



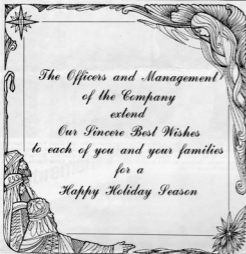
Sun Ship Log



Volume 11, No. 3

Sun Shipbuilding & Dry Dock Company

December, 1977



PHILADELPHIA SNAME MEETING TOURS SUN SHIP



Authors and guests get together at models. From left to right: K. Gwynn-Secretary/Treasurer, Philadelphia Section; C. Swenson-Vice Chairman, Philadelphia Section; R. Galloway-Executive Vice President, Sun Ship (Author); F. W. Bette, Jr.-Chairman, Philadelphia Section; E. Schorsch-Vice President, Sun Ship (Author); R. Barnhart, Sun Ship (Co-Ordinator); and M. Wells, Sun Ship (Author).

The Philadelphia Section of the Society of Naval Architects and Marine Engineers held its October 21 meeting at the Airport Holiday Inn in Exton. Seventy members and guests attended the technical session to hear a paper entitled, "New Flexible Shipbuilding and Ship Repair Facility," presented by co-author R. Galloway, E. Schorsch and M. Wells.

The authors outlined the history of the development of Sun Ship since its inception in Chester, Pa. in 1916 and described in detail the design and construction of the new building facility and its

supporting equipment.

This new facility, which has a capability of constructing ships of 400,000 DWT, consists of a "flat slab" building area, and a large floating drydock equipped with a sophisticated tide and ballast control system. The ships are built in halves on the slab and transferred horizontally to the drydock for joining. A detailed model of the plant was on display at the meeting.

Following the paper presentation the members and guests were invited to join in a conducted tour of Sun Ship, for a first hand view of the installation.

Coast Guard—Welcome Friend to Shipbuilder and Boater Alike

During its 187th year, the U.S. Coast Guard—the nation's smallest and oldest continuous seagoing armed service—recorded a number of accomplishments in the realms of search and rescue, fighting crime on the high seas, protection of fisheries, and the prevention and clean-up of pollution. In addition, it was engaged in a serious, steady and sustained effort in the less dramatic but vital missions of aids-to-navigation, commercial and recreational boating safety and research and development. The 1977 program included validation of computer models used in load prediction and structural response studies, and research on collision and stranding damage protection, hull flexibility, non-destructive inspection methods and the effects of dynamic loads in liquefied natural gas (LNG) cargo tanks.

Organized back on August 4, 1790, when Congress authorized then Secretary of Treasury Alexander Hamilton to build 10 boats for the prevention of smuggling, no one could have envisioned the widely diverse activities the service would be performing less than two centuries later for the Department of Transportation. And on May 25, 1977, the Coast Guard further announced that it would be sending women to sea, thus making it the first of the seagoing military services to do so.

Of particular interest to our area, the Coast Guard was active in pollution incidents. Increasing in number and intensity, and highlighted last December by the sinking of the tanker ARGO MERCHANT off Nantucket, the Coast Guard's ability to provide rapid and efficient response to a pollution crisis was soundly demonstrated.

Not as spectacular but of equal public

importance is the Coast Guard's concern for commercial vessel safety. Over 1500 inspectors are assigned in the states and overseas to check construction and operation of U.S. vessels and foreign ships visiting this country. Foreign carriers of bulk chemicals are a special concern to these inspectors.

Research and Development also made significant advances during the past year. A network of 28 mini-labs is being established at Captain of the Port offices around the country to aid in identifying oil polluters. Use of solar-powered navigation aids was tested and 50 are now in operation off our southern coast. A Lorain-C mini-chain has been established in the St. Mary's River and an Airborne Oil Surveillance System (AOSS) has been developed and its operational use demonstrated during the early summer of 1977.

In the interest of increasing the safety of maritime commerce and recreational boating, the Coast Guard proposed several new regulations during the past year. Included among these were requirements for double-bottoms on tankers, anti-collision radar equipment, lifesaving equipment and Emergency Position Indicating Radio Beacons (EPIRBs).

An especially harsh winter past focused new attention on the Coast Guard's ice-breaking activities. On the Great Lakes, Chesapeake Bay and inland rivers, the "breakers" were constantly on the move, keeping the vital supply of fuel and food flowing through ice-clogged waterways.

Protection of American fishing grounds took on new importance when on March 1, with the enactment of the Fishery Conservation and Management Act, the Coast

(Continued on page 4)

TO: ALL EMPLOYEES
SUBJECT: Safety and Health

During the past year there has been considerable attention accorded by both employees and management to improving safety and industrial health. We have had many constructive results and we should continue to do so.

We do have an active program in safety and health which includes training, a staff of safety inspectors and marine chemists, on-site surveillance of work in progress, a well equipped and staffed medical dispensary, trained first aid and rescue facilities that respond to all emergencies, and a modern well equipped ambulance.

Our labor agreement with Lodge 802 provides for joint safety committees at all shifts, and we will continue to have employee representatives on these committees. There is much more to do. I am particularly aware of the need for increasing the scope of our training program for employees. We also had a review of our inspection program to make sure that we are reviewing all work practices to be the priority they deserve.

This is a program that affects everyone and that needs everyone's active cooperation. I intend to focus my personal attention on this vital aspect of our operations.

PETER S. BRYN
President

1978 UNITED WAY CAMPAIGN EXCEEDS GOAL: CAMPAIGN CLOSES



THE 1978 LIBERTY AWARD, WON BY 45 DEPARTMENT, is held by the department's United Way Captain F. Von Colls, Solicitor R. Gains and Captain G. Kelly, Robert Galloway, Executive Vice President, and Peter S. Hepp, President, presented the award at the close of the United Way Campaign. Not pictured is Captain W. Crawford.

Sun Ship set a new high for shipyard contributions when it exceeded its 1978 United Way campaign goal by 17%.

Ship employees pledged a total of \$179,339 enabling the yard to surpass its United Way goal by the widest margin ever at the close of a campaign.

"The fact that we went over the top during the campaign shows the generosity of Sun Ship employees in helping those who cannot help themselves," noted the chairman of this year's campaign, Hans Bolch.

The 1978 campaign concluded on November 18, 1977 with an awards ceremony held on the closing date in the cafeteria and multi-purpose room located in the north yard. In attendance were the United Way Committee, as well as Peter S. Hepp, President, Robert Galloway, Executive Vice President, and Robert Barnhart, Director of Industrial Relations.

This year's United Way Committee is composed of the 1978 chairman Hans Bolch (fire marshal), Miss United Way, Pam Brensky (25-77) who also represented Local 806, Bob Baker representing Local 802, Walt Nowak representing Local 804, Recording Secretary Mary Yawosky and Jerry Kalinovich of Data Processing.

Peter S. Hepp offered congratulations from Sun Ship management on a job well done. Robert Galloway noted that the response to the campaign by business and industrial groups in Southeast Delaware County was excellent. "I'm delighted with our record," he said, "It's overwhelming in every way."

The 1978 Sun Ship Liberty Award was presented by Peter S. Hepp and Robert Galloway to 45 Department. This award is a plaque made by Horst Götzel 47-40 is given at the close of the United Way campaign to the men and women of that department making the most outstanding contribution to the current campaign.

The award is based on five factors, including percentage of employee participation within the department, percentage who are fair share givers, per capita per person, the percentage increase of Fair Share givers and percentage of increased participation. Last year the award was presented to 47 Department. It was the first year for the presentation.

An award for outstanding achievement, a desk pen, was presented to Esther Dinkins (59 Dept.), Gerald Ryan (67 Dept.) and Frank Von Colls (45 Dept.).

Charles Clements, Jr. (33-4 Dept.) and Thomas Fromal (47-Dept.) received a desk pen for outstanding effort.

Certificates of merit were presented to those departments achieving the highest degree of success in solicitation. These departments included Computer Services (20 Dept.), Sun 800 (28 Dept.), Blast Plant (39 Dept.), Machinery Sciences (43 Dept.), Chemistry (49 Dept.), Industrial Products (62 Dept.), Contracts, Shipbuilding Administration (64 Dept.), Cost Accounting (71 Dept.), Material Support (72 Dept.), Garage (73 Dept.), Commissary (85 Dept.), Safety (87 Dept.), Security (88 Dept.), Computer Services, Operations (89 Dept.), Heating Plant (95 Dept.), Executive Secretaries (99 Dept.), Structural Drafting (77 Dept.), Naval Arch. & Outfitting (78 Dept.), Fab Shop (47 Dept.), Plate Yard (75 Dept.), Welding (59 Dept.).

The department captains who were responsible for solicitation include:

W. Walsh	38-80
C. Jolly	20-50
M. Dick	25-79
H. Kresnel	25-34
J. Reggito	27-106
L. Hauslein	32-37
A. Epps	38-126
M. Connally	41-16
D. Del Raso	57-62
L. Graham	62-21
C. Corby	64-20
T. Twardowski	77-64
L. Urie	78-80
W. Cleland	78-84
A. Russell	8-256
V. Rothwell	8-296
T. Capaso	76-125
J. Tosino	30-205
J. Apakian	31-47
C. Sawicki	33-59
C. Clements	33-91
C. Stackowski	34-1288
S. Beck	35-205
D. Delvecchio	35-90
R. Malinowski	35-160
K. Miles	36-259
F. Von Colls	45-301
G. Kelly	45-302
W. Crawford	45-323
T. Harris	47-217
F. Brooks	47-463
J. Butler	47-127
L. Dennis	47-670
J. Osowski	47-508
J. Chanitz	89-20
J. Di Cane	87-11

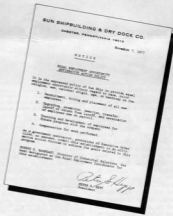


Awards for outstanding effort and outstanding achievement in the 1978 United Way campaign were presented to five Sun Ship employees by Robert Galloway (extreme left) and Peter S. Hepp (extreme right), during the campaign's closing ceremonies. Recipients include (from left) Thomas Fromal (47 Dept.), Charles Clements, Jr. (33-4 Dept.), Frank Von Colls (45 Dept.), Esther Dinkins (59 Dept.), and Gerald Ryan (67 Dept.).

W. Farrell	49-2	J. Pinto	67-465
D. Dzwon	58-163	J. Ayres	34-873
D. Young	59-1116	T. Frommal	47-444
I. Jackson	59-1005	J. Edington	70-32
E. Cooper	59-1146	R. Brightbill	34-316 M
B. Austin	59-362	C. Griffin	74-125
L. Campbell	59-698	L. Williams	75-122
D. Cavanaugh	59-750	R. McCullough	80-70
C. Alston	59-850	J. Shallet	79-67
E. Dinkins	59-1009	R. Tanley	81-101
W. Opreussek	59-113	T. Moore	84-115
J. Little	59-1166	D. Carlett	65-73
W. Wallace	59-687	J. Oufat	88-53
J. Bromley	63-40		
J. Balink	82-18		
V. Jones	36-359		
T. Maxwell	36-345		
T. Nickens	60-124		
B. Bentley	60-175		
L. Iezzi	61-290		
I. Wilkerson	61-90		
J. Proffitt	69-151		
B. Haines	66-145		
G. Danato	66-399		
I. Hartman	66-439		
G. Kolodi	66-489		
C. Johnson	67-514		
J. Smoak	67-639		
G. Ryan	67-877		

Assisting the captains in solicitation were:

B. Barton	67-268
R. Owen	60-168
H. Guinn	45-293
W. Whaley	33-123
E. Stewart	47-390
H. Johnson	59-879
E. Thompson	59-894
P. Christiano	72-35
C. Dickerson	88-68
D. Whildin	88-82
P. Simpson	88-83
L. Erwin	94-97
J. Wheeler	33-263





John Stigley



Low Brynen



Archie Overbeck

Retirement Parties Caught by Our Roving Photographer



Walter Barrett



Retirement party for Glen Nasdy (Tom Harris, third from left and holding Mr. Nasdy's gift, keeps the LOG posted on these occasions so that a photographer will be present.)



M. Cleveland



Joe Schneider



RETIRING WITH NEARLY 30 YEARS OF SERVICE AT SUN SHIP, ETHEL BROWN (23-23, seated) receives best wishes from Robert Galloway, Executive Vice President, Shipbuilding Manufacturing Division, and a group of fellow workers at a surprise party given in her honor.



Charlie Swenker

SUN SHIP RESEARCH CONTRACT

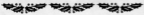
Recently the Maritime Administration awarded a contract to our Corporate Science and Technology group to manage an exhaustive model basin test of Sun Ship's lengthened PONCE DE LEON class vessels. The tests will study an advanced contra-rotating propeller arrangement. This arrangement has two propellers mounted on a single-shaft centerline, each rotating in opposite directions. Its purpose is to improve the propulsion efficiency of the vessels and, hence, provide a large fuel saving.

This test program is being conducted under Sun Shipbuilding Company's direction at the Government's David Taylor Model Basin (DTNSRDC), using a new hull model for that purpose. The program also includes comparison tests of a model of the existing vessel.

New designs of the special contra-rotating propellers are being obtained from designers in Holland and in the United States. A special contra-rotating gear transmission is being built for the model to permit one shaft to rotate within another.

This program is considered important by Sun Ship because of its potential savings to any of the nine sister ships of the PONCE DE LEON class now in service. The Maritime Administration believes that contra-rotating propellers may result in significant fuel savings for many vessels. There is belief that about 10 percent of the fuel consumed might be saved. That would be about \$350,000 per year for each ship.

Total costs for this research program are about \$320,000. It is being managed by our Machinery Sciences Department with Vinod Kumar as the Project Engineer.



CHRIST

We should pray
To keep the spirit of Christmas
everyday
To do good unto one another
By helping each other.

Christ was born on Christmas day
Let him come into our hearts to stay
Christ means so much to us
And in him Christians trust.

If we stumble and sometimes fall
Christ will take a stand for us all
He will see us thru
He knows just what to do.

Christ's Love is not only for some
But for each and every one
He gave us his life
To free us from strife.

By — Rev. Henry James
67-70



CONGRATULATIONS TO ...
Peter Chabon (97-36) who received his Associate Degree in Business Management on August 31, 1977 from the Evening Division of Brandeisville College. Father of four daughters, Mr. Chabon has been working at Sun Ship for 12 years. He is a Production Control Shop Planner, working with the electric department and the Ponce Project. For the honor, he is studying in the "PREMIS" network analysis, a new venture in ship repair scheduling.

MR. ATKINSON RECEIVES WEBB INSTITUTE ALUMNUS AWARD

Paul E. Atkinson, who served as the president of Sun Ship for 16 years, was awarded the Webb Institute of Naval Architecture's 1977 W. Selkirk Owen Award. This award is presented each year by the Institute to an alumnus who has made an outstanding contribution to the maritime industry and the Institute.

Mr. Atkinson received the award at the annual Webb Institute Alumni Association banquet held November 11, 1977 in New York City. It was presented to him by James A. Mulcahey, Vice Chairman of Dunham-Bush, Inc. located in West Hartford, Ct. Messrs. Atkinson and Mulcahey are brothers-in-law and also 1942 graduates of the Webb Institute.

SUN SHIP SCHOLARSHIPS

Employees who have sons and/or daughters who are juniors in high school this year still have time to register them for the Sun Ship Scholarship Award program. If you have not already registered your child please contact Richard W. Corbhill, Manager — Employee Benefits, Extension 525, for appropriate forms.

Two Sun Ship scholarships are awarded each year. These are four year scholarships with a minimum of \$250.00 and a maximum of \$1500.00 per year.



N WALLS
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COAST GUARD

(Continued from page 1)

Guard became responsible for patrolling more than 2 million square miles of ocean. In that respect, the service bounded 528 foreign fishing vessels between March 1 and May 31. Of these, 151 violations were cited, 86 civil penalty reports were filed, 11 vessels were detained and one vessel was seized.

As the nation's primary maritime law enforcement agency, the Coast Guard also stepped up its drug interdiction operations to reverse drug trafficking from the Caribbean.

Underlining its concern for recreational and commercial boating safety, the Coast Guard completed this past year a network of 181 VHF-FM communication sites that will provide distress radio coverage of vessels 20 miles at sea and on inland waterways. Fully 95% of distress calls come from boats within that range. Concurrently, the Coast Guard also became more involved in boat construction standards. Concerned with the safety of an estimated 8,000,000 recreational boats, it has begun to issue warnings and publicized recalls when major flaws are discovered.

Recreational boaters accounted for the majority of the 76,000 calls for aid (up from 70,000 the prior year) from these, over 4200 lives and property valued at \$324 million were saved.

In 1978, we can expect the Coast Guard to continue its distinguished tradition. Charged in addition to regular duties with working to improve safety, the Coast Guard will, through the Ship Structural Committee, contract for a research study of hull structure and ship steel, and for development of a computer-aided procedure for drydocking and grouting calculations.

Seafarer Scouts

RECRUITING FUTURE SAILORS/SHIPBUILDERS

How many of you have longed to sail on a 55 foot ketch, or dock on a foot cutter, or compete with the wind and fellow sailors in a race around the pylons? In Sea Scouts, those opportunities are provided to as many young people and adults as are interested. And the one in this area who is providing this opportunity is Sun Ship's own Thomas K. Dettweiler, an Instrumentation/Ocean Engineer in the Machinery Sciences department. He has been very active in this capacity since coming to this area over a year ago.

Let's describe the program. Although called Scouts, Sea Scouting is actually a division of Exploring, with each unit known as a Ship. They are, however, vastly different than the average Exploring units in activities, organization, and somewhat in philosophies. A Sea Scout Ship centers itself almost totally around one or several vessels which serve as a training base for the development of responsibility, skills, ideals, and bodies in the support, maintenance, and operation of the craft. Ranks exist, much like those in normal scouting; however, Sea Scouts tend to stress the development of leadership qualities more than those of Scouts since the young

people themselves almost totally run the ship.

As an adult leader or Mate, Tom serves as an advisor, stepping in only when absolutely required for the safety or well-being of the unit. At sea an adult, licensed or experienced in the operation of the vessel, is always near the helm, but the helmsman is one of the young scouts who has been developed in the skills to be helmsman. The leader of all activities is the ship's bosun—usually one of the older scouts aboard. He selects crews, assigns responsibilities, and is ultimately responsible for completion of tasks. It is the bosun who reports to the adult skipper and mates to verify that the work is being done and is correct. Should the adult not agree with the ship's activity, he acts through the bosun if possible to correct it, unless the ship or any one person's immediate safety is threatened, at which point it is the adult's responsibility to take over directly. According to Tom, it is amazing as to how infrequently this is ever necessary.

Tom's ship is #329 in Swarthmore, Pa., operating under the Valley Forge Council. His ship is very much a traditional ship, specializing in all the skills required by

older sailing vessels. Other ships in the area specialize in canoeing, racing, sailing dinghies, or power boating. Training is in navigation, piloting, boat handling, boat maintenance and construction, lines and ropes, engines, leadership and the discipline required to get the job done. Ship 329 had a 45 foot twin diesel cruiser on which many of the members have become quite proficient. Tom is often asked as to how wise it is to let teenagers operate a vessel of this size. His only answer is that his vessel has a licensed skipper on board at all times, several other adults experienced in the vessel's operation, and a crew made up of young people who without exception have had at least basic training in the vessel's operation. Can many other boaters say they operate this way?

At present, the ship owns an 18 foot runabout, a sailing dinghy, and they are trying to acquire a sailing vessel of about 55 foot length to replace the power vessel which was given up because of age. The ship supports its vessels primarily through the sale of Christmas trees, which is an annual event in Swarthmore at the President National Bank. Many merchants or other individuals help with donations of

time, money, or materials.

Any boy or girl between the ages 14 to 21 can join as an Explorer or as those boys between 12 and 14, there is a head-start Boy Scout Troop, 507, which is a paper troop only, its members participating in the activities of the Sea Scout Ship of their choice. Anyone over 21 is always welcomed as a ship's mate or skipper. Any young people or adults interested in Ship 329 should call Tom Dettweiler at ext. 673 or at 358-1738, or Skipper John Leak at 544-3173.

The area ships presently have a total of 52 boats, of which 20 are sailboats ranging from 9 to 32 feet and 32 power vessels from 18 to 56 feet. Information on any ship can be acquired from the local Boy Scout Council found in the phone book under Boy Scouts.



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