

Sun Ship Wins \$9½ Million U.S. Navy Overhaul Contract



The U.S. PORTLAND heads to Sun Ship for its overhaul. The PORTLAND is the third contract the shipyard has been awarded since its re-entry into the U.S. navy ship repair market in 1978. The two tags accompanying the navy ship will maneuver her into the berthing dock upon her arrival at Sun.

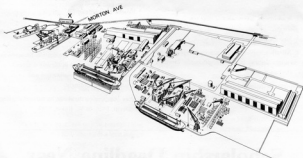
Sun Ship has won a \$9.5 million contract for the general overhaul of the U.S. PORTLAND (LSD-37). The 553-foot long Landing Ship Dock arrived at the shipyard on October 19, 1979. The overhaul of the ship is slated for completion in August 1980. Gene Alley has been named Program Manager for the overhaul.

The PORTLAND is designed to service naval amphibious craft and is capable of accommodating several landing craft in its docking well and on deck. The vessel also has a helicopter platform aft. It has a 397-man crew and is capable of carrying a contingent of 376 troops.

PORTLAND (LSD-37) is the second of the ANCHORAGE (LSD-36) class of Dock Landing Ships. Built by the Quincy Division of General Dynamics, her keel was laid on 27 September 1967. She was commissioned on 3 October 1970 at the Boston Naval Shipyard.

From 1972 to 1977 PORTLAND completed five deployments to both the Caribbean and Mediterranean, as a member of Amphibious Squadron TWO, FOUR and EIGHT. Additionally she has undertaken a variety of unique missions. In 1970, she transported TEKITE II, a Department of the Interior underwater research habitat. She was later awarded the Navy's Meritorious Unit Commendation for support of two Navy Patrol Gunboats, USS DEFIANCE (PG-95) and USS SURPRISE (PG-97) in August 1970. During October 1973, PORTLAND carried the Navy's Deep Submergence Research Submarine, NR-1 for bottom survey and data collection in the vicinity of Puerto Rico. In March 1975 she was instrumental in building an artificial fishing reef in Chesapeake Bay by sinking numerous obsolete boats. On 29 July 1976, PORTLAND participated in the evacuation of over 300 U.S. citizens and Third country nationals from civil war-torn Beirut, Lebanon. PORTLAND deployed to the Mediterranean Sea again in September 1977 and to the North Atlantic in August 1978. She won the Amphibious Squadron EIGHT Battle Efficiency Award in 1977 and 1978, plus competitive excellence awards for her Deck, Engineering, and Operations departments. With eight years of steaming under her keel, PORTLAND has developed into a seasoned member of the Navy-Marine Corps Team.

Construction Begun On Housing Facility



"X" marks the spot for the construction of a new facility to house U.S. Navy personnel. Ground was broken for the "L"-

shaped facility on October 1. The building is being constructed under the direction of 82 Dept.

Sun Ship began construction of a \$1.5 million housing facility on October 1, 1979. The structure is designed to house approximately 350 U.S. Navy seamen assigned to ships being repaired in the yard. The facility is being constructed on shipyard property along Morton Avenue below East 3rd Street.

The shipyard decided the construction of the housing facility would be appropriate in light of a continuous flow of Naval repair contracts and the accompanying need to house U.S. Navy personnel assigned to the ship.

The L-shaped facility of steel/masonry construction is 102-feet high and 242-feet deep. A two story front faces Morton Avenue. The building trails off to one story at the rear.

Features of the facility include a game room, reading room, TV room and laundry. The crew from the PORTLAND is expected to be the first ship's company to occupy the quarters. U.S. Naval personnel previously stayed at area motels while their ship was under repair.

The facility is scheduled for completion on December 21, 1979.

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Sharing Thoughts

On October 16, three shipyard chief executives, Lee Rice of Avondale, Larry French of Nassco, and I, testified before the House Maritime Subcommittee on the Omnibus Maritime Bill. This testimony was designed to acquaint the Congress with the very serious effects this bill would have on the shipbuilding industry. It is too early to assess what will eventually emerge as legislation, but I remain optimistic that there is genuine concern for the health of this industry on the part of Congress. We will be continuing to work to see that the legislation supports a more vigorous shipbuilding industry in the United States.

Excerpts of the testimony appear elsewhere in this paper, and I urge you to read them and to understand what is going on in their very vital area of the government.

Peter S. Hepp

Maritime Industry News

Shipyard president Peter S. Hepp testified before the Merchant Marine sub-committee of the House Committee on Merchant Marine Fisheries in Washington, D.C. on October 16, 1979. His testimony pertained to H.R. 4769, also referred to as the "Omnibus Bill." In his testimony Mr. Hepp noted the following:

1. H.R. 4769 would shut down several shipyards, including Sun Ship, costing tens of thousands of jobs and would exacerbate the balance of payments.

2. U.S. shipyards train unskilled and minority workers and "main stream" them in large numbers.

3. Third World nations are becoming the shipbuilders of tomorrow. Our trade with them is increasing. We can become more dependent on Third World nations by passing H.R. 4769 or we can try to share this increased trade by strengthening our maritime industry through bilateralism.

4. When examining Construction Differential Subsidy (CDS) it is most important to realize that:

1. World prices for ships are not cost related, but market related.

2. Foreign market prices are very volatile and subject to the vagaries of the market.

3. There is no logical reason to put a ceiling on CDS, as U.S. yards cannot adjust prices to hold CDS at legal maximums. Further, CDS rates in the main reflect market factors rather than cost factors.

4. The present world situation of depressed ship prices has already begun to reverse.

5. To understand shipbuilding you must examine it as a total system within a society; not try to take it apart and compare its parts with other nations' shipyards.

6. U.S. shipbuilding is exactly what our society has asked of it — no more, no less.

Safety Contest Has Super Prizes

You could be a big winner in Sun Ship's new Super Safety Contest. All hourly operations employees meeting criterion specified below will have his or her name placed in a lottery drawing for one of 5 BIG prizes. The first contest runs from November 1 through December 31, 1979.

Prizes to be awarded include:

1st Prize Sony Betamax T.V. Recorder	\$900.00 Value
2nd Prize VESPA MOPED	\$600.00 Value
3rd Prize Stereo System	\$600.00 Value
4th Prize 19" Color T.V.	\$350.00 Value
5th Prize Pair of Philadelphia Eagles Season Tickets	\$200.00 Value

Contest Rules are as follows:

1. For the drawing to be held and prizes awarded, the OSHA lost time injury rate for the shipyard must be 6.0 or less.*

2. To be eligible for the prize an hourly operations employee must:

a. Work at least 320 hours during the contest. (40

hours of vacation can be credited towards the 320 hours.)

b. Not have a lost time injury.

c. Not have a recordable injury. A recordable injury is:

A — an injury that results in being put on light duty.

B — an injury that requires stitches.

C — an injury that requires heat or whirlpool treatment after the 1st day of an injury.

D — 2nd or 3rd degree burns or "welders flash."

E — injury requiring prescription medication.

F — embedded foreign bodies removed from the eyes.

G — foreign bodies, (splinters, steel, etc.) removed by a physician.

H — injuries causing unconsciousness or restriction of motion.

*The lost time injury rate is the number of lost time injuries multiplied by 200,000 then divided by the total number of man hours worked by the company for a year.

Summer Hiring Policy

During the summer months, there may be a need to hire employees to fill in during vacation and for other reasons. The priorities stated below are for initial scheduling for interview. Applicants must have necessary skill and ability, pass a physical exam and be age 18 or over.

1. Employees on lay off status should be given first priority for any job opening.

2. Students who are closely related to Sun Ship employees will be given second priority in the chronological order in which they filed application for summer work.

3. Students not related to Sun Ship employees will be given third priority in chronological order in which they filed application for summer work.

4. All other applicants for summer work will be given fourth priority in chronological order in which they filed application.

Affirmative action for the hiring of minorities and females will be achieved by dipping down in the priorities as necessary.

Summer employees hired into Local 802, 804 and 806 jobs will be hired as regular employees under the Labor Agreement.

Employees hired into summer positions in other salary groups shall be hired as temporary employees without benefits.

The above procedure is being published to circumvent any misunderstanding that may have occurred in the past dealing with summer hiring.

Applications for summer employment will only be accepted from January 2, 1980 till February 29, 1980.

Students interested in applying can obtain an application from either the Hourly Employment Office, Chester, Pa., or Professional Employment Office, Eddystone, Penna.

We suggest that early application be made as we place applicants as noted in the above procedure, but chronological order is maintained and applications are numbered accordingly.

Any questions on the above, please contact either E. McDevitt, 8426, or W. Russo, 8444.

Scholarship Deadline Near

Any employee whose child is in the junior year in high school and who is planning to have him or her enter college in 1981 should apply now for the shipyard's scholarship. Application forms and additional information about the scholarship may be obtained by contacting Nancy Roth, Human Resources Division, extension 525. The application should be completed and returned to Nancy's office by December 31, 1979. In order to be considered for the scholarship, the high school student must have taken

the PSAT/NMSQT administered in October.

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.

Energy Conservation Is Everyone's Business

Help Yourself Save Energy

Bill Russo, Manager of SUNRISE, the shipyard's energy conservation, program offers the following tips to use less energy in home heating and less gasoline while driving.

USE LESS ENERGY TO HEAT YOUR HOME.

The cost of energy to heat an employee's home is going up, and there's nothing you can do to stop it. But, there are things you can do to use less energy and get the most for your heating dollar.

Maintenance Savings

Energy saving methods don't have to be spectacular. They can be easy to do, low cost and still give big savings.

Tune-up

Have your heating system cleaned, inspected and adjusted by a qualified technician — at least once a year, if you heat with oil.

Clean

Dirt absorbs and blocks the flow of heat. Keep registers, radiators and conductors clean. Keep chimney clean for proper draft.

Replacement

Replace missing siding, roof shingles or window putty, badly worn door sills. Broken or cracked windows, etc. should also be replaced.

Caulk

Fill cracks and gaps around doors and windows, in corners, where pipes and wires enter house and where different materials meet.

Winterize

Close foundation windows. Cover air conditioner and foundation vents. Consider stapling building paper or plastic around the foundation.

Repair

Retain loose siding and fill nail holes. Adjust door closers. Fix improperly fitting doors and windows. Repoint foundation cracks.

Paint

A coat of exterior paint will help seal tiny cracks. Cover interior with a paint which acts as a vapor barrier.

Weatherstrip

Kits with instructions on the package are available for windows and doors. First year fuel savings should pay back the cost of weatherstripping.

CONSERVATION SAVINGS

Conservation is a practical way to combat rising energy prices. It takes a little effort and a little thought but all other methods cost more.

Lower Temperature

Each degree you lower temperature could mean 2% to 3% energy savings. Save even more by turning down the thermostat at night — works best if you can keep the lower setting for at least eight (8) hours.

Decorate For Savings

Draperies, shades, blinds and insulated shutters reduce heat loss through windows. Area rugs add a bit of insulation plus give a feeling of comfort. Furniture arrangement should allow heat to circulate freely.

Use the Sun

Get maximum natural light and heat. Remove screens from windows. Wash those windows which get winter sun. Put potted plants in those windows that face the south. Pots will absorb and later release small amounts of solar heat.

Balance Heat

Are you overheating one area in order to get the heat you want in another? Maybe you need only add a damper to a hot air duct or place a valve in a steam of hot water line for better distribution.

Close Off Space

You may have rooms or spaces that you can close for the heating season to save energy. Check closed space occasionally; it might be necessary to open windows on warmer days to draw off excess moisture.

Keep Heat Inside

Use the bathroom and kitchen exhaust fans sparingly. They remove heat and desired humidity along with odors. Be sure fireplace damper is closed when not in use. Minimize the time doors are allowed to remain open.

Spot Heating

Electric blankets in the bedroom or infrared lamps in the bath provide comfort without heating the whole house. A down-filled comforter and a carpet on the bathroom floor might give the same comfort without additional heating costs.

Use Energy Ingenuity

Apply your imagination to finding ways to save energy that will work for you. Close closet doors to reduce the amount of space to be heated. Weatherstrip the door to an unheated attic. Dress in layers of warm clothes.

REMODELING FOR ENERGY SAVINGS

Insulation

Insulating every ceiling, wall or floor that faces an unheated area could reduce your heating costs as much as 30%.

Entrances

Add a foyer or vestibule to help keep cold air from spreading throughout your house every time the door is opened.

Storm Windows

Covering your windows and doors with a second layer of glass can reduce the amount of heat loss through these openings by 50%.

Storage

Add built in storage cabinets, closets even bookcases to the north wall for an effective, extra layer of insulation.

Windbreaks

A wind speed change from 5 mph to 20 mph doubles the demand on your furnace. Plantings, walls and fences provide wind protection.

Windows

Remove windows from the north side of your home where they get no Sun and add them to the south side which is sunny.

Surfaces

Insulate from the inside. Panel walls with cork or wood. Lower ceilings. Use ceiling tile instead of paint. Carpet floors over unheated areas.

Humidity

Body moisture evaporates faster in dry air, making us feel cooler. Add moisture to the air and you'll be warmer with less heat.

CARS — HOW TO USE LESS GASOLINE

Maintenance Saves

Factory recommended maintenance will help your car run most efficiently.

Tune Ups

Plugs, points, timing, carburetor, etc. should be cleaned, adjusted or replaced. Cars needing a tune-up may decrease miles per gallon by more than 11%.

Tires

Inflate to the maximum recommended pressure. This allows full contact with road and lessens rolling resistance.

Emission Controls

They take their toll in reduced fuel economy. Service regularly for maximum operating efficiency.

Lubrication

Change oil and have chassis lubricated at recommended time or mileage intervals. Keep everything turning freely.

Filters (gas, air and oil)

Clean and change as recommended. Filters protect your engine from wear. Worn engines consume more fuel.

Battery

Keep fully charged for quick starts. Add water (electrolyte) as needed. Batteries are less efficient when cold.

Rolling Resistance

Wheels should be aligned and the brakes free from drag. You burn gas to overcome friction.

GOOD DRIVING TECHNIQUES SAVE

On a practical level, most drivers can improve their mileage by 20 to 40% with relatively little effort. It's a matter of driving style.

Start slowly

A gentle touch on the accelerator saves more gas than any other single method of economy driving. Use a steady pressure on gas as opposed to pedal pumping.

Drive at moderate speed

The 55 MPH speed limit makes fuel economy sense. When you reach traveling speed, back off slightly on pedal pressure. You can probably maintain speed with less pressure.

Get Into Top Gear

Driving in lower gears uses more gas. Shift through the gears as soon as you can. Automatic transmission will shift sooner if you lift your foot off the gas slightly.

Think Economy

Open windows increase aerodynamic drag. Electrical accessories use gasoline. To idle one minute uses more gas than starting. Air conditioning and heater fans are not necessary at 40 MPH.

Anticipate

Plan ahead for passing, stopping, traffic changes so that you can handle your car with a minimum amount of changing your momentum.

Plan your Driving

Avoid traveling at peak traffic times if possible. Take least congested route. Combine short trips to one trip. Use a map in unfamiliar territory. Choose main roads.

Limit Warm Up Time

Follow manufacturers instructions to start. Get under way with just enough pedal pressure to get moving. Warm up for a mile or two by driving until automatic choke is off.

Van Pooling Program Is "On the Road"

Van pool routes have been established at Sun Ship and these routes have full or partially full vans. "If an employee has not been contacted and/or assigned a van, it is because he or she could not be economically placed according to home location, or he did not initially sign up for van pooling," notes Bill Russo, who coordinates Sun's van pooling program.

"Please bear in mind that only ten vans have been ordered and until we get enough participants, we will not order additional vans. The list below shows 12 van routes but riders and drivers will be combined as necessary to accommodate the full van capacity (12 people) from whatever location is feasible and economical for employees to utilize the ten vans ordered," said Bill.

"Again," he continues, "it must be remembered that the van pool concept can work only if we change our life style and show a real common interest in our main objective of energy conservation — not to mention parking availability, convenience of having a guaranteed ride to work, no gas problems, cost savings for insurance, etc. Add this all up and you will see that van pools are the answer to many of our every day commuter problems."

"It is also interesting to note that since the van pool concept was introduced here at Sun, it has given birth to numerous car pools which are just as important if an employee can not van pool. Sun encourages employees to car pool. If an employee has need for riders, drivers, etc., he or she is invited to call Ed Kordalski at extension 475. Ed will try to assist you."

"Last but not least, I ask all employees to understand that all of our efforts to promote van pooling are made for their benefit. Since we are pioneers in van pooling we have made mistakes and only by the employees' understanding, cooperation and suggestions will we be able to overcome short comings and guarantee Sun Ship employees a successful van pool."

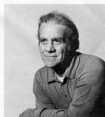
Listed below are Sun's proposed vans and routes. If an employee wants to be included he can do so by contacting Mr. Kordalski. Ed will include the employee in a present route or if enough employees from an area are interested will institute a van route as necessary.

Van # Route	Time
1 Wilmington, Delaware	7:00 - 3:30
2 Clifton Heights, Folkcroft, Glenolden	7:00 - 3:30
3 West Philadelphia	11:45 pm - 7:15 am
4 Broomall, Media	8:00 - 4:30
5 West Chester 352-452	7:30 - 4:00
6 Northeast Philadelphia	7:00 - 3:30
7 Wilmington, Claymont, Boothwyn, Chester	8:00 - 4:30
8 Deptford, N.J.	7:00 - 3:30
9 North Phila., Mt. Airy	7:00 - 3:30
10 North Phila., West Phila.	7:00 - 3:30
11 Springfield	8:00 - 4:30
12 Chester, Brookhaven	7:00 - 3:30

Celebrating Anniversaries



EARL PEARSON
59 Dept.
25 Years



RALPH BOCCCELLA
80 Dept.
25 Years

Women's Career Alternative Program Available

Is Rosie the Riveter on the rise? Or is it Wanda the Welder? If Sun Ship and Cheyney State College have anything to do with it — you bet! Sun Ship is working with the local college in the Women's Career Alternative Program. This program is meeting the need to prepare women to enter non-traditional work and advance to long term occupational success through systematic upward mobility. What Sun Ship hopes to gain through the program is an increase of women in the workforce consistent with the company's affirmative action goals.

The Cheyney Program differs from other training programs such as apprenticeships or Wilmington Skill Center. The program is planned for women who desire

to work in non-traditional areas for the first time or have a change in the job market. Besides learning business management skills or welding techniques members of the group also do career exploration, effective communication techniques, money management, skill building, job finding, and interviewing techniques. Those who are eligible for financial aid and through special consideration will be enrolled in the program at a reduced rate or no charge. Those who do not meet financial aid guidelines are required to pay \$540 per semester.

For 139 years Cheyney State College has been offering students quality education that provides a cultural and intellectual base for professional studies.



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Youngsters from the Chester Community Action Program (CAP) take a minute from watching the Philadelphia Eagles practice to say hello. Thanks to Sun Ship, Inc. and other local industries, nearly 300 kids spent the day at the pro football team's Widener University summer training camp

where they got a chance to talk with the players and watch them practice. CAP is a summer program for Chester city children, run in conjunction with the local YMCA. The program stresses community involvement, crime prevention and safety. In the center of the photo is Warren "Jackie" Baker, Sun Ship's Human Resources representative.