



# Sun Ship Log



Volume 9, No. 1

Sun Shipbuilding & Dry Dock Company

February, 1975

## A FIRST AT SUN SHIP



The feminine touch comes to the Security Department with guards Patricia Simpson (left) and Delores Whittle (right).

**WATCH YOUR LANGUAGE, MEN** — the Security Department has changed its image by introducing female guards into the traditionally all-male guard department. A warm welcome to Ms. Patricia Simpson and Mrs. Delores Whittle, who joined the Company in December 1974, and according to the Security Manager, Joe Baldwin, didn't waste any time becoming acquainted with a guard's duties. He stated that both ladies are attractive, intelligent and mature individuals who coupled with their prior security experience have made the transition into the Security Department a quick reality.

Delores worked as a Security Dispatcher for a large Regional Security Agency prior to her arrival at Sun Ship and possesses a Private Investigator's license from the State of Delaware. She is married with four children and you would think that would be enough to keep a person busy, but not Delores. She is also enrolled in a Criminal Justice course at

Delaware County Community College! Pat previously worked as a Security Officer for a large department store chain in the State of Delaware and also as a problem solving Counselor in a privately owned home for girls. Pat was enrolled in the Delaware County Community College's Liberal Arts program and plans to continue with her education. She is single and in love with a beetle — her new Volkswagen.

According to Joe Baldwin, they are expected to perform the same duties as the male guards. When asked why he decided to hire female guards, he stated that it was time to upgrade our guard department because for a long time women have demonstrated their sincerity, aggressiveness and competence in the police and security career areas. In fact, he continued, it is anticipated that eventually there will be a female guard assigned to each of the four rotating guard squads.



Monday evenings are reserved for meetings by the Credit Union officials. Here are pictured (left to right): Bill Webb, President; Vic Lombardo, Vice-President; and Bill Russo, Assistant Treasurer.

## GOOD SAMARITAN



Pictured above is Jim Martins, far right (66-54), who found and turned in a wallet to Guard George Cooks, center (88-77). The wallet, with money, was returned to its owner, Fred McAdams, left (59-952), the same day it was lost.

## Credit Union Growth Amazing

'Fantastic' seems like an overworked word in the English language these days, but one notable exception deserving its use is the growth and acceptance of the Sun Ship Credit Union. Surely its growth has been more 'fantastic' than any of its most optimistic officers had anticipated. In fact, on January 20, the 1,000th member joined. The Federal inspector who audits our Credit Union finds that this is one of the best initial responses; generally, only about a few hundred ever join at the start.

Following are some other details many of you have been asking.

### Who is eligible?

All employees of Sun Ship may join — and are encouraged to do so. Spouses and household members of employees are also eligible for all the benefits.

### Why join?

For many reasons a Credit Union is a decided advantage. Members share a

common bond with fellow employees. Because membership is limited to a select group of people, the stability and security of doing business is increased. Being non-profit, credit is available at a fair and reasonable rate of interest. Money is more readily available to members of a Credit Union. There is no fuss in getting to a bank to transact business. Saving is easy and convenient (payroll deductions) and borrowing is equally simple.

### How does it work?

To serve the credit needs of its members, the union must first accumulate funds through savings. Thus, the Credit Union encourages thrift and offers a safe and profitable place to practice a system of saving.

### Offices and business hours

The Credit Union office is located at the corner of 2nd and Eddystone avenues, Eddystone. Phone number: TR 6-8248.

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A typical night at the Credit Union offices, 2nd and Eddystone Avenues, Eddystone. The Office is open for credit applications and other business from 5 until 9, Tuesday through Thursday evenings, and again on Saturday mornings to accommodate shift workers.

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PROSPECT PARK PA  
520 ELEVENTH AVE  
M WALLS

Congratulations and admiration are in order for...

## Crane School Graduates



Pictured receiving their much envied "CERTIFICATES OF ACHIEVEMENT" from Dick Bible (far right), General Foreman of Maintenance and Jack Montgomery (far left), one of the Crane Instructors from 76 department are (from left to right, holding certificates): John Christopher, Rochella Ann Smith, Joseph Ball, and Richard Runner.

This foursome and others like them are to be especially admired. A great deal of credit belongs solely to them for

having sacrificed their free time over a nine week period to complete this training and better their future job prospects. Credit also must go to Jack Montgomery and Ritchie Mehan, both of 76 department, who are the instructors for the course and who have done an excellent job over the past year in upgrading numerous helpers and laborers into crane operator positions.

This group is proof that anything worthwhile takes time... and sacrifice.

## Ribbon Cutting Ceremony

To highlight the opening of the Credit Union's official offices at 2nd and Edystone avenues on January 6, Bill Welsh and his wife hosted a cocktail party following the formal ribbon cutting ceremonies. All officials of the Credit Union, officers of the company, and of Locals 802 and 804 were invited.

Punch and hors d'oeuvres were served, courtesy of Mrs. Welsh, followed by coffee and cake, the latter supplied by that incomparable baker and Vice-President of the Credit Union, Vic Lausanne.

Corages for the female staff were an extra added touch to an otherwise splendid occasion, marking a glorious opening with still more glorious days to follow.

## A Special Thanks To...

Those volunteers from Sun Ship who have given many hours of personal time in the evenings to help the Credit Union with the many records that must be kept up-to-date and accurate at all times. Whatever has been needed — from answering phones, checking the status of applications, and posting payroll deductions — have been done by them efficiently and pleasantly, often under the most trying of circumstances. Without them, Bill Russo notes, his job would have been impossible to handle. So for their efforts, thanks are extended to: Sally Savage, E & M building, Sue Barker, E & M building, Gloria DeFalco, E & M building, Margaret Benson, C.V. office, and Mary Connolly, E & M building.

## Apprentice Graduates



DESERVING PRAISE FOR THEIR EFFORTS AND PERSISTENCE ARE DANIEL PERKINS (second from left) AND ROBERT PADEN (far right), BOTH YARD APPRENTICE GRADUATES. They are the first yard apprentice graduates to receive the new completion certificate which was developed by the Yard Apprentice Committee. Mr. E. LaCrosse, Hull Superintendent, made the presentation while their Training Supervisor John Glanfield looked on.

Mr. Paden (45-140) started as an ap-

prentice on August 9, 1971. He is a graduate of the Marple Newtown Vocational School and completed his apprentice related training at the Chester Vocational School.

Mr. Perkins (47-100) started his apprenticeship on January 24, 1972. He is a 1967 graduate of Sun Valley High School and he, too, completed his apprentice related training at Chester Vocational School.

CONGRATULATIONS...and continued success as First Class Mechanics.

## Welcomed to New Positions

Mr. C. Richard Orth is the new Marketing Manager for the General Cargo Ship Product Group, filling the post



position vacated by Mr. Kleschick as a result of the latter's promotion to Vice-President. Mr. Orth now heads a group responsible for transportation research, product

service and financial analysis functions in this particular area of the shipyard's operations.

Joining us on February 3, Mr. Orth brings considerable experience to his new position; he previously had been General Sales Manager for Wiley Manufacturing for many years. He graduated from the University of Delaware in 1960 in the field of Mechanical Engineering. A native Delawarean, he and his family still make their home there.

A familiar face to many is the Yard, Robert C. Lamb has been promoted to the post of Chief, Machinery Technician

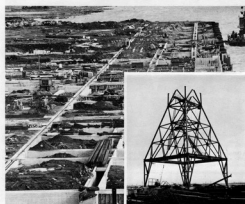


held by Jon H. Matthews before his promotion to Director of the Manufacturing Engineering Division. Mr. Lamb will now be responsible for

directing all the activities of the Machinery Technical Department relating to new construction, conversion, and repair. His department handles marine engineering, shipboard testing, and mechanical equipment specifications.

In the Yard, Mr. Lamb is best known as the Project Engineer in charge of all mechanical and electrical construction within the shipyard's current capital improvement program. He is a graduate of Pennsylvania Military College.

## Capital Improvements Program



Progress to the end of January at the North Yard construction site is reflected in the two photographs shown here. The photo on the left shows about 75 percent completion of the primary pier head, crane-ways, and launch ways. On the right, one of the 75-ton cranes is shown being erected. At completion, there will be three 75-ton cranes and two, 250-ton cranes, manufactured by Washington Iron Works.

## 1974 Injury Statistics

### Continued Improvement Raises Green Cross

Without question, 1974 closed out with a much better record of safety improvement than the year before that. For the decline that was realized, only a great deal more safety awareness and safety effort could have been responsible on the part of our employees. If this trend can be continued, all of us can look forward to a successful "Safety Year" in '75. Let's review what passed.

Injury frequency rate — lost time injuries per 1,000,000 man-hours worked — declined from 19.91 in 1973 to 17.77 in 1974. Translated, this represents a decrease of 11%. Likewise during the same period of time, there was a corresponding drop of 18% registered in lost time injuries — down to 120 in 1974 from 147 lost time injuries in '73.

Unfortunately, it would appear that the great majority of injuries continued

to result from unsafe acts on the part of the injured. If we would all engage in more safety awareness, we can continue to reduce the number of injuries — hopefully all the way to zero — our ultimate goal. Most frequently injured: back — 16; legs — 23; feet — 25; hands — 12; trunk — 10.

Being even more alert to area conditions, continuous use of personal protective equipment, and improved safety planning would go a long way in reducing these and other types of injuries. It's apparent we've come a long way in improving our record. Your cooperation is most urgently needed to make '75 a banner year in terms of being accident-free.

This time next year, let's be able to salute a good safety year and an alert safety department. Each person's 100% support and awareness will do it.

## Improved Techniques Under Study



Most often found at home in the Computer Center of the Engineering/Management building is Charles Lansberry, who most recently authored a paper covering Sun Ship's prominent position in one specialized technique and its application to the shipbuilding industry.

Finite Element Analysis, a specialty all its own, is a complicated technique of the civil engineering world for measuring stresses and strains of materials under load. While no attempt will be made here to unfold its methods, Sun Ship has one such specialist in its midst — Charles R. Lansberry, a structural engineer in R. & D. Dr. Lansberry presented a paper on the subject before other such specialists in Miami during the month past.

In his speech, Chuck discussed his application of that technology here at Sun Ship for carrying out stress analyses of hull structural details. This analysis method represents a significant advancement in the ability to accurately predict the stress levels in all parts of the ship, thus ensuring a greater degree of confidence in the ability of our product to perform as intended.

Advanced technology such as this will only further help to advance our com-

petitive position in the years to come. About 200 specialists, some of whom represented 12 foreign countries, heard Chuck Lansberry cover the topic of "Interactive Graphics and Ship Structural Analysis: A Practical Application." This was the only paper covering aspects of the shipbuilding industry. Other presentations dealt with land based LNG storage tank analysis, transmission tower analysis, settlement analysis and so forth.

While 200 people might not seem like a very impressive array in terms of numbers, remember that there are relatively few specialists interspersed throughout the United States which accounts for the seemingly small attendance. In actual fact, however, the meeting was a great success. In terms of importance, interactive graphics will have much to do with ensuring the structural adequacy of our hulls.

## ENERGY SAVING TIPS for your Home

With the high cost of fuel and emphasis on conservation of our resources at such a critical time, here are some hints for helping that battle during our "home" hours.

On electric ranges, turn off burners several minutes before the end of the proper cooking period. Not only will the heating element stay hot, but your food will finish cooking without the use of additional energy.

Keep windows near thermostats tightly closed. Otherwise, cold drafts will cause a lower thermostat reading — which means your furnace will run unnecessarily.

Once a month, it's a good idea to flush the sediment out of your hot water tank by draining a couple of buckets of warm water from the faucet at the bottom of the tank. If allowed to build up, sediment will prevent the water from heating properly, meaning that you will burn more fuel to accomplish the task.

Whenever practicable, buy permanent press clothing. You'll save the energy needed for ironing and lighten household chores as well.

When baking, resist the temptation to peek! A 20 percent heat loss occurs each time you open the oven door, not to mention the increase in baking time too, and the waste of energy!

From time to time, other ways to cut back on fuel usage, and thus save money and the loss of a vital resource, will be published.

Everyone's cooperation will go a long way to helping in a difficult situation.

## Loan Transactions Prove Popular

John Agrell of the Credit Union Supervisory Committee reports that the Credit Committee headed by Claude Allen, along with the able services of Pete Obit, Pete Jenkins, Edwood Ruly and Bill Walsh, are no doubt the busiest people these days. It is their duty to accept, review, and approve/disapprove all loan applications. They alone make the final decision. No simple task, it keeps them working at a hectic pace.

The Credit Committee meets every Monday evening; all those who have applications pending are advised to contact the office (TR-6-8248) Tuesday through Thursday evenings for information. Where possible, Mr. Agrell notes, applications will be processed within seven days or sooner, but with tremendous response as just experienced, it will be impossible to process applications any sooner than seven days, and quite possibly two weeks will be needed. He asks that you keep this in mind when inquiring about the status of your loan applications; your officers are working to capacity to give quick and efficient service.

Mr. Agrell also advises that NO CASH IS EVER KEPT AT THE CREDIT UNION. All loans are by check.

Mr. Agrell further expressed best wishes to Peggy McKinney, Treasurer, who has been on the sick list since December — she is missed both in the Yard and at the Credit Union. Mr. Bill Russo has been doing an admirable job of substituting in her absence.

## In Memoriam



Former President Richard L. Burke, as he looked on the day he was named to preside over the fortunes of Sun Ship, May 1950

The dean of American shipbuilding and former President of Sun Ship, Richard L. Burke, passed away November 19, 1974 at his Baybrae Farm home on Deluca Drive, Dias Creek, New Jersey. Almost immediately, the New Jersey Senate passed a resolution honoring the memory of our former, retired President. The resolution, introduced by New Jersey Senator James S. Caffery, cited some of Mr. Burke's many achievements over the years, including for example that during

World War II, Mr. Burke was active in the construction of three new United States Maritime Commission shipyards to augment the original Sun Yard. Upon their completion, they comprised 28 shipways and attendant piers, and employed 35,000 — and during the war, set a record in the production of tankers, cargo ships and car floats. Following the war, Mr. Burke assisted in the development and construction of what was then the large super tankers for petroleum.

Mr. Burke started his career in 1907 with the New York Shipbuilding Corporation in Camden. In 1916, while our plant was still under construction, Mr. Burke joined the Company in a management position and was subsequently promoted to various supervisory positions, becoming in 1927 Vice-President and General Manager. During his career with Sun Ship, he developed the first all welded tanker in the United States. He was elected President of the Company on May 1, 1950, succeeding John G. Pew. At his death, Mr. Burke was 86 years old.

## History Remembered

On December 19, the Staten Island Advance newspaper reported a remarkable coincidence along with pictures of the event — the passage of the VERRAZANO BRIDGE — a Japanese container ship — under the Verrazano Bridge, the longest single-span suspension bridge in the world. Named for the famous bridge, which Sun Ship helped to construct, the Japanese vessel first sailed under its namesake in the fall of '73, while calling at the New York port. The ship also calls at other Atlantic ports on a routine basis. This coincidence approaches closest to the saying about a camel passing through the eye of a needle.

Back in the period 1960-1962, it may be remembered that Sun Ship shop-fabricated over 21,000,000 million pounds of steel for the bridge anchorages. These were riveted pieces. The fabricated pieces

were later delivered to the site and another contractor was responsible for installation. Today, the majority is buried from view under concrete, except for the saddle castings.

## BLUE GASOLINE!

### Was There Ever Such A Thing

Indeed there was — back in 1927 when our parent company, Sun Oil, marketed a gasoline in which blue dye was added, strictly to identify its own product. The reason color was so important for product identification was because of the prevalence of "see-through" pumps. The trend for coloring Sun Oil gasoline blue continued through to the early 1960's when it was phased out along with the remaining "see-through" pumps. The gas was known appropriately enough as "Blue Sunoco."

Do you remember???

## Scaling Down Shipbuilding Problems



Horst Gattel of Sun Ship (right) and Leroy Layfield (left) of Navac Inc. are shown checking dimensions of components for the engine room model of Hull 665. The model is used for checking prints, and will later be used out in the yard as a three dimensional print. The model room is now located on the first floor of the Engineering-

Management building in Eddystone. From the fittings they perform on a small scale, potential problems can be worked out before the designs are forwarded to production employees. Horst is a master modelmaker, and Leroy who is employed by a leading model making firm specializing in shipbuilding, is likewise equally skilled.

## for your information

**\*Lot No. 1 (Southeast Corner, 3rd St. and Morton Ave.)**

This lot will be utilized by contractor personnel, union officials, job applicants, visitors, employees with medical disabilities, crew members of visiting ships and hourly employees from all three shifts.

The first shift hourly employee will enter the lot via the 2nd and Upland Street gate which is opened at 5 a.m. and closed at 7:20 a.m., Monday thru Friday, with the overflow directed to park in Lot No. 3. After 7:20 a.m., entrance via the Morton Avenue gate is limited only to contractor personnel, union officials, job applicants, visitors, employees with medical disabilities, and crew members of visiting ships. Vehicles will exit this lot via the Morton Avenue exit gates.

The 2nd and 3rd shift hourly employees will enter lot #1 via the Morton Avenue gate and park in the end of the lot nearest the Morton Avenue guard shelter to provide safety and security for the automobiles of 2nd and 3rd shift workers during the hours of darkness. All vehicles will exit this lot via the Morton Avenue exit gates.

**\*Lot No. 2 (Northeast corner, 3rd St. and Morton Ave.)**

This lot is controlled and will only be utilized by salaried and hourly supervisory personnel having A-1, A-2, A-3 and Blue parking decals. The decal must be placed on the driver's side of the automobile's front bumper.

Entrance to lot #2 will be via the Morton Avenue gate. The three gates on 3rd Street will only be used as exits from the lot.

Parking Lot #2 areas are approximately marked A-1, A-2, A-3 and Blue sticker designation and each person is expected to park in his assigned area, regardless of the time called to work.

**\*Lot No. 3 (Northwest Corner, 3rd St. and Morton Ave.)**

This lot will only be utilized by the first shift hourly worker. Employees will enter and depart via the three gates. There are no reserved spaces in this lot and parking there is on a first come — first serve basis.

The gates to this lot are opened at 5 a.m. and secured at 6 p.m., daily, Monday thru Friday. Employees working overtime must contact the guard at the main gate when departing the Yard in order to have the gate unlocked so that they are able to remove their cars after 6 p.m.

**\*Lot No. 4 (8th and Hinkson Streets)**

This lot will be utilized by hourly employees on the 1st shift whenever there is

## New Parking Lot Procedures

an overflow of hourly employees unable to park inside Lots #1 and #3.

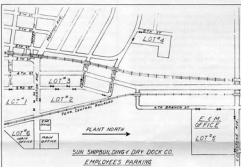
**\*Lot No. 5 (E.M. Building Parking Lot)**

This lot will be utilized by personnel assigned to the E.M. Building and North Yard Supervisory personnel as spaces become available.

Reserved and general parking spaces are provided. A-3, blue and white decals are required on this lot. Decals must be placed on the driver's side of the automobile's front bumper.

A-3 is a general parking area. Blue and not lined areas are reserved for vehicles displaying blue and white decals, respectively. A separate Visitor's parking area is provided for non-employees conducting business with the Company.

A portion of this lot has been roped off to provide parking spaces for outside contractor personnel during the construction phase of the North Yard Project.

**\*Lot No. 6 (Main Office Building Parking Lot)**

Parking spaces in this lot are reserved for Executives, Foremen, Department Managers, Official Visitors, Resident Representatives, Inspectors and the Captains and Executive Officers of visiting ships. The executive parking area is an extension of this lot.

**\*TRAFFIC RULES**

1. The speed limit in all parking lots is 15 mph. Drivers are required to maintain full control of their vehicles at all times. Weather, traffic or other conditions govern the operating speed when the 15 mph limit is unsafe.

2. Pedestrians always have the right-of-way over vehicles in the parking lots.

3. Reckless driving is prohibited and is defined as operating a vehicle carelessly, disregarding the rights or safety of others, or operating in a manner so as to endanger any person or property.

4. On approach of emergency vehicles, all other vehicles shall pull over to the side of the lane, come to a full stop, and will so remain until the emergency vehicle has passed.

5. When approaching a gate from either direction, drivers will slow down. Drivers will also come to a full stop at the front bumper flush with the stop signs located at the exit gates.

6. Drivers must comply with parking lot patterns and signs.

7. Use only normal space required for one car. Always park head in.

8. Do not park at centers, in front of exits, or anywhere which might block traffic.

**\*REGISTRATION PROCEDURES**

1. The Company attempts to provide parking for all its employees and reserves the right to impose Company registration

**\*DRIVER RESPONSIBILITIES**

1. Notify the Security Office of any damage to any vehicle or property.

2. Insure that any Company property removed from the Shipyard or any of its facilities and placed inside an automobile is authorized by a Sun Ship Material and Property Pass. Vehicles on Company property are subject to search.

3. Insure that the automobile meets state licensing, registration and safety inspection laws. Vehicles which are apparent safety hazards and/or fail to meet Pa. State licensing and registration laws will be denied the privilege of parking on Company property.

4. Employees must remove their automobiles from Company property immediately after departing from work.

5. Employees departing the area on Company business overnight may secure their vehicles in Lot #2. This must first be coordinated with the Security Manager or Guard Captain on duty.

**\*TEMPORARY CAR PASSES**

1. For Medical cases, the certification of the Medical Administrator will establish eligibility. Parking privileges will be extended only on a temporary basis, the period being discretionary with the certifying physician. At the longest, a Temporary Pass will be good for only six months. To avoid abuse, reserved parking because of physical or medical disability will be constantly reviewed. The nature of the injury will determine the closeness of the parking area.

2. Temporary Car Passes will also be issued to temporary hires, officers and crew members of visiting ships, visitors assigned to Sun Ship for a short time, and authorized employees who have their regular cars in for repairs, etc.

**\*RESPONSIBILITY FOR VEHICLES**

1. Automobiles abandoned on Company property longer than 72 hours will be reported to the police and removed at the owner's expense.

2. For apparent safety reasons, an automobile may be restricted or removed from Company property if it leaks gasoline or otherwise creates a serious fire problem. The Security Department may take immediate corrective action, including forced entry or forcible removal, if absolutely necessary, and always at the owner's expense.

3. The Company does not assume responsibility for automobiles stolen from Company property, damages sustained by automobiles on Company property, or property stolen from automobiles parked on Company property.

**VEHICLES SHOULD BE LOCKED AND KEYS REMOVED AT ALL TIMES.**

## Credit Union

(Continued from page 1)

Please note that ALL CREDIT UNION BUSINESS WILL BE TRANSACTED AT THAT LOCATION ONLY. Credit Union officials have specifically asked that no request for loan or membership applications be made during Sun Ship working hours.

**Sample loan information**

Assuming you wish a \$200 loan, here is what you can expect to pay and receive. If paid off in 12 months, the monthly payment will be \$17.77. However, the Credit Union will suggest that you repay \$20.00 monthly, with the \$2.23 being

placed in your savings each month. At the conclusion of the loan, you will have paid \$11.99 in interest and would have accumulated \$8.01 in savings. Where else can you repay a loan and increase your savings simultaneously? Our "savers" will also be rewarded annually with dividends up to 7%.

**New members**

A second membership drive will be initiated in the near future, and our first annual membership meeting will be conducted shortly thereafter, at which time nominations for officers will be in order.

Notices will be posted to give those remaining employees ample time to join the Credit Union.

**Another Record Set**

## Building Time Shaved to Eight Months

True to good building practice, and the skilled craftsmanship of our work force, Sun Ship set a new record on the building program for the S.S. PUERTO RICO. All of Sun Ship's shipbuilding construction programs have been marked by rapid construction time, and this time it was no exception for the S.S. PUERTO RICO. The Sun Ship-designed shipbuilding was delivered for charter to the Puerto Rico Maritime Shipping Authority on January 16, 1975 — the first ship delivered in the

New Year — and left the Yard on the evening of January 19 bound for the Puerto Rican trade. Thus was completed the fastest fast-track construction program in the shipyard's history. The PUERTO RICO's keel was laid on April 11, 1974 and construction of the vessel was completed by mid-December, for a total construction time of slightly more than eight months. This is the seventh shipbuilding built by Sun Ship, the unquestioned leader in roll-on/roll-off methods.