



Sun Ship Historical Society's Ships History Page

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Name: John B. Waterman
Hull No: 679

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,
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1. Ship's Record: (Pre-Conversion)

Hull No: 679
Name Orig: *John B Waterman*
Sailing Port: *Unknown*
Contract: 1978.11.21
Keel Laying: 1980.03.03
Launched: N/A
Transferred: 1981.03.09
Christening: 1981.04.25
Delivery: *1983.03.23 (Penn Ship)*
L-B-D: 640', 105'6", 33'10"
DWT: 23,500
GT: 45,408
Displacement: N/A tons (lt) N/A tons (fl)
Type: RO/RO-Container (C7-S-133a)
Propulsion: Steam/Turbine
Boilers(s): 2-Combustion Eng.
Propeller(s): 1
HP: 32,000
Speed-Knots: 20.9
Complement: N/A
Classification: T-AK
MC Hull No.: 346
MA/MSB Cont: 446
Cost \$MM: 68.5
Sponsor: Mrs. George B. Moran
Owner: Waterman Steamship
Military Sealift Command
Operated by Keystone Shipping
Official No: 7802706
MMSI: 366203000

Renames: *SS Sgt. Matej Kocak (1984)*
USNS Sgt. Matej Kocak (Date Unknown)

Disposition: Active, Reserve, Norfolk, VA (2020.04)

2. Ship's Description:

-The 'Waterman' contract called for two 692-foot, 23,500 DWT vessels, with options for two additional ships (ultimately, Sun Ship received contracts for three vessels hulls; 679, 680 and 682). Approximately 49% of the cost is covered by MARAD's Construction Differential Subsidy program and over \$750,000 for national defense features.

-Ship is a Maritime Administration type (C7-S-133a) hull under Maritime Administration contract (MC Hull 346).

-Ship is classified as RO/RO-Container

-Main Engine: General Electric Cross Compound Axial Flow Turbine through a Double Reduction Gear.

-Main Boilers: Two Combustion Engineering, Top Fired Single Case Welded Wall Boilers. Maximum Heated Steam Flow 102.751 lb/hr. per boiler. Operating Steam Conditions 872 PSIB, 955°F.

-Propeller: One 22'-0" Diameter, 6 Blades, 110 RPM at 32,000 SHP

-"The S.S. John B. Waterman, a combination container vessel, roll-on/roll-off (RO/RO), is being built for Waterman Steamship Corp. Upon completion, it is intended to transport cargo along the North European trade route from Gulf and East Coast ports of the U.S. The *John B. Waterman* will be able to carry trailers and other wheeled vehicles, containers, and unitized or palletized cargo. The hull capacity offers the space to hold 762 forty-foot containers. For ease in loading and unloading, the ship is equipped with a full slewing ramp on the stern, a self-sustaining 30-ton container crane, side cargo ports, and a cargo elevator in the RO/RO holds."

- *SS Sgt. Matej Kocak* (AK-3005) is one of the Military Sealift Commands seventeen Container & Roll-on/Roll-off ships and is part of the 36 ships in the Prepositioning Program.

3. Chronological History:

Sources:

-Independence Seaport Museum (SSA)

-Hagley Museum and Library (HML)

-Cooley Collection

-Navsource.org

-Colton Website

-Marine Traffic Website (MTC)

-SSHS

-The keel for Hull 679 was placed March 3rd 1980 on "A-Slab" (One of two horizontal building facilities) in the North Yard.

-Ship was 'transferred' from "A-Slab" to No.4 Dry Dock on 1981.03.09.

-Ship's christening was held on 1981.04.25

- Delivered to the Maritime Administration, 23 March 1983, for operation by the Waterman Steamship Corp. by Penn Ship, Chester, PA
- Acquired by the Navy under a long-term charter in 1984.
- Converted by National Steel and Shipbuilding, San Diego, CA in 1984.
- Placed in service in 1984 under the direction of the Military Sealift Command (MSC) as **SS Sgt. Matej Kocak** (AK-3005), operated by Waterman Steamship Corp.
- The **Sgt. Matej Kocak** (AK-3005) is based at Diego Garcia in the Indian Ocean as a member of Maritime Prepositioning Ship Squadron Two. She carries equipment to support a US Marine Corps Expeditionary Brigade.
- Acquired by the US Navy's Military Sealift Command, date unknown, placed in service as USNS **Sgt. Matej Kocak** (T-AK-3005)
- USNS **Sgt. Matej Kocak** (T-AK-3005) is reported as having ran aground off the east coast of Okinawa, Japan on Thursday, 22 January 2015 at approximately 1130. The vessel was located approximately six nautical miles off the coast of Uruma, Okinawa. Successfully refloated, 3 February 2015.
- Latest update on the ship's status, berthed at Norfolk, VA, was from www.marinetraffic.com on 2020.04.11

4. Conversion & Specification Notes:

Note: Following from www.navsourc.org on 2013.04.03 by dmk)

-Converted by National Steel and Shipbuilding, San Diego, CA. Ship was extended by 157 feet, added a helicopter deck and 2 50-ton cranes (primarily installed for launching of Navy landing craft over the side) and additional quarters.

-Displacement: 26,125 Tons (lt) 48,754 Tons (fl).

-Length: 821 ft.

-Beam: 105'6"

-Draft: 33'10"

-Speed: 20 kts.

-Cargo Cap: Containers, 532; ro-ro, 152,236 square feet, JP-5: bbls; 22,290 DF-2: bbls; 12,355 Mogas bbls; 2,189 Stable Water; 2,189

-Cranes: Two Twin 50-ton One 30-ton gantry

-Aircraft: Helicopter Platform

-Armament: None

-Complement: Civilian Mariners; 34 Technicians; 10

-Propulsion: Two Boilers Two GE Turbines; 30,000 hp Single Shaft

5. Notes:

-The Sun Ship designed **John B Waterman** class ship was designed so that altering the 679-class ship for the

U.S. Navy's projected RDF (Rapid Deployment Force) would meet no obstacles.

-The Sun designed ship has container capacity up forward, serviced by a self-contained container crane.

-"The military wants to launch landing craft over the side. This could be accomplished by adding heavy lift gear forward of the deck house.

-While the stern ramp was designed for pier discharge, Sun Ship's engineers have already considered several alternatives which would permit amphibious discharge into the stream...

-Even length is not a limiting factor. Based on experience with other RO/RO vessels, Sun Ship could lengthen their design by 90 additional feet with only moderate effect on its 22-knot speed while a 25% increase in capacity would be achieved."

- Sun Ship can shorten the procurement timetable for RO/RO ships by two years (See: SSA-0263-002)

6. Photos:

6.1: Keel-laying at "A-Slab" Sun Ship 1080.03.03. Robert Campbell, President Sun Ship (Far Left). HML: 74319.3544



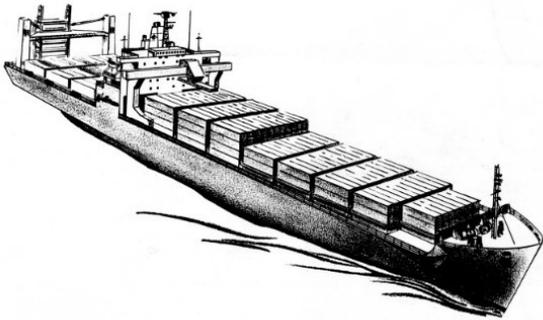
6.2: SS **John B Waterman** at Sun Ship's 6-Pier c:1981. SSSH-Cooley Collection: 2107_031



6.3: SS *John B Waterman* at Sun Ship's 6-Pier with view of stern ramp. c:1981.
SSHS-Cooley Collection: 2107_031



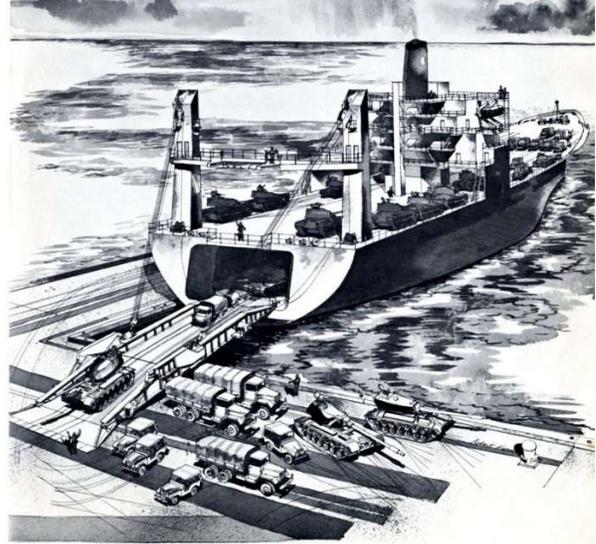
6.4: Artist rendition of ship underway.
SSHS: 706_7811_01



6.5: Artist rendition of ship unloading commercial cargo via stern ramp.
SSHS: 500_679_09_001



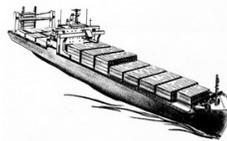
6.6: Artist rendition of ship unloading military cargo via stern ramp.
SSA: 0263-001b



6.7: SSHS 'info board' on Sun Ship's Half-Hull models

SUN SHIP HALF-HULL MODEL

SUN HULL 679. THE S.S. JOHN B. WATERMAN



THIS IS A DRAWING OF HOW THE SHIP WILL EVENTUALLY LOOK BASED ON THE HALF-HULL, OR PLATING MODEL MADE BY SUN CRAFTSMEN. THE MODEL IS MADE FOR ENGINEERS AND DRAFTSMEN TO 'LAYOUT' LINES ON THE SIDE OF THE MODEL THAT WOULD REPRESENT THE NUMBER AND THICKNESS OF THE STEEL PLATES IT WOULD REQUIRE TO COVER THE HULL OF THE SHIP.

THIS SHIP WAS USED ON THE CALIFORNIA TO HAWAII RUN AND WAS BUILT AS A ROLL-ON/ ROLL-OFF (TRAILERS) AND CONTAINER SHIP.

THIS HALF-HULL MODEL IS MADE TO A SCALE OF 1/10 INCH TO THE FOOT AND IF MEASURED WITH A SCALE TAPE, WOULD MEASURE 640 FEET LONG.



TO THE LEFT IS A PICTURE OF A DRAFTSMAN DRAWING THE LINES THAT WILL REPRESENT THE ACTUAL PLATES THAT WILL BE ORDERED FROM THE STEEL MILLS TO BUILD THE SHIP.

ONLY THE STARBOARD (RIGHT SIDE LOOKING TOWARDS THE BOW) IS MODELED SINCE THE PORT SIDE WILL BE IDENTICAL TO THE STARBOARD.

WHY A MODEL? SHIBUILDERS HAVE FOUND THROUGH THE YEARS THAT IT IS MORE ECONOMICAL TO PREPARE A PLATING MODEL THAN TO DEVELOP SHAPED PLATES ON A DRAFTING BOARD.

THIS HALF-HULL MODEL WAS DONATED TO THE SUN SHIP HISTORICAL SOCIETY FROM THE SUN OIL COMPANY THROUGH THE EFFORTS OF DON VERDIANI.

6.8: SS **John B Waterman** (Hull 679) showing ship after conversion with two new 50-ton cranes installed for both additional 'cargo' on main deck and use in supporting 'military cargo' when ship is used as a pre-positioning vessel.

SSHS: 500-679_08_005a (Courtesy of Navsource.org)



6.9: SS **John B Waterman** (Hull 679) half-hull model on display at Delaware County Historical Society's Sun Ship Exhibit in 2008

SSHS: 500_679_04_001a



6.10: This **John B Waterman**, 14.5-foot half-hull model donated to SSHS by Don Verdiani of the Sun Oil Co. in May, 2007. SSHS has temporarily mounted the Half-Hull model and the ship's 'Nameboard' fabricated by SSHS. Note: Both the Sun Ship and Waterman's 'House' flags were mounted on the nameboard for future display purposes only, which is not typical of ship's nameboard.

SSHS: 500_679_11_001

