Sun Ship Log

Vol. 2, No. 1 | Sun Shipbuilding & Dry Dock Company | DECEMBER-FEBRUARY 1967

STRIKE AVERTED

SUN SHIP-LOCAL 802 REACH AGREEMENT

Sun Ship retained its top position in wages and benefits among shipbuilders on the Atlantic and Gulf Coasts at the conclusion of the recent successful negotiations with Local 802 of the Boilermaker's Union. Signed on January 4, following a non-stop 24 hour bargaining session mediated by senior Federal Conciliator John Murray in Philadelphia, the agreement extends to January 4, 1970.

The new contract calls for across-the-board wage increases, substantial additional hospital and medical benefits, a pension plan fully paid by the Company, and greater company contributions to the sick benefits available through the Mutual Benefit Association.

This record package of wages and benefits, which will cover a three-year period, will also be shared by the patternmakers and other non-union employees. The Marine Draftsmen are covered by an independent, separately negotiated contract.

Highlights of the contract are outlined below.

Wages

Effective January 4, 1967, wages were increased to $3.34 an hour for a first-class mechanic. On January 4, 1968, this rate will increase to $3.41 an hour, and in 1969, to $3.49. All other classifications will also be increased proportionately. This over-all wage increase of 21¢ will keep Sun Ship employees at the highest rate of pay among competition in the shipbuilding industry.

Pension Plan

A pension plan, fully paid by Sun Ship, has been instituted effective July, 1967 for all regular, full-time, bargaining unit employees. This plan will provide each month to every employee in the above group, with a minimum of 15 years of continuous service, $2.55 for every year of continuous service to a maximum of 35 years. Past service will be limited to 25 years. Retirement at age 65 will be mandatory after July 1, 1968, except for those who do not have 15 years of continuous service at age 65, in which case retirement will occur upon completion of 15 years of continuous service, but in no event later than age 68.

With the consent of the company, early retirement at age 55 is provided for employees with 15 years of continuous service. This type of pension, however, will not carry as high a rate because of the early retirement date.

For employees with total and permanent disability, a pension has been established at the same rate as a normal pension, provided that the permanently and totally disabled employee has 15 years of continuous service.

Hospital and Medical Expenses

Hospital room payments have been increased, entirely at the Company's expense, to $25 in 1967, $27 in 1968, and $29 in 1969, to defray the rising cost of hospitalization. This represents an increase of $8 per day in this benefit. Medical expense benefits also increased proportionately.

Mutual Benefit Association

So that weekly sick benefits can be increased to about $65, Sun Ship will contribute

(*Continued on Page 3*)

The Eddystone Boys' Club field, an area belonging to Sun Ship in the North Yard, became a temporary "landing strip" for the occasion of Rear Adm. O. D. Waters visit here. Store on page 2.

S. S. AMERICAN LANCER (Artist's Conception). Fastest of her class in the world, this streamlined beauty had her birthplace at Sun Ship.

FIRST OF NEW FLIGHT LAUNCHED

Leaving the shipways at noon, Tuesday, January 24, the S.S. American Lancer became the first of United States Lines' newest flight of ships under construction at Sun Ship. Fully automated and with a top speed of 27 knots, the S.S. American Lancer will be the fastest cargoship in the world. Equipped with the largest and most powerful engine plant ever installed in a dry-cargo ship, with steam turbines capable of producing 26,800 shaft horse power, the 560-foot vessel will cross the Atlantic from New York to France in 5½ days at a service speed of 23 knots.

This is two full days faster than the vessel-type the Lancer and the rest of her complement will replace. At maximum setting, the Lancer can accomplish the trip in 5 days — bettering the record of most passenger liners. (United States Lines operates the S.S. United States, fastest ship in the world, in regular service between New York and Havre, Southampton and Bremerhaven.)

The extraordinary high speed of this vessel will be matched by an equally revolutionary design. One of these unique designs is its convertibility. With a patent now pending for the process, U. S. Lines has designed a system whereby at the touch of a pushbutton the ship will be converted from a containerliner, complete with cellular container storing areas, to a general break-bulk ship capable of carrying any kind of cargo. She will be able to carry up to 200 containers of 20 and 40-foot sizes.

The six holds, providing 745,000 cubic feet of cargo capacity and including liquid and refrigerated cargo, will be equipped with automatic, pushbutton hatch covers. The two principal holds will be served by a heavy-lift 70-ton boom; 20 and 15 ton booms will serve the other hatches, all activated by electric, high-speed winches. All cargo areas will be equipped with automatic ventilating and humidity-controlled systems.

Electronically, control of the vessel's forward or astern speed is dictated from either the bridge or the engine room. The bridge console is an extension of a main engine room console so that centralization requires the services of a single engineer instead of the several usually needed. The accommodations are as modern and all are fully air-conditioned.

The American Lancer is one of two sisterships and three full container liners under construction at Sun Ship. The Lancer will be followed down the ways in May by the American Legion. The larger, full containerships to follow — the American Vanguard, American Vantage and the American Vanward — will be launched in November, 1967 and February and June, 1968, respectively.

ODDITY

An example of some of the maintenance problems faced by 93 Department is pictured above. In this case, a valve stem pierced the tire; more common is the presence of welding rods, nails, angle iron, and burrs. An average Sun Ship tire is in for repairs four times a week. A tire usually lasts six months; there have been cases where a tire was so badly slashed on its very first day of use that it had to be disgarded.

SILVER MEDAL WINNER

Charles Garland

The paper on Machine Design with the greatest originality and outstanding merit became the basis of an award to Charles Garland, Engineering Manager of the Aero/Hydro Space Division by the American Welding Society. As author of "Fabrication of 260 Inch Diameter Rocket Cases with Maraging Steel," he will receive the A. F. Davis Silver Medal Award at ceremonies April 26 at the Sheraton-Cadillac Hotel in Detroit. Of all the papers contributed to the society on that subject, his paper was considered an outstanding contribution to the literature and worthy of the accord.

Mr. Garland next speaks before the American Society of Metals on February 28.

MAILING LABEL

Say Hello To . . .

Tom Brennen — Foreman, Receiving Dept. and author of the article on page 3. A St. Joseph's graduate, Mr. Brennen has been with Sun Ship four years.

Betty Montgomery — Mr. Galloway's secretary and a versatile 18-year employee. At one time she was secretary to Mr. Pew. Her daughter, Betty Ann, is studying for a similar career.

Harry Jones—Truck Driver, 76 Department. Mr. Jones holds the most seniority (37 years) among the drivers and has been awarded several safe driver medals from the Delaware County Chamber of Commerce for his safe handling of big equipment.

Stanley Hill — Shipfitting Leader, 45 Dept., assigned to ship repair. With an over-all 22 years of service, Mr. Hill has been a leader for three years. Competent and well-liked, he resides in Darby.

Helicopter Party Hosted by Yard

The well-known Oceanographer of the Navy, Rear Admiral Odale D. Waters, toured Sun Ship on Thursday, January 26, in conjunction with a visit to Philadelphia to present a paper at the Joint Meeting of the Marine Technology Society, the Armed Forces Communications and Electronic Association, and the Oceanics Task Force of the Philadelphia Chamber of Commerce. The meeting was held at the Engineer's Club.

The other two speakers at the meeting with Adm. Waters were Sun Ship's Byron Nierenberg, Marketing Manager, who discussed "The Regional Impact of Oceanics," and General Electric's Finn Bronner, whose subject was "The Engineer and Oceanographer — a Symbiosis."

Adm. Waters is concerned with the national program of research and development of the world's oceans. He was attracted to Philadelphia not only by the meeting, but by the great amount of interest in oceanics generated by several area firms.

Departing from the yard by helicopter after reviewing Sun Ship's research and development programs in oceanics, Adm. Waters then visited other organizations for the similar purpose of reviewing progress and future plans.

RETIREES

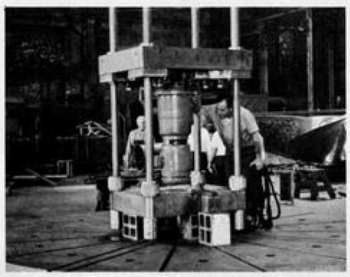
With regret, Sun Ship lost the services of the following employees. Best wishes are extended for a long, happy, and well-earned retirement to:

Name	Badge Number	Years of Service
Harry Dongel	58-3	34
Leroy Haskill	84-57	26
Alfred Higginbotham	59-725	29
Wilmer Marine	66-4	49
William Rouke	45-13	49

Period covered: December 1, 1966 to February 1, 1967.

DEADWEIGHT TESTER

The National Bureau of Standards — the ultimate in exact measurement—is one of Sun Ship's consistent customers. Over a period of years, Sun Ship has been building deadweight testers for the Bureau. Used for calibrating force measuring devices such as those used in checking the accuracy of the weighing systems of testing machines, rocket thrust stands, etc., the testers range in capacity from 112,000 pounds to 1,000,000 pounds. In the latest and largest model recently installed at the National Bureau of Standard's Engineering Mechanics Laboratory, Gaithersburg, Md., the 1,000,000 pound tester reduces the time required to calibrate 1,000,000 pound capacity



force-measuring devices by almost half. This improved accuracy (0.002 percent or 20 pound in 1,000,000 pounds) will save the space program hundreds of millions of dollars in the development of rocket engines, since fewer thrust-measurement tests will be required. Before the Mercury space flights, the Bureau recalibrated a set of force-measuring devices used with the Atlas rocket engine during the launch of that space vehicle.

The 1,000,000 pound tester is so large, in fact, that it is distributed through three floor levels in a series of rooms especially designed for these machines. At 95 feet high, it uses twenty 50,000 pound weights. The first floor contains the stacks of weights, the second floor houses the proving ring, and the third floor contains the hydraulic jack which lifts the weights from the first floor stack.

Access to the 300,000 pound and 1,000,000 pound jack rooms is through an open stairway in a high bay area adjacent to the machine area. Access to the 112,000 pound jack room is through the 300,000 pound jackroom.

Each machine consists of a foundation, building columns, bridge beams, hydraulic jack, frame system, weight stack and other associated equipment. It is Sun Ship's responsibility to build, deliver, erect, and test each machine. The adjustable tension head, the adjustable compression head, and the screws on which these heads move for each frame system are also designed by Sun Ship.

The frame system governs the capacity of the tester. Each machine has a stack of accurately adjusted weights which are applied to the device under calibration when lifted by the frame system. The upper frame is supported on the piston of the hydraulic jack through a ball and socket assembly and jack plate to which are attached four screws and adjustable tension and compression heads. The lower frame consists of the loading platen and various rods and connections for attaching it to the weight through clearance holes, with the only connection between the two frames being the device undergoing calibration. During operation, the hydraulic jack raises the upper frame and the force is transmitted from the upper frame through the device being calibrated to the lower frame and then to the weight stack. The lower frame is the first weight and is the smallest load which can be applied to the device. The weight stack is provided with a linkage pick-up system with clearance between each weight so that they are picked up one at a time as the frame is raised. When the machine is not in use, the lower frame rests on a support which is attached to the monorail beams.

The testers are fabricated to exact tolerances; nothing in the fabrication is permitted to compromise the final accuracy.

Sun Ship is currently contracted for three testers; this brings to a total of six the number of such machines built by Sun Ship. The machines range in capacity from a 6,000 pound force to 1,000,000 pound force.

Employment Contest Results

Sun Ship's most recent employment contest, concluded in December, added more than 75 employees to the payroll. In the final tabulation, 47 of these new employees successfully passed the probationary period and their sponsors were awarded $25 checks for each successful hiree.

Although several employees referred two successful candidates, Edwin A. White of the Pipe Shop was the first employee to do so and, therefore, is the official winner of the grand contest prize.

The contest was sponsored by Sun Ship to stimulate current employees in interesting other skilled mechanics for employment at Sun Ship. Then, as now, there was an urgent need for good mechanics in almost all of the trades in the yard. Although the contest is officially over, the need for referring mechanics for employment still exists.

Heading the list of advantages offered by Sun Ship is steady, long-term employment coupled with strong employee protection with seniority and recall rights and a generous benefit program. All of this is made possible through increased contract awards and product diversification.

Recent improvements make Sun Ship an even finer place to work than at any other time in company history. Pay scales are among the highest in the area, the hospitalization plan has been improved, and the company has added a company-paid pension program for all production employees.

Oceanic Careers Explored

Sun Ship's rapid rise to prominence in undersea and hydrospace work has prompted a request for material to be included in a new book, Your Career in Oceanology. The author is Waldo T. Boyd and the publisher is the Julian Messner Division of Simon and Schuster. This brings to a total of three the number of requests received in recent months by Sun Ship for permission to include the activities of this company.

Included in Your Career in Oceanology will be photos of Sun Ship's contributions; namely, the Deep Quest Pressure Hull, Chambers A and B, and progress photos of the DSRV (Deep Submergence Rescue Vehicle).

Unlike the other textbooks recently written containing chapters, sections, or photos of Sun Ship's work in hydrospace as well as shipbuilding, this text will also cover classifications, qualifications, and career activities of those involved in this type of research and development.

Publication is scheduled for September of 1967.

CHESTER CENTENNIAL

Paying tribute to Chester in one of the finest expositions ever to be staged in the Delaware Valley, Sun Ship will be among 125 area companies who will be participating in Chester's 100th Anniversary. Opening March 29 for a one week show, the Centennial will feature exhibits, free movies, a daily entertaining stage show, and several surprise attractions to make the entire Anniversary well worth attending.

The Exposition will be located in the Sun Center, Feltonville. This largest, most modern and attractive building of its kind in the Delaware Valley will provide space for 125 exhibits, with the exhibits covering every conceivable range of interests of Chester business. Besides the exhibit space, the Center also has a movie theater which seats 200. Here in the Multi-Purpose Room, continuous films will be shown admission free.

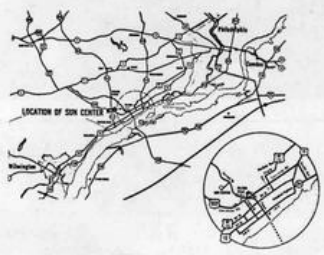
The Sun Center, owned by our parent Sun Oil Company, is the major recreational and social center for all Sun Oil Company employees.

Sun Ship has rented the display booth directly facing the entrance to the exhibits. It is interesting to note that when Chester was 50 years old, Sun Ship had just been in business for about a year and already had launched the historic S. S. Chester Sun. Later, this shipyard was to become the City of Chester's largest employer. Today, Sun Ship still enjoys a similar reputation, ranking among the top five employers.

Since a Centennial occurs only once every 100 years, take advantage and attend this once-in-a-lifetime affair.

Clip out and save, along with handy schedule of hours.

DIRECTIONS TO SUN CENTER,
FELTONVILLE — site of Chester's 100th Birthday
March 29 - April 2, 1967
Weekdays — 11:00 A.M. to 10:00 P.M.
Saturday — 11:00 A.M. to 11:00 P.M.
Sunday — Noon to 10:00 P.M.
Free Parking on the premises.



SUN SHIP LOCAL

(*Continued from Page 1*)

an additional 10¢ per employee per week to the Mutual Benefit Association.

Apprenticeship Program

In a continuing effort to strengthen Sun Ship's capacity to attract and retain worthy apprentices, a new schedule of wages has been established. The new schedule will provide each apprentice with 70 percent of first-class wages to start--up from the original 50 percent rate. Wages will then increase up to 90 percent of first-class wages during the four years of the apprenticeship contract.

Work Rules

All rules relating to discipline of the work force will be rearranged into a more logical and easy-to-find order. This change will permit employees to more easily understand the limits of acceptable conduct at work.

Company-Union Committee

A Committee has been established which will consist of two members appointed by the Company and two representatives of the Union. The purpose of this group will be to review areas of work efficiency without destroying craft lines. Procedures for the operations of this Committee will be published at a later date. The Committee's work should increase the shipyard's ability to work competitively and thereby improve the conditions of all employees in future years.

The amount of available space limits covering all of the details concerning the above items. The Industrial Relations Department will answer any specific questions; call at any time.

Robert Galloway, Vice-President of Operations flanked by Lloyd Piccin, Safety Director, presents the first Wise Owl Club memberships to Archie Reed (left, 59-1288) and Stacy Montgomery (right, 59-1289). Both are third class welders and graduates of the MDT Program; their awards opened the club charter for Sun Ship.

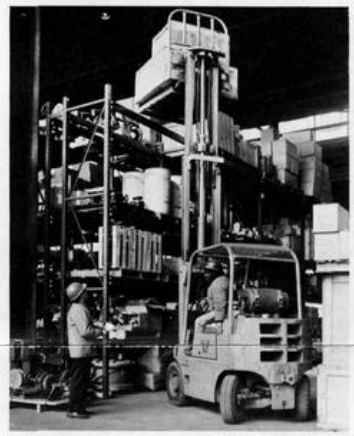
Spacious Storeroom Becomes A Reality

On January 16, 1967, the receiving, shipping, and material control departments were relocated from the Central Yard to the #3 storeroom in the North Yard. The increase in Sun Ship's business was directly responsible for the company decision, made early in 1965, to enlarge the capacity of the storeroom.

Before the move, five facilities were available, four in the Central Yard and one in the North Yard for a combined total of 152,228 enclosed square feet. Then in September of 1965, the #3 storeroom in the North Yard was added to the complex as a storage area to increase the available area by 149,650 square feet, or a total of 301,878.

Ample space in itself, decentralization made it difficult to locate and assemble items, verify inventories, and supervise material handling and, as a result, two of the storerooms in the Central Yard were eliminated.

Consolidation netted a loss of nearly 30,000 square feet, but the use of 144 pallet racks recovered all but 10,000 square feet of this loss. Each rack measures 8′ x 4′ x 16′ high; they are located in #3 storeroom.



J. Henderson, 80-58 (left) and A. Brown (76-107) right by new 16 foot pallet racks.

Before the new storeroom in the North Yard could be occupied, offices were partitioned and furnished, roadways poured from the existing North Yard parking lot, the receiving docks were extended, and general building improvements were made in readiness for the move. As a result, the main storeroom in the central yard contains all "stock" material and 80-S is the storage depot for ship repair and owners items. The two North Yard storerooms are the receiving points for all material and storage for contract and direct purchase material, items which account for about 75 percent of that received and stored.

Future plans for 80 Department facilities call for the installation of a 50-ton crane in the high bay of #3 storeroom to handle storage of heavy machinery, and the erection of a pipe storage field on the east side of the same storeroom with a 30-ton overhead crane.

WISE CLUB

The newest chapter of the internationally known Wise Owl Club of America was organized in February at Sun Ship. The charter was received by Lloyd Piccin, Safety Director of Sun Ship, from the National Society for the Prevention of Blindness, Inc., sponsor of the Wise Owl eye safety incentive program.

Purpose of the Wise Owl Club is to assist in the prevention of an estimated 300,000 eye accidents that damage or destroy the sight of industrial workers and students each year. The National Society maintains that at least 90 percent of such ocular damage and loss of sight is preventable through application of proven eye protection measures.

Membership in the Wise Owl Club is restricted to only those individuals who save their sight through wearing eye protective equipment at work or in school. As of 9/13/66 the 34,966 Wise Owl Club members represent a savings in workmen's compensation alone of more than $174 million, plus the priceless advantage of retaining vision.

Founded in 1908, and working nationally through state affiliates, the National Society for the Prevention of Blindness, Inc. is the only national voluntary health agency devoted completely to sight conservation through a total program of research, education and community prevention services.

The Wise Owl Club, organized in 1947, has expanded beyond the United States to include Great Britain, Canada, New Zealand, Japan, the Philippines, and Puerto Rico.

Sun Ship's Foreign Office

PER MARKUSSEN

Little is known of Sun Ship's European representative, Per Markussen, pictured above. Mr. Markussen's activities for Sun Ship have been predominately in ship repair until quite recently when his work was extended to include the oceanics interests of the Marketing Department under Byron Nierenberg. With his new responsibilities, Mr. Markussen will be particularly active in marketing programs in European underwater petroleum.

A Norwegian-born American citizen, Mr. Markussen joined Sun Ship in 1961. He is a naval architect and earned his Master's degree in Naval Architecture from Massachusetts Institute of Technology.

Titanium Contract Let

The Aero/Hydro Space Division has been awarded a new contract worth $74,560 for the fabrication of three 30-inch diameter spheres from titanium. To be undertaken for the David Taylor Model Basin, this contract is a welcome follow-on to in-house titanium weld development programs recently conducted by the North Yard facility, and sponsored solely by shipyard management in its quest to expand Sun Ship's capabilities. Supplemented by the contract award, Sun Ship now has the opportunity to acquire actual fabrication experience on this relatively new metal for future hydrospace applications.

From all indications, the Navy may well use titanium in future Deep Submergence Rescue Vehicle (DSRV) programs. (The current DSRV contract at Sun Ship uses HY-140 steel which underwent similar studies before it was accepted.)

Of significant importance, the new DTMB contract will provide Sun Ship with the proper background to place the company ahead of other competition for later contracts.

The spheres will be of three different thicknesses; specifically, 0.350 inch, 0.600 inch, and 0.800 inch. To be formed by Sun Ship from 7-2-1 titanium plate, the hemispheres will be hot-formed, annealed, and machined. After machining, the hemispheres will be welded together using the automatic gas tungsten arc welding technique, followed by final contour machining.

At completion of fabrication, the spheres will be tested to destruction at DTMB for material strength evaluation.

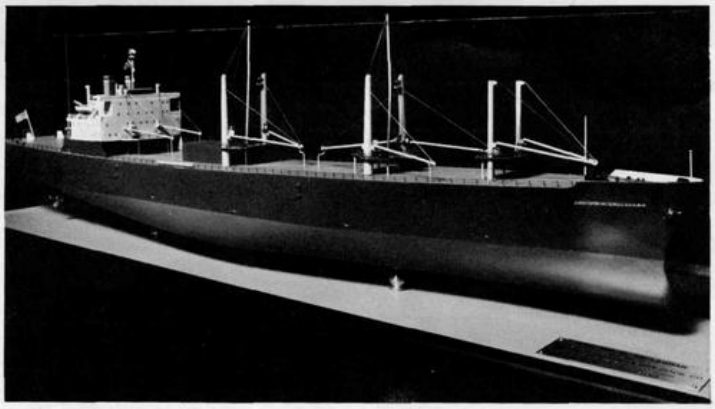
Flanked on the left (standing) by Mr. Atkinson and on the right by Mr. Galloway (also standing) are the service award winners for 40, 45, and 50 years of employment. Especially honored at the luncheon was Clarence Copper (8-420), seated 4th from the right, who celebrated 50 years of service. Congratulations!

EVERYBODY BENEFITS

On both April 4 and 5, the Red Cross will collect blood from Sun Ship employees. Past records show that in a two-day period, 660 pints can be collected. All Sun Ship employees are eligible to draw from the Blood Bank whether they donated or not, if a 20% participation for the year is achieved. Not only is the employee covered, but members of the immediate family and dependent parents may receive blood.

Sun Ship is the largest donor in the Chester Wallingford chapter, which includes industries such as Westinghouse, Scott Paper, etc.

Obtain your pledge card two weeks in advance from your leader.



Model by Boucher-Lewis of the Adm. Wm. M. Callaghan (Hull 646) on display in the Executive Offices in the main yard. Story on keel laying ceremonies below.

RO/RO CONSTRUCTION UNDERWAY

The first prefabricated hull section was lowered into place on #8 shipway Tuesday, December 20, to mark the keel laying of the revolutionary MSTS ship — Hull 646. The occasion, which was marred only by a driving snow, brought representatives of the Military Sea Transportation Service who will charter the vessel together with Sun Ship and executives of American Export Isbrandtsen Lines, Sun Ship's partner in the joint venture. The 50 ton double bottom unit which they witnessed being laid was the first of more than 10,000 tons of steel that will become the sleek 700-foot long vessel.

Commercially financed and owned which establishes a "first" in itself for a vehicle of this type, this ship will be placed under long-term charter to MSTS for worldwide transportation of military vehicles and cargo. The ship is a roll-on roll-off vehicle carrier that features both stern ramp and side loading ports. Internal ramps provide vehicular access to all cargo spaces. Cargoes will include tanks, trucks, jeeps and other military rolling stock. The "CALLAGHAN" is also fitted with standard cargo handling gear for use in ports where the roll-on/roll-off method cannot be used.

To feature gas turbine propulsion, another "first" in shipbuilding, the main propulsion unit consists of a twin gas turbine installation. The gas generator section is a modified aircraft jet engine the exhaust of which turns an attached free turbine which drives twin screws through speed reduction gears and shafting. Burning diesel fuel, the turbines will provide 20,000 normal shaft horsepower each, producing a ship speed of 26 knots.

From the technological, ship procurement, and ownership viewpoints, therefore, this vessel sets a precedent for the maritime industry. Upon completion, it will be the largest and fastest commercially owned dry cargo ship in the U. S. fleet.

The Adm. Wm. M. Callaghan is named for the first commander of the Military Sea Transportation Service who joined that organization when it was first established in 1949. Since retired, he resides near Washington, D. C.

The contract was awarded on October 29, 1965. Launching is scheduled for the fall of 1967 with delivery at the end of the year.

In addition to the "CALLAGHAN" Sun Ship has ten other cargo ships under construction representing work backlog extending through 1968.

IN MEMORIAM

Sincere condolences are extended by Sun Ship and its employees to the families and friends of the recently deceased members of the company.

Name	Age	Badge No.
Robert Alexander	46	58-530
*James Carter	52	81-60-
Ernest Catto	63	34-524
*Lawrence Collison	73	78-4
*Raymond Fleming	72	47-544
*Fredrick Fritz	73	31-26
*William James	71	87-22
Anthony Komarnitsky	39	36-149
*Edward Mathis	80	42-264
*J. C. McConechy	78	38-1
Clarence Murray	52	93-93
*Antrim Smith	49	59-4960
*Anthony Sucich	82	58-517

*Retired

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Caught between 6" pipe, the fractured finger of Tim Long, 34-187, is bandaged by John O'Rangers, R.N.

OUCH!

One of the major safety concerns plaguing American industry — and Sun Ship — is that of hand injuries. In 1965, for instance, a reported 485,000 hands and fingers were seriously injured in industrial accidents. This number amounts to nearly 25 percent of all disabling injuries in American industry. Statistics for 1966 have not been released to date.

Counting all the other extremities involved in industrial accidents, this percentage reflects a high degree of carelessness with one of the body's most vital parts. Modern medical science has yet to devise a satisfactory artificial substitute. Since hands and fingers do the brain's bidding and are our most efficient and useful tools available, let's not defeat our progress through carelessness. Work safely.

SPORTS RECORD

"B" League — (1st Half Champs — Shipways)

2nd Half Standings as of 1/26/67

1. X-Ray	7. Pipe Shop "B"
2. Joiners	8. Piping Design
3. Cleaners "B"	*9. Shipways
4. Cleaners "A"	10. Pipe Shop "A"
5. Welders	11. Rocketeers
6. Pipe Shop "C"	12. Liners

Individual Leaders as of 1/26/67:

High Single — T. Deferino, 278
High Three — J. Regan, 642
High Single with Hdcp. — T. Deferino, 292
High Three with Hdcp. — J. Regan, 696

"A" League — 2nd Half Standings as of 1/27/67

1. 47 Fabs	6. 59 Rods
2. Yard General	7. Timekeepers
3. Wetherill	8. Shipways
*4. Office	9. 59ers
5. Prod. Planning	10. Riggers

Individual Leaders as of 1/27/67:

High Single — B. Locke, 247
High Three — A. Pruitt, 614
High Single with Hdcp. — P. Ohrt, 269
High Three with Hdcp. — E. Larkin, 671
*(1st Half Champs)

Bowling banquet for A-B and mixed leagues will be held Friday, May 19, 1967 at Polish American Eagles Club.

Mixed League — (*1st Half Champs — P.M.C.)

2nd Half Standings as of 1/31/67

*1. P.M.C.	6. Duke
2. Miami	7. Army
3. Lehigh	8. Slippery Rock
4. Harvard	9. Navy
5. Cornell	10. Temple

Men

High Single — P. Masusock, 244
High Three — P. Masusock, 633
High Single with Hdcp. — P. Masusock, 263
High Three with Hdcp. — P. Masusock, 690

Women

High Single — B. Guthan, 209
High Three — B. Guthan & J. Regetto, 512
High Single with Hdcp. — B. Guthan, 253
High Three with Hdcp. — B. Guthan, 644

2nd Shift League—(*1st Half Champs—Browns)

2nd Half Standings as of 1/30/67

1. Packers	6. Bears
2. Colts	7. Cardinals
*3. Browns	8. Giants
4. Redskins	9. Lions
5. Eagles	10. Steelers

Individual Leaders as of 1/30/67

High Single — T. Gibson, 258
High Three — T. Gibson, 675
High Single with Hdcp. — T. Gibson, 264
High Three with Hdcp. — T. Gibson, 677

BASKETBALL — Standings as of 2/2/67

	Won	Lost
Shipways	17	1
Hull Braves	9	8
Wetherill	9	8
67 Falcons	9	9
59 Welders	5	13
Sales	4	14

Yard Workmanship/Delivery Praised by Sun Oil

W. T. ATKIN
Vice President - Refining

GENERAL OFFICES **SUN OIL COMPANY** 1608 WALNUT STREET, PHILADELPHIA, PENNSYLVANIA 19103

December 19, 1966

Mr. Paul E. Atkinson, President
Sun Shipbuilding and Dry Dock Company
Chester, Pennsylvania

Dear Paul:

You will be pleased to know that on December 15th our Fluid Catalytic Cracking Unit, at the Marcus Hook Refinery, was put on stream after being down since October 28th due to a failure of a 145,000 cu.ft./min. air compressor necessitating a complete replacement of the machine.

We would like you to know also of our sincere appreciation for the help that Sun Ship gave us in the replacement of the compressor. It was necessary for your shop to work very accurately and sometimes for long hours in order to meet the very tight schedules required by the Refinery. This they did and the material was fabricated and delivered on and sometimes ahead of schedule.

About five weeks ago we had set December 15 as the target date for having the unit back on stream. A large part of the credit for our meeting this goal is certainly due to the Shipyard's help. The Refinery, our Engineering Department and our Purchasing Department have all been high in their praises for the wonderful cooperation given them by your people in the Shipyard. I am happy to send you an expression of our feelings as such laudable efforts by your people should not go unrecognized.

Sincerely,

Ted Atkinson

WTA:L

cc: Mr. R. G. Dunlop