



Season's Greetings
Merry Christmas and Happy New Year

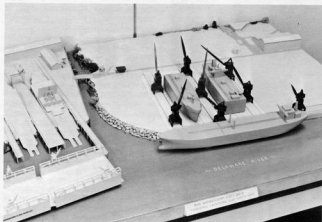


Sun Ship Log

Volume 7 No. 3

Sun Ship Building & Dry Dock Company

December, 1973



MODEL OF SUN SHIP'S PROPOSED NEW FACILITIES BUILDING PROGRAM SHOWS DRYDOCK SECTIONS JOINED TOGETHER and ready for use as ship repair facility (left foreground) while new ship is being serviced at shipyard's new outfitting pier.



To each of You and Your Families
HAPPY HOLIDAY GREETINGS
from
the Officers and Management
of the Company

May yours be a
Joyous Holiday Season
and a
Most Happy New Year

Capital Improvement Program Underway

Perhaps the most notable feature of the final quarter of 1973 Sun Ship activity was the announcement of the Company's intention to pursue a capital investment program involving facilities.

On October 24, Sun Ship announced plans for a major capital improvement program to take place north of Ridley Creek in what is known as the shipyard's North Yard. Built around a unique type of new ship construction facility, these plans call for the construction of a slab-type shipbuilding platform, an outfitting pier, a floating drydock

and supporting steel handling and fabricating facilities.

Pending approval of these plans by federal and state government agencies, design work should be completed in early 1974 with construction of the new facilities scheduled for completion in the first quarter of 1975.

When completed, the estimated \$40 million building program will not only enhance Sun Ship's capability to build larger, more sophisticated commercial vessels in the most economic manner but it will also continue to give the shipyard the operational flexibility

needed to meet both the short term and long term demands of the commercial shipbuilding market.

The 700-foot by 700-foot new shipbuilding slab will be constructed in the North Yard area of the yard currently occupied by unused piers and full flats. The building slab will give the shipyard the capability of building half ships or full-size ships together with the means of transferring the ships from the flat slab to the water. This building slab will include a network of transfer and shore rails and will be serviced by light-duty and heavy-duty cranes moving over the slab's rail system. The largest crane units servicing the slab will have the capability of lifting up to 250 tons.

Ship sections will be constructed on the building slab's transfer rails and the ship under construction will be transferred from the building position to sections of the new drydock by means of rollers and hydraulic jacks. It is expected that the building slab will have the capability of producing four half sections of ships or two complete vessels per year.

Although the design of Sun Ship's building slab is unique in world shipbuilding circles, all aspects of the design have proven successful in some form at other facilities. It is the combination of various elements incorporating the longitudinal transfer of ships by half sections onto a floating section of drydock that makes the Sun program unique.

In addition to fulfilling its primary function, the outfitting pier will also serve as a structural member supporting the river edge side of the building slab. The outfitting pier will be 1,100 feet long and will be constructed of cellular steel sheet piling.

The new floating drydock will replace No. 3 drydock and will be capable of handling ships with widths of up to 197 feet. This drydock will be used in conjunction with the building slab as a shoreside-to-water transfer vehicle as well as functioning in the traditional way as a ship repair facility.

The drydock will be in two sections and each section will be capable of transferring 20,000 long tons or lifting 35,000 long tons. The two sections of drydock may be used independently to transfer half vessels, or together to lift large vessels. A unique design feature of the drydock permits separation of the sections by leaving a space of up to 200 feet between the two drydock sections. By this means very long, large vessels may be drydocked. Each section will have a tide compensation system for use during transfer operations, as well as ballasting and dewatering pumps to be used for load transfer and repair drydocking.

To handle the heavier plates common in the construction of extremely large vessels the shipyard plans to increase its ship fabrication capabilities. The initial phase of the program contemplates a new plate handling and receiving facility for the heavier plates. Additionally, production in this area should be improved through shop rearrangement and new butt welding facilities.

Shipyard management estimates that this capital improvement program will probably contribute to the growth of the shipyard work force over the next 18 months. The employment number is expected to rise about 1,000 as a result of the facilities building program.



MODEL OF SUN SHIP'S PROPOSED NEW FACILITIES BUILDING PROGRAM SHOWS SEPARATED DRYDOCK SECTIONS being used independently to move half ship sections from building slab to water.

EDITOR: Helen C. Bauman, ext. 718
CONTRIBUTORS: John Jordan, R. Corkhill, J. Lewis

M WALS
520 ELEVANT AVE
PROSPECT PARK PA 19076



Christmas-time

Safety News

The Underwriters' Laboratories (U.L.) is seeking widespread publicity for the safety message quoted below.

"From various parts of the United States over the past few years have come reports of excessive overheating and even fires originating in the connections of wire to conventional wall receptacle outlets and snap switches. Such incidents can occur irrespective of the type of wire used—aluminum or copper—but field reports indicate that the possibility of such incidents is greater when certain combinations of aluminum wire, devices, and workmanship have been used. The electrical industry has recently developed improved products and reemphasized the need for following good installation practices.

"If your residence (house, apartment, or mobile home), business or other property was built prior to 1965 and has had no additional or replacement wiring for receptacle outlets and snap switches since that date, there is little chance that aluminum wire was used.

"If your property was built subsequent to 1965, or has had additional wiring since then, you should consult the builder or electrical contractor to determine if aluminum wire was used. **DO NOT ATTEMPT TO MAKE THIS DETERMINATION ON YOUR OWN.**

"If aluminum wire was used, you should have a qualified contractor or electrician check connections on the most heavily loaded or most constantly loaded circuits to determine if they have been properly made or show evidence of possible problems.

"Readily detectable signs of possible trouble are unusually warm face plates on switches and receptacles, or a distinctive or strange odor in the vicinity of the receptacle or switch. Persistent but intermittent flickering of lights not traceable to appliances or other external causes are also indications of possible wiring problems.

"IF SUCH SIGNS ARE PRESENT, OR IF THEY SUBSEQUENTLY DEVELOP, YOU SHOULD CONSULT A QUALIFIED CONTRACTOR OR ELECTRICIAN WITHOUT DELAY."



Important Reminder

A reminder that all employees who have application blanks for children applying for National Merit Scholarships in 1975 should turn these blanks into Industrial Relations (R. Cockhill) immediately. These applications were due on December 14, 1973, but if received before January 1, 1974 can still be forwarded to the National Scholarship Corporation. The January 1 date is the absolute deadline, however, so please take notice.



Christmas Club Reminder

The Christmas Club savings that Sun Ship employees can participate in through the Southeast National Bank has increased the interest it will pay next year to 5% over 4% paid on last year's Christmas Club.



Sun Ship Vice-President William B. Maling assists sponsor Mrs. Ralph T. King during Christmas ceremonies for the MATSONIA on October 11. Signaled by Mrs. King's well directed aim, after being first splashed with champagne the MATSONIA was sent waterborne.

The keel for this vessel was laid March 15. This is the fourth Matson-operated ship to carry the MATSONIA name.

Hawaii Trade Gets Sun Hull 664

October also marked the launching of the trailship, S.S. MATSONIA. The MATSONIA, which is being built for charter to Matson Navigation Company, was christened by Mrs. Ralph T. King, great-granddaughter of one of the founders of Alexander & Baldwin, Inc., parent company of Matson Navigation Company.

History

On delivery this December, the 25-knot MATSONIA joined the previously delivered Sun-built LURLINE in providing "roll-on/roll-off" trailship service between the West Coast and Hawaii.

The 700-foot MATSONIA is the fifth trailship Sun Ship has built. Three previous trailships, the S.S. PONCE DE LEON, the S.S. ERIK K. HOLZER, and the S.S. FORTALEZA, are currently serving the U.S. East Coast-Puerto Rican trade

while the S.S. LURLINE provides trailer-ship service on Matson's West Coast-Hawaii trade route.

Features

In its flexible mode, the MATSONIA is capable of carrying assorted highway trailers, automobiles and trucks. These vehicles are driven on and off the vessel through three ports the starboard side, second deck level. Then through the system of internal ramps and elevator, access to all holds is attained. Provisions are made for refrigerated trailers and bulk molasses.

The propulsion plant will be a modern steam type with geared turbine drive, producing 30,000 shaft horsepower on a single screw. Centralized control will allow regulation of the speed and direction of the propeller from the bridge.



The MATSONIA, as she crosses under the Delaware Memorial Bridge, after being delivered to the customer December 12.

No Exemption From Fuel Woes

The fuel shortage, no longer impending but upon us, has been occupying much space in recent weeks. Unfortunately, Sun Ship is no exception to the troubles this fuel shortage creates. Shipbuilding is not on a national priority status in this regard, nor is our relationship to the parent company of any help during the crisis. We, like others, are forced into the situation of making cutbacks in order to survive our allotments and maintain our survival in production.

With the amount of fuel considerably less than needed for our operations, and consumption of fuel higher during winter months due to the heating load, the company has been conducting studies on the impact of these shortages on day-to-day operations. Rationing of propane gas (for which the shipyard depends heavily) is already a reality; other fuels are in such short supply that the effect is one of rationing too. Propane, diesel oil, and other fuels are used extensively in production cutting of steel, heating, heat treating, testing of machinery plants, and in numerous ways all too familiar to our work force. Sun Ship is currently investigating ways of easing the problem by using substitute fuels, and eliminating waste where discovered. Another way has been to eliminate the amount of outside heat treating work we can accept; in other words, we will keep the use of the fuel for only our own work and not accept subcontracting during this period.

To further lessen the drain on our resources, Sun Ship has already undertaken the conversion of the fab shop to MAP gas, similar in properties to propane. Energy conservation personnel have been appointed as coordinators with employees in shops and offices. Suggestion boxes are available for your ideas on conserving energy.

Of the present writing, the Company is attempting a goal of 25% reduction in energy consumption, and daily tales are being kept on fuel use to reach the goal.

We ask your sacrifice and good planning in order to maintain output, hence employment.

Some Other Ideas

Though fortunately blessed with a mild winter so far, posted throughout the yard are lots of available clothing from the Safety Department. Available at cost, these include thermal underwear, insulated vests, insulated socks, insulated work boots, and hard hat winter liners.

The fluctuating cotton market makes it difficult to predict prices but they will be AT COST for employees.

The Safety Department suggests the following procedures to protect yourself adequately against the cold.

Wear thermal underwear next to the body, followed by a sweat shirt or t-shirt and a winter outer jacket. This holds more body heat than one heavy outer garment, and is considerably safer as well. Wear thermal or insulated socks and/or insulated work boots for eliminating those cold feet.

A winter liner worn under a hard hat will warm ears and neck; cotton gloves will provide warmth for hands while at the same time providing a firm grip during climbing or when handling objects.

Office workers should expect to wear warmer clothing, and be equipped with extra sweaters.

With everyone's cooperation, we will make this effort a winning one.



THINK SAFETY

Don't mar your Holiday with an accident

DRIVE SAFELY

Explorer Scouting Post A Possibility for Sun Ship

Warrants Only the Approval of Employees

A Sun Ship-sponsored Explorer Program could become a possibility in the near future, if enough Sun Ship employees take kindly to the idea. All it will warrant is your approval.

Sun Ship was approached recently by the Exploring Division, Valley Forge Council, Boy Scouts of America, to establish a Vocational Explorer Post here at our shipyard. Our management has agreed to consider sponsoring such a post for area high school youth, provided there is enough interest among employees to assure us of the necessary volunteer leadership.

An exciting new program concept, Exploring seeks to bring young people into voluntary association with adults in activities which center around common interest. Co-educational in nature, this contact provides our youth with the opportunity to better select their future fields of work. Several opportunities exist here at Sun Ship to provide area teenagers with exposure and hands-on experience, which will assist them in making decisions about their future life's work.

Open to those who have completed eighth grade or who are 15 years or older, and not

exceeding 21, it is a participative type activity that acts to guide in the selection of future vocation—a vocation having a lasting impact on their lives.

A survey conducted by Valley Forge Council reveals student interest in such fields as metal fabrication, welding, flame cutting, heavy equipment operations and machinists. There are many other fields in which interest has been expressed and to which Sun Ship is capable of providing program opportunities.

The time involvement would amount to two meetings per month, throughout the



Explorers in Action at other company posts

school year only, and generally scheduled for late afternoon or evening.

If you are interested in donating your time and talents in the support of a vocational Explorer Post at Sun Ship, call or write Dick Corkhill (extension 848) in the Industrial Relations Office. If enough interest is expressed, a meeting will be arranged to discuss the program further.

United Way Awards



Back Row—J. Carlschmidt, 1989; 39 Dept.; H. Borch, 1989; 88 Dept.; H. Campbell, 1989; 95 Dept.; T. Harris, 1989; 42 Dept.; & Most Improved Dept. 47; J. DiCave 1989; 85 & 98 Depts.; E. Lemis 1989; 28 & 73 Depts. Front Row—R. Bilbouts, Plant Chairman; R. Hall, 1989; 40 Dept. & Outstanding Captain Award; W. Bailey, 1989; 44 & 51 Depts.; J. Shaffer, 1989; 72 & 97 Depts. And Top Fair Share Award; F. Orsini, Plant Co-Chairman, Outstanding Service Award; E. Wilson, Plant Co-Chairman; R. Barnhart, Director of Industrial Relations, who presented the awards.

Gratitude Expressed

Sun Ship is pleased to report the results of the recent UNITED WAY campaign held in this company and throughout Southeast Delaware County.

Total Campaign—

Goal—1,044,240
Pledge—1,044,377

Industry & Labor—

Goal—783,180
Pledge—783,464

Sun Ship—

Goal—106,000
Pledge—106,500

Sun Ship employees, with their usual solidarity, came through in the spirit of giving and made this campaign another of our many successful ones. Our many thanks for your support.



Patent Awarded to D. Garber

Once again, Sun Ship has been the recipient of a patent, through the dedicated work of Daniel Garber of the R & D Dept. By far, Mr. Garber has been the inventor behind the greatest number of single patents garnered by one employee for the Company.

His latest patent is for the Fabrication of Heat Exchanger Tube Bundles. This patent will have several areas of application in pollution control, energy conservation, and improved efficiency for turbines and engines. It has been over six years in the making; details will appear in the next issue.

Retirement Activities Caught By Our Roving Reporter



George Jensen, quite a guy in the eyes of many, will best be remembered for the menu he planned and had posted for the trial trip aboard the HUGHES GLOMAR EXPLORER. Mr. Jensen was an October retiree after 37½ years with the company. He was an electrician, first class. Those fortunate to have been aboard the EXPLORER sampled one of the best of "feasts" after many hours of hard work.



Retirement cakes and food galore for John Moore, John Rosschertz, and Al Giampetro, welders in pipe shop, as they conclude their working days with Sun Ship.



William Stewart (No. 277, 28 years, 9 months) is gifted on his retirement by a truly remarkable clock put together through the genius of fellow worker Abe Dickson, who devoted it from scrap paper and metal. Abe is behind Bill and to his left (with hand resting on Bill's shoulder.)



Surrounded by his Wetherill friends, Otto Reitz (last) poses with the group at a get-together to mark his final day. Otto spent 37½ years here.



Sylvia Thompson (right) of the sales department, retired after 30 years and 11 months of service.

Sun Ship Golf 1974

DATE

APRIL 13
*MAY 4
JUNE 8
*JULY 13
AUG. 10
*SEPT. 14
OCT. 5

COURSE

MALVERN
PAXON HOLLOW
SWEDESBO
VALLEY FORGE
MALVERN
SWEDESBO
VALLEY FORGE

*SCORES WILL BE POSTED

For planning purposes, the golf outing dates for '74 are available. Those of you interested might like to clip and retain this schedule.



Low Net Winners S. Scott, J. Lewis, T. Kushto, H. Hann.

Presentation to 1st Low Net Winner T. Kushto by J. McMorley.



Low Gross Winners V. Lawler, J. Yankovich, D. Ampach, J. Nelson.

J. Burns, J. Pennewell, J. Blouie, E. Khisa and B. Sakers adding scores on the 18th.



(Left to right), B. Marvel, Closest to Pin E. Khisa, Longest Drive P. Larkin and B. Larson Guest Callaway Winners.

RESULTS FROM ANNUAL JOHN G. PEW, SR. GOLF TOURNAMENT

99 ANSPACH, D.	92 JARUSINSKI, A.	104 MORRIS, M.
95 AXEL, J.	98 KATEIN, B.	105 MURRAY, D.
119 BALLINGER, M.	105 KAZANES, T.	97 NARDON, J.
111 BLOSSIC, J.	104 KLESCHICK, J.	76 NELSON, J.
100 BORST, D.	111 KLUKA, E.	102 NEUBERT, J.
116 BURNS, J.	85 KUSHTO, T.	96 PAJAN, V.
110 BYRON, J.	123 LANSBERRY, C.	123 PENNEWELL, J.
85 CAMPBELL, T.	120 LARKIN, P.	93 PFANDERS, P.
87 CARTER, L.	106 LARSON, B.	96 RHODES, E.
94 CHABANUK, T.	98 LAWLER, V.	123 RUSSELL, L.
80 CIBOWSKI, H.	86 LEWIS, J.	118 SAKERS, B.
116 COTTON, F.	102 LORDE, J.	92 SCOTT, S.
96 DEPPNER, C.	102 MALMAN, D.	122 SHERRER, A.
121 DOUGHERTY, JERRY	111 MARVEL, B.	102 SPEARS, R.
112 DOUGHERTY, J.	88 McDONALD, D.	125 WALSH, B.
96 DUFFY, T.	98 MCSORLEY, J.	90 WARVGA, W. SR.
101 HAIN, H.	106 McVEY, H.	110 WHITE, B.
85 HERBERT, J.	90 MOODY, E.	112 WRAY, E.
92 HOFSTATTER, J.	94 MOODY, M.	99 YANKANICH, J.
		88 YANKANICH, S.

1973 WINNERS

1st LOW NET — TUCK KUSHTO
CLASS "A" LOW NET — JIM LEWIS
CLASS "A" LOW GROSS — JACK NELSON
CLASS "B" LOW NET — STEVE SCOTT
CLASS "B" LOW GROSS — JOHN YANKANICH
CLASS "C" LOW NET — HANK HAIN
CLASS "C" LOW GROSS — VIC LAWLER
SUNSHIP CALLAWAY — DAVE ANSPACH
GUEST CALLAWAY 1ST — P. LARKIN
GUEST CALLAWAY 2ND — B. LARSON
CLOSEST TO PIN — BILL MARVEL
LONGEST DRIVE — ED KLUKA

Service Awards Luncheon



On Wednesday, December 5, Sun Ship management honored those employees who had attained 40 and 45 years of service with the company, at a special luncheon in the dining room of the Engineering/Management office. Those participating in the ceremonies are, standing, left to right: F. Hartman, M. Martinson, E. LaCrosse, Frank Mosser (66-1, 45 years), Herbert Rosenberg (76-37, 40 years), E. Schorsch, Stewart Woolley (96-8, 40 years), and G. Liacouras.

Seated, left to right: Rolland Peet (33-516, 40 years), Davenport Nelson (67-147, 40 years), Kenneth Cadman (78-106, 40 years), Walter Brysiak (59-88, 40 years), Daniel Petino (36-54, 45 years), and Samuel Britt (67-147, 40 years).

We offer our congratulations to them as well as to Michael Bulisky (36-527, 40 years), Henry Clark (59-782, 40 years), and Theodore Kobus (8-631, 45 years), who are not pictured. Rare are the companies who possess such dedicated talent.

Start Everyday in '74 Well Dressed for Safety



Election Affirmed

In the last issue of the Log, it was announced that Robert Cummings, a Mechanical Engineer from the Bulk Vessel Product Group (26 department) was running for a Vice-Presidency with the Jaycee's International. One of 30 men competing for the honor worldwide in a campaign that concluded with tabulation of election results in Nice, France, only 16 could be elected. Bob was among those.

Bob just returned from a combination business/pleasure trip from there, so we offer him our HEARTIEST CONGRATULATIONS. In his new capacity, he will be responsible for Jaycee activities in the following countries: Germany, Belgium, Holland, Switzerland, France and Monaco.



CHRISTMAS TREE, MAIN OFFICE LOBBY. A similar one is also decorating the Engineering/Management Lobby.

