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THE EFFECTS OF WORLD WAR II
ON MANITOWOC

by Dean Brasser

Editor's Note: This manuscript was written by Dean Brasser while he was a student at Lincoln High School. It was written to satisfy a course requirement in a Social Studies class.

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Authors Note: This paper, written in 1970, deals with the effects of World War II on the city of Manitowoc, Wisconsin. It is concerned with happenings during the years 1940 through 1945.

As a rule, historians do not consider a past event as history until at least 50 years after it has happened. With this lapse of time, happenings can be considered rationally, with fewer personal recollections, opinions, and prejudices, thus enabling the historian to write a more accurate account of actual events.

Only 25 years has elapsed since the end of World War II. Because of this, no written record has yet been compiled about Manitowoc during the war. Therefore, I have used certain official records obtained from city government sources, and a number of interviews with citizens of Manitowoc who were involved in the affairs of this city during the early 1940's.

* * * * *

December 7, 1941 started a new phase in the history of the United States. The bombing of Pearl Harbor by Japan was the first act of military aggression aimed directly at the American Nation, and it sent the entire country headlong into the most severe military conflict in its entire history.¹

This great war not only affected the United States as a whole, but it affected every state and every city as well. The story of Manitowoc is similar to the stories of other cities, but in many ways it is unique. Because of Manitowoc's location, background, and people, the war had a great and lasting effect.

U.S. DECLARES WAR²

This was the headline of the December 8, 1941, issue of the Manitowoc Herald Times. From then on, throughout the entire war "there was constant tension

at the newspaper office,"³ with the tremendous amount of war information and reports they received. Because of the local war industry and the great number of persons from this area serving in the armed forces, "this news was of great interest to the citizens of Manitowoc."⁴ But combat reports and other military correspondence were not the only news items that interested Manitowoc's people, for there were great changes taking place locally that concerned each and every person. Some of the changes and events that took place in Manitowoc during World War II were:

SELECTIVE SERVICE

The Manitowoc County Selective Service Board Branch # 1 was set up on October 7, 1940. It was the duty of the draft board to decide the classification of each man eligible for the draft. The declaration of war affected many of the decisions.

At the time, "it was mandatory to defer all farmers,"⁵ because of the great need for food production. In other occupations and in industry, it was up to the draft board to decide whether or not a man would be deferred.

Manitowoc had an interesting situation concerning deferments for workers at the shipyards. There were hundreds of men working at the shipyards who were of draft age. Shipyard officials asked for a deferment for every one on the grounds that they were needed in the production of war materials. The local draft board decided that one certain industry could not be considered better than the rest, and all those eligible were classified 1A. The shipyards took each case to the State

Appeal Board in Madison and again asked for deferments on the grounds that yard employees were essential to the war effort. If the shipyards could prove that the present employees were irreplaceable, they would be deferred. The yards won almost every case.

The draft board also had to rule on conscientious objector cases. Very few men applied for conscientious objector classification during World War II. The majority of conscientious objector applicants were Jehovah's Witnesses who claimed that they objected to war because of religious convictions. In Manitowoc, "during World War II there was only one man deferred because he was a Jehovah's Witness."⁶

The numerous tavern keepers of Manitowoc were drafted unless they also had a defense job, consequently these men worked at the yards or Mirro at night and ran their taverns in the day.

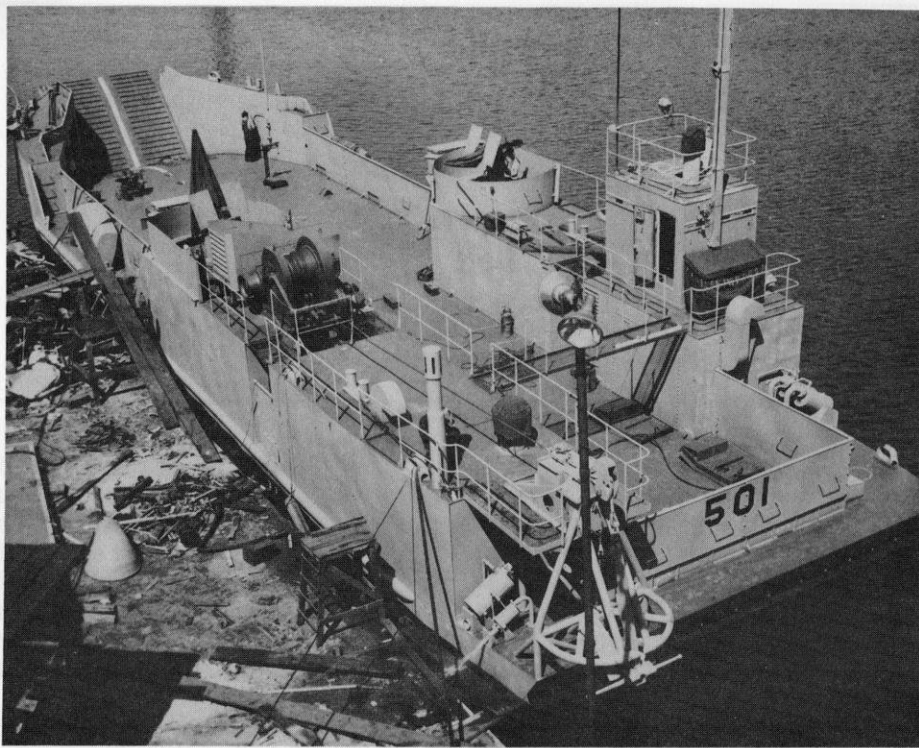
Throughout the war a total of 8,500 persons from Manitowoc served in the Armed Forces.⁷

WAR INDUSTRY

In the early forties, Manitowoc revolved around the local war industry. There were three companies in Manitowoc in which most of the war work was done. Mirro Aluminum Company manufactured aluminum cookware and utensils used by the armed forces, a variety of airplane parts, gasoline and other fuel tanks, and millions of aluminum canteens used by Allied forces around the world.⁸

The Burger Boat Company built wooden subchasers, minesweepers, rescue tugs, crash boats, and steel tugs. Burger built a total of 55 craft

07-192-B
\$2.00



LCT6 under construction on August 9, 1943.

during the war.⁹

The largest and most important war industry in Manitowoc was the Manitowoc Shipyards.

The shipyards was contracted to build submarines for the United States Navy. A total of twenty-five Manitowoc submarines were launched during the war. Many of these made fine combat records and contributed greatly to the war effort. "During the first five war patrols (The U.S.S) Rasher sank more tonnage of enemy shipping than any other submarine in the history of the world, except the U.S.S. Flasher."¹⁰ The Rasher was the fifth submarine launched in Manitowoc.

In 1941 the Manitowoc shipyards was awarded the original contract from the United States Navy for the manufacture of the LCT's, a 112 foot craft used for landing equipment on beaches. As the lead yard, Manitowoc was in charge of the design of the LCT and procurement of materials for all 12 shipyards working on the project.

The LCT was the type of vessel most needed by the Navy. It carried a higher priority than the submarines. They were the first vessels to arrive on the beach in a shore invasion and usually carried a number of bulldozers or tanks to shore. Thirty-six LCT's

were built in Manitowoc.

The shipyards were extremely active during the war. They increased their usual labor force of 1,000 workers to 7,000. The normal one 8-hour work shift was changed to three 8-hour shifts. Crews even worked on Saturdays and Sundays. Submarine crews would stay in the harbor for six months and learn about the submarine they would man as it was being built. Maneuvers with submarines, LCT's, and other craft were tested and practiced in Lake Michigan and on the beaches north of Two Rivers.

Because of the great importance of the war work in the shipyards, it was necessary to maintain very strict security. The background of each employee was thoroughly checked! Some workers were released as a result of these searches. To enter or leave the shipyards, each employee had to wear an identification button with his picture. No visitors were allowed. No pictures could be taken. Lookout towers on the docks were constantly manned, and guards kept watch for people who might try to gain entrance to the yards from across the river. Secret service agents were always present at the yards.

LABOR SHORTAGE

With the greatly increased production of Manitowoc's war

industries, along with the large number of men in service or other government jobs, there was a definite labor shortage. The Manitowoc Shipyards increased it's labor force to seven times it's original size. Local news men were away doing war correspondence work. City personnel such as policemen and office workers who were difficult to replace were being drafted. The same type of thing happened to teachers, who also were difficult to replace.

Changes had to be made to solve some of these problems. The shipyards transported people from nearby cities and towns to work. Busses were constantly entering and leaving Manitowoc carrying commuters from as far away as Milwaukee. People came to live in Manitowoc "from as far away as Minnesota and Northern Michigan."¹¹ Even large numbers of high school students worked in the war plants. A report showing the extent of employment of high school students was discussed at a school board meeting: "The employment of young people attending high school is a serious problem affecting class organization, school attendance, and quality of school work,"¹² the reported stated.

Local news men had to take over the work of their missing colleagues, making them work well over the normal amount of hours usually required of the staff.

The Naval Shore Patrol, stationed in Manitowoc because of the work going on in the shipyards, "helped the local police force"¹³ which had been depleted by the draft and numerous enlistments.

The Manitowoc Board of Education modified it's policy of not allowing female teachers to teach after they were married, in order to maintain a full staff throughout the war.

The response, (to the labor shortage), on the part of those who were home was a greater effort towards production. A 40-hour work week was unheard of."¹⁴ Even in 1942 when the federal government established a 'wage and price freeze' that fixed certain hourly wage rates, "workers did not object.

Patriotism seemed to run higher and what the government said was accepted and followed. Labor gave 100 percent cooperation in furtherance of the war effort."¹⁵

FEDERAL CONTROL

In order to support the massive United States Armed Forces stationed around the world it was necessary for the federal government to put strict controls on the behavior of the populace and the affairs of local governments. These controls came from the U.S. Department of Defense and the Secretary of War. They were administered by federal boards. Two such boards whose policies and decisions had a great effect on Manitowoc were the War Production Board and the War Manpower Board.

The War Production Board had control over the use of materials necessary for war — metals, lumber, petroleum, rubber, food — anything needed by the military. It made sure that materials weren't wasted through excessive or inefficient use, and that the military had all it required. This was done through a system of priorities.

In Manitowoc, the war industries consumed a large amount of electrical energy that had never been needed before. This power was supplied by a power plant that was the same size as before this added need. This created a power shortage. The city of Manitowoc requested approval by the WPB of a plan to expand its power plant. The request was denied because of a shortage of steel, copper, and cast iron, three materials necessary for building a new turbine for the hydro-electric plant. Also, street lights had to be turned off at 11:00 p.m. and inhabitants were asked to limit their use of electricity as much as possible in order to conserve electric power. Meter men checked to make sure families didn't use more than their quota. The shipyards, however, could still operate at full speed twenty-four hours a day.

The WPB also controlled shortages of food and materials through rationing. Items rationed were gasoline — five gallons per week per home, tires, asphalt, heating fuel, oil, coal,

butter, sugar, meat, beer, liquor, cigarettes, and others were all rationed, and families had to turn in government issued stamps when any of these products were purchased. These particular products were rationed because they were needed by war industries and personnel serving in the armed forces.

The War Manpower Board had control over labor. Like the WPB, it, too, had a system of priorities. Certain areas where all available workers were needed for war work were put on the Critical Labor List. Manitowoc was on that list. In late 1944, when people were already beginning to feel that the war was coming to an end, the local Building Construction Trades Union requested that Manitowoc be taken off this list so that houses could be built. The WMB denied this request on the grounds that war materials from Manitowoc were still too necessary to the war effort to be cut back, yet earlier, 400 housing units had been built for shipyard employees.

The efforts of the federal government were far reaching. When there was a shortage of typewriters for war correspondence, the city government and the high school business education department were requested to sell certain numbers of typewriters back to the manufacturers so the federal government could buy them. Manitowoc's three garbage

haulers were even rerouted in order to save gasoline and tires.

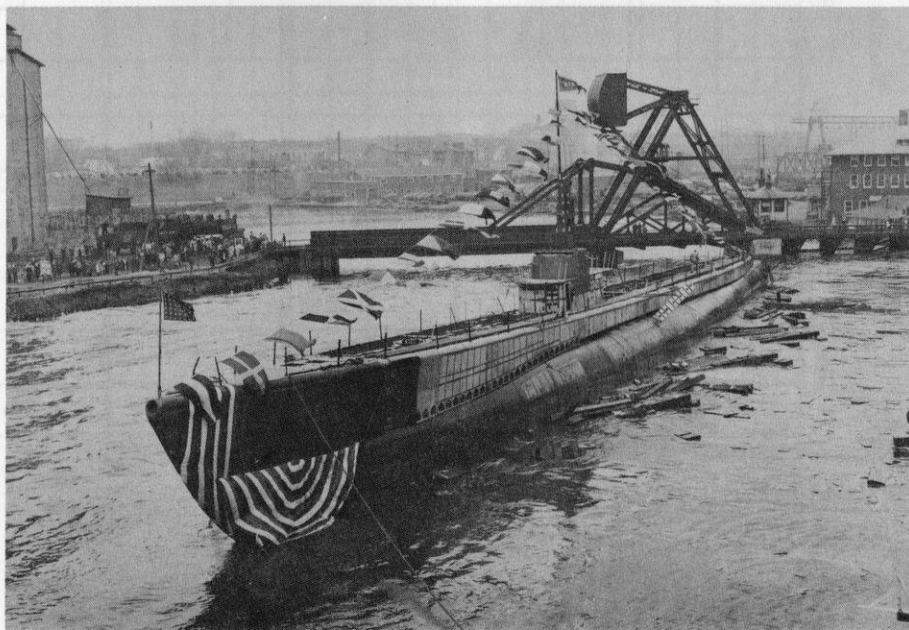
There was black marketing in Manitowoc. Some people constantly had more gasoline than the legal maximum of five gallons a week. Cattle were killed in a farmers field, smuggled into the city, and sold without stamps. Obviously quality and sanitation standards were not heeded. This type of action, however, did not involve the vast majority of the people, who were loyal citizens.

Federal Controls were a major change in life in Manitowoc, but most people seemed to accept them as a necessary sacrifice in a time of war. Although some luxuries were dispensed with, on the whole, the basic necessities were available to all, and few suffered greatly.

COMMUNITY DEVELOPMENT

During the war, Manitowoc's own little 'military-industrial complex' thrived. "The general economy was good,"¹⁶ but as far as population growth and physical improvements were concerned, very little took place. Once again, because of the shortage of manpower and materials, public and private development was stifled to make way for the great demands of war.

The map and graphs on the following pages give only a general picture of the growth and development of Manitowoc during the war.



'Rasher' after launching on December 20, 1942.

Figure 1 — New Dwellings

source — New Dwellings Report of Manitowoc Building and Housing Administrator

This graph showing the number of new homes built in Manitowoc each year from 1935 through 1950 depicts the tremendous dropoff in private building that occurred during the war.

Figure 2 — Total Building Cost Estimates

source — Annual Reports of Manitowoc Building and Housing Administrator

This graph shows the very substantial decrease of all public and private housing projects in Manitowoc 1935 through 1950.

Figure 3 — City Map of Manitowoc

This map illustrates the area growth of Manitowoc due to the economic growth of the city caused by the war.

Figure 4 — Total Population Increase

source — United States Census Bureau

Even though 3,000 people

moved into Manitowoc to work in the war plants, at the end of the war many moved away when war contracts ended and the overall population increase for the decade is not abnormally high.

Figure 5 — Percentage Increase Over Population of Preceding Decade.

source — United States Census Bureau

The 1940's showed a reversal of a percentage decrease in population growth from the preceding decades.

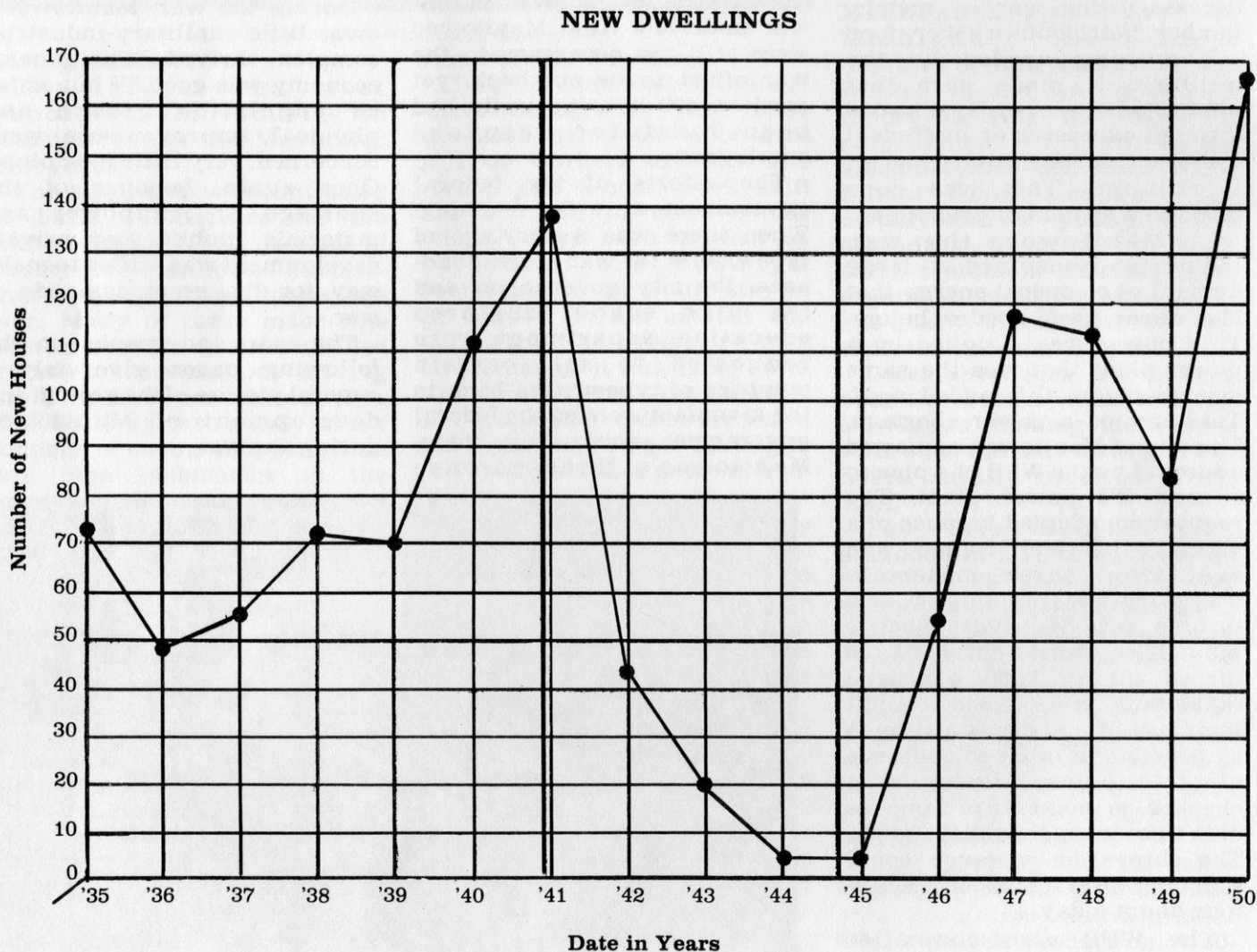


Figure 1

TOTAL BUILDING COST ESTIMATE

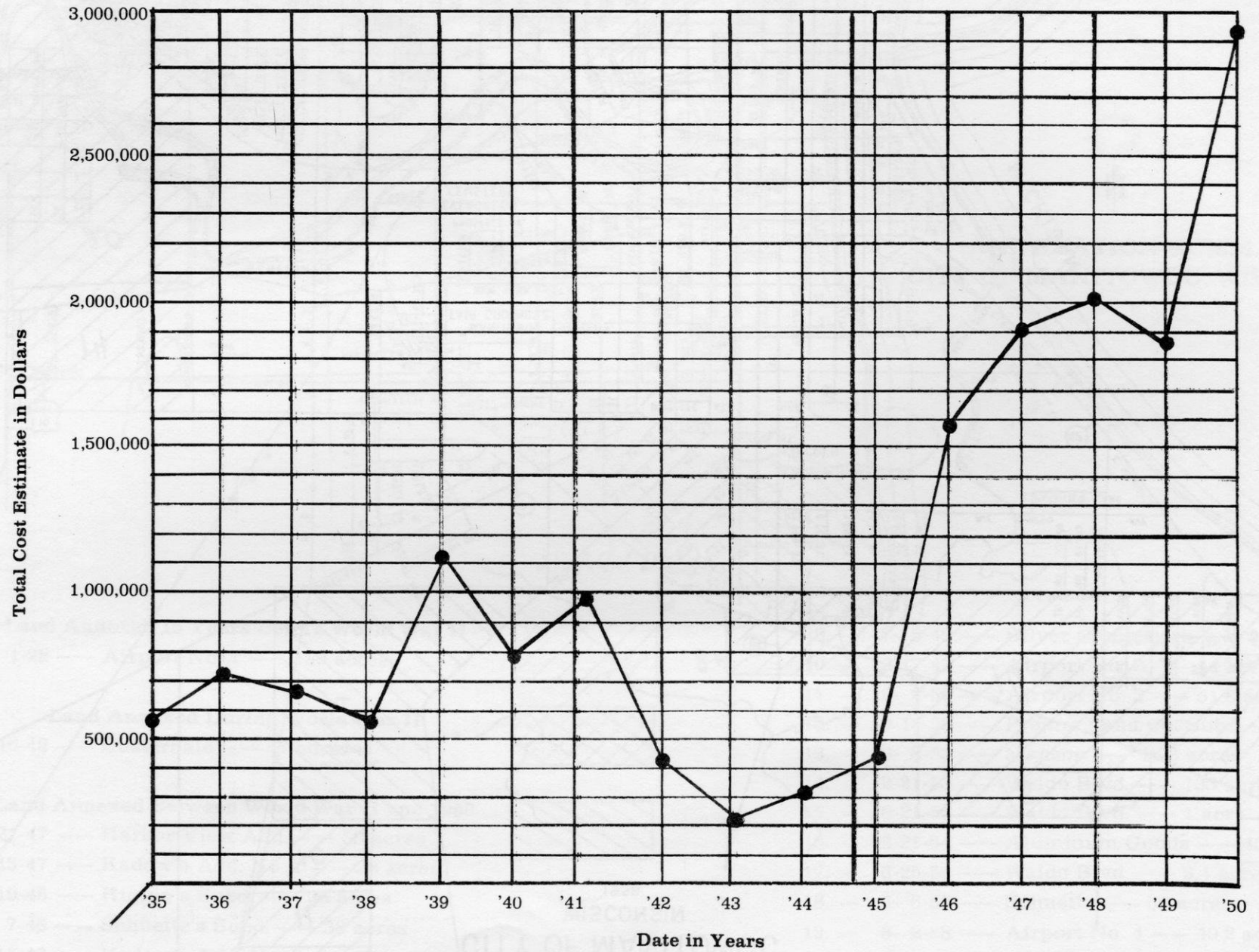
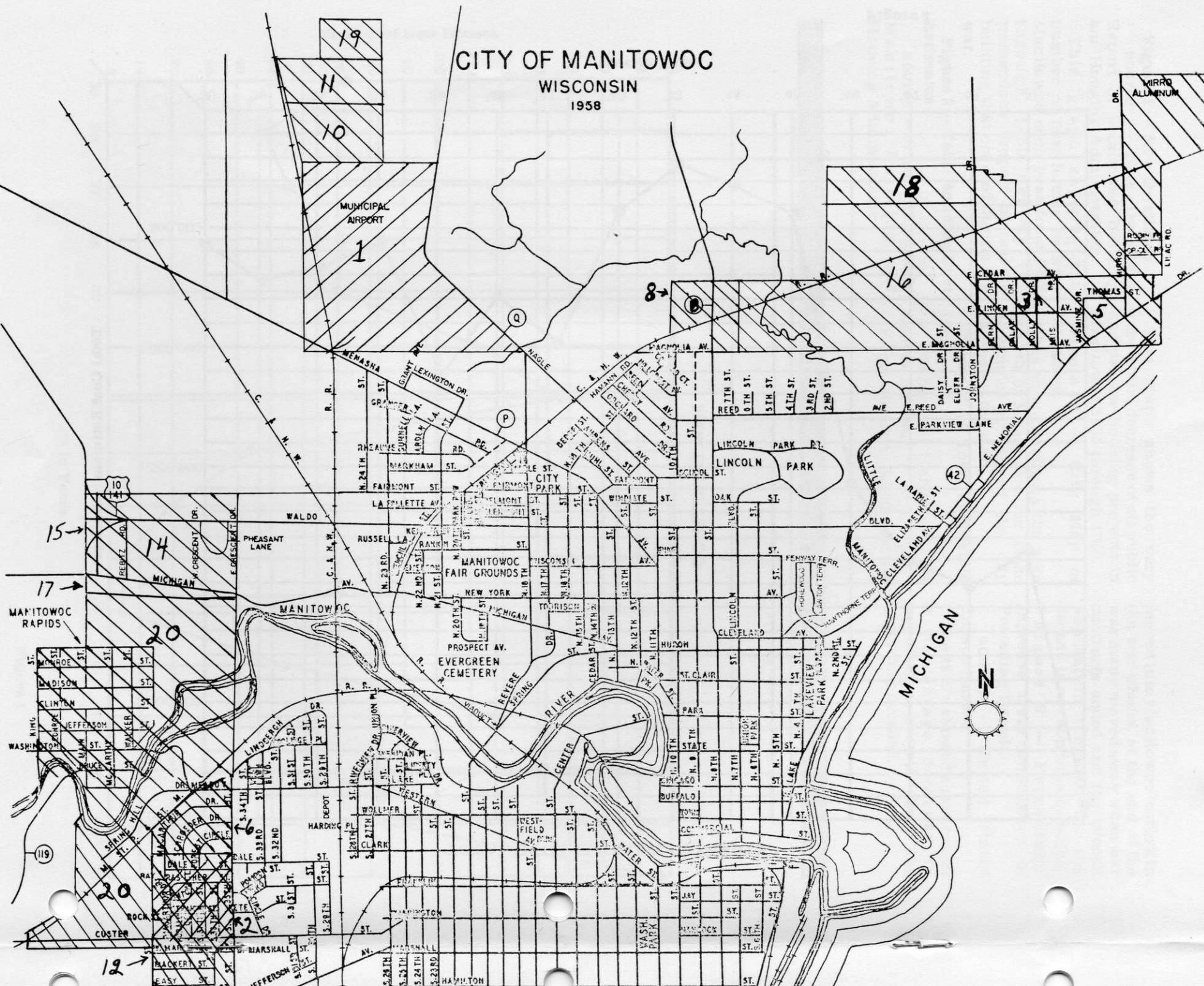
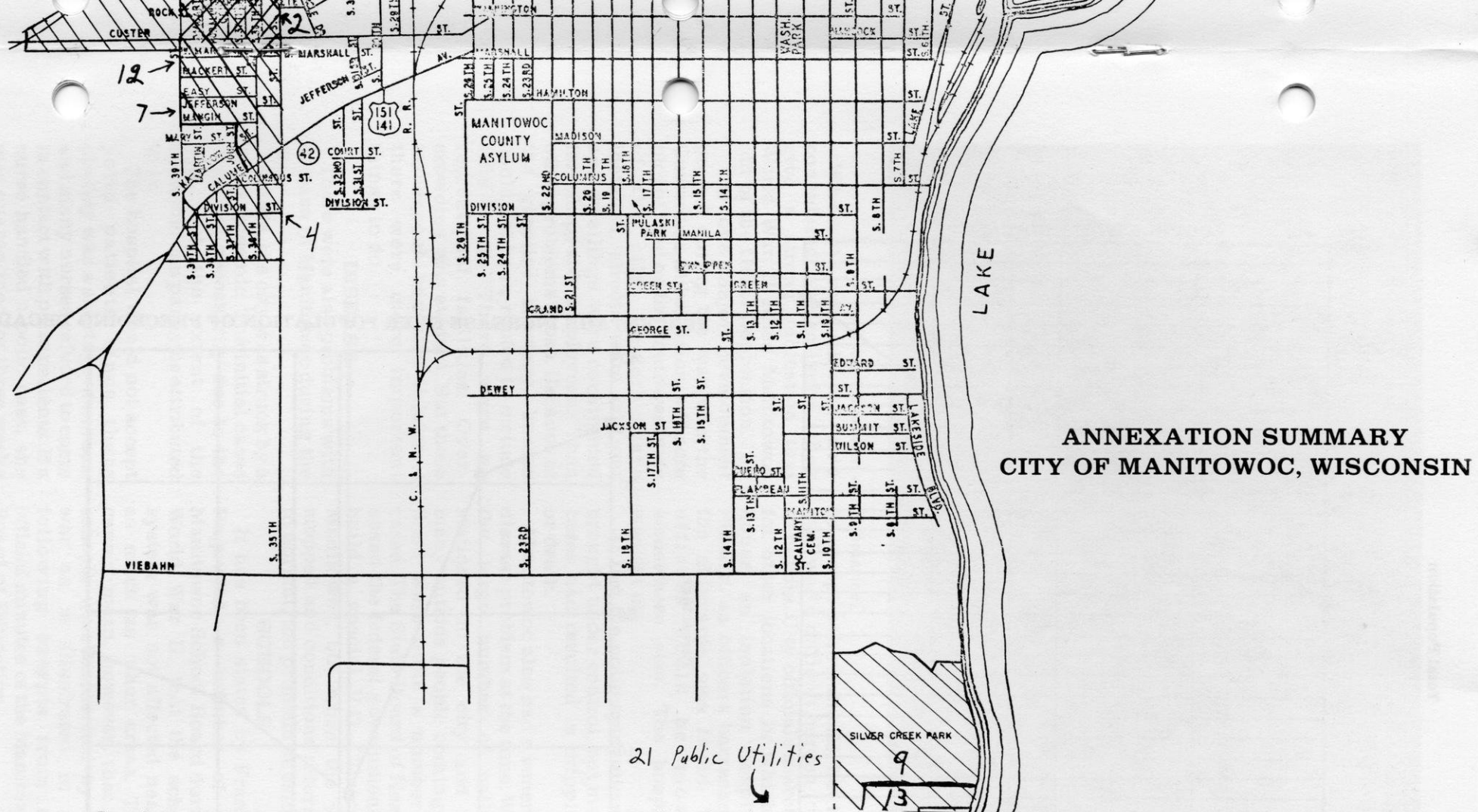


Figure 2

CITY OF MANITOWOC
WISCONSIN
1958





Land Annexed 15 Years Before World War II

1. — 10- 1-28 — Airport No. 1 — 150 acres

Land Annexed During World War II

2. — 2-16-42 — Custerdale — 41 acres

Land Annexed Between World War II and 1960

3. — 7-21-47 — Harbor View Add. — 50 acres
 4. — 9-15-47 — Kadow's Add. No. 1 — 38 acres
 5. — 4-19-48 — Higgin's Subd. — 36 acres
 6. — 6- 7-48 — Schuette's Subd. — 38 acres
 7. — 4-18-49 — Kadow's Add. No. 2 — 33 acres
 8. — 2- 7-49 — Kasper-Eck — 19 acres



9. — 7- 5-49 — Silver Creek Park — 80 acres
 10. — 10-17-49 — Airport No. 2 — 44 acres
 11. — 10- 2-50 — Airport No. 3 — 51.8 acres
 12. — 9-18-50 — Premm Land Co. Subd. — 14 acres
 13. — 9- 8-53 — Manson — 16.3 acres
 14. — 9-21-53 — Waldo Blvd. — 133 acres
 15. — 6-21-54 — Waldo Blvd. — 1 acre
 16. — 6-21-54 — Aluminum Goods — 456 acres
 17. — 6-25-54 — Waldo Blvd. — 9.4 acres
 18. — 6- 6-55 — Schuette — 56 acres
 19. — 6- 2-58 — Airport No. 4 — 40.2 acres
 20. — 9-10-58 — Manitowoc Rapids — 387.7 acres
 21. — 5- 4-59 — Public Utilities — 22.2 acres

Figure 3

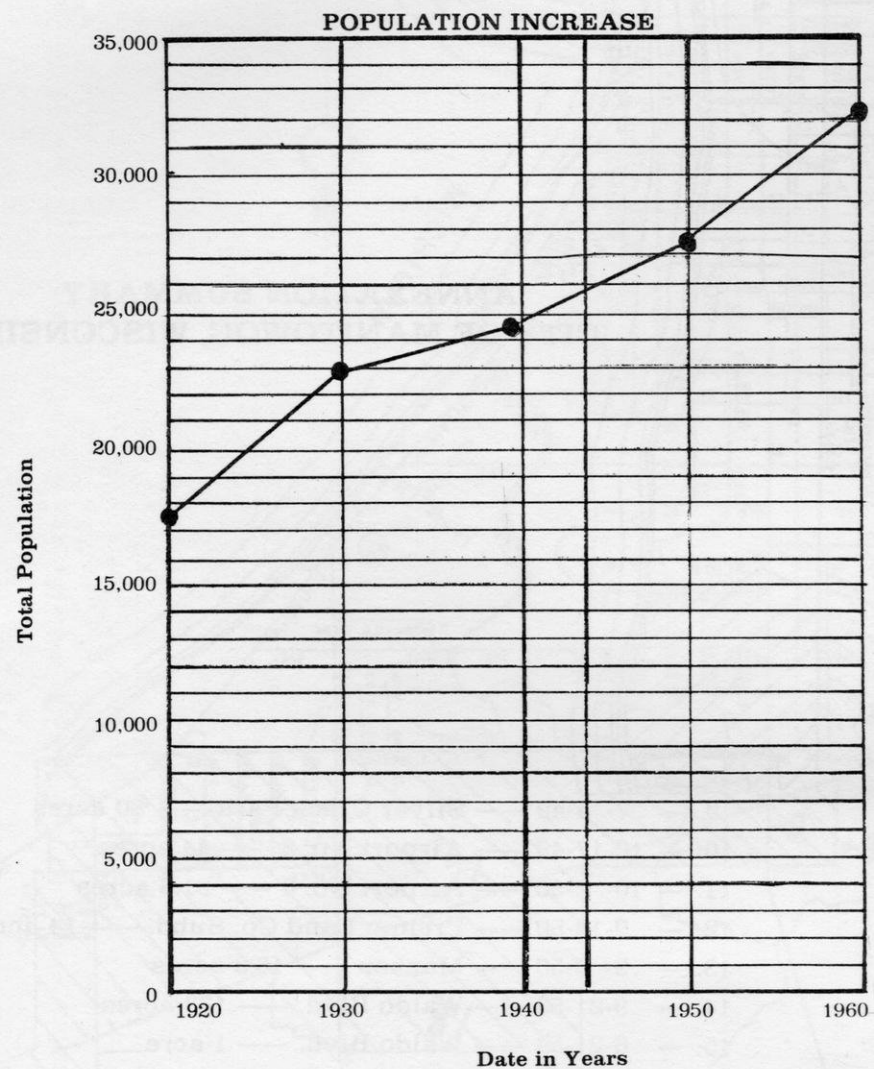


Figure 4

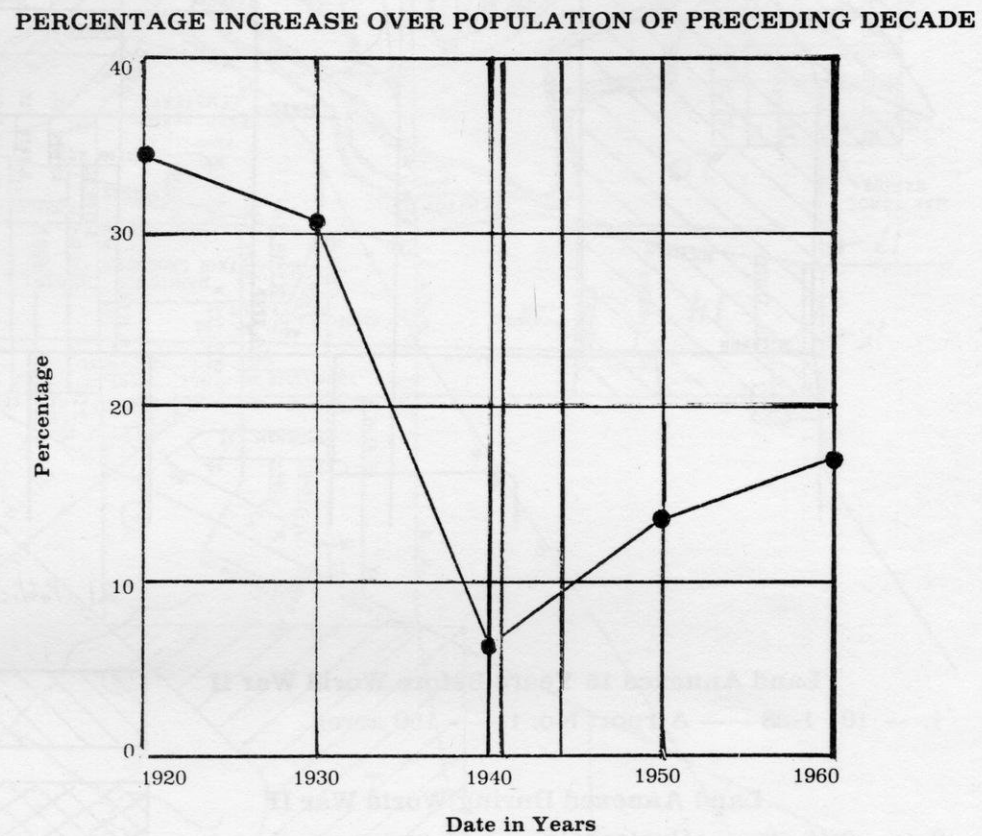
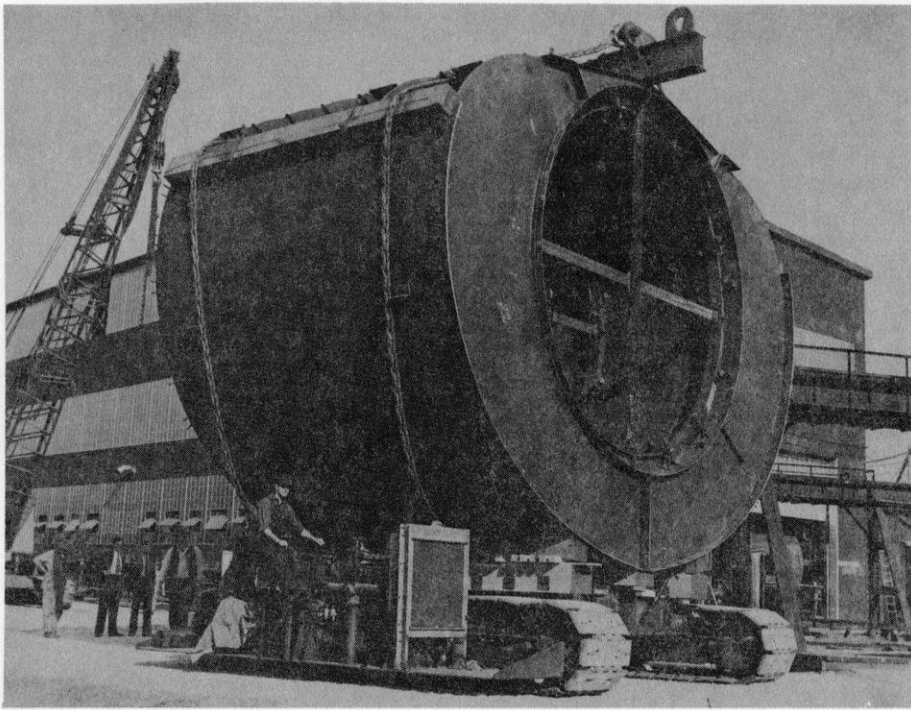


Figure 5



A section of a submarine.

When these charts are considered collectively, they give a strong indication that World War II lifted Manitowoc out of the Great Depression.

The one major development project during the war was the Custerdale Subdivision, a 41 acre plot of land on the southwest side of the city. Sewers were installed, streets were laid out and dwellings were constructed for shipyard employees. Then other problems arose. Because of the gasoline shortage, busses could not be re-routed to include this area. There were no recreational facilities. Overcrowding was evident. But these issues could be dealt with later... there were more important things to do.

DISEASE

There were also problems with disease in Manitowoc during the war.

In 1944, the city was struck by a polio epidemic. The initial cases were not necessarily due to the war, but the extent of the epidemic can partly be attributed to it.

The hospital would not accept polio patients since there already was a shortage of nurses, and many nurses refused to come in contact with polio patients. If a nurse handled a polio case, she was quarantined for three weeks following the contact.

The state ordered the hospital

to accept polio patients, but this still was a difficult burden for it to handle. City officials searched for other locations in which to house an isolation hospital. Finally, an officers barracks in the shipyards was found. The officers could be moved somewhere else. The hospital was set up.

At last the polio epidemic was brought under control, but many cases had resulted in crippling or death.

Manitowoc also had a venereal disease problem at the time. With the large number of sailors stationed in the city and the many outside people coming in, there were quite a number of cases. The State Board of Health asked the federal government to build a special V.D. Clinic in Manitowoc, but when the war stopped and conditions returned to normal, the problem subsided.

SCHOOLS

It has been stated by Francis Rugowski, a member of the Manitowoc School Board during World War II, that the school system was not affected nearly as much as other areas. This cannot mean, however, that the schools were untouched by the war as is illustrated in the following excerpts from the official minutes of the Manitowoc Board of Education.

December 2, 1940

"It shall be the policy of the

Board of Education to grant a leave of absence to an employee drafted for military service."¹⁷

January 13, 1942

"The Board shall co-operate with teachers in making salary deductions for the purpose of purchasing defense bonds."¹⁸

September 28, 1942

"It was agreed that the Manitowoc public schools will co-operate with state and federal authorities in selling war savings stamps and bonds in all schools this year."¹⁹

October 6, 1942

"Superintendent Bonar discussed the participation of schools in the war effort, such as helping collect scrap metals."²⁰

February 2, 1943

"Superintendent Bonar reported on the increased physical education program for junior and senior boys who will be seventeen years old by June 1st. These boys will take four hours of physical education each week. Courses in the theory of machines and auto mechanics as well as radio and electricity were started the second semester. Twenty-seven different airplane models for Air Corp training schools made by the industrial arts department in the two junior high schools were on display."²¹

September 27, 1943

"A motion was made to accept the offer of the Manitowoc Shipbuilding Corp. to assist in equipping and furnishing a kindergarten at Custerdale and to finance the operating costs of such kindergarten for the 1943-44 school year."²²

SECURITY

Not one battle of World War II was fought on the continent of North America, but there was always that chance. This was a 'world' war and there was no reason to believe that the Axis powers would stop when they reached the United States if they did. For this reason, certain measures were taken to help insure the safety of Manitowoc inhabitants just as in other cities.

City-wide blackouts prepared people for an emergency. In the schools, "preparations for air raid drills, first aid services, and fire wardens (had) been complete."²³ War damage insurance was available to those

who wanted it, and all public buildings were insured.

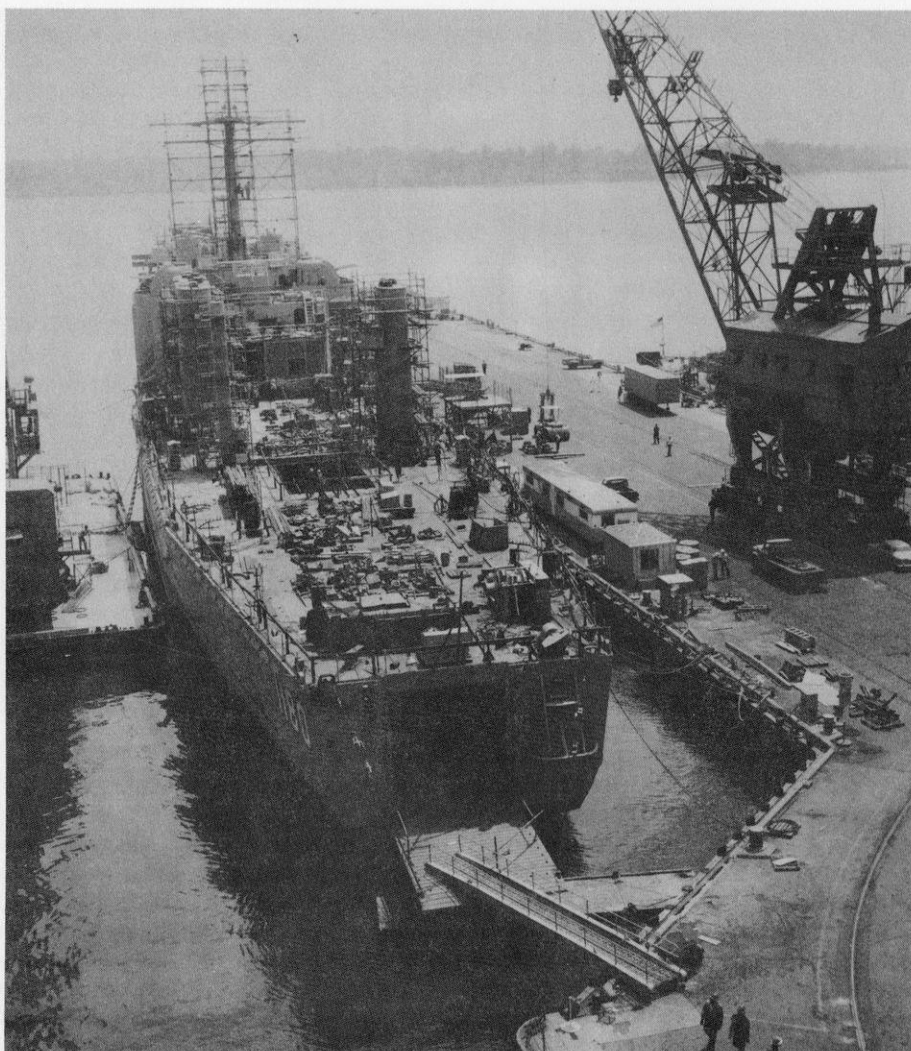
Manitowoc felt quite safe as far as location was concerned. Being in the mid-west, they had the east and the west coasts as buffers to stop any advancing enemy, but Manitowoc had one big worry — the shipyards. The people felt that the shipbuilding along with other production for the war made Manitowoc a prime target for enemy bombing raids. At one time, the people of Manitowoc were so concerned about this, that "the city council passed a resolution asking for interceptor planes and anti-aircraft guns to safeguard Manitowoc citizens."²⁴ The request was denied.

MEMORIAL

This section was written on
May 30, 1970
Memorial Day

We have discussed many of the simple sacrifices that the citizens of Manitowoc made in World War II. As of yet we have failed to mention those who made the supreme sacrifice, of dying in the service of his country.

The following pages are a memorial to those soldiers, sailors, and marines from Manitowoc County who died during World War II.

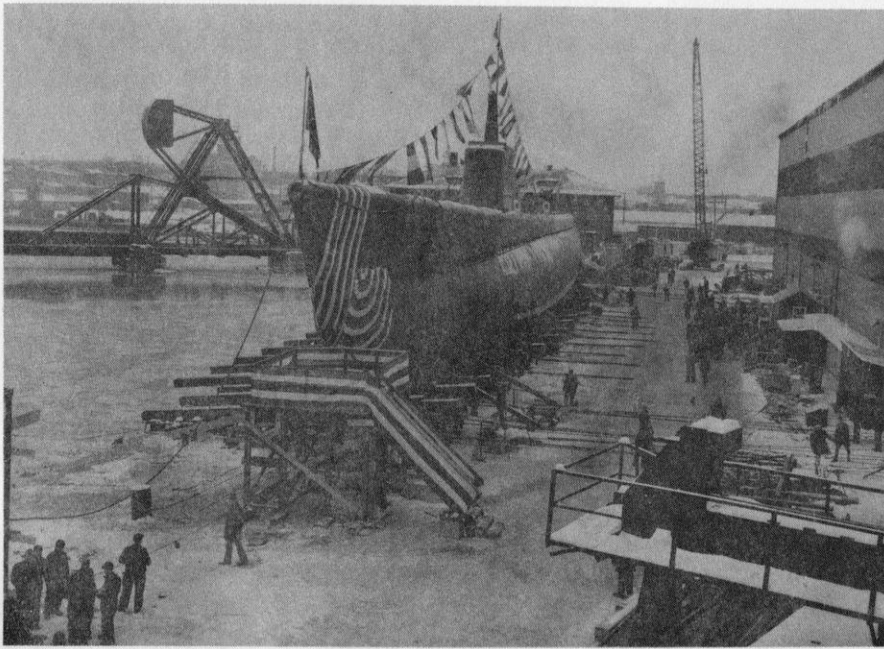


USS Manitowoc LST 118 under construction.

SOLDIERS — SAILORS — MARINES WHO DIED DURING WORLD WAR II

12- 8-41	TILLS, Robert	KIA	6- -43	SOMES, Thomas	KIA
5-15-42	UNLESS, Walton	DIS	6- -43	WELSH, Dean	Died at Sea
6-19-42	MEYER, Reuben	DIS	7-12-43	ENGELBRECHT, Harvey	KIA
7- 5-42	HAVLICHEK, Gardy	KIA	7-14-43	DUPUIS, Joseph	KIA
7-11-42	MURPHY, John	DIS	7-29-43	ROESSLER, Robert	KIA
7-12-42	KLEIN, Lawrence	KIA	8- 7-43	MC MUNN, Stuart	KIA
9-27-42	YANA, Melvin	Died on Leave	12- 5-43	WALTHERS, Robert	KIA
11- 2-42	REUSCHEL, Alfried	KIA	12-30-43	BAIRD, Calvin	KIAirplane
12-20-42	DAMMAN, Anthony	DIS	1- 9-44	SCHUH, Nicholas	KIA
12-20-42	HUEBNER, Harold	KIA	2- 1-44	JAEGER, Frederick	KIA
12-20-42	MARESH, Rudolph	KIA	2-15-44	BLESER, Daniel	KIA
12-20-42	REHAK, John	KIA	2-15-44	BOETTCHER, Ornie	KIA
12-21-42	TADYCH, Chester	KIA	3- 6-44	SHIMULUNAS, Le Roy	KIA
12-30-42	HABELWITZ, Sylvester	KIA	3-13-44	BECKER, Gailord	KIA
12-30-42	HANSEN, Lester	KIA	4- 2-44	PLOEDERL, John	KIA
12-30-42	MARTINKAVITZ, Stanley	KIA	4- 5-44	RATHSACK, Walter	KIA
12-30-42	PAULOW, Francis	KIA	4-21-44	WISNIEWSKI, Joseph	KIAccident
1- 4-43	MADSEN, Walter	KIA	5-20-44	ZORE, Philip	KIA
1- 4-43	WILTGEN, Floyd	KIA	5-23-44	BECHLE, Othmar	KIA
1- 6-43	HOVI, Elton	KIA	5-26-44	TROTTIER, Floyd	KIA
1-19-43	ZIK, Elmer	KIA	6- 2-44	JEDLICKA, Ewald	KIA
2- 1-43	WILMET, Bernard	KIAccident	6- 6-44	KRENKE, Roy	KIA
2-13-43	KELNHOFER, Robert	KIAirplane	6- 7-44	KEMPEN, Sylvester	KIA
2-26-43	NOVAK, Charles	KIAirplane	6-15-44	WILKENS, Henry	KIA
3-29-43	KREY, Joseph	KIA	6-17-44	BRATZ, William	KIA
4- 4-43	LAWERENTZ, Roland	KIA	6-23-44	MACKERT, Robert	KIA
4-11-43	KLENKE, Ernst	DIS	6-28-44	GRONAU, Glenn	KIA
5- 9-43	FARGO, Harvey	KIA	6-30-44	HIGGINS, Charles	KIA
6-13-43	HOSTAK, Quirin	DIS	6-30-44	O'CONNELL, Norbert	KIA
6- -43	LARSEN, George	KIA	7- 7-44	HUEBNER, Durwald	KIA

7- 7-44	LAU, Elroy	KIA	1-31-45	TOLKSDORF, Harry	KIA
7-10-44	BELZ, Ned	KIA	2- 3-45	LUEBKE, Edward	KIA
7-10-44	VAN DORNICK, Henry	KIA	2- 8-45	KUBSH, Wencil	KIA
7-14-44	KUNESH, Emanuel	KIA	2- 9-45	PECNIK, Anton	KIAirplane
7-16-44	ARMSTRONG, Bernard	KIA	2-15-45	PARTENSKI, Edward	KIA
7-16-44	KONECZKA, Peter	KIA	2-19-45	STOEPELMAN, Horace	KIA
7-24-44	SMITH, Maurice	DIS	2-19-45	WIER, Chester	KIA
7-26-44	ERICKSON, Alvin	KIA	2-21-45	DIEFENTHALER, Wilbur	DIS
7-28-44	ADELMAN, Jerome	KIA	2-23-45	NELSON, Wayneworth	KIA
7-29-44	O'MALLEY, Francis	KIA	3- 2-45	ADAMS, Paul	KIA
7-29-44	WATSON, George	KIA	3- 3-45	HOUSTON, Carl	KIS
8- 9-44	SOBIESKI, Arthur	KIA	3- 4-45	ZAHORIK, Joseph, Jr.	KIA
8-13-44	HERMANN, David	KIA	3-12-45	SCHUMACHER, Victor	KIA
8-13-44	HERMANN, Donald	KIA	3-13-45	TADYCH, Joseph	KIAirplane
8-13-44	HYNEK, Paul	KIA	3-15-45	WIGEN, Kenneth	KIA
8-17-44	THONE, Gordon	KIA	3-16-45	WATSON, Fred	KIA
8-18-44	SPECHT, Clarence	KIAccident	3-18-45	SIEHR, Sylvester	KIA
9- 7-44	DEWANE, Leo	DIS	3-19-45	BERTLER, Gerald	KIA
9-10-44	EBERLE, Reinhold	KIA	3-20-45	TVETEN, Martin	KIA
9-18-44	MATTES, Robert	KIA	3-21-45	MITCHELTREE, Louis	KIA
9-20-44	HERTEL, Norbert	KIA	3-24-45	BOETTCHER, Ornie	KIA
9-28-44	SCHRAM, Eugene	KIA	3-25-45	SHERASKI, Richard	KIA
9-28-44	WAGNER, Francis	KIA	3-26-45	PARENT, Melvin	KIA
9-30-44	POKORSKI, Gerald	KIA	3-27-45	NICHOLSON, Robert	KIA
9-30-44	MARQUARDT, Addison	DIA	3-28-45	TAYLOR, Ralph	KIA
10- 1-44	ZIGMUND, Daniel	KIA	4- 3-45	THOMAS, John	KIA
10- 5-44	HIGGINS, Berlyn	KIA	4- 6-45	JACOBOSKI, Kenneth	KIA
10- 9-44	NEIDL, Norbert	KIA	4- 7-45	LA BUTZKE, Ruben	KIA
10-22-44	ANHALT, Bernard	KIA	4- 7-45	WINDUS, Charles	DIA
10-22-44	TERENS, Wilbert	DIS	4-12-45	STAUDINGER, Louis	KIA
10-24-44	AUBOL, Phillip	KIA	4-15-45	REEDY, Ralph	KIA
10-24-44	HEJDA, Charles	Died at Sea	4-24-45	TOME, Lloyd	KIA
10-24-44	PEACHY, Gerald	DIS	4-26-45	ZIMMER, William	KIA
10-28-44	DUGAN, Robert	KIA	4-27-45	KLAUCK, Eugene	KIA
11- 1-44	BORNICK, Donald	KIA	4-30-45	CUSHMAN, William	DIS
11- 7-44	SKIVANIE, Oliver	KIA	5-11-45	RYDZEWSKI, Linus	KIA
11-17-44	WILKENS, John	KIA	5-11-45	SCHREIBER, Alfred	KIA
11-20-44	LENZ, Elton	KIA	5-14-45	KOERNER, Sylvester	KIA
11-22-44	JEBAVY, George	KIA	5-14-45	STUCKMAN, Donald	KIA
11-24-44	BUSSE, Marvin	KIA	5-16-45	ALLIE, Eugene	DIS
11-25-44	GAUTHIER, Russel	KIA	5-19-45	KLUTH, Frederic	KIA
11-28-44	MILLER, Andrew	KIA	5-22-45	REMIKER, Arthur	KIA
12- 1-44	SCHMIDT, Donald	KIA	5-23-45	KASTEN, Paul	KIA
12- 2-44	KOWALSKI, Joseph	KIA	5-25-45	LEINDECKER, Eugene	DIS
12- 4-44	KARBON, Gardy	KIA	5-28-45	HERDINA, Raymond	KIA
12- 5-44	WOERFEL, William	KIA	6- 7-45	MEISSNER, Gerald	KIA
12-10-44	NICKSON, Joe	KIA	6-11-45	GORALSKI, Frank	KIA
12-12-44	KROHN, John	KIA	6-17-45	SUKOWATY, Leona	DIS
12-13-44	ISSELMANN, Thomas	KIA	6-21-45	GERL, Herbert	KIA
12-15-44	HANSEN, Theodore	KIAccident	7-21-45	FRANCHE, Lawrence	KIA
12-17-44	WUSTERBARTH, Dayton	KIA	7-23-45	GROLL, Gary	DIS
12-20-44	ZIMMERMAN, Norbert	KIA	7-30-45	LAKATOS, Emil	KIA
12-22-44	DENK, Walter	KIA	8-14-45	SCHULTZ, Raymond	KIA
12-23-44	KRUEGER, Elwood	KIA	8-15-45	JAEGER, Milton	DIS
12-24-44	ERICKSON, Earl	KIA	9- 5-45	ALBRIGHT, Edward	DIS
12-28-44	SCHILL, Alois	KIA	9-25-45	NIELSEN, Hans	KIAirplane
1- 3-45	GERL, Edward	KIA	10- 1-45	SCHUH, Joseph	DIS
1- 3-45	ROMDENNE, Moses	KIA	11- 1-45	KUBALE, Edward	KIAirplane
1- 6-45	KOWALSKI, Norbert	KIA	11-16-45	VOLLMER, Willard	DIS
1- 8-45	SCHEELER, Joseph	KIA	12- 7-45	LORRIGAN, Richard	Died on Leave
1- 9-45	EGAN, Richard	KIA	1-16-46	VOGEL, Frederick	KIA
1- 9-45	SIEBENBORN, Howard	KIA	2-14-46	SCHMEISSER, Gordon	KIA
1-12-45	BECKER, Clarence	KIA	4- 2-46	DENT, Roland	KIA
1-13-45	HOMMEYER, Roland	KIA	5-26-46	FRASCH, Oakley	Died at Sea
1-16-45	ROSINSKY, Raymond	KIA	5-26-46	HARDEGREE, Thomas	Died at Sea
1-18-45	SIERACKI, Eugene	KIA	8- 8-46	FRANKEN, Richard	KIA
1-22-45	STOKES, Otto	KIA	10-21-46	GOGGINS, Charles	Died in Navy Hosp.
1-24-45	HURLEY, Melvin	KIA	3-24-47	PETRICK, Kenneth	KIAirplane
			6- 7-47	O'MALLY, Lloyd	DIS



Submarine being readied for launching.

IN CONCLUSION

The effects of World War II on the city of Manitowoc were many and varied.

The war helped lift Manitowoc out of the depression.

The war put new stresses on the people.

The war took men from their homes to serve in the army, navy and other branches of the military establishment.

The war kept some of those men.

The war left Manitowoc with \$900,000.00 in surplus funds that it was unable to spend during the war.²⁵

With a population partly of German decent, some resentments were definitely present and felt, but there was great pride in the hometown 'cow pasture shipyard' as it was often called. A boat launching was a big event. Manitowoc had endured a time of hardship. "The war melted many of the ethnic and social differences of the people and eventually they became more solid Manitowoc, Wisconsin and United States citizens."²⁶

The war left Manitowoc with a chance to grow and prosper as it had never done before.

FOOTNOTES

¹ Newspaper Enterprise Association, (*The 1970 World Almanac*) p. 162.

² Microfilm records, (Manitowoc Herald Times, December 7, 1941) Manitowoc Public Library

³ May 22, 1970, Interview with Mr. Roy Valitchka

⁴ Ibid

⁵ May 15, 1970, Interview with Mr. Frank Kloiber

⁶ Ibid

⁷ Mr. Les Moede, County Service Officer

⁸ Mr. Jim Hendricks, Assistant Manager of Contract Sales, Mirro Aluminum Company

⁹ Brief unpublished history of the Burger Boat Company by an anonymous author

¹⁰ *Manitowoc Submarines*, Manitowoc, Wisconsin

¹¹ Kloiber

¹² Official Minutes, Manitowoc Board of Education

¹³ May 17th Interview with Mr. Walter Koepke

¹⁴ Volitchka

¹⁵ Kloiber

¹⁶ Valitchka

¹⁷ Official Minutes, Manitowoc Board of Education

¹⁸ Ibid

¹⁹ Ibid

²⁰ Ibid

²¹ Ibid

²² Ibid

²³ Ibid

²⁴ Koepke

²⁵ Ibid

²⁶ Valitchka

ACKNOWLEDGEMENTS

I wish to thank these men for the information they have contributed to this report. Materials from personal interviews with them make up the majority of this paper.

Frank Kloiber — Charter member of the Manitowoc Draft Board. Served on Board during WW II.

Arthur Zuehlke — Naval Architect who worked exclusively on LCT's during the war.

Roy Valitchka — Wire Editor of Manitowoc Herald Times during the war.

Walter Koepke — City Councilman during the war.

Francis Rugowski — School Board member during the war.

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