

The Coast Guard exists to maintain this accord and keep the American merchant fleet to its high standards.

Sun Ship Hosts Foreign Navies



Several senior foreign naval officers toured the shipyard on April 11. Representing the countries of Thailand, Turkey, China, Philippines, Indonesia, Canada, Brazil, Mexico, Nigeria and Cambodia, they were briefed on private shipyard operations in this, their first industrial tour. They had been at the Philadelphia Naval Shipyard since March 15 for briefing on various functions of that command as part of a Management Training Program.

The next 4½ weeks will be spent touring other industrial facilities. They were well versed in English and held ranks from LCDR through Captains.

Part of the group is shown above with Jack Martin of Industrial Relations. Others participating from Sun Ship were W. Watson, F. Hartman, and E. Schorch.

This is not the first time Sun Ship has been selected to provide an insight into the versatility of American yards.

Retirement Parties Around The Yard

Here's a sampling of some of the recent retirement parties given by fellow workers and supervision to honor the various occasions. Many others occurred but these are the ones where our photographer was handy.



WALTER HAGGERTY, Sheet Metal Shop, proudly displays his gifts as commemoration of his days at Sun Ship. (Harry McGinness also retired about the same time with similar honors.)



ROBERT HAJEN, a welder in the Pipe Shop, is surrounded by well wishers, envious of the opportunity to pursue other activities that await him in his retirement.

JOHN WAGNER of the Riggers is shown with his group of fellow workers.

Policy Statement

SUN SHIPBUILDING & DRY DOCK CO. INTER-OFFICE CORRESPONDENCE SHEET

SUBJECT: EQUAL EMPLOYMENT OPPORTUNITY
FROM: P. E. Atkinson
TO: All Employees

DATE: April 13, 1973

We believe it is desirable each year to make all employees aware of the company policy with respect to equal employment opportunity.

Sun Ship has a long standing policy and an active program to provide equal employment opportunity without regard to race, color, religion, sex or national origin. This policy applies to recruiting, hiring, training, promotion, compensation, benefits, transfers, lay offs, discipline, company sponsored social and recreation programs and any other actions that affect personnel.

The Director of Industrial Relations has been assigned as Equal Employment Opportunity Officer for the company. He is responsible for directing the affirmative action program for equal employment opportunity including a reporting and monitoring procedure.

All employees are expected to actively cooperate in creating a climate of equal employment opportunity and non-discrimination throughout the company. Supervisors and other persons concerned with personnel actions have a special responsibility to insure that their demeanor, recommendations and actions are in accordance with the company's policy of equal employment opportunity.

P. E. Atkinson
President



In the drawing room DMYTRY HRECHULEVICH, who is renowned for his outstanding "free style" hand lettering, is shown with an organization chart he recently lettered. In the inset is the commemorative plaque given him by his associates.



A good natured crowd flanks ROBERT McDOWELL of 47 shop as he gets ready to portion out his retirement cake to all those present.

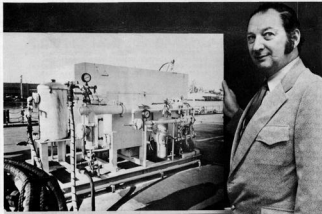
Pollution Controls Reach to Ships

Extensive new anti-pollution regulations have been announced by the U. S. Coast Guard which are aimed at improving pollution prevention procedures on tank vessels, barges and at certain facilities conducting transfers of oil. Public hearings held by the Coast Guard last year now require merchant marine officers and certain unlicensed seamen to have knowledge or demonstrate knowledge of oil pollution abatement, require tank vessels and barges to have pollution prevention equipment

prior to vessel certification and require more frequent dry-docking of tank barges in fresh water service.

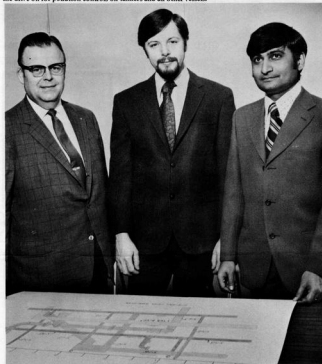
Another group of regulations concerns various aspects of the design, equipment and operation of facilities and vessels engaged in the transfer of oil.

The Coast Guard hopes that these rules, with others it has drafted, will help to reduce the quantity of oil being discharged into our nation's waters.



Shows holding an enlargement of a picture of the oil-water separator system as it looks aboard the S. S. AMERICA SUN where it is being tested, its inventor Daniel Garber of 37 department described the system in detail before a far reaching audience on April 13. The occasion marked a joint meeting of the Society of Naval Architects and Marine Engineers (Philadelphia section) and the American Society of Naval Engineers (Delaware Valley section), with some of the gathering having come from as far away as Washington, D.C. to hear the presentation.

The oil-water system as it has been developed in general processes any oil-water mixture through its various components to effect essentially the complete separation of the oil and water using only physical processes and without any recourse to heat or chemicals. It figures to become prominent with the drive on for pollution controls on tankers and all other vessels.



Pictured here from left to right are James McNeal (Assistant Manager, RAD), Joseph Magrie (Designer), and Ramesh Kakad (Systems Analyst/Programmer) who jointly presented another well-attended paper before the American Society of Naval Engineers. Their paper, "Interference Control System," detailed their development of a computer-aided ship design system for eliminating interfaces between machinery components, piping, ventilation, viewway systems, etc. during the design and construction phases of shipbuilding. What was of particular value in this presentation was the demonstration in the use of the system, with a teletype terminal hook-up on the premises to show the communication with a computer over a telephone network as a typical user might do. So far, the program has shown that it can minimize interference between components in a particular machinery space design. The talk was given before the Delaware Valley Section.

Birthday Well Wishes



Janis Howard (left) and Rosemarie Henderson sat alongside the birthday cake for BETTY BOYD, secretary to Bob Williams, Contract Administrator. The occasion was April 5 in the Engineering/Management building cafeteria where a group of the girls from the first floor planned the surprise for Betty, who chose to remain shy about having her picture taken for the occasion.

The cake, baked by Jerry Weldon who frequently substituted for vacationing secretaries at Sun Ship, had among other unique features a complete keyboard of chocolate icing and appropriate letters.

NOTICE

Hospitalization, Sickness and Accident, Pension, and Labor Contract books are being prepared and will be distributed in the near future.

Dates and Locations for Sun Ship Golf Outings 1973

June 9, 1973 Malvern G. C.

July 21, 1973 Paxon Hollow G. C.

August 11, 1973 Swedesboro G. C.

September 8, 1973 Valley Forge G. C.

October 13, 1973 Downingtown Inn (Golf Championship & Dinner)



Anyone interested in playing in the number to Jim Lewis thru interplant mail above outings, please give name and button at least eight (8) days prior to each outing.