



Sun Ship Historical Society's Ships History Page

Site: www.sunship.org

Pub: 2019.01.29

Copyright Sun Ship Historical Society 2019

Name: "Radnor"
Hull No: 003

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

Thank You,
Dave Kavanagh
SSHS

1. Ship's Record:

Hull No: 003
Name Orig: "Radnor" 4.1
Launched: 1918.03.23
Owner: Cunard S.S. Lines
Official No: 2216293
Propulsion: Steam-Reciprocating
Boilers: 3-ScotchSingle-Ended
Propeller(s): Single
Class: Cargo
L-B-D: 435', 57.5', 38'
DWT: 11,590
HP: 2600
Speed-Knots: 10.5
Class: Cargo
Contract Date: 1917.02.07
Keel-Laying: 1917.04.19
Launch: 1918.03.23
Delivery: 1918.05.11
Wrecked: 1942.12.30

2. Ship's Description:

2.1: Ship is classified as Lloyd's 100 A1 special survey and USSB Design No. 1166 (Oil Burner)-Steel Cargo.

2.2: She is equipped with three complete decks, all fore and aft and has four large cargo holds. A large cross bunker for coal and deep tank for ballast or oil fuel. The double bottom all fore and aft except under the machinery spaces and fore peak tank are fitted for the carriage of water ballast or oil fuel. The double bottom under machinery spaces also the after-peak tank are fitted for reserve feed water or

water ballast. Propelling machinery is fitted amidships.

2.3: Cargo handling consists of; hinged king posts mounting four 5-ton booms each are fitted forward and aft., with one 20-ton boom at the main hatchway. Two king posts amidships fitted with one 5-ton boom each. Telescoping topmasts is fitted amidships. The deck machinery consists of steam steering gear, steam anchor windlass, steam capstan, four compound geared steam winches and six single geared steam winches fitted at hatchways.

2.4: Accommodations for captain, officers, saloon, radio and petty officers provided in deck houses amidships. Engineers, messrooms, etc., inside deckhouse abreast casings, crew berthed in forecastle.

2.5: Armament consists of a 4-inch gun forward and a 5-inch gun aft, for protection against submarine attack, with magazines well protected and fitted in lower 'tweendeck.

2.6: Extra lifesaving equipment consists of six 26- foot lifeboats, two life rafts and one working boat.

2.7: Propulsion machinery consists of triple expansion reciprocating engines provided with steam from three single-ended Scotch boilers. The usual auxiliaries for this class of vessel are fitted in connection with the main engine. The boilers were manufactured by the Wetherill plant of the Sun Company. Ballast pumps of ample capacity are provided.

3. Ship's Short History:

3.1: "With the utmost simplicity and privacy, save for the lusty and enthusiastic cheers of 3,500 shipworkers and a few invited guests, the 10,000-ton freighter "Radnor" glided successfully down the ways at the Sun Shipbuilding Company's plant this morning promptly at 10 o'clock onto the bosom of the 'Clyde of America', the Delaware River"

3.2: Originally contracted for the Cunard Steamship Co. and sponsored by Mrs. T. Ashely Sparks, wife of the managing director of the Cunard Steamship Company of America. The ship was later commandeered by the U.S. Government to form part of the Emergency Fleet Corp. fleet of cargo carriers.

3.3: Requisitioned by the Navy on 1918.04.11 and commissioned at Philadelphia 1918.05.13, Lt. Comdr. Marcus S. Harloe, USNRF, in command. "As the "Radnor" docked at the Philadelphia Navy Yard, she was acclaimed by experts to be the best boat that the Emergency Fleet had yet presented" (Sun Log-June, 1918, Page 6)

3.4: "Radnor" was assigned to the Naval Overseas Transportation Service and was used as a cargo ship carrying ammunitions and supplies overseas during World War I.

3.5: "Radnor" was transferred to the Cruiser and Transport Force 7/03/1919 and was converted into a troop transport and during this assignment, she made four round trips to France, returning home with 5,876 veterans."

3.6: USS "Radnor" was detached on 1919.09.25 from the Cruiser and Transport Force and turned over to the USSB (United States Shipping Board) on 1919.10.24. (Courtesy Delaware County Daily Times)

3.7: Extra lifesaving equipment consists of six 26- foot lifeboats, two life rafts and one working boat.

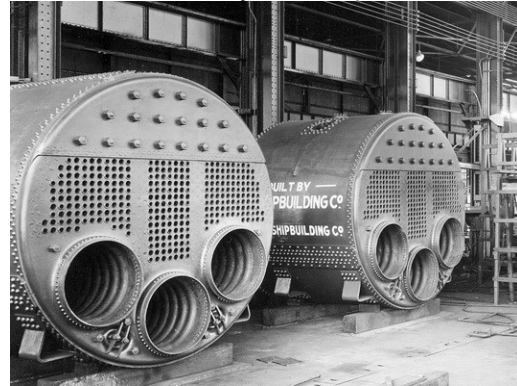
3.8: Propulsion machinery consists of triple expansion reciprocating engines provided with steam from three single-ended Scotch boilers. The usual auxiliaries for this class of vessel are fitted in connection with the main engines. The boilers were manufactured by the Wetherill plant of the Sun Company. Ballast pumps of ample capacity are provided.

3.9: The "Radnor" transitioned through the following owners and name changes:

- 1: 1918- "Radnor" Cunard Line
 - 2: 1918-USSB (United States Shipping Board)
 - 3: 1919-U.S. Navy
 - 4: 1919- USSB (United States Shipping Board)
 - 5: 1930: "Jacob Luckenbach"
 - 6: 1947: "Tung Ping"
 - 7: 1950: "Pacific Dragon"
 - 8: 1955: "Oceanic Justice"
 - 9: 1959. BU (Broke Up) Tokyo 1959.07.12
- (Data in Section 2.6 is partially courtesy of The Miramar Ship Index)

Typical Scotch Boiler as used on ships at this time, built by Sun Ship.

#HML_3820_002a (Photo courtesy of the Hagley Museum and Library-Sun Ship Archives.)



Typical triple-expansion reciprocating steam engine as used on ships at this time, built by Sun Ship at the Wetherill Plant.

#HML-3820-007 (Photo courtesy of the Hagley Museum and Library-Sun Ship Archives.)



Photo of launching

#: HML_3820_077a (Photo courtesy of the Hagley Museum and Library-Sun Ship Archives)

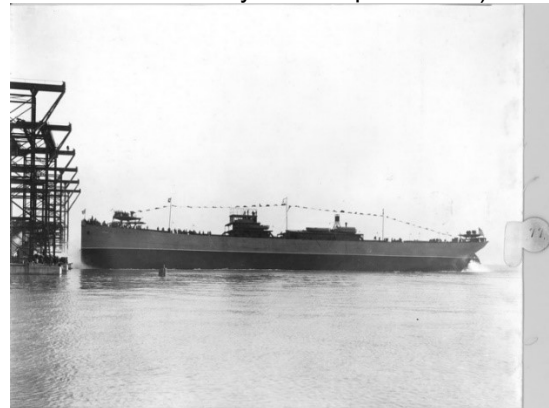
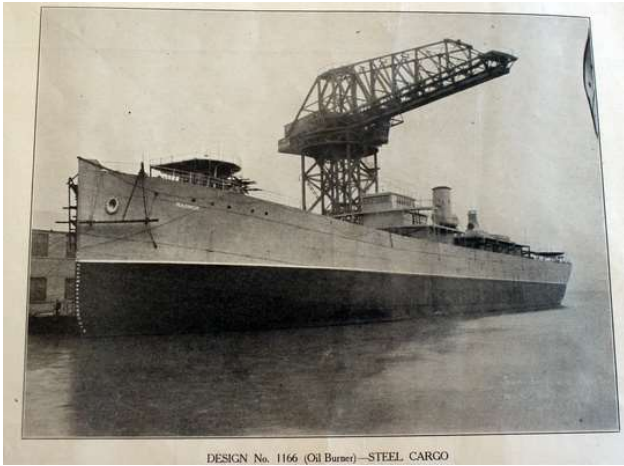


Photo of ship under Sun Ship's 'Hammerhead' Crane for placement of boilers and engine.
SSHS: 454_95_4536b (Photo Courtesy of ISM)



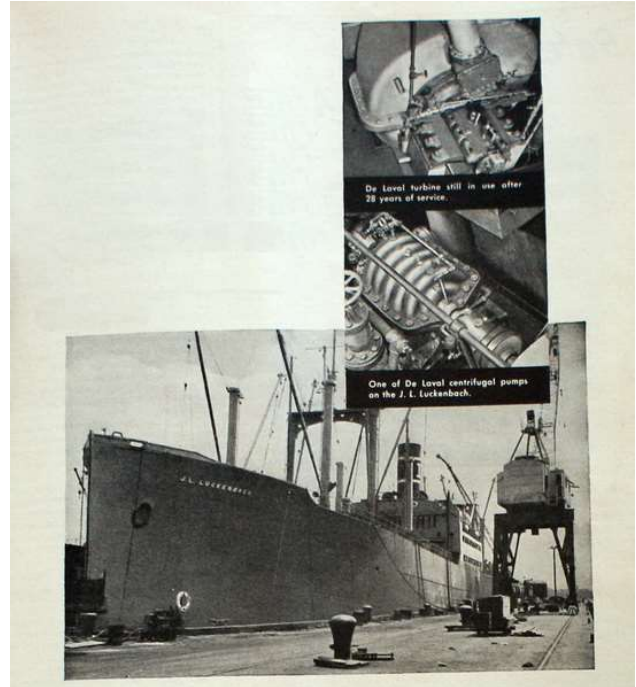
DESIGN No. 1166. (Oil Burner)—STEEL CARGO

USS "Radnor" departing with troops onboard, 1919
SSHS: 500_003_003 (Courtesy of the National Archives)

Photo # NH 104496 USS Radnor departing with troops on board, 1919



Adv: From Marine Engineering Log, from May, 1958, showing the ship pier-side as the "J.L. Luckenbach" with photos of the De Laval equipment onboard and stating her operation, requiring no reconditioning, after 28 years and 1,300,000 miles.
SSHS: 454_24_48_4204 (Courtesy of ISM)



4. Notes:

4.1: Reference(s) was located stating the ship was laid-down as the "War Indian" however, Sun Ship's archives do not confirm this information.