

Sun Ship Historical Society's Newsletter:
EM.2018.03
Pub: 2018.05.22

Hi Everyone,
Hope you enjoy this latest email. As always, if you have any additional information or corrections, please let me know.

As you may know, this email is sent to both members of the Sun Ship Historical Societies 'email list' and my 'friends and family' list. If you know someone who might wish to be included in the email-listing, please let me know,

Thank You,

Dave Kavanagh
SSHS

1. Sun Ships Afloat:

Looks like we have another Sun Ship vessel afloat out there! ISM (Independence Seaport Museum) received a request from a representative of the Inland Lakes Management Inc., that has the *J. A. W. Iglehart* laid-up in Superior, WI, to see if we had some photos of her as the *Pan-Amoco*, Sun Ship's Hull 155. Fortunately, I was handed the research request and found some items from the ISM-Sun Ship Collection. From home, the hunt expanded from the SSHS archives to the internet. Review 'Item 5' for additional information.

Ships Still Afloat

1. Sun Ship Hull: 155
Name: *Pan-Amoco*
Re-Named: *J.A.W. Iglehart*
Delivered: 6.10.14
Gov't Number: 5139179
Type: Tanker
Rev. Date: 2018.05.21
2. Sun Ship Hull: 646
Name: *Adm. William M. Callaghan*
Re-Named: N/A
Delivered: 67.12.19
Gov't Number: 6801664
Type: RO/RO
Rev. Date: 2017.12.23

3. Sun Ship Hull: 664
Name: *Matsonia*
Re-Named: N/A
Delivered: 73.12.11
Gov't Number: 7334204
Type: RO/RO
Rev. Date: 2018.03.26
4. Sun Ship Hull: 669
Name: *Kenai*
Re-Named: *Seakay Spirit*
Delivered: 79.01.09³
Gov't Number: 7408093
Type: Tanker
Rev. Date: 2018.03.26
5. Sun Ship Hull: 678
Name: *Kauai*
Re-Named: N/A
Delivered: 80.08.27^{4,5}
Gov't Number:
Type: Container
Rev. Date: 2018.03.26

Note 3: Ship built in two sections-transferred; Stern: 78.02.01 (A-Slab to 4DD-A Section), Bow: 78.02.23 (B-Slab to 4DD-B Section)

Note 4: Date ship transferred from A-Slab. Christened 79.11.12

Note 5: Date from Tim Colton's Website

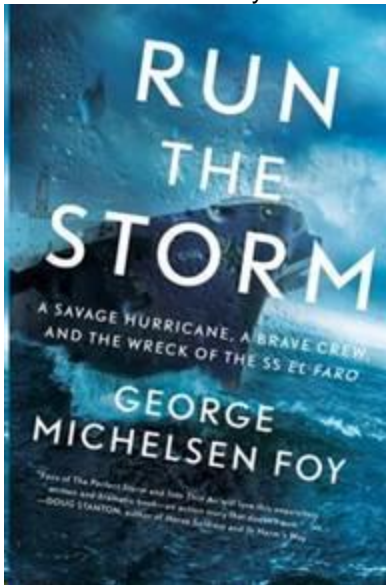
2. 'El Faro' (Sun Ship's ex-"Puerto Rico" Hull 670):

The story of our 'El Faro' [Continues:](#)

2.1: The story of our 'El Faro' Continues: 2.1: We received an email from Gene Schorsch (ex-Sun Ship VP and Naval Architect) with some comments from his reading of Rachel Slade's book 'Into the Raging Sea' referenced below. I made a 'quick' run to Barnes and Nobel and picked up both of the books shown below. I finished Rachel's book and, about half-way thru George Foy's book. If you are interested in two different approaches to the history of the 'El Faro' and the story surrounding the tragedy of her sinking, I would highly recommend both booksdmk-2018.05.21

2.2: "Run The Storm" by George Foy

Thanks to John Curdy



2.3: 'Into the Raging Sea' by Rachel Slade

Thanks to John Glanfield Note: There are references to John Glanfield in Rachel's book including his research into a possible cause of her sinking associated with the vessel's listing and the hullmounted air intakes for the ship's lower decks. Great job on the part of John Glanfield!

willing to impart their knowledge of the trade. I was fortunate to be assigned to number of these mentors and Fred was definitely one of them. I bumped into Fred many times during the time we worked at Sun Ship (1964-1982) and he always had a smile on his face and friendly "Hello". The partial obituary for Fred is posted below-dmk
Wilmington



3. SSSH Obituaries:

Sadly we have an obituary to post for Fred Casino of 33I. Note: Thanks to both John O'Donnell and Rich Janney for letting us know about Fred's passing and the complete obituary can be accessed from the Legacy.com site listed below as well as the opportunity to leave condolences for the family:

<https://www.legacy.com/obituaries/delawareonline/obituary.aspx?n=frederick-t-casino&pid=189066443>

3.1: As an electrician apprentice in 33 Dept. (Shipboard Electrician), I was assigned to work with Fred on a ship conversion project either the 'Transindia' or 'Transorient' c:1965 (apologize for not knowing which one, but it was a long time ago). Electrical apprentices were rotated through various areas of the ships for 2 of our 4 years such as; engine room, wheelhouse, cargo holds, quarters, ship repair and Electrical Drafting as part of the training process. We were assigned to work with first class mechanics, in these areas, who were willing to impart their knowledge of the trade. I was fortunate to be assigned to number of these mentors and Fred was definitely one of them. I bumped into Fred many times during the time we worked at Sun Ship (1964-1982) and he always had a smile on his face and friendly "Hello". The partial obituary for Fred is posted below-dmk



Wilmington - Frederick T. Casino, age 79, of Wilmington, DE passed away suddenly on May 18, 2018. Born and raised in Chester, PA, he has resided over 50 years in North Wilmington, DE. After graduating from St. James High School in 1956, Fred joined the

Navy serving during the Cold War. After his Honorable Discharge, he was employed for many years at Sun Ship in Chester until it's closing. A Master Electrician by trade, Fred was then employed by NASSAS at the Philadelphia Navy Yard for 20 years retiring in 1997. He was a member of Immaculate Heart of Mary Church, the American Legion, the VFW and the St. James Alumni Association. A viewing will be held on Thursday, 10-11:15AM at the Pagano Funeral Home, 3711 Foulk Rd., Garnet Valley, PA followed by a Funeral Mass at 12 noon at Immaculate Heart of Mary Church, 4701 Weldin Rd., Wilmington, DE 19803. Interment, Delaware Veterans Memorial Cemetery, Bear, DE. In lieu of flowers, donations may be made to Immaculate Heart of Mary Church at the above address. Online condolences may be made by visiting www.paganofuneralhome.com.

Published in The News Journal on May 22, 2018

4. SSMS Artifact/Archive Update:

We are constantly on the 'lookout' for artifacts and archival material that will enhance the history of Sun Ship and we were fortunate in acquiring the following items:

4.1 Two photos acquired from England of the 'Seatrains' Texas', Sun Ship Hull 191. Neither Hagley nor ISM have photos of the 'Seatrains' Texas' At-Work so this is a welcome addition to the Sun Ship collection. Unfortunately, we have no date or location for the following two photographs.

'Seatrains' Texas' a short history:

Defeat of Rommel in North Africa was due in part to the 'Seatrains' Texas', built by Sun Ship and selected for a sensational run to the Suez Canal and Egypt with a cargo of tanks vitally needed by General Montgomery and the British Army. The Germans under Rommel had given Montgomery a beating and of the 300 tanks only 70 remained. New tanks, new artillery, and the other equipment had to reach Egypt in the shortest possible time. The 'Seatrains' Texas' was loaded with this equipment in record time. Alone, without naval escort, through the sub-invested Caribbean, across the South

Atlantic and around the Cape of Good hope, on the Red Sea and the Suez, the 'Texas' raced alone. She overtook the convoy but did not seek its protection. She arrived a day ahead of it, was half unloaded when the other ships appeared. Two days after, the equipment was in British hands and Rommel struck. General Montgomery became the Allies hero, but men of the Transportation Corps say "It was the 'Texas' and Monty that did the trick."

Original designer of the "Seatrains" was Graham Brush of the New York. He organized Seatrain Lines Inc. and the first Seatrain, the 'New Orleans', was built in 1928. It was so successful that the 'Havana' and 'New York' were built by Sun Ship in 1932. The gallant 'Texas' and the 'New Jersey' were built by Sun Ship in 1940. The Navy later took over the 'New Jersey' and renamed it the 'Lakehurst'. The 'Seatrains' New York' and the 'Seatrains' Havana' were taken by the Navy in 1941 and their names changed to the 'Kitty Hawk' and the 'Hammondsport'. These two vessels had been operated against the Japanese in the Pacific area and both have turned in a remarkable performance. Source: Our Yard Magazine Oct, 1945

#500_191_005b Photo of the 'Seatrains' Texas' Sun Hull 191 'at-work' with tug astern.



#500_191_005b Photo of the 'Seatrains' Texas' Sun Hull 191, 'at-work' pierside



4.2 AP Wirephoto: "Manhattan Waiting For Its Prow" Dated; July 26, 1969

Acquired a great 8x10 aerial photo showing a unique view and more history of Sun Ship including; 1) Hospital Ship 'Hope' and our Barge Crane at No. 4 Wetbasin, 2) Icebreaker 'Manhattan' waiting for the final piece, it's prow, while at 4 Pier North, 3) No. 1 Dry Dock temporarily moved from 4 Pier North (making way for the 'Manhattan') to 3 Pier South, 4) At 3 Pier North, the No. 3 Dry Dock's section that was launched with the 'Manhattan' ice-breaking bow section from No. 6 Shipway?? Also, to the river side of the structure, there appears to be the 'outrigger' for No.3 Dry Dock?? Was the 'Outrigger' attached after the 'Manhattan' bow was removed?? 5) 'Midbody' with original 'Manhattan' Bow at 1 Pier. Note: Difficult to see, but the missing 'Prow' was the final section of the ice-breaking bow that was fabricated by Bath Iron Works and transported to Sun Ship on the modified forebody of the ex-S.S. 'Texaco South Carolina'

#281_04_01a



#218_04_01a Closeup of the No.3 Dry Dock extension, used to build and launch the Sun Ship 122'8-1/4" bow section and drydock outrigger at 3 Pier North

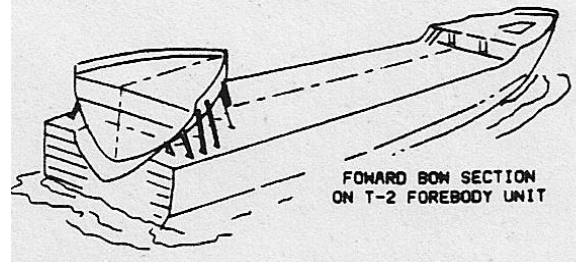


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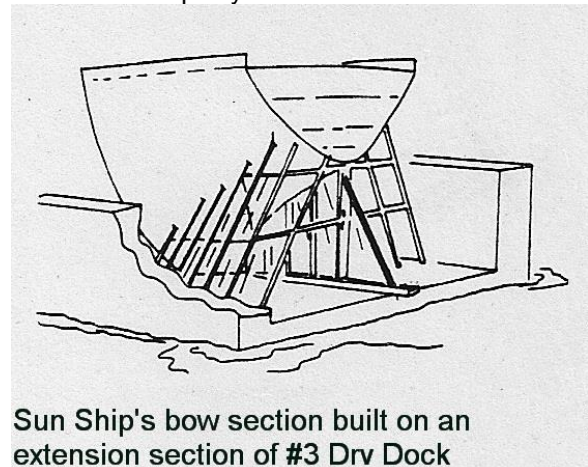
Courtesy of Gene Schorsch Prow on forebody of the 'Texaco South Carolina' being line-up for joining to the 'Manhattan'. Note: 'Texaco South Carolina' was originally Sun Ship's 'Diamond Island' Hull 446-dmk



#009_01_009a_1: Sketch of Bath Iron Works bow section on the T-2 Forebody Unit
Forebody of the 'Texaco South Carolina'



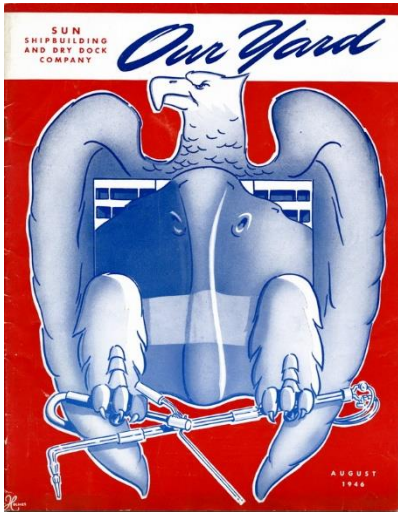
#009_01_009b_1: Sketch of Sun Ship's Bow section built on new extension of #3 Dry Dock and launched from No. 6 Shipway.



4.3: Last Missing Our Yard Acquired:

While looking over the Our Yard section of the website, a collector, discovered that he had the only missing copy of the Our Yard magazine series that was August, 1946. Through the years, SSHS had acquired either hard copy or digital copies of all but the missing August 1946.

#705_4608: August, 1946 Cover

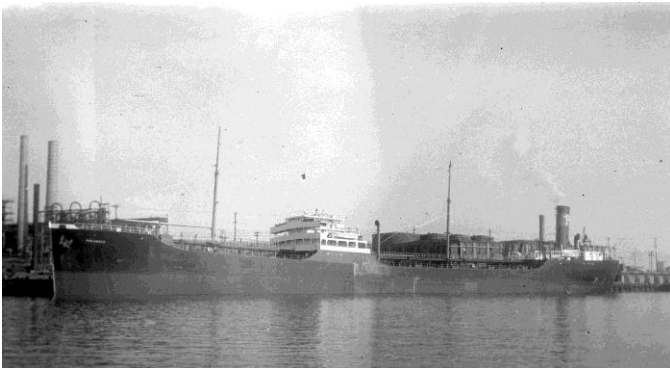


After communicating, we came to an agreement that SSHS would acquire his entire collection of 82 Our Yard's. In the process, we were able to replace a number of Our Yard's that were in our collection that were either damaged, had missing pages or pictures that had been cutout. A success from every point of view!!

5. Sun Ship's 'Pan-Amoco' Hull 155, renamed: 'J.A.W. Iglehart'

It was quite a surprise to find out that there was a Sun Ship vessel afloat that was launched in 1936! Actually, I felt that there had to be a mistake, but no, the Inland Lakes Management's 'J. A. W. Iglehart' had been Sun Ship's 'Pan-Amoco' H-155. Fortunately, there was quite a presence on the internet for the 'J.A.W. Iglehart'.

#500_155_001 Francis Palmer photo courtesy of Dave Boone. Photo of *Pan-Amoco* Sun Hull 155



The 'Pan-Amoco' was launched on 9/23/1936 and she, along with her sister the 'Pan-American' (Sun Hull 156), was built for the Pan-American Petroleum and Transportation Co. of New York, NY.

The 485'6", single-screw, 4,000 SHP steam turbine powered tanker had a service speed of 13 knots. During WWII, she was acquired by the American Oil Company in 1944 (Miramar Ship Index).

The ship was saved from scrapping c: 1959, when she was purchased by the Huron Cement Division of National Gypsum Co. for conversion to a cement carrier

Courtesy of:

<http://www.boatnerd.com/pictures/fleet/jawiglehart.htm> Post-conversion configuration #: jawiglehart-air-dc-6-8-01



Keeping the original hull configuration and power plant, the midship house was removed and the new forward pilot-house was added along with modifications to the aft-house and stack. Upon completion of the conversion in 1965, she was renamed 'J. A. W. Iglehart', named after a member of the board of directors of the National Gypsum Company.

The 'J. A. W. Iglehart' ended her service as a cement carrier on Oct. 2006. The last update has her at the Lafarge Dock in Superior, WI 54880, as a cement storage barge??

If anyone has an update, please let us know-
dmk

Note: Following photos courtesy of the Duluth Shipping News website:

<http://duluthshippingnews.com/ship0233/>

#dsn_251009-4-076: Ships wheelhouse



dsn_251009-4-034-1



dsn_251009-4-025-1



Please stop by our website at www.sunship.org

Regards,

Dave Kavanagh
Sun Ship Historical Society