

OPERATIONS DIVISION REORGANIZES



SHOWN UNDERWAY IS ONE OF THE U.S.S. EL PASO'S SISTER SHIPS, THE U.S.S. MOBILE. This class of vessel is designed for the attack cargo ship role. In addition to their own complement of 335, these vessels can accommodate 266 troops. The 575-foot vessels can carry nine landing craft and supplies for amphibious operations. The ships' design includes two heavy-lift cranes with 75-ton capacity, two 40-ton capacity booms and eight 15-ton capacity booms. The after end of the vessels contain a helicopter deck.

Another step in the shipyard's major structural reorganization was accomplished last month with a realignment of the duties in the offices of the Executive Vice President and the Vice President of Operations. In the move, Robert Galloway, Executive Vice President, was freed from his day-to-day responsibilities for production and was given the broad corporate responsibilities inherent in the Executive Vice President's office. In addition to his continuing responsibility for materials management, quality assurance and shipbuilding management, Galloway is also responsible now for external government affairs, Corporate Science and Technology, shipyard maintenance and capital improvement. Grouping these last three areas under a single corporate executive centralizes the shipyard's efforts for achieving productivity improvement. Additionally, it places Science and Technology, with its goal of selling Sun Ship's technical expertise to the government, under the Executive holding government relations responsibility.

In a correlated move, Vice President Frank Hartman's realigned Operations Division now reports directly to shipyard President Peter S. Hepp. Realignment of the Operations Division was implemented in order to give Hartman greater opportunity to concern himself with planning and productivity improvement through the application of improved industrial engineering and methods systems.

To achieve this, the production planning and control function was placed under Hartman, with Jon Matthews named Superintendent—Production Planning and Control while four functions formerly reporting on an individual basis to Hartman were consolidated under Ed LaCroce—General Superintendent.

In the new Operations organization, LaCroce will report to Hartman and will be responsible for the welding, outfitting, hull and machinery divisions. Reporting to LaCroce are George Buchan, Welding Superintendent, Larry Triboletti, Machinery Superintendent, Doug Peel, Outfitting Superintendent and Bob Hartman, Hull Superintendent.

Concurrent with these changes, the Fabrication Division has been established and will report to Hartman also. The new division will be under the direction of Superintendent Gordon Kinkaid and will be comprised of the Fab Shop, Plate Yard and Mold Loft.

A chart illustrating the organization of the Executive Vice President's and Vice President—Operations' areas resulting from these changes may be found on page 3.

Shipyard Wins \$8.5 Million Navy Contract

Sun Ship has been awarded an \$8.5 million contract by the U.S. Navy to overhaul and repair the USS EL PASO-LKA-117, an amphibious cargo ship. Principal work on the vessel includes overhaul and installation of a new sewage system, blasting and coating, machinery and electrical work as well as installation of new winches and rigging.

The EL PASO is scheduled to arrive at Sun on September 29. The vessel is expected to stay here for six months. The EL PASO's complement of 335 will accompany the vessel during her stay at the shipyard. The ship's officers will be housed in local motels; the crew will stay on board the floating barracks barge, the APL-50, which will be located in a wet basin in the central yard.

John Thomas has been named EL PASO Program Manager.

Other Contracts

Another U.S. Navy contract, totaling \$600,000, to perform work on the USS JOHNSTON, a destroyer, was recently awarded to Sun Ship. Job scope includes hull repairs, coating, and installation of a new Sonar Dome. The vessel arrived at Sun on August 16 and will stay for approximately six weeks.

The PENNSYLVANIA SUN (Hull 610), a 50,000 dwt vessel delivered in 1959, is scheduled to arrive at Sun Ship the second week in September. The principal aspect of the job is bottom shell renewal.

"Marketing Report" Discontinued

As of this issue of the Sun Ship Log, the "Marketing Report" feature, which appeared in each edition since January 1978, will be discontinued. Work in new ship construction, ship repair and industrial products, which was a part of this feature, will be incorporated in the Log's new articles.

John Thomas Appointed Program Manager

John Thomas has been named Program Manager for the USS EL PASO, the shipyard's most recent navy contract. He reports to Robert Galloway, Executive Vice President. Mr. Thomas will be ultimately responsible for the overall success of the EL PASO Program within the framework of company policies and procedures. To this end he will coordinate and direct the accomplishments of all matters concerning the project so that it meets budget and the delivery schedule.



Mr. Thomas joined the shipyard in July 1977 as Assistant Project Manager for the Ponce project. He came to the shipyard after two years with FMC Corporation in Portland, Oregon. While at FMC, he was Production Control Manager for the company's gas turbine tanker construction program. Prior to joining FMC, Mr. Thomas was employed by Tenneco's Newport News Shipbuilding & Dry Dock Co. for 17 years. His most recent post with the company was Production Control Manager for the shipyard's nuclear powered cruiser program. Previously, he served as Captain of the RV Prospector, an ocean mining research vessel operated by the Deepsea Ventures Division of Tenneco.

Mr. Thomas earned a BS degree in Marine Transportation from the New York State Maritime College. Since graduation, he has completed numerous technical and professional development courses and is currently working towards an MBA degree in government contracts. He holds a U.S. Coast Guard's Master's License.

Mr. Thomas is a member of the Propeller Club of the United States and the Society of Port Engineers. Mr. Thomas and his wife, Paula, live in Harrington Woods, Southern Chester County, with two of their children.



In This Issue

Anniversaries p. 4

Organization Chart p. 3

Our Yard p. 2

Sun Ship Log Survey p. 6

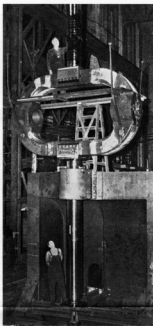
OUR YARD - YESTERDAY

35 YEARS AGO



August 1943 was a busy month for Sun Ship with four keel layings, five launchings and five deliveries. One vessel, the SS Chickamauga (Hull 260) was delivered ten days after its August 20 launching. Like her sistership, shown being launched in the photograph above, the SS Chickamauga was one of 200 T-2 tankers built by Sun Ship during the war.

30 YEARS AGO



This press, constructed in the shipyard's Vothoff Plant (8 Department - Machine Shop), was featured in the August 1948 "Our Yard". Designed to test airplane parts, this piece of equipment can exert pressure in any of six directions individually or collectively. Standing 32 feet high and weighing almost 100 tons, the assembly called for fitting and alignment within closer tolerances than is usually found in most types of watches.

25 YEARS AGO



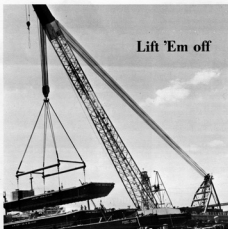
In August 1953, shipyard employees posed with a new addition to the shipyard train, a 300 Horse Power diesel locomotive. The locomotive, capable of pulling ten rail cars, each loaded with 40 tons of steel, is still part of the shipyard's facilities. It pushes furnace cars in and out of the furnace used in stress relieving jobs and transfers rail cars and gondolas into the yard for delivery of material and equipment needed for yard construction.

20 YEARS AGO



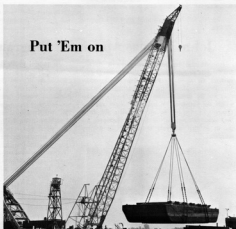
Shipyard telephone operator Helen "Scotty" Daily posed for this picture in August 1958 while receiving an explanation of the newly installed telephone system. Part of the modernization of plant facilities which occurred in the late fifties, this basic system is still in use today. "Scotty" has over 30 years with Sun Ship and has been on the switchboard for most of that time.

OUR YARD - TODAY



Lift 'Em off

The Sun 800's heavy lift capacity brought a two-part job to the shipyard this summer. In the first part (pictured at the left), the Sun 800 lifted six U.S. Navy hoppers from the barge which brought them here from the West Coast and placed them in the water for delivery to various naval

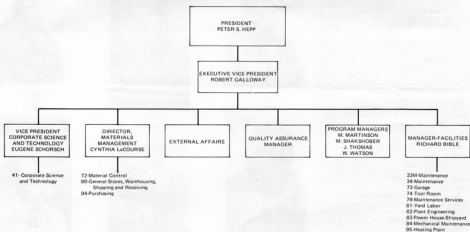


Put 'Em on

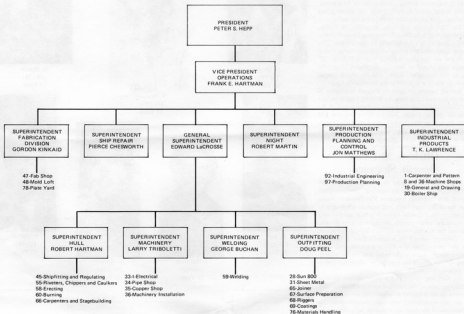
installations along the East Coast. In the second part (pictured at the right), the Sun 800 placed four steel scows, each weighing 650 tons, on the same barge. These scows were then loaded by shipyard personnel for towing through the Panama Canal to Portland, Oregon.

SUN SHIPBUILDING & DRY DOCK COMPANY

EXECUTIVE VICE PRESIDENT ORGANIZATION CHART



VICE PRESIDENT - OPERATIONS ORGANIZATION CHART



66 Department Stages Safety Program

Did you know that miles of staging are used during the construction of a vessel the size of the 869-foot KENAI? Did you know that areas of the staging throughout the yard are inspected on a regular basis, usually every other day? Did you know that a report describing any problem with the staging is given to the stagebuilding department (66) upon completion of the inspection, and that the problem is fixed promptly?

Like the four other departments within the Hull Division, the stagebuilding department has increased the scope of its safety program. In addition to the assignment of a stagebuilding supervisor and other departmental personnel to inspect the staging, the Hull Division has a committee, in existence since January, charged with finding ways to eliminate future falls. The members of the Committee for the Prevention of Falls include Ed LaCrosse, General Superintendent, Seale Walton, Safety Director, Bob Hartman, Hull Division Superintendent, and Dick Kadzio, Stagebuilding Foreman. This group reviews recent falls as well as falls back as far as 1970.

66 Department, too, has its own departmental safety committee composed of the foreman, two Lodge 802 representatives from the department and a staff engineer. In existence for three years, this committee handles any safety problem in connection with the department.

As in the other hull division departments, the foreman is responsible for the periodic inspection of his area to make sure it is clean and in safe condition, complying with shipyard safety rules.

66 Department consists of approximately 150 employees who construct and disassemble the temporary moveable platforms on which various shipyard crafts work at heights above the ground. Shipyard staging consists of (wherever practicable) at least two wooden planks measuring three inches in thickness and ten inches in width. They are as long as required for the job. The staging has a top rail made of a 3" x 5" wooden plank standing about 42" above the base and a mid rail of 1/2" thick steel cable about 20" from the base.

Bowling Anyone?

If you like bowling and want to join a league, you will be interested in knowing that Sun Ship's four bowling leagues are getting revved up for the 49th season which begins this fall. Each league has several teams which compete against each other during the season.

The "A" League will open its season on Friday, September 8 at 6:30 PM at Brookhaven Lanes. If you're a night owl, there's the Morning League for you. This league bowls after the Friday second shift. Game time is 1:30 AM and the place is Ridley Bowl in Folsom. "B" League gets started on Monday, September 11 at 6:15 PM at the Springfield Lanes, and the Mixed League opens its season at 6:30 PM at the Brookhaven Lanes.

Bowling leagues are open to shipyard employees. If you are interested in joining the Morning League contact Bill O'Neal (55-1013). Bill works on the second shift. To join the Mixed League contact Joyce Regetto (40 Department), extension 8892. To join "A" League, contact Bill Biddle (45 Department). To join "B" League contact Bill Walsh (13-1 Department), extension 592.

Offshore Oil Can Benefit Shipyard

In his appearance before the sub-committee of the Pennsylvania State House Business and Commerce Committee, Bob Galloway, Executive Vice President, stated that the skills, capabilities and location advantages of industry in the Delaware Valley in general and Sun Ship in particular could provide extensive support services required for Atlantic Ocean Offshore drilling operations. Mr. Galloway stressed the unique facilities of Sun Ship for the construction of offshore platforms and other needed supply items in the event that present exploratory drilling reveals the presence of substantial hydrocarbons.

Mr. Galloway stated that a closer alliance between various agencies of the state and county with the private business sector is needed to attract this promising work to an area encumbered with high unemployment. He recommended the need for a positive sales attitude on the part of the Commonwealth of Pennsylvania.

Celebrating



C. Worrlow, III
(35-59)
40 Years



W. Boyd
(18-233)
35 Years



G. Coppotelli
(36-65)
35 Years



K. Lance
(31-86)
30 Years



W. Sadner
(33-410)
30 Years



L. Talley
(47-666)
30 Years



D. Greco
(35-79)
25 Years



V. Hudjins
(31-115)
25 Years



H. Manko
(30-131)
25 Years



D. Bell
(35-122)
20 Years



J. Hamilton
(60-98)
20 Years



N. Hibbert
(68-121)
20 Years



W. Phelan
(69-99)
20 Years

Anniversaries



C. Filbert
(59-68)
35 Years



M. Bedford
(71-775)
30 Years



J. Kochinsky
(59-1313)
30 Years



E. Tolliver
(59-74)
30 Years



G. Choornan
(47-2)
25 Years



W. Mitchell
(67-126)
25 Years



J. Pitts
(45-60)
25 Years



S. Davis
(67-218)
25 Years



H. Whitfield
(47-162)
25 Years



H. Schreffler
(59-562)
20 Years



J. Stevens, Jr.
(69-161)
20 Years



A. Truitt
(31-54)
20 Years

No Photo Available

J. Jackson
(74-85)
30 Years

W. Fields
(66-206)
25 Years

J. Kirkpatrick
(33-217)
20 Years

J. Sheddetsky
(47-256)
20 Years

Shipyard Retirees Honored

Sun Ship's retirees were honored at the annual retirement banquet. Of the 110 employees who retired from the shipyard from June 1977 through May 1978, 64 attended the banquet held June 9, 1978 at the Holiday Inn in Essington.

Following the dinner, shipyard President P. S. Hepp and Executive Vice President Robert Galloway spoke to the group. Hepp invited the retirees back to the yard, saying that they were still part of the Sun Ship family. He also stated that "the future looks bright" for Sun and that "the U.S. navy considers as a good prospect for shipbuilding" as a result of a recent visit to Sun by the Chief of New U.S. Naval Construction.

The retirement group, the largest since 1967, represents 3,261 years of service to Sun Ship. The average length of service was 29 years and 21 retirees had over 40 years of employment with the shipyard.

Those who retired from Sun Ship this year include: Andrew Adam (35), Charles Adams (47), Eugene Albert (47), J. Montgomery Ballinger (37), Walter Barrett (67), Thomas Bishop (97), Louis Baynes (31), Frank Beauford (67), Anthony Benetta (47), Joseph Blythe (59), Albert Boyd (91), James Bullock (45), Joseph Bonkowski (55), Crawford Burney (66), William Briggs (34), Berchel Brown (67), William Brown (68), Davis Brownback (59), Benjamin Butakis (55), Ignatius Catania (30), William Cleavel (47), Mervyn Cleverger (47), Archie Cobb (59), Mack Cochran (33), Clyde Cox (45), Alfred Crockett (34), John Dewey (59), Paul Dute (34), Felix Englander (78), Andrew Ferguson (36), Frank Ferrell (68), William Fields (66), Wilber Fischer (48), John Gearhart (59), Vance Greer (59), Herbert Grubb (36), John Hager (55), Edward Hall (45), John Hazel (25), Grace Hite (98), Lawrence Howard (60), George Howarth (59), Hamilton Hutchinson (94), Charles Johnson (36), Norval Johnson (59), James Jones (47), Vernon Jones (47), Ludwig June (59), Norman Kefford (32), Charles Kamber (47), Claude Kneipe (59), Charles Koslosky (66), William Kraus (47), John Krieger (31), Stephen Krups (59), Richard Lafferty (65), Clyde Landis (59), George Lawler (79), John Lindenber (33), Zigmunt Litwa (68), Elmer McAllister (45), Woodrow McElroy (36), James MacMullin (76), Albert Marker (68), Stephen Medvid (76), James Maddison (84), Arthur Millay (79), Michael Mosok (76), Frank Mulrine (47), Lawrence Natale (60), Sylvester Nealy (45), Charles Newton (61), Alton Norton (94), Warren Norlen (81), George Novatka (45), John Orr (59), William Owens (48), Elmer Palo (59), Norman Paxson (60), Steven Picara (88), Amos Pulcher (45), Edward Pavlock (36), Allen Reeves (47), Donald Rhodes (62), William Ritz (30), Anthony Rivera (66), Frank Romeo (59), Russell Rothka (48), Dominic Saetta (59), Joseph Schneider (45), Peter Sevic (59), Arthur Shorer (59), George Shields (76), Harry Sinex (8), Ralph Squitieri (69), James Smith (59), Thomas Smith (59), James Stewart (31), Curtis Temple (4), Anthony Tusciano (30), Elijah Turner (60), William Walls (33), Walter Waskevich (48), James White (59), Adam Williams (59), Vincent Williams (55), William Wolf (33), George Wright (59), Stewart Woolley (62), George Zablowicz (59).

Glomar Explorer Prepares For Tests

The *Glomar Explorer* (Hull 661), technologically the most sophisticated and physically the largest mining vessel in existence, has come out of retirement to be readied for mining tests in the mid-Pacific in November. The ship will be used to evaluate the performance of a bottom miner developed by OMCO (Ocean Minerals Company). The *Glomar Explorer's* 200x47-foot floodable well will enable the miner to be lowered three miles down to the ocean floor where it will then sweep a pre-charted mining site piping nodules up to the *Glomar Explorer*. The *Glomar Explorer's* stabilization system allows the derrick and pipe-holding equipment to remain almost motionless as the vessel herself pitches, rolls and heaves in the water. The *Glomar Explorer* was delivered by Sun Ship in 1973. This vessel got wide publicity for attempting to raise the sunken Soviet submarine from the floor of the Pacific Ocean.

SUN SHIP LOG

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Sun Shipbuilding and Dry Dock Company
Chesler, Pa. 19013

Address editorial matter to:
Carol Luttrell
Editor
Extension 795

Room For Three More



The Barney Nolan family poses on a staircase in their home. Clockwise they are Mrs. Nolan, Amanda, Aaron, Barney and Victoria.

Do you remember the spring of 1975 when South Viet Nam fell to the Communists? Remember the massive air lifts to get children out of the war-torn country? Sun Ship employee Barney Nolan (35-61) and his wife, Florence, were deeply concerned about the evacuation because three children in the air lift were to be adopted by them, Victoria, Amanda and Aaron left their native Viet Nam just one week before the country fell.

The arrival of the youngsters at the Nolan's home in April 1975 culminated years of working towards adoption. The process began when Barney and his wife decided they would adopt orphans from Viet Nam. Following the January 1973 declaration of peace, the Nolans obtained visas to Viet Nam. They traveled to the Southeast Asian country that August. Once in the country, there was great difficulty in finding children to adopt. Mrs. Nolan remembers, "Everywhere we looked there were no children for adoption." The Nolans were in Saigon for 11 days and were about to give up. "Then on the very last day we ran into Frank Mariani, a television correspondent covering the war, in our hotel," said Mrs. Nolan. "He and his wife had adopted four Vietnamese children...and they opened doors for us".

The Nolans went back to an orphanage where earlier they had been told there were no children for adoption. There they met and agreed to adopt four-year-old Amanda and her brother, three-year-old Aaron. They also adopted another orphan, Victoria, age seven, who had befriended them while in their hotel. Victoria, found after a rocket explosion, was being looked after

by a French woman who owned a restaurant. This woman was being repatriated to France and couldn't consider adopting Victoria.

The Nolans were prepared for problems the children might have in adjusting to their new country. "But we had none at all," Mrs. Nolan relates. "We've been blessed...the children have been just fine. They've doubled their weight since they've been with us." The children's adjustment has gone so smoothly that Mrs. Nolan even has found time to go to college. She's studying business at Temple University.

Do the children have memories of their native country? Aaron remembers only the plane ride over, Amanda remembers some things but Victoria has all her memories. "We wanted the children to keep their languages, but since English is spoken in the home, they've lost them," said Mrs. Nolan.

"When Barney and I thought about adopting the children we worried about our age. We were married for thirty years before we adopted the children. Supposing we should die...but then someone pointed out that if we didn't adopt the children, no one would because of their ages. They would be left in Viet Nam. Should something happen to us and the children were over here, at least they would have what we left them. That really soothed us," said Mrs. Nolan.

"Taking care of the children has been a wonderful experience," she goes on to say. "And Barney is a born father."

Three children, refugees from a war, have a happy home because Barney and Florence Nolan decided they had room in their hearts for them.

Cut out and place in the specially marked boxes

To: Carol Lattrell, Editor
From:

I would like to read the following in the Sun Ship Log:

- ☐ More "People" stories
- ☐ Stories about different departments.
- ☐ Ship yard sports coverage.
- ☐ Retiree news.
- ☐ Promotions/transfers within the company.
- ☐ Obituaries.
- ☐ "Family" section (births, graduation, etc).
- ☐ History of Shipyard.
- ☐ Question Box column.
- ☐ Other (Please specify)

Does the Sun Ship Log give you enough news about the yard in general, (e.g. new contracts, special events, new equipment, modernization)?

☐ YES ☐ NO ☐ DON'T KNOW

Do you like the "Our Yard Yesterday and Today" section?

☐ YES ☐ NO ☐ DON'T KNOW

Do you like the "Celebrating Anniversaries" section?

☐ YES ☐ NO ☐ DON'T KNOW

Credit Union Declares Dividend

Good news here for the members of the Sun Ship credit union. The Board of Directors of the Credit Union has declared a dividend to 5305 on all accounts. Posted as of June 30, 1978, this is the first of the semi-annual dividends this year. The dividend is up from the previous rate of 4 1/2%.

Run for all shipyard employees, the credit union is a place for you to borrow or save money. 1902 members have joined the credit union since its founding in 1974. The office, located at 1214 Second Street in Eddystone, just outside the north yard gate, is managed by John April.

OFFICE HOURS ARE AS FOLLOWS:

Monday	2 P.M.	to	7 P.M.
Tuesday	8 A.M.	to	4 P.M.
Wednesday	11 A.M.	to	1 P.M.
	2 P.M.	to	7 P.M.
Thursday	11 A.M.	to	1 P.M.
	2 P.M.	to	5:30 P.M.

Friday
Saturday
Sunday

CLOSED

The mini-office in the yard has been discontinued. For additional information on the Sun Ship Credit union call TR 6-8248.

What Would You Like to See in the Sun Ship Log?

Your company publication, the Sun Ship Log, is designed to let you, the employee, keep up with what's happening throughout your company. The editorial staff wants to provide you with coverage of things you would like to see in the Log. In order to have an accurate idea of what you want, the editor is conducting a survey. You, the reader, are invited to submit your ideas for feature articles and regular columns. Any comments or suggestions you feel would contribute to making the Log a more interesting and useful newspaper are welcome. A pre-addressed survey form with space for your ideas and comments appears below.

Cut out the questionnaire and drop it in the specially labeled boxes along throughout the yard. The bonus



SUN SHIPBUILDING AND DRY DOCK COMPANY

NO...IT WASN'T KILBOY BUT 96 DEPARTMENT (FACILITIES UPGRADE) WHICH WAS HERE AT SUN SHIP FOR FOUR MONTHS LEAVING THE SHIPYARD IN A CLEANER, SAFER CONDITION. This poster, on display throughout the yard, serves to remind employees that although 96 Department left its mark, it's up to all of us to keep the shipyard shipshape.



30-1087
M WALLS
520--LITH AVE
PROSPECT PARK PA 19076