



Sun Ship Log

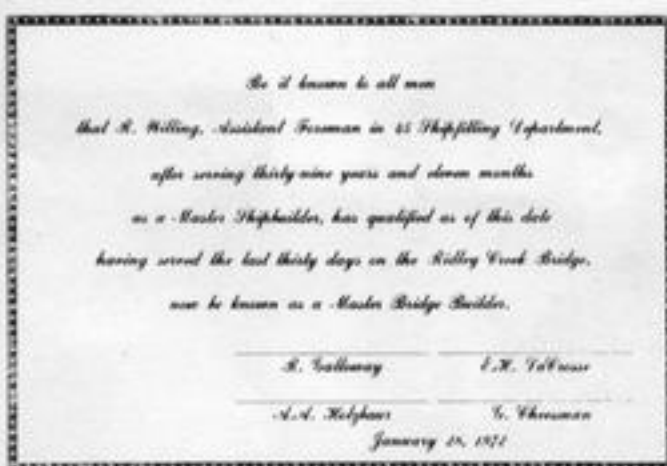


Vol. 6, No. 1

Sun Shipbuilding & Dry Dock Company

January - April 1972

Honors For A Retiree



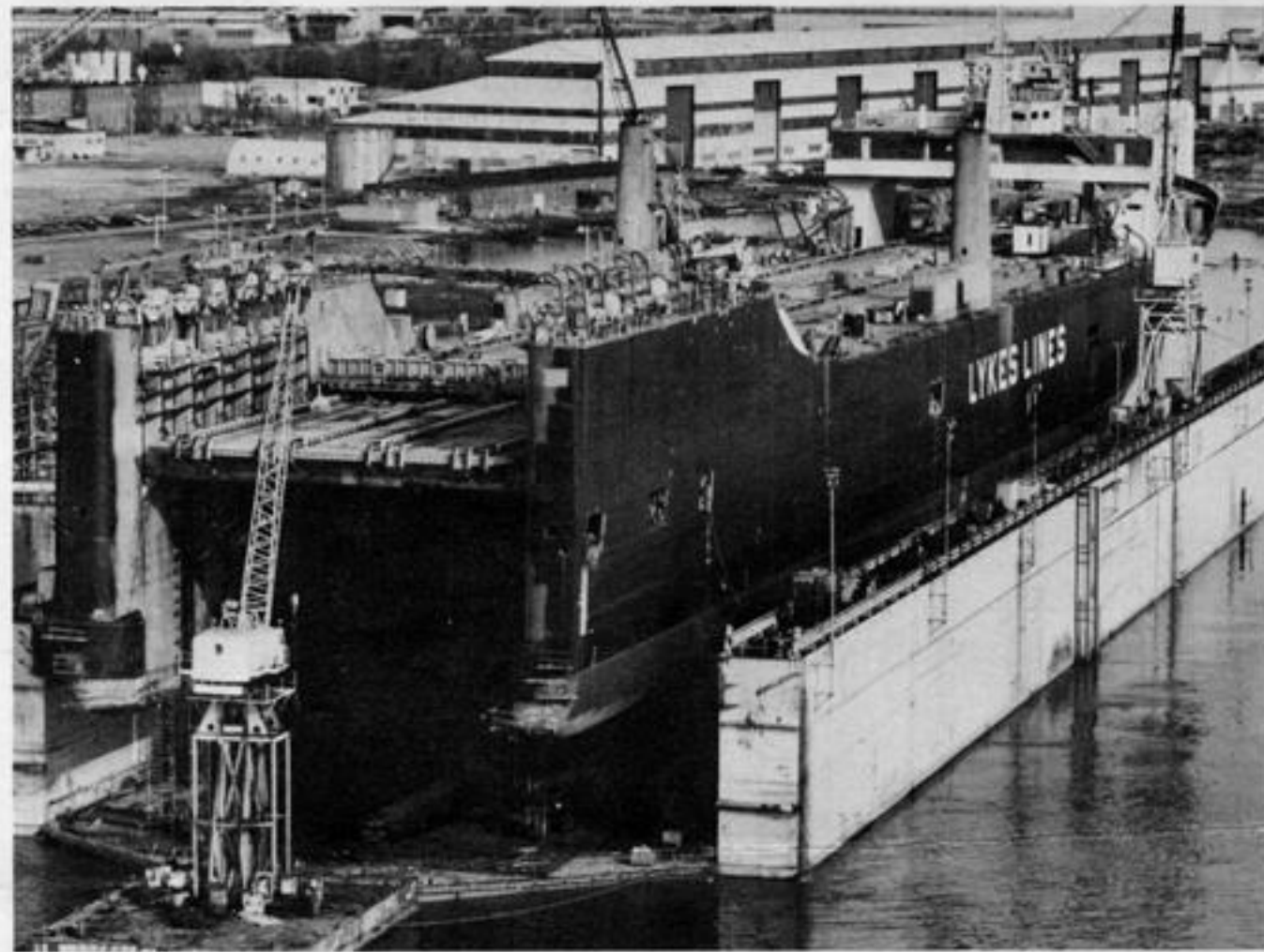
In a ceremony at the shipyard, and in one which represented the retirement of an outstanding employee, Sun Ship honored Ralph Willing during ceremonies on January 28, 1972 that included presentation of a special diploma honoring his service. Perhaps most significant was the presentation of a brass plaque commending his diligence in accomplishing his last job for the Company. The plaque was later permanently attached to the bridge, which now bears his name.

The occasion was the completion of the span over the Ridley Creek, a bridge that will be used exclusively by the huge transporter. It was thanks to the efforts of Mr.

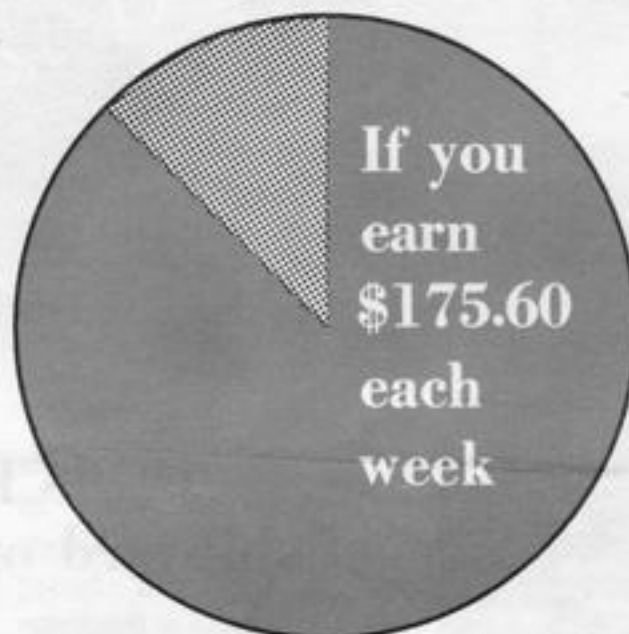
Willing and his men that the span was completed in time and with as much ease as a job of this magnitude can be accomplished. It took 30 days to erect the span, and it was completed on the day marking Mr. Willing's retirement.

In addition to the presentation of the diploma and permanent brass commemorative plaque, a ribbon cutting ceremony took place. The bridge has also been officially designated as WILLING'S CROSSING.

Seabee Vessel Doctor Lykes Makes Pre-Trial Trip Visit Here



The Sun Ship crane, looking almost dwarfed by the Lykes ship on #3 dry dock, is shown being used on the after end of the ship to place rubber fenders inside the cantilevers so that barges would not strike the ship's hull during loading/unloading operations. Launched from the Quincy Yard of General Dynamics, the vessel was brought to Sun Ship expressly for the purpose of having this work performed on our dry dock when it proved impossible for it to be done at the builder's yard. Promptly after completion, the vessel left for a three day sea trial, after which she returned to the Quincy yard for sea trial adjustments and final outfitting.



Did you know that the company actually puts out \$219.20 each week?

The extras add considerably to your paycheck, and they are for your benefit. Take a few minutes to look at the overall benefits picture. It is a very real part of your paycheck.

1971	
Average employees	3,696
Christmas checks	\$ 100,196
Vacation Pay	1,293,799
Holiday Pay	931,833
Lay Off, Reporting, Lost time, Grievances, Military etc.	145,773
Sick Benefits	257,321
Life Insurance	423,654
Hospitalization	1,417,202
F.I.C.A. Taxes	1,497,756
Unemployment Taxes	260,731
Workmen's Comp. Ins.	440,871
Retirement Expenses	1,614,816
	\$8,383,952

Average Cost per man	\$2268
Average Cost per hour	1.09
Average Weekly earning	175.60
Average Weekly benefits	43.60
Total earnings & benefits	\$219.20

1972 Projection	
Average Cost per man	\$2351
Average Cost per hour	1.13
Average Weekly earning	183.20
Average Weekly benefits	45.80
Total earnings & benefits	\$229.00

Community Action At Work

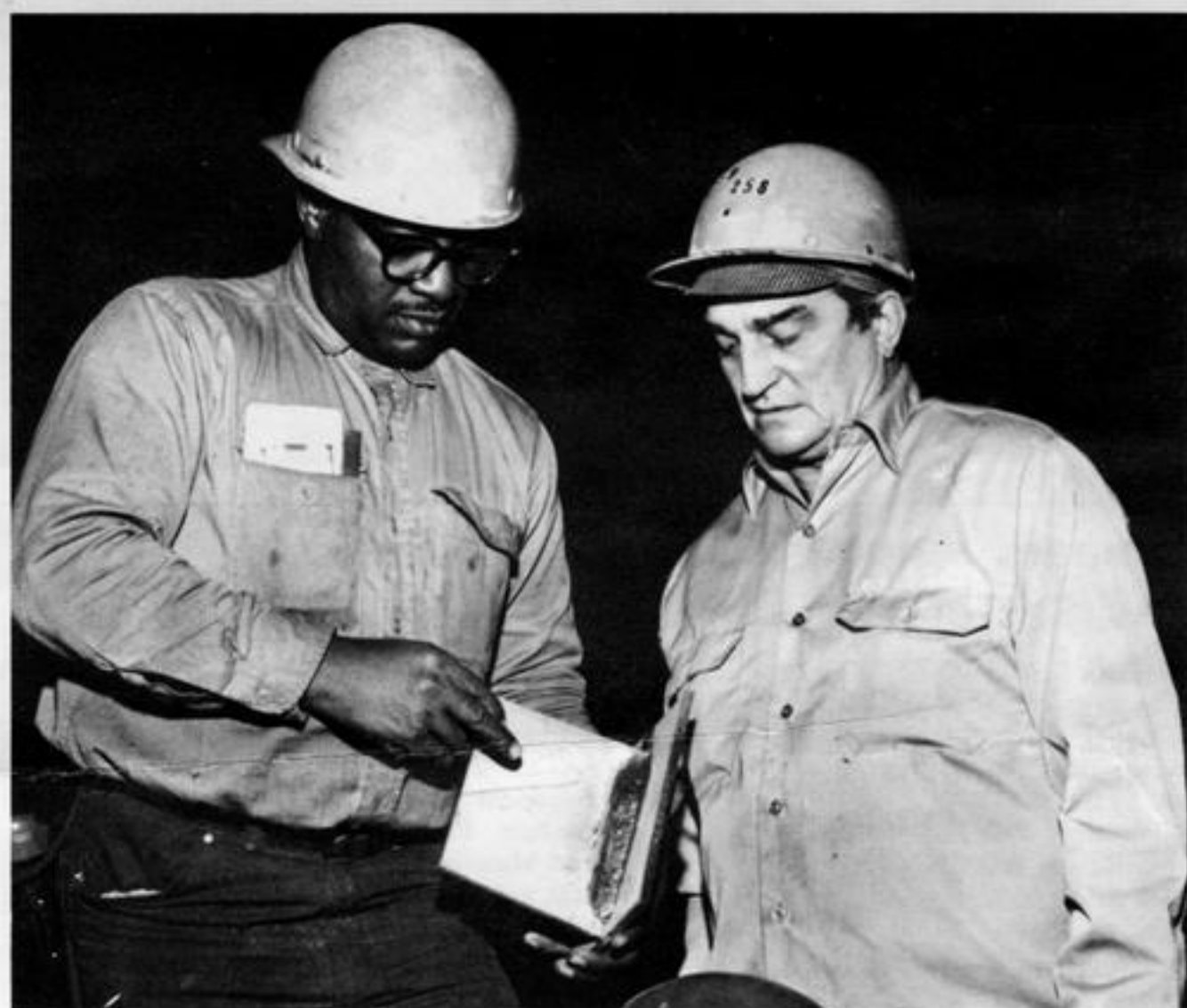
PROVIDING JOBS THROUGH TRAINING

Sun Ship has continued the non-employee welding school, which started over a year ago, and has recently re-opened the burning school, also for non-employees. Applicants for these schools, which are conducted in the North Yard fabrication shop, are selected by the Pennsylvania State Employment Service, and the training

is conducted on Company premises using both company equipment and instructors.

Shown examining a weldment by one of their students are A. Henson (left) and J. Dewey, both instructors. These two employees have been conducting these classes daily, and have graduated a significant number of students.

(Continued on page 4)



Here, INSTRUCTOR EMPLOYEES A. HENSON (left) and J. DEWEY, who teach their welding skills to applicants referred by the Pennsylvania State Employment Service, check a student's progress through the course.

MAILING LABEL

19076 PROSPECT PARK PA
520 ELEVENTH AVE
M WALLS

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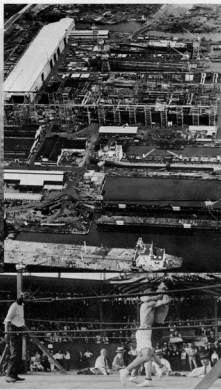
1916

1919
PAYROLL
DEPT.

Reminiscing pictorially during various phases in over 50 years of shipyard operation. Do you remember some of these events?



1971



1919

Company Appoints New Secretary

William B. Malling was recently appointed Secretary for the Company by the Board of Directors. He assumed these new duties while continuing to serve as Marketing Manager.

In 1961, Bill was named a project engineer in production control, and later held the position of department head of the New Ship Sales group. In 1964, he was placed in charge of the group as Marketing Manager.

Bill started his career at Sun Ship as a learner-tracer, and completed his drafting training before being promoted to his various positions.



Superintendent Promotion Announced

Right after the first of the year, Frank E. Hartman was named Superintendent of Production Planning and Material Control, a position which places him with the responsibility for managing the shipyard's industrial engineering and production planning activities, the steel receipt and preparation facilities, and the storekeeping department.

Frank joined Sun Ship in August 1969 as a guarantee engineer and has rapidly advanced since then. Less than a year later, he was named general foreman of the Production Planning and Material Control Division, a post he held until his appointment to superintendent.

He was formerly with Newport News Shipbuilding for 10 years.



A Safety Rule Hearing Conservation Program

Just recently, the Yard introduced a new type of individual car protection for reducing noise exposure in various manufacturing areas.

The Safety Department now has "QUIET-DOWN" available for all employees. All those working in designated zones are REQUIRED to wear QUIET-DOWN, or other car protective devices (plugs or ear muffs), just as safety glasses are mandatory at all times. Specifically, those designated zones requiring 100% hearing protection by Company rule are 30 and 47 shops and 75 shop, shot blast. All other shops including Wetherill and the shipways will be designated "hearing protection required" during chipping operations. Certain machinery will be so posted when hearing protection is required during use. In all cases, employees are expected to have hearing protection on their person at all times in the event their work should carry them into restricted areas.

QUIET-DOWN comes in a 3½ x 4½ inch packet and contains sufficient material for from 8 to 10 pairs of plugs. All it takes



is about 1 inch of the material to make one ear plug. The material is folded in half, and formed into a cone by tightly rolling the edge of the material opposite the fold from one side to the other. To insert, the ear is drawn back and up so as to enlarge the opening of the ear canal. Insert the tip of the cone into the ear as far as possible. By packing the material around the opening of the ear, it forms a seal.

Drop by the Safety Stores to receive your package, or for replacements as often as they are needed.

Don't go without. Besides being a safety violation, hearing damage is as disastrous as eye damage. It cannot be regained.

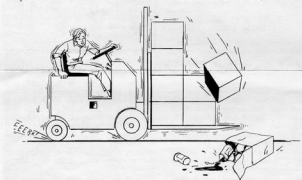
Driver Training

During the past few years there has been a tremendous increase in the number and size of fork lift trucks used in industry, and, of course, a corresponding increase in accident and product damage as the cartoons show.



Today, one of our biggest material handling problems is the safe operation of our equipment. Safety is just another word for common sense in action, and that common sense can only be put into action by people. Obviously, safe equipment and safe working conditions will not prevent all accidents. It is mandatory that the operators follow the simple, safe practice rules and exercise common sense. The basic principle to remember is that a job can be performed properly and efficiently only if it is performed safely.

This leads to the basis for the establishment of a Driver Training Program. Here at Sun Ship our driving accident record has not been bad, but we want it improved. We know that a course such as this will reduce accidents and improve safety. It has already been proven in the crane operator training program which reduced our major crane accidents to nearly zero in the past two years.



Annual Service Awards Luncheon



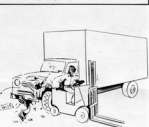
At the close of the year, Sun Ship honored 17 shipyard employees who had celebrated 40 and 45 year anniversaries with the company. The combined service of these 17 men represented more than 700 years of employment and experience.

They are, from left to right, first row (seated): Michael Bringel, 59-24 (45 years); Major Palm, 67-51 (40 years); Thomas Hayes, 30-302 (45 years); Leroy Blake, 33-164 (40 years); William Marvel, 69-40 (40 years); Stanley Parzych, 47-80 (60 years); Emil Touring, 42-907 (45 years).

In the back row, from left to right:

Hull 661 Name Announced

The official name for Sun Ship Hull 661, announced not long ago by her owners, will be the HUGHES GLOMAR EXPLORER. The ship will hail from Galveston, Texas, as her Port of Registry.



The Driver Training Program has been divided into two major areas. The first is a classroom session which teaches students the rules of operation, daily checks, safety check lists, etc. The second area is actual driving lessons designed to instruct trainees in the proper SAFE driving procedures such as proper loading of equipment, safe handling of materials and personnel, etc.

The course involves a total of 18 hours of instruction, well worthwhile hours that promote safety and efficiency among the drivers at Sun Ship.

For additional information, contact the Industrial Relations Office.

Equal Employment Opportunity in Action

For many years, Sun Ship has had a policy of providing equal employment opportunities without regard to race, color, religion, sex or national origin. Every employee is expected to actively participate with the Company in effecting this policy, and it is apparent that they do.

Affirmative action is a very real, very workable policy at Sun Ship, and has been in force for years. Let's examine the record, one in which we can be justifiably proud, and note the areas where more emphasis is needed.

Over 27% of Company employment is minority with 60% of those concentrated in management, professional, clerical, technical or craftsmen's positions. Another 21.8% of minority are in operative positions with clear line of promotion in their trades to craftsmen levels. Helper/trainees, operatives, labor and service personnel have free mobility into craftsmen areas either by direct line of promotion or by company sponsored skill training. Currently, 22.2% of the apprentices in the yard area are minority against a minority population of 27.2%, and 44.4% of apprentices in the technical area are also minority.

A comparison of the utilization of minority employment within the shipyard to the minority population of the labor area shows that total employment of the minority groups exceeds the minority population percentage of our labor area by better than 11%. This means that our minority population is about 77% greater than the minority population we employ from. Minority representation by job category indicates that utilization in the craftsmen and apprentice technician categories also exceeds the minority population in the labor area.

Effort Still Needed

While we have emphasized concern for achieving an overall balance in the past, we need to emphasize in the coming months a better balance in specific areas as well.

The following table shows typical employment taken during a recent sampling. By actual count taken on March 15, 1972, Sun Ship had a total of 3899 employees, of which the total minority represented 1062, or 27.2% of the total work force.

HIRINGS BY JOB CATEGORY

January 16, 1972 - March 15, 1972

Job Category	Total* Employment	Minority* Employment	% Minority Employment
Professional	4	0	0.0%
Technical	9	4	44.4%
Office & Clerical	14	10	71.4%
Craftsmen	79	25	31.7%
Operatives ¹	108	31	28.7%
Helper/Trainees ²	44	18	40.9%
Laboers	47	29	61.7%
Guards	1	1	100.0%
TOTALS	306	118	38.6%

¹includes 3rd class mechanics in crafts.

²includes all personnel hired as helpers in departments where no permanent helper ratings exist.

*These figures include employees who have been rehired because of seniority rights.

PROMOTIONS AND DEMOTIONS

January 16, 1972 - March 15, 1972

Promotions	Total	Minority	% Minority
Helper 2nd to 1st	18	9	50.0%
Helper to Handyman	4	3	75.0%
Clerk 3rd to 2nd	0	0	0.0%
Clerk 2nd to 1st	1	0	0.0%
Helper, etc. to Mech. 3rd 15	1	4	28.7%
Mech. 3rd to Mech. 2nd	22	7	31.8%
Mech. 2nd to Mech. 1st	18	4	22.2%
Mech. 1st to Leader 2	4	1	25.0%
Leader 2 to Leader 1	4	1	25.0%
Leader 1 to Asst. Fore. 2nd	2	0	0.0%
TOTALS	88	29	33.0%
Reductions			
Leader to Mech. 1st	2	2	100.0%
TOTALS	2	2	100.0%

The percentage of minority promotions was 33.0%. All of the minority promotions were into higher skilled positions and supervision. The two reductions were due to lack of work.

The number of craftsmen has increased from 2198 to 2266, with minority craftsmen increasing from 551 to 574. The percentage of minority craftsmen has increased to 25.7%.

In conclusion, it should be noted that

Affirmative action has been a continuing policy at Sun Ship over the years. However, we need to strive together to keep improving the record and to make it as meaningful as is the intention.

CONGRATULATIONS FROM ALL OF US!

Before



One of the more outstanding jobs of '71 for our Ship Repair Department was the bow job performed on the HARRY BORTHEN. The slipfitters and Hull Division in general are to be commended for the splendid job they did in making up a new bow for a ship on which no templates, offsets, drawings, etc.

After



existed. The HARRY BORTHEN, a tanker, sustained the worst of the damage in a collision that occurred in the Delaware River.

U.S. Savings Bond Practices

A frequent question asked to the QUESTION BOX concerns the U.S. Savings Bond plan and how it operates here at the Yard. Specifically, the questions cover such areas as when the bonds are issued; if the frequency of issue depends on the amount; and who issues the bonds.

Turned over to the Finance Division, Stu Reppert who manages Data Control kindly furnished the following answers.

1972 BOND SCHEDULE

Deductions Start	Deductions Close	No. Of Weeks	Date By Which Employees Should Receive Their Bonds
1/3	1/31	5	2/15
2/7	2/28	4	3/15
3/6	4/3	5	4/15
4/10	5/1	4	5/15
5/8	5/29	4	6/15
6/5	7/3	5	7/15
7/10	7/31	4	8/15
8/7	8/28	4	9/15
9/4	10/2	5	10/15
10/9	10/30	4	11/15
11/6	11/27	4	12/15
12/4	1/3	5	1/15

By checking their pay check stubs each month with the above dates on which deductions are made, employees can readily determine how many bonds they should receive each month. The problem arises when an employee has an amount deducted each week, other than the amount of the denomination of the bond he subscribes for, which creates a balance that is carried forward each month.

For example:

Deduction—\$5.00/week		Bond Denomination—\$25.00	
January—5 weeks deductions	\$25.00	April—4 weeks deductions	20.00
1 bond issued 2/11	18.75		33.75
Balance	6.25	1 bond issued 5/12	18.75
February—4 weeks deductions	20.00	Balance	15.00
1 bond issued 3/10	26.25	May—4 weeks deductions	20.00
Balance	18.75		35.00
	7.50	1 bond issued 6/13	18.75
March—5 weeks deductions	25.00	Balance	16.25
1 bond issued 4/13	32.50	June—5 weeks deductions	25.00
Balance	18.75		47.50
	13.75	2 bonds issued 7/12	37.50
		Balance	3.75

Jobs through training

(Continued from page 1)

number of referrals into subsequent positions in the Yard. Graduates, who are considered to have completed the course when they have demonstrated sufficient proficiency and pass the ABS test, are started in the Yard at the third class rate.

WELDING CLASSES

7:45 to 11:45
12:30 to 4:30
4:30 to 8:30
9:00 to 1:00

BURNING CLASS

7:45 to 4:30



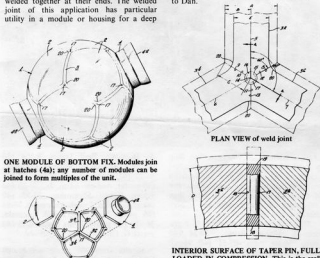
Patent Awarded Shipyard

Much activity has been centered on Dan Garber's various activities in conjunction with pollution control. In an entirely unrelated field but one in which he is well qualified, that of the undersea, Mr. Garber's most recent contribution has resulted in the issuance of a patent for WELDED JOINT AND METHOD OF FABRICATING SAME, which was assigned to him as inventor on January 4, 1972. Dan, who is a mechanical engineer in 37 department (Research and Development), has come up with a method for welding a lattice type framework which is designed to withstand large compressive forces. This framework is fabricated from spoke-like members or struts of titanium which are welded together at their ends. The welded joint of this application has particular utility in a module or housing for a deep

sea venture known as BOTTOM FIX. Such a housing is designed for a very deep submergence, such as to depths of 15,000 feet in sea water where the pressure on the outside of the housing is in excess of 6,000 pounds per square inch.

The uniqueness of Dan's design is that it prescribes a method for welding a structure made of titanium. As welders know, welding of this metal is extremely difficult by virtue of the need for elimination of air from both the back and front areas of fusion welds to avoid severe embrittlement.

This invention answers such a problem by providing a novel welded joint. Copies of the patent are available upon request to Dan.



ONE MODULE OF BOTTOM FIX. Modules join at hatches (4a); any number of modules can be joined to form multiples of the unit.

CUTAWAY SHOWING PART OF THE LATTICE FRAMEWORK WHICH THE PATENT COVERS. Any three members of the Y joint can be welded using the techniques described by the patent.

INTERIOR SURFACE OF TAPER PIN, FULLY LOADED IN COMPRESSION. This is the really unique feature of the patent, since this is probably the first time a taper pin has been compression loaded. They have been loaded in shear and under partial compression (for example, roller bearings).

CONF. #/ TYPE
NO. / BULK OIL STEAMER
BUILT FOR SUN COMPANY
NAME CHESTER SUN
CONT SIGNED
KEEL LAID JAN. 27TH 1917
LAUNCHED OCT 30 1917
DOCK TRIAL DEC-10-1917
TRIAL TRIP DEC. 26-1917
DELIVERED JAN. 11-1918

BUILT ON #1-WAYS

LENGTH 324' 4 3/4" WITH TOWER HEIGHT OF 10,200 TONS (GROSS AREA)
BEAM, MAXIMUM 38' 6" WIDE, 10' 6" DEEP
WATER, 30' DEEP
DRY DOCK WITH AIRLOCKS

A sample of the record keeping that was a part of the "good old days."

A stack of these cards were found in the files during a recent consolidation, and showed the methods that existed well over 50 years ago.