

# Sun Ship Changes Name

When shipyard employees reported to work on October 1st, they worked for a company with a new name. Sun Shipbuilding and Dry Dock Company was changed to Sun Ship, Inc. as of that date.

"The streamlining of the company name is simply formalizing something that already exists," said Joseph J. Kleschick, Vice President — Marketing. "We are known in the marketplace as Sun Ship, rather than our formal name, Sun Shipbuilding and Dry Dock Company. With the company's shift in

marketing emphasis and direction, this is an appropriate time to change the name, as we have also signified with our logo change.

"Further," Mr. Kleschick continues, "we, known as a large range shipbuilding company do not have to include the words 'dry dock' in our name to remind people that we do ship repair work. Most modern day corporations use streamlined titles today. 'Sun Ship' is merely recognizing current facts of business life."

The present change is not the first change for this

company. When the company was established in 1916, it was known as Sun Shipbuilding Company. With the acquisition of new dry dock in the early 1920's and the advent of the ship repair business, the name was lengthened to Sun Shipbuilding and Dry Dock Company which it has retained for over 50 years. In earlier days of business the name was used in an effort to get the potential buyer to recognize all the company capabilities in the title. That is no longer necessary for a company well established in an industry.

## Sun Ship Log

Volume 13 No. 8

Sun Ship, Inc.

October, 1979

# Hull 676 Launched



Ginny Thornburgh christens the M.V. NEW YORK SUN with the traditional bottle of champagne. The christening and launching of the 31,000 deadweight ton product tanker

was the highlight of the shipyard's annual Open House and Family Day. At left is Vice President-Marketing Joseph J. Kleschick.

The 31,000 deadweight ton tanker M.V. NEW YORK SUN was launched on September 22, 1979 following christening of the 612-foot vessel by Mrs. Ginny Thornburgh, wife of Pennsylvania Governor Dick Thornburgh.

Mrs. Thornburgh smashed the traditional bottle of champagne against the bow of the tanker before a large Family Day audience and Sun Ship and Sun Company management.

Earlier, Mrs. Thornburgh had toured Sun Ship with company officials during the shipyard's annual Family Day open house.

The M.V. NEW YORK SUN is the first of two product tankers being built by Sun Ship for Sun Transport.

Sun Transport has placed the vessel on long term charter with Sun Petroleum Products Company to carry refined petroleum products between Sun facilities in Puerto Rico, Texas and the East Coast.

Features of the M.V. NEW YORK SUN include automation, permitting control of engine speed and direction from the bridge; air conditioned crew quarters; and an elevator connecting four superstructure decks with the engine room. Six pumps are installed to discharge the tanker's 247,000 barrel cargo in 15 hours.

Other features of the vessel include segregated ballast, an oily water separation system, a sewage storage and treatment system, a collision avoidance system and a satellite navigation system that will enable it to pinpoint its position at any given time.

The launching was the concluding event in the shipyard's annual Family Day program that also included an open house in shops and offices, musical entertainment by a German Gompah Band and the Chester City Band, an employee arts and crafts show, and energy-saving displays and demonstrations for the homeowner and car owner.

## Stephen Simpson Named Vice President



Stephen W. Simpson has been named Vice President and Corporate Counsel, reporting to the president. In this post, Mr. Simpson will provide legal counsel to the officers and managers of the shipyard, will work with external legal counsel used by Sun Ship and will have primary responsibility for legislative matters affecting the company.

Mr. Simpson joined Sun Ship in March, 1978. Prior to joining Sun Ship he had been Assistant General Counsel for ARA Services, Inc. in Philadelphia.

Mr. Simpson is a 1966 graduate of Harvard University with a A.B. degree in history and is also a 1969 graduate of the University of Pennsylvania Law School. He was admitted to practice in Pennsylvania in November, 1969 and is a member of the American Bar Association and the Pennsylvania Bar Association.

Family Day  
Photographs  
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## Sharing Thoughts

*On September 21, it was exactly two years since I assumed the presidency of Sun Ship. As we pass the two-year mark, I feel a tremendous sense of optimism about the future. We have a backlog of work that will carry us well into 1981. We have a management team with an expertise and a unity of purpose which makes it the number one management team in the U.S. shipbuilding industry. We have a work force which has demonstrated a willingness and ability to do an excellent job and which represents a cross-section of the community from which it is drawn. We have a corporate strategy which I feel is superior to our competition and which will demonstrate that superiority by continuing to capture a major portion of new business. And, perhaps most important of all, during the last month on every one of my trips through the yard, individual workers and supervisors for the first time have told me that they are beginning to see the changes in the work place.*

*Someone once said that a journey of many miles starts with a single step. In the case of a company such as Sun Ship, with 4000 people, our journey requires that all of us work in unison towards the same goal. We still have a long way to go on our journey, but I now feel we are all on the same road, headed in the same direction.*

Peter S. Hepp

## Employee Referral Guidelines Set

Employee referrals continue to be a good source for qualified applicants at Sun Ship if the following procedures are met:

1) — Recommendations for Employment must be in writing (greenie) and contain the following:

- a) Name, address, phone number, where the applicant can be reached.
- b) Position applying for.
- c) Qualifications.
- d) When available for Employment.
- e) Recommended by and Ext. No.

2 — Do not send applicant to Employment Office prior to applicant being sent for, as it creates a misunderstanding between the applicant and Sun Ship.

3 — We are interviewing on an average of 50 to 60 people a day in the Employment area and it is uncomfortable to have people waiting hours for an interview.

If Item 1 above is followed, we can schedule referrals so that there is no long waiting to find out there are no openings available.

Please direct your referrals as noted above to the Manager Hourly Employment if in the Production/Drafting areas, and Manager Professional Employment if in the Clerical/Professional area.

Your cooperation in the above will insure quick, positive action on our part to Employee referrals.

# Quest Campaign Concludes

The QUEST campaign concluded in September with the awarding of the final prizes for contests #5 and #6. 18 employees received \$100 each for their suggestions for improvements in the yard in areas of quality, efficiency, safety and teamwork. The winners and their suggestions are as follows:

**Eugene Potts 76-173** — Widen access ramp to #4 Dry Dock. Will give large fork lift truck and Ross Carrier greater turning area. Safety will be increased.

**Edward R. Mackey 69-189** — Change method of blasting and painting anchor chain. Perform operation on open gridded low platform that will permit grit to fall through. (Present operation results in clean chain sitting in grit.)

**William Carroll 45-611** — Assign one employee to handle all paperwork connected with tool purchase program. Will eliminate duplication of effort under present system.

**Matthew Bonora 60-126** — Repair roof of Rocket Shop. Will save time and money lost in sweeping out shop after each rain. Will prevent water damage to stores in #3 store room.

**Benny Lisowski 59-184** — Install solid rubber wheels on portable TIG welding machines. Will eliminate constant flats. Also, put lifting pads on same machines to increase safety to personnel and reduce damage to machines.

**George A. Fiufo 74-41** — Use small burning machines to bevel shell butts—Use of small machine will permit staging to be placed once instead of twice to accommodate larger machines.

**John Mitchell 25-35** — Design and build strategically placed outrigger platforms on outer sides of the dry dock wing walls for storage of panel staging used on dry dock. Would save moving time required to assemble staging and free present area of storage for other use.

**Joseph Swanger 30-110** — Study feasibility of putting small block on Boiler Shop's 10 ton crane. Availability of small block will save time in making small lifts (under 10 tons) which account for 85% of the lifts in this shop. Currently time is lost in waiting for the large block to be lowered and raised.

**Ray Barnen 69-45** — Change method of cutting cheese cloths (used as drop cloths for painters) so that large number of cloths may be cut at once. Workers would not have to stand around waiting time for their individual pieces to be cut.

**John Bell 66-410** — Initiate system to inspect and grade (according to condition) the sand blast hoses used by 69 Department. Knowledge of condition of hoses will prevent accidents to personnel by hose rupture during sandblasting operation.

**Dan Campbell 60-196** — Use portable base to support burning machine tracks and job where rust and paint make it impossible for magnets to hold. Safety will be increased.

**Anthony Marinelli 75-78** — Make broom bristle part holder from light weight metal. When attached to broom, holder will support broom and handle and eliminate constant breaking at joint. Will eliminate cost of constant replacement of broom parts.

**Andrew Jarninski 33-261** — Equip 33 I (electrical installation) with test bench to include multiple voltage receptacles, air line outlets and disconnect switches. Test bench will allow accurate calibration of electric equipment prior to installation on vessels.

**Sam Spangler 95-30** — Install protective frame around north yard water pumps and valves at the south end of six pier to prevent damage from docked vessel's mooring cables at high tide. (Damage to pumps or valves results in system shut down and repair expense.)

**Tom Parks 60-213** — Improve drainage of #4 dry dock by installing pipes cut lengthwise off center inserted in dry dock floor at 40-foot intervals. Pipe would carry water forward and aft into the river. Pipes could be used for burning and welding troughs when not used for drainage.

**Dick Wetzel 91-1756** — Change system of handling supervisory and hourly vacation pay checks so that one check for entire amount is issued instead of two checks for partial amounts. Total change would have substantial savings in labor, material and outside banking service charges.

**William Stanton 61-67** — Have CPR training course available to all employees so that someone is on hand to sustain breathing until emergency squad arrives.

**Barbara Gott 88-88** — Install mail chute for second floor secretaries in both office buildings. Time would be saved in handling inner office mail.

**Colette Mitchell 13-243** — Group together all commonly used information for draftsman into loose leaf handbook. Will eliminate time and repetitive questions in obtaining information.



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Sun Ship, Inc.  
Chester, Pa. 19313

Address editorial matter to:  
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Editor  
Extention 795

# Pete Hepp's Speech, Launching of NEW YORK SUN

Ladies and gentlemen, I thank you for being here today to share this launch and to also share the new spirit of Sun Ship.

All of you can be proud as you watch this vessel today that you had a major hand in not only making this day possible, but in restoring this shipyard to a national position of prominence.

If my calendar is correct, we are now 100 days away from the '80's . . . a decade of splendid promise for this yard.

We will enter the '80's with confidence and commitment.

It's the same confidence in the talents of labor and management that made Hull 676 possible.

It's the same commitment to the preservation of the free enterprise system that produced this vessel we honor today. And we enter this new decade strengthened by the knowledge that today marks a significant turning point in shipbuilding in the United States.

We start with people, Winston Churchill said it better than most. Asked what he looked for in qualifications for his staff, he said, "I am easily satisfied by the best."

In the past two years here we have sought to do that . . . to assemble the best . . . the best possible management team in the country and even beyond, to match a work force that has been enriched by over six decades of tradition in serving this nation's shipping needs.

This ship today is a reflection of all of you. The creativity of our architects, the design skills of our engineers, the precision of our pipefitters and machinists, the work of our welders and all of our crafts people. . . . The contributions of scientists and secretaries, of nurses and nightwatchmen, of foremen and file clerks.

I also mentioned our commitment to the free enterprise system. It's that very system that has provided America . . . which has only 6 percent of the world's population . . . the incentive to produce more durable goods than the rest of the world combined.

Historically that system has worked best when industry is permitted to operate freely in the world marketplace. It works best when government supports an industry, stands up for it,



helps to make it competitive with foreign businesses.

In the United States we have neglected the shipbuilding industry and misunderstood its problems almost to the point of eliminating it.

In doing so, we fail to recognize that in many countries . . . Sweden, Japan, Korea, Brazil . . . shipbuilding is a cornerstone of the industrial economic base, just as it was in America for many years.

In doing so, we also ignore our national security . . . for any reasonable analysis of wartime experience will show that well over 90 percent of our goods and weapons have been carried on merchant ships.

And today a new bill is under consideration in Congress, called the Omnibus Maritime Bill. . . . this piece of legislation . . . if carried out as it stands . . . would virtually halt the construction of large merchant ships in the United States, with the resultant loss of tens of thousands of jobs such as yours, and mine.

Now, I have every confidence that common sense will prevail and this bill will be defeated . . . but, I mention it to you today to illustrate that no matter how bright our future prospects may be, we must be both vigilant and creative in finding new ways to combine the best of industry and the best of government to change the shipbuilding industry from what it *is* to what it *can be*.

In the months and years ahead, you will hear from your share of critics . . . and, when you do, be prepared to answer them.

You will hear rumors that we are folding up . . . be sure to remind them that we have orders through 1981 with a backlog of over 400 million dollars.

You will hear that we are falling behind foreign competitors . . . be sure to remind them that we are currently in a reverse exchange program where we are utilizing the best of foreign technology to combine with our own American know-how.

Six Swedish shipbuilders have now moved with their families to become part of this great company. This blending of American management and Swedish technical knowledge will soon result in the most productive shipyard in the United States.

We are confident that we will create and lead a new efficiency in U.S. shipbuilding. This is why I earlier said . . . today marks a significant turning point in U.S. shipbuilding.

You will even hear that we don't have the skills, the people to compete internationally . . . be sure to remind them that we have the best collection of shipbuilding talent ever assembled.

Ladies and gentlemen . . . it's an exciting business you've chosen to get into. Today we launch a great deal more than 30,000 tons of ship. We launch a determination to be the most productive . . . most effective shipyard in this country. We will bridge the gap between what we are doing . . . and what we can do.

We at Sun Ship are not discouraged by the events of the past few years.

We are proud of our past . . . confident of our future . . . and happy with our present . . . this very moment . . . this Hull 676 . . . and all it means to each of us and to our families.

Enjoy the day . . . then we'll all go back to work . . . because the best is still ahead. All we have to do is stay together . . . work together . . . and we will succeed together.



The rainy day didn't dampen the spirits of those at the christening especially sponsor Mrs. Ginny Thornburgh and shipyard president Pete Hepp.



And there she goes! Following the traditional unashing of

the bottle of champagne, Hull 676 slides down the ways and enters the marine world as the M.V. NEW YORK SUN.

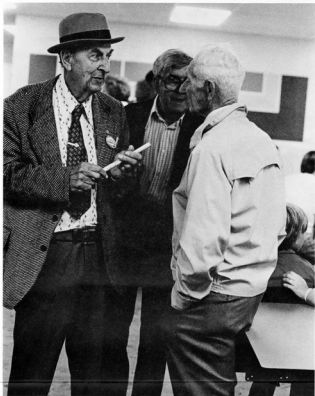
## Family Day



Welders Johnny Smith and Samuel Sheppard (at right), pause outside of the Fab Shop waiting for the launching.



Hamon Hamilton and Slye Sampson pause for the National Anthem prior to the christening of the M.V. NEW YORK SUN.



Pete Schneider (right) and two other retirees reminisce about old times at Sun at Hospitality Suite for retired

shipyard employees. Pete enjoyed seeing his fellow workers again. He retired in 1971 after 46 years of service.



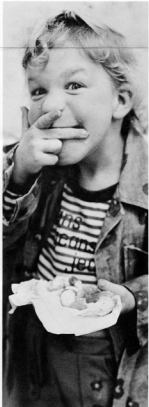
Hard hats were distributed to youngsters at the close of Family Day. Bruce Ward and members of his family leave the shipyard with the souvenirs.

## September, 1979

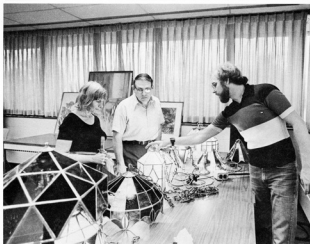


Cleve Sullivan 47 Department supervisor, his wife Alfreda

and daughter, Kimberly, tour the Fab Shop during the open house.



JEMMY-MM GOOD: Ezin Overholt, daughter of secretary Betty Overholt, has a mouthful of Philly pretzel.



Bess Keyte's stained glass lamps light up the exhibit at the Arts 'n' Crafts show.



Two shipyard employees admire the jewelry displayed by Yusef Abdullah (right).



A youngster admires the hand carved wood figures of Horst Götzel.

# Arts 'N'



Joyce Regatta's crocheting display is the result of many hours of work. Joyce says she crochets during her time at the bowling alley in between her strikes. Joyce has been crocheting since she was 14.

# Crafts

# Energy Conservation Program



The Family Day van pooling exhibit was set up and literature and sign-up sheets were distributed.



As part of Sun's energy conservation program, booths were set up to offer employees suggestions in ways to get more efficient use of heat this winter.

## Full Time Effort At Sun Ship



Employees got a chance to see how well their emission controls worked when they got their cars and vans checked at the emission control exhibit.

# Celebrating Anniversaries



ALBERT BRISCOE  
58 Dept.  
35 Years



NICHOLAS BORELLI  
35 Dept.  
30 Years



RUTH SHULL  
94 Dept.  
30 Years



RICHARD SMITH  
69 Dept.  
25 Years



JOSEPH GREAR, JR.  
68 Dept.  
20 Years



JOHN GUARENTE  
34 Dept.  
20 Years



CHARLES PLAUCHER, JR.  
31 Dept.  
20 Years



ANTHONY RANALLI  
8 Dept.  
20 Years



BULK RATE  
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W WALLS GC-1067  
520---11TH AVE  
PROSPECT PARK PA 19076



Family Day and Open House was just another working day

for many shipyard employees including these electrical and maintenance members.