

# Sun ShipLog

Volume 14, Number 8 / September 1980

## I Christen Thee . . .

### Philadelphia Sun Launched Before Family Day Audience



"It's like standing next to a 20-story building that moves," are the words someone used to describe the launching of the PHILADELPHIA

SUN. The product tanker made her "debut" in front of a crowd of 8,000 shipyard employees and their families. The sponsor was Mrs. William J. Green.

## Renewal of Purpose

Joining in the celebration at the Sun Ship launching last week, Sun Executive Vice President William G. Kay, Jr. commented on the current economic and technological situation now faced by Americans. The following are excerpts from his speech.

"We could not have chosen a more appropriate name, highlighting the combination of a city with roots that go back nearly three centuries, and a company that has been in business for almost one hundred of those years.

I see this splendid new vessel as an ambassador for the City of Philadelphia.

It will carry with it reminders of this city's most valuable exports, its history, its traditions, the friendship of its people, our devotion to the free marketplace and our love for liberty.

There is a second message to be communicated by the PHILADELPHIA SUN. In America, we need a new burst of technological enthusiasm.

This ship is a testimony to the times. The operating characteristics of the slow speed diesel engine provide this vessel with an energy-efficient system, consuming about 30 percent less fuel than the vessel it replaces.

That's putting technology to work for us.

Both our governmental policies and our private practices need to encourage a sense of renewal of purpose in the technical community. We need to recognize that there is still a world out there hungry for the technology America can produce."



Pat Green, wife of Philadelphia's Mayor William Green smashes the traditional bottle of champagne against the bow of the PHILADELPHIA SUN. The new tanker is part of the Sun Transport fleet, many of whose tankers transport petroleum products to the Northeastern United States.

Sun Ship launched the second of a new class of fuel efficient diesel-powered coastal tankers on Family Day, July 26. The vessel was christened the PHILADELPHIA SUN by Mrs. William J. Green, wife of the Mayor of Philadelphia. This ship is the first in the Sun Company fleet history to be named after the City of Philadelphia.

A cheering crowd of over 8,000 guests, employees and their families looked on as Mrs. Green smashed the traditional bottle of champagne against the bow of the product carrier. As the ship slid down the ways the South Philadelphia String Band played ANCHORS AWEIGH.

Employees and their families seemed to enjoy the day despite the heat. They wandered from the puppet show and slide presentation through the open house in the shops. One of the biggest attractions was the tour of the USS PORTLAND, the navy ship in the wet basin area. People were lined up from the gang way to the pipe shop.

Retirees had a chance to renew friendships in the Hospitality suite in the North Yard.

The launching ceremonies included remarks from William G. Kay, Jr., Executive Vice President of Sun Company, Samuel B. Nemirow, Assistant Secretary of Commerce for Maritime Affairs, Mrs. William J. Green and Joseph J. Kieschick, Vice President of Sun Ship.

The launching address was given by Sun's president Robert H. Campbell. It included a special tribute to Sun's 4,600 employees whom he described as "shipbuilders in the Philadelphia tradition . . . the finest tradition." (See page 2 for excerpts from the speech.)

The PHILADELPHIA SUN is important to Delaware Valley businesses and residents alike. With its sister ship, the NEW YORK SUN, it will increase the petroleum carrying capacity of Sun Transport's U.S. flag tankers by approximately 25%. A considerable portion of this fleet is assigned to transporting petroleum products to the Delaware Valley region which largely depends upon intra-coastal tankers for daily delivery of these products.

The PHILADELPHIA SUN's cargo carrying capacity (deadweight tons) of 34,400 is equivalent to enough fuel oil to heat 20,000 average size Philadelphia homes for an entire season. This amounts to approximately 9.5 million gallons. This capacity represents enough gasoline to power 13,000 average automobiles in the Philadelphia area for an entire year. This is approximately 11¼ million gallons.

Each vessel is capable of carrying six different types of refined petroleum products at once, including gasoline, kerosene, jet fuel, heating oil and naphtha. The tanker's other features include automation which permits control of entire speed and direction from the ship's bridge, air conditioned crew quarters, and an elevator connecting four superstructure decks with the engine room.

Designed to meet or exceed all the new maritime regulations in effect when construction was started, the PHILADELPHIA SUN features an extensive array of safety and environmental protection innovations.

Environmental features include a segregated ballast system which ensures that only clean salt water is pumped overboard during the deballasting cycle during cargo loading and a sewage storage and treatment system assuring that no raw sewage is discharged at sea.

## What's On My Mind

The following are excerpts from Robert H. Campbell's christening speech.

"The truly important people here today are you the Sun Ship employees and your families . . . it takes a thousand people and a hundred different skills to conceive, design and construct a ship. No skill is more important than the other, but I must confess that in some ways I personally envy those of you who take the ideas and calculations and turn them into these steel monuments. The product of your labor is a monument that should last for decades. Small wonder on this Family Day you can point with pride and say 'I helped build her.'

"For those of us in the stands, this ship is built by craftsmen. To you out there it is a personal accomplishment of you and your friends. Individuals known only to you by such names as Jitterbug, Whiskers, Skin Head, Lefty and Farmer.

"So for all 4,624 of you, be you named Raison of Davis or Gatchel or Gates, whether you've been with us 40 years or 40 days, no matter what specific job you perform, I say congratulations to each and every one of you. Congratulations and a deeply felt thank you from all of us here who are guests at your party. You are shipbuilders in the Philadelphia tradition . . . in the finest tradition . . . and you can rightfully hold your heads high. This is your day."

### NOTICE

The Sun Ship Log will not be published next month and it is expected that there will be changes in schedule. Subscribers will be kept informed.

## Shipyard Employees Meet Presidential Candidate



Shipyard employees had a chance to meet and listen to a United States presidential candidate when Ronald Reagan, the Republican nominee, stopped at the shipyard last month. His stop was part of a three-day campaign in which the presidential hopeful's theme was defense. In his speech, Reagan called the decline in shipbuilding "an alarming trend." He outlined a plan that he said "would revitalize and reinvigorate our nation's shipbuilding and maritime industry." In front of about 2,000 workers, he stated that the "United States is in dire need of a rational, reasonable, effective maritime policy. Let's begin to move today, in the shadow of these ships, within earshot of our workers and worried Americans to put America back in the captain's chair of world maritime powers."

As a company, Sun Ship does not endorse any candidate.

Sun Ship got on the campaign trail for the first time in April 1980 when Senator Edward M. Kennedy (D-Mass.) and Ambassador George Bush came to the yard. Senator Kennedy came to the yard in response to an invitation from

Lodge 802 of the Boilermaker's union. In order to be consistent and non-partisan, an invitation to tour the yard was then issued to all major presidential candidates on behalf of both the company and union leadership. The invitation informed them that shipyard facilities would be available to them, should they want to make a similar appearance. Ambassador Bush accepted the invitation.

As the Republican party's nominee, Ronald Reagan accepted the invitation to come to the yard.

Governor Reagan was accompanied on his trip by Pennsylvania's Governor Richard Thornburgh. Both men were met by Robert H. Campbell, Sun Ship's president, William G. Kay, Jr., Executive Vice President of Sun Company and Stephen W. Simpson, Vice President-Counsel for Sun Ship. After accepting a hard hat, Reagan shook hands with employees and local interested people who had gathered outside of the E/M Building, the first stop at the shipyard.

All employees were given time off from work to listen to the candidate when he spoke on "A" Slab.

## Sun News Briefs

### They Are Now First Class Journeymen

Congratulations are extended to the 20 shipyard employees who completed their apprentice program during the first half of 1980. In order to have obtained this first class journeyman status, each man completed a 3-year program of on-the-job training in all phases of his particular craft. The program involves 6,072 hours of work-processes and successful completion of courses related to the craft.

Upon finishing the program, the apprentice is awarded a \$100 bonus and certificates from Sun Ship and the U.S. Department of Labor.

Graduated apprentices are credited with three years seniority as a first class mechanic. Those

who have completed the program so far this year are:

**SHEETMETAL** — Joseph Wojciechowski.

**SHIPWRIGHT** — William Dagenhart.

**WELDING TECHNICIAN** — William Chopko, Paul Coleman, Patrick Dougherty, John Graybeal, Dennis McKenna, Joseph Murzyn, Harold Orr, William Ridel, Anthony Samocinski, Mark Shenold, William Smith, Edward Stubbs, Carlos Zarate.

**SHIPFITTER** — George Diggins, Gregg Green, Robert Whitehead.

**METAL PREPARATION** — Carl Bachman and Michael Owens.

# SunShipLog

Volume 14, Number 8

Editor  
Carol Luttrell

# How Do You Handle A Shark?



Carefully, according  
to Bob McDowell

Since he got hooked on shark fishing 14 years ago, Bob has captured over 100 of the critters, one of which he's sporting here at his Virginia fishing site. Bob and two of his friends take fishing trips several times each summer to Virginia's Machipongo River. The inland waters are warm enough at that time for the sharks to come in and feed.



## JAWS III

The warm water is tranquil. The flat-bottomed boat is still, its occupants in wait. The sing of someone's reel disturbs the calm. Something has taken the bait and started to run. Snapping to attention, those on board the boat know their jobs and clear the way for the lucky angler whose line has been taken. It's yours. You take your reel, lean back and hold on. The boat lurches forward, picking up speed. It's happening. This is no ordinary fish. You and your friends play for larger game. You're fishing for sharks and you've hooked one.

Bob McDowell, Assistant Foreman of 69 Department knows this scene well. He's not telling fish stories, either. He's caught his share of sharks since he got hooked on the sport 14 years ago. About a hundred in fact.

Bob and his friends, Larry Doughty from Aberdeen, Md., and Ralph Miller from Ridley Township, Pa. go shark fishing a couple of times each summer. "We usually go off Willis Wharf in Virginia on the Machipongo River. It's strictly a summer sport. The salty water is usually warm enough by the Fourth of July for the sharks to move inland and feed in the area," he said. "The waters there are much like the Delaware River is here, narrow. But, of course, it's much closer to the ocean."

Bob and his friends fish in a johnboat about 14-feet in length. (A johnboat is a narrow, flat-bottomed square-ended boat propelled by a pole or a paddle and is used on an inland waterway.) "The moment the shark takes the bait, he moves and you have to cut and anchor the bait, he moves to take off," Bob said. "The flat-bottomed boat enables him to pull us. It tires him out. When he's slowing down, we'll go into the shallow water to land him. Sometimes, a shark will pull us around for two hours before he'll rise. When we're in the shallow water, if there's still some fight left, someone must put a rope on his tail so he can be pulled ashore. We don't put any mark or damage the skin in any way until he is completely clear of the water and on the sand. The sharks we catch are

entered in the Virginia State Fishing Tournament. We get citations (certificates) for them. My friends and I haven't won the tournament by catching the biggest, but we keep trying." A shark that has been killed with a weapon can't be entered in the tournament.

"Lemon sharks make up 90% of our catch with an occasional fine-tooth and tiger shark being caught. The best catch so far is a 9'4", 355-pound Lemon shark," he said. "This may not sound impressive but when you consider we're using a 14-foot boat, it's something." The average size of the shark Bob catches is 7½ to 8½ feet and weighs about 200 to 280 pounds.

The men use heavy reel and tackle with up to 130-pound test line. This is super strong material.

Bob says some people call the sport shark hunting to make it sound more thrilling. "Hearing about a trip is deceiving because it's not as dangerous as it sounds. Actually, if you know what you're doing and are as safe as possible, everything will go great," he said. In fact to Bob, everyone working together makes it fun. "The fact that my fishing companions are my best friends is what makes the trip enjoyable, even if we have had luck," he said. A shark isn't caught on every single trip.

Despite Bob's casual remarks, there are dangers. He remembers, "We had one shark that came up and swam toward our boat. In fact, he bit a piece of the oar we started to beat him off with. We had to get out a pistol and shoot it. (Firearms are standard equipment on a shark fishing trip.) We put nine bullets in the shark's head. And you know, he just swam away."

There are surprises, too. "If a Mako shark goes haywire, he might jump in the boat with you. You have to get out. You can't take a chance and fight with that brute," Bob notes.

Every fisherman has the tale about the one that got away and here's Bob's. "We went shark fishing in the ocean off the Virginia Coast this year

in a 21-foot boat for the first time. A large Mako shark, 16 to 18 feet in length and weighing (conservatively) half a ton swam by the boat and then hit one of the lines. Larry played him for about 20 minutes but then the shark just bit through the steel leader and swam away. This massive fish jumped clear of the water twice and made a complete somersault in one of his leaps. That was impressive," he said. We'll go back to try for one of these creatures and maybe in a future article I'll be able to tell you exactly how a shark of this size is handled."

One touches a shark with care. The skin has small, tooth-like granules. "It's abrasive, like emery paper," said Bob. "You have to be careful when you handle a shark or you'll get bad brush burns."

The thing that Bob likes best about the sport is the contest between man and brute. "I like the satisfaction of dragging in the monster on land and knowing that I won. I hope it stays that way," he said. "My wife doesn't like shark hunting all that much but she knows we're safety conscious and aren't going to do anything rash that would endanger our lives."

Sharks are used for bait and also for food. "We usually give them to local fishermen in the area," said Bob. "I cut out the jaws and bring them home. I give them to kids. They seem to like them. I did bring one set of jaws into the yard here one time. It was so big you could put it over your head and have it rest on your shoulders." Shark jaws are fascinating. Instead of having one set of teeth, they have several rows. If one tooth breaks, another just pops up in place.

Of course Bob saw the movie JAWS. "From my experience, I would say that it is possible for a fish to do what he did in the movies, dragging the boat and all," he says. "No problem; I don't think Hollywood made that up."

After most people saw JAWS they were apprehensive and just a wee bit wary of ocean swimming. Not Bob. He said that after he saw the movie he couldn't wait to go fishing again.

## United Way Campaign Set To Kick Off

## Everybody In The Pool

## Save Money And Energy



Sun Ship will kick off its 1981 United Way Campaign on Tuesday, September 30, 1980.

Money collected during the drive supports health and welfare services, hospitals, youth agencies, services to the aged and various community organizations. Through its member agencies, the United Way provides help beyond the scope of government programs, offering personalized services to persons in distress or need. Among the local groups supported by the United Way are the Chester Day Nursery, Crozer-Chester Hospital, Sacred Heart Hospital, the American Red Cross, and YM and YWCA.

Contributions to the United Way are collected over a year's time. Most employees contribute each pay day through a payroll deduction of a specified amount. Many shipyard employees pledge a "Fair Share" which amounts to contributing one hour's wages per month to the United Way.

Members of the 1981 United Way Committee include Frank Brooks, Plant Chairman, Ira Jackson (Lodge 802), Ed Owen (Lodge 804), Betty Overholt and Sandy Follett (Lodge 806), and Al Phillips, Finance Division.

Miss United Way is Beverly Barton from 76 (Transportation) Department.

## Apply Now For Sun Ship Scholarship

Sun Ship awards two four year college scholarships annually to children of shipyard employees. Any employee whose child is in the junior year in high school and who is planning to have him or her enter college in 1982 should apply now for this scholarship. Application forms and additional information about the scholarship may be obtained by contacting Nancy Roth, Human Resources Division. The application should be completed and returned to that office. In order to be considered for the scholarship, the high school student must take the PSAT/NMSQT examination to be administered on October 21 or October 25, 1980. Arrangements to take this test are made through the high school.

Sun Ship has awarded this scholarship since 1974. The National Merit Scholarship Foundation in Chicago, Illinois determines the winners on the basis of academic ability, extracurricular activities, community involvement, etc. The amount of the scholarship, which is also determined by the Foundation, is based on financial need and runs from \$250 to \$2,000 per year for four years. Scholarships are open to the children of all shipyard employees.

Ride sharing, car pooling, van pooling . . . call it whatever you like. In every Sun Company subsidiary it's happening because energy conservation is a major part of the corporation.

Here at Sun Ship, the van pooling program got underway last November. "Sun's program is the third largest in the Philadelphia area," noted Ed Kordalski, the program coordinator. "The two other companies with larger number of vans are Smith Kline, the Philadelphia Pharmaceutical firm and Prudential Insurance."

A survey was conducted before Sun Ship initiated the program to find out who wanted what.

Interestingly enough, since the van pool concept was introduced here at Sun, numerous car pools have started. These car pools are just as important as van pooling. Any employee who needs riders or a driver for a group is invited to contact Ed Kordalski.

At the present moment, Sun has three routes in need of riders. They are Van #2 (Clifton Heights), Van #6 (Ambler) and Van #8 (Thorofare). These vans arrive at 7:00 A.M. A new route was started on September 2. It originates in Northeast Philadelphia and comes down Roosevelt Blvd. arriving at Sun at 7:00 A.M.

Sun has ten routes established. "If an employee has not been assigned a van route it is most likely because he could not be placed according to home location," said Ed.

"The van pooling is an attempt to help our employees reduce their energy expenses and use by driving less miles," he continues. "So far we have every indication that it's working."

Sun Ship is offering a booklet and check-off sheet that will enable shipyard employees to save money and conserve energy at the same time. The booklet offers tips on ways to save in automobile care, home heating and cooling as well as household maintenance. The check-off sheet offers a list of work items to be done around the house to save energy and money.

Both pieces of literature are available at the energy conservation booth. The literature is also available from Ed Kordalski on extension 527.

Pick them up and start saving!

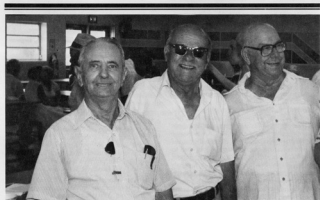
## Sun Receives Research Contract

A contract on research to improve the welding technology of the U.S. shipbuilding industry was recently awarded to Sun Ship. It was awarded by the U.S. Department of Commerce, Maritime Administration in Washington, D.C. The contract value is a half million dollars. Les Sandor, Ph.D., was appointed manager for the program.

Sun was awarded the contract when the Society of Naval Architects and Marine Engineers' (SNAME) panel on welding was transferred to Sun from another shipyard. Jon Fallick, Director of Production Engineering, is the chairman of this nationwide panel.



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



The SUN SHIP LOG is published every month not only for current employees but also for retirees such as (from left) Steven Overcheck,

Al Marker and George Smith from the rigging department. Here they are shown at the Retirees' Hospitality Suite during the Family Day Open House.