

THE  
*Mariner*

JUNE 9, 1945

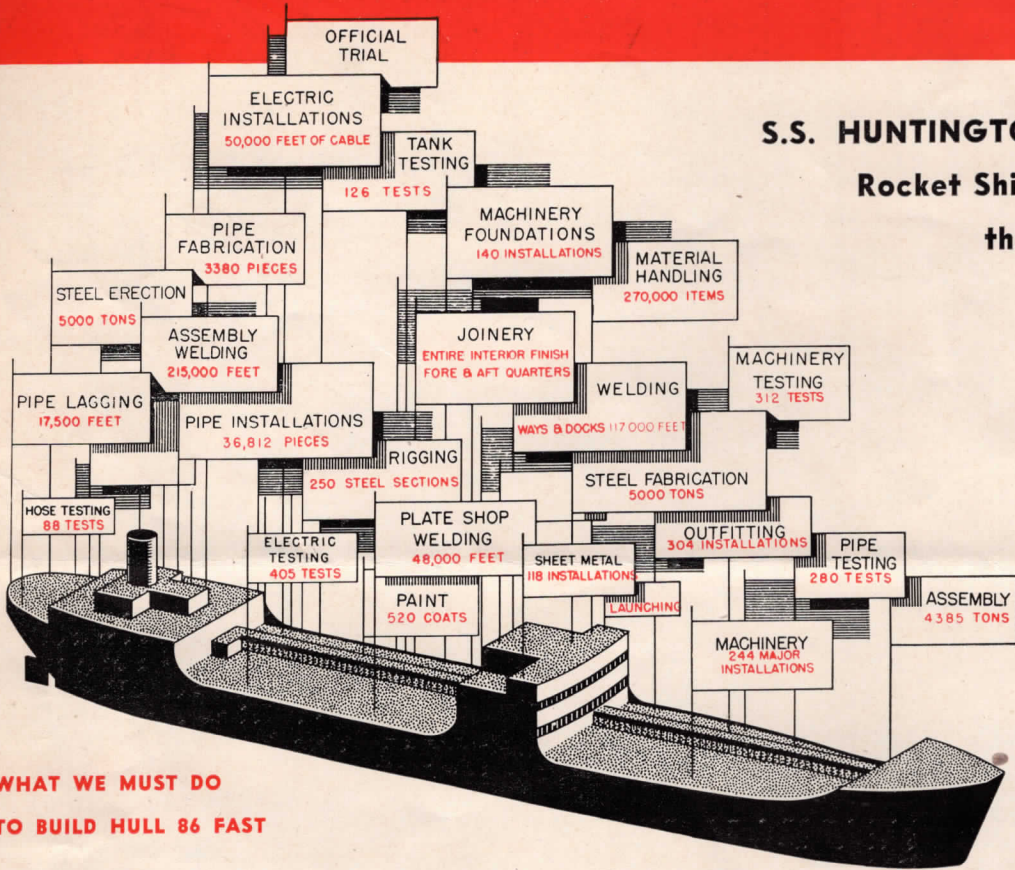


**Marinship's V-J 33 "Rocket Ship" — See Pages 2-3**



# Construction of Hull 86 Rapidly Setting World

**S.S. HUNTINGTON HILLS is Marinship's "V-J Rocket Ship"—A Secret Weapon to Blast the Nips Into Full Surrender**



**WHAT WE MUST DO TO BUILD HULL 86 FAST**

WHEN little Junior sits on his Dad's knee and asks, "Father, what did you do in the Great War?"—anybody who helped build Hull 86 will have a quick, proud reply:

"Son, I helped build the consarned fastest tanker ever seen on this here globe or anywhere else. She was the good ship HUNTINGTON HILLS, one of the best tankers afloat and built right before your eyes."

Then the Old Man, who used to consider himself somebody of importance back at Marinship, will tell how the keel was laid for the eighty-sixth Marinship hull on May 14. From then on his story will go about like this:

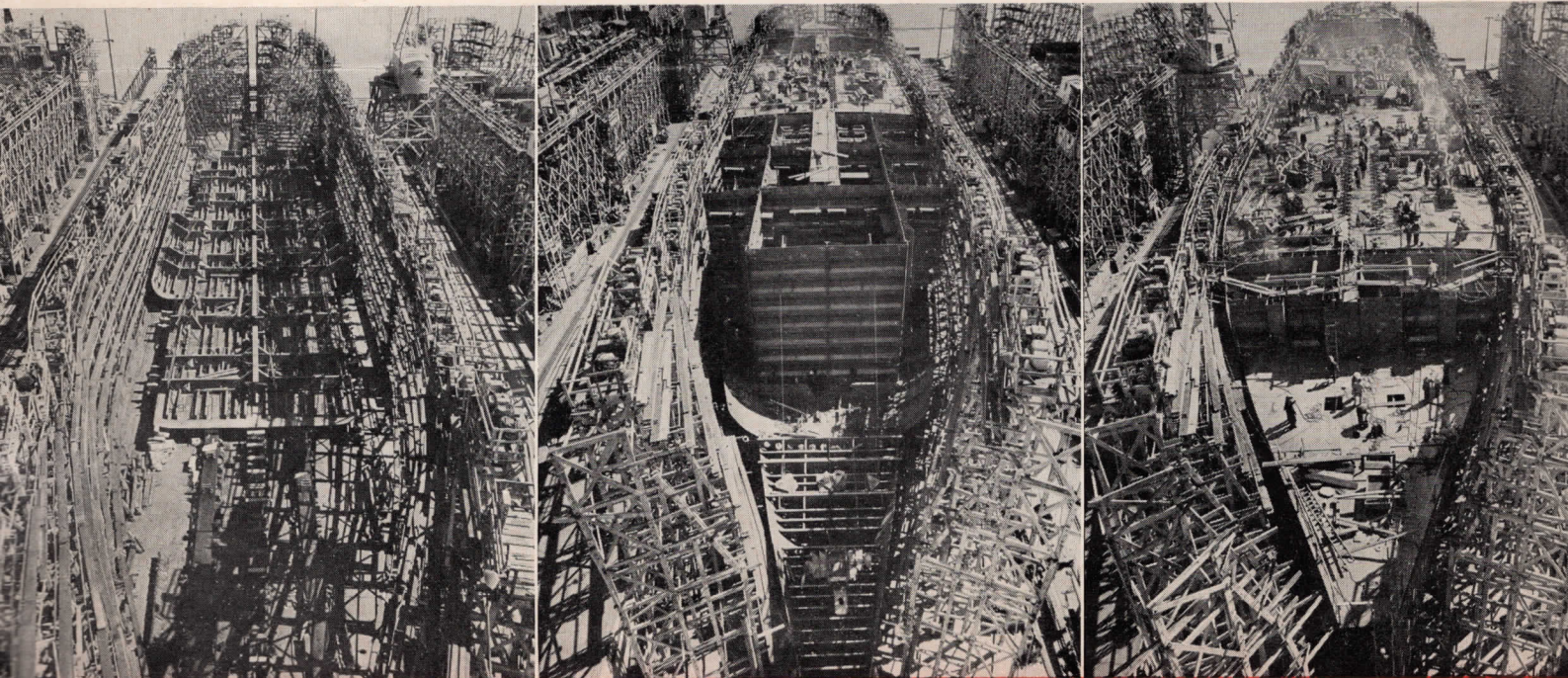
- 1st Day—Keel is laid on Way 3
- 2nd Day—4,512 tons of steel fabricated by Plate Shop starts to flow onto the way.
- 3rd Day—3,208 tons of assemblies from the Sub-Assembly and skids make possible fast assembly.
- 4th Day—Already 2,730 tons have been erected.

- 5th Day—Pipe fabrication has been completed at Pipe Shop.
- 6th Day—13,600 feet of erection welding already done.
- 7th Day—One week, and Hull 86 is 34% complete!
- 8th Day—Piping is now 10% installed on hull.
- 9th Day—Erection welding has now reached 25,841 feet.
- 10th Day—Now 3,845 tons of steel have been assembled.
- 11th Day—Fabrication and assembly are 90% complete!
- 12th Day—Outfitting is under way; it is already 12% complete.
- 13th Day—Half the work in building the ship has been done, in thirteen days after keel.
- 14th Day—Midship deckhouse is installed in two lifts.
- 15th Day—99% of hull steel has been fabricated.
- 16th Day—99% of hull steel is now assembled.
- 17th Day—71,510 feet of hull welding have been done.
- 18th Day—19,951 pieces of pipe have been installed on hull.
- 19th Day—75% of the complete ship has now been built.
- 20th Day—Painting is 34% completed.
- 21st Day—Sheet metal work is largely done and 62% installed.
- 22nd Day—593 tests have already been taken, and all passed.
- 23rd Day—Electrical installation is 80% completed.
- After 23rd Day—???????

But the biggest part of the story—when the ship is launched and when delivered—the real "happy ending"—is still to be written. Every person at Marinship is helping to write it.

Let's follow through on a job already well started. Let's put a smash climax on the proudest story in Marinship's history!

## PROGRESS PICTURES SHOW EARLY HISTORY OF "WONDER SHIP"



**0 DAYS** Seven sections of flat bottom down; over seven hundred tons of steel landed in first 2 hours!

**4 DAYS** All cargo tank bulkheads up; bottoms, fore & aft, down; stern frame up; side shells on tanks 5 to 7.

**11 DAYS** Complete: boiler installation, section afterdeck house, lower peak assembly, main cargo ta



# Tanker Record

## WHO'S WHO IN PHOTOS AT RIGHT:

**WELDERS**—Standing, left to right: Wayne Orr (Supervisor Hull Welders), Hank Banducci (Leadman Sq. "B"), Willard Wierschke (Leadman Sq. "A"), George Schmitt (Leadman Sq. "A"), "Ham" Groth (Leadman Sq. "B"), Al Mangini (Foreman Sq. "A"), Bill Larsen (Leadman Shell), Joe Ryan (Foreman Shell), Earl Tucker (Foreman Foundations), Jim Kennon (Leadman Afterpeak), Vern Yetter (Supervisor, Shell Welders), Elmer Haberkorn (Leadman Foundations). *Kneeling*, left to right: Lloyd Roberts (Leadman Sq. "A"), Harry Deeming (Foreman Sq. "B"), "Hap" Otto (Foreman Sq. "B"), Sam Knutson (Leadman Sq. "B"), Ted Wolfe (Leadman Sq. "B"), George Brown (Leadman Sq. "B"), Charles Smith (Leadman Sq. "B"), Rudy Miller (Leadman Sq. "B"), Paul Ware (Leadman Foundations), Boyd Roerden (Leadman Sq. "B"), John Leary (Leadman Sq. "B").

**SHIPWRIGHTS**—Left to right: Lloyd Kraal (Leadman Sq. "A"), "Hank" Tungate (Leadman Sq. "A"), Fred Parker (Foreman Sqs. "A" & "B"), "Bud" Boster (Leadman Sq. "B").

**SHIPFITTERS**—Standing, left to right (Back row): Bill Melancon (Hull Engineer), Paul Henniger (Leadman Sq. "B"), Jack Robertson (Foreman Sq. "A"), Clyde Wall (Leadman Foundations), Roy Craig (Leadman Foundations), "Buck" Shane (Leadman Sq. "A"), Jack Dickman (Foreman Sq. "A"), Pete Ceremello (Leadman Sq. "B"). *Kneeling*, left to right: "Chuck" Rhodes (Foreman Sq. "B"), Pat Silva (Leadman Sq. "B"), Johnny Pedrol (Foreman Foundations), Tim Taylor (Leadman Sq. "A"), "Herb" Ellwanger (Leadman Foundations), "Hal" Murray (Leadman Foundations).

**FLANGERS AND CHIPPERS**—Left to right: "Swede" Beatty (Foreman Flangers), "Stu" Stuart (Leadman Sq. "B"), "Pop" Kennedy (Leadman Sq. "B"), Joe Albricht (Chipper Leadman Sq. "B"), Larry Hatton (Leadman Sq. "A"), Bud Finch (Leadman Sq. "A"). *Kneeling*: "Chuck" Staley (Chipper Leadman Sq. "B"), "Canzi" Canziani (Leadman Sq. "B").



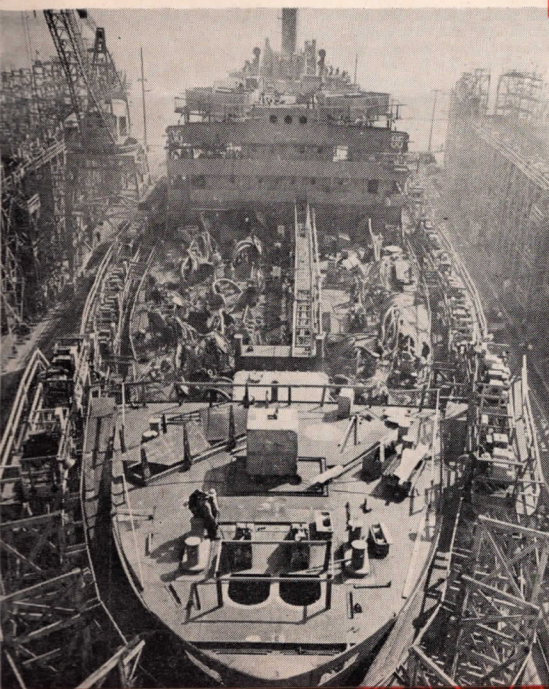
**WELDERS . . . Erection Squads A & B, Shell and Foundations**



**SHIPWRIGHTS . . . Erection Squads A & B**

**HOW MANY DAYS FROM KEEL TO DELIVERY?**

**SOME OF THE MEN WHO ARE HELPING BUILD THE "ROCKET SHIP"**



**SHIPFITTERS . . . Erection Squads A & B and Foundations**



**FLANGERS & CHIPPERS . . . Erection Squads A & B**

**18 DAYS**

96½% of total ship's tonnage erected! Outfitting begun amidships. Cargo tanks testing.