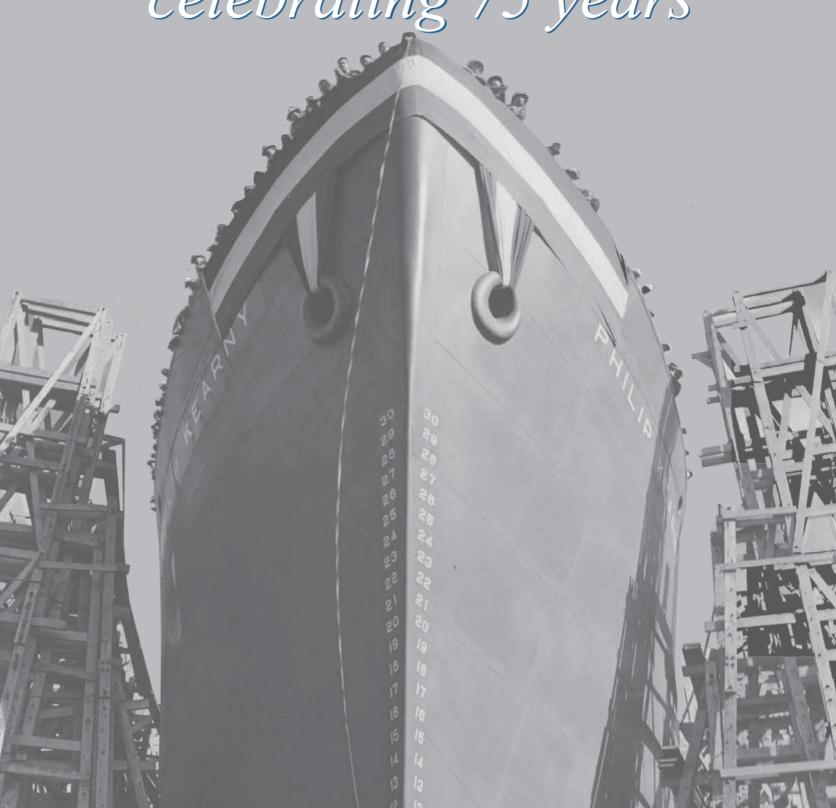
MARINSHIP and MARIN CITY how we helped win the war

1942-1945

celebrating 75 years





With appreciation and sincere gratitude
to the diverse women and men of
Marinship-shipbuilders in support of freedom.
On behalf of Marin County Public Defender's Office,
congratulations on this important and historic Marinship 75 celebration!
As community partners, public defenders serve to ensure
constitutional fairness and equity.
We carry out our duties because the "greatest generation"

We carry out our duties because the "greatest generation' at Marinship proudly shouldered theirs.

COUNTY OF MARIN

OFFICE OF THE

PUBLIC DEFENDER



Opera Singer Marian Anderson entertains Marinship workers and guests, Marin County.

This publication is dedicated to all of the original residents who came to work and live in Marin City.

As a little girl growing up in the deep south during the time of segregation, I have always been surrounded by history. I lived with my grandmother and extended family in Marietta, Georgia, beneath Kennesaw mountain, where the Civil War was fought. I still have fond and vivid memories of a rich cultural life.

I was born on December 1, 1955, the day Rosa Parks decided not to move to the back of the bus in Montgomery, Alabama. It was a major historical moment in America. Imagine the passion and determination in the air with so many people wanting to make changes to better the lives of black Americans. That passion and determination lives within me today.

I've always enjoyed history and I love to share true stories of people who made such a mark in our lives in Marin County. When I started working in Marin City in the late 1980's, I became fascinated with how it was that black people came to live in Marin City, in the midst of affluent Marin County.

One day a lady whom I had never met, gave me boxes and boxes of news articles about Marin City from 1942 to the late 1980's. I was amazed, so I held onto them, while in the back of my mind I knew eventually I wanted to publish a book about the history of Marin City based on certain topics – education, law enforcement, oral histories, music, and life in general for many of the former and present residents. I have been collecting articles and photograhs since the late 1980's.

This publication is focused on 1942-45. It is the first step of the telling of the true story of the history of Marin City. It is an ongoing effort to document the history and life stories of the region.

Felecia Gaston,

Executive Director/Publisher

We Came to Stay

Marinship & Marin City

June 27, 1942 - October 29, 1945

The following is taken from a 1965 article written by John Thompson, Sr., who memorialized his experiences in Marin City during World War II.

June 27, 1942, was the laying of the first keel in Marinship, and October 29, 1945, was the date of the delivery of the last ship built there.

Two other dates that are worth recording are March 2, 1942 and May 16, 1945. The first date, March 2, 1942, was when the W.A. Bechtel Company received a telegram from Admiral Land asking the Company to build and operate a new shipyard on the West Coast to supply the Maritime Commission with the maximum number of ships possible before the end of the current year. The second date, May 16, 1945, marked the turning over of the Marinship to the United States Army.

The record of the accomplishments between those dates is scarcely believable as we go back in retrospect to these hectic years of the Second World War. The day following receipt of the telegram, the Bechtel Company was able to wire back to Washington D.C. that a site had been chosen that seemed well adapted to their requirement in Sausalito, Marin County.



Marinship Shipyards 1942

If approved, requirements of the site had already been arranged. Nine days later, on March 12, a contract was awarded to build the shipyard and 34 liberty ships. At least three to be delivered by the end of the year.

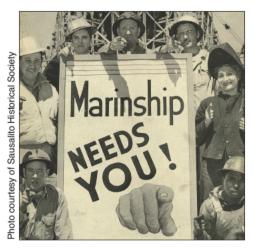
On March 18, a press conference was held to announce the construction plans. And on March 28, the bulldozers were tearing into Pine Hill. About forty buildings on the hill had to be removed or demolished, including all the shops and facilities in the N.W.P. switch and repair yard below the hill. In addition, the tracks were moved from the water edge to the new boundary west of the yard. The rocks and earth were used to fill the swamp where the new yard would take shape with its two dozen new buildings, six shipways, outfitting docks, cranes, and all the other heavy equipment that would arrive soon.

It was said that Ted Panton, the Manager of Construction, was called in and told about his new job; move the hill, move the railroad yard and tracks, and fill the



Both photos - Pine Hill - Sausalito





Recruitment Poster in The Mariner

swamp. He was told there was "no hurry," but have it all ready to lay the keel in three months. So Ted did... One day before the deadline of the allotted three months, the keel of the S.S. William A. Richardson was laid, and by the end of 1942, seven Liberty ships had been launched. The yard converted its facilities to building of tankers that were larger and much heavier than the previously built Liberty tankers. At first progress was slowed down quite a lot, as the men had to learn new

methods and skills. But discarding older ideas of ship construction speed was picked up again, and on June 11, 1945, the tanker "Huntington Hills" was launched. Twenty eight days from keel-laying, the tanker was finished and ready for delivery five days later. This was twenty-one days faster than any tanker had ever before been built, a world record in ship construction.

The men who directed this tremendous job of yard and shipbuilding were:

President: Kenneth Bechtel

Vice-president and General Manager: William E. Waste

Vice-president: S.D. Bechtel

Production Manager: Ray Hamilton Administration Manager: Robert Diggs Construction Manager: E.C. Panton

These were the men responsible for the building and operation of the shipyard, but they also shared this responsibility with some 75 to 80 thousand workers, over three thousand of whom were women. It is hard,



at this late date, to remember the quality of patriotism shown by so many of the men and women who responded to the call of their country for help in those trying years. It is told from one elderly man from the Deep South that he told his foreman one day that he could no longer work here because he had used up all his savings. The foreman asked about his pay check for all these months, and it developed that he did not know what a pay check was. He had saved the paychecks as acknowledgement of the weeks he had given in his efforts for his country. Women applied for work who had never even done housework before. Some gave ages decades less than their actual years in order to be able to serve in hard and often monotonous work. It was here, in fact, that many of the women excelled the men. At one time there were nearly 1,200 women welders working in the yard. I remember that during World War I, someone would occasionally mention he had heard that women were being employed to help out in the manpower shortage. This was always good for a laugh and some smart remarks, but never taken seriously. When Dorothy Gimblett walked into Marinship in July 1943 dressed in a welder's outfit, ready and trained to go to work, it had ceased to be a joke. From that time until the end of the war, there were few jobs that a woman couldn't tackle and give a good account of herself. Of the depleted force at work, when the yard closed down in October 1945, there were still 600 women among the work crews.

Women were promoted on the basis of ability, just as were men. Many of them wound up with gangs of their own. Some of them were all women, but many of them were a mixture of men and women. At first, many of the women found it hard to take orders, and they were inclined to interpret them personally and rebel at being ordered to do something they thought someone else should have done, but tact and patriotism worked their magic there too.

They had fewer minor accidents than the men, but were off work more frequently, generally through no fault of their own. They had to care for families as well as their work, and shopping and laundry were a



William S. Richardson
The first Liberty Ship launched at Marinship.

The William A. Richardson was launched on September 26, 1942, the first launching at Marinship. Over 20,000 strong, they came to see the launching.

real problem. Also, if their men folk or children were sick they had to stay at home to care for them. These women came from all walks of life, as did the men who came here to work. There were actors, musicians, painters, sculptors, writers, poets, wrestlers, boxers, skaters, ball players, ministers, and at least one rabbi. There was a Fire Chief and a Police Chief. There were Chinese, Latin Americans and Indians. They were all sizes ages, and all found something that they could do well, and did it.

There were many accidents in this most hazardous type of work, but few deaths from accidents—only twenty-four altogether, all men. This was a remarkable record, considering the number of people involved and the lack of experience of so many of them.

Marinship had a good hospital in the yard with fifty doctors and a number of trained nurses on duty. They handled as many as 500 cases a day. One colored man was hurt down in the double bottom and the quickest



and easiest way to get him out was to hoist him by crane. They swung him up and over the top deck. He said, "This is the closest I've ever been to Heaven" and fainted again.

Wages were very good for that time and there was a good deal of overtime worked, so that many families with several members all working were able to save a considerable amount of money. Quite a few plans were discussed during the lunch hours about paying off the mortgage when they went back home and making all the improvements they had never expected to be able to make before. Many, too, liked California and had no intention of returning to their former homes. This was especially true of those from the Deep South - their prosperity went to the heads of some and the new money was dissipated in wasteful ways, but not all were like this and some of our substantial citizens of today got their start in Marinship. Wages were from \$1.00 to \$1.50 per hour, with \$1.20 about average. However, overtime paid time and half. A leaderman got 15 cents an hour over a journeyman, a foreman got 15 cents more than a leaderman. The swing shift got 10 cents more than the day shift and only worked 7 hour days. When there was repair work later on, that, too, carried an extra bonus.

It is May 1965, as I write down these recollections of a four-year period that already seems to have receded far into the past. Children are in school here who have never known another home and for whom Marin City seems to have been here always. The area where the ships were built is still known as Marinship, but it is now the home port of hundreds of small boats and yachts. New methods and materials are still the order of the day as they were three decades ago. The bounty class sailboats, built of fiberglass in one part of the yard, have set standards in boat building and maintenance.

Like the rock cast into the pool, Marinship was a large rock suddenly cast into the quiet waters of Richardson Bay and its ripples are still spreading in the lives of a great many people. The disturbance revealed so much that was praiseworthy and heartwarming in the ability and devotion of a large segment of our people that it would be a loss to us now if it should be forgotten. Hence, this short written account.

Negro Women Welders - Marinship - The Mariner



Photo courtesy of Sausalito Historical Society

These photos are a collection provided by former and present Marin City residents.



I landed a job as a heavy equipment rigger at the shipyard for \$1.20 an hour. I figured labor was necessary. It was a job I had to do. I had a family to support and did the things necessary to do that.



I came from Louisiana. President Roosevelt said they needed workers, so the next day I went down to New Orleans. A man from the government asked me if I was going to Washington or California. I said California, and he gave me a free ticket on the next bus to California.



I worked for the railroad as a teen, and came out here in 1944 when my brother, who already moved here, said that money grew on trees.





These quotes were taken from actual residents at the time.



The toughest part was being in the bottom of the ship painting, because you had to inhale so much paint. They wanted you to stay down there all the time, but you could slip away for some fresh air. One day, while I was working in the ship, they launched it! My heart was beating so fast.



I read in the newspapers that all young men were expected to work in "essential industries." I went to Shreveport, Louisiana, to an employment agency where a recruiter told me: "Son, if you had come to California, I wouldn't have had come

all this way to make you an offer. Right across the beautiful Golden Gate Bridge and San Francisco, there's a brand new shipyard that needs you!" I was hired as a boilermaker's assistant, even though I didn't know what that was.



MARINSHIP

We all had ration books then. That's when you could only buy things with stamps. You had a stamp for meat, for sugar, for bread and sometimes you couldn't get certain things. One time I wanted to get okra. The grocer didn't know what that was.





I was so excited when I first arrived and walked up the hill to our new home. All the lights were on all over and I thought this was going to be the most beautiful place I'd ever seen. I couldn't wait 'til the morning to see. When I woke up and looked out the window, I was so disappointed. It was so ugly and cold!



"But the Bay Area was a study in extreme contrasts. It contained some of the worst--but also the most efficient - congested war production areas in the West. The difference lay in the degree of planning for growth and expansion of localities. A fine example of careful planning by federal and local officials was in Marin County where the B.A. Bechtel Corporation - a Kaiser subsidiary--established the Marinship yard in 1942. With more than 25,000 workers during its first year, this also proved to be one of the most efficient in the West --- and the nation. Near the yard the U.S. Maritime Commission built an entire new town--Marin city--for 6,000 workers. Conscious of the environmental concern of nearby affluent Marin County residents, the National Housing Authority built attractive redwood homes carefully related to the rolling contours of the meadow in which they were built. Unlike other federal projects, Marin City was built with schools, churches, and, within a few months, an ample shopping center. "We have visited hundreds of war housing projects in the United States," said Congressman George Bates (Mass.) after visiting Marin City in 1943, "and we have seen none that so ideally meets the requirements of a community of war workers...It is the best administered and best organized war housing project that I have seen in our tour of the country."

The American West Transformed: The Impact of the Second World War Gerald D. Nash - 1990

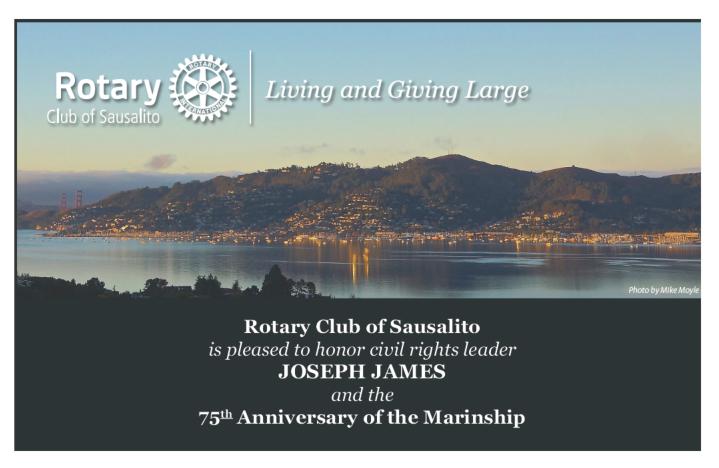


Proudly housing
Marin City residents since 1942

Joseph James: Unsung Hero of the Marinship



Joseph James (far right) shown at the front of Marin County Courthouse, after court issued an injunction requiring the union to issue work authorization cards until the case could be heard on appeal. (story continued on page 12.)



James v. Marinship was a California Supreme Court decision that ruled that jobs requiring labor union membership could not exclude blacks or other racial groups. The Marinship Corporation operated various shipyards and was involved in the building of various ships and vessels during the wartime era. The plaintiff, Joseph James, was an employee of the Marinship Corporation.

Marinship had a closed-shop contract with the International Brotherhood of Boilermakers, which required that all of the corporation's shipyard construction workers must be members of the union. Boilermakers Local 6, which had jurisdiction over the Marinship yards, excluded African Americans. If African Americans wished to work in Marinship yards, they were forced to join Auxiliary A-41, an all-black union controlled by Local 6. In 1943, more than 200 African Americans, including Joseph James, who refused to pay the A-41 dues Local 6 demanded in accordance with their closed-shop contract were fired from their jobs at Marinship. James, filed a lawsuit to stop the dismissal of the African American workers.

The case, aided in part by notable African American attorney Thurgood Marshall, went before the California Supreme Court in 1944. The Marinship Corporation and the Boilermakers argued that the union contract required the segregated local and mandated that the African American workers pay dues to the auxiliary. The court rejected that argument saying in its ruling, "The foregoing illustrations drawn from the complaint and the union rules clearly establish substantial discrimination against Negro workers who accept membership in the auxiliary local. Since they are denied union membership on terms of equality with other workers, the case is the same as if they were wholly denied the privilege of membership."

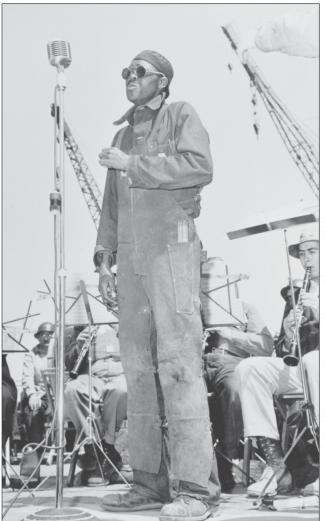
The unanimous decision in favor of James and the other workers held that if a closed-shop contract was in place and that workers must be union members in order to work, then unions cannot be closed to any members based on their race or any other arbitrary conditions. The California Supreme Court then condemned the entire process of excluding African Americans from labor unions stating that the, "discriminatory

practices involved in this case are, moreover, contrary to the public policy of the United States and this state. The United States Constitution has long prohibited governmental action discriminating against persons because of race or color."



Sources:

James v. Marinship, (1944) 25C2d 721; Charles Wollenberg, "James vs. Marinship: Trouble on the New Black Frontier," California History, 60:3 (Fall 1981); Herbert Hill, Black Labor and the American Legal System (Wisconsin: University of Wisconsin Press, 1985)



Joseph James, African-American shipyard worker at Marinship, singing at launching, circa 1943.

Photo courtesy of: San Franc sco Mart me Nat ona H stor ca

Marin City Residents

1942-1945 (partial list)

Mrs.Robert Abbott, Shipworker Robert Abbott, Shipworker Dorothy Abreu, Shipworker Manuel Abreu, Shipworker Jess Adams, Shipworker Julia Adams, Shipworker Alma W. Adkisson, Housewife William C. Adkisson, Machinist Eleanor Alber, Housewife Dorman Alber, Welder Joseph Albertson, Machinist Hilda M. Albertson, Rigger Edith C. Aldrich, Housewife Harry Aldrich, Pipefitter Lucille Aldrich, Secretary Leonore H. Aleurn, Clerk Harry H. Aleurn, Shipfitter Madeline F. Allen, Housewife Olive A. Allen. Housewife Mary E. Allen, Machine Opr. Dave Allen, Rigger James Allen, Shipworker Palma Allen, Shipworker Emanuel Andersen, Shipworker John Anderson, Chipper Bertise C. Anderson, Housewife Juanita W. Anderson, Housewife Minnie Anderson, Matron Harry H. Anderson, Pipefitter Nelson Anderson, Shipworker Agnes L. Anderson, Welder Edward T. Anderson, Welder Eugene Andring, Shipworker Verona Andring, Shipworker Alice Armstrong, Housewife Howard H. Armstrong, Machinist Roberta Lee Atkins, Laborer J. Gould Atkins, Painter Catherine Augustine, Housewife Elmer L Augustine, Welder Jeannette Aune, Housewife Otto R. Aune. Pipefitter Mattie Babb, Janitor Lewis Bagley, Chipper Frances Bagley, Housewife Louise Bahrendt, Shipworker Katherine H. Baker, Boilermaker Elsie Baker, Housewife John L. Baker, Rigger Leo Baker Sr., Welder Lucille Ballam, Shipworker

Carl C. Baltzer, Melt Opr. Elizabeth Banks, Housewife Edith Barber, Housewife Harry Barber, Welder Albert Barden, Shipworker Margie Barker, Housewife Myrtle Barnes, Shipworker Walter C. Barnes, Shipworker William Barnes, Shipworker Olpheia Barnes, Shipyard Leo Barnes Sr., Shipworker Thurman Barnes Sr., Shipworker Irene Barr, Shipworker Ella P. Barr, Welder Marshall Barrie, Welder Vivian Barron, Shipworker Theophus Barron Sr., Chipper Eleanor Barrow, Shipworker Elvin Barrow, Shipworker Amos Bassett, Shipwright John Batchan, Shipworker Cecil Bates, Shipworker Rodessa Battle, Welder Jean Beard, Housewife Moses E. Beard. Welder Alfred Beasley, Flanger Mattie Beasley, Welder Lawrence E. Beason, Welder Arthur E. Beauchamp, Burner Elijah Beauchamp, Burner Alfred Beauchamp, Rigger Jesse Beauchamp, Shipworker Lillie Beauchamp, Shipworker Eldora Beauchamp, Welder Elmer M. Beck. Welder Don Warren Beeson, Shipfitter Paul Behrndt, Train Opr. William Belknap, Warehouse/Welder Elmese Bell, Post Office Joseph Bell Sr., Shipworker Ilona Bellak, Nurse Ralph Benekendorf, Shipworker Lowell O. Bennett, Chipper Ada Bennett, Housewife Dollie Bennett, Shipworker Ernest Bennett, Shipworker Wilhelmina Bennett, Welder Myrtie Bergland, Shipworker Paul Bergland, Shipworker Lillian A. Berglund, Maid Axel E. Berglund, Pipefitter

Estella Berry, Shipworker Jesse Berry Sr., Electrician Mabel V. Bickle, Housewife William Bickle, Steamfitter Charlotte Biddick. Housewife Miles Biddick, Machinist Walter C. Billingsley, Carpenter Peggy Billingsley, Housewife Marie Bills, Nurse Hazel Birkett, Civil Service Lynn O. Birkett, Mechanic Clara Bishop, Housewife Julius L Bishop Pipefitter Kattie Black, Housewife Charles Black, Shipworker Mildred Black, Shipworker William Blake, Flanger Ann Lee Blake, Housewife Ethel Blanchette, Waitress Ethel Bland, Shipworker Samuel Bland, Shipworker Erlinda Blea, Tank Cleaner Joe Blea, Welder Herbert Blevana, Flanger Kittie E. Bloomquist, Housewife Benjamin C. Bloomquist, Painter Marie F. Bogue, Nurse Lester H. Bongard, Burner Juel M. Bongard, Housewife Jean Borden, Shipworker Helen M. Bosley, Housewife Leslie H. Bosley, Painter Julian Bowie, Shipworker Rose Bowie, Shipworker Jean Bowler, Housewife Edward Bowler, Shipfitter Brenda Bradley, Shipworker John Bradley, Shipworker Levi Bradley, Shipworker/Auto Mech. William J. Brady, Shipwright June A. Brandt, Machinist Emil P. Brandt, Shipfitter George Brasfeild, Timekeeper Mabel Breed, Housewife Pearl Breed, Housewife Donald Breed, Painter Harry Breed, Painter Rolf Bremer, Fire Warden Isabel Bremer, Housewife Howard Brennan, Boilermaker Ann M. Brennan, Housewife

Ann Brenner, Housewife Theodore Brenner, Welder Charles Brindos, Welder Mary Briseoe, Laborer Mary Brooks, Housewife Wilma Brooks, Shipworker Inez Brooks, Welder Janice Brown, Burner Lottie Brown, Clerk Melvin Brown, Coppersmith Ethel Brown, Leaderman John Brown, Machinist John G. Brown, Machinist Earley Brown, Shipworker Fannie Brown, Shipworker Helena Brown, Shipworker Gertrude Brummer, Cashier Mathilda Brummer, Housewife Matthew Bryant, Shipworker Cecil Buck, Shipworker Jesse Bullock, Flanger William Bullock, Flanger Troy Burke, Shipworker Rosa Burr, Welder Allen Butler, Chipper Julia Butler, Housewife Gerald Butler, Shipworker Sam Byoff, Boilermaker Frances Byoff, Housewife Edith Cadalbert, Housewife Fred Cadalbert, Welder Lindsey Cage Sr., Shipworker Norman Campbell, Carpenter William Campbell, Chipper Beulah Campbell, Housewife Ila Campbell, Housewife H.B. Campbell, Shipworker Gladvs Carlson, Housewife Walter Carlson Sheey, Metal Worker Anna Carpenter, Housewife Tula Carpenter, Housewife Lyle Carpenter, Shipfitter Irene Carper, Housewife Lee Carper, Welder Vivian Carrier, Burner Noble J. Carrier, Flanger Ira Carrier, Shipworker O'neal Carter, Chipper Will Carter, Chipper Will W. Carter, Electrician Olive Carter, Housewife Clara Carter, Matron Walter Casey, Spray Painter Marie Caterino, Housewife Ruby Caterino, Housewife Frank Caterino, Welder

Leo Caterino, Welder

Buck Cecil, Navy Geraldine Chambers, Housewife John Chambers, Welder Elsie Chapman, Housewife Charles Chapman, Machine Inspector Flossie Chase, Shipworker Elise Christiansen, Housewife Elmer Christiansen, Stage Rigger Henry Citizen, Electrician Earnest Clark, Chipper Evelyn Clark, Housewife Myrtle Clark, Housewife Eddie Clark, Shipworker Roma Clark, Welder Harold Clark, Welder Instructor Thelma Cleaver, Civil Service Arthur Cleaver, Machinist Bertha Cleveland, Welder Herbert Coale, Pipefitter Jaunita Cobbs, Welder Daniel Cockerham, Machinist William R. Coffey, Shipworker Emma Coker, Welder James Coker, Welder Bonita Cole. Housewife Iola Coleman, Housewife Harvey Coleman, Rigger Alice Coleman, Housewife Donald Coleman, Shipworker Freddie Coleman, Shipworker Jesse Coleman, Shipworker B. C. Coleman. Welder George Coleman Sr., Shipworker Earl Coleman Sr., Shipworker Faye Collier, Burner Lewis Collier, Welder Amzell Collings, Shipworker Clyde Wilson Collings Jr., Shipworker Clyde Wilson Collings Sr., Shipworker Selma Collins, Housewife Calvin Collins, Shipworker Helen Collins, Welder Orie Jr. Collins, Welder Raymond Collins, Welder Carrie Conard, Burner Anna Conard, Housewife Walter Conard, Sheet Metal Worker Judd Conard, Welder George Condra, Shipworker Nora Lee Condra, Housewife Donald Conley, Shipworker Alvin Conley Sr., Shipworker Ethel Cook, Stenographer Jeff Cook Sr., Shipworker Pearl Cook, Housewife William Cook, Machinist

Watt Cooley, Rigger Julia Coon, Housewife Robert Cooper, Electrician Ruth Cooper, Housewife Elmo Cornelliso, Army Celine Cose, Housewife Jay Cose, Shipwright Everett Counts, Pipefitter Ray Cover, Welder Gertrude Cox, Clerk Eddie Cox, Plumber Henry Coyle, Shipworker Mrs. Henry Coyle, Shipworker Cecil Cragor, Chipper Roy Craig, Welder Ruth Craig, Welder Robert Crain, Shipworker Vera Cramer, Painter Glen Cramer, Shipworker Kenneth Crawford, Lubrication Lucille Crawford, Typist Daniel Cummons, Machinist Caroline Cummons. Welder William Curr. Meter Render Emma Curry, Housewife Huston Curry, Tank cleaner Johnny Dade, Shipworker Alfred Dagestad, Welder Lucille Dagestad, Welder Raymond Dahmer, Fireman Emily Dahmer, Housewife Bessie Dailey, Janitor Arthur Daniel, Driller Willie Daniel, Flanger Wallace Daniels, Shipworker Marshall Dansler, Shipworker Aivha Darr, Boilermaker Stella Darr, Housewife Ethel Davidson, Housewife William Davidson, Welder Alice Davis, Clerk Ruth Davis. Housewife Frederick Davis, Joiner Leo Davis, Machinist Lloyd Davis, Machinist Hosea Davis, Shipworker Lawrence Davis, Shipworker James Davis, Welding Instructer Eva Dawson, Housewife Francin Dawson, Rigger Russell De Grio, Teamaster Catherine De Soto. Housewife Manuel De Soto, Machinist Marie Dean, Shipworker Sonny Dean, Shipworker Henry Decote, Shipwright Howard C. Dedrick, Shipworker

Gladys Dedrick, Housewife Bessie Dedrik, Housewife Charles Delaney, Accountant Mary Delaney, Clerk Elra Dennis, Spraypainter Rosetta Denser, Housewife Henry Deromaan, Rigger Robert Derosum, Shipworker Sam Derosum, Shipworker Arthur D'ettell, Shipworker Nellie Dew, Housewife Albert Dew. Machinist Comer Dewitt, Shipworker Dr. Fred Dexter, Village Chap Castroma Dickens, Merch.Marine Harmon S. Dillon, Shipworker Dale Dinsmore, Boilermaker Hazel Dinsmore. Housewife Thomas Dixon, Boiler Maker Edith Dixon, Housewife Lois Dixon, Sheet Metal Doretha Dixon, Shipworker Leman Dixon, Shipworker Major Dixon, Shipworker Roscoe Dixon, Shipworker Walter Lee Dole, Shipworker Sparky Domino, Shipworker Reginald Douglas, Flanger Barney Douglas, Shipworker Jerry Douglas, Stage Rigg Charles Doyle, Chipper James Doyle, Electrician Georgena Doyle, Housewife Harriet Doyle, Housewife Eula Draper, Housewife Jesse Draper, Steel Man Edna Ducote, Boilermaker Helper Pearl Duffy, Housewife Wallace Duffy, Pipefitter Beatrice Duke, Housewife Thaddus Duke, Shipworker Vince Dunn, Flanger Flora Dunn, Housewife James Dunn, Rigger Bernadine Dunn, Tank Cleaner Maurice Dupont, Shipworker Merrill Dupont, Shipworker Perry Durbin, Welder J.G. Durham, Shipworker Ralph R. Durr, Shipworker Hill Duvall, Shipworker George Dyer, Shipworker John Eastwood, Fireman Beulah Eastwood, Housewife Harry Ebersole, Oiler Leland Edmondson, Electrician Amanda Edwards, Welder

Carl Ehlers, Welder Elizabeth Ehlers, Welder Myrtle Ekman, Housewife Arthur Ekman, Welder Ruth Elder, Welder Dorothy Elgethun, Housewife John Elgethun, Pipewelder Oliver Engle, Shipworker Leroy Eppright, Chipper Pearl Eppright, Housewife Douglas Eppwright, Shipworker Leo Eppwright, Shipworker Joe Erby, Shipworker Leroy Erickson, Asbesto Worker Florence Erickson, Housewife Kathryn Erickson, Housewife Arthur Eubank, Painter Lueille Eubank, Painter Sherri Evans, Shipworker Florence Everett, Housewife Paul Everett, Quarter Man Chris Ewell, Shipworker Lenn Ewing, Housewife James Ewing, Welder Jens Fedje, Burner Horace Felix, Chipper George Fendler, Clerk Emily Fendler, Housewife Samuel Ferguson, Police Officer John Field, Shipworker Willie Fields, Chipper Gladys Fillion, Housewife Theodore Fillion, Stage Rigger Ruth Fischer, Housewife Gordon Fischer, Pipefitter Robert Fischer, Shipworker Frank Fisher, Carpenter Clementine Fisher, Housewife Minnie P. Flem, Housewife Herbert L. Flem, Rigger Clyde A Fleming, Welder Emma A. Flynn, Specialist Ear Fnubel, Painter Elsio Foppe, Housewife Aloys Foppe, Spray Painter Norman T. Forbyn, Housewife Vera Forbyn, Welder Arthur Ford, Shipworker Gray Ford, Shipworker Ruth R. Fortenberry, Machinist Jane Foster, Housewife Jesse P. Foster, Machinist Geraldine Foster, Painter Arthur L. Foster, Welder Elizabeth Foster, Housewife Eric Foster, Shipworker Hoyt Foster, Painter

Wilbert Foster, Shipworker Catherine Fourshey, Locomotive Rudolph Fourshey, Painter Albert Fowler, Ship Fitter Goldyn Fowler, Housewife Jack Fowler, Shipworker Elmer F. Fox, Guard Doris M. Fox, Housewife Sidney Franklin, Tester Charles A. Fraser, Machinist Linnea A. Fraser, Tailoress Ruby Freshour, Housewife James T. Freshour, Tank Cleaner Evelyn Frisby, Housewife John K. Fumari, Shipfitter Julia Funari, Pipefitter Eloise Gaines, Housewife O.C. Gaines Sr., Shipworker George O. Galbraith, Pipefitter Mary Galbrith, Housewife George Galiher, Engineer Dallas Galiher, Shipworker Rubel Gallegos, Foreman Hafiza Gallegos, Laborer Tony Gallegos, Shipworker Maria Gallegos, Task Cleaner Peter Gardiner, Welder Elmer E. Garner, Carpenter Henry Garrison, Shipworker Peter Garrison, Shipworker Marcello Gaskin, Welder Sherman Gaskin, Welder Clara Gasser, Housewife Walter Gasser, Welder Louis Giampaoli, Pipefitter James Gill, Shipworker Jack Gillery, Shipworker Sadie Gilliland, Housewife Clarence D. Gilliland, Welder Quintilio Giovannetti. Boilermaker Laura Giovannetti. Housewife Johnnie Givens, Welder Sedonia Givens, Welder Nellie E. Glasgow, Housewife John L. Glasgow, Machinist Ren Gleason, Electrician Edgar Goins, Chipper Neal Goodfellow, Carpenter Lois Gordon, Housewife Harold Gordon, Painter Lillian L. Gordon, Shipworker Lennie Graham, Rigger James A. Graham, Surveyor Lucille Graham, Welder Jesse Grant, Flanger Rosa Gray, Housewife Billy R. Gray, Shipworker

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We are thrilled to stand with the Marin City Community to share information and fight for democracy.





Acknowledgements

The partial list of 1200 names reflects only the original workers who came to work in Marinship. By the end of the war in 1945 there were 6000 total that lived in Marin City. These names were provided by various resources: The Sausalito Historical Society, voter registration precinct records during 1942-44, and by former and present Marin City residents.

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Because this is an ongoing historical archival project, more names and photos can be added later. Please contact me for the future publications. I may be contacted at performingstars@sbcglobal.net



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