



Sun Ship Historical Society's Ships History Page

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Name: SS *Great Meadows* Hull No: 319

Hope you enjoy this 'Ship's History Page'. As always, if you have any additional information, suggestions or corrections, please let me know.

While due diligence has been applied in the research of information herein, responsibility for any errors is the ultimate responsibility of the end-user.

Thank You,
Dave Kavanagh
SSHs
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1. Ship's Information:

1.1: Sun Ship Data ^[1]

Hull No:	319
Name-Original:	<i>Great Meadows</i>
Sailing Port:	Philadelphia, PA
Contract:	1941.05.27
Shipway:	CY-5
Keel Laying:	1943.03.02
Launching:	1943.06.11
Date Delivery:	1943.06.24
Time on Way:	3m-9d
Time in Wetdock:	0m-13d
Time Total Building:	3m-21d
Delivery Promised:	1943.08.30
L-B-D:	503', 68', 39'3"
DWT:	16,681
Gross Tons:	10,195
Net Tons:	6301 ^[6]
Type:	Tanker, T2-SE-A1 ^[3]
Propulsion/Mfg:	Turbo-Electric/General Electric
Propeller(s):	1
HP:	6,000
Boilers(s):	2 Boilers
Speed-Knots:	14.5
Complement-Typical:	42-45 Mariners, 17 Armed Guard ^[8]
Classification:	A.B.S.

Capacity:	141,158 bbls
Sponsor:	Mrs. D.J. McMunigal
Owner:	Maritime Commission ^[3]
Operator:	Marine Transport Lines ^[3]
Official Number:	243657 ^[2]

Note: Sun Ship's Shipway Designations: ^[1]

SY:	South Yard 9 thru 12
CY:	Central Yard 1 thru 8
NY:	North Yard 13 thru 20
4Y:	No.4 Yard 21 thru 28

1.2: Maritime Commission Data ^[3]

Contract Design:	T2-SE-A1
MC Hull No:	312
Contract No:	DA-MCc-136
Contract Price:	\$2,712,245
First Ship Operator:	Marine Transport Lines

1.3: Armament-Typical ^[8]

-2	Single 5" (Bow and Stern)
-4	Twin 20mm Guns (2-midship house and 2-aft house)

1.4: A Short Story: The 'Jumboization' of the Gulfmeadows (Sun's ex-Great Meadows H-319) ^[9]

The *Gulfmeadows* was the first of 9 Gulf Oil Corp. T-2 tankers to be 'jumboized'. This was accomplished in a 36-day conversion process at the Key Highway-Bethlehem Steel Yard in Baltimore, MD. This project would put \$2.5 to \$3 million into a WWII-built tanker, would increase her payload capacity by 25% and increase her life-expectancy by 15 years. The ship's deadweight was increased from 16,268 to 20,168.

Both the stern and bow sections of the original ship were retained as were the midship house and some of the deck equipment.

The logic behind the decision to enlarge WW-II era tankers instead of building a new 'Supertanker' style vessel of approximately 26,000 DWT, were the new ship construction prices of approximately \$8 million dollars and the time for delivery of the new tanker would be approximately 11-12 months.

1.5: Gulf Oil Corp and the nine T-2 tankers that were 'jumboized in the '56-'58 time frame. ^[9]

By: Eugene 'Gene' E. Alley (Sun Ship 1973-1981)
Note: Gene Alley started with the Gulf Oil Corp. in 1969 as a 3rd/Asst. Engineer sailing on the *Gulfbeaver*.

Note: We are grateful for Gene's contribution to the historical summary of Gulf Oil during the time frame that included the 'jumboizing' of Sun Ship's *Great Meadows* H-319 as follows-Dave Kavanagh:

"In the late 60's and early 70's Gulf Oil Trading Company (GOTCO) consisted of 20 vessels as follows:

- a: (4) steam turbine driven 32,000 DWT tankers built by Beth Sparrows Point Yard ('57-'58)
- b: (6) steam turbine driven 29,000 DWT tankers built by Beth Sparrows Point Yard ('59-'60)
- c: (2) one-off steam turbine driven (13-18,000 DWT) tankers built by Beth Sparrows Point ('48 & '52).
- d: (9) T-2 tankers that were rebuilt in the '56-'58-time frame.

Of the (9) T-2 tankers, I've been able to determine the following:

Name	Hull	ex-Ship Name
1: Gulfstag ^[a-b]	336	Fort Schuyler
2: Gulfbeaver ^[a]	319	Great Meadows
3: Gulfjaguar ^[a]	432	Spring Hill
4: Gulflion ^[a]	430	Bushy Run
5: Gulfbear ^[a]	434	Somme
6: Gulfdeer ^[a]	438	Moor's Fields
7: Gulftiger ^[a]	470	Roxbury Hill
8: Gulfseal ^[c]	334	Kathio
9: Gulfpanther ^[d]	89	Fort William

a: Sun Ship hull

b: The **Gulfstag** blew up and sank before I joined the company (Gulf)

c: Alabama Dry Dock and Shipbuilding Co.

d: Kaiser-Swan Island

I find it remarkable that (7) of (9) of the T-2s that GOTCO traded were Sun Ship built. It would appear that my association with Sun Ship predated my employment. What is equally remarkable is that while these (9) vessels were the ones retained and rebuilt (jumboized), there were a significant number of other Sun Ship built T-2s that were operated by Gulf Oil after the war that were transferred into foreign flag operation.

Several Footnotes:

1: The T-2's were rebuilt (new cargo mid-bodies / original machinery stern, midship house and bow) during '56-'58) at Maryland Shipbuilding and Dry Dock Company in Baltimore These conversions were ongoing in parallel with the new construction program at Beth Sparrows Point Yard. The realization that these vessels (roughly 50% of the domestic fleet) were soon to be retired or transferred into foreign flag operation was part of the motivation that brought me ashore in '73.

2: My brother-in-law's father was the Chief Pumpman onboard the Gulfstag when she blew up and sank after departing Port Arthur, TX in '63."

-End-

2. Ship's Ownership Transition:^[2]

- 1943: Name- **Great Meadows**
Owner- U.S. Govt.
Port- Philadelphia, Pa
Gross Tons: 10,195
- 1948: Name: **Gulfmeadows**
Owner: Gulf Oil Corp.
Port- Philadelphia, Pa
Gross Tons: 10,195
- 1957: Name: **Gulfbeaver**
Owner- Gulf Oil Corp.
Port- Philadelphia, Pa
GrossTons: 12,811
- 1971: Name- **Las Piedras**
Owner- Afran Tpt Co.
Port- LBR Monrovia
GrossTons: 12,811
- 1975: **Disposal**
Name: **Las Piedras**
Broke Up- San Esteban de Pravia, Spain
Date- 1975.10.07

3. Ship's Naming History ^[4]

SS **Great Meadows** was named for the battle of Great Meadows, also known as the Battle of Fort Necessity, which took place on July 3, 1754, in what is now the mountaintop hamlet of Farmington in Fayette County, Pennsylvania part of suburban Pittsburg.

The engagement was one of the first battles of the French and Indian War and George Washington's only military surrender. Washington built Fort Necessity on an alpine meadow west of the summit from the pass through the Allegheny Mountains.

4. Artifacts:^[1]

Not Applicable

5. Photos:

Note 1: Unfortunately, there are no photos or text references to the construction of the **Great Meadows** at Sun Ship in the SSHS archives.

Note 2: The Baltimore Sun series of photographs (500_319_01) were acquired by SSHS and we hope that they have helped highlight the 'jumboization' process.

5.1 Sun Ship Victory Launching Pin.
Note: Victory Launching Pins were given to the members of the ship's launching party.
SSHS: 826_319 [1]



5.2: **Great Meadows** arriving at Bethlehem-Key Highway Shipyard in Baltimore, MD for jumboizing 1957.03.
SSHS: 500_319_02_02 [5]



5.3: View of new midbody for the **Gulf Meadows**, built at Bethlehem Steel's Sparrows Point Shipyard prior to launching.
SSHS: 500_319_02_03 [5]



5.4: L/R: New midbody built by Bethlehem Sparrows Point and original **Gulf Meadows** are secured together at the Key Highway Yard in preparation for transferring the 160-ton midship house from the **Gulf Meadows** to the new midbody.
SSHS: 500_319_01_01 [1]



5.5: Photograph showing the 'in-process' transfer of the midship house from the original **Gulfmeadows** to the new midbody required the 'locking-together' of both pieces and ballasting of both to help stabilize them during the transfer process.
SSHS: 500_319_03_08 [7]



5.6: Midship house was transferred to the new midbody on roller-bearing tracks by four winches. Ballasting was required twice during the transfer to compensate for the shifting weight of the 160-ton midship house.
SSHS: 500_319_01_02 [1]



5.7: View of the **Great Meadows** in the graving dock and 'she' is about to become the first T-2 tanker to be jumboized. As shown, the midship house and deck machinery have been removed from 'original midbody'. The forebody section has been detached from the stern section and later, the bow will be removed for placement on the new midbody.
SSHS: 500_319_01_00_1e [1]



5.8: Removal of the original forebody from the graving dock with re-useable deck gear removed for replacement on the new midbody section.
SSHS: 500_319_01_1e [1]



5.9: Prior to removing the original forebody, the stern was heavily ballasted to maintain its position in the graving dock for the replacement of the new midbody.

SSHS: 500_319_01_07 [1]



5.10: The new midbody, that is 48.5-ft longer and 7-ft wider is floated in to graving dock to be joined to the original stern section. In the background is the old forebody with bow section still attached.

SSHS: 500_319_01_6e [1]



5.11: View of the of the **Gulfmeadows** with the new midbody attached and awaiting the the placement of the original bow.

SSHS: 500_319_02_04a [5]



5.12: The 'jumboized' **Gulfbeaver** steaming down the Chesapeake Bay c: 1957.04[5]



6. Sources:

1. SSHS Archives
2. Miramarshipindex
3. Maritime Commission Hull List
- 4: Wikipedia
- 5: Photos courtesy of following site, please visit this site for additional photographs and history:
<https://www.freightwaves.com/news/author/captain-james-mcnamara>
6. Marine Engineering/Log's May, 1957 issue. 'Bethlehem Delivers **Gulfbeaver**, First Jumbo T-2'
7. Photos courtesy of the following site, please visit this site for additional photographs and history:
<http://www.aukevisser.nl/t2tanker/id780.htm>
8. HAER (Historic American Engineering Record)-
View SSHS's website- H-250 **Saugatuck**
9. Article by: Eugene 'Gene' Alley