



# Sun Ship Log



Volume 9, No. 2

Sun Shipbuilding & Dry Dock Company

May, 1975

## Miss United Way Selected



Linda L. Graham has been chosen to lead Sun Ship's drive in the United Way Campaign, slated for its annual kick-off September 22. So we thought this would be an appropriate time to introduce her, along with Associate Plant Chairman James Knox, to his Sun Ship co-workers.

Linda is a Trainer resident and a graduate of Chichester Senior High School (1970). She enrolled in the executive secretarial course at Golden Beacon College of Delaware. While in college, she also worked as an assistant bookkeeper for Marks Department Store, and as an NCR and PDP-11 Computer operator for Wilmington Dry Goods. After receiving her AA degree, she spent the first two years of her working

career with The Corporation Trust Company, legal consultants to file and record documents for corporations with the Secretary of State. In August 1974, she joined Sun Ship's Industrial Products as a secretary.

Linda enjoys just about all outdoor activities, traveling and creative handicrafts. Her summer plans so far call for a tour of Maryland and lots of time at the various seashores. She follows the best in the Sun Ship tradition of popular, energetic MISS UNITED WAY'S. We're glad to have her leading us in what no doubt will be another successful Sun Ship campaign, given the usual generosity and wholehearted support of our people.

## Scholarship Winners Lauded



This year's winners of the shipyard's scholarship program for children of employees are shown with their fathers being congratulated by R. Galloway (far left), followed by Frank Metrick, Mary Metrick, Irene West, and Edwin West. The winners were selected by the National Merit Scholarship Corporation. Each will receive from \$250 to \$1500 in scholarship money for each year of college, with the exact amount determined by individual need.

Irene Marie West (70-34), a radiographer in the Quality Assurance department with 10 years of continuous service, Irene graduated from Interboro High School in the top 10% of her class. She was a member of the National Honor Society in addition to receiving awards in math and shorthand. She also participated in hockey, basketball, softball and tennis along with being an active member of the Prospect

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## In Memoriam

The following eulogy was delivered by R. Galloway at Memorial Services held for Mr. K. Damsgaard, who passed away Friday, May 9, 1975.

Such a fitting tribute was generously being shared with all of us on this very sad occasion.



"Dottie has asked me to say a few words about 'good old Kel' - our associate. I am honored by the request and have had help from others who cherish his friendship as I do.

"Kel, as you perhaps know, was born in Denmark fifty-two years ago. At an early age he returned with his father and mother to Shanghai, China. His father was a ship master for a Danish telegraph company. His mission in China was to locate and repair cable breaks. All of Kel's secondary schooling was in China and his first trip to this country was to enter M.I.T. With the outbreak of the war and the impossibility of getting any assistance from his parents in China, Kel managed to work long hours in order to pay his tuition.

"After graduation with a degree in naval architecture, Kel served in the United States Navy for two years, and then began his long career with the shipyard. He started as a draftsman in the hull structural drawing room. He had successive responsibility as... chief of machinery installation... plant maintenance superintendent... superintendent of machinery installation... and general superintendent.

"In 1972 he was made a Vice President of our company. He was in charge of our important liquefied natural gas program and also in charge of our industrial sales program.

"Kel had three attributes which were outstanding:

"First and closest to his heart, I believe, was his family. His wife, his daughter, Ann, and his son, Kel. He expressed pride frequently in their accomplishments and his hopes for their future. Kate, his daughter-in-law, had won a special place in his heart. He expressed amazement in young Kel's wisdom in finding and wooing her. His father was a delight to all of us when he visited the shipyard to see what Kel was up to.

"Second, 'good old Kel' was a 'people' guy. He liked them and they all liked him. He was straightforward and down to earth. Fancy can't come near him. He revelled in the \$39.95 paint job on his 1962 Dodge. No politics... no innuendoes. A smile on all occasions - sometimes under tough circumstances. All who met him felt friendship and warmth. His fairness reached to all levels... from sweeper to executive.

"Third, 'good old Kel' was a dedicated man. He was dedicated to his company for over 30 years and to his profession. He was imaginative and a top engineer in solving problems of all kinds - from the simple gadget to the most sophisticated of systems. He was tenacious in his ideas and a 'can do' type of guy which we all like to have with us... particularly when the going was tough and frequently the going was tough. With Kel's help, we licked many minor catastrophes and at least made them manageable.

"There are a thousand stories to tell about Kel. We remember the time when he broke his ankle and was lying in the dispensary. His words were, 'get me a cane so I can go back to work. These doctors don't know much.' Even last Friday night before his death, I am told that he was directing the stretcher carriers in rather sharp language on how to proceed through the door.

"Kel will go on the next trial trip with us. His wish was that his ashes be scattered on the sea that was his life's work. Young Kel will go with us and our captain Frank Ferrell will officiate.

"Kel probably questions whether we should all be gathered here today rather than building ships. He undoubtedly appreciates the 11 a.m. service because he disliked the tortures of rising at an ungodly hour in the morning. He certainly would like the beauty of the day.

"One of our family graces is from the book of Psalms in the old testament. You probably remember it - 'May the words of our mouth and the meditation of our hearts be always acceptable in Thy sight, O Lord, our strength and our redeemer.'

"Some of 'good old Kel's' sharp expressions might not be thought proper today, but they were honest and straightforward. The warmth of his heart and contemplative thought were always apparent. I am sure that the Lord will find Kel's words of his mouth and meditation of his heart acceptable."

May 14, 1975

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## Ship Repair - Busy as Ever



This unusual shot was taken from #3 dry dock of the M/V STAR TARO. The SUN 800 is being used to replace the double bottom area—and this was the first of six pieces installed. Prefabricated in 47 shop with heating coils and section lines in each unit, the units weighed approximately 60 tons each.

This was another complicated repair handled expertly and smoothly by the ship repair staff and craftsmen, along with the latest Sun Ship equipment. The vessel arrived on dry dock on January 7, and was off the last day of January. The M/V STAR TARO sailed from #2 pier on February 6. The area of the repair was in the #4 double bottom tank, and the SUN 800 was also used to lift out the damaged units.

Another mammoth repair undertaking was performed on the M/V MYTHIC, an oil/bulk/oil carrier damaged during operations in heavy weather. The SUN 800 was again used to remove and renew about 210 tons of steel on the port side in the midship area (#6 cargo hold). A total area of 90 feet was involved; the steel was installed in four lifts on #3 dry dock.

The M/V MYTHIC arrived here on February 28, remained on the dry dock from March 11 through March 22, and was completed at #4 pier. She sailed from the Yard on April 9.

Rounding out the other major ship repair activity, the S.S. NEW JERSEY SUN has been on #3 dry dock for major overhaul for renewal of approximately 21 plates in various areas of the hull.

### CREDIT UNION NOTICE

The Supervisory Committee is now in the process of verifying the accounts of all Credit Union Members.

Any member having an inquiry regarding his/her account should forward the inquiry, IN WRITING, to the following address:

Chairman of the  
Supervisory Committee  
c/o Post Office Box 68  
Crem Lynne, Pennsylvania 19022

## BE ALERT - Prevent Personal Thefts

Security Manager, Joe Baldwin, cautions employees not to leave purses and other personal property exposed on desks or in unlocked drawers when they leave their work areas, even for a few minutes.

He further commented that often times open temptations will inspire thefts which would not otherwise occur. A purse, currency, or a pocket sized calculator, especially left where it is available, might be picked up by someone who would not normally break a lock to steal. He suggested that employees prevent such thefts by exercising reasonable precautions. He cited the fact that better than 50% of all reported locker thefts on Sun Ship property occurred as a result of employees not properly securing their lockers.

Joe Baldwin reminds employees that although the company assumes no responsibility for the protection of employees' personal property, they should report missing property to his department immediately after it occurs so that investigations can be initiated.

Victims of thefts should provide the following information:

1. An accurate description of property stolen and its value.
  2. Approximate time of theft and the place from which it was stolen.
  3. The method of operation, including any conditions which may have aided the theft.
  4. Names of any suspected persons and reason for suspicion.
  5. Description of any evidence found at the place of theft.
  6. Any other information that may aid the investigation.
- He concludes by stating that he is a firm believer in the old adage: "An ounce of prevention is worth a pound of cure" and especially reminds employees that "the value of lost can never equal the value of their jobs."

BE ALERT - Help reduce thefts

## Apprenticeship Completed



CONGRATULATIONS go out to KENNETH KEELEY (8-107), shown receiving his Sun Ship Apprenticeship Completion Certificate from the Superintendent of Welder Plant, Jim McSorley. Ken started as an apprentice on May 8, 1972. He is a graduate of Sun Valley High School and completed his apprentice-related training requirements at the Chester Vocational School.

He is a welcome new addition to the ranks of the many successful apprentices trained by Sun Ship over the years. Again, congratulations.

## Scholarship

(Continued from page 1)

Park Swin Team for five years.

Mary Frances Metrick, whose father is Frank Metrick, Foreman of the Pipe Shop, graduated from Bishop Shanahan High School where she was a member of the Forensic Club for four years and its President for 2 years. She has other distinct honors: past Post District County Winner of Voice of Democracy Speech Contest, and academic awards in Religion, English and American History. Mary Frances graduated first in her class. Her father has 18 years of continuous service with the shipyard.

To both of these girls, we wish best continued success. They are off to a fine start.

## Hobbyists in the News



Bill O'Sullivan

Making wide circulation in art circles these days is Bill O'Sullivan, whose photo appeared in a recent edition of the *Sunday Philadelphia Inquirer*. He has just had a month's showing of his paintings (landscapes and seascapes) at Southeast National Bank-Media, with several sales resulting. His collection can presently be found on exhibit at the Paoli branch of the same bank. In the summer he is slated for the Brandywine branch.

Mr. O'Sullivan has been one of the popular painters in the shipyard's Arts and Crafts shop. He has never missed an opportunity to be part of the "clothesline" and his paintings have always attracted a wide following.

Another artist equally at home with paint brush and watercolor is he pursuing his hobby of model railroading in Bob Lutz. This time, however, in the pursuit of



Bob Lutz

his model railroading (incidentally, the subject of his paintings). Mr. Lutz has written an article for the May 1975 issue of *MODEL RAILROADER*. It is titled "Cubical Railroad—With Two Track Plans" with a subheading of "Your hobby doesn't have to be any larger than your work space."

Opening his article in his own peppy style, it is a bright and breezy piece on building a model railroad given the confines of the typical office cubicle within your home space. One of the two track plans referred to of course deals with a train layout having a marine terminal. Being a published author is nothing new to Mr. Lutz. He has been published before by this same magazine, as well as having a series of technical illustrations of his appear in print in *LIVE STEAM MAGAZINE*.



## Beneath the Face Mask . . .

is a perfect example of a woman doing well in a man's world. Indeed, it's to be expected when that woman has the same gut determination as Carmela J. Yohey (59-1273). "Shirley," as her friends know her, enrolled in Sun Ship's Welding School February 19, 1975 and with the help of a crack team of welding instructors supplying the know-how, she whizzed through the course and passed her AWS welding test on April 19, 1975—just two short months later. Carmela, assigned to 59 department, is now gaining the necessary confidence and experience by serving as a tack welder on #8 way. She is doing quite well.

Carmela is a little (4 foot, 9-1/2 inch) blond dynamo who packs a lot of personality as testified by those around her. This can also be better verified by her husband, Wayne Yohey of 78 department, the man responsible for suggesting the course to her and encouraging her to learn the art. Wayne has been a Sun Ship draftsman for the past 18 years and is an equally skilled in other trades as his wife is becoming in welding.

So, if you happen to meet Carmela in your rounds, wish her the best of luck in her new adventure.



Don't take for granted that a man will emerge from under the welder's shield. There are some surprises if you do . . . as Carmela Yohey proves!

## The First Keel Laying on Sun Ship's New Shipbuilding Slab

The first keel laying on Sun Ship's new shipbuilding slab took place on Monday, April 7, 1975 when the SUN 800 floating derrick lowered a 511-ton inner-bottom section on the shipyard's new North Yard facility. The keel section is part of a 121,000 deadweight ton Sun Ship-design "ecology" class tanker. The new shipbuilding slab is a major element in the facilities expansion and modernization program now underway at the shipyard.



## Other Names in the News

Mr. George F. Moyer, retired machinist from Sun Ship, was featured on page 17 of the First Pennsylvania Corporation Annual Report 1974. He was a part of a shareholder survey conducted by the bank and reported (beginning on page 14) in their Annual Report. First Pennsylvania stated that nine out of 10 Corporation investors read the Annual Report—particularly the financial details—and so knew quite a bit about the company. The company, on the other hand, felt the need to know more about the shareholder. Thus, Mr. Moyer's interview was prompted.

Mr. Moyer is pictured in a series of five photos snapped during the interview before the fireplace in his home. In forwarding a copy of the report and article for Sun Ship to see, Mr. Moyer also attached a note having very significant value for all of us.

"I owe much to Mr. John G. Pew Sr. He had one message for his employees when

he came to shake hands and wish us a Merry Christmas. It was a short sentence, repeated each year. 'Save your money boys, this isn't going to last forever.' 'I never forget it and it is an true today as when I first heard it Dec. 24th 1938.'"

Thank you, Mr. Moyer, both for the reminder and the tribute to Mr. Pew.

## Credit Union Corner

A word of sound financial advice: It's a fact that savings are harder to accrue than a loan is to pay off, because the obligation to pay off the loan is mandatory. If you have an urgent need for money, in today's economy it makes sense to borrow against your savings, still keeping your savings intact in case of an emergency.

Your best place to borrow... and to save... is your own Credit Union.

## Salute to

## John W. Curlett, 76-128

whose son Paul, an 11th grade Chester High honors student, has the extraordinary achievement of being admitted to college without the need for completing his high school education. To do this, he has been granted early admission to Alderson-Broaddus College in Phillipps, West Virginia. In addition to his academic achievement, Paul included the football and track teams on his record along with his own personal maturity which provided the endorsement for this very distinct, rare honor. He plans to be a philosophy major.

Paul will receive credit for his senior year at Chester High on the basis of his college studies, and will be listed as a graduate of the class of '76 even though he will have completed his freshman year of college by that time.

Best wishes to a deservedly proud family.

## THE FACTS OF HEALTH

When giving first aid for broken bones or fractures, keep the patient comfortable, and don't attempt to set a broken bone. Call a doctor.

To prevent needless accidents, supervise and instruct a child how to play with toys safely. Choose toys that are suitable for his age and ability.

There are 1,000 licensed practical nurses currently working in business or industry.



At the controls of his crane where he is not readily visible except to those needing him the most is John W. Curlett, who is making his new in a very special fashion.

## Invitation from a Retiree



Roy Lance (left), retired from 59 department for 2-1/2 years and enjoying it immensely at his Mid-Florida Lakes home, Leesburg, Fla., is joined in his boat by George Brown, right (33-129) who visited him recently.

Mr. Brown reports that there's an open invitation from Mr. Lance to his friends to visit anytime, with a special invitation to Bill DeLoof. Mr. Lance's double coach home can be seen in the rear.

## Emergency Services Underway



Whitney Sellers, an Assistant Superintendent on the night shift, is shown receiving instructions in the operation of a UHF tone and voice radio paging unit by Fire Marshal Hans Blich. In the background are four charging units that enable the individual pages to be utilized around the clock.

More efficient than ever is the word from the Fire Marshal's office and pictured above. The 16 pages, spare batteries and recharging units are located in the rear of the Security Office; however, the operation center is in the Main Gate Guard Station. Here the paging system is tied into the Security Department walkie-talkie network and operated by the desk guard on duty.

Used by trained members of the Fire/Rescue Brigade, this paging system directs them to respond to fire, rescue or other calls of an emergency nature. The paging unit is strictly a receiver, first emitting an alerting signal followed by the voice message. Thus, a more rapid response is now possible. Also, quick recall notification can be transmitted should circumstances so dictate.

In addition to alerting all pagers simultaneously, the Sun Ship system also permits calls to be made to individual pagers. The latter provides another dimension of communications between department supervisors and specific pager users.

This is the preferred means over "yard" fire whistles, sirens, etc. It provides an orderly, prompt response of trained supervisors to any type of emergency, without undue yard operation holdups, confusion, guessing, and unqualified assistance.

We can all credit the expertise of Mr. Blich for this innovation in yard services—and his years and awards in fire fighting gained from the Philadelphia Fire Department.

## For Your Boating Safety

Wearable personal flotation devices (PFD's) such as life jackets, life preservers and special purpose devices, should be purchased according to the size of the wearer, according to a news release issued by the Coast Guard. Further, the Coast Guard has noted that these personal flotation devices should fit the individual without any major adjustments in order to provide the proper buoyancy for the wearer. For example, Types I, II, and III PFD's are intended to aid the wearer in keeping his head above water. Any alterations to the device by the potential user, aside from retying, device non-approved, could very well void the designed buoyancy characteristic.

Rear Admiral John F. Thompson, Chief of the Office of Boating Safety, who issued the above warning, further amplified his remarks with the following: "Selection according to the size of the wearer is most important. This is a definite size case where the bigger the better is not necessarily true. All PFD manufacturers MUST design PFD's according to size specifications and all recreational boaters should pay close attention to size requirements posted on each PFD for proper fitting to the user." So our many employees who are boating enthusiasts, please take note.

Likewise, the Coast Guard also announced plans to end a provision in their boating safety regulations which presently allows the operator of a white water canoe or kayak to wear a lifesaving device that is not approved by the Coast Guard. This provision was allowed in the regulations only because, at the time the regulations were issued, there were no Coast Guard approved PFD's on the market which met the particular needs of the white water canoeist. This is changing, however, with the advent of more suitable PFD's and new regulations are being drafted.

## Manhattan Helper Back in News

The U.S. Coast Guard Cutter NORTHWIND (WAGB-282), a veteran of 30 years police ice breaking service, will be returned to active status in July. Her reactivation follows an extensive, two-year overhaul at the Coast Guard Yard, Curtis Bay, Maryland.

Following completion of the overhaul which is designed to extend her useful service life by five years, NORTHWIND will be homeported in Baltimore. Improvements to the 209-foot long vessel include machinery modernization and installation of a new pollution abatement system.

Commissioned in 1945, NORTHWIND was homeported in Seattle, Washington for most of her career, and has several polar service records to her credit, not the least of which directly involves her use of Sun Ship's more outstanding projects.

Of particular importance to us is the fact that in 1959, NORTHWIND became the first ship ever to transit the Northwest Passage eastward and westward in a single season, and accompanied the S.S. MANHATTAN on the historic Arctic Tanker Northwest Passage Project in September 1968.

Following a shakedown training cruise with her new crew in July, NORTHWIND will stand ready to add new pages to her colorful history from her new East Coast homeport.



Tolby Fisher



Harry O'Donnell



Nathaniel White



John Coan



Ken Gudman



C. Rouseff (34-789) and D. Taylor (60-115)



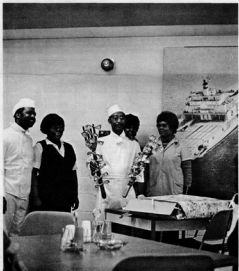
Frank W. Solito



Joshua Quill

## RETIREES

Bidding Farewell to Careers at the Shipyard Are Some of the Retirees Which Are Photographer Snapped:



Flanked by his able associates, Chief Oscar Uzile holds his retirement gift — a giant fork and spoon festooned with ten dollar bills — a gift from his many shipyard friends.

After more than 27 years as Chef at Sun Ship, Oscar Uzile hung up his chef's hat at the end of February, bringing his 40-year career to a close.

His culinary career began in the traditional fashion: washing dishes in the kitchen of the world famous resort hotel, the Cavalier in Virginia Beach. He quickly advanced from vegetables to baking to soups and stews, and in 10 short years, a rapid time in a profession notorious for slow advancement, he had all the credentials to accept the post of head chef at the military base in Tidewater, Virginia.

He filled several head chef posts before joining Sun Ship in January '48. Starting here with the night shift, he covered every phase of his art — buying provisions, menu making and serving the crews on sea trials.

His food was superb — and he was the master of some specialty items like snapper soup which had no parallel.

In discussing his accomplishments, he was particularly proud of his food carving skills. "I've carved roosts, ships, even battle-ships from potatoes, carrots, and turnips."

Looking ahead to his retirement with his wife Nettie, in Bryn Mawr, Oscar indicated that he plans to look after his racing pigeons and continue to train dogs. "I have a way with animals," Oscar says, and to prove it he recalls that he once tamed a red fox for a friend.

Will he do any cooking now that he's home full time? He says not.

He is joined by other retirees in the news, all of whom we wish the best of success.



Joseph Ambrosino retired with 48 YEARS 11 MONTHS and 28 DAYS of service.



## Welcome Aboard to New Medical Director

A major appointment was made to the staff at Sun Ship during the time between editions of the Log. A warm welcome is extended to F. La Ferns Hutchins, M.D. A Chester birthright belongs to Dr. Hutchins who joins Sun Ship in the full-time position of Medical Director and Head of the Medical Department, reporting to R. Barnhart, Director of Industrial Relations.

With Dr. Hutchins, Sun Ship will have a full-time medical director who will be responsible for the operations of the shipyard's medical department, physical examinations, medical treatment of occupational injuries and illnesses, preventive medicine programs, maintenance of medical records and liaison with employees' family doctors, hospitals, and medical consultants.

Educated at Lincoln University with a B.A. degree in biology (1940), Dr. Hutchins received his M.D. degree in 1945 from Howard University's College of Medicine.

He comes to Sun Ship from the Marcus Hook plant of FMC Corporation where he was their Medical Director. He had also served as President of the Staff at Sacred Heart General Hospital in Chester.

Currently on the Staff at Crozer-Chester Medical Center as well as Sacred Heart, Dr. Hutchins also maintains his own practice in Chester. His distinguished career is also marked by memberships in the American Medical Association,



Pennsylvania State Medical Society, Delaware County Medical Society, Allied Medical Arts Society of Delaware County, as well as being a member of the board of directors of the Industrial Medical Association of Philadelphia and the Sleight Farm School for Girls.

His military career spanned two services; the U.S. Army from 1943 to 1945 and the U.S. Navy from 1951 to 1953. Married to the former Mercedes Hunt of Chester, Dr. Hutchins and his wife reside with two of their six children in Thornton.