



Statement of Support for the Guard and Reserve

We recognize the National Guard and Reserve as essential to the strength of our nation and the maintenance of world peace. They require and deserve the interest and support of the American business community, as well as every segment of our society.

In the highest American tradition, these Guard and Reserve forces are manned by civilians. Their voluntary service takes them from their homes, their families and their occupations. On weekends, and at other times, they train to prepare themselves to answer their country's call to active service in the United States armed forces.

If these volunteer forces are to continue to serve our nation, a broader public understanding is required of the total force concept of national security—and the essential role of the Guard and Reserve within it.

The Guard and Reserve need the patriotic cooperation of American employers in facilitating the participation of their eligible employees in Guard and Reserve programs, without impediment or penalty.

We therefore join members of the American business community in agreement that:

- Our employees' job and career opportunities will not be limited or reduced because of their service in the Guard or Reserve;
- Our employees will be granted leaves of absence for military training in the Guard or Reserve without sacrifice of vacation time; and
- This agreement and the resultant policies will be made known throughout the organization and announced in publications and through other existing means of communication.

James R. Callaghan
Secretary of Defense

Charles E. Wilson
National Commander for Support
of the Guard and Reserve

Frederick J. Orsini
Sun Shipbuilding and Dry
Dock Company

June 14, 1974

The above is a mutual affirmation of policy signed by Mr. Paul Atkinson, Sun Ship President, with respect to Armed Services participation.

U.S. Savings Bonds Announce Higher Interest Rate and Lower Maturity

Now you can save and invest in the easiest way ever devised. The securities are the safest you can buy. As safe as America itself.

The plan is easy. Saving is automatic—done FOR YOU in small paydollar installments that you scarcely miss.

Your investment is the safest because it is United States Savings Bonds. And now the interest is more attractive than ever having been increased to a guaranteed 6%. Additionally, Series E bonds now mature in only five years. They have many other attractive features besides this new maturity and guaranteed rate: **Safety**—protection against loss; **Automatic Extension Privilege**—bonds continue to draw interest beyond maturity date; **Tax Advantages**—interest is exempt from state and local taxes, and Federal tax is not due until redemption.

Your future plan can be realized by regular, systematic saving and investment: higher education for the children, a new home, extra comforts in retirement.

Don't overlook this opportunity. Stop into Industrial Relations to sign up for bond deductions.

Buy Bonds to achieve your plan for the future and "Take Stock in America."

Payroll Savings Attachment Options
This is a suggested schedule based on multiples of \$1.25.

- \$ 25 Bonds — one pay \$18.75
- \$ 1.25 for 12 pay periods
- \$ 1.75 for 2 pay periods
- \$ 2.25 for 3 pay periods
- \$18.75 for 1 pay period
- \$ 50 Bonds — one pay \$37.50
- \$ 2.50 for 12 pay periods
- \$ 3.75 for 2 pay periods
- \$ 5.00 for 3 pay periods
- \$18.75 for 1 pay period

\$ 75 Bonds — one pay \$56.25

- \$ 7.50 for 12 pay periods
- \$ 10.00 for 2 pay periods
- \$12.50 for 3 pay periods
- \$37.50 for 1 pay period

\$100 Bonds — one pay \$75.00

- \$ 10.00 for 12 pay periods
- \$ 13.00 for 2 pay periods
- \$15.00 for 3 pay periods
- \$18.75 for 4 pay periods

In the second quarter, Ship Repair activity continued at the same busy pace that marked the first quarter of the year, with the piers at full capacity. The most visible hull undergoing repairs was the U.S.N.S. COMET, Sun Ship Hull #610. The first roll-on/roll-off ship ever to be built, the Comet was another of Sun Ship's successful pioneering concepts back in 1957-58.

During current dry-docking, plate renewals were underway, sea valves and sea chests, rudder repairs, etc.

A prototype in her day, the Comet has since been followed by the CALLAGHAN. The concepts differed in many respects, the most notable being steam turbines (Comet) versus gas turbines (Callaghan) for propulsion.

Of much later construction, the AMERICA SUN (Hull #648) is in for renewal of the super heater tubes.

The U.S.S. CORY, a training vessel out of Philadelphia, visited the yard during the preceding quarter for minor repairs.

For international flavor, the Chilean Navy is also represented by the PORTALES and ZENTENO.

Special Goal this Year

Advance Notice — United Way Drive



UNITED WAY CAMPAIGN, committee (left to right): Rob Smith, Joseph Carantonio, Miss United Way, Diane Del Raso, and Plant Chairman, Frederick Orsini.

More than any other, this year's United Way Campaign of Southeast Delaware County has added significance for Sun Ship. It is the 50th anniversary of the MOTHERS' AWARD (1924-1974), an award established by the Pew family, founders of Ship Ship. Therefore, our committee has one added goal in mind for this year's campaign—the return of the MOTHERS' AWARD to the company founded by the Pews.

In times past, Sun Ship has held this award. To do so again will take only your united generosity and hearty support.

The theme of the MOTHERS' AWARD, inscribed thereon, is:

"To those who love their fellow men and make of their thoughts good deeds!"

... It was presented in honor of their mother, EVA W. PEW, by J. Newton Pew and John G. Pew, Jr., sons of the founder of the Chest, JOHN G. PEW, and it awarded annually to the men and women of

that company which makes the outstanding contribution to the current campaign.

On the Golden Anniversary, it would indeed be a fitting tribute to return it to Sun Ship.

The campaign starts in September, but for special reasons of the Mothers' Award, we are putting out an early alert. Selected for Miss United Way is Diane Del Raso of Production Planning. Frederick J. Orsini is Plant Chairman, assisted by Associate Chairmen Joseph Carantonio, Donald Ashwell, and Rob Smith.

Sun Ship has supported the United Way as the single annual fund raising drive for our contribution to the community. Employees have always responded with dedication and generous participation in this worthwhile cause. We hope that we can count on you again.



as Miss United Way
Donald Ashwell
Joseph Carantonio,
Donald Ashwell, and Rob Smith.

Busy First Half Enjoyed by Ship Repair



Shown resting temporarily for repairs on a dry dock is the USNS COMET, Sun Ship Hull No. 610. This photo holds a certain resemblance for photographer Harry Hladky. His first engagement in the shipyard took place on the COMET during construction in '58. Mr. Hladky has been temporarily missing from the shipyard in recent months due to illness.

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Wishing Them Well



George White (88-97) already enjoying retirement with Mini (left) and Fluffert (right) after 33 years of shipyard service.

WISHING THEM WELL

The first half of the year marked many retirements in addition to the Annual Retirement Dinner held on June 7 at the Media Inn. Present at that dinner alone were 64 retirees.

We unfortunately didn't catch all the farewell celebrations going on around the yard, but of those that we did, several are pictured here.



LEFT TO RIGHT: 59-117 Kenneth Morgan, 59-1345 Tom Coward, 59-934 Thomas Castald, 59-1658 Thomas Taylor.



Left to right: Mike Fennolo, Harry Gaskill, and Bill Collins



Capt. Howard Derrin

Safety Stressed

Boating Season Upon Us

In mid-June with the beginning of vacation season, the Coast Guard issued a news release on boating safety which many at Sun Ship may find helpful. Reports to the Coast Guard indicated that a substantial number of boating accidents in which the operator or a passenger fell overboard occurred when a handrail or lifeline could not support the load put upon it. In many cases the person drowned or was subsequently struck by the boat or propeller, suffering serious injury. Handrails are often installed for decoration, or only to help a person maintain balance while walking on slippery or narrow deck spaces, and may not be capable of supporting a person's entire weight.

Precautions Urged

The Coast Guard has found that the use

of wood or self-tapping screws to secure this equipment to the deck is a fairly common industry practice, although thru-bolting is usually more satisfactory. As a result, sitting or leaning on handrails or lifelines may tear them from the deck.

In addition to using sound judgment and caution in moving about decks and cockpits, the Coast Guard urges all boaters not to rely solely on handrails or lifelines to keep from falling overboard, and discourages passengers from sitting, leaning on, or hanging from them. It is also strongly urged that boat owners regularly inspect and maintain the handrails and lifelines on their boats, paying particular attention to the bases which should be thru-bolted and reinforced rather than secured with wood or self-tapping screws.



Front Row, 3rd from left (59-41) F. Jones, 3rd from right (76-165) J. Jandine.



F. MOSSE—The inscription reads: April 6, 1974, Sun Hull No. 666. A lot launching and a new beginning.



Peg Miller, Industrial Relations.



Carl Davis (55-2) cutting cake.

20-Year Hull Still Operating

Another Sun Ship hull remerged to make news recently when Farrell Lines of New York announced the purchase of a C-4-Macmer type ship, formerly the PRESIDENT TAYLOR, from American President Lines. What is significant about the purchase is that the ship is the original HAWKEYE MARINER, built here in 1954 as Hull No. 587 and sponsored by Mrs. Hugh Scott during launching ceremonies then. It was then operated by Farrell Lines for those voyages for the Military Sea Transportation Service. Taken over by the American President Lines in 1957 and named PRESIDENT TAYLOR, the ship remained in that fleet until the purchase of recent weeks.

The HAWKEYE MARINER will be re-named a third time—to AUSTRAL

PILGRIM—and begin sailing to African ports for Farrell. The new addition to the original Sun Ship hull will bring to nine the number of vessels sailing in Farrell Lines' African fleet.

Here are some other particulars on the ship as researched by M. Prystash:

"HAWKEYE MARINER"—Cargo Ship
Keel Laid—10/25/51
Launched—10/07/53
Time on Ways—23 months, 13-days
Delivered—2/3/54
Total Building time—27 months, 9 days
Length between perpendiculars—528-0
13,365 DWT
Single Screw Steam Turbine
Speed—20K

Capital Program Progress Report

Five Revolving Cranes Ordered

As part of the capital improvement program designed to modernize the shipyard facilities, five diesel-electric, revolving gantry cranes are being manufactured by Washington Iron Works, Seattle, Wash., for delivery early in 1975.

Three cranes are of 75-ton capacity, two of 250-ton capacity at 100 foot radius, with respective boom lengths of 150 and

225 feet. All are on gantries 105 feet high. The contract was reported as issued in April.

Washington Iron Works, a division of Formac International, Inc., manufactures logging equipment, hydraulic particleboard and hardboard presses, and cranes for construction, container handling and shipyard application.

Progress Report on Capital Improvement Program

Chosen to participate in two historic launches of the dry dock sections for Sun Ship's new floating (#4) drydock were long-time, well known employees. The christenings both took place on Thursdays, two weeks apart. The first occurred April 25; the second was

launched May 9. The first launching took place on an exceptionally windy day while the second left the building ways during a day marked by steady downpours. Both, however, were highly successful.



THIS SECTION was sponsored by Germaine Bruggeman (holding the bottle of champagne), an accounting supervisor at the shipyard. Looking on before she uncorks the traditional bottle are three other Sun Ship employees (from left to right) Frank Wilson, Anna May Sulger (Wife of Howard), and Raymond Eugene.



THE FIRST SECTION OF SUN SHIP'S NEW FLOATING DRY DOCK slides down the launching way. The dry dock section is 350 feet long, 114-1/2 feet wide and weighs 3,300 tons. When completed, the dry dock will be composed of two 350 foot sections that, when used together, will be capable of lifting up to 70,000 tons. The shipyard's present dry dock is capable of lifting up to 44,000 tons.



Waiting to assist in uncorking the first dry dock section down the launching way are (left to right): Eugene Schorsch; Betty Montgomery, (sponsor) and secretary to the Vice-President of Operations Robert Galloway; Sue McDowell (Matron of Honor); and her husband, Ronald McDowell.

Congratulations on their Promotions



Two long-term employees (22 years apiece of service) were promoted to the rank of Captain early this year. On the left is Sam McGleskey (88-110) and on the right, Joe Oufat (88-53). With the other two captains, they have responsibilities for the security of the shipyard on rotating shifts, each having six men for each of the shifts. Capt. McGleskey has four children, ranging in age from 19 to 25, while Capt. Oufat has five, the youngest being 4-1/2

and the oldest, 16.

Not to be forgotten and equally deserving of honors is Captain Al Borsello (88-25) who achieved his rank the first of May. Al has 17 years with the company, and he is pictured to the right of Capt. Durkin during retirement festivities (see opposite page). Capt. Borsello joins Captain West as the fourth member of the team of distinguished Guard Captains.

Important — Sun Ship Scholarship

Sun Shipbuilding sponsors two-4 year college scholarships each year to the maximum amount of \$1500 per year. This scholarship is administered by the National Merit Scholarship Foundation and is available to sons and daughters of our employees.

Students entering their junior year in high school this fall and who will graduate from high school and enter college in 1976 should begin application for this scholarship immediately. To do so, this procedure should be followed:

- Request application blanks and information sheets from Industrial Rela-

tions (R. Cockhill). Please send your request in writing.

- Complete and return these applications before December 6, 1974.
- In September, arrange with your school to take the PSAT/NMSQT on October 22 or October 26, 1974.

Last year was our first year of participation in this program and a four year scholarship was awarded to Steven Blair, son of George Blair, 38-123, and to James McNeal IV, son of James McNeal III, 37-5.

Applications for the 1975 scholarships have already been filed with the National Merit Scholarship Corporation.

for your protection and safety

Visitor Control Procedures Tightened

Joe Baldwin, Security Manager for the shipyard, has issued a reminder concerning several areas of security enforcement. The rules on visitors also apply to vendors, their representatives, and deliveries and pickups by outside personnel. All visitors must be sponsored by a Sun Ship Department Head and must be escorted unless a special badge is issued.

The shipyard is a popular and interesting place to visit and particularly Sun Ship, where new construction projects are frequently pioneering ventures involving new techniques of proprietary nature. To hold this competitive position it is necessary to restrict casual observers. Also, visitors have to be kept to a minimum in order to prevent mishap or disruption. For these reasons as well as the very real one of personal safety of all visitors and compliance with insurance regulations, the shipyard must be informed when non-employees are on the premises.

Other areas requiring observance to avoid misunderstandings are:

CAMERAS:

BANNED from the shipyard except when previous permission has been granted by the Vice President of Operations or his designated representative to take photographs. Picture taking must be supervised by a company official to make sure that sensitive equipment/projects are not photographed.

PACKAGE INSPECTION:

Receptionists and guard personnel are authorized to inspect all brief cases, packages or bundles leaving the building or

shipyard. Visitors wishing to remove packages from the Company premises must obtain a "Material and Property Pass" from the company official visited before property will be allowed to leave the company premises.

PERSONAL VISITORS/INVITED GUESTS:

Permission to enter the shipyard must be obtained from an executive of the Company.

VISITORS AFTER HOURS:

Must be cleared by the night or weekend superintendents.

SPECIAL TOURS:

Special tours are occasionally allowed but must be cleared in writing through a company official. These tours are generally visits to selected portions of the shipyard and access will be provided by the department sponsoring the tour. A copy of the letter of request for a Special Tour should be forwarded to the Security Manager in advance and should include the time, date, places to be toured and number and names of persons expected to make the tour, if known.

CONTROL POINTS: Apply for admission to the yard only at

- (1) Front entrance to the Wetherill Plant.
- (2) Front entrance to the Engineering/Management Building.
- (3) Front entrance to the Main Office Building.
- (4) Guard Captains' Office at the Main Gate.

An Achievement to be Applauded



The five men and one woman pictured have completed 80 hours of Bridge crane operation training. Left to right, they are: Ed Miller—76 Dept. Foreman, Ed Blais—Instructor, Harry Yawby, Robert Borzang, Gail Heford, Robert Adams, Vincent Jackson, William Daniels, and Roger Sligh—Superintendent. Not present were Arthur Vann & Ritchie Meehan—Instructors.

Sun Ship Sponsors Widener College Project



Admiring their well executed model of VLCC are Widener Cadet students (left to right): Daniel A. Desnoes, Joseph J. Kurtz, and Edward T. Moore, with Professor Francis S. Chambers and Sun Ship advisors Charles R. Lansberry and J.M. Ballinger. The students are all members of the Society of American Military Engineers.

National Engineer's Week at Widener College is climaxed with the presentation of Senior Projects by students from the Center of Engineering. This year, one presentation in particular held special interest since, besides being ship related, it had also been sponsored by Sun Ship.

First of all, as background, the Senior Project is considered the crowning achievement of undergraduate engineering education at Widener. Senior students undertake an investigation of an unsolved problem for which they must combine research in library, field, and laboratory to achieve the solution. Usually a team effort as in Sun Ship's case, the work concludes with a final oral report on which they are evaluated before a Board of judges composed of engineering specialists. The Board is made up of recognized engineers associated with companies which have demonstrated an interest in furthering the professional engineer relationship between educators and industry.

Dr. Charles Lansberry and Capt. J.M. Ballinger, Manager of R & D, were Sun Ship's representatives in sponsoring the project. Dr. Lansberry, who is also an Adjunct Professor at Widener, acted as

technical advisor to the cadets.

In Sun Ship's case, the objective of the project was to investigate the feasibility of using cofferdam (double wall) transverse bulkheads in ships transporting liquid petroleum products. The methodology of the project was to use the conventionally reinforced cofferdam bulkhead for comparison, considering strain to weight ratios.

In addition to designing the cofferdam bulkhead, the cadet team designed and built the apparatus required for model testing. As an individual contribution to the project, Cadet Kurtz started construction of the 5-foot model of a Very Large Crude Carrier (VLCC) after he completed the Army ROTC Advanced Camp at Ft. Riley last summer.

The test results of the project confirmed the theoretical and analytical design calculations which favor the cofferdam bulkhead considering the strain/weight ratios and justify further investigation to optimize the cofferdam bulkhead design. The results will be further applied, then, to additional research work in the shipyard.

Highlighting A Great Season

Bowling



Banquet



MRS. HERNANDEZ CHRISTENS THE S.S. EL TAINO at W.B. Mating, Sun Ship Vice President, looks on. Mrs. Hernandez, wife of Governor Rafael Hernandez Colon, christened the 25-foot, 700-ton trawler appropriately with a bottle of Puerto Rican rum. This is the second TTT trawler to be christened by the wife of a Puerto Rican Governor. Mrs. Masor Marin christened TTT's PONCE DE LEON in November 1963. The EL TAINO is the fourth in the series, and the ship sailed from here on May 29.

