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PENNSYLVANIA SHIPYARDS REDEVELOPMENT & REPRIEVE

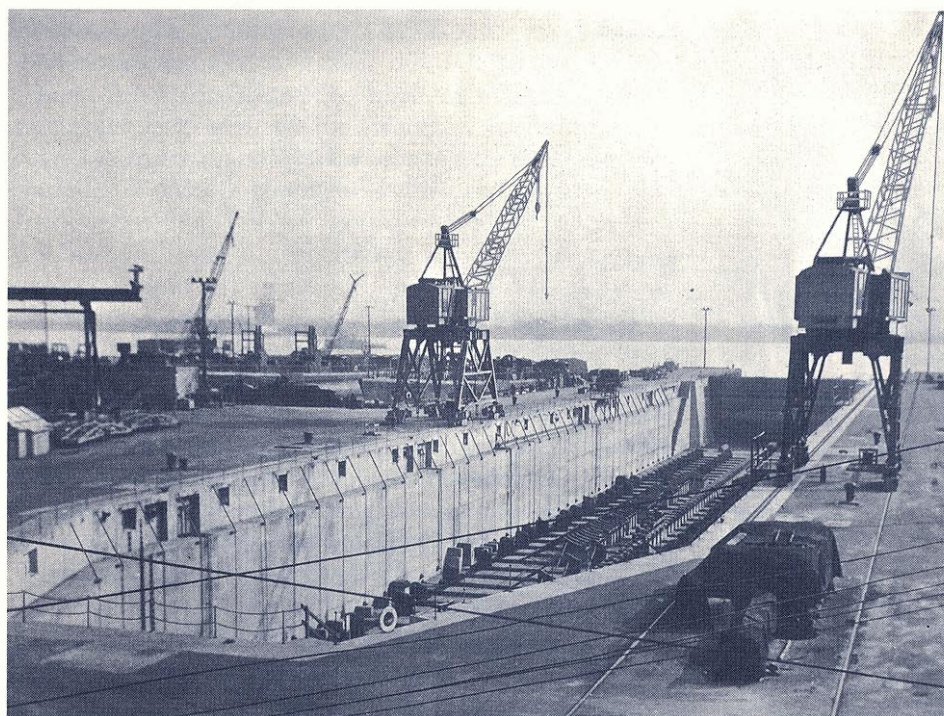
Many SIA members are familiar with plans to redevelop Bethlehem Steel as a casino and museum (SIAN, Winter 2005; tour site—2002 Fall Tour). Less well known is that other industrial sites throughout Pennsylvania have been selected or proposed for redevelopment due to the state's new gaming laws. Among them are two historic shipyards on the Delaware River—Sun Shipbuilding and Cramp.

In an effort to provide property tax relief, the Commonwealth of Pennsylvania consummated the Race Horse Development & Gaming Act of 2004. The act provides for slot machines at new and existing racetracks, and at new stand-alone slot parlors. Along the Delaware River waterfront in Chester, a race-

track-casino has now obscured the original portion of what later became the largest tanker shipyard in the world. In Philadelphia, plans were recently nixed for a casino, where construction would have impacted the site of one of the most historic of all American shipyards.

The shipbuilding industry along the Delaware River in Pennsylvania and New Jersey was so expansive and so vital that the U.S. Shipping Board, Emergency Fleet Corp., relocated its headquarters from Washington, D.C., to Philadelphia in 1918. One of the shipyards established during WWI was that of the Sun Shipbuilding & Dry Dock Co., located in Chester. The original yard, constructed in 1916, consisted of five shipways and two wet basins. Established by Sun Oil Co., Sun Ship was a natural propo-

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Graving dock (1943). Cramp Shipbuilding Co., Philadelphia.

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