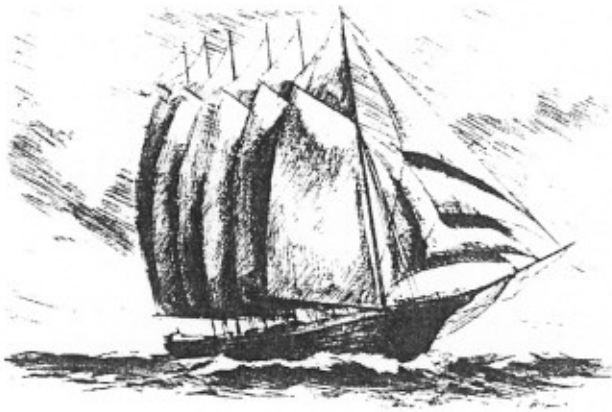


The

SUN SEAMEN'S


MEMORIAL





*They that go down to the sea in ships,
that do business in great waters,
These see the works of the Lord, and his wonders in the deep.*

— *Psalms. CVII, 23, 24.*



DEDICATION

SUN SEAMEN'S MEMORIAL

*Commemorating the Brave Men Who Gave Their
Lives in Their Country's Cause While Serving
Aboard Sun Oil Company Tankers During
World War II*

OCTOBER 8, 1949 • MARCUS HOOK • PENNSYLVANIA

Invocation...

Almighty God, our Heavenly Father,

We beseech Thy blessing upon all present.

In Thy name we now pay tribute

To the heroism of those who faced the enemy

In World War II, on merchant ships at sea.

Especially we commemorate those who made

The supreme sacrifice and for whom

This symbol of our homage is erected.

We thank Thee for the gifts of

Courage which these men displayed.

To them we dedicate this statue as a

Loving expression of grateful memory.

May it stand through the ages,

An enduring reminder that these heroes

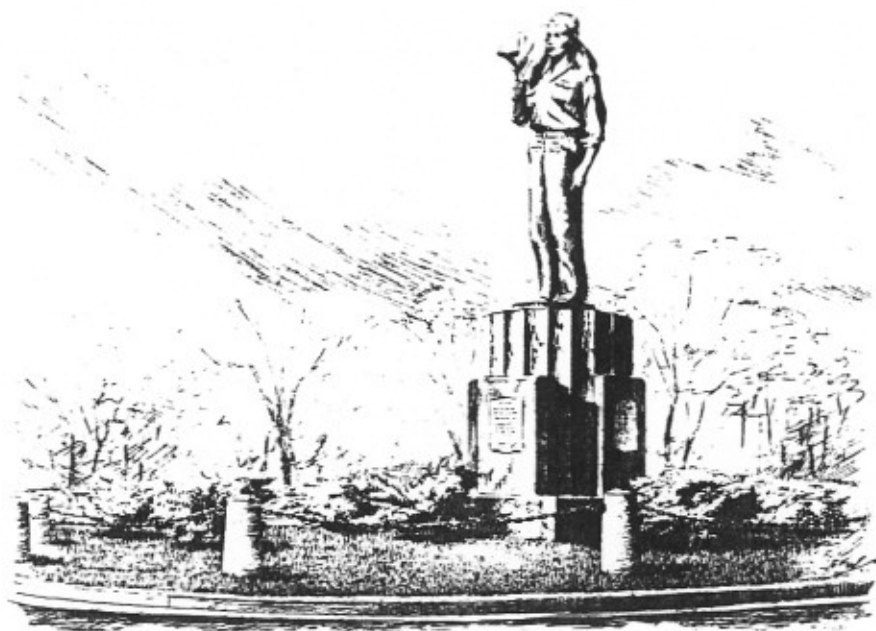
Gave full measure of devotion to

Their country and to Thee.

By Thy mercy may their spirit of sacrifice

Animate us all, to Thy honor and glory,

World without end. Amen.



AN ENDURING TRIBUTE

RISING IN BRONZE as enduring as memory, Sun Seamen's Memorial commemorates one hundred forty-one brave officers and seamen who lost their lives in World War II while serving aboard Sun Oil Company tankers.

Heroes they were, although they themselves would have scorned the word. They were working men, sailors by trade. Transporting petroleum was their job.

They were civilians, plying their trade as a means of earning a livelihood for their families. The majority had spent many years aboard Sun ships.

They had no military status, no obligation, as has the military, to leave the safety of our shores to confront a ruthless foe. The outbreak of war found them no better prepared to challenge a vicious enemy than were their fellow civilians ashore.

But as patriots they willingly accepted their stern duty. That duty, they knew, was to deliver the oil upon which victory depended.

So they sailed in waters where lurked the enemy. Unarmored and sometimes unarmed, they braved the destructive force of the submarine's torpedoes, carrying crude to refineries and fuel to the Armed Forces.

On such duty, one hundred forty-one met death.

It is fitting to record that plans to erect a memorial to Sun's lost seamen were originated by those who knew them best, their shipmates of the Sun Marine Employees Association and the Sun Licensed Officers Association.

Even before definite plans were laid, word of the proposed Sun Seamen's Memorial carried from ship to ship until there was talk of it in seaports around the world.

As the original idea expanded and a decision was reached as to what should be done, an opportunity was given to those outside the Marine group to help in raising sufficient funds.

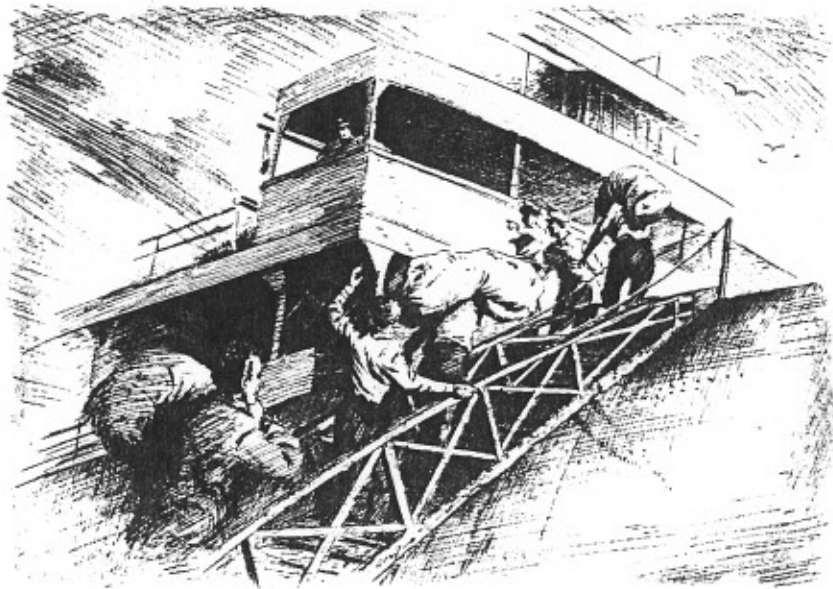
A Memorial Committee representing employees and management was formed. Salesmen, drillers, stillmen, laboratory technicians, stenographers, pipe line operators, truck drivers, executives and many others, including some

outside the Company, contributed. The Company added a donation, and then the plans were carried out.

Now the spirit of the brave one hundred forty-one, personified by a tousle-haired seaman in bronze, has returned from the sea and stands near the home waters of the Sun tanker fleet.

To passing Sun sailors on the way to their ships, he is there to remind them of the proud tradition which requires that they be ever willing to sail into perilous waters when duty and country call.

To the rest of us, he says in silent but unmistakable language, "Your liberty was purchased with the lives of good men; its price was too high that you should squander it."



IN MEMORIAM

*They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning
We will remember them.*

— Laurence Binyon, *For the Fallen*

LOST WITH S. S. J. N. PEW, FEBRUARY 21, 1942

Earl R. Adams	Carl Epley	Edward Molzon
Joseph W. Boyanek	Hardie N. Gaines	Harry K. Nichols
Walter Braun	George Jonescu	Paul Paiz
Joseph Buehrer	Meyer Kashkin	George J. Pappas
Thomas E. Bush	Laddie J. Kurena	John J. Radosh
Lewis E. Byrne	Clifford Lawrence	Howard L. Reed
Constantino Carpougis	Charles R. Martin	Andrew Stitcheson
John W. Collison	Peter J. McBride	Edwin W. Sutfin
William V. Daukas	William M. McCoy	William A. Wenzel
Fred L. Donnelly	James C. McGovern	Clifford J. Whitmore
Edward E. Eads	Jack D. Melton	George J. Zink

LOST FROM M. S. BIDWELL, APRIL 6, 1942

Matthew T. Hehnen

LOST WITH M. S. MERCURY SUN, MAY 18, 1942

John Bihan	Willard Davis	John D. Holmes
Edward W. Burton	Alexander P. DeCuir	John E. Mitchell

LOST FROM M. S. PENNSYLVANIA SUN, JULY 15, 1942

James B. Mortimer	John C. Riley
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LOST WITH M. S. ATLANTIC SUN, FEBRUARY 15, 1943

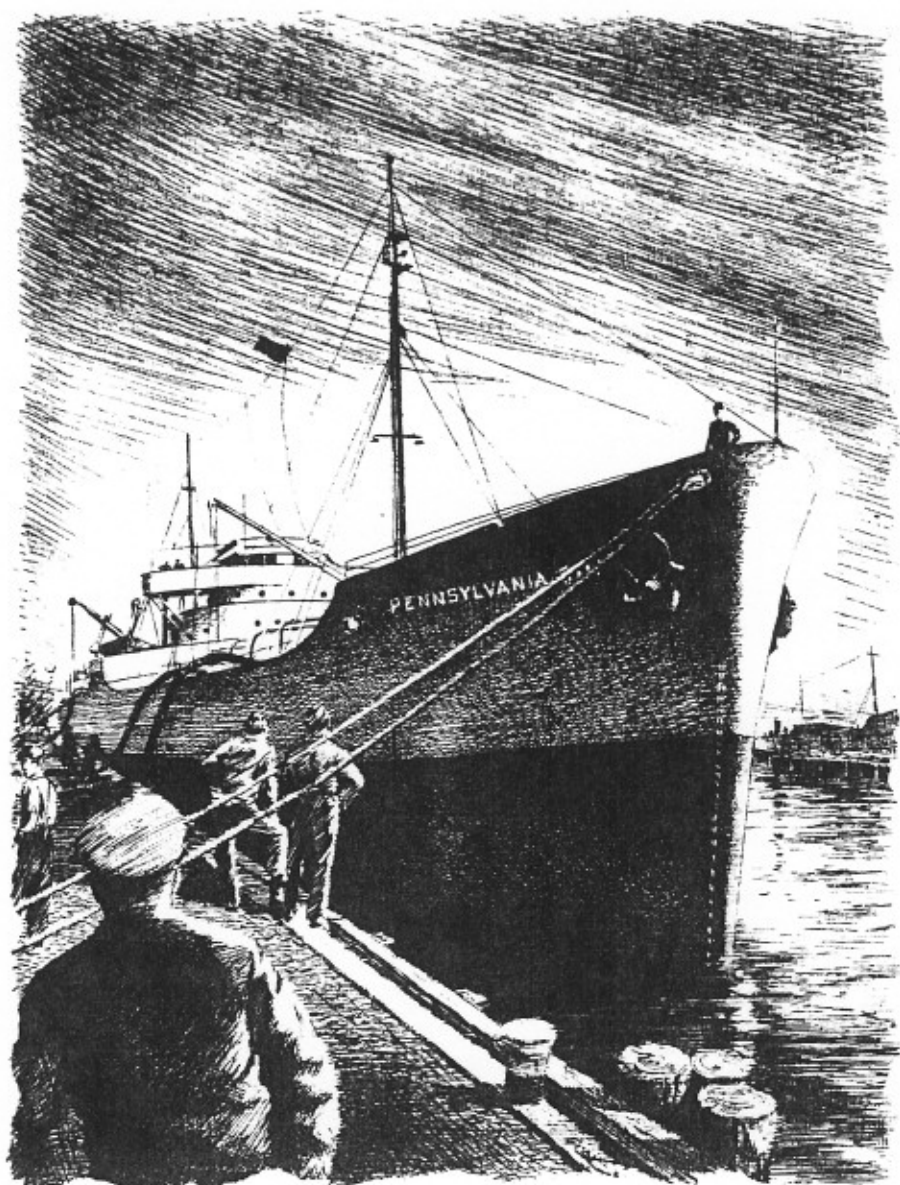
Carl M. W. Allen	John Havron	Louis Randish
Harry Belfer	Oscar Helm	Louis Rose
Michael Bobon, Sr.	Wallace R. Horton	John F. Sanders
Robert J. Burger	W. Grey Hutchinson	Carl Schrader
Joseph Burns	Alvin L. Ide	Ralph J. Sherdon
Philibert R. Caron	George J. Kahara	Theodore Skoczulek
James D. Carr	Andrew Kokoska	Carlton H. Strang, Jr.
Ralph Chiero	Alfred G. Kell	John Supanic
Walter G. Craig	Edward F. LaRosee	Frank Surian
George O. Dillon	William B. Longtin	Roy O. Thomas
Francis Flood, Jr.	William H. McLaurin	Joseph G. Walker
James C. Fowler	Dale B. Meadows	Carl W. Westover
John A. Gallagher	Henry W. Miller	Donald J. Winey
Ivan Grey	Clyde A. Moore	Joseph T. Winn
William H. Guilford	Dallas C. Moore	Francis Wood
	William J. Morris	

LOST WITH M. S. SUNOIL, APRIL 5, 1943

Aubrey H. Akers	Eugene J. Gorman	Charles Ptak
Edward A. Bassett	George E. Gross	Harry E. Riddle
John S. Buckner	Charles W. Halvorsen	Frank J. Sandberg
Paul D. Cline	S. Berg Heggland	Van R. Sanders
Dean H. Cook	Murrill E. Hughes	Charles C. Sarnowski
Hunter N. Craddock	Victor F. Kander	Frank E. Sims
Charles W. Crile	John Karpin	Robert J. Stasio
August DaConda	Theodore E. Levers	Carl A. Stillstrom
Franklin J. Decker	Wayne L. Lockwood	Roy E. Stone
John E. Dittman	Harry W. Logue	LeRoy Tolle
Ernest A. DuBois	William E. Loucks	David Walsh
Edward A. Dumbeck	George Mateyko	Clifford L. Wilson
George Foster	Cesare Mori	Walter Wujcicki
Harvey Gardner, Jr.	Robert W. Moylan	Otwell T. Zacheis
	Jesse E. M. Mullen	

LOST FROM M. S. SUNOCO, JANUARY 2, 1945

John R. Casper	Algar S. Field	William C. Scruggs
Camillo N. Dezzi	John F. Jenkins	William H. Walley
Edward J. Dougherty	John Perhach, Jr.	Arthur Y. Williams
	Donald J. Rawding	



THE WARTIME STORY

MEN OF THE Sun tanker fleet knew the risk they took. They knew the cunning of the Nazi undersea raiders, the destructive force of a submarine's torpedoes. They knew that they were marked as a special target for all U-boats.

But they understood, also, the vital role of oil in the great struggle for human rights. A modern military force, they were aware, moves on wings and wheels; without oil, no wing can fly, no wheel can roll. They helped deliver the needed oil, and their record is impressive.

Ships of the Sun fleet traveled 2,358,000 miles during the war and transported 41,000,000 barrels of petroleum. But they did not escape unscathed.

Nine different times, tankers of the Sun fleet felt the fury of a submarine attack, and four of the Company's ships were sunk in these encounters. A total of one hundred forty-one Sun seamen gave their lives.

The first Sun ship to be rent by a torpedo was the *S. S. J. N. Pew*. The attack came at dusk on February 21, 1942, while the ship was off the coast of Aruba, en route to the Panama Canal with a cargo.

Before the ship went down, two lifeboats were freed and drifted clear. In one, two survivors reached the wild coast of Venezuela and were guided by friendly Indians to civilization. In the other, one man, after watching ten companions die from thirst and exposure while drifting for twenty-one days, was sighted by patrol planes and rescued. Thirty-three other officers and men lost their lives.

Two days after the *J. N. Pew* plunged to the ocean bottom, the *M. S. Sun* was struck off Aruba while in ballast. This time the ship did not sink, the crew was able to bring her into port, and there were no casualties.

A month later the *M. S. Atlantic Sun* was struck by a torpedo, and this ship, too, was able to make port for repairs. Again there were no casualties.



One man lost his life on April 6, 1942, when a torpedo crashed into the side of the *M. S. Bidwell* off Cape Lookout, North Carolina. Under the inspired leadership of its officers, part of the crew remained

aboard to fight fires and keep the ship afloat. They were successful and the *Bidwell* made port and was repaired.

The following month, the *M. S. Sun* was struck a second time, but again her crew brought her into port without loss of life.

While passing through the Yucatan Channel on May 18, 1942, the *M. S. Mercury Sun* was blasted by a torpedo. Six of the ship's personnel, including the captain, lost their lives when the ship sank.

Two more Sun men sacrificed their lives on July 15, 1942, when a torpedo ripped into the side of the *M. S. Pennsylvania Sun* off the coast of Key West. Raging fires forced the crew to abandon ship and go ashore. But next day, the ship's captain and a volunteer crew of Sun tankermen returned to the vessel and, with the help of a salvage vessel, subdued the fire and brought the ship into port.

On February 15, 1943, the *M. S. Atlantic Sun*, sailing in winter waters off Cape Race, Newfoundland, was cut in half by a torpedo. The bow half of the ship sank instantly, but the stern half remained afloat until torn apart by a second torpedo. One seaman, who swam to the surfaced German submarine and was taken aboard as a prisoner of war, was the sole survivor. Forty-six of his shipmates and a U. S. Naval Armed Guard crew perished.

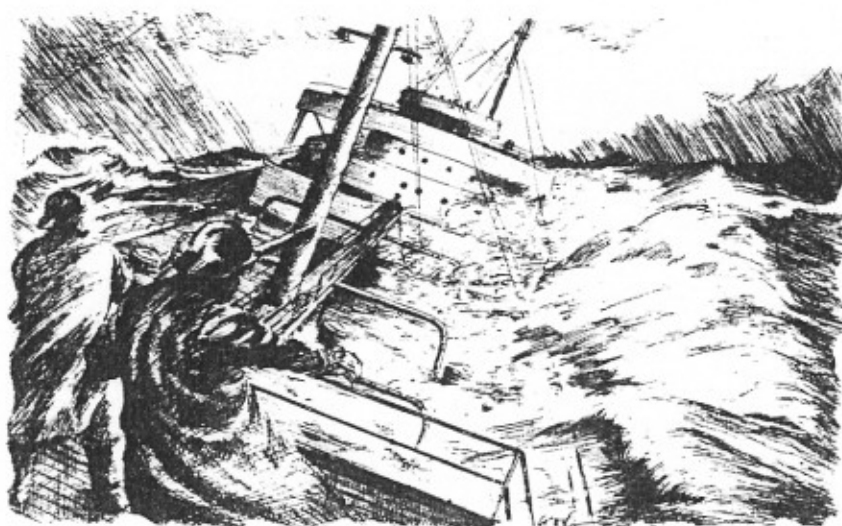
Less than a month later, on April 5, the M. S. *Sunoil* was struck by the enemy while crossing the North Atlantic. Forty-three officers and men died. There were no survivors.

Ten more men lost their lives when, on January 2, 1945, the M. S. *Sunoco* exploded and caught fire from unknown causes off Sandy Hook, New Jersey. The ship sank but was later salvaged by a group of men dispatched from the shore staff of the Marine Department of Sun Oil Company.

That, very briefly told, is the story of the success and the sacrifice of Sun sailors in World War II. The spirit of these men was expressed by a seaman from the M. S. *Sun*. When asked by a newspaper reporter if he and his shipmates would sail their damaged tanker home for repairs, he said:

"Sure, we're sticking by her. We've got to have oil tankers to win this war, and we feel we're doing our fighting part when we keep them running. There's danger, sure, but there's a war going on."

They knew the risk they took but, as the record shows, they were dauntless in the face of danger.



BEYOND THE HORIZON

When men go down to the sea in ships,
'Tis not to the sea they go;
Some isle or pole the mariners' goal,
And thither they sail through calm and gale,
When down to the sea they go.

When souls go down to the sea by ship,
And the dark ship's name is Death,
Why mourn and wail at the vanishing sail?
Though outward bound, God's world is round,
And only a ship is Death.

When I go down to the sea by ship,
And Death unfurls her sail,
Weep not for me, for there will be
A living host on another coast
To beckon and cry, "All hail!"

—Robert Freeman

SUN SEAMEN'S MEMORIAL
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William D. Mason—*Chairman*

Charles L. Boyle

Harry Gibson

Frank H. McCowan

Nick Manerchia

William E. Soden

Franklyn Waltman

Louis B. Wells

Arthur Paul Hoppe—*Architect*

Charles Rudy—*Sculptor*