

# Merchant Marine

**Acc#** 00.0001  
**CollName (Full)** Frank Hopkins  
**ScopeNote** Frank Hopkins was the director of the training of workers at the Maryland Dry-Dock Shipyard, in Baltimore, from 1942-45.

The collection includes a manuscript entitled, "The Maryland Dry-Dock Company- Employee Training Program." This is a pictorial overview of the employee training program at the Maryland Dry-Dock Company. It shows scenes from classroom training along with "school gangs" at work. Also included are photos of many of the program's prominent members. The captions describe in brief the operation of the program and its success.

The collection also includes a manuscript entitled, "Qualifying the Shipyard Worker Supervisor for his Job," that chronicles time spent on the US mainland. In this paper, which Hopkins delivered at the American Merchant Marine Conference in October 1944, he outlines the Maryland Dry-Dock Company's comprehensive training program. This program combined classroom and on-the-job training for workers at every experience level. It describes the progress of the program, and looks forward to the changing needs of post-war work.

Also included is a manuscript entitled, "Report for Staff Meeting, January 4, 1945," which is a statistical overview of the results of the Maryland Dry-Dock Company's training program for 1944.

A manuscript entitled, "Training of Women During 1944," shows the statistical breakdown of the results of the Maryland Dry-Dock Company's training program for women, categorized by trade and including figures for trainees to supervisors. The report also contains some brief editorial analysis by the author. Also, there is a letter describing overall training, including that of African Americans. Prior to the war, African Americans worked only as laborers. But by the fall of 1942, they were admitted to the training programs for skilled jobs.

The collection also includes a manuscript entitled, "The Maryland Dry-Dock Company," that documents the claims of sexual harassment being leveled against a work gang leader (apparently, it was Albert Smith, one of the trainers over the women) in June 1944.

Finally, the collection includes a manuscript entitled, "Present Members of Al Smith's School Gang-June 12, 1944," which is a report of the women workers in one gang at the Maryland Dry-Dock Company. The report lists dates of hire, training, and raises. A brief description of the performance of each employee is also included, exposing the characteristics valued or unwanted by the company. Also, there is correspondence from Hopkins regarding Albert Smith, a trainer of female electricians and the complaints lodged against him.

**Extent/Location** Gen Coll: (1) 1/2 box; Oversize Photos Box 6

Acc# 00.0049  
CollName (Full) Leonard T. Willey  
ScopeNote Leonard T. Willey served in the Merchant Marine in the Atlantic and Pacific theaters. The collection includes a three-page manuscript entitled "Leonard T. Willey." In the manuscript, Willey describes his experience aboard the Liberty Ship, SS Thomas Wolfe, off Utah and Omaha beaches during the invasion of France. He also mentions that he was on a Liberty Ship in the Pacific.  
Extent/Location Gen Coll: 1 folder

Acc# 00.0153  
CollName (Full) Johnny Clair  
ScopeNote Johnny Clair served in the Merchant Marines aboard the Liberty Ships the SS Standford Newel and the SS Robert Watchorn in the North African, Caribbean, China-Burma-India (CBI), European (ETO), Mediterranean, and Pacific (PTO) Theaters. The collection includes an untitled manuscript about the life of a Merchant Marine.  
Mr. Clair tells of his time aboard Liberty ships, the SS Standford Newel and the SS Robert Watchorn, during the Second World War. He made four voyages total on two vessels to locations such as Oran, Italy, England, India, etc.. This collection provides an interesting view into life at sea in the Merchant Marines during World War II.  
African, Carribean, China-Burma-India, European, Pacific including Naples, Italy - Oran, North Africa - Italy - India - England - Midway - Puerto Rico  
Extent/Location Gen Coll: 1 folder

Acc# 00.0442

CollName (Full) Jennings B. Klug

ScopeNote Jennings B. Klug served in the US Navy Armed Guard and the Merchant Marine aboard the ships the SS James Ford Rhodes, SS Esso Nashville, and the David Lubin in the North African, Mediterranean, and Pacific (PTO) Theaters.

The collection includes a manuscript entitled "Destinations Unknown: My Life in the Service in World War II with the US Navy Armed Guard and Merchant Marine" by Klug. The manuscript describes a young man's enrollment in the Navy, and he briefly discusses boot camp memories and his acceptance into Signal School. Most significantly, he describes his training and experiences with the Navy Armed Guard. His first ship assignment was on the SS James Ford Rhodes with several inexperienced sailors and officers. He describes some of his first signal duties and the way by which they would communicate, as well as some of the difficulties they faced, ranging from stormy weather, miscommunications between convoys, as well as torpedoes. The author also discusses several of the ports they stopped at including Phillipville and Bizerte, Africa, as well as Palermo and Augusta, Sicily and Taranto, Italy, all of which he describes in brief.

Some other Liberty Ships he was later assigned to were the SS Esso Nashville and the David Lubin. He tells of their first trip past the Equator to their destination in the Pacific, the Philippines. He also talks about how lonely the holidays were for the servicemen.

The collection includes information from the dates 25 January 1943 to 9 August 1945. Jennings B. Klug received an honorable discharge on 3 February 1946. In the manuscript, he continues to discuss significant dates following the end of his service.

Extent/Location Gen Coll: 1 folder

Acc# 00.0517

CollName (Full) Jean Finley Maynard

ScopeNote The collection contains a 113-page manuscript, "Eleven Who Served: Narratives and Letters from World War II." The manuscript's author, Jean Finley Maynard, interviewed 11 servicemen and transcribed, edited, and compiled their accounts. Also included in the manuscript are the extensive letters she received while in correspondence with William Muddinan, an officer in the U.S. Marines serving in the Pacific. The interviews include members from the Army, Air Corps, Navy, and Merchant Marines. They cover a variety of topics, from training and camp life to combat, postwar experiences, recreation, etc. The manuscript includes some photographs of the men interviewed.

Extent/Location MS Coll: 1 box

Acc#	00.0583
CollName (Full)	James Grimes
ScopeNote	<p>This collection contains the personal account of Jim Grimes, a forward observer for the 199th Field Artillery attached to 94th Division. The manuscript, "A Soldier's Story: My World War II Experiences in the 199th Field Artillery," covers the nine months the battalion spent in siege around the U-Boat port of St. Nazaire-Lorient. European, US Mainland;</p> <p>Jim grimes served as a member of the CCC, The Merchant Marine and the Army during wartime. While serving in the Army, he was sent to Omaha Beach after D-Day and trapped 55,000 military personnel. At age 16, Grimes spent two years in Utah and Chipling, Georgia with the CCC. Following this, he joined the Merchant Marine at age 19 at the outbreak of WWII for which he went to a school run by the U.S. Navy at Hoffman Island and graduated as a 2nd class Seaman. While he was home on leave before shipping out with the Merchant Marine, Grimes received a letter from the draft board, to report for a physical, and he was drafted into the Army in January 1943. Grimes was sent to Camp Wood, New Jersey for basic training and then the National Guard Battalion at Fort Hamilton, New York. He was trained as a radar operator with two spotter planes and roving guns, he was trained with 105mm Howitzers and in England was given an experimental 4.5 rifle to counter the German 88mm. While overseas, the Battalion clerk kept a combat diary which is included with the collection. Grimes was in constant combat for 228 days. He returned to Ft. Bragg, North Carolina as acting 1st Sergeant(Staff Sergeant) and was discharged in January 1946. On Christmas day 1944, Grimes acquired a Santa suit and played Santa to 400 French citizens in Lochrist, France. His collection includes a newspaper article from Veteran's Day 2002 which detailed his trip back to France almost 60 years after the war in order to see people from Lochrist including children he gave Christmas presents to. He also explained his wartime experience including his battle against the Hitler Youth in Hermskiel, Germany. Grimes collection also includes a manuscript written by Grimes entitled " A Soldier's Story: My War Experiences in the 199th Field Artillery." His collection also contains a Veteran's Questionnaire, a copy of a Certificate of Appreciation and a copy of his military record. There are also pictures of two top awards in competitive rifle marksmanship, shrapnel that almost hit Grimes and his ID tag from the Merchant Marine. There is a newspaper article from the Thomaston Times describing Grimes retelling of his life story entitled "Over the Top." Years later, Grimes was sent back to the Army for a moonshine conviction, and was sent to Korea as a 1st Sergeant. Also in the collection, are three personal letters from Grimes, two of which describe his military service in great detail and one of which describes his hopes to write an autobiography before passing on. There is also a eulogy of his wife, detailing her support for him during the war and post-war and a French newspaper article which translated to English discusses his wife's death. Another article discusses Grimes' trip back to France in 2001 to "repay a debt." Grimes owned Taylor County Beachs Water Company Inc. and there is a newspaper article describing his business and a photo of Grimes with his staff. Also included is Grimes' individual record from the CCC. There is a newspaper article describing Stalin's secret plans to invade Alaska and the B-36 Peacemaker. Lastly, there is a brochure from Grimes' lodge business in Alaska named "Adentures Unlimited."</p>
Extent/Location	Gen Coll: 1 folder

Acc# 00.0708

CollName (Full) John L Heffron

ScopeNote John L. Heffron served in the US Navy in the Caribbean and Pacific (PTO) Theaters. Heffron graduated from Princeton University in 1943 before he joined the Navy. He was discouraged at first, because he had poor eyesight. He eventually got contact lenses.

Heffron was assigned to the Submarine Chaser Training Center in Miami for about 60 days. He served on a patrol craft, the USS PC-1260. He describes the range, design, and crew capacity of the ship. He was sent to the Caribbean and spent time around Cuba and Venezuela. Heffron discusses a few encounters with Cubans. The patrol craft escorted convoys through the Caribbean, the Gulf of Mexico, and up the eastern coast of the United States. He describes several incidents while escorting convoys. Heffron was made a "Laundry Officer" and a watch officer. The skipper on the ship was an ex-German merchant mariner.

In 1944, Heffron was sent to the Pacific. He was assigned to a Communications Control Ship. He was a gunnery officer. He describes episodes involving sharks. He spent time around the Solomon Islands and northern New Guinea. He describes convoys around Anguar and Pelelieu islands. Heffron talks about the miserable food cooked on the ship. He received an order to go to Key West for advanced anti-submarine training on the PC-451 in 1945. He was promoted and made commanding officer of PCS-1444.

Heffron's family was involved in the war effort. His mother was an air raid warden and a Red Cross hostess for service families. His brother was a radio technician first class in Guam. His brother-in-law served in New Guinea and earned a Silver Star.

He talks about problems adjusting to civilian life after the war.

Extent/Location Gen Coll: 1 folder

Acc# 01.0036

CollName (Full) Richard H. Marsh

ScopeNote Richard Hollis Marsh served in the Merchant Marine in the Pacific Theater (PTO). Marsh was born on 16 November 1925, in Waterville, WA. He joined the Merchant Marine in 1943. He sailed in the Pacific delivering supplies to active war ports. On the ships he worked as a wiper, fireman, water tender, and oiler. He left the Merchant Marine in 1946.

The collection contains a memoir of Richard and Tony Marsh. The narrative outlines Richard March's experiences in the Pacific and Tony Marsh's experiences in the Italian Consulate in Tientsin, China.

Extent/Location Gen Coll: 1 folder

Acc# 01.0171.0488  
CollName (Full) Mark S. Gleeson  
ScopeNote Mark Gleeson has written a three part manuscript entitled "The Merchant Marine Fairness Committee: A Personal Perspective of Ten Years Involvement in the Legislative Effort to Win Veteran's Recognition for the Denied Seamen of WWII." Each part is bound separately, with part one covering the beginnings of the legislative battle. Part two contains the victory after ten years and each part splits the time between. Part three contains additional material and the years between 1998 and 2002. Each part is divided by a congressional legislative year, each year containing an appendix of letters, background, personal accounts, newspaper articles and official House and Senate records pertaining to the "Bbattle of the Merchant Marine, the forgotten service." Also included in the collection is a short manuscript entitled "A Soldiers Story: A Daily Account of World War I" by Sergeant Joseph J. Gleason, father of Mark S. Gleeson.  
Extent/Location TBC MS Coll: 2 boxes

Acc# 01.0249  
CollName (Full) Glenn Cooper  
ScopeNote Glenn Cooper was a night watchman in the Merchant Marines on the medical ship SS Shamrock in 1944. His collection includes 16 letters and 18 V-mails to his wife Harriet, one letter to his son Bobby, one letter to his daughter Diane, and a menu from a Sunday dinner. During the time of the letters, May 24, 1944, to August 27, 1944, he mentions that the SS Shamrock commuted between Africa and Italy on a regular basis. The patients were Arabs, French, Italians, and Poles, but rarely Americans. He also discusses liberty visits to Italy, including Pompeii.  
Extent/Location Gen Coll: 1 folder

Acc# 01.0422  
CollName (Full) Jack L. Thomas  
ScopeNote Jack L. Thomas (Merchant Marine, 1945-1946) served in the Cadet Corps as an engine cadet. He completed his basic training in Pass Christian, Mississippi. Thomas then went on sea duty on a tanker and then an Army transport. He provides his impressions of the condition of North Germany and Naples during his visits with the Merchant Marine. After completing his sea duty, Thomas decided to begin attending TBUF, later named FSU, during the winter quarter of 1947. Thomas resided at the Dale Mabry Barracks while at FSU. He completed his degree in Mechanical Engineering at the University of Florida in September of 1950.  
Extent/Location Gen Coll: 1 folder

Acc# 02.0045

CollName (Full) Owen D. Baker

ScopeNote Owen D. Baker served in the Army Reserves before enlisting as a purser in the Merchant Marine aboard the S.S. William A. Libbey, serving in the Atlantic, Mediterranean, and Pacific (PTO).

The manuscript, titled "Patchwork of Memories," is an autobiography dealing with Baker's entire life but focuses mainly on his WWII service in the Merchant Marine. Baker describes the inner workings of the ship and the conditions of war-torn ports in Marseilles, France, and the Philippines. Baker also describes conditions in postwar Mexico and the creation of the PEMEX oil refinery. The manuscript is 275 pages and includes numerous photographs throughout. Also included in this collection are copies of family and personal photographs.

Extent/Location MS Coll: 1 box

Acc# 02.0274

CollName (Full) William N. Luczynski

ScopeNote William N. Luczynski served in the Merchant Marines and his collection contains a manuscript

Extent/Location Gen Coll: (1) 1/2 box

Acc# 02.0508

CollName (Full) Armand J. Beauchesne

ScopeNote Armand J. Beauchesne, 15, enlisted his dog, Brownie, in the K-9 section of the U.S. Army. Brownie served in the 701st Coast Artillery in Rhode Island and was honorably discharged in August 1945 and returned home safely. Armand J. Beauchesne himself served in the Merchant Marines as an AB (able-bodied) sailor. He trained in New York City on the SS William Patterson. He spent time in Sheepshead Bay, New York and San Francisco, California before going to the Pacific. He served in Korea, Manchuria, and Shanghai. He also served a brief stint in France.

Extent/Location Gen Coll: 1 full box; Gen Coll: Oversize Box 6 (5 separate enclosures)

Acc# 03.0188  
CollName (Full) Henry Loftin  
ScopeNote The collection of Henry Loftin, contains an oral history transcript of an interview conducted by or for the Institute on World War II. Loftin served as an engineer with the US Merchant Marines in both the Pacific and Atlantic theaters. He hauled oil for Standard Oil. In the Atlantic, he hauled oil to England and other supplies to outposts in the Atlantic. He hauled oil in Panama in the Pacific. Loftin remembered possible torpedo attacks on his ships while in the Port of Spain at Trinidad. Loftin served aboard the SO Roanoke after graduating from the Merchant Marines Officer School in May 1943. After earning a commission as 2nd Lieutenant, he became the 3rd Assistant Engineer and rose as high as 2nd Assistant Engineer. Loftin served on the SO Boston, RG Stevens, SO Thomas H. Wheeler, SO Washington, SO Utica, SO Roanoke, and the SO Baltimore.  
Extent/Location Gen Coll: 1 folder

Acc# 03.0189  
CollName (Full) Arthur W. Card  
ScopeNote The collection of Arthur W. Card, contains an oral history transcript of an interview conducted by or for the Institute on World War II. Card joined the Merchant Marines at the age of 16 (with his parents' consent) in 1944, and he served on the SS Durango, SS Joseph H. Nicholson, and the SS William R. Lewis doing convoy runs to Europe (ETO). He discusses bringing US troops to and from Europe, as well as returning German POWs to Germany at the end of the war. Lastly, he discusses his work in the engine room (where he felt proud to be "more important" to the soldiers on the ship because they relied on his work to keep them safe) and his time ashore in Naples, Italy.  
Extent/Location Gen Coll: 1 folder

Acc# 03.0190  
CollName (Full) Harold Cueman  
ScopeNote The collection of Harold Cueman, contains an oral history transcript of an interview conducted by or for the Institute on World War II. Cueman served in the Merchant Marines as a steward on the SS Jonah Sligh, which ran convoys in the Atlantic. Ed Wiser conducted the interview. Cueman discusses how his ship had to watch a destroyer get torpedoed and be helpless as 1,000 of the 2,500 GIs onboard the destroyer drowned. He also briefly discusses his convoy's stops and his time in Europe (ETO).  
Extent/Location Gen Coll: 1 folder



Acc# 03.0191

CollName (Full) George Herbert Balsler

ScopeNote  
After three years of experience as non-military seaman (1935-1938), George Balsler entered the US Maritime Service, training at Ft. Trumbull in Connecticut and graduated as a 3rd mate and Maritime Service ensign, just a few days after the attack on 7 December 1941. He was also listed as coxswain in the Naval Reserve. Balsler was in the Merchant Marine before, during, and after WWII; his ships carried mail, munitions, and troops to ports across the globe. During the war, the ships ran blacked out at first, and then they had guns. Balsler retired a lieutenant from the Naval Reserve in 1959. This collection includes an oral history and copies of official papers, including service medal awards/certificates.

Collection contains an oral history report of George Balsler (and interviewer Ed Wiser) about Balsers' WWII service in the Merchant Marines. Balsler served in the Merchant Marines prior to the war, starting in 1935. The oral history report has many blank spaces, and is very hard to follow the conversation properly.

Extent/Location Gen Coll: 1 folder

Acc# 05.0139

CollName (Full) Korbin R. Laiminger

ScopeNote  
Korbin Laiminger (Maritime Service 1942-1944, US Army 1944-1946) entered the military through the maritime service (Merchant Marine) and trained as an engineer. While stationed in New Orleans in February of 1944, he received the long-awaited appointment as a 2nd Lieutenant in the Army Transportation Corps. He spent over a year at Camp Gordon Johnston, Florida. While stationed here, Laiminger frequented Tallahassee for the USO club. He was sent to the European theater in July of 1944. After the war and until his discharge in August of 1946, Laiminger served as a training officer at Fort Eustis, Virginia.

Extent/Location Gen Coll: 1 folder

Acc# 05.0142

CollName (Full) Charles T. Matthews

ScopeNote  
Charles T. Matthews served in the Merchant Marines and in the US and Canadian Navies in the Pacific Theater; he served as a second machinist aboard the USS Markab (AD-21) and the USS Blue (DD-744).

After the attack on 7 December 1941, Matthews tried to join the U.S. Marine Corp and the US Navy before he joined the Merchant Marines. After he served in the Merchant Marines, he joined the Canadian Navy and then joined the US Navy in 1943.

The collection consists of a stream-of-consciousness narrative about his wartime experiences and a current photograph. Also, there is a manuscript entitled "The Sinking of the Jap Battleship 'Nagota.'"

Extent/Location Gen Coll: 1 folder

Acc# 06.0179  
CollName (Full) Juan de Fuca Chapter of American Merchant Marine Veterans  
ScopeNote The collection includes website materials and the story of the SS Juan de Fuca, a Merchant Marine ship. The SS Juan de Fuca had four wartime voyages, including two tours in the Persian Gulf; one in Anzio, Italy; and a final voyage to Australia, where she was attacked by the Japanese and badly damaged, never to be used again. The collection's creator, Harold "Bud" Frank Schmidt, Sr., is also the founder of the Juan de Fuca Chapter of American Merchant Marine Veterans.  
Extent/Location Gen Coll: 1 folder

Acc# 08.0013  
CollName (Full) Edward A. Gallagher  
ScopeNote Edward A. Gallagher was a Merchant Marine from Orlando, Florida. The collection contains a uniform, photo news article from 1952, and a manuscript about the Pendleton Tanker. In 1952, Gallagher had been a Merchant Marine for 12 years. The news article is about the sinking of the Pendleton Tanker near Boston (32 survivors) in 1952. The article also mentions a time in 1944 in San Pedro Harbor, California: The engine room of the Front Royal tanker blew up and Gallagher, had he followed his usual schedule, would have died. The news article has a photo of Mr. and Mrs. Gallagher and Edward Gallagher's Mother-In-Law.  
Extent/Location Gen Coll: 1 folder; Artifacts in rm 419

Acc# 08.0054  
CollName (Full) James Walker Patrick  
ScopeNote The collection of James Walker Patrick, contains an oral history transcript of an interview provided by the Reichelt Program for Oral History. Patrick served in the Merchant Marines in the Caribbean and the US Virgin Islands; he later served in the Navy in the Pacific Theater (PTO).  
Patrick was in the Civilian Conservation Corps during the Great Depression. He left the CCC in 1941 to enlist in the Merchant Marines. Then, he enlisted in the Navy as a machinist mate second class. He was in Pensacola for two years. Then, he was sent overseas, where he served in the Pacific against the Japanese.  
Extent/Location Gen Coll: 1 folder

Acc# 08.0074

CollName (Full) Tony Gellepis

ScopeNote  
The collection of Tony Gellepis, contains an oral history transcript of an interview provided by the Reichelt Program for Oral History. Gellepis served in the US Navy and Merchant Marines.

Gellepis joined the Navy in 1939. He was present at Pearl Harbor during the attack on 7 December 1941. He was later dishonorably discharged on 8 July 1942. Then, he joined the Merchant Marines.

The collection contains a transcribed interview between Robin Sellers and Tony Gellepis. In the interview, Gellepis describes in detail his alcoholism and rowdy nights on the town, which led to his discharge and his time afterwards as a prisoner for threatening his commanding officer. Gellepis was an American Greek born and raised in San Francisco, California.

Extent/Location Gen Coll: 1 folder

Acc# 08.0093

CollName (Full) Andrew J. Waber

ScopeNote  
Waber's thesis concerns the popular perception of the American Merchant Marines during WWII. Divided into three chapters, Waber provides a brief overview of the treatment of the Merchant Marines in American history. Waber explores the accuracy and origins of the popular perceptions using movies, books, and magazines. The popular perception of the Merchant Marine was that he was a profiteer, draft dodger, and a Communist- Waber does much to demystify this with his analysis of primary documents.

Extent/Location Gen Coll: 1 folder

Acc# 09.0032

CollName (Full) Frank B. Hodges

ScopeNote The collection of Frank B. Hodges consists of a variety of documents and artifacts that pertain to his service in the United States Merchant Marines, as a wiper, during World War II. With his service spanning from 1942 to 1945, the collection provides a comprehensive look into the Merchant Marines. Present in the collection are documents and paperwork from the Merchant Marines including: a Certificate of Proficiency at the gunnery school, Alien Orders, Seaman Passport, Seaman Identification purse, record of important identification numbers, and shipping and discharge papers. The collection also contains a large number of photographs, including a few from the sinking of the SS Alcoa Mariner, a short snorter, foreign currency, and postcards from his travels. A list of ships he served on during the war includes: SS Alcoa Mariner, SS Falmouth, SS Delrio, SS Philip F. Thomas, SS Kofresi, SS Jacksonville, SS Eben H. Linnell, SS John J. Jackson, SS Frederick Lendholm, and the SS William Nott. Most of the documents and artifacts pertain to the SS Alcoa Mariner, sunk in the Caribbean, the SS Kofresi, used as an artificial port at Normandy, and the SS Jacksonville. As one of two survivors from the sinking of the SS Jacksonville, a tanker in a convoy in the Atlantic, Mr. Hodges collection contains numerous and magazine articles concerning the sinking, as well as letters from the deceased crew members families and copies of the log books from the U-482 (Matuschka) and the USS Poole, both involved in the attack and rescue of the SS Jacksonville, respectively. Documents and artifacts pertaining to his recovery consist of telegrams to his wife from the War Department (including one on his missing status), letters from the Red Cross liaison from the hospital in Londonderry, Northern Ireland, hospital and disability paperwork, and a letter asking to give out his name and address to the families of the crewmates. Letters and medals for his service during the war are in the collection. The collection also includes documents related to the Merchant Marines, after the war, and their struggle to obtain veteran status, as well as articles on ships and men who served in the Merchant Marines during the war on all fronts.

Extent/Location Gen Coll: 1 folder; Gen Coll: Oversize Box 6; Oversize Photos Box 7; Painting Rack 4

Acc#	09.0085
CollName (Full)	Patterson, Vicent J.
ScopeNote	This collection contains a letter of appreciation from the Republic of Korea, a diploma awarded from France, seaman's certificates, a U.S. passport, a photo I.D., and four cards that indicate the different bars awarded to Mr. Patterson, who served in the Mediterranean Middle East and Atlantic War Zones during World War II and the Korean War. Patterson's memorabilia also includes a letter from Harry Truman, a copy of Mr. Patterson's honorable discharge, a Merchant Marine benefits fact sheet, and articles and images from the American Merchant Marine Veterans Association concerning the history of the Merchant Marine. The collection has Mr. Patterson's international certificates of vaccination and 22 certificates of discharge from the following vessels: the Mirabeau B. Lamar, the Pan Crescent, the James E. Howard, the Joseph, the Thomas B. Robertson, the Henry Dearborn, the SS Samuel Johnston, the Aedanus Burke, the Francis M. Smith, the William F. MaClennan, the SS Gervais, the SS Julien Poydras, the James Kyron Walker, the SS Del Mar, the SS Alcoa Corsair, the Wanda, the Iberville (sp.?), and the USNS Mission Soledad. Mr. Patterson was awarded five medals for his service in the Merchant Marine.
Extent/Location	Gen Coll: 1 folder

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# 09.0122  
CollName (Full) James Ramsey  
ScopeNote James Ramsey's collection consists of two letters that detail his service in the United States Merchant Marine during World War II. Recounting his experiences in a thorough, chronological manner, Mr. Ramsey discussed his desire to join the war effort as a young adult, first enlisting in a work program for teenagers at the Brooklyn Navy Yard and finally tampering with his birth certificate. After joining the Merchant Marine, Mr. Ramsey was trained at Hoffman Island and became a fireman watertender and an oiler. Starting his service in 1943, at the age of seventeen, Mr. Ramsey served on the following ships during the war: Miguel Hidalgo, Cyrus H. McCormick, David R. Francis, Edward Nickels, Barney Kirschbaum and Mac Murray. While aboard these ships, he served in the Atlantic, the Mediterranean and the Pacific, specifically: Alexandria, Egypt, Southampton, England, Antwerp, Belgium, the coast of Scotland, Melbourne and Brisbane, Australia, the Philippines, Ceylon, Cebu, Leyte, Zwamboanga (Mindanao), Manila (Luzon), and Honolulu. He traveled through the Suez Canal on the ship's voyage to Calcutta, India. Accounts of enemy attacks by the Germans include continual bombing in Antwerp, Belgium, the threat of "wolf packs" in the Atlantic, and aerial attacks while on the Suez Canal. Buzz bombs were used in the attacks. When at Port Said, the ship's drinking water was poisoned. With enemy attacks being only one danger aboard a Merchant ship, Mr. Ramsey recounts poor weather off the coast of Scotland and a terrible typhoon in the Philippines that resulted in the loss of a Navy destroyer. When docked at the various ports, Mr. Ramsey learned of important events, such as VE Day, VJ Day, and the death of President Roosevelt. Interesting accounts of injuries include one caused by working in the engine room and a kidney stone attack that caused Mr. Ramsey to leave the ship and receive medical attention from a field hospital in the Pacific. The letters include a brief mention of Mr. Ramsey's post-war work on seagoing tugboats and his attitude toward the Merchant Marine. Mentioning the number of Merchant Seamen who lost their lives, Mr. Ramsey wrote that people are forgetting about the men and women who served their country.

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# 09.0136  
CollName (Full) James E. Hughson, Sr  
ScopeNote The collection of James Hughson covers his time in the Merchant Marine as an oiler. Included are his Veteran's questionnaire, a certificate relieving him from consideration for the draft due to serving in the Merchant Marine long enough. There are also his seaman's passport, certificate of efficiency to lifeboat, Port of Casablanca crew pass, and shore leave pass for Algiers. Finally, he includes the official reports from the Commanding Officer of the S.S. Solomon Juneau documenting travel in convoys to and from Algeria. There is also mention of defensive actions against enemy aircraft and ships.

Extent/Location

Acc# 09.0137  
CollName (Full) Arnold R. Esparza  
ScopeNote The collection of Arnold Esparza, Merchant Marine, documents his time during World War II and the battle for Merchant Marine rights and recognition in the sixty years since. The collection includes a personal letter to Anne Marsh, newspaper articles on Merchant Marines and their legislative battle, and items related to Esparza's time in service. These include photo copies of his War Zone Medals, a ship's Port pass, a written account of his experiences as a Merchant Marine, pictures and certificates of discharge of the three ships he served aboard, certificate exempting him from the draft, honorable discharge papers, certificate from crossing the equator, and a picture of Esparza as captain of a tugboat after the war.

Extent/Location

Acc# 09.0139  
CollName (Full) Charles Earl Fies  
ScopeNote The collection of Charles Earl Fies, Radio operator and Ensign in the Merchant Marine, contains his veteran's questionnaire, nine B/W photos of the SS Willard R. Johnson in 1946, and a manuscript touching upon his years in the Merchant Marine on several different ships. The manuscript covers his graduation from indoctrination and Radio Training School in New York, seeing France on the SS John Lawrence going to Italy and the Philippines, stopping at Guam, changing to the SS Flagship Sinco, and finally the SS Jaonancy(sp?). Throughout he describes the cargo, the shipping runs and port locations, weather hazards, and the many problems in the old ships at sea. He also describes the treacherous of the locals, from starving French to helpful Japanese. There is also a post WWII shortwave radio.

Extent/Location



Acc#

09.0151

CollName (Full)

Sheldon Gates

ScopeNote

Sheldon Gates served as a radio operator in the Merchant Marine during and after World War II in the Pacific Theater. His recreated diary (the original was destroyed) recounts his experiences on the SS Charles M Russell, a Liberty Ship, from June to October of 1945. Before the diary, Gates gives background information about the Merchant Marine, Liberty Ships, and the 1940s culture which he grew up in. Mentioned are the Merchant Marine Act of 1936, the U.S. Maritime Service, the U.S. Navy Armed Guard, and the administrative structure of the Merchant Marine with its hierarchy of job titles, such as master, chief mate, first engineer, carpenter, ordinary seaman, oiler, etc. During his childhood, Gates developed a keen interest in radio and related technologies and he lived through most of the war years in high school. During his service on the Charles Russell, Gates travels from San Francisco and Long Beach, California to the Philippines, Okinawa, Tokyo Bay, Dutch Harbor, Alaska and back. During his trip the atomic bombs are dropped and the surrender of Japan takes place. His ship's cargo included food, beer, gasoline, crated ammunition, bombs, explosives, and Army vehicles on the deck.

The diary called "Sparkie's Lost Diary: A boy's adventure at the end of World War II" begins with Gates fresh out of high school joining the Merchant Marine as a radio operator. In June he traveled by train to San Francisco, obtained his seaman's papers and FCC license, and boards the SS Charles M Russell, initially having no idea how to use the radio equipment. He is quickly trained in the coding and decoding of messages, and listens in on the BAMS (Broadcasts to Allied Merchant Ships). In addition to his job duties in the radio shack, "Sparkie" (a common nickname for a radio operator, nicknames based on the crew member's job) writes about his experience serving on a Liberty Ship. Gates listened in on the international distress signals on 500KC; however the Russian signals from Vladivostok did not adhere to the same radio silence policy. Photography and keeping diaries or journals were forbidden during wartime, and Gates had to throw his diary overboard. However, he got away with taking many photographs and acquiring an impressive array of wartime souvenirs during his journey. Various gadgets of note on the ship include the Sperry gyrocompass, the Morner Safety Bag, chronometers, the ship's generator for the anti-magnetic degaussing cables (anti-magnetic mine), the loud Lyle Gun, and a Breeches Buoy which transported a doctor by cable to their ship. Also of note are mariner vs. official notions about shore leave; Gates was lucky to bend the rules and visit Okinawa and Tokyo without official permission. Both trips are of interest regarding occupied Okinawa and Yokohama/Tokyo). During their stay in the Philippines, the concern for contracting various ailments such as venereal disease and malaria, and other problems such as alcohol poisoning from the local area was high. Hardships on the Liberty Ship for Gates included seasickness, sleep deprivation, and worst of all boredom. To pass the time, Gates read many books provided by the Merchant Marine Library Association, participated in games and recreation partly provided by roommate and cargo security officer Pat Ed Collier, and also listened to various programs/voice actresses on AFRS stations (a.k.a. "The Mosquito Network") such as the infamous "Tokyo Rose", patriotic music, G.I. "Jive", and his favorite G.I. "Jill". Also central to his diary are mentions of his girlfriend back home, Betsy, whom Gates married in 1951.

After the diary, Gates explains what happened after World War II, with his continued service in the Merchant Marine in 1945 and what he had learned

about his and others' experiences years after, and about the fate of Liberty Ships, the identity of "Tokyo Rose", his fellow radio operator friend Ken who served on other ships, and G.I. "Jill".

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 the 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 handed 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 as a pet, 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, thanks, dear Lord.'" The big power supply had kept the ship from righting itself until it broke free of its crate and went overboard. 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 reading Disaster at Scotch Cap.

Extent/Location Gen Coll: 1 folder

Acc#

10.0014

CollName (Full)

Melvin F. Bockelman

ScopeNote

Document 1: "Steady as She Goes"

Steady As She Goes is Melvin F. Bockelman's recollection of his service in the U.S. Merchant Marine during World War II. He introduces his experience on three ships in the Pacific Theater from 1944 to 1945 by including a brief summary with background information on the Merchant Marine, Liberty Ships, and the training process for merchant seamen. Bockelman received his seaman's papers after four weeks of training in seamanship, inspections, formations, and physical conditioning at the Maritime Training Center at Catalina Island, California.

Bockelman's first voyage began on the SS West Celeron, which he boarded in August 1944 and sailed in September. The SS West Celeron contained a cargo of lumber, beans, and other canned goods to be unloaded at Honolulu, Hawaii. During the voyage, Bockelman recalls discomfort from black out conditions, lack of air conditioning, and seasickness. He also talks about radio frequencies, salt pills and quinine pills for medication, and the activities such as gambling to pass the time among the "old salts" and other characters aboard. He also mentions the sinking of the SS John Johnson.

On his second voyage on the SS David Belasco, a Liberty Ship, Bockelman recounts his ship's voyage to deliver lumber from Eureka, California and Everett, Washington to the island of Saipan in the Marianas. During the voyage, Bockelman participated in frequent drills for Fire and Battle Stations, Fire and Boat drills, and Gunnery practice. He includes useful information regarding convoy codes, zig sagging procedures, receiving mail, Army Stevedores, the Sperry Gyro Compass used in navigation, sighting craft such as submarines, personal effects of servicemen, and war souvenirs sold by marines on Saipan. Also included are articles concerning the struggle at Saipan, such as "Jap Hunt on Saipan" by Pfc. Justin Gray, which talks about securing the island and mopping up after the island was officially declared secure. "The Nature of the Enemy" article details the mass civilian suicides on the "Banzai cliffs" at Saipan. "Saipan Requiem", "Tears at Banzai Cliff", and "Dedicated to Those Who Rest Here in Peace" are poems/documents written by Japanese for the 45th anniversary of the capture of Saipan.

Bockelman's third trip was on the SS McKittrick Hills, a T-2 tanker with a cargo of 9 million gallons of aviation gasoline and 16 Army Air Force planes on deck. The tanker left from Long Beach, California, to stop or pass Hawaii, Pellilie in the Palau Islands, the Island of Mindora, unloaded its cargo at Manila Bay, Phillipines, and then sailed back, passing Eniwetok Island, passing through the Panama Canal Zone, and returned to Mobile, Alabama. Twice, the ship's turbine engines broke down, requiring the ship to be towed by a tender and drop out of convoy as a "lame duck". Also included are some of the ship's various drills, types of food eaten, mail call, shore leave, and recognition of allied/enemy aircraft at different distances. Bockelman's work varied from painting and scraping rust from the gasoline storage area, to picking up other merchant seamen from a brothel in Manila. He had an infection in his hand, which luckily was treated in time for him to rejoin his ship. Also mentioned are an incident where a U.S. fighter plane crashes by accident into an aircraft carrier, and the sinking of a U.S. Cruiser by submarine I-58. Bockelman, still only 17, was discharged from the Merchant Marine on Aug. 15 almost immediately after his voyage and the war ended. Also included is an expert

about T-2 tankers like the SS McKittrick Hills with their design and specifications.

Photograph scans are interspersed throughout the document to illustrate Bockelman's recollections.

#### Document 2: The Concordia Area Veterans

The Concordia Area Veterans includes many articles written by or about various veterans' experiences during the war to commemorate their service.

#### Document 3: Armed Guard Logbooks

This includes photo copies of the U.S. Naval Armed Guard Official Logbooks of the three voyages which Melvin Bockelman made with the Merchant Marine during World War II. In the beginning of each is a brief log about the ship's crew. On the SS West Celeron, Bockelman served as a messman. He served as a utilityman on the SS David Belasco. On the SS McKittrick Hills, Bockelman was listed as an Ordinary Seaman (O.S.).

For the SS West Celeron, the U.S. policy and legislation for official logbooks is included. Ports of destination included are Portland, Oregon, St. Helens, Washington, Aberdeen, Washington, Honolulu, Hawaii., Pearl Harbor, Hawaii., and Hoquiam, Washington. The logbook includes the list of crew, their character, reports signed by the ship's Master, Thomas G. Mack, and witnessed by the Purser. An example of infractions listed the Bosun, who disobeyed orders, then failed to join the vessel at the next sailing time. Freight for the vessel is listed as beans, canned goods, and lumber. The vessel sailed independently at 9 knots. The Armed Guard Unit's log, kept by Ensign Gale K. Siegel, follows. They frequently break down, clean and oil, reassemble, and test the ship's armaments, which included two 4", 50 Cal. guns, several 20 MM Anti-Aircraft guns, and the crew is equipped with small arms, gas masks, foul weather supplies, medical supplies, etc. The ship sailed under "Condition 3." The log concludes with no contact with the enemy, and lists three complaints. The ship was not fully arranged for proper blackout. The crew mess situation (Bockelman served as a messman) was cramped, and there was confusion as to a regulation for Armed Guard Officers to self-censor their mail, which was later cleared up.

The Log Book for the SS David Belasco does not include the preliminary log book procedures and as detailed a Merchant Marine log. There is a "slop" account with some receipts of the crew's payment. Melvin Bockelman's signature is included. Some men in the crew fail to make the sailing time. At Everett, Washington, a lot of men left the ship to be assigned to other duties. Dale Eugene Summers is the commander and in charge of the log book. The ship was armed with two 3" 50 Cal. Guns and several 20 MM guns. The cargo was lumber for the Phillipines. One of the difficulties included leaks and flooding, preventing the crew to man the forward gun for a time. The Naval Armed Guard unit busied itself with drills, wash and paint details, and enjoyed participating in liberty parties for shore leave, and played ball games against the Merchant Crew. The ship stopped at Saipan and Tinian, during which there was an air raid alert but no danger. After they arrived their convoy disbands and the ship returns to San Pedro CA after passing Hawaii.

The Log Book for the SS McKittrick Hills does include the official log book policy. Ports of destination were Los Angeles, California, Kossol Roads, San Jose, Mindoru, Manila, Phillipines, Tacloban, Phillipines (Leyte). The voyage lasted from April 13, 1945 to August 15, 1945. An example of crew infraction was a crewmember (the name of the offender has been removed) charged



with refusing duty; he was fined. During the voyage there were people with all sorts of ailments, such as appendicitis, pain and infection, bruises, sore tonsils, etc. The engine trouble during the voyage is briefly mentioned, delaying the ship 10 days and forcing them out of their convoy of 55 ships. The Armed Guard Unit was commanded by Lamar G. Price. Duties included checking crew and equipment, inspections of general quarters, and especially checking the temperatures of the ammunition. Gunnery practice involved pointing, training, sight setting, dummy loading, actual target practice, and recording spent ammunition. During their voyage, another ship challenged them and there was the question of which ship had the right of way. After unloading their cargo at Manila and Tacloban in the Phillipines, the SS McKittrick Hills departed, stopping briefly at Eniwetok, passing through the Panama Canal Zone (where again they had engine trouble), and arriving finally at Mobile, Alabama

Extent/Location Gen Coll: 1 folder

Acc# 97.0002

CollName (Full) Howard E. Carraway

ScopeNote Lt. Howard Carraway served as a Naval Armed Guard on the merchant vessel SS Troubadour in the Atlantic. The letters span his entire voyage from New York to Russia; the letters are dated from 26 March 1942 to 2 November 1942. The letters give insight into life aboard a Merchant Marine vessel including the subjects of recreation, crew relations, and duty. They also explore port life in four different nations. The most memorable event was the convoy battle of 4-5 July 1942. The letters show the depth of Merchant Marine life and reveal the challenge of delivering supplies across the Atlantic.

(Computer 3.5 inch computer disc and computer paper copy of diary in Master File)

Extent/Location Gen Coll: (1) flat box

Acc# 98.0305

CollName (Full) Arthur C. Clark

ScopeNote Arthur Clark served in the Navy Armed Guard aboard the SS Steel Trader in the US and the Mediterranean and South American Theaters. Clark, a seaman first class, was a gunner aboard a Navy freighter that carried supplies, men, and prisoners to various destinations in the US and the Mediterranean in 1944. His ship, the SS Steel Trader, also had convoy duty around South America in 1943. Clark and his freighter were part of the special Navy unit "Armed Guard," which protected slow, relatively unprotected ships like the Merchant Marine fleet, cargo ships, and infantry landing craft.

The collection includes a transcription of Clark's journal, which he kept aboard the SS Steel Trader in 1944, a listing of ports and cities he sailed into and miles covered, and various news clippings and pamphlets about the Armed Guard.

Extent/Location Gen Coll: 1 folder

Acc# 99.0284

CollName (Full) Harold Ralph Odum

ScopeNote  
 The collection of Harold Ralph Odum, contains an oral history transcript of an interview provided by the Reichelt Program for Oral History. Odum was a Merchant Marine seaman on various Liberty and Victory ships.

The collection also contains letters written by Odum to his mother and family back home in Tallahassee, Florida, as well as military documents. Also, a manuscript entitled "World War II - Ships Sailed On," which is a log of a ship's activity and service with the Merchant Marines near the US mainland and in the Pacific Theater is included. Documents include discharge certificates, an honorable discharge document, a ship's pass, a certificate of substantially continuous service, documents detailing relief of active duty, and several certificates of identification.

Also included in the collection is a seaman's passport, as well as 63 photographs detailing Merchant Marine life ranging from training in St. Petersburg, Florida, on the SS Joseph Conrad to ports in Italy, as well as photos of Merchant Marines aboard several different ships. The collection covers such locations as the Atlantic, Mediterranean, and the Pacific. Also included in the collection is a small copy of the New Testament issued to the Armed Forces. Odum trained in St. Petersburg, Florida (3).

Extent/Location Gen Coll: [1] 1/4 box; Cab 1: Unique Box 1

Acc# 99.0301

CollName (Full) Spurgeon Camp

ScopeNote  
 Oral History transcript states that Spurgeon Camp (served 1945-1947) tells of his experience in the Merchant Marines in the last days and immediate aftermath of World War II, during which time he was stationed in the Philippines. Camp was drafted after being discharged from the Merchant Marines and spent eighteen months as an electronics specialist in the Great Lakes region.

Extent/Location Gen Coll: 1 folder