

## Sun Ship and Waterman Sign Letter of Intent

Sun Ship and Waterman Steamship Corporation signed a letter of intent early this month to enter into a contract for the construction of two to four Ro-Ro/Container vessels. The letter of intent is set a contract to build the vessels; it is a statement that Sun and the Louisiana-based steamship company will work together and attempt to obtain all the approvals and agreements necessary to build the ships.

Commenting on the signing shipyard president Peter

Hepp said, "The Waterman letter of intent is something the shipyard personnel should be proud of due to the circumstances which led to its signing. Waterman had purchased two ships from a competitive shipyard last year and had been negotiating with that same shipyard for four months on their new ship requirements when Sun Ship entered the picture."

"We asked for an opportunity to submit a competitive bid," he continued. "We were given that opportunity to bid

under restricted conditions. Among other things we were permitted only two and a half months to develop a full ship design, specification and estimate. Our engineering, marketing and estimating personnel met that timetable with a ship design, specification and price which got Sun Ship the letter of intent. I particularly want to thank the members of those three departments whose extraordinary efforts and long hours have brought us this far."



Members of the 1979 United Way Committee prepare to raise the flag and get the campaign underway. From left to right they are Tom Harris, Lodge 802 representative, Arlene Carpenter, Lodge 806 representative, Nancy Marsich, Miss United Way, Walt Nowak, Plant Chairman

and Lodge 804 representative, and Pete Coyne, representing the Finance Department and Salaried employees. Mary Yaworsky, the campaign's Recording Secretary, is not pictured. Sun Ship is one of 39 area organizations participating in the annual drive.

## United Way Underway

Sun Ship will kick off its 1979 United Way Campaign on Tuesday, October 3, 1978. The goal set for Sun for 1979 totals \$149,500 representing \$112,000 in contributions from employees and corporate contribution of \$37,500. The shipyard's goal is an increase of 9% over last year's.

Money collected during the drive supports health and welfare service, hospitals, youth agencies, service to the aged and a variety of community organizations.

Members of the 1979 United Way Committee include Walt Nowak (13-308), Plant Chairman, Tom Harris (47-217), Arlene Carpenter (89-1003), Peter Coyne (90-33) and Mary Yaworsky, recording secretary. This year's Miss United Way is Nancy Marsich, the recipient from the Main Office building.

Contributions to the United Way are collected over a year's time. Most employees contribute each pay day through payroll deduction of a specified amount. Many shipyard employees pledge a "Fair Share" which amounts to contributing one hour's wages per month to the United Way. Among the local groups supported by the United Way are the Chester Day Nursery, Crozer-Chester Hospital, Sacred Heart Hospital, American Red Cross, the USO and YM and YWCA.

The United Way Campaign closes on Thursday, November 9, 1978. The list of 1979 United Way captains and the departments for which they are responsible appears on page 3.

## Frank Daresta Named Director

Sun Ship has appointed Frank Daresta the Director, Business Development and Market Research. In this post, Daresta holds responsibility for the company's business development program as well as its market research and transportation analysis functions. He reports to Joseph J. Kleschick, Vice President - Marketing.

Daresta's appointment represents Sun Ship's continuing efforts to be in a position to handle all aspects of the commercial marine, U.S. Navy, off-shore, and industrial products markets. Daresta's appointment also strengthens the shipyard's ability to provide in-depth support to customers in these areas.

Daresta joins Sun with experience in the marketing, business planning and development areas. Prior to joining Sun, Daresta worked for Krivets Corporation in Lebanon, Pa., where he was Director of Strategic Planning with responsibility for the company's overall corporate planning.

From 1972 to 1976 he had been with Westinghouse Corporation in Lester, Pa. While there he was Manager of Business Development and was responsible for the company's new business ventures.

Daresta holds a 3rd Assistant Engineer's License.

He and his wife, the former Joan Cefalu, plan to reside with their three children in the Delaware Valley area.

## 250 Tour Sun In September

Three diversified groups, totaling more than 250 people toured Sun Ship September. While not open to the general public, the shipyard does give tours upon request to groups with a specific interest in any aspect of shipbuilding. The Purchasing Management Association of Philadelphia, the American Institute for Free Labor Development and Sun Company's 1908 Club were three groups who learned about Sun Ship during their September visits.

The Purchasing Management Association of Philadelphia was sponsored by shipyard employees in the Materials Management Division who are members of this professional club. The 120 visitors who toured the yard on the evening of September 14 work in local industries in the purchasing and materials management area. This group was interested in viewing the facilities of Sun Ship, a company which handles vast quantities of materials. Employees from Morris Wheeler & Co., Inc., Giles and Ransom, Moore Products Company, Philadelphia Quarts Co. and the Franklin Institute were members of this tour group as was a shipyard vendor (supplier), Phoenix Steel of Delaware.

50 Latin American trade union leaders from the American Institute for Free Labor Development, with an interest in labor practices in the United States, toured the yard and attended a question and answer session with Leo Fine, President of Local 802 of the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers. Members of the group were on a six month seminar in the United States. Sun was one of many places visited as part of the program.

This tour group's visit, sponsored by the AFL-CIO in Washington, was arranged through the U.S. Department of Labor. One interesting feature of this group was that no English was spoken by people on the tour. Everything spoken was translated into Spanish or Portuguese by the interpreters who accompanied the group.

The 103 visitors from Sun Company, the shipyard's parent company, came here for a visit and got a chance to see and understand one of the more diversified members of the Sun family. The 1908 Social Club was composed of employees who joined Sun Company within the past fifteen months and contained a good cross section of occupations ranging from clerks to corporate lawyers.

Visitors to the shipyard are given an orientation presenting the history of the shipyard and its accomplishments to the present time. A description of Sun's 200-acre facility is included in the presentation. A question and answer period follows. When going through the yard itself, visitors stop at points which enable them to see various phases in the construction of a ship. Guides, drawn from shipyard personnel, accompany the tour group and describe the parts the shops and different crafts play in the shipbuilding process.

While in the yard, visitors must abide by all security and safety rules including the use of hard hats and safety glasses. Tours are arranged through the shipyard's Public Relations Department.

What were some comments about the shipyard? One Portuguese interpreter said that although she had been on many tours, Sun Ship was the "most fascinating place" she had ever visited.



Click Salvey (30-97), Bob Garvine (30-60) and Bob Armstrong (30-156) go over some calculations prior to doing boiler repairs on a piece of the past, a steam engine belonging to the Wilmington and Western Steam Railroad near Price's Corner in Delaware. These three

employees and Harry Greene (30-254) and Joe Swanger (30-110) go to work on the steam engine on their own time nearly every week. The job, which began in the summer, is halfway finished.

## The Past Is The Present at Wilmington and Western

The Wilmington and Western Railroad was built in 1872 to provide passenger and freight service from Wilmington, Delaware to Landsberg, Pa. The railroad went into bankruptcy in 1883 but was purchased by the B&O line which operated it as a substantial profit carrying both passengers and freight. But with the 1920s, the heyday of railroads came to a close and the Wilmington and Western again ran into hard times.

Today, the B&O line hauls freight along the tracks from Elmers, Del. to Hockessin, Del. three times a week. But on weekends, people can take a nine mile ride on the W&W that meanders through green parks and countryside. The ride goes from Greenbank Station to a picnic area in Mt. Cuba and then returns to Greenbank. The passenger steam service was re-established in 1966 by Historic Red Clay Valley, Inc. (HRCV), a non-profit organization. Its 30 active volunteers and 200 members are interested in preserving the rustic beauty of the area surrounding the Red Clay Creek. No one gets paid, not even the dozen qualified railroad engineers or two dozen firemen who stoke the steam engines which run along the track through the quiet countryside. Four engines make this run, and it is #62, an engine built in 1910, formerly belonging to the Cassius National Railroad that the six shipyard employees are repairing.



Sun Ship retiree Bill Roske (2nd from left) stands with his sons (left to right) Bill Jr., Jim and Rich, prior to christening a barge named after him at Sun this past summer. The Roskes are a shipyard family. Bill, Sr. retired in 1966 as foreman of 45 Department (Shipfitting and Regulating) after nearly 50 years of service. He joined the shipyard when the Chester Sun (Hull No. 1) was still on the ways. Sons Bill, Jr. and Rich have worked here and Jim (45-34) is presently employed in the mold loft. The barge is owned by Arthur Sulzer, another former Sun employee, who is now a barge operator in the Port of Philadelphia.

All four engines were built in the early part of the twentieth century.

The railroad operation is financed through fares ranging \$2.40 for adults and \$1.25 for kids aged 3 to 12. To help meet the \$50,000 a year budget, the HRCV runs a souvenir and snack bar as well as a large flea market located near the Greenbank station.

As a special feature, the railroad offers a caboose as a place to hold children's birthday parties. The caboose is an authentic wood-sided, cupola-topped B&O "hulk" which once served the railroad. More than ten thousand kids of all ages have enjoyed rides in the party caboose which is attached to any regularly scheduled weekend train. The charge of \$2.60 per child and \$3.95 per adult includes regular train fare, a birthday cake with the child's name, ice cream and the choice of punch or soda.

The steam railroad runs from May through August on Saturdays and Sundays and in September and October on Sundays only. The railroad is located near the junction of routes 2 and 41, near Price's Corner in Delaware. Once on board the four car, single caboose railroad, the hiss of steam and rhythmic beat of the exhaust stack take passengers back to the good old days of steam railroad and the mighty iron horse.

## Apply Now For Sun Ship Scholarship

Sun Ship awards two four year college scholarships annually to children of shipyard employees. Any employee whose child is in the junior year in high school and who is planning to have him or her enter college in 1980 should apply now for this scholarship. Application forms and additional information about the scholarship may be obtained by contacting Dick Corbitt, Manager - Human Resource Services. The application should be completed and returned to that office. In order to be considered for the scholarship, the high school student must take the PSAT/NMSQT examination to be administered on October 24 or October 28, 1979. Arrangements to take this test are made through the high school.

Sun Ship has awarded this scholarship since 1974. The National Merit Scholarship Foundation in Chicago, Illinois determines the winners on the basis of academic ability, extracurricular activities, community involvement, etc. The amount of the scholarship, which is also determined by the Foundation, is based on financial need and runs from \$250 to \$1,500 per year for four years. Scholarships are open to the children of all shipyard employees.

## Sun Employees Are "Workin' On the Railroad"

Last spring a call went out for help. The boiler from one of the historic Wilmington and Western Railroad's four steam engines was badly in need of repair, and no funds were available to pay for the work. Where can you get a group of experienced people to repair a 60 year old boiler? And who or what today works for free?

The boiler for steam locomotive #62 is being repaired by six employees from the shipyard's boiler shop (30 Dept.). Click Salvey (30-97), Bob Garvine (30-60), Bob Armstrong (30-156), Harry Green (30-254), Joe Swanger (30-110) and Bill Klenk (30-262) volunteered their time and expertise to do whatever repairs were required to put the steam railroad locomotive back in operation. The job is large and involves burning, riveting and steel replacement. But with time and borrowed equipment from the yard, these generous employees will get a bit of the past working again in the present.

For background on the historic railroad, see the related article on this page.

## Maritime Industry Briefs

### Shipyard Coalition Formed

Members of the U.S. House of Representatives have formed a "Congressional Shipyard Coalition" to promote federal programs and policies favoring American shipbuilding and repair. Representatives Lindy Boggs (D-La.) and Paul Trible (R-Va.) will act as co-chairmen of the bi-partisan group dedicated to the maintenance of the "national resource" that is the country's shipyards. According to the co-chairmen, the coalition was created partially in response to the Carter Administration's recommendations that shipbuilding be cut 50 per cent in the next ten years. "There's no coherent recognition of the problems shipbuilders face," they stated. "Without a coordinated policy on national shipbuilding this trend will continue."

The Coalition adopted a "Memorandum" defining its goals. According to this document, the members of the group "will work toward more cohesion and more coordination at all levels of government, industry and labor in the evolution of a fully effective and competitive U.S. shipbuilding industry." Noting the long tradition of shipbuilding in this country, the coalition pledged itself "to the task of insuring the continuity and sufficiency of a balanced shipyard capability and a trained shipyard workforce to accommodate the shipbuilding and ship repairing needs of the United States at all times." Today, American shipyards employ in excess of 176,000 workers. At the Coalition's news conference in the Capitol, the members expressed "alarm" over the drop in the merchant marine and naval ship construction in recent years.

The problem with shipbuilding both in this country and abroad, has been a drying up of orders. A liberalizing program for subsidized construction of bulk carriers has been proposed to the White House, but has yet to gain administration support. The liner companies still provide regular building but larger and more efficient vessels are needed so the actual volume of new building appears to be shrinking year-by-year.

Representatives of the "Coalition" include Congressmen Robert Edgar (D-Pa.), James Florio (D-N.J.), Joseph A. LeFante (D-N.J.), and Fred Rooney (D-Pa.).

## 10 percent Construction Increase

A statistical study projecting trade requirements by the year 2000 was recently completed for the Maritime Administration in Washington, D.C. According to the study, in the year 2000, the number of ships of all flags serving the U.S. foreign trade will be up 10% over the 1975 figure. At the same time the volume of trade will be up 18% over 1975. The vast difference between the two statistics results from the larger and more efficient vessels of all types which will be used in the trade by that year.

## Credit Union Co-Signers Think Before You Sign

If you are asked to co-sign for a loan, know what you're getting into before you co-sign. When you co-sign you are agreeing to pay back the loan if the person for whom you co-sign defaults (does not repay the borrowed money). When you co-sign, you agree to become legally responsible for the loan.

Before you co-sign think! Can you afford to pay back the amount of the loan? The other person has the money. If he defaults, you pay back the loan plus the interest.

# United Way Captains Named

68 shipyard employees will be canvassing specified departments to get fellow employees' pledges for the 1979 United Way Campaign. The individual Captains, their badge number and the departments for which they are responsible are listed below.

## Yard Operations

Departments	Captains	Badge Nos.
1-8-19	A. Russell	8-256
28-73-76	T. Capasso	76-125
30	J. Troiano	30-205
31	J. Apakian	31-47
33	J. Wheeler	33-263
34-1	C. Stachowicz	34-1288
35	S. Beck	35-202
	D. Delvecchio	35-90
	R. Malinowski	35-160
36	K. Miles	36-259
45	F. Von Colla	45-301
	G. Kelly	45-302
47	F. Brooks	47-463
	J. Butler	47-127
	L. Dennis	47-670
	J. Osowski	47-508
55 & 58	G. Ricci	55-97
59	I. Jackson	59-1005
	E. Austin	59-382
	L. Campbell	59-750
60	B. Bentley	60-175
61	D. Curlett	61-73
68-69	J. Proffitt	68-151
66	B. Haines	66-145
	G. Donato	66-399
	L. Hartman	66-439
67	C. Johnson	67-514
70	J. Edgington	70-32
74	J. Pidcock	74-150
75-80	P. Evans	80-57
79	J. Shallet	79-47
81	G. Kleiner	81-185
84-95	T. Moore	84-115
88	J. Oefat	88-55
92	W. Fride	92-82
9	V. Rothwell	8-296
34	J. Ayers	34-873
47	H. Lloyd	47-763
	T. Framal	47-444
59	W. Oprouseck	59-1113
	C. Alston	59-850
	W. Wallace	59-687
67	G. Ryan	67-677
	J. Pinto	67-465

## E/M Bldg.

11 & 21	L. Graham	21-19
12-1 & 12-2	L. Uvie	12-110
12-3	E. Hampton	12-210
12-4	W. Cleland	12-410
12-1	J. Dwyer	12-105
12-2	L. Thomas	12-230
12-3	L. Hauslein	12-520
14	C. Mitchell	12-243
24	R. Mullen	24-16
44	C. Gorbey	44-10
89	K. Jolley	89-14
	P. Borecky	14-304

## Main Office

48 & 92	W. Price	48-82
71 & 90	F. Coyne	90-53
94 & 1st	N. Marston	85-16
72 & 82	J. Balink	80-18
89 & 91	A. Carpenter	89-1603
49,83,85,86	W. Ferrell	49-2
87,83 & 98	J. DiCave	87-11

# Celebrating Anniversaries



D. NELSON  
67-656  
45 Years



R. STARKEY  
59-1350  
35 Years



W. GILKEY  
35-84  
25 Years



C. RASPA  
30-376  
25 Years



C. RYAN  
34-625  
25 Years



F. CASINO  
33-209  
20 Years



L. FINE  
53-233  
20 Years



L. KAUFMAN  
30-133  
20 Years



W. KERCHINSKI  
76-150  
20 Years

R. KING  
67-45  
20 Years



J. SWANGER  
39-110  
20 Years

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# OUR YARD - YESTERDAY

## 35 YEARS AGO



In 1943, some of Sun Ship's personnel did double duty for their country, being both shipbuilders and members of the State Guard (now the National Guard). In the photograph above, the "Sun Ship Platoon" marches during maneuvers at Indianstown Gap, Pa. This platoon,

made up entirely of Sun Ship personnel, was a part of Company "E" in the State Guard's 1st Regiment. The State Guard was instituted to protect the welfare and families of each state against any catastrophe in the form of riots, strikes or invasions.

## 30 YEARS AGO

In September 1948, four shipways were lengthened to meet the need for larger vessels. Numbers 1 and 2 ways were lengthened an additional 30 feet giving them their present overall length of more than 600 feet.

## 25 YEARS AGO

The HULLYER BROWN (Hull 590) was delivered 25 years ago this month. This 525-foot tanker was built for the Standard Oil Company of Ohio. This vessel operates today on the U.S. West Coast.

## 20 YEARS AGO

In September 1958, "OUR YARD" magazine featured a brief article on the new Monopoli system. Using this system, a ship's sub-sections were made without the use of full size templates (patterns) traditionally used in shipbuilding. With Monopoli, the Mold Loft (48 Department) drew templates to 1/10th scale. These drawings were then photographed and reduced to 1/10th of that scale. These glass photographic negatives were then put into burning machines and full size pieces were cut from steel.

Sun was the first shipyard in the United States to use this system. The Monopoli system has been replaced by the Numerical Control (N.C.) tape machines. The last Monopoli Machine was removed from the shipyard this past summer.

## OUR YARD TODAY

### Executives Eat Breakfast At White House

Robert Galloway, Executive Vice President and Joseph J. Kleschick, Vice President-Marketing were guests of the Carter Administration at a White House Breakfast on September 12, 1978. These shipyard executives were among 40 industry leaders who exchanged views on President Carter's Natural Gas Bill which was in Congress at that time. The breakfast meeting was the 10th in a series of meetings which the Carter Administration held to gain support for the bill.

Administration personnel who attended the breakfast were James Schlesinger, Secretary of Energy, Robert Strauss, Special Counselor on Inflation, Stuart Eizenstat, Assistant to the President for Domestic Affairs and Policy and Anne Wexler, Assistant to the President. Also attending the breakfast were representatives from the gas industry and liquefied natural gas (LNG) producers.

The White House breakfast gave the shipyard a first-hand opportunity to see the government in action, and present its point of view. Sun Ship is not in favor of the natural gas bill because it would limit the number of future LNG ships to be constructed. Sun Company has expressed its opposition to the bill at this time.

What did they serve for breakfast at the White House? Bacon and Eggs.

### Sun Personnel Visit Japanese Shipyards

Larry Triboletti, Machinery Superintendent and Tim Broderick, Staff Supervisor, Machinery Installation went to Japan for 12 days last month to witness the preliminary and final shop tests of the Sulzer diesel engines to be used in Hull 676. These tests were conducted at the Mitsubishi plant in Kobe. The diesel engine is scheduled to arrive at Sun in November.

While in Japan the two visited Kawasaki, Tamano (Mitsui) and Mitsubishi shipyards and observed the work performance and techniques of these yards.



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The FORT WORTH, shown on #4 Dry Dock, was in for repairs this past summer. Work included the special periodic surveys of boilers and machinery, the standard dry docking, propeller repairs and the installation of a

treatment plant for sewage and sanitation. The FORT WORTH is a Sun-built ship. She was delivered in 1945 as the NEW MARKET (Sun Hull 433).