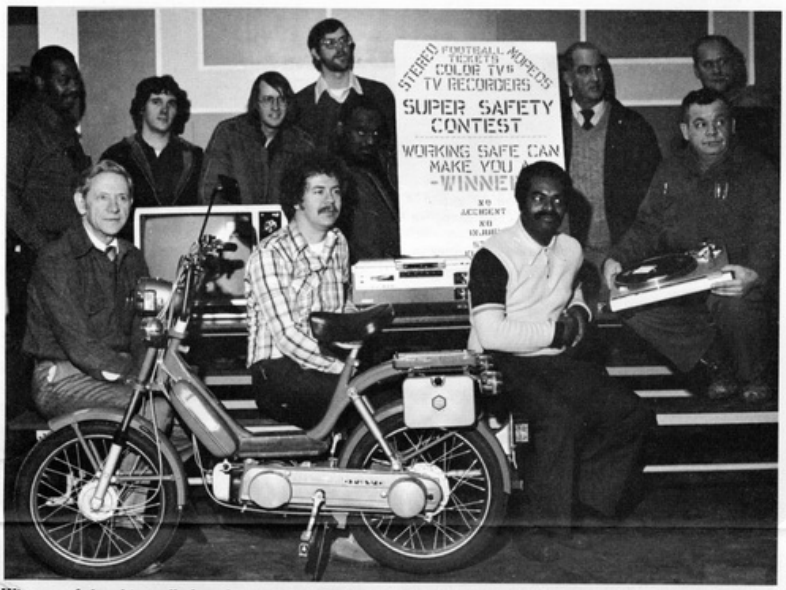
Sun Ship Log

Volume 14, Number 1 February, 1980

And The Winners Are . . . .



Winners of the shipyard's first Super Safety Contest and program representatives pose following the awards presentation. They are (top row, from left) Lou Strand - 69 Department Assistant Foreman, Robert Albrand - 5th Prize winner, Thomas Boyd - 2nd Prize winner, Robert Van Newkirk - 4th Prize Winner, Clarence Savoy - 1st Prize Winner, Searle Walton -Manager of Safety, John Wolfe - 45 Department Foreman and Robert Hyson - 3rd Prize winner, (bottom row from left) Edward LaCrosse, Assistant General Manager, Al Lejman - Safety Inspector and Charlie Hickerson - Supervisor of Safety.

Five Operations Division employees were big winners in the company's first Super Safety Contest. The winners' names were drawn from a lottery that contained the names of all shipyard employees who were not injured during the two months of the contest. The winners and their prizes are:

Clarence Savoy, 69 Department, First prize -Betamax Recorder.

Thomas Boyd, 45 Department, Second prize -Vespa Moped.

Robert Hyson, 45 Department, Third prize -Stereo System.

Robert Van Newkirk, 45 Department, Fourth prize - 19" Color TV.

Robert Albrand, 45 Department, Fifth prize -Pair of Philadelphia Eagles Season Tickets.

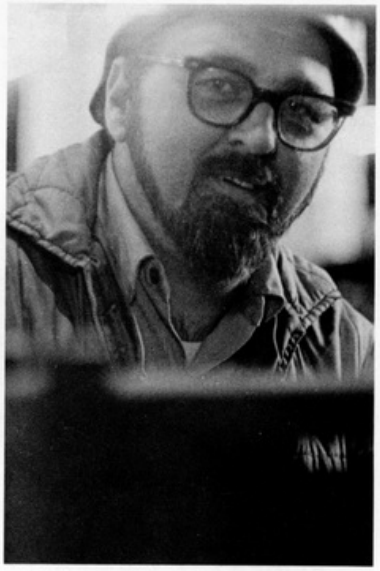
The prizes were awarded January 14.

John M. Cox Named Vice President

John M. Cox was elected Sun Ship's Vice President - Human Resources. He took office on January 1, 1980. He comes to the shipyard from the parent corporation where he had extensive experience in Human Resources including the areas of employee training, manpower planning, and human resources management. His last post at Sun Company was Employee Relations Consultant.

As Vice President - Human Resources, Mr. Cox is responsible for labor relations, community and public relations, as well as all personal functions, security, medical department and industrial hygiene.

Mr. Cox obtained a B.A. in Philosophy from St. Charles College in 1957. He obtained a M.A. in Education from Catholic University in Washington, D.C. in 1959. He and his wife, the former Dolly Porreca, reside with their 2 teenage children in Wayne, PA.



Al "Andy" Anderson is one of the many craftsmen working in 30 Department, a shop "boiling over" with projects. Find out what goes on inside of this department by looking on page 4.

What's On My Mind

My original intent in preparing this first article for the Log was to express to each of you my pleasure in being named President and my enthusiasm as we begin a new year and a new decade here at Sun Ship. Both of these feelings are real. However, there is more on my mind at this time and I would like to share these thoughts with you.

From the standpoint of publicity and public relations, 1980 will be a very active and proud year for Sun Ship. We will launch Hull 677, we will deliver three new ships to their owners, and we expect to lay the keels for three new hulls (Nos. 679, 680 and 681). But much more important than these activities that the public will read about in the newspaper are the vital changes that will be occurring in the shops, on the hulls and in the offices of this corporation. The year 1980 is the year in which the talking about how we intend to change and improve our work habits and shipbuilding techniques comes to an end and the work begins. If we are going to prove to the shipbuilding industry and to our owners that we can once again produce ships in a competitive world, then this is the year in which our actions must be louder than our words.

This will be a busy year for us all, and in this season of new year's resolutions I have two which stand out above all others for me with regard to the shipyard.

- *"I resolve to create an environment where we can work more effectively together with mutual respect for each other."*
- *"I resolve to create an environment where individual creativity and personal growth are recognized as key elements on our road to individual and corporate success."*

ROBERT H. CAMPBELL

SunShipLog

Volume 14, Number 1

Editor
Carol Luttrell

Shipyard employees having completed 40 years of service pose for their "class photo." The group includes (bottom row, l. to r.) Bill Chatten, Bill Cassidy, Andy Roskus, Andy Kowal, Al Robinson, (top row) Jack Sulger, Joseph Rico, Bob Witt, Joe Waltz, Ervin Filbert and George Colesworthy. These men, honored at the annual Service Awards Luncheon, represent 440 years of shipbuilding experience.

Shipyard Honored At Dinner

Sun Ship was one of 21 companies honored at the annual dinner of "The Chester Group." The Chester Group is a consortium of businesses, financial institutions and non-profit organizations which banded together four and a half years ago to address the significant economic and social problems of the City of Chester. The program activities of the group are focused in four areas including economic development, improvements in the public sector through a series of government productivity projects done in conjunction with the city, social service programs from the private sector and advocacy of projects that would benefit the city of Chester. The corporate sponsors of the group were recognized "for their efforts during the past four years to improve the economic and social well-being of the Chester community," and for unselfish contributions of time, energy, money and professional abilities that have helped improve the quality of life for the Chester area. In addition to the shipyard other companies cited were Boeing-Vertol, Co., Philadelphia National Bank, Scott Paper, Sun Company, and Philadelphia Electric Company.

Super Safety Success

The first SUPER SAFETY CONTEST was concluded on Dec. 31st and must be rated a big success. The drawing was made from all employees who were eligible and produced five winners of outstanding prizes. In addition and most important, the lost time injury rate dropped to 6.0 for December and recordable injuries dropped 43%. It is obvious that most employees made a bona fide effort to stay accident and injury free. In addition to the five prize winners, the other big winners are all of those employees who stayed injury free during the two month period of the contest. With the second SUPER SAFETY CONTEST now underway, the real measure of success will be a continuing reduction in the number of injuries.

Success in reducing the number of injuries during a contest and beyond depends entirely on the safety attitudes and safety efforts by each employee.

MAKE YOUR GOAL FOR 1980 TO REMAIN INJURY FREE.

Searle T. Walton
Manager of Safety

Retired Yet Not Eligible for Medicare? This Benefit Should Help!

Getting insurance coverage while retired and yet not on Medicare is costly. Sun Ship has introduced a new benefit to help those company retirees who are on pension but not yet 65 years of age and eligible for Medicare. The shipyard's Blue Cross, Blue Shield and Major Medical Group Plan insurance is now offered to pensioned, retireed employees and their dependents. In the plan, Sun Ship will contribute a maximum of $80 per month towards coverage with any additional cost to be charged to the individual retiree.

The comprehensive medical insurance program includes:

1. Hospitalization - up to 365 days of hospital care including full hospital costs.
2. Medical/Surgical, prevailing fee programs.
3. Major Medical - Supplements for provisions of basic Blue Cross/Blue Shield plans to a maximum of $100,000. Additional details are available in the brochure that was mailed late last year.

"Sun Ship has had an excellent program of medical insurance for active employees," notes Dick Corkhill, Manager - Corporate Relations. "We are happy to offer the availability of that same medical insurance to retired, pensioned employees and their spouses who are not currently eligible for Medicare."

If any retiree has a question about the program, please contact Nancy Roth or Mary Yaworsky on shipyard extension 525.

Celebrating Anniversaries

STANLEY HILL
45 Dept.
35 Years

WALTER PIONTKO
59 Dept.
25 Years

JOHN D. BURKE
66 Dept.
20 Years

Direct Dialing Numbers Installed

In order to make it convenient for Operations employees on the first shift to be contacted for home emergencies during working hours, Sun has installed a direct dialing system. "If an emergency occurs at home while the employee is on the job during first shift, the family can call either of 2 numbers to give him or her a message. These lines are answered in the Personnel Office. Human Resources personnel will, in turn, call the appropriate department and contact the employee," says Bill Russo. "If an employee is reporting off from work or out sick, he or his family should not use these direct dialing numbers but should use the established system, calling through the switchboard."

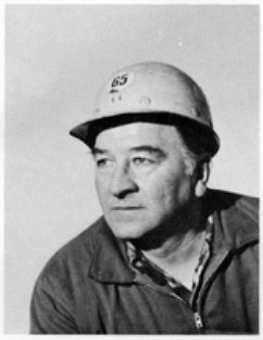
(Emergency Call Only - Direct Dial)

6:30 A.M.-4:00 P.M. — TR 6-0370 or TR 6-0371.

4:00 P.M. to 6:30 A.M., weekends and holidays dial TR 6-9121 (regular number) and ask for the Night Superintendent on Extension 300.

If an employee is reporting off from work, or sick, use regular dialing:

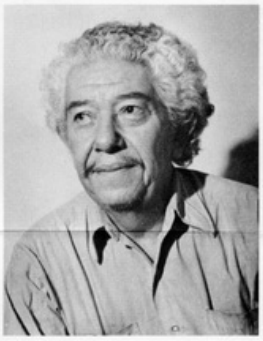
(215) 876-9121 - First Shift ask for Extension 476, Second and Third Shift ask for Extension 300.



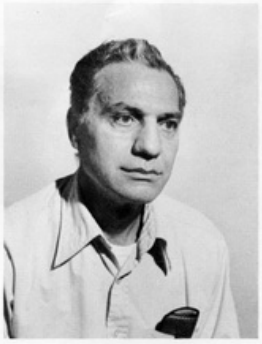
JOHN LOHIN
65 Dept.
30 Years

ANTONE WAWRZYNIAK
59 Dept.
25 Years

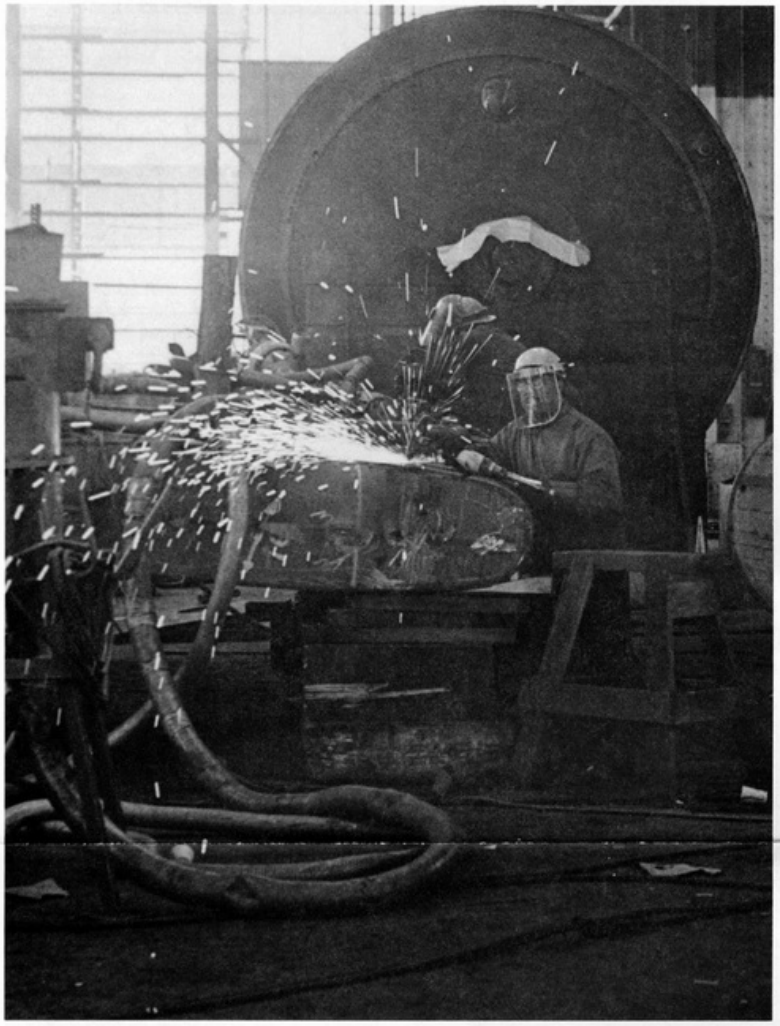
JOHN LAMONT
34 Dept.
20 Years



PHILLIP REYNA
8 Dept.
25 Years



RICCARDO PEDANTE
8 Dept.
20 Years



Sparks fly as William Helton grinds the rough spots from the rudder of Hull 677.

Steve Gaines looks on as Bob Witt prepares a template in the mold loft.

Inside the

When one considers all the varied crafts within our yard, one cannot help wondering about the process through which manpower and raw materials combine to produce a product as immense and complex as a ship. Actually the end product is the result of the cooperation of every department in Sun Ship. A close look at the different shops and how each functions leads one to a greater appreciation of the contributions of each individual job.

For instance, what goes on inside the Boiler Shop? The obvious answer is: "They make boilers there." That may be the obvious answer, but it barely begins to describe the many jobs the Boiler Shop performs.

30 Department, which includes the Boiler Shop in the Central Yard and the Rocket Shop in the North Yard, is one of the most varied departments at Sun Ship. According to Bob White, a 30 Dept. supervisor, the diversified work done in the department includes not only inside or actual contract work involved directly in shipbuilding, it also includes Industrial Products outside sales contracts such as cutting, shaping and planing steel plates, and fabrication of nuclear energy assemblies.

Each unit built in the Boiler Shop represents a long series of steps beginning with the initial planning and continuing through all the phases of fabrication. Thus, the finished manufactured product is tangible proof of the cooperation of Sun Ship employees.

The work of the Boiler and Rocket Shops begins long before actual fabrication starts. Many hours are spent in negotiating the contract for the work. Planners figure manhours and materials to be spent on the project. The materials for the job are then purchased. In the E&M (Engineering & Management) building, draftsmen are busy producing the necessary drawings and blueprints. This brief description only begins to suggest the preliminaries that must be accomplished before the actual work begins for the men and women of 30 Dept.

Production starts in the shop when the blueprints arrive. In the mold loft, the information from the blueprint drawings is transferred to workable templates. A template is usually made of heavy, durable paper. Later, it will be used as a pattern for burning out steel plate. Bill Patton, 30 Dept. Loftsman, explains that template making often involves complicated calculations. Since most of the work done in the department involves bending flat steel plates into curved shapes, precision is very important. In order to learn his trade, Patton attended lofting school during the Second World War.

Once completed, the template is sent to the burning department within the shop. Here the steel plate is cut to the template specifications. Most often the major burning is done on the movable eye burning machine. This piece of equipment uses an electric eye to follow the black-white contrast along the edge of the template. As it follows the pattern, it can burn several identical pieces at the same time.

Manually-operated burning machines are also used. Some precision burning is done on Sun Ship's plasma arc burning machine housed in the shop.

Some steel plates must have their edges prepared for welding. Thick plates are beveled on the large planing machine is the rear of the shop. The bulk of the planing work comes from subcontracting work for outside customers.

Boiler Shop

by John S. Butcher

After the plates are cut and planed, they are then shaped. The 2,000-ton press is used for sharp angling and for "breaking the edge" of a plate so that it can be later rolled properly.

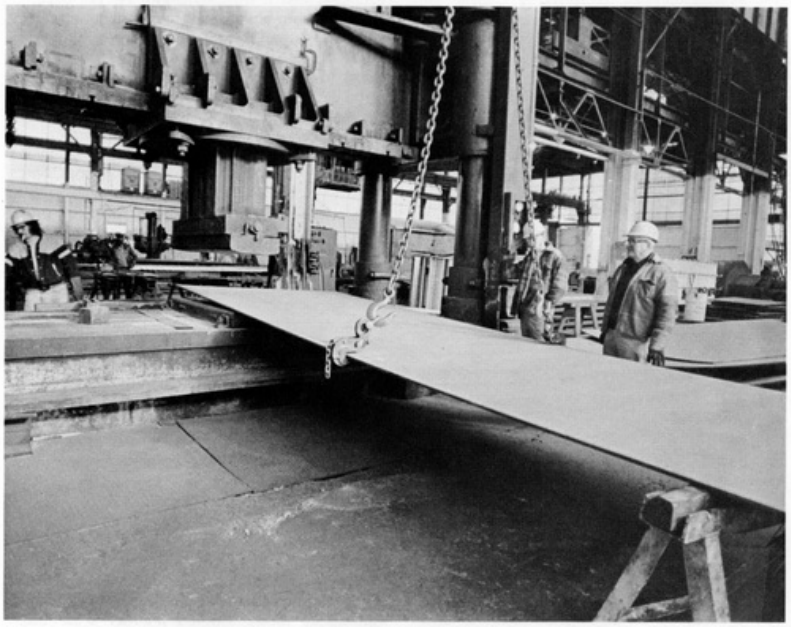
The large rolling machine is an indispensible part of the Boiler Shop's operations. On this machine flat steel can be rolled into smooth curves or cylinders. Though much of the work done on the rolling machine is for shipbuilding, it is used extensively in outside sales work. At present Sun Industrial has a contract for rolling plates to be used in a huge sculpture outside the Holland Tunnel in new York City. Many companies send materials to be worked by the rolling machine. Sun Ship has a current contract with Westinghouse for the manufacture of the Westinghouse Cone, a large machinery component that makes extensive use of this machine.

Other industrial products being fabricated at present include a bedplate assembly, a 200 ft. flue gas stack and an induction furnace.

When plate shaping is completed, fabrication varies with each individual job. The piece may be sent to 47 shop to be used on a unit under construction there. If it is to be part of a smoke stack or radar mast, it may remain in the Boiler Shop or be sent to the Rocket Shop. The Rocket Shop in the North yard also handles the overflow work which cannot be handled by the Boiler Shop due to time schedules or lack of space.

Another 30 Department operation is the stress relieving and heat treatment work carried out in the large brick annealing furnace on the north side of the Boiler Shop. Special welds and plates must be tempered before they can be used in construction. In the 18 ft. high x 18 ft. wide x 85 ft. long furnace, one of the largest in the country, a unit is brought up to a high temperature and held there for a set period of time before being allowed to cool. This temperature strengthens the metal and weld bonds. Industrial Sales' customers are frequent users of this annealing furnace.

Harry Manko directs Bill Ritchy at the controls of the rolling machine.



Using the 2,000 ton press, Burke Armstrong, George Williamson and Joe Cohan prepare to put some shape into a steel plate.

The Rocket Shop does some of 30 Department's most interesting work. Located at the south end of #3 storeroom in the North Yard, the Rocket Shop handles some of the most intricate work in the yard. Most of its fabrication work is done in stainless steel for outside companies. In the past, work in the shop has included building rocket components for the NASA Space program and a Deep Submarine Rescue Vehicle for the US Navy.

At this time the Rocket Shop is completing a series of core assemblies for many of the nuclear power plants throughout the country and the second of two Reactor Pressure Vessel liners. According to the Rocket Shop Asst. Foreman, Frank Monahan, the core assembly project, now near completion, has been continuing over the past 12 years.

Monahan also said that due to the nature of the project, precision is so important that measurements are done in thousands of an inch.

The operations of 30 Dept. are as varied as the skills of the men and women employed there. Their trades include lofting, burning, fitting, rigging, arc air gauging, grinding, hydro testing, chipping and riveting. Each intricate unit produced by 30 Dept. is a prime example of the pride and cooperation of all the crafts working together in one of Sun Ship's oldest and most pretigious departments.

Sea Language

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The rich colorful vocabulary of the sea from generations past is still a vibrant part of daily English language. Most persons do not know the origins of words and phrases that have become colloquial expressions, and time has changed or distorted the meanings.

What were precise directions or descriptions have become general phrases that hint at meaning. Yet, they retain the flavor and imply the discipline they once had - and the language of the sea emphasizes discipline. Going to sea - whether for sustenance, transportation, or war - was not a carefree business. The late dean of American maritime history, Samuel Eliot Morison, chastised the poet Allan Cunningham for his ballad:

"O for a soft and gentle wind!
I heard a fair one cry:
But give to me the soaring breeze
And white waves heaving high."

Morison wailed, "Baloney! No real seaman likes high and heavy seas because they bring trouble and danger. His ideal is the trades - a good steady full-sail breeze..."

Discipline has always been demanded by the taskmasters of the sea. "He let the cat out of the bag," said today is often followed by an expletive deleted. Six score years ago on board a square rigger, this utterance would have brought chills to the spine, for some poor soul had just committed an offense sufficiently grave to extract the cat-of-nine-tails from its canvas bag. The cat has been out of vogue since the early nineteenth century and needs an introduction. The cat was made of nine lengths of cord, each about 18 inches long with three knots at the tip, fixed to the end of a larger rope which was used as a handle. Flogging, at the very least, would cause severe wounds and could cripple or even cause death. Only Errol Flynn and fellow Hollywood mariners have been able to shrug off its effects. The United States Congress prohibited the use of the cat in 1850, and it was outlawed from the British Royal Navy in 1879. In fact, the cat had fallen into disuse on both fleets shortly after the War of 1812. This brutal instrument is also the basis of the expression "not enough room to swing the cat." Obviously, the two-foot cat, added to the length of the fully extended arm of the flogger, required a good measure of working room. A sailor's misdeeds were recorded daily, and punishment was carried out on the following Monday; thus, the birth of the expression "blue Monday."

"Hands Off"

Sailors were considered a rough lot and not to be trusted by their superiors - the officers. Although armed to the teeth when the enemy was at hand, sailors were prohibited from having weapons at any other time. The one exception to this rule was the knife, for this was an essential tool for all seamen. Should, however, the sailor draw his knife in anger, he could lose his hand as specified by British Admiralty law - thus, the deviation of the expression "hands off."

Maritime discipline was harsh; human rights were restricted and, as a result, specific shipboard havens developed. The term "scuttle butt" evolved from this background. There was a cask (butt) with a square hole (scuttle) cut in its bilge, kept on deck to hold water for ready use. On board ships where discipline was strictly enforced, merchant as well as war, the "scuttle butt" was one of the few places on deck where sailors were at liberty to talk; and, today, the term is synonymous with gossip.

Discipline was the ounce of prevention in combating the ancient mariners' greatest fear - fire at sea. Today, "the smoking lamp is lit" frees an individual to "light up" wherever he might be. This interpretation does not bear the severe restriction originally intended. For aboard ship, this lamp was the only place where the sailor had access to fire, and the tobacco had to be smoked in its immediate vicinity, usually the galley (kitchen). To protect the weak-willed from the "cat," sailors were not permitted to carry flint - the match was not in general use until the middle of the nineteenth century. As iron and steel replaced wood as the primary building material for ships, additional precautions against fire were enforced on vessels carrying dangerous cargoes. For example, mariners were prohibited from wearing shoes using metal nails. A spark in the magazine of a warship or the hold of a merchantman loaded with nitrates or grains could be catastrophic.

"Ringleader"

At sea, the captain and the law were synonymous. Martyrdom was the only reward for the individual who opposed injustice. This is illustrated in American literature by Herman Melville's novel *Billy Budd*. However, the system could be challenged if there was strength through numbers, and if leaders could be protected by concealing their identity. Immunity was achieved by the "round robin." Signatures on a grievance petition would appear as a circular pattern of ribbons similar to the spokes of a wheel. The robin is derived from the French *ruban*, or ribbon. Hiding the identity of the leaders within the circle of signatures may be the origin of the term "ringleader" as well.

Going ashore was in fact as well as name, liberty, and sailors had the reputation of taking full advantage of the relaxed discipline. "Catting around" is a colloquial expression meaning frivolity. Richard Henry Dana wrote that 'cat' used as a verb means "to hoist the anchor up to the cathead." In order to raise the anchor, hickory bars were inserted into a capstan, a spool-shaped cylinder; and like children on a merry-go-round, the men strained around this apparatus. This may be the origin of "catting around."

Mariners, being the chief patrons of seaport pubs, were often extended credit. A talley board was kept of the pints and quarts that a sailor consumed. The quartermaster of the ship, who was responsible for having a full crew for the next sailing, did well to remind his charges to "mind your P's and Q's," since this equated to their consumption. And, of course, sailors would have to toast the drink with "down the hatch." If a mariner consumed too much alcohol and became intoxicated, he would be "three sheets to the wind." A sheet is a line used for trimming a sail to the wind. Three broken sheets would render any sailing ship uncontrollable. "Loaded to the gills," yet another nautical expression relating to drunkenness, infers that the individual "drank like a fish."

"Son of a Gun"

There are other expressions relating to relaxing of discipline on board ship. A number of these utterances have lost both precise statement as well as meaning. Consider "shake a leg." Originally, "show a leg," this was the cry of the boatswain's mate as he turned out the new watch on board eighteenth- and nineteenth-century British warships. As an incentive to mariners not to desert, they were permitted to have women, ostensibly wives, on board while the ship remained in harbor. Showing a leg was a means of identification. The practice of having women aboard Royal naval ships was not abolished until about 1840. Not surprisingly, the end result of this accomodation was a "son of a gun." Below-decks in a warship were very crowded and the gangways (passageways) had to be kept clear. The only place where a woman could give birth was between the guns. Such circumstances were the subject of sea chants.

"Begotten in the galley and born under the gun.
Every hair a rope yarn,
Every tooth a marline spike,
Every finger a fishhook,
And his blood right good Stockholm tar."

Originally, the term "son of a gun" questioned the legitimacy of the birth of an individual. Another colloquial expression which had unpleasant connotations is "flotsam and jetsam." Flotsam are goods swept overboard and floating in the sea. Jetsam are goods deliberately thrown overboard when a ship is in imminent danger. Thus, together they are the undesirable element of society.

"At Loggerheads"

Utterances against the devil are wails of frustration. However, the mariner's devil was not the anti-Christ, but was a particular seam, a narrow gap between planks, one on each side of the ship just above the waterline. This seam - christened the devil's seam - was the most difficult and dangerous to caulk. A sailor would have to be lowered over the side and work in the dangerous location "between the devil and the deep blue sea." "There'll be the devil to pay" has a similar deviation. Paying is the act of pouring hot pitch into a seam after oakum has been pounded in, commonly referring to as caulking. In bygone years, the complete utterance was, "There'll be the devil to pay and no hot pitch"; thus, not only damning the work location, but also cursing the lack or preparation, since no hot pitch was ready. Caulking was a frustrating job. Nerves became raw as the hot pitch was spread along the seams. A loggerhead was a tool used for this work. Fights would break out, and the tool would be used as a weapon. The seriousness of the affair was captured by the expression that the combatants were "at loggerheads." This term today describes an angry relationship between two individuals.

"By and Large"

The principals of sailing a full-rigged ship are as mysterious to some as those of splitting an atom. And yet, the English language draws extensively upon the rich language barked out by captains and mates to sailors on deck and aloft during bygone days. A captain would be wise to give the order to sail "by and large" to an inexperienced helmsman (steerer). The ship would not be sailing directly toward its desired destination; but this command would not tax the ability of the helmsman. Colloquially, "by and large" means generally speaking, or lacking precise knowledge or skill. If the helmsman did make an error and the wind struck the face or front of the sails, the ship would be "taken aback." This term means to be stopped suddenly and bears the same significance today. Should another ship come between a vessel and the wind, the ship would

Washes Ashore

block out the breeze and "take the wind out of my sails." Colloquially, this saying denotes that someone has been out-performed.

"Knows the Ropes"

An expression more commonly used in "British" English than in the Yankee provincial form is "carry on." Recall the series of British movie comedies, *Carry On, Nurse* and *Carry On, Teacher*. Aboard the square rigger, "carry on" was a specific order not to shorten sail, but to carry as much canvas as possible. A Yankee might bellow "full steam ahead," a nautical expression of a later era. An individual who "knows the ropes" today is an expert who knows what to do. A century-and-a-half ago, a novice sailor knew no more than the names and uses of the primary ropes, and his discharge papers were marked "knows the ropes." When the wind fills sails, a ship takes on a slight inclination or list. Accordingly, the only time the sailing ship is not listing is when there is no wind at all and the ship becomes "listless." Today, the word means dull or lifeless. On board a square rigger, to ask "give me some leeway" would be requesting the helmsman to leave adequate room between the ship and an object on the windward side. Colloquially, this is used commonly to request room to spare. To an experienced square-rig sailor, the meaning of "it's an ill wind that blows nobody any good" is apparent, for a sailing ship mariner will curse the calm. But to his way of thinking, a wind from any direction must be benefiting someone. William Shakespeare also appreciated this thought for he used it again and again with slight variation: "Ill blows the wind that profits nobody" and "Not the ill wind which blows no man to good."

"Cut and Run"

The sea can be demanding and many nautical expressions have grown out of man's confrontation with the elements. To be "under the weather" bears its original meaning today. "Overwhelm" is derived from the Saxon *whelmen*, which means "to bury in heavy seas." Sailing ships are powered by the wind as it fills the sails. Should rigging break, a part would be carried away and control would be lost. When a person gets "carried away," he also loses control. If a mast should fall and pass over the bulwarks, the walls of the ship surrounding the main deck, it would have "gone by the boards." As implied in the colloquial meaning, the mast would be irretrievable. Decisions aboard sailing ships had to be prompt; any order took time to execute. Sailing ships lying in poorly protected harbors were anchored with their bow toward the sea, for in bad weather they were safer at seas than pinned against the shore. If a storm arose, the captain would give the order to "cut and run." The anchor cable would be sliced and the ship put to sea immediately.

The parts of a ship are often referred to in daily speech. Ornate "figureheads" enhanced the bows of most sailing ships: originally there to ward off evil spirits, as sailors became less superstitious, the pragmatic value of this art gave way to its decorative appeal. Today, a person who is a "figurehead" is also ornamental.

"Bitts" are two vertical beams through which the ship's anchor cable passes. If all of the anchor cable were run out, that which remained on board running through the bitts would be "the bitter end." The expression "I don't like 'the cut of his jib'," warns to beware of a stranger. The jib is a triangular sail set in the stays of the foremast. Many regions of the world have recognizable ways of cutting and rigging a jib, thus revealing a stranger's identity.

Midway down the deck of a ship is a "booby hatch." Not found on many ships, this is a small opening used to facilitate movement to below-decks. The evolution to the current meaning has been lost. Deranged sailors were often confined below-decks and generally this hatch was the smallest and the least used. These facts may have influenced the current meaning, a mental institution. Until a few decades ago, sailors slept in hammocks and only a few officers on each ship had bunks. During the early nineteenth century, before passenger ships were in common use, packet ships plyed regular routes. Packets were designed to carry mail, special cargoes, and passengers whose accommodations included small permanent sleeping berths known as "cribs." Most cargo ships are equipped with booms, which lift cargo on board. When the loading is finished, the booms are lowered. Today, "lowering the boom" means to bring something to an end.

"Hook, Line and Sinker"

Shipbuilding has also been the source of several common expressions to language. A beached ship, or one under repair, was considered "high and dry," much as a person who is out of his element. To ease the launching of a vessel, grease - in the old days lard - was applied to the runners under a hull, hence "greased the ways." Now it means the path has been eased or smoothed.

Sea warriors have yielded rich additions to our vocabulary such as the expression "no quarter," a phrase meaning no mercy. During combat in medieval times, an officer could surrender and purchase his life for a quarter of his yearly earnings. The call "no quarter given" notified an opponent that the fight must be to the death. Notwithstanding the superb marksmanship exhibited in the movies, sailing-ship cannons were effectively only at ranges less than 50 yards, anything beyond that distance was considered to be a "long shot." Today, as yesterday, the expression means of great odds and is particularly associated with the race track.

The fishman has also contributed to the rich nautical vocabulary. "Fish or cut bait" emphasizes that there is no room for the idler on these hard-working boats. Have you ever "taken the bait?" Once you have, you are "hooked!" And if you become more deeply involved than reason would dictate, you have fallen "hook, line, and sinker."

"A-1"

Most people have unknowingly adopted the languages created by the merchant warrior to express quality and honesty. "A-1" condition tells that the hull - the A rating - is in superior condition as is the gear - the "one" rating. This system, created by the marine insurance firm Lloyd's of London is used by ABS in its shipping register *Record*.

"POSH"

Posh accommodations were the most expensive available aboard the British P&O line, which sailed between England and India using the Suez Canal. The word, stamped on the ticket, was a composite of the first initial of the words "Port Out Starboard Home." This cabin arrangement placed the ticket holder on the shaded side of the ship for the entire voyage. This was particularly important as the ship passed through the boiling Red Sea.

Bills of lading are manifests listing goods entrusted to a ship's captain to be transported. The recipient of these goods would be a prudent man if he checked the merchandise to be sure that it "fits the bill." And a ship's "bill of health" is a certificate signed by an authority stating the general health conditions in the port and on board the departing ship. A "clean bill of health," one without reservations, was highly desired. If plaque were found on board, a ship would be "quarantined." The first case of isolating a ship for this reason occurred in Marseilles and the vessel was held for forty days, or *quarant* in French; this the evolution of the term quarantine.

"Mark Twain!" was the cry of rivermen measuring the depth of water to determine if it was sufficient for the vessel and is the pen name of Samuel Langhorne Clemens.

Geographic names became synonymous with goods and events within the sailor's vocabulary, and have been borrowed freely. "Java" is coffee, the logical reason that during past centuries the island then called Java were among the primary sources of coffee beans. Have you ever been "shanghaied" from some place? During the last century, sailors found life so good in that port they had to be tricked or bullied back to their ship.

Luck also has its place in nautical expressions. In past centuries trees could not be cut on specified tracts of land in Great Britain. These forests were timber reserves for the Royal Navy -a critical national resource. However, if a tree blew down, the proprietor could use the timber for his own ends; thus a stroke of good fortune, or a "windfall."

No sea story is complete without pirates, and the language owes a debt to Blackbeard and Henry Morgan who plundered the Spanish Main four hundred years ago. "Aboveboard," today meaning honesty, may have been derived from the pirate practice of hiding crews below-decks and trying to entice merchant ships to come close. Another method of deception employed by pirates, as well as by some ships of the line, was to "sail under false colors." Today this expression is used to describe an attempted deception.

These pirates had few havens ashore where they could obtain supplies. However, many of the Caribbean islands were populated by wild cattle and their meat became a primary staple for the pirates. The French word *boucan* is a grill for cooking meat. From this has evolved "buccaneer," or one who eats dried meat. Recalling Robert Lewis Stevenson's character Long John Silver in *Treasure Island*, one can almost hear him refer to Jim Hawkins as a "stinkpot." This term well describes an incendiary bomb filled with combustibles used by eighteenth century pirateers. This infernal device was thrown or dropped onto the decks of an opposing ship. The intolerable stench and smoke filled the decks causing tumult.

On an evening when a breeze is soaring and the white waves heave high, think of other salty words and phrases that have added flavor to our speech and think too of the sailors who confront the seas and hope for a fair wind from the trades.

Robert L. Scheina

It Adds Up -

In The Shipyard Savings Program

The Sun Ship Savings Plan offers shipyard employees an opportunity to save for the future. The company's plan offers an opportunity for each employee to contribute up to 5% of his or her salary to a fund. The company will match this contribution by 50%. Additionally, the employee may contribute an additional 6% of his earnings. This 6% is not matched by the company.

Two funds are provided by your Sun Ship Investment Program. One is based entirely on investments in common stock; the other is based on a fixed income method of investment.

Each employee has the option of choosing which plan he wants to invest in. In addition, the employee has the option of further dividing the money between the two funds in any even increments of 10%.

Common Stock Fund A

This investment method features a diversified stock program, consisting of a portfolio of common and preferred stocks, notes, bonds, and/or debentures. Sun Ship's investment program will be professionally managed by Philadelphia National bank's Philabank Stock Fund. This fund is managed to achieve long-term capital and income growth through investment in established companies - companies which are expected to show more rapid growth than the overall economy. Since stocks are always subject to market fluctuations, with the result that the value of your investments can decline as well as rise accordingly, there can be no guarantees.

Fixed Income - Fund B

Contributions to this fund are paid directly to an insurance company which guarantees a minimum negotiated rate of return of 9.85% in 1980 and 9.6% in 1981. The current investment contract is with Aetna Life and Casualty Company; however, other such companies may be selected at the end of any contract period of investment, as deemed by the Board Committee.

In this fund, your money is merged with that of other investment assets, and that pool of money is placed in direct and private placements, commercial mortgages and real estate. There is no risk of capital loss in this fund.

The plan matures in three years. Each quarter, the employee will receive an individual statement of the account in the program. The statement will indicate the amount and value of his contribution in Funds A and B.

Seen below is an outline of how much an employee will have credited to his account as of the first quarter of the program.

If the employee were to invest in the Employee Savings program when it started in July, as of the 1st quarter this would be his savings to date. Figures are based on an annual salary of $16,000.

Quarterly earnings $4,000

5% - Employee Contribution (taken from salary)	$200.00
Company Contribution	100.00
6% - Employee Additional Cont. (taken from salary)	240.00
Credit Account	$540.00

If the employee had decided to invest this money in Fund A, this is how his account would look.

Total Contribution	$540.00
Earnings	10.30
Total as of first quarter	$550.30

The employee's account would have a total of $550.30. Of this amount, the employee will have invested a total of only $440. The additional $110.30 represents the company's contribution and return on investment from Fund "A".

If the employee had chosen to invest in Fund B the contribution would look something like this.

Contribution	$540.00
Earnings	5.39
Total as of the first quarter	$545.39

The employee's account in this case has a total of $545.39. The employee will have invested $440.00. The additional $105.39 represents the company's contribution and return on investment from Fund "B".

Any employee with one year of accredited service is eligible to join. For additional information contact Donna Pedrick or Nancy Roth, Extension 525.

Credit Union Annual Meeting Scheduled

The Sun Ship Employee Federal Credit Union meeting will be held on Sunday, March 9, 1980 at the Eddystone Fire House. At this meeting, Officers will be elected. Nominations for three Board of Directors members and two credit committee members are being accepted. Applications for these positions must be submitted to the Credit Union's Board of Directors 15 days prior to the election and meetings. Anyone wishing to run for one of these posts should send application along with qualifications to the Credit Office at Second Street and Lexington Avenue or give it to a board member. "It is extremely important that all members of the Credit Union consider working on the committee, said Hal Horn, Credit Committee member. "It is our credit union. People must make an effort to share their time and expertise with us so it can be the organization we want it to be."

Dividend Declared

Good news for members of the Credit Union! The Board of Directors has declared a dividend of 5¾% on all accounts effective December 31, 1979. The dividend is up from the previous rate of 5¼%.

The Credit Union is run for all shipyard employees. It was established as a place to borrow or save money. 2,104 members have joined the Credit Union since its founding in 1974. The office is located just outside the north yard gate at 12-14 Second Street in Eddystone. For additional information please contact the Credit Union on Extension 380.

Box Score as of November 30, 1979:
Assets - $1,279,395.28
Shares - $1,209,993.35
Loans - $1,239,689.41.

CHESTER PA.

BULK RATE
U.S. POSTAGE
PAID
PERMIT NO. 20

W WALLS 00-1087
520---11TH AVE
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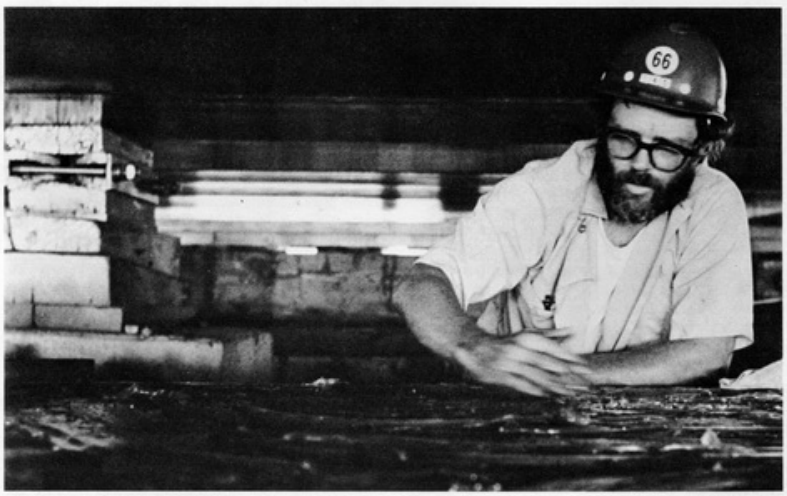

The Sun Ship Log is published for shipyard employees such as BARRY HAINES. BARRY is a carpenter in 66 Department (Carpenters and Stagebuilders) and has over eight years of service. Here he is shown greasing the ways for a launching.