89. M.S. PENNSYLVANIA SUN

U.S. Tanker, built 1938; 11,394 gross tons; cargo, fuel oil. Departed Port Arthur, Texas, for Belfast, Ireland. Torpedoed 15 July, 1942, 0145; 24°05 N.- 83°42 W. Weather, clear; sea, moderate; wind, light N.E. On board, 59; saved, 57. Vessel: salvaged.

About 0130 a patrol plane flew over the ship, illuminating her brightly with its landing lights, presumably for identification purposes. The Mate on watch ran up the identifying flag hoist, and had just returned to the wheelhouse to make the next change of course in the zig-zag when a torpedo crashed amidships, almost under the port wing of the bridge. Two lookouts on watch were killed instantly, and the oil sprayed over the ship caught fire and burned fiercely around the bridge, and inte mittently elsewhere. The #2 boat was destroyed by the explosion. The motors continued to function perfectly, and the Merter ordered the smothering lines turned on, and full speed continued, someone unauthorized tripped the emergency control on deck, causing the engines to stop, and the pressure to go down on the steam lines. The Master then ordered the vessel abandoned, and this was accomplished in an orderly manner in the 3 remaining lifeboats. The boats put out sea anchors and stayed nearby until picked up by the USS DAVILGREN 3-1/2 hours later, and taken to Key West.

The tanker was reboarded the following day by four of her officers and the men from the salvage tug WILLETT. Foamite apparatus was taken on board, and the remaining pockets of fire put out. The ship was then towed to a safe anchorage at Key West on 20 July, where temporary repairs were made before proceeding to Chester, Pa., for overhaul. 89. M.S. SERRETLAND

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