



Sun Ship Log



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Sun Shipbuilding & Dry Dock Company

September, 1977

Tanker Christened



Awaiting her "unveiling" for the marine world is Hull #68, a drupe shielding her name until the bottle of champagne is shattered across her hull.



A CHAMPAGNE BOTTLE SMASHES AND SUN HULL NO. 68 ENTERS THE MARINE WORLD AS THE S.S. TONSINA. Mrs. Horace A. Shepard, the vessel's sponsor, pulls the ceremonial cord that unsheds the traditional bottle of champagne against the double hull tanker's bow at Sun Ship on August 6, 1977.

On August 6, with a splash of champagne ably directed by Mrs. Horace A. Shepard, Sun Ship Hull 668 officially became the S.S. TONSINA. Named after a river in Alaska, it is the first of two "ecology" class tankers built for time charter to SPC Shipping Inc., a subsidiary of The Standard Oil Company (Ohio). The tanker will carry crude oil from Valdez, Alaska to Pacific coast ports. The sponsor, Mrs. Shepard, is the wife of the Chairman of the Board and Chief Executive Officer of TRW, Inc. as well as a member of Sobio's Board of Directors.

The TONSINA is a shipyard-designed double hull "ecology" class tanker incorporating several environmental safeguards. The ship's double hull space combined with the other ballast spaces in the ends of the ship provide the tanker with a clean ballast capacity of 43,000 tons. High strength steel has been used in the upper deck plating and sheer strake areas to enhance structural crack resistance in cold weather service. A sewage storage and treatment system is provided on the ship.

The ship's design includes other special environmental protection and safety features such as an inert gas system, fixed tank cleaning equipment, and a collision avoidance system.

The 869 ft. long TONSINA has an operating draft of 54 feet. Four pumps are installed to discharge the 845,000 barrel cargo in 12 hours.

The tanker was built here in two sections. The bow section was launched from

a sliding way on June 8, 1977 and the stern section was transferred from the shipyard's 700 ft. square building slab onto an awaiting dry dock section in the early morning hours of June 9th. Later that same morning the forward and after halves of the vessel were brought together for joining.

Construction of a second "ecology" class tanker is now underway with delivery scheduled for early 1978.

Sobio, which owns more than 50 percent of the Alaskan North Slope crude oil, said the "Tonsina" is one of more than 30 vessels to join its charter fleet.

Of special interest to all those who worked on the TONSINA is the address given by Mr. Shepard at the christening ceremony. He especially mentions contributions by Sun Ship employees to the eventual success of Alaskan oil. Here is his speech.

"This is a significant and enjoyable occasion — another American-built, American-operated vessel is about to enter service — helping to relieve the domestic energy shortage. This new vessel will join other American tankers bringing oil to the lower 48 states from Alaska. I was on the north slope in Alaska last week watching oil being produced; in Valdez watching the first oil arrive at that terminal, and I flew over Prince William Sound to greet the first tanker inbound to load the first cargo of Alaskan oil. What a thrill that was to see the program progressing and to recall all of the effort and risk involved in bringing the U.S. oil to U.S. markets. Many of you will not recall that oil was discovered on the north slope 9 years ago, and it has required all the time up until last week to solve the political, social, economic and technical problems required to market the product.

"Imagine if you will, endless tundra — which really is 18 inches of silt and grass covering 2000 feet of frozen gravel as the environment in which wells had to be drilled, gathering facilities created, and almost half the pipeline constructed. "Visualize hundreds of miles of extremely rugged mountains that had to be traversed by the pipeline. Think of the fact that no roads existed over most of the route and the fact that roads would be permitted only under the most demanding environmental specifications. Consider



SPONSOR OF S.S. TONSINA, MRS. HORACE A. SHEPARD, talks to Charles E. Spate, Chairman of the Board — Sobio (left) and Paul E. Ackman, President — Sun Ship (right) a few moments before she christened the 120,000 deadweight ton "ecology" class tanker.

the thousands of people, the tons of construction equipment, and added tons of materials and food that had to be barged, trucked or flown in to keep the project moving. Think of the fact that many of the people and much of the equipment were no longer needed once the pipeline was built and oil had started to flow. Only then can you begin to comprehend the enormous cost involved in development of the oil field, construction of the pipeline, construction of tankers like this one, and other necessary expenses of moving the oil to market. Some have put this figure at over \$15 Billion. As someone whose company had more than a little to do with this country's effort to put a man on the moon, I can put that \$15 Billion figure into perspective by saying that is just a bit less than some estimates of the cost of the entire Apollo program (Estimate: \$20 Billion).

"More profound than the thrill of seeing the engineering marvel represented by north slope production, the 800 mile pipeline, the magnificent oil terminal and one of the great fleet of new tankers, was the realization that there was at least one success story of U.S. private enter-

prise and U.S. Government working together toward the solution of a national problem — the domestic energy shortage — which even today most Americans are unable to comprehend or unwilling to admit. Too often "government" seems to interfere with the private sector's efforts to solve our nation's problems, but in this case after comprehensive and extended debate, the government at all levels has joined the private companies in the Alaskan oil program in doing the things necessary to bring the oil to market. The construction of this magnificent ship, (Tonsina), is just one of many necessary actions which depend upon government and private industry cooperation.

"Today, I want to particularly congratulate the Sun Shipbuilding Company and all of its employees on the creation of another engineering marvel. This 120,000 deadweight ton vessel contains the most advanced engineering solutions to transportation efficiency, overseas navigation, and personnel comfort and safety available in the world today. I am honored and delighted to be even a small participant in this awe-inspiring program and this most exciting occasion."



THE TANKER'S NAME IS UNVEILED FOLLOWING BOTTLE SMASH



THE S.S. TONSINA HAS BEEN CHRISTENED AND THE VESSEL'S SPONSOR, MRS. HORACE A. SHEPARD, (center) across the moment as Mrs. Joseph D. Hammett, (left), wife of the President of Sobio, and P.F. Euenbuehler, Vice President of Sun Ship, look on.

YOU CAN BE A PEOPLE HELPER— THROUGH GENEROSITY TO THE UNITED WAY

Some of your fellow employees have some special ideas on the subject — for their reactions see pages 3, 4, 5.

There Are Job Opportunities for Women at Sun Ship

By Carol Luttrell

"I'll be honest with you," said Cindy Dickerson (88-68). "When I first started working at Sun Ship on the Guard Force, I had uncertainties. You know, what would my responsibilities be, how would I be accepted, would my work be limited because I am female. There were so few problems. My job's terrific. It's a whole different world of experience for me."

The sentiments of women who work throughout the shipyard in "traditionally male jobs" are essentially the same. And women are everywhere in the shipyard. They work as shipfitters, welders, mechanics, crane operators and laborers; they draft, analyze transportation and economic data, work on compensation cases and head up departments. From one end of the yard to the other, in all areas of work, be it mail carrier or executive, women are there.

The shipyard's long standing policy and active program to provide equal opportunities without regard to race, creed, color, age, sex or national origin results in the truly American mixture in its work force. In recent years, women have entered the shipyard work force much the same as they did during the Second World War.

"Sun Ship is actively seeking to increase the placement of females in non-traditional jobs, both blue collar and white collar," said Robert Barnhart, Director of Industrial Relations. "We particularly encourage female employees to take the initiative and investigate and apply for training and education in such jobs as the skilled crafts, drafting, engineering and administration."

Among the opportunities available to all employees is the three year apprentice program leading to journeyman status in skilled crafts including boilermaker, machinist, welder, pipefitter and shipfitter. The company also offers a four year program in marine drafting.

Debby Daugherty (38-90) will complete her apprentice program in marine drafting this November. She will be the first woman to complete the apprentice program at the shipyard. Debby has a history of firms with Sun Ship. "I was the first girl in the mail room," she smiles. "That was in February 1973. Then in July 1973 I was the first girl in the apprentice program."

As part of her apprentice program, Debby worked out in the yard for six months. Apprentices work in the yard to get a complete picture of how shops are built. They can see first hand the part their drafting work plays in the construction process. "I trained in the pipefitter's shop, the copper shop, installation machine and sheet metal shops," said Debby. "I ran the machines and was taught the skills in each shop." Debby and fellow apprentice Gloria DeFalco (38-52) were the first

women to go on sea trials. Stationed in the engine room, the two women read gauges during the August 1975 sea trials of Hall 673, the S.S. GREAT LAND.

With the company for seven years, Gloria DeFalco looked into the apprentice program because "I thought it offered good opportunities and a career. My father, (Anthony DeFalco 59-64), is really proud of the fact that I'm in the apprentice program."

Qualifications for entry into the marine drafting apprentice program are a high school diploma and passing of the State Employment Service aptitude test.

"Women have been a significant part of the Sun work force," said Robert Barnhart. "In numbers they reached their peak during the war. We had 2,681 women here in 1942."

What attracts a woman to work in the yard?

"Well, the money's good and I like working outside," said a laborer as she stopped scaling paint from the U.S.S. PONCE and lifted her face shield. "I wouldn't like to do office work. This is an alternative," said Kathy Horgan (35-151) who is working as a machinist's helper.

How does a woman's family react when she tells them she's working in the yard? "My husband works here in the drawing room. He's proud of the fact that I'm a welder," said Carmella Yohy (59-1273). "He thinks it's something of an accomplishment to work out here."

"I've been here for a year and a half. My family didn't like it at first and was worried," said Lorraine Phillips (47-475) a shipfitter working in the Fab Shop. "But they feel better about it now."

Why would a woman choose Sun Ship in particular for work?

"My girl friend works here, out in the yard," said laborer Beverly Barton (67-268), "and she said it was a good place to work."

"A friend of mine works here and he suggested I apply," said Kathy Horgan.

Do women feel they have to prove themselves in the yard?

"It depends on who you're with. In every group there's a few men who aren't happy about having females working with them. But on the whole I'd have to say there are no problems," was Kathy Horgan's response.

"I never had any problems. I get along with everybody," said Bev Barton.

How do they feel about their jobs?

"Well, it's tough, hard work. Make no mistake about it," said Dolores Cavanaugh, (59-750), a welder on the first shift.

"I've learned a lot on the job," said Lorraine Phillips as she returned to the

(Continued on page 7)



INSTALLING A VALVE ON BOARD THE USS PONCE IS KATHY HORGAN (35-151). A friend suggested she look into working at the shipyard. "My family couldn't believe it when I told them I was going to work here," she said.



BEVERLY BARTON (67-268) SCALES PAINT FROM THE DECK OF A VESSEL in the shipyard for repairs. With the company for five years, Bev says she's "hooked on a lot of ships during that time."



GRINDING A SECTION OF PIPE IS A SKILL DEBBY DAUGHERTY (38-90) LEARNS during her training in the pipefitter's shop. Each marine drafting apprentice works out in the yard for six months to better understand the part drafting plays in the overall construction of a ship.



IN THE GUARD OFFICE AT SUN'S MAIN GATE, CINDY DICKERSON monitors vehicles and personnel entering and leaving the shipyard.



PREPARING TO FIT A PIECE OF STEEL INTO POSITION ON A SUBSECTION in the Fab Shop is shipfitter Lorraine Phillips (47-475).



AS A MEMBER OF THE GENERAL CARGO SHIP PRODUCT GROUP'S MARKETING Department, Peggy Gredington analyzes trade data and works on studies which determine the need for Star's roll-on/roll-off memberships.



DIRECTOR OF MATERIALS MANAGEMENT CYNTHIA A. LA COURSE is responsible for directing the shipyard's materials management and purchasing functions.



INSURING ON-SCHEDULE DELIVERY OF MATERIALS NEEDED IN THE YARD is a responsibility of Peggy Tascano, an expeditor.

SUN SHIP'S UNITED WAY CAMPAIGN

Hans A. Bolch (88-5), Plant Chairman

"The 1978 United Way campaign slogan is, 'BE A PEOPLE HELPER.' This is a most appropriate description of our United Sun Ship employee-management effort to help themselves, through our support of 38 different local agencies.

"Throughout these pages you can read accounts of impressions received by eight of your fellow workers during an impromptu tour of several United Way agencies on Monday, August 22. We all saw our contributions hard at work. Education for pre-school children, teen age athletic and character development and health care for all ages were featured. The fine facilities of the Cerebral Palsy clinic and the Emergency Room plus Burn Center at Crozer Chester Medical Center were also included.

"At one especially active agency there were concurrent group activities that included tiny tots in a classroom, teenagers in the gym learning to improve basketball skills, senior citizens in the kitchen preparing light refreshments and finally a weekly study and get-together group of area blind persons.

"Every agency, of course, has its own special purpose and fulfills a special community need. However, regardless of this, they all had one thing in common. An amazing aura of devotion to their individual tasks, coupled with love for those being helped in one way or another, was noticeably evident wherever the tour led our group.

"In short, we all got quite an education through seeing a small cross section of our local United Way agencies in operation and returned to the shipyard firm in the knowledge that the 'BE A PEOPLE HELPER' program is just that.

"Our annual drive to support these worthwhile agencies starts on Tuesday, September 20th. Won't you continue your support and contribute generously when you are solicited by your fellow worker. Remember, it's your Fair Share contribution that will enable this fine work to continue."



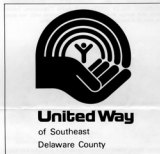
Nurse Debbie Freddy explains the operation of the heart monitor to Tac Hax, Ralph Holmes and Clarence Carter.



John Scholes (left) and Bud Austin (right) watching children and instructors at the Concord Day Care Nursery.



INTRODUCING YOUR SUN SHIP UNITED WAY COMMITTEE (left to right): Mary Yaworsky (88 dept.), United Way Committee Secretary; Robert Baker (47 dept.), Vice representative; Miss United Way, Pat Beresky; Walter Nowak (32 dept.), drafting representative; and Jerry Kalinowich (89 dept.), salaried representative.



Meet Pat Beresky Miss United Way. . .



Pat is a secretary in department 25-3, General Cargo Marketing Group. She's been a shipyard employee for the past two years, having started her career here in the Library before being promoted to her present position. She graduated from Notre Dame High School. She loves boating and horseback riding.

Ralph Holmes (88-12)



"I think the Red Cross has a beautiful program especially in the aspect of First Aid and many of the other programs that they cover which are the blood programs, CPR (cardiac pulmonary resuscitation), hospital and disaster assistance programs that they have.

"The First Aid is basically what touches on me because on occasion I am in a situation where I need to use that training as an ambulance driver for Sun Ship. And you've got to know your stuff because an individual may fall or get hurt seriously and you are almost the first man on the spot to escort that man to the hospital so he can have medical attention. We have a nurse that goes with us but still that Red Cross training really pays off. Sometime in the future I will probably be going to one of their programs myself - a CPR Program - and this I think is another good aspect because it did save one of our gear's life.

"Another program they have is the blood program. When an individual does get hurt, it takes several pints of blood to replace what they do lose in many cases.

"I know one program though that has touched with me. It is the foreign inquiry service in which when somebody gets hurt (such as Viet Nam situation), some of the people can contact home through the Red Cross and this is a beautiful program. I know many people are not aware of this program but if in an emergency, a young man is overseas and has a death in his family, immediately his relatives should contact the Red Cross, and they will in turn get in touch with what man, he'll have first priority on airplane flights, and many other considerations so that he can get back from overseas. They have actually flown off a ship that was running up and down the coast off Viet Nam and they escorted and helped him get out of there. Without that help from the Red Cross, he probably wouldn't have gotten out of there as soon as he could have.



Our tour group gathers outside the Concord Day Care Center to meet to a very enthusiastic Miss Eileen DeLoos, Assistant Director of the Center, detail the many programs offered at the Center. Miss DeLoos's animation alone, in the talks to the group, tells a story in itself of the warm and caring people who staff these agencies.



Sevier Citizens preparing refreshments at the Salvation Army.

Bud Austin (59-362) Salvation Army

"The Salvation Army and I are no strangers. All through my childhood up until now they have helped me personally and my family. Back in the 30's when we had a great flood in Darby and Philadelphia, they sheltered us, clothed us, fed us."

"The Salvation Army to me has always been special in my life. I can remember them putting clothes on my back, and my brother and sisters back, and feeding us many, many times. And many families in the area have been taken care of by them."

"There are just not enough words when people are doing things for nothing. They are doing it truly out of love for one another. You know, you can't touch on a more touching situation than when you hit the heart. And as far as the Salvation Army, when my mother almost died back in the late 40's I was in the service at the time. The Salvation Army immediately found out about it through my commanding officer, had me on the first train out and home."

"I never had to pay the Salvation Army back. That was it. When they did something for you, they did it from their hearts and they asked for no repayment unless you were willing to give it back to them."

"There are so many things I could go on and on and on for hours and hours. Today, on the tour, seeing what they are doing now, it's just repeating itself all over again. It's just people helping people with love."

"You had a lot of happy faces, smiles, and people wanting to do something and wanting to get in and help. It is just amazing when you look at so many people trying to help others that can't help themselves. It's really gratifying to see this."



Campaign Goal Set for This Year

With your continued cooperation and generosity, the 1978 goal for the United Way of Southeast Delaware County will be met. The total campaign goal was set at \$1,605,000, which is nearly \$100,000 higher than it was last year.

Sun Ship's goal is \$153,000, about 8% higher than last year. The higher goal is necessary to allow the good services of the agencies represented to be continued without interruption or cutbacks.



CEREBRAL PALSY SPECIALISTS Jackie Grimsen, Joana Dietz, and Margie White discuss their objectives with our group. Also present: Bud Austin, Lou Dennis, and John Scholes.



Colette Smith, Tom Detweiler, Tae Han with instructor Mrs. Elaine Brown and children of the Concord Day Care Nursery.

Tae Han (84-100)

"I appreciated greatly the explanation of their duties as told to me by the therapists at the 'CEREBRAL PALSY' clinic. I feel sure they are the best people to handle, train and keep these little children. Their speech told me of the love they have in helping the child to help himself - a mountain of love and effort to gain just one controlled movement. I feel good being able to help them as much as I can."

"On the DAY CARE CENTERS, the children are happy, working on projects with their teachers right there helping them. The rooms are bright and happy too, with the colorful posters made by the children hanging all around. Fine supervision and cleanliness of the centers pleased me."

Tae Han also suggested that the children start flower gardens to learn how flowers grow. Perhaps this will be adopted. This tour is a repeat for him, having made the special tour two years ago.



Louis Dennis (47-670)

"In making my visit today to the CONCORD DAY CARE CENTER, it was very educational to me to see the teachers and supervision of that center caring for those children and seeing that they were well taken care of. They had all kinds of activities for them, such as playgrounds, places for them to rest, places for them to eat, and I think that it was very wonderful to see how those teachers and instructors worked with these children."

"They weren't actually giving them little assignments to do, they were sitting beside them showing them and helping them in their little grammar class so they could advance themselves towards higher education. I think that any person that's working and has a child or children should get in touch with the CONCORD DAY CENTER if they are in that vicinity, because they have some of the most wonderful instruction I have seen while I was on my tour."

"So by the help of God and us, help them to continue their work and keep those little ones in the way of an upright life."



Red Cross first aid men are the subject of the techniques taught through your dollars.



The entire tour group is shown one of the newest and largest x-ray machines in existence, available now at Crozer-Keightley Medical Center. Radiation therapy technicians Janet Grisco demonstrates.

A Different Way Built by Indifference

All of our problems will not disappear during 1978. But many of them can be substantially reduced on the home front - by organizations capable, willing and dedicated to serving those needing specialized services. These organizations are necessary to all of us - and that they may function efficiently for the community they need our support in terms of donations to their one-time, once-a-year fund drive.

The services of these organizations will more than likely touch all of us at one time or another, whether it is for needed blood for ourselves or members of our family; for activities at the "Y"; for emergency services around the clock at our hospitals or at the Burn Centers; for finding the cause and cure of arthritis and cancer; for day care centers both for children of working parents or for the



Observing swimming...

You Can People Help Generous the United



(From left to right): Louis Dennis, Tom Detweiler, Harold King (YMCA Director), and John Scholes checking billboard poster of "Y" events.

World Cannot Be Different People

elderly in need of entertainment and contacts with others; for mental health and child guidance; for community nursing services in time of need; for aid in helping the illiterate and functionally illiterate to better their lives; for providing homemakers as a temporary measure to keep families together; for TELECARE, a program of daily telephone calls to those who live alone and HANDY ANDY, a chore and minor home repair service for senior citizens... just a few of the services your dollar buys when you donate to the UNITED WAY, FARE SHARE GIVING can accomplish the goals... and greatly reduce many of our community problems.

Please consider — YOUR DONATION DOES MAKE THE DIFFERENCE



tion at the YMCA pool.

Can Be a er—Through sity to ed Way



Vacation Bible School at the Salvation Army.

United Fund Drive

The time has arrived
For another united drive
This is no bribe
We want you on the united side

Young and the old
Can help to reach the goal
So let it be told
That many have a heart of gold

Let the drive not stop
Until it reaches the top
Give it a skip and a hop
And it won't be a flop

Push with all your might
Without any fright
Let many say what's right
We have won a good fight

Henry James (Rev) 67-70
8-17-77
(participant in 1976 Tour)

John Scholes (77-61)



"When you give to CEREBRAL PALSY, you're helping a child learn to sit up, feed and dress himself; motivated by the care and dedication of specialists in the field of physical, occupational, and speech therapy. Many of these therapists forego a chance of a higher salary in order to reach their goal of helping a child lose his fear and total dependency on other people for everything."

"The Clinic and pre-school program is partially funded by your donation to the UNITED WAY. Please care, and give to CEREBRAL PALSY, and help a child learn to crawl."



Blind Association holding weekly meetings at the Salvation Army.



CEREBRAL PALSY — Your contribution enables them to become functional adults.



CEREBRAL PALSY — Taking that all important first step — with your help.

Clarence Carter (30-298)



"Well, I think the CHESTER CROZIER HOSPITAL is one of the finest brain centers in the Eastern part of the United States. I speak from practical experience. I was burst two years ago on my thigh and I was rushed to the CHESTER CROZIER HOSPITAL. They took me in immediately, they didn't ask me questions, how I was going to pay, when I was going to pay, who was going to pay. I got 1 feel the best treatment I could possibly have gotten. I had five doctors such as Dr. Silvers, who is one of the best skin doctors in the Eastern part of the United States and a highly recognized man. I was in there five weeks. I had good food."

"About my case — I was supposed to have bandages changed every two hours — and every two hours around the clock for four weeks my bandages were changed. I had what they called wet bandages. My bed stayed soaked; my back stayed soaked with 5% sodium nitrate. My gowns were changed 8 to 10 times a day. My bed was changed 8 to 10 times a day. I wasn't allowed to get up and the nurses cared for me as if they were my mother. That's all I can say. The food was very good, I had free television, I could call when I wanted. If I needed someone, all I had to do was raise my hand and push a button."

"Some of the things in the hospital, for me to sit here and explain to you, I can't. All I can say is that they are fabulous, and excellent. I have seen machines that cost over \$200,000. They have an x-ray machine, (x-ray machine, linear accelerator, one of the most modern x-ray machines that any hospital has in this Delaware Valley area), that, not knowing the price, I would say cost over \$300,000."

"Something else I would like to say is about the people down in therapy. I have seen them handle little children two years old with 70% burns on their bodies and I've seen them handle grown men and women and I think they have the best facilities in the world. I don't feel you could beat it."

"If I have money, more than I give now out of my pay, I will give it."

Tom Dettweiler (43-24)



"I have oftentimes heard people complain that they don't get any benefit from the United Way — dollars and, therefore, aren't going to give this year. This couldn't be further from the truth, and I think the YMCA is a prime example of that. A quick glance at the list of organizations funded by the United Way will show that most, like the YMCA, are community oriented facilities, not a program benefiting only 10 or 20 people at most."

"The Chester Central YMCA, directed by Mr. Harold King, is one of the best facilities I have seen, and I don't think I need point out that the 'Y' is for everyone in the community, with activities aimed at every age group. The goal of the 'Y' is to enhance the physical, mental, cultural, social, and spiritual development of each of its participants, much of it with the use of volunteers. No one can deny the importance of a goal such as this in today's world."

As one enters the lobby of the Chester YMCA, he is immediately caught by the watchful stare of a portrait of John Pew, former Sun Ship Vice-President, to whom the YMCA is dedicated. Let's continue John Pew's support of the YMCA and other community organizations by giving to the UNITED WAY."

Colette Smith (38-87)



"I found Chester Day Nursery a brightly staffed agency serving the community in two ways. First, by caring for and preparing pre-school children to begin their elementary education. I was impressed with the learning process and interaction between the children and their instructors. The children were attentive and displayed characteristics of becoming independent and responsible."

"Secondly, the nursery allows mothers of young children to work and help support their family with the assurance that their children are being properly cared for."

Sun Ship Records First Winning Season



"Jay" Howard (59-1437) times a high pitch.



Trip Orr (59-409) rips a single vs. Park Hotel



Team Picture 1st row "Bob" Hugel 47-207 with can up to mouth, "Mike" Camero 70-17, "Trip" Orr 59-409, "Jimmy" Dombrow 30-42, "Chuck" Canoso 59-061, "Mike" Powers (Mgr.) 61-256. Standing "Jack" Nelson 59-594, "Ned" Karsinski 48-69, "Joe" Luceno 81-91, "Jay" Howard 59-1437, "Denny" Hunt 59-876, "John" Witocfsky 61-295, "Dave" Ralovich 59-607 has left service towards end of season. "Marty" Six 97-38 absent at time of picture.

The Sun Ship Softball team recorded its first winning season after three years in the Chester Recreation Control Pitch League. The teams regular season record was 19-6. (The first two season records were 5-17 and 10-17.)

The highlights of the year were the two

victories over the first place "Mustangs." Manager Mike Power's (61-256) team finished the season in second place. No particular individual on the team was singled out because they all performed so well.

John Witocfsky



"Jack" Nelson (59-594) the pitcher goes to left field with an opposite field base hit.



Trip Orr (59-409) 2nd Base & Ned Karsinski (48-69) 1st Base set up defensively.



"Trip" Orr (59-409) gets force at second, sets to throw to complete a double play.



"Bob" Hugel (47-207) Set to drive one.



Ned Karsinski (48-69) Rips A Hit.

Thrift Honor Award to Credit Union



CHECKING THE LEDGERS OF THE SUN SHIP CREDIT UNION are (from left to right) Puggy McKloskey, Jerry Coyner, Carl J. Zysk, Regional Director NCUA Region III (Harrisburg).

credit union's books before proper accounting procedures, conducting the annual audit, reconciling the credit union's bank statement and with handling any problems that may arise with members' quarterly statements.

Dolores Whilden; Mr. John April is the Treasurer.

The National Credit Union Administration (NCUA) Thrift Honor Award for its success in stimulating savings among small savers, according to Carl J. Zysk, Regional Director NCUA Region III (Harrisburg).

The Sun Ship Employees Federal Credit Union has earned a National Credit Union Administration (NCUA) Thrift Honor Award for its success in stimulating savings among small savers, according to Carl J. Zysk, Regional Director NCUA Region III (Harrisburg).

The credit union attained a monthly rate of growth of 5 percent in members' shares, well above the average for Federal credit unions of similar size. On April 30, 1977, the credit union had 1,683 share accounts with total savings of \$704,503. It was chartered just three short years ago — in October 1974.

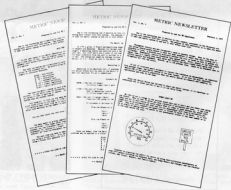
Currently serving as President is Mrs.

Looking Ahead... Metric Newsletter Started

Thanks to the alert thinking of 80 department's Will Arrington, a metric newsletter was started early this year for that department's personnel. It is a one-page letter, Will's reasons for tackling the newsletter are reflected in his opening remarks in which he said, "Due to the

increasing use of metrics in this country, personnel in the Storeroom are having more contacts with this system. The purpose of this newsletter is to make you aware of what the metric system is and how it will affect your life."

The letter appears on an "as-needed" basis and covers such topical and practical items as: metric road signs; standard units of measure; temperature conversions; standards for sizes; how to derive conversions; etc. From time to time, it contains puzzles to be solved in the metric system.



Steven L. Iezzi

Already a scholarship award winner (to Archimedes Academy, Delaware, for his high school education), Steven Iezzi pointed an incredible record of achievements at the Academy. While there, he won the following honors:

- Pennsylvania Higher Education Award Delaware Science Symposium Award
- Penn University Science Symposium
- Treasurer of Archimedes Chapter of National Honor Society
- Honor Roll Student
- Editor and Writer of school paper
- Varsity Track
- Science Club
- Advanced Placement Student for College Credit

WHO'S WHO AMONG HIGH SCHOOL STUDENTS

In other activities, he has accumulated an equally enviable record. For example, with the Boy Scouts, he has received the Life Scout Award, Senior Patrol Leader, and Order of the Arrow. He is also a qualified first-class audio technician.

Steven commented after the awards luncheon, "The luncheon afforded my parents and me the opportunity to meet some of the officials of the Sun Shipbuilding Company who have made my scholarship possible. I had not visited the shipyard for quite some time and I noted the many changes—the new dry dock, the north yard facilities and the beautiful Engineering Management Building.

"It was an enjoyable day and I am most grateful to all the courtesies extended to me. I shall work hard to meet all your expectations."

Steven enters Drexel University where he will be studying engineering. His father, Louis, of the Time Office, has 11 years of continuous service with also-shipyard. The Iezzi's live in Drexel Hill.

Steven was well matched by the other Sun Ship-scholarship winner, James T. Green.



Steven Iezzi (far left) congratulates fellow scholarship recipient James Green while his father Louis Iezzi (center) looks on. Both boys were among many candidates who took scholarship exams leading to their eventual success.



Sun Ship Senior Vice-President George C. Lacourse (right) welcomes Steven L. Iezzi (left) and James T. Green (center) on their arrival at the shipyard for the luncheon. The luncheon, an annual event for scholarship winners, marks the occasion when scholarships funded by Sun Ship are awarded by selection of the National Merit Scholarship Corporation.

Crude Oil System Discussed

Sun Ship's "Beau" Keyte presented a paper, "GPS Simulation of a Sea Transfer System for Crude Oil" at the Summer Computer Simulation Conference in Chicago this July. "Beau" had written a computer model which was used as an aid in the analysis of a project undertaken in December 1976 involving the study of a sea transfer operation for crude oil. The project would use a permanently moored 500,000-600,000 dwt barge in the Gulf of Mexico as an unloading point for VLCCs. The oil would then be transported to shore in dedicated 50-80,000 dwt "shuttles." The advantage of this system is that the barge would be positioned far enough off the coast to reduce the impact of potential accidents, fires, and heavy traffic which could occur with a shore-based facility.

The computer model simulated the unloading and delivery operation in order to determine the optimum size and configuration of the barge and shuttle fleet. It was also possible to determine to what variables the project was most sensitive.

This type of simulation affords management the opportunity to study the various areas of business risk, to more completely understand the impact of decisions, and to reflect the risks in conjunction with a suitable return on investment.

A Ship Design Analyst, "Beau" joined Sun Ship in June 1976 on graduation from the University of Michigan. He received his B.S. in Naval Architecture and his M.B.A. (1976) from that institution.

Job Opportunities (Continued from page 2)

section on which she was working. "I know that I can do everything on my job that a man does. I like the challenge."

Sun Ship employs enter the yard through gates attended by a security force with women on it.

"We have four female guards on the force. They receive lethal weapons, mace, fire fighting and emergency training as do the men," explains Joe Baldwin, head of Sun Ship security. "They're assigned throughout the yard just like the male guards." Having women on the force gives security additional flexibility. Female guards act as liaisons with the women in the production force. "We've been pleased with the results," said Baldwin. "The women respond excellently in crisis situations."

"Although I don't order the steel, I do call the various steel vendors to insure on-time delivery of materials," said expedition Peggy Tucano. "I go into the yard, check the inventory in the shop, see what has to be done and set priorities for getting the steel in. If there is a problem with the mills on delivery, I'll go to the vendor and check out the problem." Peggy describes her job as "absolutely fantastic." "I think putting women into different jobs throughout the company is something that takes time. It's not an overnight job," she notes. "But I do think the shipyard wants to place women who qualify in jobs throughout the company."

Echoing her thoughts is Peggy Greengrass (25-48). "I think the company recognizes women's potential and wants to promote them wherever it's possible"

Peggy's prime responsibilities include analyzing transportation situations as they pertain to Sun Ship's roll-on/roll-off trailerships. When Sun Ship established its subsidiary Tootan Ocean Trader Express, Inc. in the Alaskan trade in 1975, Peggy was part of an advance group of Sun Ship employees who traveled to Seattle, Washington to set up the trailership operation.

Picture an electrical engineering owner and operating a Philadelphia-based service and installation electrical engineering firm. Picture this engineer at Sun Ship as a Purchasing Manager with responsibilities for purchasing electrical equipment such as cranes, numerical-control busing machines and major electrical shipboard components. Now an executive with Sun, electrical engineer C.A. Lacourse directs the shipyard's materials management and purchasing functions.

Cynthia Lacourse joined Sun Ship because the then Director of Materials Management felt technical expertise was needed in purchasing. "This represented an innovative approach and I liked that," said Miss Lacourse. "Women must avail themselves of the best education they can," she notes, "and learn to discipline themselves in order to advance and be recognized for their abilities."

Miss Lacourse's representation on behalf of Sun Ship extends beyond the Company gates; she is on the Board of Directors of the YMCA in Chester.

The shipyard's desire to create equal opportunities for all potential employees goes beyond the company's workforce. All US suppliers and sub-contractors must provide Sun with an EEO (Equal

James T. Green

Winner of two scholarships, one from Sun Ship and the other from the United Steelworkers of America, James T. Green of Folsom took the other honors in Sun Ship's Scholarship program. He is the son of Lina "Affie" Green, a secretary in 38 department for the past three years. Of his achievements James can point to the following:

- Vice-Chairman of the Student/Faculty Senate
- Technician, Director and Disk Jockey on WRHS TV
- Photographer for the Yearbook
- Technician and Producer for the Planetarium
- Editorial Assistant of the School News-papers

Student Representative on the Community Advisory Council to the School Board

Participant in Scott's Hi-Q.

In addition, he received a letter of commendation for outstanding performance on the Preliminary Scholastic Aptitude Test/National Merit Scholarship Qualifying Test in 1975.

With his background in communications, it is no surprise then that he would select a career in Communications; he will attend the University of Maryland to pursue courses in radio, television and film with his ultimate goal to become a television producer, climate stereotyping and present a true picture of American life.

During high school, he held various part-time jobs ranging from 20-40 hours per week; the scholarships will eliminate this need. He was also pleased that he won scholarships through organizations with which both his mother (Sun Ship) and father (United Steelworkers) are affiliated. He said, "I am pleased that BOTH labor (Steelworkers) and management (Sun Ship) handled the scholarships so impartially and had the same goal."

During his tour of the yard after the luncheon, James was particularly impressed with the photographic challenges out in the yard. Photography is a particular hobby of his—he purchased very expensive equipment with the money he earned from part-time jobs.

About Sun Ship he also added, "I am grateful for the Scholarship and respect the manner in which it was handled (winners determined by National Honor Scholarship Corporation) and absence of any politics. I admire Sun's interest in helping youngsters of employees further their education."

Employment Opportunity compliance certificate for sub-contractors or purchasers exceeding \$10,000. All employment agencies and recruitment and referral sources used by the shipyard are aware of Sun's EEO Policy and send potential employees to the shipyard in accordance with those guidelines.

"Sun Ship employees wish to discuss career planning with the company and look over the job or career opportunities that may be available, they should feel free to set up an appointment for counseling by calling or visiting the Industrial Relations office," said Robert Barnhart. "Each employee's particular situation will be reviewed with them confidentially. The number of women entering the work force is continuously increasing. Sun Ship offers a number of options for women within the company. We hope that females considering career employment will look at us and say 'why not a career with Sun Ship'."

EDITOR: Helen C. Bauman, ext 718
CONTRIBUTORS: R. Coshill, J. Witko, C. Luttrell, J. Jordan, mail room personnel
PHOTOGRAPHY: J. Askew, H. Hladky, W. Westerberg

Plastics Simulate Stress in Ship Design



SUPERIOR CRAFTSMANSHIP OFF THE JOB AS WELL AS ON. That's Sun Ship's Horst Götzel. Known for his painstaking modeling techniques which take on a new dimension (see article below), he has just completed his latest wood sculpture of the checker players seen here. Horst's carvings become more complex and intricate with each new design he whittles.



Art Scotter (left) is shown here with a polariscope, the use of which will be the subject of a class he will conduct at the Ramada Inn, October 12, for the Society of Experimental Stress Analysis. A past president of the local chapter, and now Vice-Chairman of the National Society Meeting, Art has spent the past 14 years giving lectures in the U.S. and Europe on the technique, and is now using his expertise with Horst Götzel to accomplish better ship design.

Hull Sciences, Department 41, is currently using stress analysis model techniques which provide full field display of stress distribution and permit the physical shape of the model to be changed "on the spot" to determine optimum design.

Key to the process is a series of specially developed plastics which simulate metal performance and make stress visible with polarized light. The stress distribution is seen in the form of a pattern of bright color bands, or "fringes."

Among the advantages of such modeling:

- a sharp reduction in time and cost involved in making and stress analyzing production parts on full scale models of structures
- simplified modification of structures before analysis
- significant reduction of load simulation costs, since much smaller forces can be used

This particular study is under the direction of Art Scotter. With Horst Götzel's skills, they are now fabricating a 1/40 scale model of the GREAT LAND to determine the stress distribution in the spar deck and racking trunks.

Of course, Horst is no stranger to most everyone in the shipyard. An employee here for the past 12 years and our esteemed modelmaker, Horst also carries his on-the-job vocation into his private

avocation. Using those very same skills of working accurately with intricate designs in miniature, he handcarves from blocks of wood some fascinating and artistic figures.

Art, on the other hand, is a new employee to the shipyard, having been here for less than six months. However, he joins us with excellent credentials in engineering and with Horst's help, is already making a significant contribution to the shipyard's progress.

International Conference Features V-P Kleschick

Joseph J. Kleschick, Vice President, General Cargo Ship Product Group, addressed the Ro-Ro '77 Conference in London on June 22. The two day international conference, attended by over 600 delegates from Europe, Japan, and the Middle East, focused on all aspects of roll-on/roll-off (ro-ro) vessels, the most active sector of the non-bulk marine market.



RoLoc system provides an effective, safe and reliable method of securing highway trailers and other over-the-road vehicles to the decks of ships.

"There are more than 4,000 RoLoc devices on world trade routes with a track record established in the North Atlantic, North Pacific, Gulf of Alaska and Indian Ocean," Mr. Kleschick noted.

Developed and patented by the shipyard and used on several ocean going vessels including 10 Sun Ship-built trailerships, the RoLoc system facilitates the smooth land-ocean-land movement of freight.

Mr. Kleschick's technical paper on the RoLoc system was also published as part of the conference's proceedings.

Mr. Kleschick spoke on the "RoLoc system," Sun Ship's solution to stowage problems on large ro-ro ships. The patented

Sun Ship Scholarship

All children of Sun Ship employees who are entering their junior year in high school this fall and who plan to graduate from school in 1979 are eligible for one of Sun Ship's two annual scholarships.

Two scholarships are awarded each year for children entering accredited four-year colleges. The scholarships range from a minimum of \$250 per year to a maximum of \$1500 per year with the award continuing for each of the four years that the student is in school.

All employees who have sons or daughters entering their junior year in high school should secure an application blank and enter their son or daughter in this scholarship competition. The procedure is as follows:

1. Request application blanks and information sheets in writing from Richard Cerkhill in Industrial Relations.

2. Complete and return application blanks before December 16, 1977.

3. In September, arrange with your school to take the PSAT/NMSQT on October 18 and October 22, 1977.

All application blanks are forwarded to the National Merit Scholarship Foundation who reviews and determines the winners.

This is the fifth year that Sun Ship has made available college scholarships for sons and daughters of its employees.

Applications for the scholarships to be awarded to this year's high school students have already been filed with National Merit Scholarship Foundation.

J ALBAUGH
221 LAUREL ROAD
SHARON HILL PA

19079

Taylor Hospital Names Sun Ship V-P

Congratulations are in order to Eugene Schorsch for his recent election to the Board of Managers for Taylor Hospital.

He was named along with Mr. H.W. Hord of Westinghouse Electric Corporation in Lester.

Vice President of Corporate Science and Technology, Mr. Schorsch has been with Sun Ship since 1952. He is a graduate of Webb Institute of Naval Architecture and the International School of Nuclear Science and Engineering at Argonne National Laboratory. His memberships include the American Institute of Aeronautics and Astronautics, the Marine Technology Society, and the Society of Naval Architects and Marine Engineers. Mrs. Schorsch is a teacher in the Swarthmore Elementary School; they and their three children reside in Springfield. Mr. Schorsch's term of appointment is for one year.



Turn the Tide Response Excellent

Sun Ship cooperated with the U.S. Maritime Committee to TURN THE TIDE by mailing a small brochure and a letter from Mr. F. Eisenberg, Vice-President, Tanker Product Group, to all its employees. This letter if you remember encouraged Sun Ship employees to participate in sponsoring legislation with the Federal government for cargo preferences.

Cargo preference legislation would require greater quantities of oil received in the U.S. to be shipped in American built and American flag tankers. Such legislation would obviously have a major effect upon the shipbuilding industry.

The response from Sun Ship employees was most enthusiastic. A total of 1255 coupons were turned in to the Industrial Relations Department. These were then forwarded to Washington where they were distributed to appropriate congressmen. It is interesting to note that of the 1255 coupons, 846 were from residents of our local congressional district #7 which is served by Congressman Bob Edgar.