

# Robert H. Campbell Becomes Sun's President



Robert H. Campbell became president of Sun Ship, Inc. on December 1, 1978. He succeeded Peter S. Hepp who returned to Sun Company for additional responsibilities, on that date. Prior to being elected president, Mr. Campbell was the shipyard's Vice President - Human Resources and Corporate Systems. He came to the shipyard, in that capacity, from the parent corporation in June 1978.

As Vice President - Human Resources, Mr. Campbell was responsible for labor relations, community and public relations as well as all personnel functions, security, medical and industrial hygiene. In May 1979 he received the additional responsibility for the company's computer systems and management information systems.

Mr. Campbell has had extensive line experience throughout his career with Sun Company.

Prior to joining the shipyard, he was manager of refinery operations for Sun Company's Corpus Christi, Texas refinery. His responsibilities included supervision of all refinery operations, personnel as well as the refinery laboratory and engineering departments.

Earlier, from 1969 to 1975, he was with Sun Company's Advanced Management and Methods department. This technical department is involved in the area of refinery automation, industrial engineering and systems organization.

From 1967 to 1969 he served with the Marcus Hook Refinery as group leader in process engineering.

Mr. Campbell graduated with honors from Princeton University in 1969 with a B.S. degree in Chemical Engineering from Carnegie Mellon University in 1961. He was selected to study at the Massachusetts Institute of Technology (MIT) as a Sun Company Sloan Fellow in 1977 and received a M.S. degree in Management in June 1978.

He is a member of the American Institute of Chemical Engineers and the Society of Naval Architects and Marine Engineers. He is a member of the Board of Governors of the Sloan School (MIT).

He has two children and is married to the former Nancy Wertz of Allentown, Pa.

## Sun Ship Log

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December, 1979

### Kauai Christened

Hull 678, the container ro/ro ship under construction for Matson Navigation Company of San Francisco was christened KAUAI on November 12, 1979. Co-sponsors were Mary Anne Cox, wife of the Board Chairman of Alexander & Baldwin, Inc. (A&B), Matson's parent company and John T. Waterhouse, Director Emeritus, Alexander & Baldwin, Inc. and retired Director of Matson Navigation Company. Mrs. Cox smashed the bottle of California champagne against the bow and Mr. Waterhouse unveiled the name of the ship.

#### Equal Opportunity Sponsors

The KAUAI christening marked the first time in the history of the shipyard that a vessel has had two sponsors. This occasion is not the first time for a male sponsor, though. Hull 175, the freighter Donald McKay was sponsored 40 years ago by eight year old Donald McKay V, great great-grandson of the man who developed the famous Clipper ship.

Shipyard employees were given an hour off to watch ceremonies which included welcoming remarks by Peter S. Hepp and Joseph J. Kleschick. The christening address was given by Robert Pfeiffer, President of A&B and Chairman of Matson.

One special aspect of the christening was the performance at the launching site by the Duffy String Band. The mummars group performed their 1979 New Year's presentation, "A Bouquet of Roses".

The 38,000 ton 720-ft. containership was constructed in Sun's North Yard facility. This facility permits construction in the horizontal plane on a system of rails and rollers. The KAUAI is the first full length vessel to be built on that slab. The transfer of the hull to both sections of #4 dry dock took place over a five hour period 12 days prior to the christening. It was the first time a U.S. shipbuilder had longitudinally transferred an entire hull.

The S.S. KAUAI is an advanced design derived from previous Matson containerships, the S.S. MAUI, S.S. MANUKAI and S.S. MANULANI and can be considered the prototype of the most efficient containerships afloat.



Mary Anne Cox smashes a bottle of California champagne against the bow of Hull 678 as John T.

Waterhouse (left) pulls the cord to unveil the name. In the center is Joseph J. Kleschick, Vice President

named master of the S.S. KAUAI.

The vessel will be capable of carrying 1,200 containers and will be powered by a geared steam turbine with a speed in excess of 22 knots. Other features of the KAUAI include a bow-thruster to aid in docking and undocking operations; automation, permitting control of engine speed and direction from the bridge; and air conditioned crew quarters.

The S.S. KAUAI will join Matson's cargo fleet in March, 1980 for the West Coast-Hawaii trade.

#### S.S. Kauai Captain with Matson 41 Years

Capt. George B. Cardew, who has sailed on Matson Navigation Company ships for 43 years, has been

Capt. Cardew, a native of San Jose, CA, started to sea in 1932 as a deck cadet for Gulf Pacific Mail Line and joined Matson in 1936 as a relief mate. He became a master in 1943. He was master of the S.S. MANULANI (formerly the Hawaiian Progress) since it entered service in 1970. George E. Haas will be the KAUAI's Chief Engineer. Haas, a native of San Francisco, started with Matson in 1942 and now is Chief Engineer on the S.S. MANULANI. He served as Chief Engineer on various cargo ships through the years and was Chief of the passenger liner S.S. MONTEREY in the late '50s.

## Sharing Thoughts

*During this Christmas season I want to extend my best wishes and those of the officers and Board of Directors to all our employees.*

*Over the last two years it has been a privilege to work with you. Your support and loyalty has sustained me during some very difficult times. I know you will extend that same help to Bob Campbell as he carries on the work only now beginning.*

PETER S. HEPP

## Savings Plan: More Interest - - ing

The Sun Ship employee's savings plan will offer more interest in its Fund B (fixed interest) account for 1980 and 1981. The previously guaranteed 9.1% interest rate has been increased to 9.85% through 1980 and 9.60% through 1981.

The Fund "B" is one of the accounts an employee may invest in when joining the Savings program. Money invested in this fund is deposited with an insurance company at a guaranteed minimum rate of interest.

Fund "A" is the diversified stock program that offers investment growth through stock dividends and increases depending on the market value of stocks and securities.

Any employee with one year's service who has not joined the Savings Plan but would like to do so, should contact Nancy Roth on extension 525.

## Skills Center Trainees Now On The Job

41 employees are working at Sun Ship as the result of a pilot program financed by Sun Ship and the state of Delaware. The program, initiated last spring, trains unemployed persons from the tri-state area at the Wilmington Skills center for jobs in the shipbuilding industry. The 10 week program graduated 24 installation machinists and 19 marine electricians.

The program was jointly operated by the shipyard, the state of Delaware and the New Castle County Vo-Tech school district. The program represents an investment of \$85,000. Sun Ship has provided \$50,000 to cover the cost of training, institution of the program and materials. Delaware has provided \$35,000 for facility improvements at the Wilmington Skills Center.

### SUN SHIP LOG

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Carol Lattrell  
Editor  
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## Sun Ship Wins \$25 Million Contract

Sun Ship has been awarded a contract in excess of \$25 million to build the bulk cargo portion of an integrated tug/barge combination for California & Hawaii Sugar Co. (C&H), San Francisco.

Construction of the 645-foot long, 37,000 deadweight ton barge will begin in mid-1980. Launching is scheduled for early 1981 with delivery to C&H in early summer of that year. The ocean going barge, with a 1,420,000 cubic foot capacity will be used to transport sugar and agricultural chemical between Hawaii and the C&H terminals at Crockett, California.

The tug is to be built at Halter Marine in Louisiana and will be delivered here to be joined with the barge.

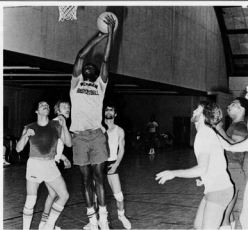
The tug/barge system incorporates a twin-screw catamaran hulled tug that fits over and around the specially constructed stern of the barge. When joined with a special locking system the two units resemble a single hull.

"This is the first new ship purchased by C&H from Sun Ship," said Joseph J. Kieschick, Vice President Marketing. "Engineering and construction of this barge, will, for the first time, employ full implementation of Sun Ship's program of using foreign shipbuilding methods from the beginning of a project. It is this capability that has enhanced Sun's ability to be successful in obtaining award of the C&H contract over several other bidders."



Walter "Whitey" White receives the keys to his van route from Robert H. Campbell at the kick off of the Van Pooling program last month. Sun's van pooling program is the third largest in the Philadelphia area.

The only two companies having larger van pools are Smith-Kline, the Philadelphia Pharmaceutical firm and Prudential Insurance.



T.C. Coleman Dept. 35 aims for the net and scores one for the Copper Shop. Sun's 11 teams, and one from the PORTLAND, play against each other on Monday nights at Sun Center in Feltonville. The teams, part of the Employees' Recreation Club, are organized and coached by Sun's Warren "Jackie" Baker, a former pro-basketball player.

# Christening Highlights

## Excerpts from Peter S. Hepp's Christening Speech

Today we celebrate not only the christening of this marvelous vessel, but we also mark another step forward in the rebuilding of a much larger ship, our own Sun Ship. Two years ago our own corporate ship of state was struggling. The financial seas were rough. The prospects for continuing the voyage were dim. This vessel that we christen today is more than a symbol of our resurgence. It is visible evidence of the new spirit here at Sun Ship, a spirit that is propelling us forward toward our goal to be the number one shipbuilder in America again. The future can only remain bright so long as we demonstrate the greatness of the team effort that is evident here today. Different people in different positions may come and go, but what's important is the strength that each of us brings to this endeavor. That collective strength surpasses all of our individual contributions.

The ship of state here at Sun is becoming more seaworthy every day. The KAUAI represents another installment in the fleet of 700 this yard has created. But beyond that it represents the beginning of a new era here at Sun Ship. You're part of that newness. You should be proud of it . . .

But let us not look back. Let us not long for the past, but let us eagerly look to the future. Don't look back unless that's the way you want to go. We should welcome tomorrow. We should prepare for it, not postpone it. For tomorrow, if we do it right, brings us new business, job security, future growth and a pride in our achievements that we can pass along to all who follow us.



The Duffy String Band performs at the christening site as shipyard employees and christening guests

look on. The band is under the leadership of Henry Kuszig, Sr.



Shipyards president Peter S. Hepp is interviewed by Channel 5 Action News (ABC) reporter Pat Warren. The gala christening was a "big story" on all three local news programs that evening.



No, it isn't a blizzard - It's confetti to celebrate the christening of the Kauai.

# Celebrating Anniversaries



JOHN ULMER  
80 Dept.  
35 Years



HAMM HAMILTON  
33 Dept.  
30 Years



LUIGI BORSARI  
47 Dept.  
25 Years



AL CRESHINE  
31 Dept.  
25 Years



JOHN GATCHELL  
47 Dept.  
25 Years



FRANK RUGGERI  
45 Dept.  
25 Years



GEORGE CUSTIS  
88 Dept.  
20 Years



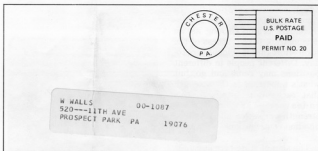
FRANK MC NAMARA  
34 Dept.  
20 Years



BILL TAYLOR  
68 Dept.  
20 Years



CHARLES WHITELEY  
80 Dept.  
20 Years



Bev Barton receives her certificate of achievement for successful completion of Sun's crane operation training school from Whitey Sellers, Foreman of 76 Department. Other members of the group include (from left) crane operator William Washington, Doug Peel (Ship's Superintendent), Jack Montgomery (In-

structor), crane operators Paul Robinson and Le Vaughn Robinson and Hank Kendra, instructor. The crane operators school has been giving the shipyard a lift for nearly 10 years supplying many of the company's crane operators.