

BLENKHORN NAMED VICE PRESIDENT



Sun Shipbuilding has named James M. Blenkhorn Vice President — Program Management. In his new program management post he will report directly to Sun Ship President Peter S. Hepp and will be responsible for the coordination and direction of the shipyard's various new ship construction and major ship overhaul programs as well as the company's quality assurance program.

Prior to joining Sun Ship, Blenkhorn had worked more than 9 years for Bath Iron Works and at the time of his departure he held concurrently the posts of Program Manager for Commercial New Construction and Manager, Overhaul and Repair.

Reporting to Blenkhorn will be the following program managers: W. Watson — Sun International Product Tankers (Sun Hull Nos. 676, 677), A. M. Mattinson, Jr. — Matson Navigation Containership (Sun Hull No. 678), J. B. Orem, Jr. — Waterman Steamship Combination Container Roll-on/Roll-off

ships (Sun Hull Nos. 679, 680) and J. Thomas — U.S.S. *El Paso* overhaul.

Mr. Blenkhorn is a 1955 graduate of Maine Maritime Academy with a Bachelor of Science degree in Marine Engineering and a 1963 graduate of the U.S. Navy Post Graduate School with a Master's degree in Business Administration.

He served as an officer in the U.S. Navy from December 1957 through August 1969.

Upon completion of military service, he joined Bath Iron Works Corporation in August 1969 as a Ships Superintendent. He held several posts at the Bath, Maine shipyard with his most recent being his concurrent assignments as Program Manager for Commercial New Construction and Manager, Overhaul and Repair.

Blenkhorn is a Captain in the U.S. Naval Reserve.

He is married to the former Judith Kidder of Brunswick, Maine. He and his wife have two daughters.

QUEST #2 WINNERS ANNOUNCED: PRIZES AWARDED

17 employees received prizes of \$100 each for their suggestions in the QUEST #2 contest. The winning suggestions were chosen by a committee of shipyard employees on the basis of the suggestion's originality, benefit to Sun in the areas of savings in man-hours or material, safety, higher quality, better morale, improvement in communications and practicality.

161 suggestions were submitted in the contest whose theme is the search for ways to improve the shipyard in the areas of Quality, Efficiency, Safety and Teamwork (QUEST). Although 21 prizes were available, only 17 were awarded. In some cases no suggestions were submitted, in others, the suggestions did not conform to the theme of the program. The winners and their suggestions are as follows:

NAME	DEPT.	SUGGESTION	C. Seitz	34	Install wheels on 34 Department materials trailers.
C. Holloway	76	Install railings around cab entrances on Number 6 and 8 way cranes.	T. Garrity	34	Place permanent air and water manifolds on the floor of No. 4 Dry Dock.
G. Stonge	28	Fit notch in Sun 800 barge for tugboat's bow.	E. Cotter	59	Train more employees in first aid to improve response to accidents.
D. Stewart	87	Replace plastic hose in 47 shop ventilation system with flexible steel hose.	J. Pitts III	81	Equip all cranes with four pennants to speed handling of scrap, dirt and grit boxes.
R. Clendinning	66	Mount North Yard crane electrical cables on spring-loaded spools to prevent fouling of loose cables.	G. Murtagh	2	Acquire a second, more powerful work boat to assist the SEA MULE.
W. Webber	47	Install new gratings in the NC room.	J. Petchel	12	Have Draftsmen calculate weights and centers for items on plans which they draw.
			R. Preis	61	Mount mirror on wall at Night Superintendent's office to warn of traffic at the corner.
			D. Cloud	94	Revise the Sun Ship letterhead to include essential information.
			M. McKale	88	Make sure that forklifts and trucks are equipped with night lights and backup alarms.
			R. Weiss	76	Install temporary limit ramps with rail stops for cranes.
			J. Rouke	48	Place molded line information on structural drawings to reduce confusion.

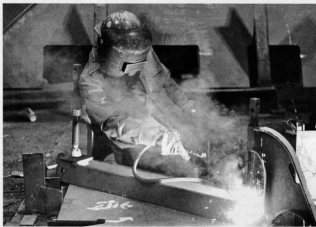


QUEST #2 winners display their \$100 checks. From left to right they are D. Stewart, R. Preis, T. Garrity, T.

Clendinning, C. Seitz, S. Wharton III, D. Cloud, J. Pitts III, J. Rouke, M. McKale, J. Petchel and G. Murtagh.

Employees may enter the contest as many times as they wish. If an employee's suggestions is not picked as a winner, it must be submitted in another contest to be re-considered. There is no limit to the number of prizes an employee can win. Two shipyard employees, John Petchel and Dave Stewart had winning suggestions in both QUEST #1 and QUEST #2 contests. The QUEST program has four remaining contests and will end on July 13, 1979.

TRAINING CONTRACT AWARDED



Welding will be one of the skills taught at the training program started at Sun in cooperation with the Federal

Manpower Office. 400 people will receive training over the two-year period. The \$250,000 program is the largest in the area.

Sun Ship has been awarded a \$250,000 contract with the Federal Manpower Agency and the Chester-Upland School District to institute a skills training program at Sun Ship to train welders, burners, shipfitters and pipefitters. Under the contract, 400 people are expected to be trained in shipyard crafts over a two-year period. The contract is the largest of its kind in the area.

The program is part of the Comprehensive Educational Training Act (CETA) whose purpose is to provide the unemployed and economically disadvantaged with skills that will enable them to earn a living. The CETA program is administered by the Federal Manpower Office.

Those accepted for the program will receive a wage during their training period. Those trainees who complete the program will be qualified for work at Sun. Instructors in the program are shipyard employees on a leave of absence who are employed by the Chester-Upland School District.

Sun Ship has run previous training programs with the Federal Manpower Office. The most recent one was concluded in 1977. Sun also is working with the Wilmington Skills Center in Delaware training people for shipyard crafts.

Applicants interested in becoming enrolled in the CETA program should contact any Bureau of Employment Securities office in Delaware County and be referred through the Bureau of Employment Securities in Chester.

SMOKERS — WANT TO QUIT?

Smoking. For each puff you take you invite cancer as well as heart and lung disease.

Smoking. You want to stop but somehow can't.

SmokEnders, a nationally known approach to help people stop smoking is willing to start their program at the shipyard if enough employees are interested. Their program consists of eight weekly sessions meeting for one to two hours each time. During these sessions, smokers develop the attitude and personal expertise necessary to make quitting easy and pleasant. The program teaches smokers about their smoking habits and how to break them through a series of techniques and activities.

The tuition for the program is \$185. If taken independently it would cost \$250. Sun Ship, of course, has nothing to gain from the program. Area companies with whom SmokEnders has worked include Boeing Vertol in Morton and the Sun Company in Marcus Hook.

Any employee interested in the program should cut out the questionnaire below and forward it to Marc Powell, Human Resources. Should an employee send in the form and then decide not to participate, no obligation is incurred. While the primary interest in the program is with employees, family members are invited to attend the program as room permits.

TO: MARC POWELL HUMAN RESOURCES

— I would like to participate in a stop smoking seminar if offered for a \$185.00 tuition fee.

— I would like to have the stop smoking program available for my spouse or children at \$185.00 tuition each.

Signature

Badge No.

Maritime Industry News

Sun Ship . . .

Sun Ship has designed a Ship Performance Analyzer (SPA) that provides the ship owner with the data necessary for the comparison of the vessel's actual performance with the vessel's design specifications. The SPA automatically collects data including speed, horse-power, revolutions per minute (rpm), thrust and fuel rate. Comparison of this fundamental data with previous similar data provides an accurate evaluation of the vessel with respect to hull fouling, power plant performance and propeller condition. The knowledge of performance deterioration permits early detection of serious operational problems and timely preventive maintenance. The SPA is a patented instrument that has been made possible through the same technology that has made modern calculators so common place. It is a microprocessor-based data-analysis system. It is marketed by Sun Ship's Corporate Science and Technology Division.

Industry at Large . . .

The number of active U.S. shipyards could be reduced from the present 19 to 9 or 10 by 1984, said Edwin Hood, the president of Shipbuilders Council of America. Under the presently projected workloads, the number of yards building Navy ships will drop from the present ten to six. No more than three additional yards will be sustained by the anticipated market opportunities for merchant ship construction, he said.

Two Spanish shipyards, Astil Eros Espanoles and Astano, will be nationalized by that government's National Institute of Industry (INI), giving the state a monopoly in the Spanish shipbuilding industry. The government also owns the Empresa Nacional Bazan yard. Other yards are independently owned. INI's decision to take over the yard reflects the Spanish government's determination to assume the operation and responsibility of that sector of industry. The INI takeover is viewed as the only hope to save the jobs of the shipyard's 20,000 workers in Cadiz and Bilbao.



John D. Vairo (foreground) Director of Pennsylvania State University's Delaware County Campus in Lima, Pa. receives a tour of Sun Ship during his visit. As a graduate of Kings Point Academy and former merchant marine navigator, Mr. Vairo was impressed with Sun's operations and facilities. He said the tour brought back fond memories of his days at sea.

The Delaware County Campus of Penn State offers an excellent resource for area residents. Since the Lima campus opened 12 years ago, 90,000 area people have taken college courses there either in the day or evening. Pennsylvania residents may borrow an unlimited number of books from the 26,000 volume library for two weeks at no charge. Additionally, the campus' tennis courts, nature trails and picnic areas are available to the community.

The shipyard's interest in the college is reflected in Vice President of Marketing Joseph J. Klechick's membership on the Advisory Board of the Delaware County Campus.

OUR YARD - YESTERDAY



35 YEARS AGO

During April 1944, Sun Ship saw two launchings and two deliveries. The *Blackstone Ford* (Hull 239) participated in each of the events with its April 5, 1944 launching and a delivery 17 days later. The 92nd T-2 tanker built at Sun, the *Blackstone Ford*'s delivery marked the end of the company's war-time tanker construction.

30 YEARS AGO

Sun employees secure a dished head for a fractionating tower prior to delivery at a local oil refinery. The head, measuring 20 feet in diameter, was fabricated in the Boiler Shop. Similar jobs are still done today in this shop.



20 YEARS AGO

Shipyards employees were members of Chester's Temple Baptist Church choir when the group won first prize in a radio singing contest. Margaret Jones (1st row-right) and Ida Reisco (1st row 3rd from left) posed for the choir's group picture which ran in OUR YARD MAGAZINE's April 1959 issue. Although Mrs. Reisco no longer works for the shipyard, her brother Joe Evans (81-13) is a lead supervisor in 81 Department with 56 years of service. Mrs. Jones (85-62), by the way, still works at Sun and still sings.

OUR YARD - TODAY

SAVINGS PLAN TO BE OFFERED: MATCHING RATE OF 50%

Shipyards employees will have a new Savings Plan offered to them as of July 1, 1979. Full time employees with one year credited service may deposit up to 5% of base pay each year to be matched at a 50% rate by the company. For example, for each \$10.00 of savings, an employee authorizes up to a maximum of 5% of base pay, the Company will contribute \$5.00 to that employee's savings plan. In addition, an employee may save up to 6% more of their base pay, for a total maximum individual saving of 11%. The last 6% is not matched by the company.

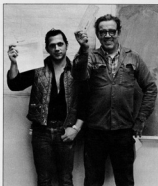
Employees will be given a choice of two professionally managed investment opportunities for their funds and the company's matched contributions. Investment opportunities include: (1) Equity Fund and (2) Fixed Income Fund.

This new benefit is designed to provide each employee with a method of accumulating savings which will enable the employee to supplement his

income during retirement years, as well as years prior to retirement. After one year of savings, plus two years of waiting, the employee may withdraw his money, plus the company's matching funds. Should the employee withdraw savings prior to this three year period, he will keep his initial deposit but will forfeit the company's matching contribution.

In the middle of May, a mailing will be made to each individual's home with details and information concerning the plan. Sign-up cards will be provided. During the first two weeks of June, meetings will be scheduled to review the plan and give you an opportunity to ask any questions you might have. Sign-up and payroll deduction authorization should be completed by mid June for participation to begin by July 1.

When the mailed information is received, read it carefully. Attend one of the information meetings. This is an excellent new Sun Ship benefit. Give it your careful consideration.



R. Weiss and W. Webber pose after receiving their prize money from QUEST #2 contest. These third shift employees, unable to attend the main awards ceremony, were presented their checks in a special ceremony at the end of the shift.

WHY WOULD A MAN NAMED "WEAVER" BE A WOOD CARVER? READ AND FIND OUT!

As a kid he made figures from bars of soap. As a World War II G.I. waiting to return from European service he cut figures from limestone. But it wasn't until he was recovering from surgery that Frank Weaver began to work with wood and carved an American Indian figurehead from a piece of pine. Since that first cut of wood ten years ago, this third shift supervisor in 47 department has carved over 20 three-foot high wall mountings, made six grandfather clocks, one grandmother clock, two break-fronts, a credenza and wide assortment of other household articles.

Frank, who has been with the shipyard for 29 years, comes by his talent naturally. Some of his German ancestors have made their living as wood carvers.



It's a trip into Colonial America when you visit the home of Frank Weaver (47-570). The third shift lead supervisor builds colonial-style pieces of furniture and carves Revolutionary War figures as part of his hobby. In the photo above, he displays his work including two figures 3-feet high and a Grandmother clock.

"People in our family have been artists for generations," Frank says. "I have one cousin who earns a living as a commercial artist now."

Frank doesn't sell his work, although one time his wife, Marcella, let one of his wood carvings go for sale on consignment in Ephrata, Pa. It was bought immediately by an artist who put it in her attorney husband's office. Frank doesn't normally exhibit his work either. The first time he exhibited anywhere was at the Arts & Crafts show held in the E/M Building Cafeteria last June 3 as part of the Family Day celebration.

Frank carves only colonial figures. "That's where my interest is," he says. He and his wife take vacation and day trips to historical places to capture the flavor of the times and give his work authenticity in their detail. His figures are three feet high. "I selected that size because that's about half the size of a man's height," he said. "It's easier to estimate proportion with this size than with another."

Marcella says she loves all of her husband's work and she especially appreciates the fact that they're not three dimensional. "I can display them by hanging them on the wall. They're easier to work with that way," she notes.

A carving starts with a wooden plank. Frank draws the outline of the figure on it and then cuts it with a sabre saw. Even the delicate areas around the face and muzzle of the gun are cut with this saw. Frank gives the figure depth and character with a chisel. For large areas he uses an electric chipper. He sands them by hand to give them smoothness and then applies a dark stain to give them lustre. Each of Frank's works has a

warmth about it that invites one to touch it.

Frank takes only two days (usually a weekend) to finish carving from the first line on the board to the last polish. He buys his wood from a lumber yard by his Ridley Park home. The people there know him so well that they let him select his own material. "Usually, you just get any piece. The one they give you might have a warp or curve in it, and you have to work around that," he notes. "But they know me so well I get to look around and pick out the piece I want."

Frank's other works are displayed throughout the house. Most outstanding are his grandfather clocks. Frank carves each piece of the clock and the finished product has an heirloom look about it. It takes about two weeks to build a case.

Everyone in Frank's family wants one of his finished products. "When our relatives come in they all tell Frank which piece they want," laughs Marcella. Two of their sons have "placed orders" for clocks; their third son, Mark wanted to make his own with his father.

Besides carving figures and clocks, Frank also works around the house. He's wood-paneled the den and kitchen and made tables and shelves. What I love about this is that he's put so much of himself into our house," Marcella says.

For all the work he does, Frank uses a modest number of tools. And he works in their remodeled garage. "It isn't heated enough in the cold weather, so I don't work much during the winter," he says. Now that spring is here, he plans to pick up again with his projects. He's certainly come a long way from the bars of soap he used to work with as a boy.

CREDIT UNION ELECTS NEW OFFICERS

The Sun Ship Employees Federal Credit Union has new officers as the result of annual elections held in March. Elected to the Credit Union's board of directors are William P. Russo, President, John Shallet, Vice President, Walt Novak, Treasurer, Ida Wilkerson, First Assistant Treasurer, Harry Horn, Secretary, Warren C. Baker and Peggy McKinney, Board Members. Marilyn Jones, Elwood Ruley and Bill Walsh were elected to Credit Committee posts. Jerry Kalinovich, Elene Loper and Paul Sloan were named to the Supervisory Committee. The Credit Committee reviews applications for loans. The Supervisory Committee audits the Credit Union's operations.

In order to accommodate the employees who work new hours, the Credit Union has restructured its office hours as follows:

MONDAY 9:00 AM to 5:00 PM
TUESDAY 7:00 AM to 3:00 PM
WEDNESDAY 9:00 AM to 5:00 PM
THURSDAY 9:00 AM to 5:00 PM
FRIDAY 9:00 AM to 5:00 PM
Saturday, Sunday and Holidays; CLOSED.

Any questions about the new hours should be directed to the Credit Union's acting manager, Mrs. Joanne Miller on yard extension 380 or TR 6-8248.



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The Puerto Rico, a U.S. Navy vessel, is moored in Sun's #4 wet basin while it undergoes repairs including underwater plate renewal as well as internal offhull repair and replacement. The 560-ft. vessel is a T-2 tanker built in 1944 and jumboiled in 1967. The Puerto Rico's most recent service

was in Viet-Nam where it carried tanks, trucks and helicopters to the U.S. armed forces in Southeast Asia. The vessel, part of the U.S. reserve fleet, is being repaired under a Navy program designed to keep this country's reserve fleet in readiness. Following job completion at Sun, the Puerto Rico will return to lay-up status in the James River in Virginia.