



Sun Ship Log



Volume 10, Number 2

Sun Shipbuilding & Dry Dock Company

June, 1976

STARTING A SAVINGS PROGRAM with U. S. Savings Bonds

This is a suggested schedule based on multiples of \$1.25.

\$25 Bond—you pay \$18.75



\$75 Bond—you pay \$56.25



\$50 Bond—you pay \$37.50



\$100 Bond—you pay \$75.00



Savings Bond Drive Begins

Sun Ship's 1976 U.S. Savings Bond Drive begins with a paycheck insert explaining the features of bonds. The insert, published by the U.S. Treasury, details the tax advantages, safety of investment, and liquidity offered by U.S. Savings Bonds.

A special 1976 printing of bonds features the nation's Bicentennial Minute Man logo, and each denomination commemorates a Revolutionary scene such as Independence Hall (\$25), the Liberty Bell (\$50) and Valley Forge (\$100). Bonds continue to pay a full 6% interest rate when held to maturity of 5 years with a 10 year extension privilege for continued earning.

What are some of the personal advantages of purchasing Savings Bonds?

FOR EDUCATION OF CHILDREN: Interest on Bonds purchased in the name of a child or

grandchild may not be taxable if the Bonds are cashed before the child becomes a taxpayer. This feature makes Bonds as valuable as investments paying a higher but taxable interest.

FOR RETIREMENT: If you buy Bonds now and hold them until after retirement, you'll pay less tax on the interest—or maybe none at all.

FOR SAFETY: Savings Bonds are the safest investment in the world. They're guaranteed against loss, theft, or destruction; and the interest return—6% when held to maturity—is not subject to any state or city income tax.

FOR EASE OF SAVING: Saving is automatic—done for you in small pay-day installments. You simply sign-up and specify amount to be set aside from each pay check for the purchase of Bonds and the Bonds are delivered when the purchase price is accumulated.

With all these advantages, U.S. Savings Bonds ought to have a place in your plans for the future. So stop into the Industrial Relations office to sign up for Bond deductions—or increase your deduction if you're already a Bond-Buyer.

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

1976 Sun Ship Scholarship Winners National Merit Scholarship Corporation



Congratulations to: (left to right), William Graney (48-59), his son Kevin; Susan M. Renninger (special winner), Mrs. Renninger; Jane E. McNeal and James McNeal III (28-5).



Jane E. McNeal

Kevin Graney

Susan M. Renninger

The National Merit Scholarship Corporation advised Sun Ship in early April of the 1976 Scholarship Awards. In addition, this year on a one-time non-employee related basis, a \$1000 scholarship award was also made in Sun Ship's name to a deserving student selected by the National Merit Corporation. A luncheon was held later in the month to honor the recipients, and they were all given a tour of the shipyard. Here are the backgrounds of our three fine scholars.

KEVIN P. GRANEY: Senior — Salesianum School, Wilmington, Delaware 19805; Cross Country — Winter and Spring Track; Explorer Post 342; College Interest — Psychology or Biology; School of Choice — University of Delaware; Father — William Graney, Loftman, 48-59, 12 yrs. continuous service, 20 yrs. total service.

JANE ERSKINE MCNEAL: Senior

— The Pilgrim Academy, Egg Harbor City, N.J. 08215; Class Standing — 1 or 2; Serious Music Interest, Basketball and Field Hockey; School of Choice — Wheaton College, Illinois; Probable Major — Music; Father — James McNeal, Assistant Manager Computer Center, 20-5, 18 yrs. continuous service.

SPECIAL \$1000 AWARD WINNER: Miss Susan M. Renninger, 1405 Allan Lane, West Chester, Pa. 19380; Senior — East High School, West Chester, Pa.; School of Choice — Duke University; Field of Study — Biology; Ranked 1st in Class, National Council of Teachers of English writing award, Chosen "Outstanding Girl Student," National Honor Society member, represented school in that scholarship contest, Debate team, Bausch & Lomb Science Award, State-level Bicentennial Youth Debates, Newspaper staff.

RE-HONORED



Sun Ship Executive Vice President Robert Galloway (far right) presents Mrs. Harry Gaskell, wife of Sun Ship retiree Harry Gaskell, with the builder's plate for the dry dock section she originally christened in April 1969. Witnessing the presentation are George Bachan, Welding Superintendent (far left) and her husband Harry Gaskell (second from left).

Mrs. Gaskell was the sponsor at the launching of a 125-foot dry dock section on April 19, 1969. The section was later joined to the shipyard's No. 3 dry dock. The plate was removed from No. 3 dry dock following its recent sale to an East Coast shipyard.

Mr. Gaskell was the sponsor for the 1969 christening as a result of her husband's selection by his fellow workers as "Mr. Shipbuilder." He was selected on the basis of his outstanding service in the shipyard and in the community.

He retired from Sun Ship in 1974 following more than 44 years of service. He and his wife live in Edinburg.

Security Cooperation at its Usual Best



Mr. William J. Gaffman (center, 58-502) lost his wallet containing \$32 and all his identification cards in the locker room of the Main Office. Guard Renee Thomas (left) found the wallet with everything intact, and turned it over to Captain Barville (right) who then contacted the happy group for this photograph taken by Sun Ship's Walt Westberg, Supervisor of the Piecework Contractors and Timekeepers.

Our 60th Year of Continuous Operation

May 24, 1916—May 24, 1976

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Memories Past and Present



Pacific Far East Line's AMERICAN BEAR became the last ship ever to be serviced on Sun Ship's famous #3 dry dock. The dry dock was sold to Bethlehem shipyards and this photo was snapped on the last day of service — June 18 — for #3 here.

The AMERICAN BEAR also has a history unique in itself. Built as a T2 here in our yard, the ship was converted at Newport News to a self-unloading ore/bulk carrier. An original Sun Ship hull became the final hull to be serviced on what was once the largest floating dry dock in the Western Hemisphere.

An Era Ends for #3 Dry Dock

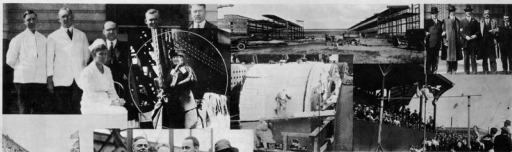


What was then the first supertanker (at that time), the PENNSYLVANIA SUN, is shown hoisted upon #3 dry dock. Later, the final dry dock service and the bow in the MANHATTAN were launched simultaneously and attached simultaneously to mark the last major event in the history of #3 during its illustrious career here.



The first ship ever to be serviced in #3 dry dock was the ATLANTIC. The ship arrived at the yard before the dry dock was fully completed. Note the hammerhead crane in the background.

And Some Nostalgia Associated With Our Birthday



Last Original Code Welder Retires



About to indulge himself in some well-earned full-time leisure is Bill Corter (59-65), who retired May 31 after 43 years 6 months. Of service of special significance

is the fact that Mr. Corter is the last of the original group of code welders formed in the shipyard by Mr. Pew in 1930. Previous to that time, welding had not achieved the sophisticated status and complicated specifications for special welding applications. Formation of the code welding group was a significant event in welding progress, and in the subsequent growth of the shipyard and its reputation. With Mr. Corter's retirement, the last of this original group leaves the Company. We wish him well.

On his right (wearing his hard hat) is George Howarth, who called the Log with the news of his friend's retirement. The well-wishers got together at the Wetherill Plant for the occasion.

St. George Emblem Awarded

John J. Dougherty, Jr. (known throughout the company as Doc, Jr.), 38 department chieftain (Quarters Piping) with 19 years of service this November, was recently recognized by the Keystone District of the Valley Forge Council Boy Scouts of America for his long service to scouting. Actually dating back to 1944 when he joined St. Robert's Cub Pack 128 as a cub scout, finally maturing as the Scout Master after serving a number of years as assistant, Mr. Dougherty joined St. Madeline's Pack and Troop 264 some years back and is now their Assistant Scoutmaster and Cubmaster. To honor him for his dedicated service and long hours, both in accompanying scouts and training them as well as holding training classes for those adults aspiring to lead troops themselves, he was presented with the St. George Emblem for excellence. We are glad to report



another enthusiastic Sun Shipper typical of so many of our employees who donate vast quantities of their time to service within their communities. Incidentally, the Boy Scouts are one of the organizations benefiting from your United Way dollars.

AFFIRMATIVE ACTION FOR HANDICAPPED EMPLOYEES:

One Ship is a government contractor subject to Section 303 of the Rehabilitation Act of 1973, which requires government contractors to take affirmative action to employ and advance in employment qualified handicapped individuals. If you have such a handicap and would like to be considered under the affirmative action program, please tell us. Submission of this information is voluntary and refusal to provide it will not subject you to discharge or disciplinary treatment. Information obtained concerning individuals shall be kept confidential, except that: (1) supervisors and managers may be informed regarding restrictions on the work or activities of handicapped individuals; and regarding necessary accommodations; (2) first aid and safety personnel may be informed when the extent of an injury, if the condition might require emergency treatment; and (3) government officials investigating compliance with the Act shall be informed.

If you are handicapped, we would like to include you under the affirmative action program. We would like to know what you tell us about: (1) any special needs, skills and procedures which qualify you for positions that you might now otherwise be able to do because of your handicap, so that you will be considered for any positions of that kind; and (2) the accommodations which we could make which would enable you to perform the job properly and safely, including special equipment changes in the physical layout of the job, modification of certain duties relating to the job, or other accommodations.

If you are handicapped and wish to discuss your situation please contact Mr. Hutchins at the Shipyard.

A. E. BARNETT
Director of Industrial Relations

Getting in Gear for Campaign



Linda Lee Graham (left), last year's attractive Miss United Way, presents her banner to Roberta Loynds, chosen to lead this year's Fall Campaign. In presenting the banner, Linda had this to say, "I wish Roberta the best as Miss United Way '77 in leaving what it is really about. I never realized how involved it is when all we need do is give one fair share to keep it all working."

been chosen and also, if the one chosen by her coworkers desires to accept the position.

It is a position requiring her to be the hostess at dinners, teas and any United Way gathering; guide tours; and to be able to answer questions posed at meetings — in short, a flexible, knowledgeable person with a sunny smile and pleasant disposition.

Chosen to replace last year's Miss United Way Linda Lee Graham, who so well carried out her duties, is Roberta Loynds. Roberta is a native of Chester and a graduate of Notre Dame High School. She has worked for the past year as an accounts payable clerk. Among her numerous achievements, she participated in the contest for Miss White Sands Swim Club in Village Green, and had the honor of being chosen as one of the Queen's Court.

Please give her your support.

Meet Miss United Way

The United Way committee for Sun Ship consists of representatives from Sun Ship's salaried personnel and both unions — 802 and 804. This committee, which has for its Chairman James Knox of Local 804, met in the spring to plan for the campaign which officially starts in September.

Around the middle of April each year, the Sun Ship's United Way Campaign Committee asks all Sun Ship female employees to nominate the girl that they think is the best qualified for the position of Miss United Way. After all the nominations are tabulated, the committee meets to decide which young lady has



Congratulations to Margaret Jones, shown at her familiar post in the cafeteria, and who on March 22 celebrated her 25th anniversary with Sun Ship.

Retirees in Name Only



Double retirements as reported by Al Crebman of Sheet Metal Shop occurred April 30 for Cal Wilson with him and Jimmy Lavelle (in his right).



If ever there was an advertisement for the benefits of physical fitness, it is Henry Cridley (66-68), second from left, the picture of vibrant health who retired at age 65 after 17 years of service. In the past, Mr. Cridley made news in the Sun Ship Log for his exploits as a marathon runner, who on this day he continues to do on a regular basis. His son-in-law Richard Janney, who called in the news of his retirement, reports that Mr. Cridley runs 10 miles a day and still competes in marathon races in Delaware and Philadelphia. Our Best Wishes for many more miles.

Becoming Acquainted

Elected April 13 to his new post of Vice-President is Frank E. Hartman. While reporting to Executive Vice-President R. Galloway, Mr. Hartman is now responsible for outside production and service departments within the shipyard's manufacturing group. His promotion comes after having served three years as General Superintendent of Hull, Welding and Facilities where he directed the shipyard's hull, welding, plant engineering and maintenance divisions. His career at Sun Ship has been marked with numerous promotions, from that of

Guarantee Engineer when he joined the Company in 1969, to Superintendent of Production and Material Control, through to his present status.

Another new appointment, that of Director, Shipbuilding Administration, was made April 23 when Everett C. Hunt assumed the new post. Mr. Hunt's responsibilities now center within the Ship Repair Sales Department, coordinating all sales activities of the Shipbuilding Administrative Division and for the company's contracting group. He reports to Executive Vice-President

Hartman



Hunt



Frankford



Peter S. Hepp.

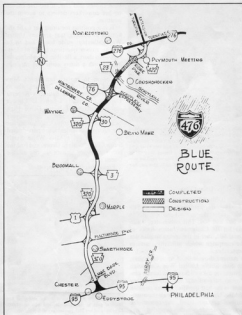
A new arrival at the shipyard, having joined the Company in August 1975, Mr. Hunt first managed the Machinery Sciences section of Corporate Science and Technology. Previously, he had held positions of increasing importance with General Electric, specifically in the marine field, at their Lynn, Massachusetts facility.

A warm welcome is extended to Henry W. Frankford, named Manager of Corporate Planning on June 4. Mr. Frankford is charged with the financial plan-

ning, business strategy and market research in support of the company's Industrial Products and Ship Repair Departments. He also reports to Executive Vice-President Peter S. Hepp.

Mr. Frankford's extensive experience in financial planning, marketing, new ventures, acquisitions, etc., was acquired from employment with such firms as Getty Oil Company, Bristol-Myers Products, Estate Realty Company and more recently with the Vantage Division of Addressograph-Multigraph.

Blue Route Concerns



The Blue Route is a partially-built, north-south highway through Eastern Delaware County and Southern Montgomery County.

It is intended to reduce the traffic congestion on Routes 320, 420, 252, and 352, which have become more and more heavily traveled during recent years.

The planned route extends from I-95 near Eddystone to the Norrisville interchange of the Pennsylvania Turnpike, as indicated on the above map.

More than five miles of the roadway have been completed, but none of it is yet in service. The Pennsylvania Department of Transportation has been prevented from finishing it by new laws requiring an Environmental Impact Statement and by lawsuits put forth by a group of citizens opposed to the construction.

Sun Ship, as well as most local industrial and commercial firms, believes that the highway should be completed as soon as possible, for the following reasons:

- 1) Levels of carbon monoxide and total hydrocarbons (air pollution) would be reduced in the region. Automobiles and trucks would travel the limited-access highway at a steady speed, as compared with the stop and start driving now necessary on the crowded local roads.
- 2) Travel time to and from work would be reduced, with a corresponding cost saving for those using the Blue Route.
- 3) Long-haul trucks carrying materials for industry would use the Blue Route, thus reducing the hazardous congestion. School children, shoppers, and others could move about more safely in their own neighborhood.
- 4) Finishing the highway would increase employment in the area, during construction and afterward. It is estimated that 10,000 additional jobs would eventually be provided by new industries which would be attracted by the

improved access to our area.

Many of the union leaders and other representatives of the people in the surrounding locations have spoken in favor of completing the road to improve economic conditions.

We suggest that you urge your friends, neighbors, and political representatives to express their approval of the Blue Route to PennDOT and to Mr. William Coleman, Secretary of Transportation, U.S. Department of Transportation, Washington, D.C.

It is our opinion that the environmental benefits for the majority of citizens far outweigh the objections which have been raised by those who would be adversely affected by the road.

Three Happy People

Again, Honesty Makes the News at Sun Ship



John Neugodi holds the endorsed patchwork at the approximate location where he found it.

Electrical Mishap Ends Happily

Good Men to have on Our Team



Robert Uhl, foreman of 33 maintenance, is shown congratulating three Sun Ship employees for their parts in fixing John Hudak (second from right) from an electrical cable. Also pictured at the far right is Roger Bligh, Superintendent of Maintenance. From left to right are: Robert Uhl, Ed Cotter, Jack Burgess, Jr., Bill Blake, John Hudak and Roger Bligh.

On the afternoon of March 10, 1976, John Hudak was involved in an electrical mishap on #4 Pier. If not for the quick thinking and aid of some of his fellow workers, the situation could have been fatal.

We want to take this opportunity to commend Ed Cotter, (59-1135), Jack

Burgess (84-185), and Bill Blake (34M-500), all of whom used good judgment and quick thinking to free John from the cable he was holding. There is no greater personal reward than to know you helped save another man's life. Thank you for all your help.



G HOWARTH
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19063



On the left, Nolan Watson (36-185) examines his signed patchwork which he lost and was blown out of 36 shops. In the center is Albin Patre who called the Log with the information about the incident and its happy conclusion. John Neugodi (56-567), right, Assistant Foreman, went on an all-out personal search for the check and found it 28 feet outside of the shop under some trash.