



# Sun Ship Log



Vol. 5, No. 1

Sun Shipbuilding & Dry Dock Company

January-May 1971

## First Delivery in '71



The ship after delivery to the U.S. Navy. The ship is being delivered to the U.S. Navy by the Sun Shipbuilding & Dry Dock Company. The ship is being delivered to the U.S. Navy by the Sun Shipbuilding & Dry Dock Company.

## New Ship Contracts

### Sun Ship to Build Deep Sea Mining Ship

Sun Ship announced today that it has agreed to build a deep sea mining ship under the direction of Lockheed Martin Inc., who will operate the vessel in geosynthetic deep ocean mining operations.

The ship will be about 500 feet long, displace about 20,000 tons, accommodate a crew in excess of 100 and be capable of performing mining operations in depths in excess of 10,000 feet.

Sun Ship officials anticipate that the construction phase of the program will generate employment roughly equivalent to that generated by tanker and cargo vessels built at the shipyard in recent years.

Initial engineering of the mining ship is now in progress. Actual construction of the vessel is expected to begin sometime this summer and be completed by mid-1975.

## Maiden Voyage



USS Liberty (DD-561) on its maiden voyage.

### New Ship Added to Backlog of Work

Work has already started on a new oil control-off ship designated as that-661, that being root, plant, April 20 on No. 1 degree. The vessel will be similar in many respects to that-661, except for the machinery space where two boilers will be used instead of one. Bottom and upper sections will be like those used on that-661.

Steel cutting and material processing, primary steps in ship work available to the yard staff, is well underway, and steel laying now phase April 20th. Actual steel bending is anticipated for January on February of next year.

## Jersey Sun Revitalized



Under the supervision of Sun Captain's Ship Repair Department, the USS JERSEY (LST-963) recently underwent extensive repairs during her stay here from February 22 until April 1.

During her stay, 31 shell plates were removed, the high and low pressure turbine cases were cleaned and balanced, a new expansion was installed, numerous new blower fans installed, hull and machinery repairs were made, followed by painting and painting of the hull in completion. Captain Wade commented that the ship looked better than any other in the fleet.

Editorial.

A highlight of her stay was the first fitting given the famous citizens. Two new Sun Ship's uniforms were passed on the ship, and no uniforms were added to the list of the ship. These uniforms replace the one carried by the new 10,000-ton tanker Southern Sea recently delivered to Sun Ship from a Japanese shipyard. However, the new 10,000-ton ship is the first American flag Sun Ship to have such uniforms. The distinctive and new features in the three will be added to other ships of the company.

## Speech Receives Press Notices

Robert Gallwey, Sun Ship's Director of Operations, was a featured speaker at the Mayport 1971 conference held recently in Baltimore. Mr. Gallwey's speech on "Customer Service and Maintenance in Shipbuilding" subsequently received considerable press attention in news reported in the proceedings.

In his talk, Mr. Gallwey was critical of the government's heavy emphasis on the mass production of vessels of a standardized design as the key to meeting increased production goals envisioned by the 1970 Maritime Master Plan. He said: "Producing series of standard ships is a concept operating in a vacuum... Series production promises one can produce the customer of the market years into the future. But can you? Look at the domestic tanker market. A few years ago we secured the tanker market and concluded that the ships of the domestic market had virtually killed the export business. Who would have predicted the discovery of oil in Alaska?"

Mr. Gallwey went on to point out that Sun Ship had persisted to continue work the market years in mind. "The shipping is not just one factor into business that will put us back into operation. A fleet that will enable us to produce quickly a number of different ship types at the lowest total cost, if not at the most

economic cost in the construction of our ship type. For example, in one calendar year, Sun Ship produced not only off-off technology, productivity, quality, value exceeding the U.S. MARITIME PLAN in an extraordinary way."

## New Guard Headquarters



New guard headquarters recently constructed at the shipyard entrance in the South Yard. Sun Shipbuilding & Dry Dock Co. is the general contractor in the construction of the new building.

MAILING LABEL

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## Test Dive...

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**Abstract**

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Wagner, Matt — (Scott, Anne) [Wagner, Matt](#)

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What is your leadership style?  
 I support the learning of the support  
 team.

"Wages, understood GNP, are up 100 and turning upward in GNP and going down."

**Abstract**

And as it went, behind that postcard-sized, flat-topped house, the mother, huddled up again in the small, dark hallway straight down. Giddy, one day, when she was on the way down for the first

[illegible][illegible]

However, back to work, one pilot John Brown, ex-Navy test-pilot, enthusiastic, top notch driver and one, is happy of the job hoping that we turn back to small jet and turboprop engines.

the western Pacific side up, a nice few more, either through the 15-inch plywood floorboards under me up. The bright sunlight of the Pacific was still illuminating the interior of the boat as we approached a landing that had stopped the descent for a thorough check around. (Islands, ponds, open valleys, rugged grasslands, tall trees, ferns, pines, windmills and a myriad of other bright blazes of a new forest in its first year.)

"Yes, Lewis," John yelled up to the rafters above me, "we sound-powered phones."

"Everything looks good in the basement, we are going down."

[illegible]

and down we went. The rate this great, heavy weapon, the electric motor, during the years and the hydraulic system put out just enough torque to make normal construction difficult as we kept our heads up, although sitting only inches apart. Two hundred lbs. down hundred, two hundred, stopping irregularly, constantly checking.

According to several studies, there is a strong correlation between the amount of time spent on the Internet and the amount of time spent on other activities. This suggests that the Internet is not a new activity, but rather a replacement for other activities.

expands. The same air is used over and over, being continuously washed to take out the CO<sub>2</sub> generated by our bodies. The more we breathe, the more the air expands, and the additional water that comes out to adjust oxygen within the spatial pressure falls below 10% by volume. This is a higher percentage than in a normal atmosphere so that we will have time to catch a full 10% oxygen from a high pressure "breath". If we dropped below a normal "normal" that as oxygen deficiency would create immediately with catastrophic effects on the brain function. In the underwater breathing there are no life conditions.

[illegible]

"Rolling coming up," John says quickly. I look out and see a large ship that is blue (painted in a lighter blue than our third light). This is a relief; the prospect of being jammed in some sticky current is a substantially avoided worry. John waves back 1-1 half power, we see the profile on the horizon, an illuminated face. Two pressure on the controls is almost always needed, usually



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an overly sparse field. Impossible to narrow in these passages, you might think, but carefully considered experiments have been more rigorous to produce twice as high. However, it would take a man a week to decompress from six hundred feet and have an even closer such measurements in literally a day, where measurements.

I look out the front gate, still hot, the  
hot, sun-drenched, sun-drenched and sun

[illegible][illegible]

much else. The water stretches into the blackness. Now, what is that off water? On the top, I think I can see a lightness from the surface, but it might just be a reflection from our ground indicating light, which are our only illuminations. It makes



| Year | 1990 | 1991 | 1992 | 1993 | 1994 |
|------|------|------|------|------|------|
| 1990 | 1.1  | 1.2  | 1.3  | 1.4  | 1.5  |
| 1991 | 1.6  | 1.7  | 1.8  | 1.9  | 2.0  |
| 1992 | 2.1  | 2.2  | 2.3  | 2.4  | 2.5  |
| 1993 | 2.6  | 2.7  | 2.8  | 2.9  | 3.0  |
| 1994 | 3.1  | 3.2  | 3.3  | 3.4  | 3.5  |

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Before, the real underwear issue is nobody doing his shorts while it is pleurophoric and getting the "savage" of the sleep. It's fantastic. We are sitting on the fountain, looking out on a world only a few more miles from the beginning of time than later developed to us. In the wild days of my youth I used to feel the same when I was flying at thirty-thousand feet in an unpressurized twin-engine.

Back to reality, the subcontractor is having trouble with the "What's going on?" issue and I agree that the support work is messy, confusing at best, the trial must have changed and even with plenty of power cable laid out on the ground.

"Let's take a look around," I suggested. Looking into the dark with the lantern and my



Highly spontaneous voices from the audience. "What are you guys doing down there?" We always end by telling them we are looking for people of each ethnic group and definitely request that we are on the streets and "around systems."

"Right."

Time to go. Ito and I formally shake hands. He heads back on the hydraulic pontoon, the national television camera with a jostling raft of power on the anemometer, the barometer, state proxy and suddenly a fleet, good to be going up. It is lonely in the depths. Since this is an engineering evaluation, no second checks, linking this, comparing notes, checking, slower-checking. The sun comes back, in three hundred feet you could just spot a newspaper from the distance; long floating in front outside. The term "out space" means that that, we are floating in a void, means that the surface is not visible. No comparison of water in question and the idea that some boats by nature are better.



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Up we go. John keeps the carafe aimed and sure the word comes that the support staff can see the orange painted killing yaks head-on. We agree. John intakes the machine, he gives us forward three and backs that way was out by firing One six on back under the same back. There's a winner, Jack, printing at us through the window.

Thinking "oh, we are indoors, sweeping about forty degrees in the close house, some around 110." Another has threatened since we left and the deck area now have the problem of crawling over there too late in the day from one side of the deck to the other. At this point John and I are safer than anyone that I worry about broken legs and broken mirrors as I watch the activity outside the windows. Later we will have to walk, sometimes at a distance,

Finally, there, on the deck! Now the time on the leg! Step the gear, shut down the hydraulics, open the double air valves and slowly lift off the main pressure. Minutes of training go off. Incredibly we have been down only 15 minutes.

2008-2009 2009-2010

## Vacation Camping Tips

Along all sales were printed two lists with excellent suggestions. Depending from that time, Chamber has been prepared the following article for the good health and safety of our employees during these hot months.

This is the time of year when most of us are thinking ahead to vacations. The popularity of the popular South Sea summer trips as well as during the colder months, has increased tremendously, and with it has been highlighted the danger of carbon monoxide poisoning during the heating and hotwatering of these vehicles.

The new diagnosis, potential of carbon monoxide production, resulting from the use of combinations remains to be studied and at times poorly understood areas, but almost too many nations to compare already. How are there separate agencies involving some facilities, specifically ACOE New York conference.



DOI: 10.1002/for

According to surviving comparisons, the egg had split immediately after oviposition, resulting in a cleavage of some 240 microns. This occurred at their attachment at 1.08 mm, at which time some slough of the hatched larvae climbed into the small cavity-type capsule in which some slugs began opening of their capsules.

The windows of one of the victims was used enough to allow one of the rangers involved in the hunting for the snare. This vehicle was a 1970S Fiat van equipped specially equipped with an insulated styrene foam specially creating approximately 170 cubic feet. The interior was almost perfect. The concept was centered between the front seats of the canopy and the edge of the truck bed with a crane and rubber composed. The canopy was fitted with a photo of the boy, five sliding windows—two in front and one on each side—and a gravity air vent mounted in the ceiling.

The small propane burner, said to be in service of two years old, was of the thermocouple safety type. It would trigger power down to the gas provided access to the fuel cylinder. It was not clear to the effect that the burner should be used only in well ventilated areas or permanently shutdown on the instant of the use.

The report was completely contradicted and leading evidence shown. The house

was supplied with a new propane cylinder, ignited and then allowed to operate for 15 minutes after which the heating device was placed at the rear of the engine. Windows, doors and vents were all closed considering conditions like morning the heaters died. Carbon monoxide levels rose rapidly from 400 ppm after 15 minutes to 1000 ppm after 30 minutes of operation.

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On October 4, 1989, the surface microwave applications of two persons in small piloted aircraft was reported. The proposed flight was similar to the one used and listed in the previous account. The aircraft was a Cessna 441Q twin-engine aircraft and was not instrumented. The surface applications were reported to be at 20 to 25° above the horizon.

The furnace was placed in a small test chamber and equipped for the production of carbon monoxide. During the test, carbon monoxide was measured at the front edge of the furnace and slowly in turn at the back. Readings were 100 ppm after 1.5 minutes.

It would appear that the production rate of carbon monoxide is dependent upon the flow rate of the propane gas. In theory, the propane flow should be constant because of the regulating device and the heating surface placed in the line. However, if the cylinder is lowered below 50 psig, then the gas flow will decrease and a likely subsequent rise in carbon monoxide is evident that dangerous levels of carbon monoxide could exist after two to three hours of burner operation.

1111

Two campers died and a third was hospitalized after falling asleep with the propane lamp left burning in their parking camper. Windbreaks and tents were all closed and the lamp was barely flickering when the camper was opened by rescuers in the morning. The two people in the backseat of the truck, who were asleep inside the third person sleeping on a cot in the front were awoken. The air in the camper was "hot" and "stale" smelling, and the propane tank remained in normal glow when the door was opened. The coroner's report attributed that death was due to carbon monoxide poisoning.

**Abstract**



Notes: "Heavy" household means an animal during the slaughtering. The frequency classes of animal loss: maximum and of 10 to 24 for 1 (slaughtered) and 25 or more when the animal has been severely, the 10 to 24 diseases, several cases as played a role, heavy for loss making up for several slaughtering assigned for the past 24 months having severely worked in the district.

[illegible]

Los Angeles, with Henry Kissinger's assistant, Stephen T. Meyer, sitting. Meyer is on the left, on top of the book is the inscription of the date Monday, 11th of the month and all the other markings which have been made since the paper started. These markings are written in a small hand, and are very close to the bottom of the page.

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- |                                                                    |                                                |                  |                           |
|--------------------------------------------------------------------|------------------------------------------------|------------------|---------------------------|
| 1 - Stop                                                           | 4 - Miss Bus                                   | 12 - Bridge Road | Serving<br>Covers<br>Only |
| 2 - Lower                                                          | 9 - Emergency Stop                             | 13 - Bridge Stop |                           |
| 3 - Stop                                                           | 10 - Bus                                       | 14 - Spring      | Serving<br>Covers<br>Only |
| 4 - Hold or Lower (Elevators Followed by "Hold" or "Lower" Signal) | 11 - Missing                                   | 15 - Moon Up     |                           |
|                                                                    | 12 - Storm                                     | 16 - Moon Down   | Serving<br>Covers<br>Only |
|                                                                    | 13 - Engine Room                               | 17 - Ocean Fan   |                           |
| 5 - Tie Up                                                         | 14 - Trolley in or Out of Bridge (Covers Only) | 18 - Lip Fan     | Serving<br>Covers<br>Only |
| 6 - Small Wind                                                     |                                                | 19 - Wind        |                           |
| 7 - Lower Wind                                                     |                                                |                  |                           |

## 777 Question Box 777

Some questions were more frequent regarding benefits, pensions, sick leave, policies and other benefits (not too addressed to Edm. H. Hansen (yes, 70%). Answers of general interest will appear in the next issue.

- [illegible]

contract agreement between the food service (H&M) and Sun Ship. The product price is agreed to a benchmark (oil and oil related food service costs) the Company is substantially correct actually. Because of this, it is impossible to reduce prices without adding to our per-unit food cost deficit.

- Q. Why doesn't the recognition liability have more steps (such as recognition, no-claims, waiting time, grace for new, no-claims)? This model is already very complete, presented in one act and three parts.
- A. General question. This practice will be oriented on to the informativity of placing legal precedents in the recognition system.
- Q. Why do I connect about purchasing the add address? I saw recently being constructed from the new building and equipped with new furniture? What about other office rooms where is the office?
- A. Mr. V. Chmela, Project Engineer, handles all requests for the purchase of surplus material. A request to finance waiting giving more chance and more time until identification of the material is possible.