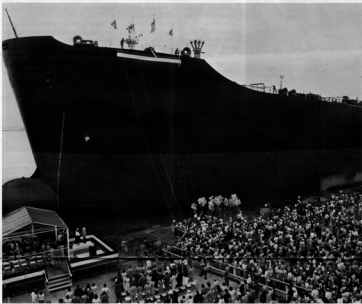


KENAI CHRISTENING HIGHLIGHTS FAMILY DAY



SPLASH! THE CROWD OF SEVERAL THOUSAND SHIPYARD WORKERS AND THEIR FAMILIES WATCH HULL 669 ENTER THE MARINE WORLD AS THE S.S. KENAI

Hull 669, a 120,000 deadweight ton tanker, was christened the "S.S. KENAI" at Sun Ship by Mrs. Roger Bexon before an audience of several thousand shipyard workers and their families on June 3, 1978. Mrs. Bexon is the wife of the Senior Vice President of Natural Resources for The Standard Oil Company of Ohio (SOHIO).

The vessel is named after a region along the southern coast of Alaska and is the second "ecology" class tanker to be built by the shipyard for time charter to SPC Shipping Inc., a subsidiary of The Standard Oil Company. The tanker will carry crude oil from Valdez, Alaska to Pacific Coast ports. The KENAI is scheduled for delivery later this year.

The christening was a highlight of the shipyard's Family Day program that included an open house of certain yard shops and shipbuilding facilities, shipyard displays, an employee arts and crafts show and musical entertainment by the Chester City Band and the Duffy String Band.

Immediately preceding the christening, Sun Ship President Peter S. Hepp spoke to the audience of shipyard workers and their families and friends.

"Family day is our day, and an appropriate time for us to take stock in our company," he said. "Ours is a proud history of shipbuilding achievements, and while we are currently going through the worst period in that history, we are optimistic that the worst is over."

"There have been rumors that we may be closing the yard," he continued. "Some have suggested we are cleaning up to sell the yard. Let me set the record straight . . . we are not going to shut down Sun Ship."

The Ecology Class Tanker

The 869-foot KENAI is a Sun-designed double hull "ecology" class tanker incorporating several environmental safeguards. The ship's double hull space combined with other ballast spaces in the ends of the ship provide the tanker with a clean ballast capacity of 43,000 tons. High strength steel has been used in the upper deck plating and sheer strake areas to enhance structural crack resistance in cold weather service. A sewage storage and treatment system is provided on the ship. Oil water separators clean the bilge water and cargo tank washings before discharge overboard.

FAB SHOP MODERNIZATION ANNOUNCED

HUNT NAMED DIRECTOR

Everett C. Hunt has been named Director, Planning and Management Control, reporting to the President.



In his new post he will be responsible for the successful development of innovative corporate strategic plans, for the design and implementation of management systems, for the preparation of timely and reliable product cost estimates and budgets, for the creation and in-

(Continued on Page 8)

A two-phase program to modernize 47 Shop (the fabricating shop in the central yard) has been approved by Sun Ship's board of directors, shipyard president Pete Hepp announced. The program consists of modifying the shop to double the current amount of steel which can be handled there per week. Plans call ultimately for installation of a panel line and unit assembly line. The entire modernization program is expected to be completed over a three year period.

"A primary objective of our project is to increase productivity. We've fallen behind our competition in our fabricating facilities," said Hepp. He stated that he expected the changes in the shop would permit the shipyard to do "more fabrication and welding in the shop and to do it with greater efficiency than can be done on the ways." Sub-sections will be outfitted prior to leaving the shop as much as is possible.

"You'll note that improvements in the work environment for employees in the fab shop are an essential part of the pro-

gram," he said. "The fab shop will be closed and heated in the winter time to at least 50°F. Doors are being installed to close current openings and lighting and ventilation will be improved. We anticipate this aspect of the project will be completed before the coming winter."

Phase I, costing over \$2 million, has commenced with preliminary construction in preparation for environmental improvements for the workers, installation of the new shape handling and preparation system, enlarging the sub-assembly area and installing service jobs in the highway.

Phase II, consisting of installation of panel lines and unit assembly lines in the shops is expected to begin in 1979.

Construction will be done under the direction of 82 Department (Plant Engineering). Because the fab shop must maintain production it can't be shut down completely for the modernization. Consequently, the logistics of accomplishing the project are more complicated than usual.

Family Day

Photographs

Pages 4 and 5



JOHN GIANFIELD (98-12), MANAGER OF HOURLY EMPLOYMENT (LEFT) RECEIVES THE CERTIFICATE OF MERITORIOUS SERVICE FROM THE U.S. DEPARTMENT OF LABOR, BUREAU OF APPRENTICESHIP AND TRAINING. The award was presented to Gianfield in recognition of his outstanding service to the National Apprenticeship Program in the interest of the highest standards of craftsmanship. Giving the award is John J. Hunt (right), Area Director, U.S. Department of Labor. Robert Galloway, Executive Vice President (center) was present for the ceremony. (See related article below.)

APPRENTICE PROGRAM KEEPS LABOR FORCE STOCKED

A shipyard's labor requirements are unique. Sun's 3,500 employees work in over 80 occupations yet only a certain portion of these skills can be filled by the regular labor market. Some skills, such as shipfitting, are unique to the shipbuilding industry. In others, such as welders and machinists, demands outstrip the supply. No matter what the cause, Sun's apprentice program helps the company meet its labor demands. Hundreds of apprentices have completed Sun's program since its establishment in December 1935.

At present, Sun Ship has approximately 85 apprentices working towards journeyman papers as machinists, boiler-makers, sheet metal mechanics, electricians, pipefitters, shipfitters, loftmen,

stagebuilders, burners, erectors and welders. Recently 12 apprentices completed their program in marine drafting.

Sun Ship's apprentice program ranks as one of the best in the Tri-state area. Sun's three-year program provides each apprentice with on-the-job training in all phases of his particular craft. In addition to the program's work-processes totaling 6,072 hours, each apprentice must take courses related to his craft through International Correspondence Schools. Upon entering the program, a full set of tools used in the particular craft is presented to each apprentice.

After three years and the successful completion of his related training, the apprentice is awarded the 1st Class

MARKETING DIVISION REPORT

This month's wrap-up of the marketing activities is tabulated below. We bid on 8 ship repair jobs but have confirmed the results on 5. The shipyard has won 2 jobs and lost 3. Of the jobs awarded, the \$2 million job on the APL-19 represents a sizeable contract. The Industrial Products Division had bid on 6 jobs this month. Thus far we have won 2 and lost 1 of that group.

The company landed a better percentage of jobs bid on this month. This reflects not so much an improvement in the market place but rather a heavier con-

centration of efforts in areas with better prospects.

At the present time, our order book for Industrial Products contains 16 jobs under construction with 19 to begin in the near future.

We are awaiting confirmation of results, or deliberations by potential customers on 13 ship repair bids, 5 industrial products bids (including some from previous months), and have a current active proposition list of 8 active new ship construction projects. 11 other new ship prospects are also being followed closely.

Ship Repair

Vessel

USNS NECHES
S. S. FORT WORTH
USS Voge
GTS, Adm. Wm. M. Callaghan
APL-19

Successful Bidder

Jacksonville
Sun Ship
Brunell
Maryland Dry Dock
Sun Ship

Sun Ship Bid

3rd out of 6
Won
4th out of 7
3rd out of 4
Won

Industrial Products

Customer/Description

Columbian Bronze Corp.
stress relieve work
Foster Wheeler
5 refinery drums
Valley Erection

Sun Ship

Won
Not Available

Won
Lost

Journeyman status, a \$100 bonus, and certificates from Sun Ship, U.S. Department of Labor, and International Correspondence Schools. Graduated apprentices are then credited with three years seniority as a 1st Class mechanic.

Sun's nationally recognized program is registered with the U.S. Department of Labor and is veteran approved for training. As a member of the National Apprenticeship Program, the shipyard maintains its apprentice program in accordance with Federally set standards.

In order to qualify for admission to the program, the applicant must be over 18 years of age, have a high school diploma, pass a general aptitude test

administered by the Bureau of Employment Security and furnish three references and a high school transcript.

Although the apprentice program is ongoing, the shipyard is not seeking new applicants at present. Any questions about the program should be directed to John Gianfield, Manager of Hourly Employment.

Apprentice program graduates are not required to take jobs with Sun, they are free to go to other companies. However, a large number of graduated apprentices still work for the shipyard including a member of the shipyard's first apprentice class, Edward LaCrosse, Hull Superintendent.

SCHOLARSHIP WINNERS ANNOUNCED

Since 1974 Sun Ship has awarded two scholarships annually to children of employees entering accredited four year colleges. The National Merit Scholarship Foundation in Chicago, Illinois determines the winners on the basis of academic ability and the amount of award which runs from \$250 to \$1,500 per year. The amount of this award is determined by financial need. This year's winners are Tasha Petropoulos and Ron Schorsch.

"I was excited when I found out that I won the Scholarship and that I won it on my own merit," said Tasha Petropoulos. A senior at Nether Providence High School in Wallingford, Tasha will enter the University of Virginia this fall as a pre-med major.

Although an honor student, Tasha doesn't spend all of her time studying. She is an editor of the high school yearbook and was in the school play. She's also working on a school project which involves painting a mural on a wall of the school. Artists? "Well, I try," she laughs. Tasha is a member of a Greek folk dance group not affiliated with the high school. She worked as a candy-

striper at Crozer Chester Medical Center, worked for the Heart Fund and participated in the walk-a-thon for the March of Dimes.

A member of the National Honor Society, Tash also was a semi-finalist in the National Merit Scholarship Test, receiving a certificate of commendation. In addition to the Sun Ship Scholarship, Tasha was awarded a partial scholarship to the University of Virginia by the University.

Although Ron Schorsch plans to be a lawyer, he is an avid theater enthusiast both in and out of school. "I'd like to be involved with the theater but I'm not considering it as a career," he said in a recent interview. Ron received several awards for his work in the theater, including a scholarship to study during the summer of 1976 at Bucknell University.

A senior at Maple Newtown High School, Ron will enter Yale University this fall. He is a member of the National Honor Society, participated in Scott's Hi-Q and won a final in the National Merit Scholarship Test. Besides his theater activities, Ron is business manager

for the high school yearbook, president of the choir on varsity the gymnastics team and a member of various civic and social associations at school.

What are Tasha's and Ron's thoughts on the Sun Ship Scholarship? "The scholarship program is great because it helps those who need funds for college but don't qualify for aid on a financial basis. It's a great thing to do for the community," says Tasha. Ron said "It helps

enormously in allowing the student to go to the school of his choice, rather than having to go to a school which might cost less but where something else might have to be sacrificed."

The scholarships are open to children of all Sun Ship employees. Application for the scholarship should be made in the fall of the student's junior year through the Industrial Relations office.



WINNERS OF THE 1978 SUN SHIP NATIONAL MERIT SCHOLARSHIP TASHA PETROPOULOS (LEFT), DAUGHTER OF ANTHONY PETROPOULOS (27-4), AND RON SCHORSCH (RIGHT), SON OF EUGENE SCHORSCH, VICE PRESIDENT OF CORPORATE SCIENCE AND TECHNOLOGY, STAND WITH SUN SHIP SENIOR VICE PRESIDENT GEORGE C. LAICOURAS PRIOR TO THE LUNCHEON AT THE SHIPYARD.

MANAGEMENT TRAINING PROGRAM BEGINS

School bells are ringing for Sun Ship's supervisory and management groups. Members of these groups will be attending management courses which are part of the shipyard's Supervisory/Management Development Program. The program is part of the company's plan to update management techniques and foster the new administration's style of management which emphasizes teamwork and participation by employees on all levels.

Much of the training in the program is scheduled to be done by or in cooperation with the Sun Institute (the management training arm of the Sun Company) although courses given by outside institutions are included in the program. Employees in the company's three broad levels of management, executive, middle management and front line supervisory, are included in the program. The program for each level of management is suited to the needs of the particular group.

EXECUTIVE TRAINING

Individuals in the top levels of management, President, Vice Presidents, and Senior Executives, will have available to them appropriate courses in the Sun Institute's "Top Executive" and "Sun Executive" series. These courses go two weeks in length and are led by recognized experts in the field of executive management. In the area of outside training, Robert Galloway, Executive Vice President recently completed the Levison Seminar on Leadership at the Levison Institute. Eugene Schorch, Vice President of Corporate Science and Technology, will be studying at Massachusetts Institute of Technology (M.I.T.) for nine weeks this fall. C. Richard Orth, General Sales Manager, is currently attending the three-week Marketing Management Program of the Harvard Business School.

MIDDLE MANAGEMENT

General Foremen, Foremen and Salaried Assistant Foremen from both operations and non-operations divisions are being enrolled in the four-part Supervisor's Development Series at the Sun Institute. The segments of the program are entitled Fundamentals of Supervision, Human Relations, Team Effectiveness and Situation Management. Each course has about 8 students in it and runs 1 week in length. Usually 6 months elapse before the next part of the course is taken. One advantage of this system is the opportunity to combine the series of seminars with on-the-job application and practical experience. While at the Institute, shipyard personnel meet and share experiences with supervisors and managers from other Sun Company subsidiaries. All 185 members of this level of management are scheduled to complete Part I by December 1978.

FRONT LINE SUPERVISION

Because of the large number of supervisors in this group, (400), a special three-day course is being developed for presentation to groups of twenty to twenty-five supervisors from the various yard crafts. These courses will be offered at

Celebrating Anniversaries



P. HARMER
72-22
35 Years



H. PETER
48-25
35 Years



E. STRICKLAND
59-665
30 Years



E. GUYER
33-57
25 Years



M. MURO
33-659
25 Years



T. NICKENS
60-124
25 Years



T. ANZIANO
47-288
20 Years



J. CECI
55-88
20 Years



C. DEPPNER
96-18
20 Years

Sun Center in Feltcorville by an instructional staff consisting of both Sun Institute and Sun Ship personnel. Plans are to provide this training experience to all front line supervision by December 1, 1978. A few front line supervisors will begin attending the first part of the four part Supervisory Development Series at the Sun Institute during 1979 and 1980. These training efforts will be supplemented by programs of in service training activities. All of the programs' effectiveness will be evaluated.

"Continuing education is a necessity for all levels of our company", said Pete Hepp. "A company which fails to keep ahead in all areas of its activities must eventually fall behind its competition. Keeping the shipyard in the forefront of modern management is a must."



G. JOHNSON
66-122
20 Years

No Photo Available

N. FISHER
35-55
40 Years

FAMILY DAY



SHIPYARD PRESIDENT PETER S. HEPP AND HIS WIFE NORMA GREET EMPLOYEES AND THEIR FAMILIES IN HIS OFFICE DURING THE FAMILY DAY OPEN HOUSE.



JOSEPH J. KLESCHICK, VICE PRESIDENT - MARKETING, CHATS WITH MRS. ROGER REXON, THE KENAI'S SPONSOR, FOLLOWING THE CHRISTENING.



THE CHESTER CITY BAND MARCHES THROUGH THE SHIPYARD TOWARDS THE CHRISTENING SITE.



GRANDFATHER AND GRANDDAUGHTER PAUSE FOR A MOMENT DURING THEIR WALK AROUND THE SHIPYARD.



FAMILY AND FRIENDS OF SHIPYARD EMPLOYEES TOUR THE ROCKET SHOP IN THE NORTH YARD. This shop was one of many things to see during the shipyard's open house.



A YOUNG LADY ENJOYS HER WATER ICE.

JUNE 3, 1978



CHILDREN WATCH BEAU KEYTE (24-5) DEMONSTRATING A CRAFT at his exhibit in the Arts 'N Crafts show which was held in the cafeteria of the Engineering/Management Building.



WHAT'S CAUGHT THIS LITTLE ONE'S ATTENTION?



"OH, THEM GOLDEN SNEAKERS" This young fellow can't resist dancing along to the music of the Duffy String Band.

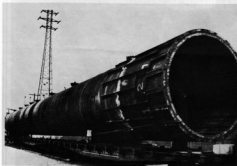


CHILDREN, SMILES AND BALLOONS WERE PART OF THE FAMILY DAY CELEBRATION.



THE DUFFY STRING BAND'S 30 MEMBERS PLAY A MEDLEY OF SONGS AND PERFORM FOR SHIPYARD EMPLOYEES AND THEIR FAMILIES FOLLOWING THE S.S. KENAI'S CHRISTENING. As Co-Captain, San Ship employee Henry Kunzig (82-15) leads the band.

OUR YARD - YESTERDAY



35 YEARS AGO

In June 1943, Sun Ship was busy building ships for the war effort. Three keels were laid, four vessels were launched and three were delivered during this month.

30 YEARS AGO

The June 1948 issue of OUR YARD contained an article about the oil refinery equipment built here at Sun Ship. The refinery tower pictured was "an example of many 'made to order' towers, tanks and special equipment being turned out for the petroleum industry" by the shipyard. This tower, measuring 11' in diameter by 142' in height, was one of the largest towers ever moved over the railroad in one piece. It was stress relieved in our furnace.

Editor's Note: This vessel could still be built here at Sun today. In fact, the sales department is submitting a bid to build a tower "very similar" to the one built thirty years ago at the shipyard.



25 YEARS AGO

The NEW JERSEY SUN (Hull 589) was delivered on June 30, 1953 to Sun Oil Company. This 641-foot vessel, which was considered a supertanker at the time, is currently being operated by Sun Transport, Inc.



20 YEARS AGO

Part of the reconstruction program which was going on here in June 1958 involved building a 92' crane located between 6 and 8 ways. This crane was "a new type, being a combination traveling bridge and gantry crane". The crane was designed by American Hoist Pacific Company but was built here by shipyard employees. This crane was designed for all welded construction.

OUR YARD - TODAY

NOW YOU SEE IT.....



LORD NIAGRA'S STERN DAMAGE WAS REPAIRED AT SUN SHIP RECENTLY. The 377-ft. banana boat incurred the damage during a collision in the Delaware Bay. Fifteen tons of steel were used to repair the hull.

NOW YOU DON'T.....



SAFETY PROGRAM MOVES ALONG

The shipyard's safety program is well into its series of weekly "tool" box safety meetings. These five minute meetings, held at the beginning of each shift every Monday, are an opportunity for the supervisor to get together with his gang and a member of the safety department and discuss a topic provided by the safety department.

"A great deal of interest has been generated by the program. Many questions have been raised by employees at these meetings," said Searle Walton, director of Safety. "Increased safety activity in shops and on board ships by almost everyone is evident". Topics have included housekeeping, safe use of staging, reporting unsafe conditions and fire protection.



THE S.S. TONSINA (HULL 668) WAS DELIVERED ON MAY 15, 1978. This vessel, built for time charter to SPC Shipping Inc., a subsidiary of the Standard Oil Company, is on its way to carry crude oil from the North Slope.

SHIPYARD TO HOST REP. EDGAR

Management and union officials will meet with Congressman Bob Edgar during his July 5th visit to Sun Ship. Edgar, who represents in Washington, D.C. the 7th Congressional District (which includes Chester), will be given a tour of shipyard facilities followed by a luncheon and discussion period. The purpose of the visit is to discuss industry and employment problems.

ROOT FOR THE UMPIRES!

Tom Kleber (97-66) and Tom Clark (48-41) are major league umpires for the newly formed American Professional Slo-Pitch League. Clark and Kleber are part of six man crew umpiring the home games for the Philadelphia Athletics, a newly formed soft-ball league. The A's are managed by Johnny Callison. Billy (Whitewhoes) Johnson is a member of the team.

Kleber has been umpiring softball for 15 years and Clark for five. Both employees are members of the South East Delco Umpire's Association.

The next scheduled games at Vet Stadium are July 14 and 15 against New Jersey and July 28 and 30 against Pittsburgh.



DRAFTSMEN, WHO RECENTLY COMPLETED THEIR APPRENTICE PROGRAM IN MARINE DRAFTING, AND SHIPYARD MANAGERS POSE AROUND A SHELL PLATING MODEL AFTER THE PRESENTATION OF CERTIFICATES. From left to right the group includes Hector McNay, Chief Marine Engineer, Larry Trues, Mark Madison, Ed Owen, Jon Matthews, Chief Naval Architect, Debbie Remon, Jack Sulzer, Chief Structural Design, Mike Crassey, Gloria D'Alon, Larry Sareyka, Harold Westerfelt, Larry Thomas, Fred Twardowski and Claude Allen, Chief Machinery Design. Not present for the photograph are Adolphus Epps and Jimmy Horn.

SUN SHIP LOG

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Address editorial matter to
Carol Lattrell
Editor



YARD EMPLOYEE'S STRING ARTWORK OF SUN HULL NO. 668 graces cafeteria wall in the Engineering Management Building. Bob Armstrong (30-150) views the latest in his series of string artwork designs of Sun-built vessels. He fashioned the string art through the use of gold metallic string and beads.



RALPH HOLMES'S DIVING HELMET IS THE HIGHLIGHT OF A FRANKLIN INSTITUTE EXHIBIT. Ralph (38-12), a former Navy frogman, points with pride to the diving helmet he has loaned the Institute for use in its "Underwater Man" exhibit. The more than 40-year old helmet had been presented originally to Ralph in 1973 by the townspeople of Rice Lake, Wisconsin in recognition of his "outstanding service to the community" while he was stationed there as a U.S. Navy recruit.



HANS BOLCH, SUN SHIP'S FIRE MARSHALL (RIGHT) RECEIVES THE COL. JAMES A. G. CAMPBELL MEDALLION FOR HIS WORK AS EMPLOYEE CHAIRMAN OF SUN SHIP'S 1978 UNITED WAY CAMPAIGN. The award is given every year to the person who has made the most outstanding contribution to the annual fund drive. Under Bolch's leadership, contributions from Sun Ship increased 240. Bolch cited "team effort" and the "company and worker relationship" for achieving continued success in the fund drive. Presenting the award is Jim Plyter, president of the United Way of Southeast Delaware County. Plyter is also manager of Sun Company's Matcon Hook refinery.

THINKING OF BEING A MUMMER? IT'S FUN!

It takes a lot of time and effort to be a mummer. Sun Ship employee Henry Kunzig (82-15) would know. He's been a mummer with the Duffy String Band for 25 years.



Henry's father was a mummer with Duffy and that started his interest. Now President and Co-captain he's marched in a New Year's Day parade every year since he joined the group.

Marching up Broad Street in his 65 pound costume is quite a job. Which year

does he remember the most? "I guess the New Year's Day which just past," he said. "It was windy and slippery. It started to snow... then there was the fire on Broad Street which held us up."

It costs an estimated \$25,000 to get the 56 member band on Broad Street in those fabulous costumes. Making the outfits involves a tremendous amount of effort. "Everyone works on them," says Henry. Rules state that the costumes must be new each year. Nothing can be re-used with the exception of the plumes for the headpieces and the frame. The costumes for each year are decided upon by the group. "Right now we're designing costumes for the next parade," Henry said. "We'll reach a decision around August and get started in September."

The band practices once a week for a few hours. As co-captain, Henry leads the band at these practices.

To join the mummies, one must be 12 years old. Are there any women in the group? Yes, his club has mummies who are women but they don't march in the New Year's Day Parade.

"The group does a lot of good," says Henry. "It keeps kids busy and off the streets. Some of them have relatives in the band, but there are newcomers too." How does Henry feel about being a mummer? "It's fun!"

Hunt Named Director

(Continued from Page 1)

plementation of computer based systems and the operation of all company computer systems.

Reporting to Hunt will be J. Meisner, Manager-Strategic Planning; R. Adams, Manager-Management Systems Development; H.P. Brawner, Manager-Estimating and Performance Analysis; B. Fritz, Manager-Computer Systems and Applications; and E. Decker, Manager-Computer Operations.

Hunt joined Sun Ship in August 1975 as Manager of Machinery Sciences and was responsible for scientific and technological developments in ship design, shipbuilding and vessel operation in the areas of power plant technology, automation, instrumentation and communications.

In April 1976, Hunt was named Director, Shipbuilding Administrative Division and was responsible for the company's Ship Repair Sales Department, for coordinating all sales activities of the Shipbuilding Administrative Division and for the company's contracting group.

He was named Manager of the Business Development Department in October, 1977 with responsibility for market research and competitive analysis.

Before coming to Sun Ship, Hunt had worked for General Electric with his last post being Manager of Quality Control and Test Facilities for the Marine Turbines and Gear Department at G.E.'s plant in Lynn, Massachusetts.

He is a member of the Society of Naval Architects and Marine Engineers and the Institute of Marine Engineers (London).

"OUR YARD" FEATURE ADDED

A new two-part feature, "OUR YARD", will be included in each edition of the Sun Ship Log starting with the June issue. This feature will contain excerpts from the OUR YARD magazine

(published at the shipyard from 1941 to 1965) as well as news about the shipyard and its personnel today.

The first in the series may be found on pages 6 and 7.



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