



Sun Ship Historical Society's Yard's History Page For: 2004 Last View of Sun Ship

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

Note 1: While due diligence has been applied in the research of this information, responsibility for any errors is the ultimate responsibility of the end-user.

Note 2: Information has been obtained from various sources to enhance the history of Sun Ship and where possible, sources have been identified

Note 3: Text added by SSHS will be bordered with parentheses

Note 4: A series of three 'periods', before or after transcribed text indicates that not all the text was transcribed to the review.

"Any work of history is necessarily a joint venture"
Author Unknown

Thank You,
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Last Panoramic View of Yard Taken From 8-Way Crane

Series of photographs taken of the area surrounding our 8-Way Forward crane, from which these photographs were taken during the 'Plant Demolition' 2004-05. Photos taken on March 26, 2004 courtesy of Dave Kavanagh

1: Yard Crane '8-Way Fwd' R-25 Gantry:

Serviced shipbuilding on No. 8 Shipway/Platen
SSHS: h-040323005

2: View of the Delaware River and part the Penn Terminal facility.

Note: This property used to be Sun Ship's New 'North Yard' of 1975-1982, including the two Washington Iron Works 250-Ton Gantry cranes, 1100ft long #6 Outfitting Pier, Building Slabs A&B and one of three new substations supplying electrical power to the A-Slab area.

SSHS: h_040326059r

Penn Terminals Site (c2004)
1: Ex-N.Y. Cafeteria/Office Complex
2: Ex-A Slab
3: Ex-B Slab
4: WIW 250 Ton Gantry Crane
5: ex-1,100ft long 6-Pier
6: WIW 250 Ton Gantry Crane
7: Substation 6-Pier South.

3.Photo of the inshore end of the 'New' North Yard including:

3.1: The Paint and Blast Facility was constructed to enable Sun Ship to apply more efficiently the sophisticated paint systems required by its customers. The facility was maintained by a maintenance 'Gang' run by Hank Shaefer of 34M. Construction of the facility was started in June 1979 and the first 'units' to pass the 'B&P' facility were for our Hull 680.

3.2: Engineering & Management building that housed the Company's executive offices, engineering division offices, sales and administrative offices and associated clerical personnel.

3.3 The 'No.3 Storeroom' complex housed our; Aero/Hydro Space Division fabrication shop (AKA 'Rocket Shop'), Yard Warehousing, Small Machine Shop and the Giddings and Lewis Horizontal Boring Mill.

SSHS: h_040326061r



4. View of the North End of the Central Yard showing:

4.1: Fabrication Shop (47D)

Our Central Yard Fabrication Shop was relocated from our #4 Yard in the 1957/58 expansion and measures 1040ft long by 201' wide and housing: fabrication areas, automatic welding and burning machines, offices and locker rooms.

4.2: Blacksmith Shop (42D)

The Blacksmith Shop building houses space for; Outfitting, Plate and Angle Furnaces

4.3: Ridley River:

This portion of Ridley Creek was renamed Ridley River to enable rerouting of the 'creek' from its original configuration

4.4: Fab Shop's North End Substation supplying electrical power at 480VAC and 250VDC to nearby facilities.

SSHS: h_040326063r



5: View of the inshore end of the Central Yard

5.1: Central Maintenance Complex houses; Offices, Maintenance Electricians (33M), Motor Rewinding Shop (Armature Shop), Electronics Shop

5.2: Central Yard Heat Plant, supplies steam to the Central Yard

5.3: Boiler Shop (30D)

5.4: Power House (83D), supplies compressed air and electrical power distribution (13,200 and 2400VAC and 250VDC) to the Central Yard

5.5: Maraging Furnace, provides stress relieving for large, welded steel assemblies

5.6: Maintenance Div. Storeroom, Mechanical Maintenance Shop (84D)

5.7: Electrical 2400VAC Substation supplying 480VAC and 250VDC to nearby facilities

5.8 and 5.9: Showing 6-Way cranes after being 'pulled-over' (Scrapping of the Central Yard R-25 cranes to be posted next).

5.10: Fab Shop's South End Substation supplying electrical power at 480VAC and 250VDC to nearby facilities.

SSHS: h_040326064r



6. View of the Central Yard inshore end showing:

- 6.1: Remains of No. 2 Shipway
- 6.2: Remains of No. 1 Shipway
- 6.3: No.1-Way; Offices and Cafeteria
- 6.4: Carpenter Shop (66D)
- 6.5: 2-Pier R-15 Gantry Crane
- 6.6: Alloy Shop: Industrial Product shop for alloy and stainless steel products. (c: 1959)
- 6.7: South Yard Fabrication Shop.
- 6.8: Penn Ship Dry Dock brought up from down South and sank at pier.
- 6.9: Pipe Shop (34D)
- 6.10: Electrical Installation Shop (33I)
- 6.11: U-Toilet (Originally, Yard buildings were identified by; Bldg. A, B, C, etc.



7. View of the Central Yard down-river frontage showing:

- 7.1: No.4 Shipway
- 7.2: Part of 'bridge' for access to USS 'Detroit' berthed on old drydock cells for Metro Machine (c: Aug 1997).
- 7.3: Drydock downriver mooring cell
- 7.4: No.2 Shipway
- 7.5: No.1 Shipway
- 7.6: Remains of Paint Shop Complex (69D)
- 7.7: Central Yard 1 Pier, River Water Pump House
- 7.8: 2 Pier
- 7.9: 3 Pier and 3 Pier R-15 Gantry Crane
- 7.10: 4 Pier
- 7.11: 5 Pier. Then property of Kimberly-Clark

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8: View of the Central Yard up-river frontage showing:

- 8.1: 8-Way Aft R-25 Gantry Crane
- 8.2: No. 8 Shipway
- 8.3: No. 4 Dry Dock 'A-Section' mooring cells
- 8.4: No. 6 Shipway
- 8.5: No.4 Dry Dock 'B-Section' mooring cells
- 8.6: Sliding Ways that supported the ship during launching.
- 8.7: Shipbuilding Ways that support the ship during construction.

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