

## BLAST OFF New Facility in Full Operation

Sun's new Surface Preparation facility went into full operation this summer with blasting and coating being done on all three shifts. The facility was constructed to enable Sun Ship to apply more efficiently the sophisticated paint systems required by its customers. The building is located in the North Yard, next to the time alley.

The Surface Preparation facility consists of two individual cells in which units are steel grit blasted and coated (painted) in a controlled environment prior to erection on the shipbuilding ways or slabs. Each "cell" in the new facility has identical features that include overhead hoists for personnel access, automatic blast equipment, a semi-automatic grit recovery system, uniform lighting and an environmental control system.

The environmental control system includes a humidification and dehumidification system to maintain a relative humidity between 20% and 55%. Temperature in the building remains between 70° and 85° Fahrenheit.

Comfort facilities for employees include locker and shower facilities as well as a lunch room.

Construction began in June 1979 and was done under the direction of 82 Department, Facilities Management.

The first unit to be completed in the facility was a 130-ton B-1 unit for Hull 680. The unit was both grit-blasted and coated in less than 15 hours.

The facility gives Sun Ship many advantages. Since the two working areas are enclosed and out of the elements, work can be performed around the clock regardless of the weather. "In the past, some of our operations couldn't be performed because of inclement weather," notes Mike Blackburn, Foreman of the facility. "The production schedule would be affected. But with the new facility, the schedule doesn't slip."

Another advantage of working indoors is the reduction in the volume of other forms of grit throughout the yard. Because the grit blasting is done in an enclosed area, it doesn't fly over everything. It's kept under control.



*Moon Men At Sun Ship?*

**Workers in the new Sandblasting Facility remove steel grit left on a unit from a blasting operation. As do all blast and coat mechanics, these employees wear protective outfits to make their working conditions healthier. The**

**equipment consists of white paper overalls under which is worn the standard shipyard jump suit. Head gear consists of the special hood with a window that covers protective goggles, a breathing mask and hard hat.**

Because of the climate control in the building, the work is less arduous for employees, resulting in a savings in time and energy for them. The environment makes the tough, hard job more enjoyable. Those blast and coat mechanics assigned to the facility like it. "The climate control makes the work much easier than before," said Roosevelt Davis who has had 19 years of service with the company. "Before we had to work outside in the heat and cold. That's hard. Also we had to work in different areas of the ship and sometimes it was difficult to get to the job and do it properly. Now the job is easier to get to. And we can get more work done here," he adds.

Mike Blackburn notes that the group has a lot of spirit and works as a team. All employees in the building are being trained to do both blasting and coating. In the yard, 67 and 69 Departments have been combined into 69 Department; however, they adhere to their traditional lines of work, cleaning and painting. In the new facility, all the workers both coat and blast as the job requires. According to Mike Blackburn, the facility can work approximately one and a half units per cell each day. This means three units are completed each day or 15 per week. The units have foundations and some piping on them where they come in from the Fab. Shop. (They are brought in by Transporter.) While in the facility, the units are grit blasted to remove rust and contamination. The grit is then removed. Following this the unit is coated with the primer and/or paint. From here it goes into line for erection on the hull. The maximum size of unit the facility can handle is 70' x 70' x 38'.

"The new facility is something to take pride in," said Mike. "It's a new, modern facility and certainly the best in the country, and among the best in the world."

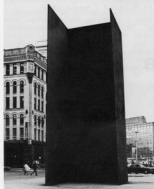


**A second shift employee steel grit blasts a unit in the new Surface Preparation facility. Blast and coat mechanics work around the clock in the facility which is certainly the best in this country and among the best in the world.**

## KEEL LAID FOR HULL 680

Ceremonies marking the keel laying of HULL 680, the second of the three Waterman ships, took place on Monday, July 14. The keel was laid on the "A" slab extension in the North Yard. On hand for the ceremonies were shipyard officers, representatives from Waterman Steamship Corporation and government agencies. The ship is to be named the THOMAS HEYWARD. HULL 680 is the second of the three vessels the shipyard is constructing for the New York based Corporation. The vessels are combination container roll-on/roll-off ships. When completed they will be 692-feet long. The keel was placed right on schedule. The contract calls for the delivery of the THOMAS HEYWARD during June 1981.

# OF SCULPTURES, STACKS AND SMELTING



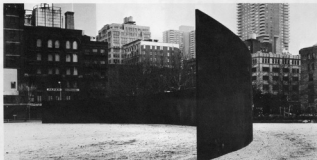
The shipyard's products usually ride the high seas or function in an industrial plant. Would you believe, however, that two recent contracts with Sun's Industrial Products Division are simply "on exhibit"? Better yet, they're in Manhattan; one on Broadway and the other just outside of the Holland Tunnel. They're sculptures, fabricated right here at Sun Ship.

Both modernistic sculptures were the idea of artist Richard Serra and are part of a New York City public arts project.

The first sculpture, entitled "T.W.U.," stands at Broadway and Franklin. It's made of three COR-TEN steel plates, measuring 12 feet in width and 3/4" thick. The three plates "lean" against one another in an offset "H." The sculpture is 36 feet high.

The second sculpture is a 200 foot arc entitled, appropriately enough "ARC." It's made of five plates joined together. Each plate is 40 feet long, 12 feet high and 2-1/2" thick. This sculpture is located on St. John's Rotary in a large gravel covered space, next to the exit from the Holland Tunnel.

Both sculptures were part of an attempt to bring art to the public. However, some passersby scarcely noticed "T.W.U." because it blends into



"T.W.U.," a 36-foot sculpture (left) stands on Broadway while her sister sculpture, "ARC," rests near the exit of Manhattan's Holland Tunnel. Both modern sculptures were the idea of

artist Richard Serra and were part of a New York City public art project. Both sculptures were fabricated in Sun Ship's Industrial Products Division.

the buildings. Wrote New York Times Columnist Vivien Raynor, "... from some angles, its rusty surfaces tend to merge with adjacent buildings in pink and other brick." In the same article, an artist expressed enthusiasm for "ARC" but felt the tulips spoiled the view. A police officer said that at first he thought the sculpture was a snow fence.

(Sun's customer, Malcom Graff Associates who designed the sculpture was happy with the quality of work and is considering the shipyard for additional contracts.)

But sculptures aren't the only thing the Industrial Products Division is making. The division recently shipped a 124 ton induction furnace to Yugoslavia and a 200 foot flue gas stack to the ARCO refinery in Philadelphia.

The furnace was fabricated in the Boiler Shop and machined in the large machine shop. Interestingly enough, the customer, Inductotherm, placed an order for an identical furnace in England three months before awarding the contract to Sun. Despite the time advantage in favor of the British firm, Sun completed and shipped its

furnace three months before the English firm completed theirs.

The Bechtel stack is repeat business. The flue gas stack is the third project the Division has built for Bechtel in the past two years. Prior to the stack, the Industrial Products Division constructed two reactor pressure vessel liners for the nuclear plant at Hope Creek, New Jersey and reconditioned a pressure vessel which was then shipped to Puerto Rico.

At present, the Industrial Products Division is working on projects including a Pulp Digester for Westvaco, a Wind Tunnel for Pittsburgh Des Moines, ECO Cell Assemblies for Belco Pollution, reactor core internals for G.E. and Foam Platens for Scott Paper.

"By delivering quality work on time, Sun Ship Industrial is establishing itself as a reliable vendor in services covering a wide spectrum of work," notes T.K. Lawrence, General Manager—Industrial Products Division.

And as the saying goes, variety is the spice of life.

## PILOT PROGRAM UNDERWAY

As all of us are aware, there are many changes taking place at Sun Ship. Sometimes it seems as if nothing is the same but the address. Today's environment in the shipbuilding industry and Sun's role in that industry are what have necessitated these changes.

Currently, one of the changes taking place here at Sun is the method of reporting labor hours. This is presently accomplished by the Supervisors filling out time cards. The Supervisor's plan is to accomplish labor reporting by way of Data Acquisition. Simply put, labor hours and related transactions will be collected through use of terminals throughout the yard operated by supervisors.

A pilot program will be started in early August and will take place in 47 Department only. During the program, Fab Shop employees will come through the time alleys and pick up their time cards as usual. In addition, they will insert the new badges in a badge reader at the gate. When leaving they will do the same. Information such as labor hours, passouts, premiums and the like will be collected through the use of terminals in the Fab Shop. Supervision has recently completed training sessions in the use of the terminals being installed. It is planned that these terminals will be integrated with the Work Order System and other terminal networks presently in the Company.

After completion of the Pilot Program and analysis, the participation in the system by the entire yard is planned for during the first half of 1981.

The Data Acquisition System will provide the shipyard with faster, more efficient manpower reporting and report generation, reduction of unnecessary paperwork and improved communication among the shipyard's engineering, material control and operations areas.

Sun Ship is not the first to implement this system. It is currently in operation at Boeing Vertol as well as other shipyards including Newport News and Avondale.



During the Pilot Program, hourly employees will pick up their time cards and will insert their badge into a badge reader in the time alley as illustrated. At the end of the day they will insert their badge again. The Pilot Program is scheduled to start during August.

# Apprentice Program— Backbone of the Shipyard

A shipyard's labor requirements are unique. Sun's 4,500 employees work in over 80 occupations, yet only a certain portion of these skills can be filled by the regular labor market. Some skills, such as shipbuilding are unique to the shipbuilding industry. In other skills, such as welders and machinists, demand outstrips the supply. No matter what the case, Sun's apprentice program helps the Company meet its labor demands. Hundreds of apprentices have completed Sun's program since its establishment in December 1935.

At present, Sun Ship has approximately 100 apprentices working towards Journeyman status as machinists, boilermakers, shipfitters, sheet metal mechanics, electricians, pipefitters, lofts-men, stagebuilders, burners, erectors, welders, pipe maintenance and maintenance mechanics.

Sun Ship's apprentice program ranks as one of the best in the Tri-State area. It is jointly operated by the Company and Lodge 802 and 804 of the Boilermakers' Union. The three-year program provides each apprentice with on-the-job training in all phases of the particular craft. In addition to the program's work-processes totaling 6,072 hours, each apprentice must take courses related to his craft. Upon entering the program, a set of tools used in the particular craft is presented to each apprentice.

After three years and the successful completion of the related training, the apprentice is awarded the 1st Class Journeyman Status and a \$100 bonus, as well as being honored at an annual graduation banquet. Additionally, the apprentice

receives certificates from Sun Ship and the U.S. Department of Labor. Graduated apprentices are then credited with three years' seniority as a first class mechanic.

"My husband encouraged me to get into the apprentice program," said welding apprentice Connie Hawkins in a recent interview. "His main theme in life is for one to reach his utmost potential. He's encouraging me to do what I want to do." Even her five-year old son, D.J., is supportive of Connie. "He says, 'You know, Mom, women can't be bosses on those ships, but I know you can. You can do it, Mom.'"

Mrs. Hawkins takes pride in the fact that she will be the first woman to complete the welding apprentice program. "That's a distinction I really want," she smiles.

Dan Shanahan, an erecting apprentice started in April 1977. "I applied for the program and was given a choice of crafts. Hanging steel looked more interesting than anything else, so I went into that," he said. "I'm happy to be in the program because it's challenging and I'm learning something. The work is interesting. I look at shipbuilding as a career opportunity."

Sun's nationally recognized program is registered with the U.S. Department of Labor and is Veteran approved for training. As a member of the National Apprentice Program, the shipyard maintains its apprentice program in accordance with Federally set standards.

Lodges 802 and 804 have been involved with the program for many years and have given it extensive support and cooperation. "The people in the program are the future of the Company," said Maurice Orlo, Executive Secretary of Lodge 802. "It's definitely a worthwhile program and we back it 100%."

Paul Knetter, Manager of Training, oversees the Apprentice program. Barry McLaughlin and Jack Nelson are the Apprentice Coordinators. Jack coordinates the Welding Program which has the reputation of being one of the best in the nation. All the other Apprenticeships are coordinated by Barry. Apprentices are constantly monitored for performance. Additionally, problems are discussed. Counseling is an integral part of the program.

"At present, Sun is evaluating the apprentice program, seeing how it can be improved," said Red Owen who is the Chairman of the Joint Apprenticeship Committee, as well as a graduate Shipfitter Apprentice. "We're working on expanding the program and adding even more dimensions to it to provide greater advancement opportunities."

This new direction will include increased commitments from Top Management, Foremen, 1st Line Supervisors and everyone connected with the apprentice program to insure that best training and experience possible for all apprentices. A new related training curriculum is being studied.

This curriculum will be internalized to bring the training closer to home and be more centered around marine technology. Hopefully, the instructors will be drawn from the ranks of Sun Ship's employees.

In order to qualify for admissions into the program, the applicant must be 18 years of age, have a high school diploma, pass a general aptitude test administered by the Bureau of Employment Securities and furnish three references and a high school transcript.

Apprentice program graduates are not required to take jobs with Sun; they are free to go to other companies. However, a large number of graduated apprentices still work for the shipyard.

Phil Masusock, Foreman of the Wetherill Plant and a 1960 apprentice graduate has these reflections on the Program. "The advantage of being in the apprentice program is that it makes one well-rounded. In the program, that I was in, the machinist apprentice, you get to know all about machining but you also get to know different parts, set up and some of the complications working on different pieces. Being an apprentice also gives you general knowledge that you can use on the outside." "I would encourage any of my children to get into an apprentice program, especially the one at Sun," he states. "The advantage of being in the machinist program is that when you're finished, you can run almost any machine."

Pride and gratitude can be extended to a long list of Sun's graduate apprentices who have contributed to the company at all levels in both craft and supervision. Sun's apprentice program is the backbone of the shipyard and helps make the working force of America.



Welding apprentice Connie Hawkins pauses outside the Fab Shop. When Connie attains her Journeyman status this winter, she will be the first woman to complete the welding apprentice program. "That's quite an accomplishment," she states.



Dan Shanahan, a 58 Department apprentice, will complete his program this winter. One of the things he likes most about his line of work is seeing the steel he's hanging "turn into a ship." He feels that by being in the apprentice program he's learning something worthwhile.

## TRIPPING ALONG

It's always seemed romantic. Advertisements make it appear glamorous. That cruise. And you wonder as you sing along—it is better in—Bermuda?

If you've wanted to take a special cruise, you'll have an opportunity to go on one this fall. The Employees' Recreation Club (ERC) is sponsoring a trip on the S.S. ROTTERDAM to Nassau and Bermuda. The cruise dates are from October 18 through 25. The cost depends on the number of people in a cabin.

The cruise is the latest offering by the ERC. The club started last September and was formed for employees by employees. "The purpose of the

Club is to offer employees social activities outside of, yet affiliated with their place of work," said Walt Wargasya, Club President. The Club has the backing and approval of the shipyard management.

The Club organizes special social events for shipyard employees and their families and sponsors trips, parties and sporting events. The Company bowling, softball and golf teams come under the ERC.

"There are no dues or membership fees," notes Walt. "Employees just pay for their choice of trips as they come up."

Notice about the Club's activities are posted

regularly throughout the yard on bulletin boards. Information about trips also appears regularly in "Sun Spots," the shipyard's weekly flier.

"The Club trips are lots of fun," said Lorraine Lipka, Club Secretary. "The response to the trips is quite good."

So far the ERC has sponsored a trip to Williamsburg, a ski trip to the Catskills, two racquetball parties and a white water rafting trip. Employees interested in the upcoming Bermuda cruise should contact Sharon Herben, extension 8454 or Lorraine Lipka on extension 749. A deposit is required at the time of booking with the balance due by September 2, 1980.

## THE DAVIS BROTHERS

### Working Together Yet "Doing Their Own Thing"

Throughout its history, the shipyard has been a family organization with generations of family members working for the company. They have names such as Evans, Gordon, Howard, Kushito and Martin. One trio of brothers that has given a lot of service to Sun Ship is the Davis brothers from Chester. The group includes Ernie, the electrician, Claude, the welder and Roosevelt, the blast and coat mechanic.

Having been working men all their lives, the Davis brothers initially came to the shipyard because it promised to be a good place to have a job and it was close to home. For Ernie and Roosevelt, that was 19 years ago.

"My brother, Ernie and I started here together," said Roosevelt. "I started on day work and my brother got on third shift. So I have a bit of seniority on him—but only 16 hours."

Claude came to Sun in 1965. "I was referred here by a member of another shipyard family, Jim Grasty," Claude said. (Jim is Sun's chief chef and is part of the Evans family whose members include the late Joseph Evans who had 50 years of service.)

The brothers feel there are advantages to working at the same place. "It's a way for us to keep in touch with each other," said Claude. "Also, if anyone needs any help, he can always count on a family member to pull him through." "You get to know each other really well, seeing each other every day and even working side by side on occasion," said Ernie.

Yet the brothers are as diverse as their crafts. Ernie, a First Class Mechanic Electrician is a moderate sports enthusiast with interest in softball, baseball and bowling. He is also interested in cooking and had part ownership in a restaurant. Claude is an ordained Baptist minister. His parish is the Bethany Baptist Church at 12th and

Tilghman Streets in Chester. "I like being with people," says the Reverend Davis. "In my church, I work with the pastor, the Reverend D.A. Scott. He's been my pastor for 40 years. I preach occasionally, but mostly take care of the congregation and sing. I've been in the choir, the Jackson Chorus and the Daniel Chorus." Claude gets to see one or two of his co-workers both during the week and on Sunday. "There are only a few employees in this particular congregation, though," he said. However, his family including his wife, Carol, and track star son Claude, Jr. attend. Daughter Debbie, who is a biology major at American University, attends when she's home.

Roosevelt, the youngest of the brothers, is a family man who spends time with his wife and four children.

The Davis brothers come from a large family themselves, with four brothers not working at the



ROOSEVELT DAVIS

shipyard and two sisters. We're a close-knit family to begin with," said Claude. "Yet some of us are naturally closer to one brother than another."

All brothers would encourage family members to work here at the shipyard. In fact, Ernie's son, LaFenus, works in 81 Department (Yard General) and Dino, the son of a non-shipyard brother works in 59 Department. A brother-in-law, Sam Anding, works with Sun's computer group.

Naturally, the brothers have seen changes in the company over the years. One of the nicest is the Surface Preparation Facility in the North Yard. (See article on page 1.) Roosevelt notes that the facility makes the work much easier but now he doesn't see his brothers so much anymore because he is working exclusively in the new facility. "I worked with them on many ships," he said. "But now that most likely won't happen any more with the new set up."

All of the brothers take pride in the work that they do. While Sun offers a "decent job," working with family members adds something to the environment. As Ernie said, "It makes it special."



ERNIE DAVIS



CLAUDE DAVIS

## RETIREES DAY AT THE GAME

Sunday, September 14, 1980 has been set aside as Sun Ship Retirees Day at the Phillies Game. The Company has 40 seats available for retirees at the 1:45 P.M. game against St. Louis. The tickets will be raffled off on Wednesday, August 27 at 4:00 P.M. in the Human Resources offices. All retirees are eligible to enter.

Simply send a 3" x 5" card and include your name, badge number, address and telephone number.

A bus to and from the game from the shipyard will be provided. The tickets are for the use of retirees only. For additional information contact Nancy Steele or Nancy Roth at 876-9121, extension 525.



The Sun Ship Log is published each month for shipyard employees such as Lewis (Nick)

Stewart. Nick is a designer in the Industrial Products Division and has 39 years of service.



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