

Sun Ship Log

Volume 9, No. 4

Sun Shipbuilding & Dry Dock Company

September, 1975

GIVE TO THE UNITED WAY. . . ONE WAY. . . THE BEST WAY

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

FROM: P. E. REKINSON
TO: ALL EMPLOYEES
SUBJECT: EQUAL EMPLOYMENT OPPORTUNITY
DATE: SEPTEMBER 5, 1975

Sun Ship has been making significant progress in our Equal Employment Opportunity program. I wish at this time, however, to reiterate Company policy to insure that all employees are aware of the Company's strong and continuing commitment to this program.

The Company has had a long standing policy and an active program to provide equal employment opportunity to qualified personnel without regard to race, color, religion, sex, national origin, age, physical or mental handicap. This policy applies to recruiting, hiring, training, promotion, compensation, benefits, transfers, lay-offs, discipline, Company sponsored social and recreation programs and any other actions that affect personnel.

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

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

P. E. Rekinson

PRESIDENT

FE:my

Impromptu Visit Reported

THIS GROUP OF SUN SHIPPERS, ACCOMPANIED BY BOB BAKER WHO JOINED THEM LATER IN THE TOUR, "went to see for themselves" just what the United Way agencies really offered. They visited agencies who had been given very little advance notice of their arrival. Inside these pages, you can follow them through their trip, "see for yourself," and read their own comments.



From left to right: Dick Woodhull (SD-110), Miss United Way Linda Lee Graham, James Kinn, Ira Jackson (SD-1005), and Tar Ham (SD-1009) study the map, indicating the stops they will make.

ALL WHO WORKED ON THE S.S. GREAT LAND

SHOULD TAKE SATISFACTION IN HER SAILING FOR SEATTLE

SUNDAY AFTERNOON.

THE "CAN DO" SPIRIT, THE COOPERATION BETWEEN

CRAFTS AND THE INGENUITY SHOWN DURING THE PAST WEEK

ARE IN THE BEST TRADITION OF SUN SHIP, ITS EMPLOYEES,

AND SUPERVISION.

CONGRATULATIONS ON YOUR ACCOMPLISHMENT.

Robert Galloway
ROBERT GALLOWAY
VICE PRESIDENT

RG:m

AUGUST 25, 1975

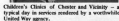


Southbound on the Delaware River, Sunday, August 24, the S.S. Great Land heads for her new home port in Seattle. This photo was taken from the twin span of the Delaware Memorial Bridge.



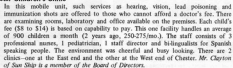
PROSPECT PARK PL
520 ELEVENTH AVE
M 11111
1975

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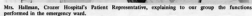
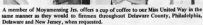
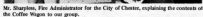
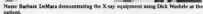


Here is their own report.

We are very fortunate to have these facilities available to us. CCMC is staffed with specially-trained physicians on around the clock basis. In cases of emergency crises doctors are on hand at the Resident Halls. The emergency room itself has 2 trauma rooms, 8 treatment rooms, 8 holding rooms (capable of being converted to treatment rooms), a cast room and a GYN examination room. There are also 12 X-ray rooms, including special studies (Radio Isotope Scanning, Heart Catheterization and Mammography capabilities). All facilities for emergencies are close to each other, very well planned and organized.



Licensed to hold 56 children, open 12 months a year. Children range from 3 to 5 under the supervision of qualified teachers. The children are very carefully



screened (many from generation to go children learn how to do for themselves child gets into his own thing during the outdoor activities in a very well equal organized trips and other social activities. We were all touched by the "family" each child was happy and received a lot (teacher) wishes they could handle more children.

Handles 37 children ranging from 3 to a playground, classrooms and beds for extinguishers which are checked by 50 children are kept busy coloring, painting

The Coffee Wagon is a lifesaver for the spot offers coffee, milk, cold drinks keep the firemen on their feet. It is fourteen. This is a valuable and needed

Here is a service that is "willing" to be on a set time with the elderly. They go to get medical attention, fed, washed, etc. they can't be of help, they refer them. McDermott stated that she always aid anyone who needed their help to tell information to aid those who one may names, or just answer questions. In living conditions, they do the best they

[illegible]

930 Avenue of the States • Chester

Your pledge will benefit all ages specify. Haven't you perhaps used past year?

American Red Cross
Salvation Army
Family Service
Health & Welfare Council

Chester Day Nursery
William Wilson
Memorial Nursery
Concord Day Care Center
Child Guidance &
Mental Health Services

United Cerebral Palsy
Community Nursing Service
Children's Clinics
Crozer-Chester Medical Center
Sacred Heart General Hospital
Jackson Laboratory
Mental Health Association
Arthritis Foundation

Sun Ship's first 'Control Pitch' sponsored softball team

This photo (with the others shown) was taken by the team's Financial and General Manager, WALT WESTERBERG. Walt notes that one of the outstanding features of the 'control pitch' is the high arcing ball, which goes quite a bit faster than might be

expected. The game is very fast moving, seldom taking more than an hour and a half. The Sun Ship team, in this their first effort, made it five wins and 16 losses, to finish fifth in the league.



Back row left-to-right Jack Nelson—59-594, Vic Pajon, Stretch Puck—55-271, Tom Swain—59-276, John Winculsky—61-255, Jim Martins—Apprentice, Ray Savage—59-1432, Herb Arrington—59-1462, Wayne Klen—81. Middle row left-to-right Bill Malloy—61-337, Ned Kaminski—Apprentice, Tom Ingle—61-252, Rich Bauer—61-261, Bill Robins—61-332. Front row left-to-right Adam Panto—61-363—Ant, Mgr., Ted Sover—Ant, Bill Roy, Robert Powers—Ant, Roy, Clarence Seldin—59-437, Jim Donahue—34, Michael Powers—61-256 Mgr., Not shown Steve Sills—61-296, Marty Six, Ken Thompson.

Calling For Help

The "How To" of making an emergency phone call could well save your life someday, or that of another in need. There is an "art" to calling for help, especially when seconds are precious and panic often causes more wasted time.

Help in an emergency is as close as the nearest telephone — if you know how to give vital information quickly and clearly.

So make sure you and everyone else in your home knows how — including children and baby sitters!

Here are a few simple points to prepare you for such an emergency:

In an emergency, you obviously waste precious time fumbling through a telephone directory. So be prepared by posting these numbers near your phone:

Fire department; police department; local poison control center if there is one; office and home numbers of your family doctor; hospital; pharmacist; ambulance service; taxi company; gas and electric companies; and one or more reliable neighbors.

When you make an emergency phone call, here are four points you should cover clearly and quickly:

1. Tell where it happened. Give the street number, the name of the street and, if you live in an apartment, the floor and number of your apartment.

Then repeat these. A brief description of the house or apartment building will also be helpful, especially at night.

2. Tell what has happened. Is your home on fire? Is someone bleeding badly? Has someone had a heart attack? Has someone accidentally swallowed a poison or drug overdose?

3. Tell who you see. That's important when the emergency isn't obvious from the outside, especially if a multi-family dwelling is involved. A neighbor, asked for directions, will be more likely to recognize your name than your house number.

4. Tell what kind of help is needed. Explain what kind of equipment you think will be necessary.

5. Lastly, give the person you're talking to a chance to ask questions.

It sounds like a lot to remember, but in fact it takes only about 10 seconds using this systematic approach.



An Introduction To...

RUDDIE E. IRIZARRY
Vice-President of Operations, TOTE



A shipping veteran, particularly with ro/ro ships, Mr. Irizarry has joined TOTE, Sun Ship's Alaskan subsidiary, as Vice-

Lord We Pray

Lord have mercy from day to day,
And let us not go astray.
Help us do the best we can;
Cause we know you will understand.

Lord we stumble and sometimes fall;
But Lord we will rise at Your beck and call.
Lord we know You have all the might,
And You will help us all to do what is right.

Oh what happiness You will bring,
When we all do the right thing.
Lord we will always keep an open door.
So You can come in more and more.

Readied for Final Trip

The final Northern Hemisphere voyage of the CHESTER, the last of the Bridgeport-Chester ferries, was made from Sun Ship recently. Mr. Rust Carleton, Superintendent of Ship Repair, and his staff readied the CHESTER for her new duties in Venezuela by providing a false bow to protect the ferry from rolling seas once out of Delaware Bay on the 2,000 mile voyage from here to the South American country.

THE CHESTER is slated to be used on a 30-mile run between the city of Canana and the Isle De Margarita.

Formerly the 69th Street ferry in New York until the Verazano Narrows Bridge (sections of which were of Sun Ship construction) made its use obsolete, THE CHESTER then took up similar duties between Chester and Bridgeport, New Jersey.

Made obsolete by yet another bridge when the Commodore John J. Barry bridge opened in February 1974, THE CHESTER made her final trip.

Once again, the expertise of Sun Ship and the Ship Repair department in particular prepared this vessel in the best possible manner for its new duties.

President of Operations, Mr. Irizarry will be responsible for all operational aspects of TOTE's Seattle-to-Alaska trade.

Formerly Director of Operations for Transamerican Trailer Transport (ITT) where he introduced and established one of the most unique concepts in ocean shipping between New York and San Juan, Puerto Rico, Mr. Irizarry is essentially charged with the same responsibilities, this time for Sun Ship's own newly formed company.

Mr. Irizarry is a native Puerto Rican, born in Toa Baja. He attended the University of Puerto Rico's School of Agriculture and Mechanical Arts, and George Washington University's School of Business in Washington, D.C. He has three children and three grandchildren; he and his wife reside in Seattle. THE GREAT LAND should face well under his able direction.

Lord we know that You are the boss,
And You will save us at any cost.
Lord when we call Your name;
We have nothing to lose but all to gain.
We know on You we can depend;
That You will always be a friend.

by
Henry James
67-70

Honored once again at Smithsonian Institution



CLAUDE ALLEN, Chief Mechanical Draftsman (left) turns over a partial packet of SUN-DOXFORD engine drawings to ROBERT M. VOGEL, Curator of Heavy Machinery and Civil Engineering, National Museum of History and Technology, SMITHSONIAN INSTITUTION. This adds to the growing collection of famous Sun Ship designs bought after by the Smithsonian. A few years back, the Curtin engine drawings were removed for display purposes and the archives of Smithsonian—a donation of the shipyard to the history of outstanding achievements.

SUN SHIP'S SAFETY DIRECTOR SEARLE WALTON SNAPPED THIS INTERESTING SERIES OF PHOTOGRAPHS OF A CRANE LIFT ON #4 DRY DOCK, AUGUST 27. THE

VERSATILITY OF THE SUN "800" BARGE/CRANE IS ONCE AGAIN AMPLY DEMONSTRATED.

