



Sun Ship lands \$3.1 million repair job

Sun Ship has been awarded a \$3.1 million contract to repair the *Lash Atlantic*, which suffered extensive forward damage in a collision in early May.

The 620-foot-long U.S. cargo vessel arrived at Sun Ship on May 23 for the scheduled 45-day job, which will include the removal and replacement of some 200 tons of steel. In getting the contract, Sun Ship won in bidding over Newport News.

"Two major factors in winning the job," says Frank Reeder, manager, ship repair sales, "are Sun Ship's Sun 800 crane and its dry dock, both

the largest facilities of their kind on the East Coast." The crane's 800-ton lift capacity permits the fabrication of large assemblies which can then be lifted and lowered into place. Reeder admits that the schedule is a tight one.

"The challenge," he says, "is to get the job done speedily and prove to potential customers, and ourselves, that we can do what we say we can do."

On May 8, the *Lash Atlantic* collided in fog off the East Coast with the 459-foot long *Reliance Carrier*.

Hearing safety program underway

To reemphasize the importance of noise control, another hearing conservation program for Sun Ship employees went into effect on June 1. Signs are being posted in those yard and shop areas exposed to potentially harmful noise levels. The signs warn employees to carry hearing protection devices in those areas and to wear them in the vicinity of loud noise.

The devices, ear muffs and disposable plugs, are available at the Safety Store. The potentially hazardous sound areas have been identified in a survey undertaken over the past year by the Industrial Hygiene Department.

In addition to wearing ear muffs or plugs, employees exposed to potentially harmful noise levels will be given hearing tests at least once a year. Training programs have been given to supervisors to make them aware of hearing hazards and advise them of steps that can be taken to minimize hearing loss risks.

"The hearing conservation program is a win-win situation. Employees conserve their hearing and are healthier. Protecting our employees is our main goal," says Andy Becker, industrial hygienist in charge of the program.

Offer to purchase Sun Ship withdrawn

The group of businessmen, headed by Paul Altman and J. Newton Pew, which had made inquiries about purchasing Sun Ship, has withdrawn their offer.

The notice of withdrawal was contained in a May 8 letter to Chairman and President Theodore A. Burtis of Sun Company, Inc.

Sun Company will continue to evaluate any other expressions of interest in purchasing the yard, according to John L. Olsen, a Sun senior vice president.

Eddystone tax concern is eased

Sun Ship has agreed to pay Eddystone Borough as much as half a million dollars over the next five years to compensate for lost earned income tax revenue caused by Sun's phasedown of new ship construction.

The company has entered into this agreement to help ease the financial impact on the borough because the earned income tax revenue in the borough will be affected by the lay-offs at Sun Ship.

A Note From Bob Campbell

The following remarks by President Bob Campbell concerning Sun Ship's plans to pursue Mary work were included in a speech marking the recent christening of the John B. Waterman.

Over the past three years we have been involved in Mary overhauls — a business that we intend to pursue for many years to come. The U.S.S. Porpoise, the U.S.S. El Paso, and the U.S.S. Portland have all had major overhauls carried out at Sun Ship. Our most recent addition to the shipping world — the New York Sun — is now on charter to the Military Sealift Command. Now the John B. Waterman is being considered for use by the Navy as a part of the Rapid Deployment Force. The possible military use of the John B. Waterman is an extension of the Mary business we have been participating in all along, and which we intend to pursue in the future.

While Sun Ship has made a commitment to phase out of new ship construction, orders for conversions, and overhauls to America's current fleet are expected to increase dramatically. Sun Ship, which has a healthy record of performance in this area of the business, intends to be aggressively involved in seeking this kind of conversion and overhaul business. We fully expect to be a major contributor in this mighty task.

The Lurline is a recent demonstration of the kinds of technical accomplishment our employees can make. We know of no other yard that has transferred a ship of this size from the water back on land for safe and more efficient work. We believe this gives us a competitive edge in the ship conversion business. We intend to exploit that advantage for all that we can.

Whatever the need for overhauls and conversions of ocean-going vessels, Sun Ship will be an important participant. We intend to keep this shipyard working by helping to provide and maintain the modern fleet we need at home and around the world.

We will continue to seek overhaul and conversion business, to build our industrial products business, and to continue to be profitable, reliable, and expert at doing it.

We will also continue to contribute significantly to this nation and this community.

UPDATE is published by the Human Resources Division of Sun Ship, Inc., Chester, Pa.



Old boring mill . . . Mechanist Ken Galloway waits for new one



Jake Robinson . . . Veteran machinist with new 40-foot lathe

Tooling up for the future; Anderson optimistic

An outsider might view a new 40-foot lathe and a vertical boring and turning mill as just two pieces of equipment. However, to the Sun Ship employees concerned with Industrial Products, they represent the promise of new opportunities.

The lathe, its length and turning swing of 60 inches making it one of the largest in the area, was recently installed in the Wetherill plant. The boring mill, which significantly expands Sun Ship's machining capabilities, will be added to the Wetherill plant soon, probably within the next few weeks. The new machinery purchases represent a capital investment of about \$1 million.

"Getting this equipment has been a tremendous uplift for everyone in the shop," says Ron Anderson, general foreman. "What it demonstrates is that top management has faith in the future of the company."

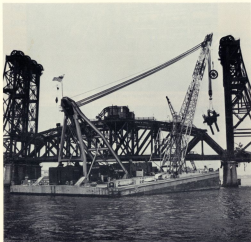
The new lathe and mill will increase efficiency at the Wetherill plant, many told, says Anderson. Even with the existing older equipment, the shop is able to satisfy rigid requirements of highly sophisticated projects.

Jobs taken on in Industrial Products include the fabrication of nuclear reactor components, large valve bodies for hydroelectric projects, ship shafting, oil refinery catalytic cracking towers and shafts, wind tunnels, giant telescope insulations, pressure vessels of all types and other high precision work requiring close tolerances.

The vertical boring mill will replace an existing mill that has been in service for nearly 50 years. The new mill will run at much greater speeds and will utilize high speed tooling to perform various operations such as facing, turning, boring, tapering and threading.

"Over the past four to five months we've been competing with more modern machine shops," says Anderson. "With the old equipment we were at a disadvantage. Now we're extremely optimistic about our future capability to bring work into the shop."

"We'll look at any job anywhere, large or small. If we don't have the capability, and it's work we know we can handle at a profit, we'll develop it."



Sun 800 crane speeds bridge removal job

The Sun 800, the largest barge-mounted crane on the East Coast, has shortened to seven days what could have been a six-month bridge dismantling job.

With a lifting capacity of 800 tons, the Sun Ship crane recently removed more than 4,500 tons of steel in taking down the Central New Jersey Railroad bridge between Bayonne and Elizabeth, N.J.

Removal of the lift bridge, built in 1924, was arranged by the U.S. Coast Guard, which deemed it a navigational hazard. The bridge's narrow channel and low span were unable to accommodate the larger ships being built today. Its elimination allows an extra 450 feet of space for ships to pass through Newark Bay.

The job required the removal of the two 206-foot-long, 1,300-ton vertical spans, which were lifted out and placed on two barges. Last to come down were the bridge's four 195-foot-high, 500-ton towers.

The Sun 800 also gave a hand at nearby Port Elizabeth, lifting two container cranes off their wheels to erect a midsection in each. This gave the two cranes an additional 27 feet in height and the capability to serve larger ships.

The Sun 800 provides a complete, mobile heavy lift service in a wide range of applications, including construction, marine salvage, cargo handling and the installation of refinery components.



Czeslaw Kulakowski



Ray Radtke



Alexander Wideman

Domenic LaCava
(No Picture Available)

Czeslaw Kulakowski, supervisor/machinist, was a Sun Ship employee for 17 years. Born in Chester, Pa., he served in the U.S. Navy from 1958 to 1964. Mr. Kulakowski, 49, is survived by his wife, Mary Ann, who is also a Sun Ship employee, and seven children. Mr. Kulakowski lived in Boothwyn, Pa.

Domenic LaCava, 53, joined Sun Ship in November, 1976, and was a first class rigger. Born in Philadelphia, he served with the U.S. Army in 1948 and 1947. He is survived by his wife, Ann, and two sons. He was a resident of Deptford, N.J.

Frederick R. (Ray) Radtke, 58, was assistant foreman-pipelining. He had been a Sun Ship employee for 26 1/2 years. Born in Camden, N.J., Mr. Radtke was a World

War II Army veteran. He is survived by his wife, Lucretia, and five children. Mr. Radtke lived in Somersdale, N.J.

Alexander Wideman, 55, was a first-class pipefitter and had worked at Sun Ship for 14 1/2 years. Born in Chester, Pa., he served in the U.S. Army from 1950 to 1963. Mr. Wideman is survived by his mother, Esther, and two daughters. He lived in Chester, Pa.

INJURED

Gilmore Oberter, 49, is a first-class pipefitter, who has worked at Sun Ship for 15 years. He is recovering from his injuries at Crozer-Chester Medical Center.

Steve Smith, 36, is a security guard, who was a member of the rescue team. He has worked here for 7 years and has returned to work.

LASH ATLANTICO INVESTIGATION TO CONTINUE

Authorities are continuing their investigation of the June 8 incident aboard the LASH ATLANTICO which took the lives of four Sun Ship employees. The fire control system, which released carbon dioxide into the ship's engine room where the men were working, had to be activated manually, a U.S. Coast Guard marine investigator told a recent press conference in Philadelphia.

The investigator, Lt. Michael D. Kearney, said his inspection following the incident found the system to be in good working order. The system is activated by pulling two sets of levers. Evidence indicates that one set of the levers in the CO₂ room had been recently pulled, according to Lt. Kearney.

Lt. Kearney and Chief Thomas F. Gallagher of the Delaware County Criminal Investigation Division said the investigation would seek to determine who pulled the levers and a possible motive. The system is designed to smother a fire by robbing it the air of oxygen.

Victims were Frederick (Ray) Radtke, Alexander Wideman, Domenic LaCava and Czeslaw (Czes) Kulakowski. (See stories) injured were Gilmore Oberter, 49, of Copland, Pa., who was also working in the engine room, and Steve Smith, 36, of Marlton Hill, N.J., a security guard. Smith

had been helping to extinguish a fire in an automobile parked nearby that had erupted only moments before the alarm sounded for an emergency onboard the LASH ATLANTICO. He was overcome after entering the ship.

Smith has since been released from the hospital. Oberter, admitted to Crozer-Chester Hospital with a broken left leg and other injuries, is recovering.

Responding immediately to the alarm was the Sun Ship rescue team, headed by fire marshal Hans Botsch. Outfitted with respirators, he, Steve Smith and other team members Arthur Jarvis, Frank Gienkowski, William Parrell and Richard Carbone entered the engine room to reach the men. With them was Bob Harman. Also helping to get the men out were George Castle and Roscoe Thomas. Mary Murren and Corrie Roberts, dispensary nurses, were involved in the resuscitation process.

Also giving assistance were cardiopulmonary resuscitation (CPR) team members Richard Carbone, Bob Morgan, Dave Kinnansmith, Danny Bruce, Charles Hixson, Jim DiCave and Southern Pines. Many people not named voluntarily assisted where they could and their help is gratefully acknowledged.

Wideman died enroute to Crozer-Chester Hospital, Radtke and LaCava at Taylor Hospital in Ridley Park, and Kulakowski on June 10 at Sacred Heart Hospital, Chester.

About 135 Sun Ship employees were working aboard the LASH ATLANTICO when the incident occurred. The ship was in dry dock for repairs. (See accompanying story).

NOTICE

The June 8 issue of Sun Ship Update had been printed and was ready for mailing when the incident occurred aboard the LASH ATLANTICO.