



Family Day, April 19, To Honor Astronaut's Wife And Mr. Shipbuilder

On this FAMILY DAY at Sun Ship and the most happy occasion of the launching of the "S.S. AMERICAN ASTRONAUT", I thought we might also look ahead toward what I see as a growth period for U.S. shipbuilding.

We face today, an extremely dynamic and challenging period in the U.S. shipbuilding business. It is a time when there is an active and expanding demand for modern and economical ships. At the same time, it is a period of decision in the direction of U.S. Maritime and Naval policy on the role and importance of U.S. seapower. I feel strongly that the new Administration will respond to the increasing demands of U.S. ship operators for new tonnage—and react positively to international pressures indicating the need for strengthening the posture of U.S. seapower.

Let's take a look at some of the factors that have the potential of creating a steady and long-term demand for the type of ships Sun builds best:

... The events taking place on the North Slope of Alaska indicate the potential of gigantic domestic oil discoveries. This oil must reach the market place and this means a substantial portion by ocean transportation. Conservative estimates indicate the probability that 20 to 30 large tankers—perhaps 200,000 DWT tons each—will be required in the next 10 years.

... Containerization and other forms of unitized ocean cargo transportation such as our roll-on/roll-off ship, "PONCE DE LEON", have revolutionized ocean movement of dry cargo. These changes have made the bulk of the U.S. merchant fleet technically and economically obsolete. The resulting need for new ships has been only partially satisfied in the last few years and the demand continues to rise at a rapid rate.

... The ocean logistics and supply problems of the military have been spotlighted by the current conflict in Vietnam. Recognition that dependence on seafit capability by World War II built vessels is inadequate in coming years has resulted in searching and active investigations by the Department of Defense for procurement methods and characteristics of a new logistics fleet.

There are obstacles to be overcome before these potential markets can be translated into backlog at Sun Ship.

However, our record in producing ships like "PONCE DE LEON," "S.S. AMERICAN ASTRONAUT," and "GTS. ADM. WM. M. CALLAGHAN" puts us in a strong position to obtain a substantial portion of the work we see available in the immediate future.

If we, together, can achieve a creative marketing effort, ... innovative and imaginative technology ... production of a quality product delivered on time ... I believe the next several years offer an active and expanding future for all of us at Sun Ship.

P. E. Atkinson



How the "ASTRONAUT" will look at the completion of her building program.

About The Sponsor

When the S.S. AMERICAN ASTRONAUT slides down the ways, it will be under the hand of the very lovely Mrs. James Lovell. No more fitting tribute could be paid the ASTRONAUT than to be christened by the wife of one of America's foremost astronauts, Captain James Lovell.

Mrs. Lovell, the former Marilyn Gretsch of Milwaukee, Wisconsin met her husband during their high school days in Milwaukee. They were married on his graduation day from the Naval Academy, June 6, 1952.

Accompanying her as maid of honor will be her oldest daughter, Barbara Lynn, 15. The Lovells have three other children—James Arthur III (14), Susan Kay (10½), and Jeffrey Carl (3).

Before her marriage, Mrs. Lovell attended George Washington University, Washington, D.C. She and Captain Lovell are both sports enthusiasts. Mrs. Lovell is active in sailing, skiing—both snow and water, reading and travel.

Astronaut James Lovell



The feats of Captain James A. Lovell Jr., USN, NASA Astronaut, have been the subject of worldwide acclaim. That he will accompany his wife when she launches the

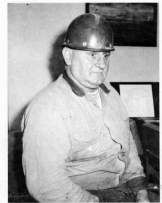
S.S. AMERICAN ASTRONAUT is a credit to shipowner and shipbuilder alike, especially when it falls on a day set aside as FAMILY DAY.

Captain Lovell was selected as an astronaut by NASA in September 1962. He has since served as backup pilot for the Gemini 4 flight and backup command pilot for the Gemini 9 flight.

On December 4, 1965, he and command pilot Frank Borman were launched into space on the history-making Gemini 7 mission. The flight lasted 330 hours and 35 minutes, during which they accomplished such space "firsts" as the longest manned space flight; first rendezvous of two manned maneuverable spacecraft, as Gemini 7 was joined in orbit by Gemini 6; and the longest multi-manned space flight. On this flight also numerous technical and medical experiments were completed successfully.

The Gemini 12 mission, with Captain Lovell and pilot Edwin Aldrin, began its journey on November 11, 1966. With this 4-day 59-revolution flight, the Gemini Program was brought to a successful conclusion.

(Continued on page 4)



Meet Mr. Shipbuilder, Harry Gaskell (59-6).

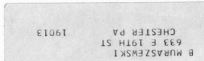
A Fine Representative From Among Our Many Very Capable, Equally Deserving Nominees.

See Page 2 For His Story

MAILING LABEL

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Bill Carter (59-65) accepts the \$50 award from Superintendent A. Horkrux for his special tool design.

Something New Under The "Sun"

Sun Ship personnel are often called on to do the impossible—or near to it. As every welder knows, one of the nearly impossible jobs facing their craft is that of welding tubes into the headers of marine boilers.

Faced with this problem on an almost daily basis, welder Bill Carter (59-65) decided to find a solution to the problem. Because he wanted to do a good job, Bill designed and built a gadget which has proved to be the solution to this problem.

What the Difficulty was

Hundreds of small diameter tubes are butt welded into about a 12-inch I.D. heavy walled header. Before Bill Carter's invention, the welding was done through hand holes cut in the side of the vessel opposite the tubes. The hand holes were about 4-1/4 x 3-3/8 inches. In order to weld, the welder must hold an electrode holder in a gloved hand and, by reaching through the hand hole, weld the ends of tubes sticking through the opposite side 12 inches away. So that he can watch his own welding operation, it is necessary to use

one of the hand holes on either side as a viewport. The welds are usually made in three passes, and are subject to a high hydrostatic test. To add to the confusion, overhead welding is often required. The cramped position makes it difficult for a welder to either stand or sit in comfort.

No electrode holder manufacturer makes a holder small enough and long enough to do a proper job; Sun Ship has been adding tubing to extend the length of the smallest holders available and making other changes to adapt the commercial holder for the job.

Bill Carter's holder is smooth, with no projections on the outside. Of the proper length, an electrode is inserted in the end and clamped in place by a twist of the handle. The stub is unloaded just as easily. The holder is shaped like a long Christmas candle and because of this offers good visibility on all sides.

Several of the handles are now being constructed in 74 department—with all thanks to Bill whose ingenuity has filled a long time need. In recognition of his contribution and interest, Sun Ship presented \$50 to Mr. Carter.

Who Is Mr. Shipbuilder?

"MR. SHIPBUILDER is an outstanding Sun Ship man—skilled in his craft, experienced in his department, with long service and good work habits. He is a man who takes an active interest in his job, his family and his community. He is typical of the best men on the Sun Shipbuilding team."

With those words Mr. Acton, Manager of Industrial Relations, introduced the Mr. Shipbuilder contest, and no words could more fittingly describe the gentleman who eventually won the honors.

Harry Gaskell (59-6) is typical of the many qualified men who were nominated. He has 39 years and 5 months of service and is one of the top code welders the Yard is so proud to have.

A solid family man, Mr. Gaskell and his wife Viola live at 715 Eddystone Avenue. He has three children: Mrs. Thomas (Joan) Inge (a registered pharmacist); Judith Ann (a medical secretary); and Robert (graduate of Arizona State and now a teacher).

MR. SHIPBUILDER will be the sponsor for the new No. 3 Drydock Pontoon on Family Day, Saturday, April 19, 1969. As representative of our finest shipbuilders, he will christen the pontoon. His award will be a \$100 U.S. Savings Bond in addition to a plaque commemorating the event. Then MR. SHIPBUILDER and his wife will join the U.S. Lines launching party for the christening of the S.S. AMERICAN ASTRONAUT by Mrs. James Lovell, wife of the Astronaut, and for the reception following that ceremony.

Since the contest got underway, the competition has been keen to nominate the best shop representatives to vie for the honor of being a part of such an occasion. Rarely have we had the singular achievement to host an astronaut and his wife.

The contest was carried out by a nomination system with only hourly Yard workers eligible for nomination. Supervisors

could also cast a ballot for the worker of their choice in the boxes placed in the time alleys.

Nominations closed at 4:30 p.m. on April 1. Those nominated were then separated and posted by department; the foreman/department head and shop steward cooperated in narrowing the selection of those nominated to the man or men who would represent the department in the final interview. From this final group, who went before a board of judges, came the winner, Mr. Gaskell.

Past History

The last time Sun Ship launched a dry dock, complete with a bath of champagne, was on November 23, 1960. On that day two sections of No. 3 drydock were launched, each section with a separate sponsor.

Some days before the launching, at a meeting of supervisory personnel, the honor of naming the sponsors was assigned to Harold Childs, then foreman of the Paint Shop, and Ernest Hosking, at that time Chief Structural Engineer. Mr. Childs named his wife and Mr. Hosking who was unmarried at the time named his secretary, Mrs. Suzann Longbine.

After the launching, the two sections were towed to a wet basin and welded together down to the water line. Then they were towed to the North Yard where steel beams had previously been laid in the mud. Beached at high tide, the sections were high and dry when the tide went out, allowing welding to proceed across the bottom.

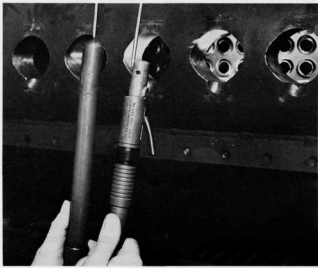
Later, two more sections were launched and joined to the first two, thus completing a structure that was to become one of the largest floating dry docks in the world, and the largest in the Western Hemisphere.

Sun Ship Recorded Busy, Profitable Year

A high level of operations in 1968 enabled Sun Ship to sustain improved profit performance over 1967. Last year the Yard delivered four of six fully containerized cargo vessels for U.S. Lines, and the world's largest and fastest roll-on/roll-off trailer ship for Transamerican Trailer Transport.

Work is now proceeding on two 80,000 deadweight ton tankers, one for Sun Oil Company. Other work for 1969 includes two new large tankers (Hulls 652 and 653) and conversion of the tanker S.S. MANIATTAN to an icebreaker.

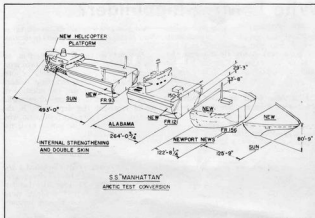
Sun Oil Annual Report



The rod holder developed by Bill Carter is on the left; on the right is the standard purchased model.



The first of 35 General Motor buses, ordered by the San Juan Metropolitan Bus Authority, rolls off the S.S. PONCE DE LEON. Less than 60 hours after leaving New York, they were on the San Juan streets, some 1400 miles away. In the final issue of Marine Engineering Log for '68, Sun Ship led in honorable mentions—more than any other shipbuilder—for ships having the most advanced application of their concepts in the individual categories for which they were built. Cited were the ADM, WM, M, CALLAGHAN, PONCE DE LEON, and AM, LANCER. This is a real tribute to Sun Ship craftsmanship and design know-how that put us in such an enviable position.



Bow (left), separated from the forward hull structure, is towed away.



Midbody section being parted from stern section.



Stern section as it was towed to wet basin.

Bigger Challenges Visit Sun Ship Every Year

As everyone knows by now, one of the biggest challenges ever faced by Sun Ship is now being worked in the Yard.

The S.S. MANHATTAN, at 115,000 tons the largest U.S. merchant vessel in the fleet and a famous visitor at No. 3 drydock has, since January 1, been in the process of conversion to an icebreaker. The MANHATTAN is to be used in a test program to find a navigable northwest passage above Canada for the transportation of Alaskan oil to the East Coast. More specifically, the MANHATTAN will sail to and attempt to free the biggest single oil field in North America with reserves conservatively estimated at between 5 and 10 billion barrels. The problem, of course, is that the field is probably the most difficult to reach in the world and the hardest to move oil out of.

The 114,000 DWT MANHATTAN can transport over 38 million gallons of oil, a capacity that would require a railroad tanker train 27 miles long to carry. The ship has an over-all length of 940 feet, breadth of 132 feet, and a height from her keel to the top of her midship house equal to that of a 10-story building.

The conversion work involves the addition of a new icebreaking bow of heavy steel that will lengthen the ship about 85 feet. Also involved is a reinforced hull structure and massive cages to protect the twin propellers and rudders from the pres-

sure and impact of the ice. Substantial changes to the living and working spaces will be involved to "winterize" them for the extreme low temperature in the Arctic. Quarters for additional crew and scientific personnel will be added as well as a heliport for two helicopters and scientific work areas.

Because of the toughness of Arctic work areas. Because of the toughness of Arctic work three captains were chosen. They and selected other crewmen are now in the Arctic becoming familiar with such phenomena as dense fogs, ice "ridges" that winds and waves can build up to ship-blocking depths of 130 feet in the ice pack, ice islands and bergs that can rend and sink any ship, weird Arctic mirages and "white-outs"—blinding hazes formed by billions of airborne ice crystals.

The conversion is scheduled to be completed in time for the tanker to test its icebreaking capability in the Arctic ice that covers about half of the 4,500 mile route of the Northwest Passage during the ice season.

If the MANHATTAN succeeds, then will be accomplished a challenge that has been attempted variously from as far back as 1497, but the perilous passage has never been opened to commerce.

Should the MANHATTAN prove the feasibility of a tanker route, ships more than twice as large would be built to service it.

Special Mention

The recent Bloodmobile visit to Sun Ship (April 1-2) brings to mind a very special commendation in addition to the good general participation.

Sun Ship has the distinction of having two employees who have contributed four gallons of blood during their

employment here. Topping the list of blood donors at the Yard are Messrs. Joseph Hinkle (47-708) and Stanley Jackson (34-341). Mr. Hinkle completed four gallons in April 1968, and Mr. Jackson completed his four gallons in the previous campaign (October 1968).



Joseph Hinkle (47-708)



Stanley Jackson (34-341)

??? QUESTION BOX ???

As a service to employees, this column will be published regularly. Any questions you have regarding benefits, pensions, sick leave, or company benefits should be addressed to Mrs. H. Bauman (40 dept., ext. 581). Answers will appear in the next issue.

- Q In case of death, will my wife get all my life insurance at once or can it be paid to her over a period of years?
- A For employees in Bargaining Unit— anyone hired prior to July 1, 1967, a lump sum of \$10,000 is to be paid and the remainder to be paid at \$200.00 per month until exhausted. After July 1, 1967, proceeds are to be paid in a lump sum.
- Q I belong to Mutual Benefits and recently was out of work sick for a week, but did not receive any payments.
- A The first seven days out sick is the waiting period and no payments are made for this period.
- Q In your last issue of the Sun Ship Log, you wrote about a Visiting Nurse Service. Does this mean that the nurse will stop at my home when I am out sick or out because of an accident?
- A If you are out sick over a week because of illness and not due to an injury incurred in the Yard, the visiting nurse may visit you and expects to find you at home.
- Q What if I am not at home when the Visiting Nurse calls at my house? Will this affect my Mutual Benefit payments?
- A If you are not at home when the nurse calls, she will leave a card. You must call in to the Mutual Benefit Association within 24 hours. If you are not home the second time she calls, she will leave a #2 card, which states that you are to report to the office the following day.
- Q In the last financial statement of the MBA posted on the bulletin board, it appears that they are putting out more money than they are taking in. What are the Company and the Union doing about this?
- A About the financial statement, this is correct. Neither the Union nor the Company controls Mutual Benefits; rather, it is run solely by a Board of Directors elected from among the employees of the Company. Notices of elections are posted throughout the yard. More will appear in the next issue of the Log on how Mutual Benefits is administered.

Astronaut

(Continued from page 1)

sion. Major accomplishments of the 94-hour 35-minute flight included a third-revolution rendezvous with the previously launched Agena (using for the first time backup on-board computations due to a radar failure); a tethered station-keeping exercise; retrieval of a micro-meteorite experiment package from the spacecraft exterior; and evaluation of the use of body restraints specially designed for completing

work tasks outside of the spacecraft; and completion of numerous photographic experiments, the highlights of which are the first pictures taken from space of an eclipse of the sun.

As a result of his participation in this flight, Captain Lovell holds the space endurance record, with 425 hours and 10 minutes, for total time spent in space. Aldrin established a new EVA record by



The Champions—W. Morris accepts trophy from J. Martin while some of his team mates, L. Easley (far left), L. Jackson (center), and D. Young (far right) watch. In Jackson coached this team to a complete sweep—no losses and no ties! Again, congratulations!

completing 5½ hours outside the spacecraft during two standup EVAs and one umbilical EVA.

Captain Lovell is currently assigned as the backup command module pilot for the third manned Apollo flight.

Special Assignment

In addition to his regular duties as a member of the astronaut group, Captain Lovell was selected in June 1967 to serve as Special Consultant to the President's Council on Physical Fitness.

His Background

Born March 25, 1928 in Cleveland, Ohio, Captain Lovell graduated from Juneau High School in Milwaukee. He then attended the University of Wisconsin for two years before entering the United States Naval Academy from which he was graduated with a Bachelor of Science degree in 1952. On that same day, he was also married.

Following graduation from Annapolis, Captain Lovell entered flight training; he has had numerous naval aviator assignments including a 4-year tour as a test pilot at the Naval Air Test Center, Patuxent River, Maryland. While there he served as program manager for the F4H weapon system evaluation.

A graduate of the Aviation Safety School of the University of Southern California, he also served as a flight instructor and safety officer with Fighter Squadron 101 at the Naval Air Station, Oceana, Virginia.

Of the 4,000 hours flying time he has logged, more than 3,000 hours are in jet aircraft.

Retirement Dinner Time Set

The third annual retirement dinner is slated for Friday evening May 23 at the Colony Hotel in Chester. This annual event to honor those leaving service because of retirement will be held in the Brandywine Room between 6:30 and 9:30 p.m.

About 120 people are expected to attend; 70 are retirees while the remainder will be made up of company and union officials, department heads and foremen. A fellowship hour will be held before the dinner.

Special Honors

Awarded two NASA Exceptional Service Medals, the Navy Astronaut Wings, two Navy Distinguished Flying Crosses, and the 1967 FAI Gold Space Medal (Athens, Greece); and co-recipient of the 1966 American Astronautical Society Flight Achievement Award and the Harmon International Aviation Trophy in 1966 and 1967, Captain Lovell is also a member of the Society of Experimental Test Pilots and the Explorers Club.

Despite the exhausting schedule, Captain Lovell divides his leisure among his hobbies of golf, swimming, handball and tennis.

Steven Silva Takes Most Valuable Player Trophy



The basketball season ended with Steven Silva of 80 department copping the "most valuable player" trophy from the interdepartmental basketball league.

Steve, a graduate of Lansdowne Alden High School (June 1968), played his first season this year with the Sun Ship league. No stranger to basketball, he played varsity basketball during his four years of high school. He also distinguished himself in several other sports, winning numerous letters and awards. He seems to be carrying out that tradition here at Sun Ship in other ways as well. Steve is the eldest son of Sun Ship's Al Silva, Quality Assurance Engineer in 70 department.



"Hey Harry, have you seen the new ladder?"