

Sun Ship Log

Volume 14, Number 4 / May, 1980

Of Primary Importance



In the Fab Shop, employees get a chance to shake hands with the Massachusetts Senator. To Kennedy's

right is Maurice Orto, Executive Secretary of Local 802. Seen at the left of the photo is Bob Campbell,

President of Sun Ship.



Ambassador Bush responds to a question asked by a shipyard worker outside the Fab Shop.

Shipyard employees got a chance to meet two of the men who were campaigning to become President of the United States when Senator Edward M. Kennedy (D.-Mass.) and the Republican former Ambassador George Bush toured the yard in April. The visits were part of both candidates' efforts to get people to vote for them in the Pennsylvania primary held on April 22.

Senator Kennedy came to Sun at the invitation of Lodge 802. An invitation to tour the yard was extended to all candidates listed on the Pennsylvania presidential primary ballot by both union and management officials. Ambassador Bush accepted the invitation. (As a company, Sun Ship does not endorse any candidate.)

Employees mobbed Senator Kennedy as he toured the Fab Shop. Asked what he thought of the visit, a time keeper said, "Oh, I think it's great. I can't believe I shook his hand." A rigger whose hard hat was autographed by the Senator said, "This hat's mine forever. No one can take it away from me." A 76 department driver said that he was enthusiastic about Kennedy's visit but would have voted for him in the primary anyway. "I like him better than Carter," he noted.

As did Senator Kennedy, Ambassador Bush toured the North Yard Building Slab, went on board the KAUAI and visited the Fab Shop. Additionally, the Ambassador made a stop outside of the Boiler Shop.

One reason for the selection of the shipyard as a campaign site is the fact that Sun Ship is the second largest **single** employer in the Delaware Valley. As a principal employer, the shipyard has an annual payroll of over \$66 million.

**More campaign photos
on pages 4 and 5**

Behind the Scenes? Not Always!

The month of April has provided many shipyard employees with first-hand opportunities to see and greet two leading presidential candidates—Senator Ted Kennedy and Ambassador George Bush.

Their visits to Sun Ship were not chance happenings. Senator Kennedy's visit was in response to an invitation that Lodge 802 extended almost a year earlier; while Ambassador Bush's visit was in response to an invitation that both union and management recently extended to all the other leading candidates.

Although as a corporation we do not actively support any candidate, we think it is important that the people who have an impact on legislation affecting the shipyard should see our people and the work they do. In addition, of course, it gives many of you the opportunity to briefly meet and possibly talk to those individuals who want to lead our country. Our continuing efforts in this area are not always as highly visible as the Kennedy and Bush visits. Some of our current activities in this area include:

- Congressman Bob Edgar's re-visit to the shipyard to discuss common concerns that the Union leadership and I have over Washington's direction.
- our sponsoring of a visit from the Greater Philadelphia Chamber of Commerce to show them the yard as well as discuss ways they can help us and the local economy.
- our marketing group's development of a videotape highlighting Sun Ship's capability for building Navy new construction that will be shown to Congress and top Government officials.
- the placing of "our man in Washington" to keep us informed of ongoing legislative activity and potential Government contracts.
- my interview with "Focus", a local business magazine, as a means of telling the business community of our role in the local economy.

Through these and other less publicized ways, we are constantly reaching out to our federal and local government representatives, community organizations and the news media to tell them the "Sun Ship Story" and our real contributions in the local and national arenas.

ROBERT H. CAMPBELL

Sails Pitch

The Marines need a few good RO/RO ships.

And Sun Ship can deliver them within 2 years.



This full page advertisement ran on the back page of the WASHINGTON POST last April. It is part of a cor-

porate program to obtain contracts from the U.S. Navy to build a new generation of military vessels.

Director of Washington Operations Named

F. Trent Shaver has been named Sun Ship's Director of Washington Operations, which is a Marketing function. His responsibility is to develop and maintain contact with the Military, Maritime Administration and other Washington based entities involved in the procurement of new ships, and conversion involved in the procurement.

Prior to joining Sun, Mr. Shaver was a Senior

Research Analyst with Presearch, Inc. in Arlington, Virginia. A 1951 graduate of the U.S. Naval Academy, he was a career naval officer until he retired from the service in 1977 at the rank of Captain. His last assignment was with Naval Sea Systems Command where he was Deputy Comptroller in the ship acquisition and support areas. Mr. Shaver has received the Bronze Star, Viet Nam Honor Medal, Civic Action Medal and Legion of Merit during his service career.

Sun Ship Log

Volume 14, Number 4

Editor
Carol Luttrell

Christening Date Set

Hull 677 will be christened the PHILADELPHIA SUN when it is launched from 6 Way on Saturday, July 26, 1980. The sponsor will be Mrs. William Green, wife of the Mayor of Philadelphia. Family Day will be part of the launching festivities.

Roll-On/Roll-Off Ships and the Rapid Deployment Force

The Need

Until recently, U.S. military preparedness was based on the presumption that this nation's role would consist primarily of moving quickly to the aid of her allies at an early stage of hostilities. In such instances, it was assumed that seaport and airfield facilities would be available for the rapid deployment of troops and equipment.

However, events in Iran and Afghanistan have caused a reassessment of our military posture. Establishing a meaningful U.S. military presence in areas such as the Middle East requires the creation of a Rapid Deployment Force (RDF) that could be moved lock, stock and barrel into place at a moment's notice.

The RDF plan centers on creating a force of assault troops based in the U.S., Europe or the Far East and ready for quick airlift anywhere. Necessary supplies and equipment including tanks and artillery would be loaded aboard specially designed "roll-on/roll-off" (RO/RO) ships which will become an integral part of the attack task force.

While specifications for an RDF have yet to be finalized by U.S. Navy and Marine planners, basic requirements have already been outlined. A brigade of 16,000 combat-ready Marines must be equipped with 53 main battle M-60 tanks, 95 landing craft, an arsenal of artillery and laser weapons, and trucks and other support vehicles. In addition to access ports and deck-cargo handling equipment, planners are discussing the design of ships able to carry amphibious vehicles that can be discharged directly into the sea via a stern ramp.

According to military planners, this capability is five years and \$10 billion away from full deployment. Furthermore, the U.S. Navy says that the first of its new RO/RO ships won't be ready for sea until 1984.

Fortunately, RO/RO ships are much closer to reality than the Navy has estimated. Numerous such ships, designed and built by this shipyard, are currently in commercial service hauling highway trailers and containers between various ports of the world.

Even more important, Sun Ship can shorten the procurement timetable for RO/RO ships by two years.

Similar Vessels Now Under Construction

Sun Ship laid the keel for Hull 679, a combination roll-on/roll-off/container ship being built for Waterman Steamship Corporation, in early March, 1980, with delivery scheduled for April, 1981. Two additional ships in this series are scheduled for delivery to Waterman in the third and fourth quarter of 1981.

A principal difference between these ships and the strictly RO/RO trailer vessels already built by Sun Ship in the past is the means of rolling stock access. On the new ships, this is by a self-contained ramp over the stern, which closely parallels the design that the Navy is seeking.

The 679 class ship has an overall length of 692 ft., a beam of 105.5 ft., and a draft of 33 ft. The new vessels are powered by a steam turbine and can generate a speed of 22 knots at 30,000 maximum shaft horsepower. They have a cargo capacity of 762, 40-ft. containers and housing capacity for 43 officers and seamen.

Sun Ship can foresee no obstacles which would prevent altering the 679 class ship design for the U.S. Navy's projected RDF duty.

Specifically —

- The Sun designed ship has container capacity up forward, serviced by a self-container crane. This forward space could easily be converted to RO/RO space for military purposes by extending the RO/RO decks forward, eliminating the container hatches and the container crane.
- The military wants to launch landing craft over the side. This could be accomplished by adding heavy lift gear forward of the deck house.
- Additional housing for equipment maintenance personnel could be added aft of the existing house.
- While the stern ramp has been designed for pier discharge, Sun Ship's engineers have already considered several alternatives which would permit amphibious discharge into the stream, as required for military purposes.
- Sun Ship, as one of the leading designers of diesel powered vessels could convert the design to diesel power in a matter of weeks.
- Other features desired by the military include a de-humidified atmosphere, which is simply a matter of modifying the existing ventilation equipment, and a capacity for fuel storage which could be provided in wing tanks.

Even length is not a limiting factor. Based on experience with other RO/RO vessels, Sun Ship could lengthen their design by 90 additional feet with only moderate effect on its 22 knot speed. A 25% increase would result.

Without interfering with the current schedule, Sun Ship estimates that specially modified RO/RO ships could be delivered to the Navy starting as early as the first quarter of 1982.

Continuing Investment

At present there are three new projects under way which will further enhance Sun Ship's ability to construct the best ships in the shortest amount of time and at the right price.

- A temperature and humidity controlled paint and blast shop was operational early in 1980. It enables Sun Ship to take full advantage of the newest, most sophisticated coatings and eliminates weather related delays and rework.
- An expansion of the new building slab provides for more efficient and better controlled construction. The new slab will accommodate ships up to 1000 feet in length.
- A semi-automatic panel line will substantially increase productivity in the assembly and welding of major ship sections.

Sun Ship's continued investment in capital and manpower provides the yard with capacity to build the largest and most sophisticated vessels that will comprise commercial and naval fleets of the future.

THOMAS
KEELEY
95 Dept.
40 Years



WILLIAM
HITCH
8 Dept.
30 Years



JOHN
ANTON
8 Dept.
20 Years



EARNEST
TILLERY
59 Dept.
20 Years



JOE
WALICKEY
58 Dept.
20 Years



On The Campaign Trail



Walter White (45 Department) speaks briefly with the Senator on 6 pier. While in the North Yard, Kennedy

went on board the KAUAI and spoke to the workers there.



Even the customer gets interviewed when Senator Kennedy comes to Suni Matson machinery Inspector Neil Woodall talks with TV 10's Terry Ruggles.



Glenn Horn (45 Department) has his hard hat autographed by Senator Kennedy in the Fab Shop.



HIGH LEVEL MEETING

Cathy Crowley (Sheet Metal Shop) greets Ambassador Bush as he descends the tower leading from

the KAUAI Jim Gallagher, Cathy's co-worker, also got a chance to meet the presidential hopeful.



WRITE ON!

A 69 Department employee gets a unique souvenir of the Ambassador's visit as the Republican presidential candidate autographs his hard hat.



Frank Dzeday (Copper Shop) reaches out to shake George Bush's hand. Frank Wonderly (Surface

Preparation and Coatings) also got a chance to see the candidate face to face.

The Winners Are . . .

Nine operations employees were winners of the 1979 Safety Slogan/Suggestion Contest. They received their prizes (Savings Bonds) from shipyard president Robert H. Campbell.

The winners and their suggestions and slogans are listed below:

Slogans

Holly Serceß, 59 Dept.:

In the can you put your scrap
So you won't leave a trap.

Harry Rankin, 68 Dept.:

Safety Starts with me but
I'm betting my life on you.

Nathaniel Gibbs, 74 Dept.:

Never carelessly do today
What you can safely do tomorrow.

Vernon Baily, 33 Dept.:

Safety Saves -
Saves Time, Saves Money, Saves Lives.

Suggestions:

Alex Naeacavage, 66 Dept.:

Continuously require all sub-contractors to maintain good housekeeping in their work areas at all times.

Joe Pinto, 69 Dept.:

Install a plate or sign on all cranes showing weight capacities on all size pendants.

Donald Moore, 66 Dept.:

66 Department should be responsible for moving and relocating all staging to insure that it is done safely.

Deno Sutton, 69 Dept.:

Improve the ventilation system in 47 Shop. It would make a safer and more pleasant place in which to work.

Earl Simpson, 84 Dept.:

Install emergency phones near the high voltage electrical equipment in the boiler shop.

SUN SHIP LOG: New Feature, New Distribution System

Beginning with the June edition, the **Sun Ship Log** will have a new feature. "Departmental News" will be included in each edition. The section will contain a column from shipyard departments that submit on-the-job and social news. The section was a prominent feature of "Our Yard" magazine, the predecessor of the **Sun Ship Log**.

Correspondents from the department will have the responsibility for gathering material, organizing it and submitting it to the editor in time to meet the monthly deadline. Employees interested in

writing for the section are asked to contact the **Log's** editor, Carol Luttrell.

New Distribution Method

The **Log** now has a new distribution system. The first, for hourly operations employees, goes through the U.S. mail. The second system, for all other employees, is through the inter-office mail. Retirees will continue to receive the newspaper through the U.S. mail.

The purpose of the new distribution system is to enable employees to receive their newspapers faster.

Operations Employees Receive Certificates of Achievement

37 Operations employees received Certificates of Achievement from Vice President Jim Blenkhorn for completing the Maintenance Division's Educational Program courses.

At the presentation, Dick Bible, Facilities Manager, congratulated employees from completing the courses offered this past fall. He noted that the positive attitude of employees, such as the participants, will make **Sun Ship** the best shipyard in the country.

The Maintenance Division's educational program is designed to provide employees in the division with the range of technology required to meet the challenges of the rapidly expanding shipyard. The program's ultimate thrust is to provide the employees with the necessary training needed in maintaining and repairing the wide range of equipment used throughout the yard. Employees in the program may take whatever courses they prefer; they do not have to limit

them to what they do on the job.

The next program will start up in the fall of this year.

Employees who received certificates are listed below.

Reading Schematics and Symbols

E. Ashby, V. Fritz, D. Peters, G. Williams, J. Rollo, P. Mohahan, and R. Young.

Hydraulic Troubleshooting:

D. Skolowski, J. Smith, M. Pessagno, E. Pennell, I. Hill, U. Allen, N. Pinto, J. Ryan, J. Stanley, G. Orth, D. Watson and D. Linkous

Transformers and A.C. Circuits:

T. Keeley, D. Bentley, J. Czukowski, D. Hinkelman, R. Martin, T. McGoldrick, W. Prater, J. Simmons, G. Klees, J. Hoon, R. Whilesen, F. Bernath, K. Dawson, F. Ferriola, W. Stanley, D. Tasker, M. Carroll, and J. Todd.

Right Numbers - Wrong Letters

The April edition of the **Sun Ship Log** contained an article on the shipyard savings plan. While the dollar figures were correct, the fund were labeled incorrectly. The amounts should read as stated below.

"If the employee had decided to invest money in FUND "A", this is how his account would look. (FUND "A" is the stock market plan.)

Total contribution from pay	\$ 880
Company contribution	
(1st and 2nd Quarter)	200
Fund "A" Earnings 1st Q.	10.94
Fund "A" Earnings 2nd Q.	66.72
Total	\$1,157.66

If the employee had decided to invest in FUND "B" (fixed income), this is how his account would look.

Total contribution from pay	\$ 880
Company contribution	
(1st and 2nd Quarter)	200
Fund "B" Earnings 1st Q.	5.39
Fund "B" Earnings 2nd Q.	18.92
Total	\$1,104.31."

Hopefully, this correction clarifies any confusion employees may have gotten from the **Log** article.

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The **Sun Ship Log** is published each month for employees such as Solomon Davis. Solomon is a

member of 69 Department (Surface Preparation and Coatings) and has over 28 years of service.