

FINAL FLEET SHEET

Issue F.W.E.

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The Setting of Sun Marine

The sunrises and sunsets one experiences at sea are, unquestionably, amongst the most beautiful sights to behold. Each sunrise brings the start of a new day, full of promise and anticipation. Each sunset provides a few moments to reflect upon the time that has past.

Sunrise for our Marine Family was over ninety-five years ago. The day was a long one with many highlights and low spots. Through war and death, depression and prosperity, our house flag flew from the masts and yards of a proud Fleet. From the small inland units of the Tug/Barge Fleet to the VLCC's of the Foreign Fleet, the Marine Family served Sun with pride, dedication and responsibility. Also served were the communities where the Family lived and worked.



The Adopt-A-Ship Program brought together students and sailors and enhanced the lives of both groups. The Family helped with disaster relief, kept the lights on and the houses warm through the cold of winter and saved the lives of those in peril at sea.

The Family served its' country in time of war with distinction and without hesitation. Some of its' members paid the ultimate price for freedom. Let us never forget their contribution.

The Marine Family has a proud sense of tradition. This tradition has spanned generations for some and started new ones for others. Whether on the Bridge or in the Engine Room, on Deck or in the Galley, on the docks or in the office, each member of the Family was proud of their contributions. Each a part of the whole. Each a part of the crew....A Family.

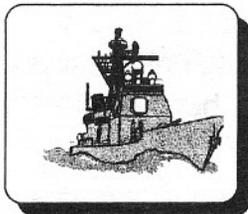
And now the sunset has fallen on the Fleet. After a long day of work, we can all be proud of the day's accomplishments. As with each passing day, the Fleet's day becomes part of our history and our heritage. A heritage to be proud of and to remember in the years to come.

Fair winds and following seas to all !!!!

Jim Randall

DEPARTURE.....

One of my favorite memories at Sun Transport is my first time underway onboard the TROPIC SUN, leaving Yabucoa under a full moon in December of 1990. I was standing on the starboard Bridge wing, watching the Refinery lights get smaller and smaller. As the ship cleared harbor and turned to port, I heard Captain Scheffer announce the time of "departure".



Despite a fair amount of sea time with Gray Stack Lines (the U.S. Navy), I had never heard that term before; later the Mate, Joe Fraley, explained what it meant. Taking departure is a phrase that has stuck with me ever since; describing our taking leave of a familiar harbor and beginning a new voyage.

During my tenure at Sun I had the wonderful opportunity to work with a group of people, both afloat and ashore, who combined a dedicated work ethic with an obvious love for their jobs. Many times when I felt overloaded and frustrated, my co-workers served as sources of inspiration - there was a real feeling of community, and with everyone depending on everyone else. I often gained the extra motivation to press on. Thinking of my shipmates, I never wanted to let anyone down.

We ran an operation that, while short on numbers, was long on performance. The safety record, environmental record, delivery performance all speaks for itself, but speaks even louder of the people that made it possible. I am so immensely proud to have been a part and play a role in such a company and with such people.

So many people were so good to me; their cooperation and good humor are so memorable. I recall performing respirator fit tests on the NEW YORK SUN and Bosun Sam Porchea trying every size of mask I had until we got a satisfactory test - never a complaint, never a problem. Sam was not alone - there are so many of you that made my job rewarding.

I recall how men like Tankerman Ray Parker, Captain Jim Ottinger and Captain Tom Best explained things to me, answered any question, showed me anything I wanted to see. Then, sadly over time, all three left us....taken departure.

On happier notes, I remember joining Captain Butch Lemke, Mate Bob Theofield and the crew of the EASTERN SUN for dinner while the vessel was in the shipyard. We solved all the problems of Sun Transport, Sun Company and the entire United States Merchant Marine industry in a few short hours.

From November of 1990 until November of 1997, I was fortunate enough to have worked with Sun Transport. The experiences that we lived through are priceless. Now, it is time for all of us to take departure and begin new voyages in our lives and careers. I wish fair winds and following seas to everyone, and may God bless us all.

Dennis P. Kelly

REFLECTIONS

It's Thursday, January 1, 1998 and my thoughts are on the happenings of 1997 and their implications on the lives of all of us who lived through a time we thought would never come, but it did !

To some people the loss of Sun Transport was inevitable; for others like myself the hope was always there that we could "pull it off" and keep hanging in there one more year and then another year after that, and so it would go.

Well, it didn't go on and now we will all have new lives to start and careers to finish; maybe in the marine industry that is still out there or somewhere else in the big world that is revolving on a daily basis. So the question is "What do we do now?". While a few of the old ST group are still working for Sun, the large majority has a new door to open and a chance to take to see if some of the dreams of starting a new career will reach fruition. My personal wish is that every last one of our former employees finds a safe harbor for the rest of their lives and that they are happy with the choices they have made. It's said that for every door that closes, another door or path is given to us. I hope so.

I look around my home and see a lot of memorabilia that I acquired throughout my 20 years with Transport and my total of 31+ with Sun and lots of thoughts come to mind. Some of those thoughts are about the people I worked for during those years -- Tom Lamb, Mike Williams, Bill Schultz, Captain John Bates, Captain George Davis, Captain Jesse Fordyce, Captain Don Voge, Captain Dick Mellen, Herb Wood, Jeff Bork, Captain Kim Barry and Captain Harold Ellwanger.

We've all had teachers in our lives and I was very lucky to have three very good teachers who showed me what I didn't know and then taught me what I needed to know - Captain George Davis for all aspects of Ship operations and Captains Ben Hagestad and Don Voge for the Tug/Barge side. Without their training, I never would have survived all those years. Remembering these people brings back events such as the PRINCE WILLIAM SOUND's flooding, the fires on the TOLEDO SUN and the EASTERN SUN, the construction of the NEW YORK SUN, PHILADELPHIA SUN, NORTHERN SUN, EASTERN SUN and the DELAWARE SUN and how we always worked as one team - SUN TRANSPORT.

I remember moving from Claymont in 1981 to our brand new offices in Aston and all the people who filled both floors of that "large" building. As fast as we filled it up, we also emptied it out and finally returned to our starting place in Marcus Hook in 1993. We had come home, but home wasn't safe for too long a time.

November 7, 1997 was our final day in Marcus Hook, but our history will not die with closing the doors and putting out the lights. Pieces of our history are currently within the safe harbor of the Independence Seaport Maritime Museum at Penn's Landing in Philadelphia. I hope all who can will visit the Museum and donate anything they feel is worth preserving as part of the history that was ours for 95 years.

We, the former employees of Sun Transport, have a great deal to give to our future employers because we were professionals in doing our jobs. Every last one of us, from the Engine Room to the Bridge and the shore-side support staff, have reason to be proud.

My final thought is that we should always remember that we were part of the history and growth on the Delaware River and the making of Sun Company. And, with pride, we should always remember that first and foremost, WE WERE ONE HELL OF A COMPANY !!

Anne H. Sill
Editor

