

Cynthia LaCourse Named Vice President



The Board of Directors of Sun Shipbuilding and Dry Dock Company has elected Cynthia A. LaCourse Vice President of Materials Management. Miss LaCourse had been director of Materials Management prior to her election to the new post.

As head of Materials Management, she reports directly to shipyard president Peter S. Hepp, and is responsible for Sun Ship's materials management and purchasing functions.

LaCourse joined Sun Ship in 1974 as a Procurement Engineer. In 1975 she was named Procurement Manager for the electrical and construction subcontracting section of the shipyard's Procurement Group. In this capacity she was responsible for the shipyard and shipboard purchase of electrical equipment including major electrical

components, associated electrical services, cranes, numerical controlled burning machines, as well as various construction and transportation services.

In February 1976 she was appointed Director of Materials Management, assuming full responsibility for material purchasing, material control and warehousing. Prior to joining Sun Ship, she had been a medical electronics project engineer for Extracorporeal Medical Specialties Inc. of King of Prussia, Pennsylvania, from September 1971 to August 1974. Previous to this, she had operated her own electrical engineering firm in Philadelphia.

She is a 1960 graduate of the University of Delaware with a Bachelor of Science degree in Electrical Engineering.

New Hours Please Production Employees

For Lela Cernaichia (98-30) working the new shipyard hours means she can run errands and take a breather before going home to cook dinner. Andy Runkus (33-395) works around the house and gets more job done than before because of the extra daylight hours. Second shift employee C.T. Tompkins (67-143) gets an extra hour's rest before getting up in the morning because his shift gets out earlier. He says he gets more done around the house. Irene Loper (61-97) can pick up her children from their elementary school and spend more time with them because of the new hours. "Of course I have to wake them up earlier. They don't like that," she laughs.

Sun's production workforce commenced the new schedule on March 5 in accordance with the contract between Sun Ship and Lodge 802 of the International Brotherhood of Boilermakers. As a result of the new schedule, the first shift works from 7:00 A.M. to 3:30 P.M. with a half hour for lunch. Second shift works 3:30 P.M. to midnight with a half hour for lunch. Third shift now works 11:45 P.M. to 7:15 A.M. with 20 minutes paid lunch. The third shift is in the yard for 7½ hours but gets paid for 8.

One of the major reasons for the change was to eliminate the 1½ hour overlap between the first and second shifts which occurred with the previous schedule. A 15 minute overlap at the shift change is considerably more efficient.

Another consideration in changing working hours was public transportation. When second shift got out at 1:00 A.M., public transportation was almost nil. Moving the shift forward to midnight has alleviated the situations somewhat. In order to continue to provide services to the operations workforce, other shipyard divisions have adjusted their working hours. As the division responsible for meeting the individual needs of the shipyard employees, several offices within the Human Resources division have altered their schedules accordingly. Bill Basso, manager of hourly hiring, starts his day at 6:30 A.M. to accommodate the workforce on the processing of new hourly employees and reinstatements of those returning to work from lay-offs. The medical department's first shift starts at 6:30 A.M. to handle more efficiently those employees requiring medical attention. Security has moved up its starting time to 6:30 and the safety store opens up one half hour before the start of first shift. The tool room (74 Department) opens up 15 minutes before 7:00.

The Sun Ship Log conducted an informal, random survey and found that the vast majority of shipyard employees interviewed liked the change in hours. They saw the early quitting time as the most pleasing aspect of the change and were quick to make use of the extra time the new schedule allowed. The earlier starting time did not pose a problem to first shift employees. Andy Runkus (33-395) gets up the same time as he did before the change in schedule but instead of putting around the house he gets right out to work. Ted Johnson, a rigging

supervisor, said that the new schedule doesn't make much difference to him. "I get up the same time and come in the same time as before," he said. Bob Bryant (74-121) used to "sleep in" until 5:30 A.M., but under the new schedule he gets up at 6:30 A.M. to make the 32 mile trip from his Maryland home to the shipyard's tool room. Although he leaves Sun an hour earlier, he only gains 25 minutes. "I used to get home at 6 P.M., now I get home about 25 minutes of 5," he said. "The traffic patterns are different at that hour on I-95 so that's where I lose time." Most employees found traffic in their favor since they were coming in earlier. Leroy Shaele (53-183) noticed traffic was a bit heavier on his way in from his Ridley Park home, though. Leroy Campbell (59-496) noted that the start of the shift could pose a problem for people who live nearby and take the bus. "The buses don't run that early," he said. "The buses used to pick up people at 7:00 A.M. but that's no good now because that's when they have to be at work." Those employees affected in this manner have turned to car pooling as a solution.

Mary Merman R.N. (86-17) felt that if a gasoline shortage develops, car pooling could be a problem for people like her who work earlier or later than the standard shipyard hours. "If you're working an 'off shift,' it will be hard to get riders," she said.

C.T. Tompkins (67-143) notes that the transportation situation works to an advantage for second shift people. "Before you had to hurry to get transportation from Chester to Philadelphia," he said. "If you missed the one bus, there wasn't one for nearly an hour. Now we have a few more choices because we get out earlier."

Bob Martin, night shift superintendent, gets into work now around 2:00 P.M. "The change is good for me," he said, "because now I miss all the school buses and crossing guards." Bob says he has gotten only favorable reactions from the second shift men as far as the new hours are concerned.

Joe Gibbs (28-394), a first shift welder, likes the idea of going to work at 7 A.M. and getting out at 3:30 P.M. "What I'd really like to see is a 40 hour work week with working days of 10 hours each." Carol P. Stevens (59-104) echoes his comments and adds "I see a problem coming in next year with the snow. Some folks will have a time getting here at the early hour with unplowed roads."

First shift employees noted that the change in schedule means a longer time before lunch. Under the previous schedule, workers broke for lunch after four hours of work. Now it's four and a half hours. It makes for a longer morning, but overall the day seems shorter.

The new hours for first shift give employees more time to themselves in the evening. Garry Griffith goes visiting and runs errands after he leaves work. Bill Russo goes home and unwinds before eating dinner with his family. He says he even has time now to cut the grass! But one employee has a special point of view about the new schedule. "The new hours are beautiful," he says. "Now I can be in Atlantic City for gambling before the run hour even begins!"

Galloway Retires

Robert Galloway, Executive Vice President and Director, resigned from these shipyard posts and retired from the company on February 28, 1979. He served with Sun Ship for 22 years and directed the shipyard in the construction of nearly 80 vessels. During his tenure, the shipyard built the ADM. WM. M. CALLAGHAN (Hull 646), the first commercial gas turbine vessel, the MOHIL ARCTIC (Hull 657) the largest vessel built at Sun to date and the CIA-sponsored GLOMAR EXPLORER (Hull 661). Mr. Galloway directed Sun Ship's conversion of the MANHATTAN to an icebreaking tanker for its historic assault on the Northwest Passage in 1969. He also oversaw the company's construction of industrial products including core structures for nuclear reactors, solid propellant rocket motors for NASA and anchor components for the Verrazano Narrows Bridge connecting Staten Island and New York.

Mr. Galloway joined Sun Ship in 1957 as superintendent of production and material control. In March 1961 he was named manager of sales. Three months later he was named vice president of sales. In 1963 he was named to the board of directors and became vice president and director of operations with responsibility for all aspects of shipbuilding manufacturing. He was named executive vice president in 1976.

Mr. Galloway is a licensed professional engineer. He is a member of the Society of Naval Architects and Marine Engineers. He and his wife have one daughter and live in Kennett Square, Pa.



If Joseph Rhames (60-131) took one week to talk about each of the children in his family, he could go on for one year straight. Read about this shipyard employee and his extra-large family on page 6.

Celebrating Anniversaries



A. SULGER
91-25
40 Years



J. SULGER
12-300
40 Years



E. HILLOPS
70-30
35 Years



R. DI RUSSO
34-79
35 Years



A. GABRES
36-51
35 Years



N. VERRUNO
70-20
25 Years



W. GRAZIER
59-291
20 Years



H. HORN
12-309
20 Years

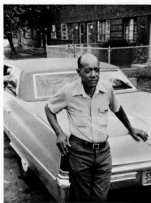


P. MCFARLAND
53-105
20 Years



S. KEPPERT
71-37
20 Years

Stanley Jackson - Retired But Still Going Strong



Stanley Jackson, a retired pipefitter and Lodge 802 shop steward, is pictured outside his McCaffery Village home. Stan retired in 1973 with 22 years of service. Stanley enjoyed his years of service at Sun and says that if he had been allowed to work past 65 years of age, he "probably would have stayed on." Although he leads a quiet life with his family, he plays sports year round and travels. In fact, as this edition of the Sun Ship Log was going to press, Stan was vacationing in Florida.

At age 70, Stanley Jackson, a retired shipyard pipefitter and second shift shop steward plays year round sports including baseball and football. He goes hunting each fall. In the spring he goes to see the Kentucky Derby. Although he was born and raised in Chester and worked in its surrounding area all throughout his life, Stan's found time to travel to 46 out of the 50 states as well as Canada, Mexico and the Bahamas.

Stanley Jackson retired in 1973 after 22 years and four months of service. "I never got laid off in all of those years," he smiles. Although retired, he likes to keep active with sports and travel. Essentially, though, this retiree lives a quiet life with his children Nyda, Gregory, Marva, Anna and his grandson Brian. Tragedy struck this family in 1977 when he and his loved ones were burned out of their Chester home. He lost everything in the fire including a seven year old grandson, Carlos. But Stan was able to pull himself and his family back together. He says his neighbors were wonderful. "We were burned out on a Sunday night," he relates. "But by Monday morning we were in a new house with things set to start again."

Stanley was a shop steward for eight years. He was second shift's chief shop steward for six years prior to retirement. Most people will remember him as a shop steward, but people will also remember Stan for his generosity when the shipyard's bloodmobile came around. Stan was the top donor at Sun Ship as of October 1968 having given four gallons of blood. "I would have given more, but there was a ruling at that time that people over 58 years of age couldn't give blood. So I had to stop," he said. Another thing about Stan that people will remember is his enthusiasm over the Kentucky Derby, an event he has attended for more than 30 years. For the past 22 years Stan has gotten free Kentucky Derby tickets. "I get about half a dozen or so each year,"

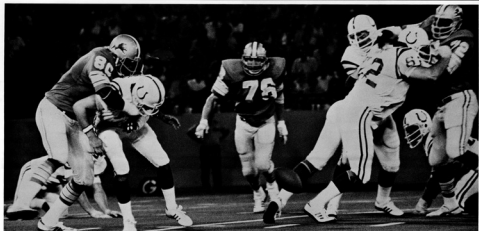
he smiles. "I go myself and give some of them to friends." Each year, too, Stan remembers his friends and brings back Kentucky Derby souvenir glasses. Stan bets on the horses at the race. "And I often win," he smiles.

Stanley celebrated his 50th high school reunion in 1975. He's Chester High's oldest living hall back. He was the first black to play halfback on the football team. Additionally, he was the first black to win letters in baseball and football in sports.

Stanley came to work at the shipyard as a round about way. He was studying to be a pharmacist at the Temple University School of Pharmacy, but had to drop out in 1929 because of the depression. "I had no money to continue my studies," he said. Stanley then came to work at the Chester Housing Authority for years after that. Then he joined the shipyard as a pipefitter.

Looking back over his career, Stan said that he enjoyed working at the shipyard and particularly enjoyed being shop steward and working with the men. He says he was glad to retire but that if he had the option of retiring at age 70 instead of 65, he "probably would have stayed on." He was sorry about leaving the shipyard because he felt he would lose contact with the people he had worked with for almost a quarter of a century. But he says he has managed to keep in touch with many past and present employees when he goes into the city. "Oh I see them all around," he said.

When Stanley was asked to be interviewed for this article, he became quite enthusiastic and reminisced about the years he had worked at Sun. He asked about many of the employees and wanted to be specifically remembered to "old Bob Martin." Stan says he looks forward to seeing the shipyard on open house and family days. Since he lives in the area, he has a chance to stop down to see the yard and its present activities and say hello to some of the employees. Although he's retired, he still considers himself part of the Sun family.



Al "Bubba" Baker (extreme left), defensive end for the Detroit Lions sacks the Baltimore Colts' quarterback. The 6'7", 260-pound athlete was named "Rookie Lineman of the

Year," the highest honor a rookie player can receive. "Bubba" was chosen to play in the Pro Bowl in Los Angeles on January 29, 1978. He is one of the few rookies in the

history of the sport to play in this game which marks the conclusion of the football season.

"Bubba" Baker Visits Sun Ship

Al "Bubba" Baker's name wasn't a "household word" when he started to play pro football with the Detroit Lions last summer. But after his brilliant first season which concluded with his being named "Rookie Defensive End of the Year" by the National Football Conference (NFC) and being chosen to play in the Pro Bowl in Los Angeles on January 29, the Baker name is fast becoming well known in many households, at least in those following football. Among the many households following Al's career with interest are those of Sun Ship employees. The family of Warren C. Baker, Jr., Sun Ship's EEO Coordinator, has been following Bubba's career with more than the usual enthusiasm. Warren and Bubba are brothers.

"Bubba" swapped his football helmet for a Sun Ship hardhat when he visited the shipyard a few days before the Christmas holidays. He came to check on his "big brother," Warren, who stands a few inches shorter than the 6'7", 260-pound defensive end. "Al and I are close," said Warren. "He always calls me before and after games to let me know he's ok and not hurt. We've always been the best of brothers and interested in what

the other one does. He's heard me talk about working at the shipyard, the people who are here and the ships we build . . ." Warren, who is nicknamed "Jackie", watches Al when he goes to work, so it was natural for Al to want to see Jackie's place of employment and meet the workers there.

Bubba came to Sun on December 19 and toured the plant, meeting and signing autographs for employees along the way. Bubba was impressed with the shipyard. Looking up at a tanker under construction he laughed, "Well, I can handle the quarterbacks, but I'm not sure about those boats."

With two older brothers who are talented athletes, one of whom (Jackie) played pro basketball in South America, "baby brother" Al had a tough sports act to follow as a kid. Al got into sports when he was 12 years old. He had a heart murmur to go along with a "chubby" 300 pounds. His doctor recommended a diet and a sports program. But Al got off to a slow start. He wasn't playing in the Newark, New Jersey high school football games, even though he was the biggest player on the team. His coach said he didn't have enough "guts" to play football. The following Monday during

practice Al Baker broke the quarterback's leg.

Bubba's high school work was rewarded with an athletic scholarship in basketball to Colorado State University. After a knee operation which sidelined him for his sophomore year, Al decided to concentrate on football. He played football in his junior and senior years before returning to the basketball court for his senior year. Al entered the pro ranks as the second round draft pick of the Detroit Lions.

Bubba is an artist on the football field and in the artist's studio. "He's really talented. He could draw your picture if you wanted him to," said Jackie during an interview. Al majored in art in college.

Bubba Baker is the type of person who cares about others, too. One of the first things he did when he signed this year with the Lions was to buy his mother a beautiful home.

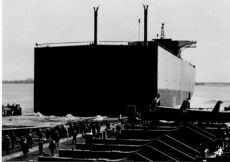
Bubba toured Sun Ship with two broken fingers and a broken toe. He said they didn't bother him. When the 11:45 lunch whistle blew, Al and Jackie headed up Morton Avenue for lunch with several other shipyard employees. Al proved he was "All Pro" at the lunch table also by putting away five hoagies and a pitcher of beer!



"Bubba" Baker shakes hands with Frank Sutton (59-1508) and Wayne Gullatt (74-125), two of the many shipyard

employees the 22-year old professional athlete met during his visit to Sun Ship. "Bubba" came to the shipyard to see

where his brother, Warren, works and meet some of the employees. Warren Baker is Sun's EEO Coordinator.



Bob Galloway

Pictures and

Robert Galloway has spent over half his life building sea-going vessels. Before retiring, he paused to reflect on the 22 of those shipbuilding years spent here at Sun Ship.

When he joined Sun Ship in 1957, Hull No. 600, the tanker **SHOSHONE**, was on the ways. As he retires, the company has laid the keel for Hull #678, the container ship **KAUAI**. When Mr. Galloway joined Sun, the company was building tankers just over 600 feet long with a deadweight capacity of 25,000 tons. The last vessel delivered under his tenure was the **KENAI**, an 869-foot vessel with five times the cargo carrying capacity of the **SHOSHONE**.

Over the years, Mr. Galloway has seen the evolution of vessel types incorporating the latest in modern cargo handling techniques. These vessels run the gamut from breakbulk ships through container ships, to trailership and combination container ro-ro ships.

Mr. Galloway numbers among the major achievements of his years at Sun Ship construction of the **CALLAGHAN** and the **HUGHES GLOMAR EXPLORER** as well as the 1969 conversion of the **MANHATTAN** for its historic Northwest Passage. Along with these vessels, he cites the new north yard construction facility as another major achievement. "The \$45MM facility gives the shipyard flexibility," he said describing the philosophy behind the new construction facility. "The slab method of building ships, which

1. Robert Galloway presents Viola Gaskell, wife of retired shipyard employee Harry Gaskell, second from the left, with the plate commemorating her christening of a portion of #3 dry dock. At left is George Buchan, welding superintendent. The plate was presented to Mrs. Gaskell when Sun sold the dry dock to Bethlehem Steel's Key Highway shipyard in 1976. 2. The **GLOMAR EXPLORER** [Hull 661] was built in 1972 ostensibly as a prototype deep ocean-mining vessel but was later used by the Central Intelligence Agency (CIA) to lift a Russian submarine from the floor of the Pacific Ocean. 3. Mr. Galloway directed the conversion of the **MANHATTAN** into an icebreaking tanker for use in a test program to find a navigable route through the Northwest Passage above Canada for the transportation of North Slope Alaskan crude in 1969. The conversion of the 114,000 dwt. vessel involved a series of major modifications to the tanker's structure. An icebreaking bow of heavy steel lengthened the ship about 80 feet. Other structural modifications included strengthening of the hull internally through the insertion of large steel beams in the wing tanks and the addition of a nine-foot wide tapered steel belt around the hull's exterior. 4. The **MOBIL ARCTIC** (Hull 657) was constructed in two sections. The 690-foot after section, shown being launched, included the tanker's propulsion and machinery spaces in addition to the super-

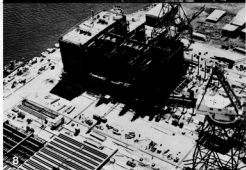
and Sun Ship

a Few Words

is unique to the industry, enables Sun Ship to be prepared to take advantage of whatever the shipbuilding market brings."

Mr. Galloway says what he'll miss the most is the "dynamics of the shipyard," that is, the "day-to-day changes, problem solving and decision making of today and tomorrow" that come with construction of the largest self-sufficient structures known to man. And he says he'll miss the many people who work here. But although he has retired from the day-to-day shipyard operations, he won't be out of the industry totally. He will continue to be involved with shipbuilding as a consultant both to Sun Ship and the industry at large. In addition to this, his interest in automobiles, horticulture and politics will give him sufficient projects to occupy his spare time.

When questioned about the future of U.S. shipbuilding, he noted that the prospects for the industry should be viewed on a near-term and long-term basis. "I see the near future as one of intense competition for contracts between shipyards with some closing," he said. But the long term future is much brighter. He sees recognition by the U.S. government that the Merchant Marine is the country's fourth arm of defense. He notes, "Any country with 4% of its foreign commerce in U.S. flag ships and 96% in flags of other countries has great opportunities for construction."



structure with its living and messing quarters and ships offices. The MOBILE ARCTIC, with its 940-foot overall length made it the largest vessel in the U.S. Merchant Marine fleet at that time. 5. Robert Galloway looks on as Ed LaCrosse, presents a plaque to Ralph Willing upon his retirement from Sun Ship in 1972 after 39 years of service. The plaque was presented to Mr. Willing in recognition of his years of service following the completion of Willing's Crossing, the shipyard bridge connecting Chester and Eddystone. Mr. Willing supervised the construction of the bridge. 6. The ADM. WM. M. CALLAGHAN [Hull 647] delivered in 1967 was the first cargo vessel in the free world to be powered by large gas turbine engines. In 1968, the vessel set a speed record by crossing the Atlantic Ocean in 5 days, 11 hours and 45 minutes. The average speed at the crossing exceeded 25 knots. 7. Mrs. Robert Galloway sponsored the PRINCE WILLIAM SOUND [Hull 667] during its November 1975 launching. At her left prior to the christening is the then shipyard Vice President Frederick P. Eisenbinger. At the right is Mrs. Jean Powell, her daughter who was the matron of honor. 8. The after hull of Hull 668, the TONSINA, is shown under construction on the new north yard facility. The new shipbuilding facility completed in 1976 is part of the Galloway legacy which allows the shipyard to be prepared for the shipbuilding future market.

One Child For Each Week of the Year — And Then Some!



This family portrait looks a mile small to Joseph Rhames (60-131) because over four dozen members are missing. This shipyard employee has raised 52 foster children since 1957. Joseph and his wife Marthens (third from

right) have only four foster children at the moment. Only two of them could pose for the photograph, however; the others were in school. Foster child Lilly Smith (left) and Emmanuel Williams (next to Mrs. Rhames) share the

picture with the Rhames' grandchildren Taneshia and Lakeshia Walker. To Joseph and Marthens blood ties make no difference. All foster children are part of their family.

The bay window in the front of the house is lined with knock knacks and planters. One figure says "World's Greatest Mom." Another figure holds a scroll with part of the message reading "You've loved me, taken care of me. . . . Thanks." When asked which of their children gave them the statues, Joe Rhames (60-131) and his wife Marthens have to think for a moment. But that's understandable. Joe and Marthens have a family larger than most. In addition to a daughter Dorothy, this shipyard employee and his wife have raised 52 foster children.

Joe and Marthens began caring for foster children when they lived in Philadelphia, nearly 25 years ago. "We had adopted a child and were asked to care for another. That was how we got started," Marthens relates. "We began working with the Youth Family Services and got twins, Ronald and Donald." They were three years old at the time and stayed with the Rhames until they were finished their schooling.

Joe and Marthens have taken in children of all ages from infants up to 16 and 17 years of age. "Now when you get them in their late teens, you can only help them so

far. At that late age, they've mostly raised themselves," notes Marthens. Foster children, as a rule, stay with the foster parents until 18 years of age then they are considered legally of age and no longer wards of the state. At that point they are no longer required to stay in a foster home. But they're welcome to stay at the Rhames' home as long as they want to.

"The kids have grown up and gone their ways but they keep in touch," says Marthens. "Our phone is always busy. On Mother's Day, and especially at Christmas time, our house is beautiful. Lots of the foster children come here for a holiday visit. They decorate all over the house. I let them do what they want. These kids bring their own children with them sometimes."

"I've never had too many problems with the kids," says Marthens. "If they get out of line I tell them they have to go and see Papa Joe. There usually isn't much trouble after that." Joseph is a quiet man, a second shift burner who has been at the shipyard for nearly 30 years. A few years back, when they had more youngsters, the children would gather around while Marthens packed Joseph's

lunch. One of the little ones said he wanted to grow up and work at Sun Ship too, just so he could have a lunch box like his daddy's.

At present, Joe and Marthens have only four foster children. They are Lilly Smith in her early twenties, Emmanuel Williams a three-year old and school aged Bonita Tatum and Charles Bevier.

Foster children stay with the Rhames anywhere from several months to years. "It depends on the situation," says Marthens. "Now take Lilly, she's been with us ever since she was little."

The Rhames' live in a rural area in New Jersey. There is lots of ground for the kids. When they moved from Philadelphia to New Jersey, the foster kids had a choice of staying in Philadelphia or moving with the Rhames. The answerer let the choice up to the children. "They came with us," smiles Marthens. These great-grandparents plan to keep taking in foster children as long as their health holds out. As far as the Rhames are concerned, foster children are their real children. They don't feel a difference.

Industry News

Mr. Robert Lago, Executive Director of Puerto Rico Maritime Shipping Authority (PRMSA) recently announced that discussions are underway with Sun Ship to moderate two of the Ro/Ro ships in their fleet which were built by Sun Ship. The remodeling would consist of adding a mid section and redefining the engine room.

Discussions are well advanced, but no contract or final decision between Sun Ship and PRMSA have been reached.

The Shipbuilders Association of Japan (SAJ) has decided to launch a major effort to convince the Japanese government to build a floating airport in Osaka Bay according to an article in "The Journal of Commerce." The airport will float on 24,000 sealed steel drums with a runway and other related facilities placed atop a huge flat steel box resting on the submerged drums. Deep piles will drive to the sea bottom around the floating airport to keep it from drifting away as well as steady the entire structure. The structure would be 16,405 feet long and 3,281 feet wide. The structure would give work to those shipbuilding firms suffering from the prolonged business recession. This program would benefit not only the hard hit shipbuilding industry faced with its most critical threat since the Second World War, but it will also curtail environmental pollution by having the planes take off and land at sea.

A recently passed law, which amends the 1972 Port and Tanker Safety Act is aimed at giving the U.S. the

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about it needs to reduce oil spills. The act aims to eliminate some of the mechanical problems that have caused pollution problems in the past. Requirements on vessels include dual radar systems, improved emergency steering systems and electronic anti-collision devices that automatically warn tankers to change courses. Additionally, the new law requires that by 1985 tankers be equipped with segregated ballast areas for oil and water, or with crude oil washing systems. The Sun Ship "Enology" class tankers meet and exceed all of these requirements.

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Address editorial matter to Carol Lattrell Editor Extension 795	

Softball Anyone?

Sun Ship is sponsoring a softball team that will be a member of the Industrial Valley Softball League. This slowpitch league with unlimited age is composed of 32 teams from the Delaware Valley area including teams from BP and Clifton Precision. "The team is competitive and is not an intramural team," said Skip White (13-221), team manager. "It is, however, open to all shipyard employees."

The season, which runs from May through August will have approximately 22 games. The shipyard team will have 15 uniformed players with 25 players on their roster. Tryouts for the team will be Saturday and Sunday April 7 & 8 at the field at 8th and Hinkson. Practices will be on Saturday and Sunday from 1 P.M. to 3 P.M. The first game is Monday May 7 at 6:30 P.M. with two games played each week.

For additional details, contact manager Skip White Extension 468.