



Sun Ship Historical Society's Newsletter:

Site: www.sunship.org

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Looking back in our photo archives of the 2004-05 Yard demolition, I found this photo that was taken outside of the Central Maintenance building, where due to a roof-

leak, prints were being dried out by our 'archivist' on March 26, 2004. In the most recent photo, I noted that the 'archivist' appears to be a bit older. ☺

[2. Sun Ship's Famous USS "Cimarron" H-172:](#)

Postcard photo, courtesy of the DMK Collection #500_172_007a

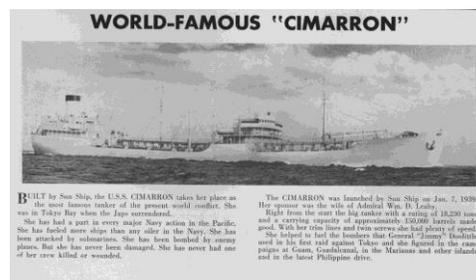


We recently received an inquiry from Stephanie Loden at the Naval History and Heritage Command at the Washington Navy Yard, Washington DC.

Upon reviewing their files, they noticed that the builder's plaque from the USS "Cimarron" (AO-22) had been loaned to the Sun Shipbuilding and Dry Dock Co. in 1969. She inquired to see if we might know the location of the plaque. In responding to her email that we were not aware of the location of the plaque, I offered to post this information in both our newsletter and on the website with her contact information. If anyone has any information about the plaque, we would appreciate it if you would contact her.

Stephanie Loden
Museum Specialist, Curator Branch
Naval History and Heritage Command
(202) 433-0561
Email: Stephanie.Loden@navy.mil

Crop from Our Yard magazine, October 1945. #705_4510_17



WORLD-FAMOUS "CIMARRON"
BUILT by Sun Ship, the U.S.S. CIMARRON takes her place as the most famous tanker of the present world conflict. She was in Tokyo Bay when the Japs surrendered.
She has had a part in every major Navy action in the Pacific. She has fueled more ships than any other in the Navy. She has been attacked by submarines. She has been bombed by enemy planes. But she has never been damaged. She has never had one of her crew killed or wounded.
The CIMARRON was launched by Sun Ship on Jan. 7, 1939. Her present was the wife of Admiral Win. S. Leahy.
Right from the start the big tanker with a rating of 18,200 tons and a carrying capacity of approximately 50,000 barrels made good. She helped to fuel the first carrier that General Joseph P. Twiss led to the first raid against Japan and she helped in the campaign at Corun, Guadalcanal, in the Marianas and other islands and in the later Philippine drive.

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

Thank You,

Dave Kavanagh
davekav@verizon.net
SSHS

[1. SSHS Archives:](#)

SSHS is in the 'continuing' process of archiving our collection of Sun Ship documents rescued during the 2004-05 Yard demolition to make way for the "Harrah's Casino". At our last review, the SSHS archives were down to over 100 linear feet. We just retrieved 4 linear feet of crane records from our offsite storage and are in the process of reviewing them to incorporate them with our current 3 linear feet of crane records. These records include items such as ; a 1919 Wetherill Crane, the WWII era cranes from the No.4 Yard, North Yard and South Yard through to our 'recent' (1974-1975) addition of the two #4 Dry Dock and Five North Yard Washington Iron Cranes.

#: a_20180808_01



Recent photo taken of the processing of 4 feet of 'rescued' crane records. This seem to bring back memories so...

3. SSHS Obituaries:

Sadly we have another obituary to post:

3.1: We have attached the obituary of John Jordan (Public Relations/Advertising). Our thanks to Carol Luttrell for forwarding the obituary to us.

John J. Jordan, Jr. of Glen Mills, PA, passed on Thursday, July 26, 2018, at the age of 83.

Obituary Source:

<https://www.chandlerfuneralhome.com/obituaries/john-j-jordan-jr/>



Born in Philadelphia, Pennsylvania, to the late John J. Jordan, Sr., and Katherine Hennessy of Philadelphia, PA, John was a 1952 graduate of Northeast Catholic High School and 1956 graduate of Villanova University. Like his father before him, John served in the US Navy upon graduation from college before meeting his beautiful

bride Adrienne in 1958. He worked for over 30 years for Sun Ship and Sun Transport in administration, scheduling and public relations.

John's primary focus was loving and caring for his family. His many interests included a passion for literature, Phillies baseball and Villanova basketball, jazz and blues music, old movies, particularly Preston Sturges films and MGM musicals, attending Tom Stoppard plays, volunteering at the Mary Campbell Center and traveling with his wife.

Beloved husband of 45 years to the late Adrienne Quinn Jordan. Loving father of daughters, Julie Jordan, Kim J. Wicks, both of Wilmington, DE, and Mary E. White of Unionville, PA; and sons Matthew S. Jordan of Philadelphia, PA and John J. Jordan, III of Wilmington, DE. He is survived by 8 grandchildren and was preceded in death by his loving sister, Kathleen V. Cardamone. John's family is thankful for the loving support of all his family and friends, and particularly the kind and caring staff of Rose Court at Maris Grove in his final days.

Relatives and friends are invited to attend the visitation on Tuesday morning, July 31, from 9:30-10:30 a.m. at St. Mary Magdalen, Concord Pike and Sharpley Roads, Wilmington. A Mass of Christian Burial will be offered at 10:30 a.m. Burial will be in St. Thomas the Apostle Cemetery in Chester Heights, PA.

In lieu of flowers, the family asks donations be made to The Mary Campbell Center, 4641 Weldin Road, Wilmington, DE 19803.

We reviewed our archives, including the 45 issues of the Sun Log from 1966 to 1980 trying to locate a photograph of John, we were unsuccessful. In lieu of that, here is a

Sun Ship publication that may John may have been involved.

#107_04_001



#107_04_002

ABOUT SUN

Shipbuilding and Dry Dock Company is a complete manufacturing complex encompassing about 200 acres in the industrial district of Chester, Pennsylvania. The facility has completed a major expansion program and provides full shipbuilding facilities for the construction of new ships. The plant has a 1,000-ton crane and a 1,000-ton slipway. The plant has a 1,000-ton crane and a 1,000-ton slipway. The plant has a 1,000-ton crane and a 1,000-ton slipway.

SHIP REPAIR AND CONVERSION

Sun Ship offers a wide range of general ship repair and conversion work. The plant has a 1,000-ton crane and a 1,000-ton slipway. The plant has a 1,000-ton crane and a 1,000-ton slipway. The plant has a 1,000-ton crane and a 1,000-ton slipway.

INDUSTRIAL PRODUCTS

Sun Ship offers a wide range of industrial products. The plant has a 1,000-ton crane and a 1,000-ton slipway. The plant has a 1,000-ton crane and a 1,000-ton slipway. The plant has a 1,000-ton crane and a 1,000-ton slipway.

SHIPBUILDING AND DRY DOCK COMPANY
Chester, PA 19381

3.2 Fred Casino-33 Installation Dept.
#706_7809_03



F. CASINO
33-260
20 Years

In the last issue of our newsletter, we posted the obituary of Fred Casino 331 Department. As stated previously, we make an effort to find a photograph of those who have passed with a picture of them from their time at the Yard. While in the process of reviewing our 'Sun Log' publication for a photograph of John Jordan, we came across a photograph of Fred Casino that we missed last time. This photograph was

in our 'Sun Log' Sept. 1978 edition, "Celebrating Anniversaries" section for Fred's 20 year anniversary.

4. SSHS 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: Charles Plaughter Jr.



An iNet posting of badges from Charles Plaughter #31-112, of 31 Dept (Sheet Metal Shop) found its way to the SSHS archives thanks to Fred E. I did not know about dedicated badges for the tanker "Manhattan" (Our tanker to tanker-icebreaker conversion project)



CHARLES PLAUGHTER, JR.
31 Dept.
20 Years

I believe that Charlie was an Assistant Foreman in 31 Dept. Can anyone confirm that for me?

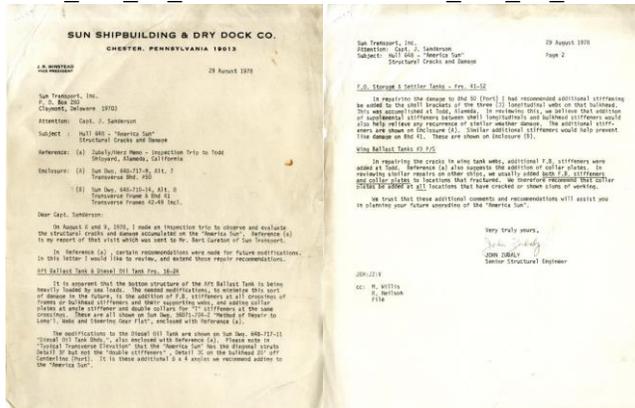
4.2: Sun Ship's Tanker "America Sun" H-648:

In the continuing effort of reviewing our archives from 2004-05, we came across 12 pages of correspondence pertaining to damage to our "America Sun" and repairs at Todd Shipyard in Alameda, CA, including one from August 16, 1978. If anyone has information to expand this history of our Hull 648, please let us know.

Thanks, Dave K.

#500_648_04_001

#500_648_04_002



4.3 Time Cards & Time Keeping

Came across a series of time cards that I salvaged from the 'Time Alley' in the 2004-05 era (for friends and family, will need to explain 'Time Alley' a little later) As along with everyone else, it has been a 'long' time since I filled out a time card and I would like to put a section on the website for 'timekeeping' so I scanned and added our SSHS VP-John Costello's name and badge number to a card sample. John C. worked in the Fab Shop during the summers of 1967-68 while attending college. #723_61_01_001



If anyone can help fill in the information for a 'typical' time card I would appreciate the

assistance. Keeping the charges to hull numbers but, if you can add samples of ship repair charges, that also would be appreciated. Hope that I can handle plant maintenance charges later!

- 1-Date:
- 2-Type Work:
- 3-Charge or Hull:
- 4-Item or Structure:

Any other columns you could fill in would be great! For someone working on the same job all day, believe I remember splitting the day (day shift) into 4 hours in AM and 4 hours in the PM?

#723_61_04_001



Here is a scanned copy of my time book page from Sept. 1971. At this time I was a Leader on 2nd Shift in 33 Facilities (33F was the department that supplied temporary electrical services to

hulls under construction such as; lighting, ventilation, welding equipment, etc.-DMK

Please stop by our website at www.sunship.org

Regards,
Dave Kavanagh
Sun Ship Historical Society