

Coast Guard

Acc# 00.0319

CollName (Full) Edgar L. Martin

ScopeNote The collection of Edgar Leon Martin, contains an oral history transcript of an interview provided by the Reichelt Program for Oral History. Martin was a motor machinist's mate, second class in the Coast Guard in the Atlantic and Pacific Theaters. He first patrolled the Atlantic Coast, escorting convoys to Russia, and served on an LST ship on several island invasions in the Pacific, then ran supply routes in the Pacific post-war. The collection includes a copy of a detailed diary of a shipmate (Jess Askey), a copy of a veteran questionnaire, copies of discharge papers, an original certificate of thanks from President Truman, a copy of a photograph of "Part of Engineering Force aboard the ship LST 770. Taken in 1945 prior to the Landing at Leyte, Philippines," menus, and government letters relating to service. The diary gives daily entries of experience from 1943-45. Martin discusses naval bases, naval ships, and battles in the interview.

Extent/Location Gen Coll: 1 folder

Acc# 00.0330

CollName (Full) Robert D. May

ScopeNote Robert D. May was born in Chicago in 1927. He and his family moved to Los Angeles, California; Miami, and Hollywood, Florida. He was attending Florida State University when he was inducted into the Army in January 1945. He attended South Broward High School. Joined the Coast Guard Reserve Auxiliary in 1943. Was in the Army until December 1946. Did training at Camp Blanding, Florida and Camp Joseph T. Robinson in Little Rock, Arkansas. Was in infantry. Went to ETO. Landed at La Havre, France. Discusses Hitler Youth Camps, "repple-depple," "cigarette camps," Mannheim, signal depots, the G.I. Bill and FSU/TBUF/UF/FSCW, Dale Mabry, sports (football, swimming and gymnastics) coaches (Danford, Danforth, "Bim" Stults, Don Veller, Bill Armstrong), graduation, housing Edwin and Phyllis Fleet (friends), male-female demographics at FSU and Reuben Askew.

Oral History transcript of Robert D. May, US Army soldier in the ETO and one of the first male students at FSU. As a student at South Broward High School, May joined the Coast Guard Reserve Auxiliary in 1942 where he served until his induction into the US Army in January 1945. He trained at Camp Blanding Florida, and at Camp James T. Robinson, Little Rock, Arkansas. Arrived at Le Havre, France near the end of the hostilities. May held mostly administrative duties at a Hitler Youth Camp and a Captured Sign Depot in Mannheim, Germany. May left the army as a staff sergeant in December 1946. He used the G.I. Bill to attend FSU in early 1947 called TBUF (Tallahassee Branch- University of Florida). He was based at Dale Mabry Field (now TCC). He was on the swim team, coached by "Bim" Stults. May recalls many local spots in Tallahassee, dating, and classes in business.

Extent/Location Gen Coll: 1 folder

Acc# 00.0361

CollName (Full) Milton H. Wooster

ScopeNote Milton H. Wooster served as a seaman, first class in the US Coast Guard during WWII. He received basic landing barge school in Manhattan Beach, New York, and Camp Lejeune, South Carolina. His duties during the war included working on a landing barge crew, and he served in both theaters of the war. Wooster participated in the invasions of France and Okinawa. The collection includes a 37 page manuscript written by Wooster, entitled "Two Years Ten Months and Two Days" that recounts his experiences during the war, a veterans questionnaire, copies of newspaper articles about Okinawa and the Coast Guard, copies of documents from the USS Cepheus regarding Wooster, and a copy of Wooster's honorable discharge certificate.

Extent/Location Gen Coll: 1 folder

Acc# 00.0556

CollName (Full) Margaret M. Long

ScopeNote This collection contains materials for two siblings, John Robert Long, who served as a Catholic chaplain in the U.S. Navy, and Margaret Mary Long, who was a United Service Organizations (USO) hostess in Syracuse, New York. John attended Chaplains' School at William and Mary. He was inducted in July 1944 and discharged in August 1966. He served with the Seabees in California from September 1944 to November 1945 and in the Philippine Sea Frontier from November 1945 to June 1946.

The (Box 2 of 2) ½ box contains materials relevant to World War II:

"Principles and Types of Speech," War Department Education Manual

"Building Good Sentences," War Department Education Manual

"The Seabees," (undated) U.S. Navy pamphlet

"A Brief Chronology of the Chaplain Corps United States Navy" (1983)

"The Priest goes to War," published by the Society for the Propagation of the Faith (1945)

The Chaplains' Aid Association Bulletin, September 1945

"Helpful Hints to the Navy Recruit," pamphlet from Syracuse, New York

Service, Sacrifice, Loyalty: Guarding Freedom's Flame, The Story of America's Twentieth Century Overseas Veterans by Connie Clark (1992)

"Song and Service Book for Ship and Field: Army and Navy" (1942)

"ATB Photo Album: Little Creek, Virginia," Atlantic Fleet Amphibious Training Base (1945)

Color reproduction of paintings by Arthur Beaumont

The History of the Chaplain Corps, United States Navy, Volume II, by Clifford M. Drury, 1939-1945

Los Angeles U.S.O. newsletters, 1944

"Welcome to Members of the Armed Forces of the United States," National Park Service pamphlet (1945)

Coral Cryer, Ship Repair Base-Navy 3864 newspaper, January 1946

Chaplain form letters confirming attendance of mass and the receiving of communion

Postcard of U.S. Naval Hospital, Balboa Park, San Diego, California

Newspaper clipping of WAVES swearing in

Christmas card from U.S. Naval Receiving Station, Luzon, 1945

"Star of the Sea," Christmas Program, Little Creek, Virginia

Armstrong Seminary Commencement Announcement, July 1945

Miscellaneous postwar religious and military documents, letters, and pamphlets

The (Box 1 of 2) full box contains primarily post-World War II materials from John's service until 1966:

"The History of the Cruiser-Destroyer Force, U.S. Atlantic Fleet, 1902-1966"

Third Naval District Chaplain's Newsletter, 1967 & 1970

Retired Naval Personnel Newsletter, 1970

"U.S. Navy Chaplains Program Support Guide: Fiscal Year 1985"

"Chaplains U.S. Navy, October 1968"

The Polynesian, 1963

Official U.S. Navy photographs, including photos of a chaplain performing religious services, aircraft, and personnel

"192nd Anniversary, Navy Chaplain Corps, 1967"

Military Ordinariate Newsletter, 1944-1966

"Military Ordinariate Annual Report, 1965"

A History of Navy Chaplains Serving with the U.S. Coast Guard (1983)
 "The United State Air Force Academy Cadet Chapel," pamphlet
 "U.S. Navy Chaplains Corps, Bureau of Naval Personnel: Items of Interest,"
 1976
 Catholic Bulletin, Smoky Hill Air Force Base, 1948
 The Gator Amphibious Force newsletter, 1948
 "Navy Editors' Manual" (1949)
 The History of the Chaplain Corps, United States Navy, Volumes 1, 4, 5, 7, & 9
 1955 reel of sound recording tape of Christmas hymns, carols, and mass
 The History of the Chaplain Corps, United States Navy: Biographies, 1972-
 1981, Volume 8
 Bird of Midway and Laysan Islands (1956)
 Sea Rations (1964)
 Military Travel Guide, 11th Edition (1978)
 Reader's Digest: Humor in Uniform, Jests, Jokes and Witty Anecdotes from the
 War Years (1969)
 "Life Insurance," War Department Education Manual
 "Art through the Ages," War Department Education Manual

Extent/Location

Gen Coll: 1 full box; (1) 1/2 box

Acc#

00.0608

CollName (Full)

Barbara Lane Daley

ScopeNote

Barbara Lane Daley served in the US Coast Guard SPARS from 1944-46. Daley received training at the US Coast Guard Training Station in Palm Beach, Florida in 1944, and was stationed at the US Coast Guard Headquarters in Washington, DC from 1944-46. She performed secretarial work.

The collection includes photos; menus; magazines (Mademoiselle for Women's Reserve of the U.S. Coast Guard, 1945); SPARS training certificates; graduation programs; a Naval Air Training Center photo booklet; a US Coast Guard Newspaper ("The Bowsprit", 1945), newspaper clippings (Times Herald, Washington, DC, 1945) of articles and snapshots pertaining to President Roosevelt's death, the US victory, Japan's surrender, the attack on 7 December 1941, Iwo Jima, Hiroshima, and General Eisenhower. There are also church programs, tourist attraction pamphlets, and copies of her scrapbook of her military experience.

Extent/Location

Gen Coll: (1) 1/2 box; Gen Coll Oversize Box 8

Acc# 01.0392
CollName (Full) Helen Donnell
ScopeNote Helen Donnell grew up during the Depression in Los Angeles and was a junior high school teacher there prior to World War II. Immediately after the attack on Pearl Harbor, she experienced the reaction of the citizens of Los Angeles to the outbreak of the war and saw some of her Japanese-American students being removed to the resettlement camps. She applied to become an officer-candidate in the SPARs (Coast Guard Women's Auxiliary), was accepted and received training at the United States Naval Reserve Midshipman's School at Smith College and later training at the Coast Guard Academy in New London, Connecticut, and Hunter College in New York. She was assigned as a Coast Guard Recruiting Officer in the 7th Naval District headquartered in Miami. She was assigned command of the Coast Guard Recruiting office in Tampa and was responsible for recruiting throughout western and northwestern Florida throughout the war.
Extent/Location Gen Coll: 1 folder

Acc# 01.0565
CollName (Full) Richard DuBurg
ScopeNote Richard DuBurg served in the Coast Guard aboard the USS Moberly in the Atlantic Theater. The collection details DuBerg's service aboard USS Moberly and has information on the reunion of the Coast Guard members.
Extent/Location Gen Coll: 1 folder

Acc# 02.0394
CollName (Full) Frank Tyre Thedford
ScopeNote Frank Thedford (served 1942-45) recalls his experiences in the Coast Guard shore patrol, on a destroyer escort in the Atlantic, and in a depot on Leyte, Philippines, in the Pacific during World War II. The interview is quite brief and does not contain many details.
Extent/Location Gen Coll: 1 folder

Acc# 02.0395
CollName (Full) Nat Wolsky
ScopeNote Nat Wolsky (served 1942-45) discusses his experiences in the Coast Guard during World War II. Wolsky's ship convoyed supplies across the Atlantic throughout the war. The interview has a few interesting details, but is brief.
Extent/Location Gen Coll: 1 folder

Acc# 02.0452
CollName (Full) Charles H. Pennington
ScopeNote The collection of Charles H. Pennington contains an oral history transcript of an interview provided by the Reichelt Program for Oral History. Pennington served in the Coast Guard in WWII; he started in the Atlantic Theater and ended up in the Pacific. The collection also contains three photos of Normandy after the invasion.
Extent/Location Gen Coll: 1 folder

Acc# 05.0112
CollName (Full) Walter L. Bell
ScopeNote Collection includes the book "Return to Glory Hole" which chronicles the early life of Walter L. Bell. Bell served in the Coast Guard during WWII.
Extent/Location Bk Coll.

Acc# 09.0016
CollName (Full) Richard Wilson
ScopeNote This collection is a mixture of items from Airman Richard Wilson, part of Patron Bombing Squadron 107th in Brazil, Sergeant William Schneu of the 78th Signal Detachment aboard the USS Mount McKinley and Paul Palmer a Coast Guard mechanical technician in Japan. Within the collection is a manuscript of the narrative of Patrol Squadron 83 (VP83) and patrol bombing squadron 107 (VPB107), photos from the USS Mount McKinley, Japan, and planes in the Patrol Squadron, and short snorter with money from the US, Brazil, the Philippines, and Japan. There are also a Japanese-English medical guide written by Palmer, a line-up of the Seventh Signal Detachment, a "History of the USS Mount McKinley", the bound first, second, and fourth & cruise of "Mighty Mac" books, as well as paraphernalia from equator crossing ceremonies, and newspaper articles about the USS Mount McKinley. There is also a June 6, 1945 edition of the newspaper "Pacific Breeze". Finally, is a microfilm of the history of VPB 107.
Extent/Location Gen Coll: [1] 1/4 box, Gen Coll Oversized Box 6, MS Coll: 1 box

Acc# 09.0101

CollName (Full) John F. Cawley

ScopeNote The John F. Cawley collection consists of nine reproduced black and white photographs and detailed descriptions of the photographs. A member of the Merchant Marine, Mr. Cawley served onboard a 114 foot wooden ship, the F.P. 19, in the Arctic, specifically Greenland. The crew included "Army men" (radio operator, gunner, cook and oiler). In his description, Mr. Cawley stated that all the crewmen were inexperienced except for the three deck officers and three engineers. Repairs on the ship took the crew to the cities of Ivituck (Ivigut) and Juliannhaab (Julianehaab). The photographs depict the crew members and some of the native people of Greenland. When a member of the crew is photographed, Mr. Cawley includes their name and rank in the description. Photographs of the unloading and loading processes depict barges used to transport supplies across water and dogs and sledges with mushers used to carry supplies to remote bases. The descriptions include the role of the Army Port Battalions in loading the ships, the destination of the supplies (radio and weather stations) and the inexperience the men had with the Arctic terrain. The photographs illustrate the climate of Greenland with snowcapped mountains, snowy fields and steaming bodies of water. The harsh conditions resulted in damage to the ship including the propeller, the bow and an incident leaving the ship trapped in the frozen ice. The photographs show the various damages and repair attempts. The description tells of the Danes and the Coast Guard Cutters (Storis) helping the crew. One photograph depicts the ship being "run ashore" during high tide so that the bow can be repaired during low tide. Mr. Cawley writes that the crew slept aboard the ship while it was ashore, or tilted (depicted in the photograph). Also included is a summary of his war experience from the book, *Maritime: Tales of the Sea, as Told by the Men Who Lived Them*. . . The American Merchant Marines by Al D'Agostino and Willard Byrd. A section in the book details Mr. Cawley's service on the F.P. 19 that began on May 29, 1943. This part chronicles the F.P. 19's journey to Greenland in the convoy #S.G.26 and arrival in Narsarssuak, Bluie West I (B.W.I.), the crew's home base. Mr. Cawley explains the need for the crew on Greenland, a stopover for planes flying to Europe, and the various missions, including guiding convoys around ice, transporting Red Cross workers, Army nurses, and men to their posts, and locating downed pilots. In more detail, the weather during the voyage is discussed, as well as the harsh Greenland climate. The segment mentions the sensitive nature of the F.P. 19's missions on Greenland.

Extent/Location Gen Coll: 1 folder

Acc#	09.0131
CollName (Full)	Alva Benson
ScopeNote	This collection consists of a manuscript covering details of his time in the Merchant Marine. He joined in 1943, with a brother in the Coast Guard and a second brother with the Merchant Marine. Benson served as an Able Bodied seaman on trips to Hawaii, Saipan, Guam, New Guinea, Anewetak, and Japan. He performed duties such as steering, submarine lookout, and stood watch. It describes cargo loads such as troops or sugar, storms, steering to avoid submarines, and relaxing in Guam. Also included in the manuscript are photocopies of his discharge papers, sailors' union cards, vaccinations, Equator-crossing certificate, and four ship's discharge certificates.
Extent/Location	Gen Coll: 1 folder

Acc#

09.0169

CollName (Full)

Dae D. Baird, Jr.

ScopeNote

The Dae D. Baird, Jr. collection pertains to the service of Ensign Dae D. Baird, Jr. in the United States Merchant Marines from June 1943 until 1946, as a Purser. Consisting of copies of photographs, records of medals, and articles on the Merchant Marine and Mr. Baird's experiences during World War II, the collection provides insight into the experiences of a Merchant Mariner. In his brief account on the war, "Unusual and Rare World War II Experiences," Mr. Baird describes his experiences aboard the SS William Bradford as it carried ammunition and airplane engines to Russia via the Trans-Iranian Railroad. Having traveled across the Atlantic, the Mediterranean and down the coast of Africa to Capetown, the account details the dangers onboard Merchant ships, including the need for blackouts and the use of barrage balloons. Other interesting details discussed include Italian fleets using firewood as fuel, the emergence of the Black Plague in the city of Suez, sightings of whales and albatrosses, the conversion of ships into hospital ships, and initiations for crossing the Equator. The collection includes a photograph of three medals: the Atlantic War Zone, the Mediterranean-Middle East War Zone, and the World War II. Documentation for a medal from the Russian government shows the medal, a certificate, and a letter about the medal. The medal commemorates the fiftieth anniversary of the victory in the Great Patriot War and is for Mr. Baird's brave service. The accompanying certificate is signed by Boris Yeltsin, the Russian president at the time. Also included are copies of his Honorable Discharge certificate from the United States Coast Guard, dated August 6, 1945, and his World War II Honoree certificate. Copies of photographs show Mr. Baird in his uniform, during the war, and one at his ninetieth birthday.

There are two brief articles on the Merchant Marine written by Mr. Baird. The article, "World War II, Merchant Marine Review," discusses the high casualty rate and involvement in the invasions of North Africa, Sicily, Salerno, Anzio, Southern France, Normandy, Iwo Jima, and Guadalcanal. The Merchant Seamen continued to be under attack by Japanese forces following "Victory over Japan Day." The article includes quotes from General Douglas MacArthur and President Franklin Delano Roosevelt. The quotes exhibit the high esteem in which the two men held the Merchant Mariners for their service in "every theater of operation" while performing such a dangerous job for the Allies. The other article, "More Information about the Merchant Marine," is about the recognition deserved by Merchant Seamen and how it took forty years for the United States government to honor their war service and grant them Veteran Status. The article also discusses the Veteran's Memorial Service and their goal to inform people on the achievements of the Merchant Mariners as the number of those who served in World War II diminishes.

The following letters were written by Dae D. Baird, Jr. during his voyage from May to November of 1944 on the SS William Bradford, a Liberty Ship. Baird served as a Purser in the Merchant Marine. His duties, while focusing primarily on various paperwork including port entry procedures and the ship's payroll, also included the duties of the Pharmacist's Mate, treating minor troubles for the crew such as cuts, fevers, seasickness, and constipation. As Purser, he interacted with a large percentage of the somewhat diverse Merchant Marine and U.S. Navy Armed Guard crew and remarked on his opinions of the different characters on board. The letters were written to his wife, Evelyn E. Baird, back home in Memphis, Tennessee. At the start of his voyage in May,

Evelyn was pregnant with their son, and gave birth to him later during Dae Baird's voyage. For about a month Baird did not know any details of the birth, although he attempted to get information via a cablegram from the Red Cross.

The SS William Bradford sailed from Norfolk, Virginia in an initial convoy of 131 ships, including 97 freighters and tankers, 25 Landing Craft, and their escort of 3 Destroyers and 6 Destroyer Escorts. The ship's cargo consisted of ammunition and crated airplane engines to be unloaded at Bandar Shahpur in Iran. From there the cargo would be shipped to the U.S.S.R. via the Trans-Iranian railroad. Parts of the convoy the William Bradford sailed in left for various destinations, a large portion departing to Sicily and Italy, and other ships in a later convoy peeled off towards India.

From Norfolk, the convoy sailed across the Atlantic Ocean to the Mediterranean Sea, through the Straights of Gibraltar and across the North African Coast, passing locations such as Oran, Tunis, Algiers, Bizerte, Malta, Cyrenica, Derma, Tobruk, and Alexandria, before stopping at Port Said at the entrance of the Suez Canal. Stopping again briefly at Suez before entering the Red Sea, the crew were not allowed shore leave on account of the Black Plague. The SS William Bradford sailed out of convoy in the Red Sea and halted at the port of Aden, where they were given only limited shore leave and were not allowed to swim due to the danger of sharks. Here they rejoined a convoy in the Arabian Sea, continuing through the Gulf of Oman to Bandar Shahpur in the Persian Gulf.

The weather here was extremely hot, and apparently Bandar Shahpur was considered one of the hottest places in the world. Baird was compelled to sleep on deck instead of his quarters, which were poorly ventilated due to blackout restrictions. Their ship almost ran aground in shallow water while trying to find the entrance to the port. Their cargo, unloaded by natives under U.S. Army supervision, took almost three weeks to unload, and the only source of entertainment for Baird was in the U.S. Army garrison located there. Their cargo finally unloaded, the ship stopped briefly at Bahrein Island to refuel, and then left the Persian Gulf, entering the Indian Ocean. Rounding Africa, they passed by Madagascar and eventually stopped at Durban, South Africa, and again at Capetown, South Africa for 16 days to repair their refrigeration unit. Baird was able to go ashore and see the sights in both Durban and South Africa.

The SS William Bradford then crossed the South Atlantic, stopping at Buenos Aires, Argentina to pick up a cargo of shelled corn. The ship then traveled north, stopping at Rio de Janeiro, Brazil and Port of Spain, Trinidad. At Trinidad, Baird had to sign off and pay off an injured crew member, leaving him stranded to get back home by himself. From Trinidad, the ship traversed the Caribbean Sea out of convoy through the Windward Passage between Haiti and Cuba, traveled up the Eastern Coast starting at Florida, and finally returned to New York.

During his voyage, Baird frequently writes about the weather, which for most of the voyage was relatively fair, with the exception of the extreme heat in the Red Sea, Persian Gulf, and Indian Oceans, and summer monsoons encountered in those areas. After fair weather, Baird had to catch up since it was too difficult to use a typewriter with the ship rolling in bad weather. Other than his Purser duties, Baird and other crew members did many things to pass the time. Baird began reading his first book, "Men of Albermarle", and other crew members frequently read books and magazines. The crew played games, and gambled with various games such as dice and card games like four-headed cribbage. They listened to the radio for programs from Allied Expeditionary

Stations (AES) such as programs with singer Guy Lombardo, as well as news from the BBC and other broadcast sources. During their voyage the crew heard about the Fall of Rome, the D-Day Invasion of Normandy, the July assassination attempt on Hitler, and other historic events. In some ports, Baird and others were able to see movies, such as "Wild West", "Bomber's Moon", "True to Life", "Swing Fever", and "White Savage." Also of note is an initiation for crew members passing south of the Equator which Baird participated in, and a V-lock style haircut that was popular among the crew.

Although Baird wrote many letters to his wife, he was only able to mail three of them during his voyage. Few of the ports he stopped at had reliable mail service, and letters to and from his wife took a long time to be delivered. However, these letters survive as Baird's account of his voyage and his proof of his devotion to his wife during that time in 1944.

[Extent/Location](#)

Gen Coll: 1 folder

Acc# 10.0009

CollName (Full) Will Rayment

ScopeNote This published article is about Will "Sparks" Rayment's time spent on a refrigeration ship named the "Grommet Reefer", after WWII. Mr. Rayment dropped out of high school in Feb of 1943 at age 16 and attended Oakland's Central Trade School. At age 17 he passed the test for a FCC 2nd Class Radio Telegraph License and became a Merchant Marine Radio Operator in the South Pacific. In Dec. 1945, at age 19, he went to the Radio Operator's Union Hall in San Francisco and signed on to the Grommet Reefer. The ship went to Hawaii first and Mr. Rayment made many mistakes in his Morse Code transmissions and expected to "receive the dreaded QLF, (send with your left foot for awhile) from the Shore Station." He also got cited by the Federal Communications (FCC) inspector for leaving off the "trimmings" on the top of his log sheet (ship name, call letters, date, etc.).

In Seattle the ship was loaded with a crate carrying a huge diesel engine power supply for the port of Amchitka in the Aleutian Islands. The ship stopped in Kodiak and Mr. Rayment and the Steward went ashore to a tavern with a pin-ball machine. They found a kitten and snuck it on board, but were forced to return the kitten after an incident with the Captain.

WX (weather) communications on the NPG Station indicated bad weather. They stopped in Adak, then tried for Amchitka despite bad weather warnings. The captain ordered MO readings from the Coast Guard Stations. He sent the stations the letters MO in code and stations sent back the degrees from the transmission to their station along with the station's location. Readings came in from separate stations and were charted, where the lines intersect was the location of their ship. The weather became worse and the ship headed instead toward Attu. At 9 pm the ship took a terrible roll and did not right itself. The ship hung at a 42 degree list, until a horrible crash was heard and the ship slowly righted itself. "The others stood motionless, eyes wide, mouths open. Nobody said much, just took a lot of deep breaths. Some serious Catholic crosses appeared, and whispered utterances of 'Thank you, thank you dear Lord.'" The big power supply had kept the ship from righting itself until it broke free of its crate and went over board. The ship would have completely rolled had it not gone overboard.

They sailed on to Attu using the Coast Guard on Scotch Cap for more MO's. In Attu, the captain came to Mr. Rayment at 5 am and demanded information on a coming tidal wave. It was April 1, 1946, so Mr. Rayment assumed it was an April fools joke. He went ashore, but was dragged back and the ship managed to take off before the wave hit. The five Coast Guard men at Scotch Cap lost their lives. The wave reached one hundred feet above sea level and 300 miles per hour. It dwarfed the Scotch Cap light station that housed the five Coast Guard men, and the entire structure was crushed and washed away. For more on Scotch Cap and the Coast Guard who lost their lives, the author suggests, Disaster At Scotch Cap.

Extent/Location Gen Coll: 1 folder

Acc#	97.0008
CollName (Full)	Carl Pfannkuch
ScopeNote	This collection contains a partial account of a Chief Petty Officer's service in the Navy from 1940-42 and in the US Coast Guard from 1942-1945. It covers the conditions leading to the war and its end.
Extent/Location	Gen Coll: 1 folder

Acc#	97.0035
CollName (Full)	Jim Perkins
ScopeNote	Jim Perkins' manuscript, "1/Zuni: Fleet Tug of the US Navy, Tamarora: US Coast Guard Cutter," is a history of the tugboat, the USS Zuni, in the US Navy. The ship later became the Tamarora, a US Coast Guard cutter. His typed account describes the experience of the Zuni in the Pacific Theater during WWII. The Zuni sailed from Alaska to the South Pacific from its christening in 1943 to its renaming and move to the Coast Guard in 1946. In the Navy, the Zuni towed barges and dry docks and assisted damaged ships. Perkins focuses this assistance on the help the Zuni offered the USS Reno after the Reno was damaged by a torpedo in San Bernardino Strait in the Philippines. The manuscript includes copies of the wartime deck log of this event, copies of photographs of the Zuni's 1943 crew, descriptions of daily experience on the ship throughout the ship's history, copies of naval citations from the Reno event, and a copy of the official operational reports from the commander of the Reno. The book is based on his own research on the Zuni/Tamarora and tugboats throughout WWII.
Extent/Location	MS Coll: 1 box

Acc# 98.0493

CollName (Full) Nancy Smith

ScopeNote Nancy Smith produced and wrote "Swing, Swing, Swing," a musical drama about WWII. For the show, she interviewed six people who experienced the war in different ways. This collection includes the transcripts from her interview.

She interviewed conscientious objectors, Robin and Jack Powelson, who were Quakers. They spoke of the war relief efforts and experiences of avoiding the draft. Also interviewed, Libby Lipsheu was in the First Coast Guard SPAR troupe (her interview and transcript is incomplete). Lucien Wulsin was in military intelligence in the Army Corps of Engineers, 3rd Army. Wulsin speaks of the social joys of taxi dancing, his time in Patton's 3rd Army in France, and the issue of women going out of the home to work during the war. Dutch Westerberg was a Staff Sergeant of the 30th Infantry, 117th Division, K Company in the U.S. Army. He served in France at Omaha Beach and St. Louis. Westerberg discusses living conditions during battle and his role as a father figure at the age of 35. Bud Chesabro was a Seaman 1st class on the USS Monroe in the US Navy. He served in the Dutch Harbor and the Aleutian Islands. He talks about his methods of maintaining contact with his wife while overseas, burials at sea, prostitution at home during the war, his experiences at Iwo Jima and Okinawa, and the Taurauca Mishap.

This collection also includes eight newspaper clippings discussing "Swing, Swing, Swing," three personal letters from viewers who praised the show, and the event playbill.

Extent/Location Gen Coll: 1 folder

Acc# 99.0113

CollName (Full) Frederick Lawler

ScopeNote Frederick Lawler served in the US Army Air Corps in New Guinea, the Philippines, the European Theater (ETO), and the Middle East. Marion (Burgess) Lawler served in the SPARS, the Coast Guard Women's Reserve.

Frederick Lawler served from June 1943 to April 1945. He trained at the Army Air Force Technical Training Command, Gulfport Field, MS and Dale Mabry Field, Tallahassee, Florida.

Marion Lawler was honorably discharged in December 1943 for a "physical disability."

This collection contains letters, telegrams, and V-Mails between Frederick "Freddy" Lawler, his "darling wife" Marion, and his daughter Ann (Adams) Lawler from July 1943 to April 1948. His letters discuss entertainment, religion (including chaplains and going to church services), food and health, and censorship. Some of his letters were censored--there are pieces cut out of the letters. There is a congratulatory V-Mail from Dorothy Burgess on 2 August 1944 for the birth of the couple's baby.

The miscellaneous documents include a German-language map of Germany, a 13 July 1943 newspaper clipping about Marion Burgess, a commission letter from Major General Edward F. Witsell, Marion Lawler's certificate of discharge, and an Army certificate for First Lieutenant Dorothy Irene Burgess.

Extent/Location Gen Coll: [1] 1/2 box

Acc# 99.0189

CollName (Full) Irene Reeves

ScopeNote Elmer Reeves sent the collection to the Institute. The letters were written to his mother, Irene Reeves who ran a drugstore in Detroit, Michigan. The letters from men that were from the neighborhood, joined the service, wrote home to Irene, and she answered. The men represented US Army, Air Corps, Navy, U.S. Marines, and Coast Guard Members.

- List of Names, Branch of Service, location served, dates letters sent.
- Men wrote to the Reeves family describing their daily routines and various stations.
- They expressed hopes of enjoying the store again.
- Thanked the Reeves

over a hundred men wrote to them and shows importance of mail during the war.

Extent/Location Gen Coll: (1) 1/2 box; Gen Coll: Oversize Box 5