



Subj: SSHS Personnel History
Name: Raezer, Frank
Badge: See below
iDate: 2026.07.23
By: Sun Ship Historical Society
 D. Kavanagh

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: Any corrections or additions would be greatly appreciated.

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

I would like to take this opportunity to thank John O'Donnell (27-008) for informing us of Frank Raezer's passing.

Dave Kavanagh
 SSHS

2026.07.22:

Obituary: Franklin "Frank" L. Raezer

Courtesy: James Terry Funeral Home.com

<https://www.jamesterryfuneralhome.com/obituaries/Franklin-L-Frank-Raezer?obId=47741466>

Note: See video on website



Franklin L. "Frank" Raezer, 93, of West Chester, passed away on Monday, March 16, 2026, at Barclay Friends. He was the husband of the late Bernice "Betty" (Ebert) Raezer, who passed away in 2016.

Born in Chester, PA on April 15, 1932, he was the son of the late Edgar and Helen (Crooks) Raezer. Frank worked in ship construction management for Sun Ship (Penn Ship) in Chester, PA for most of his career. After retirement, he continued to work as a consultant in ship building for many years. Frank enjoyed woodworking and had a talent for sketching as he was a draftsman early in his career. He enjoyed handmaking pieces of furniture for his grandchildren and working on home improvement projects. He and his wife Betty loved to

travel and visited numerous places around the world. Most of all, Frank enjoyed spending time with his family and friends."

Frank Raezer's Sun Ship/Penn Ship Thumbnail History

Courtesy: SSHS, Personnel Seniority Lists

Frank's Badge Numbers:

25-041 (1979) Dept.25: Gen.Cargo Ship Group

27-001 (1981) Dept.27: Bulk Cargo Special Ship Grp.

Note: Do not have badge number information pre-1979 reflecting his time in Ship Repair.

Frank Raezer's Job description courtesy of John O'Donnell:

"Frank was in charge of Ship Repair Sales and was responsible for bringing ships into the shipyard for repair and upgrades and also for managing the cost of the job while in the shipyard."

1955: Naval Architect Frank L. Pavlik congratulates Frank Raezer on completion of his four-year drafting apprenticeship. Smiling approvals are Al Ingham and George Wilkie of the Hull Drawing Room.

Source: SSHS: Our Yard Magazine; Sept. 1955



NAVAL ARCHITECT FRANK L. PAVLIK congratulates FRANK RAEZER on completion of his four year drafting apprenticeship. Smiling approval are Al Ingham and George Wilkie of the Hull Drawing Room.

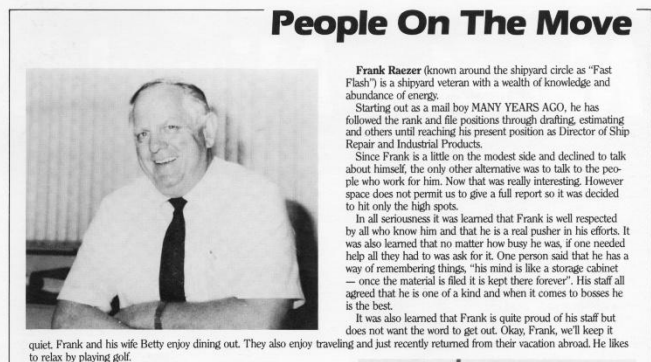
1972: Photo courtesy of Joseph Golla
 (Photo by John O'Donnell?)

SSHS: 731 01 81 04-1r



Notation on reverse of Photo: Sun Ship Party - February 1972
 Left to Right: Joe Golla, Mrs. Carolyn Golla
 Jack Carroll, Mrs. Carroll
 Bob Filliben, Mrs. Sally Filliben
 Frank Raezer, Mrs. Betty Raezer (J.O'Donnell)

1982.10:
Penn Ship's: Penn Newslog Oct. 1982
Courtesy: SSHS



1987.06.10:
Frank Raezer wrote this 'Records Control' form stating that these records 'must be kept for 5 years' on June 10, 1987. Fortunately for Sun Ship's history, these Ship Repair Chronological records covering 1975 to 1980 were recovered by SSHS during the Yard's 2004/05 demolition.

SSHS#: 138_01_1-1

RECORDS CONTROL		CARTON NO.	R.R.S. NO.	DISPOSAL DATE	RECORD COPY
DEPT. NO. 73	DEPT. NAME SABES		RESPONSIBLE SUPERVISOR FRANK L. RAEZER	TEL. EXT. 2160	☐ YES ☐ NO
RECORD YEAR 1987	RETENTION PERIOD 5 Years		RECORDS ADMINISTRATOR	DATE 6/10/87	CONTRACT NO.
DESCRIPTION OF RECORDS					

CHRONOLOGICAL RECORDS - JANUARY 1975 to JUNE 1980

RECORDS CENTER USE ONLY

RECEIVED BY _____ DATE _____ ROW _____ SECTION _____ SHELF _____

Following is a 'Profit/Loss statement written by Frank Raezer pertinent to repairs performed on the tanker 'S.S. **Mobil Arctic** at Sun Ship c. May/June, 1975, found in archive box 1.

Note: The **Mobil Arctic** was Sun Ship's Hull 657 and was delivered to the owner 'Mobil Shipping and Transportation Co.' on August 18, 1972

SSHS#: 138_01_1_1_750630-1r

SUN SHIPBUILDING & DRY DOCK CO. INTER-OFFICE CORRESPONDENCE SHEET			
SUBJECT	S.S. "MOBIL ARCTIC"	DATE	June 30, 1975
FROM	F. L. RAEZER		
TO	MEMO TO FILE		
At approximately 65% complete the overall job, the following p/l is noted for those work items that are 100% complete, i.e. Sun items 100% complete are:			
	ORIGINAL SALES AMENDED	COST TO DATE	
-2 Drydocking	\$114,512	\$	\$83,864
-6 Sea Chests & Strainers	5,960		9,625
-7 Sea Valves (121)	17,706		17,531
-9 Hull Anodes (127)	8,582		6,129
-10 Stern Tube Wear-down	583		476
-12 Ballast Tank Cleaning	58,995		42,875
-23 Ballast Tank Ladder	1,827		1,885
-36 Hydro Line Coaming	88		0
-41 Lifeboat Winch	2,262		3,418
-44 8" Gate Valve	1,860		582
-45 Trans. Ballast Line	13,020		6,708
-49 Boiler Cleaning (134)	25,554		25,736
-62 Main Circ.	5,949		2,867
-63 Aux. Circ.	1,622		2,286
-65 Stbd. Cargo Exp. Joint	2,723		1,829

SSHS#: 138_01_1_1_750630-2r

S.S. "MOBIL ARCTIC"			
Memo to File			
p/p p. 2			
June 30, 1975			
	ORIGINAL SALES AMENDED	COST TO DATE	
-69 Megger Tests	\$ 1,890	\$	\$ 1,290
-78 Steam Atomization	466		273
-80 E.R. Fan Louvers	3,703		2,456
-83 Rudder (109) (115)	14,815		(6,355) (4,775)
-89 Bilge Keels	60,000		28,519
-91 Tailshaft	25,000		29,730
-102 Equipment Rentals	1,250		0
-105 Root Valves	T/M 1,800		1,637
-111 Cargo Pump	1,041		429
-112 Swbd. Tie Breaker	432		516
-113 Grating Support	150		0
-116 Main Steam Stops	400		524
TOTAL-- ORIGINAL SALES AMENDED.....	\$372,190		\$282,335
Reported Cost to date.....			\$282,335.00
Proportioned applicable 600 Ser. (5%)...			14,116.00
Atic. addit'l. labor to be charged....			5,000.00
Atic. addit'l. material to be charged..			2,000.00
TOTAL PROJECTED COST applicable to these items.....			\$303,451.00
Profit to Sales.....	\$68,736	18.5	
Profit to Cost.....		22.6	
FLR:rdn			
F. L. RAEZER			

Here are the three boxes of Ship Repair correspondence records as cataloged and stored in SSHS's archives. These were found on the second floor of the old 'Main Office' building during the 2004/05 Yard demolition by SSHS.

SSHS#: 138_01_1_2

