Our WWII Ancestor

Peter Edward Heineman

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Ships and Shipping

The history of ships and shipping in North America goes back at least as far as Leif Erikson, who established a short-lived settlement called Vinland in present-day Newfoundland. The shipping industry developed as colonies grew and trade with Europe increased. As early as the 16th century, Europeans were shipping horses, cattle and hogs to the Americas. Spanish colonies began to form as early as 1565 in places like St. Augustine, Florida, and later in Santa Fe, New Mexico; San Antonio, Tucson, San Diego, Los Angeles and San Francisco. English colonies like Jamestown began to form as early as 1607. The connection between the American colonies and Europe, with shipping as its only conduit, would continue to grow unhindered for almost two hundred years.

The first wartime role of an identifiable United States merchant marine took place on June 12, 1775, in and around Machias, Massachusetts. A group of citizens, hearing the news from Concord and Lexington, captured the British schooner HMS *Margaretta*. The citizens, in need of critical supplies, were given an ultimatum: either load the ships with lumber to build British barracks in Boston, or go hungry. They chose to fight.
Word of this revolt reached Boston,

where the Continental Congress and the various colonies issued Letters of Marque to privateers. The privateers interrupted the British supply chain all along the eastern seaboard of the United States and across the Atlantic Ocean.

His Majesty's Brigg Observer Engaging the American Privateer Ship Jack

During the American Revolution, Americans regularly attacked Nova Scotia by land and sea. American privateers devastated the maritime economy by raiding many of the coastal communities. The engagement between the American privateer *Jack* and the 14-gun Royal Naval brig HMS *Observer* in the Battle of Halifax on 28 May 1782 is one example. In what one observer described as "one of the bloodiest battles in the history of privateering", the two privateers began a "severe engagement" during which both pounded each other with cannon fire for about 90 minutes. The engagement resulted in the surrender of the British ship and the death of up to 18 British and 33 American sailors.

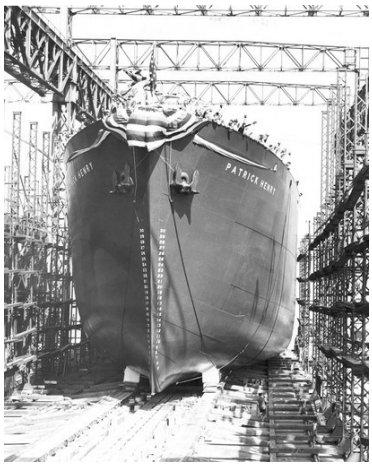
The actions by the privateers predate both the United States Coast Guard and the United States Navy, which were formed in 1790 and 1797, respectively. The merchant marine was active in subsequent wars, from the Confederate commerce raiders of the American Civil War, to the assaults on Allied commerce in the First and in the Second World Wars; where we pick up the story of our ancestor, Peter Edward Heineman.

U.S. Maritime Commission

The Merchant Marine Act of 1936 established the United States Maritime Commission

The United States Maritime Commission (MARCOM) was an independent executive agency of the U.S. federal government that was created by the Merchant Marine Act of 1936. The purpose of the Maritime Commission was multifold as described in the Merchant Marine Act's Declaration of Policy.

The first role of the Commission was to formulate a merchant shipbuilding program to design and then have built over a ten-year period 900 modern fast merchant cargo ships which would replace the World War I-vintage vessels which made up the bulk of the U.S. Merchant Marine prior to the Act. Those ships were intended to be chartered (leased) to U.S. shipping companies for their use in the foreign seagoing trades for whom they would be able to offer better and more economical freight services to their clients. The ships were also intended to serve as a reserve naval auxiliary force in the event of armed conflict which was a duty the U.S. merchant fleet had often filled throughout the years since the Revolutionary War. The second role given to the Maritime Commission was to administer a subsidy system authorized by the Act which would offset the differential is cost between both building in the U.S. and operating ships under the American flag. Another function given to the Commission involved the formation of the U.S. Maritime Service for the training of seagoing ship's officers to man the new fleet. The actual licensing of officers and seamen still resided with the Bureau of Marine Inspection and Navigation.



From 1939 through the end of World War II, the Maritime Commission funded and administered the largest and most successful merchant shipbuilding effort in world history, producing thousands of ships, including Liberty ships, Victory ships, and others, notably Type C1, Type C2, Type C3, Type C4 freighters and T2 tankers. Most of the C2s and C3s were converted to Navy auxiliaries, notably attack cargo ships, attack transports, and escort aircraft carriers and many of the tankers became fleet replenishment oilers. The Commission also was tasked with the construction of many hundred "military type" vessels such as Landing Ship Tank (LST)s and *Tacoma*-class frigates and large troop transports. By the end of the war, U.S. shipyards working under Maritime Commission contracts had built a total of 5,777 oceangoing merchant and naval ships.

Maritime Training

The commission realized that a trained merchant marine work force was vital to the national interest. At the request of Congress, the chairman of the Maritime Commission, VADM Emory S. Land worked with ADM Russell R. Waesche, Commandant of the Coast Guard, to formulate a training program for merchant-marine personnel. Called the U.S. *Maritime Service*, the new training program was inaugurated in 1938. It used a combination of civilian Maritime Commission and uniformed Coast Guard instructors to advance the professional training of merchant mariners.

As with the other military services, the entry of the United States into the Second World War necessitated the immediate growth of the merchant marine and the Coast Guard. The Maritime Commission spawned the War Shipping Administration in early February 1942. This new agency received a number of functions considered vital to the war effort, including maritime training. Several weeks after the creation of the new agency, however, the Maritime Service was transferred again to the Coast Guard (on 28 February of that year, under Executive Order 9083; the marine safety aspects of the Bureau of Marine Inspection and Navigation (BuMIN) were also transferred to the Coast Guard at this time). The transfer allowed the War Shipping Administration to concentrate on organizing American merchant shipping, building new ships, and carrying cargoes where they were needed most.

The Maritime Service was later transferred to another agency, while marine inspection and licensing continued to be Coast Guard missions. The need for administering the merchant marine during wartime was demonstrated during the First World War. Commerce warfare, carried on by submarines and merchant raiders, had a disastrous effect on the Allied merchant fleet. With the resumption of unrestricted submarine warfare in 1917, U-boats sank ships faster than replacements could be built. The United States intended to meet this crisis with large numbers of mass-produced freighters and transports. When World War II loomed, the Maritime Commission began a crash shipbuilding program utilizing every available resource. The experienced shipyards built complicated vessels, such as warships. New shipyards, which opened almost overnight around the country, generally built less sophisticated ships such as the emergency construction Liberty ships. By 1945 the shipyards had completed more than 2,700 "Liberty" ships and hundreds of Victory ships, tankers and transports.

The Coast Guard provided much of the advanced training for merchant marine personnel to augment the training of state merchant marine academies. The Maritime Commission requested that the Coast Guard provide training in 1938 when the Maritime Service was created. The Maritime Service established several training centers throughout the United States:

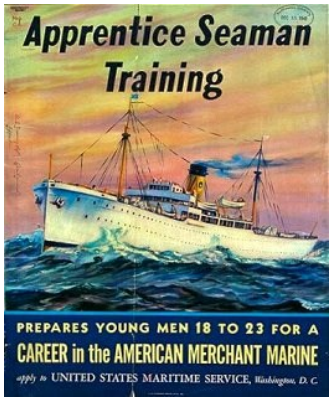
- Port Hueneme, California (1941–1942)
- Avalon, California (1942–1945)
- Sheepshead Bay, Brooklyn, New York (1942–1954)
- Hoffman Island, New York (1938–1945)
- Government Island, California (1938–1943)
- Gallups Island, Massachusetts (1940–1945)
- Huntington, New York

They also established two officers' candidate schools:

- Fort Trumbull, Connecticut (1939–1946)
- Government Island, Alameda, California (1943–1954)

Licensed and unlicensed merchant marine personnel enrolled in the service. The ranks, grades, and ratings for the Maritime Service were based on those of the Coast Guard. Training for experienced personnel lasted three months; while inexperienced personnel trained for six months. Pay was based on the person's highest certified position in merchant service, and new students received cadet wages. American citizens at least 19 years old, with one year of service on American merchant vessels of more than 500 gross tons, were eligible for enrollment. Coast Guard training of merchant mariners was vital to winning the war. Thousands of the sailors who manned the new American merchant fleet trained under the watchful eyes of the Coast Guard.

The Coast Guard only continued the administration of the Maritime Service for ten months after the United States entered the war. Merchant marine training and most aspects of merchant marine activity transferred to the newly created War Shipping Administration on 1 September 1942. The transfer allowed the Coast Guard to take a more active role in the war and concentrated government administration of the merchant marine in one agency. However, just as the transfer removed the merchant marine training role from the Coast Guard, the service assumed the role of licensing seamen and inspecting merchant vessels.



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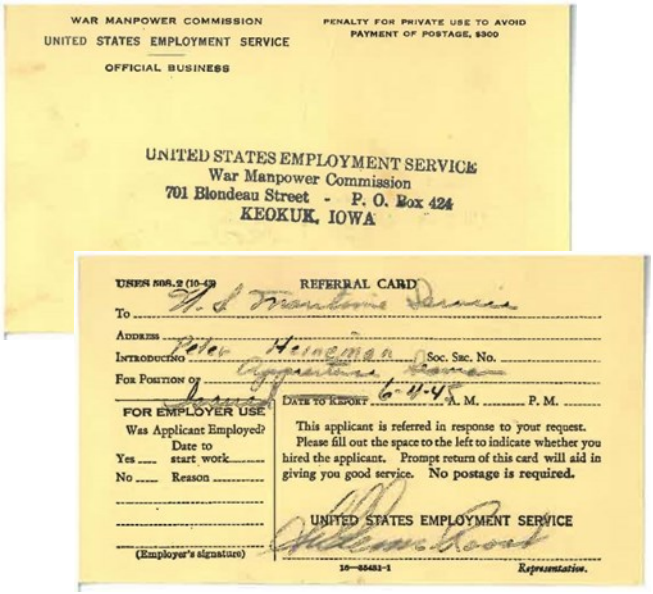


WAR MANPOWER COMMISSION
UNITED STATES EMPLOYMENT SERVICE
OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, $300

UNITED STATES EMPLOYMENT SERVICE
War Manpower Commission
701 Blondeau Street - P. O. Box 424
KEOKUK, IOWA

USES 508.2 (10-43) REFERRAL CARD

To U. S. Maritime Service
Address
Introducing Peter Heineman Soc. Sec. No.
For Position of Apprentice Seaman
Date to Report 6-11-45 A. M. P. M.

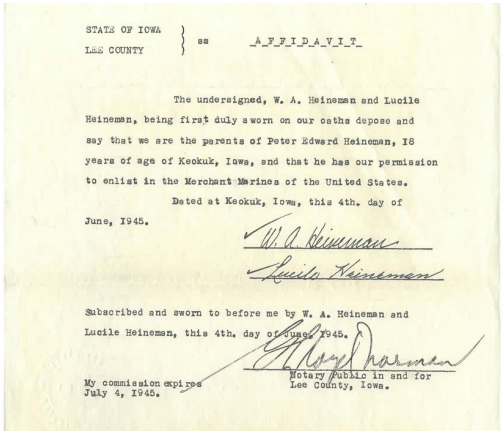
FOR EMPLOYER USE
Was Applicant Employed?
Yes ___ Date to start work ___
No ___ Reason ___

This applicant is referred in response to your request. Please fill out the space to the left to indicate whether you hired the applicant. Prompt return of this card will aid in giving you good service. No postage is required.

UNITED STATES EMPLOYMENT SERVICE
(Employer's signature)
16—65481-1 Representative.

On June 4, 1945, my father, Peter Edward Heineman – age 18 – registered with the United States Employment Service War Manpower Commission's office in Keokuk, Iowa for employment in the U.S. Maritime Service for the position of Apprentice Seaman.

His parents attested to his being of legal age and having their permission to enlist in the Merchant Marines.



STATE OF IOWA
LEE COUNTY } ss AFFIDAVIT

The undersigned, W. A. Heineman and Lucile Heineman, being first duly sworn on our oaths depose and say that we are the parents of Peter Edward Heineman, 18 years of age of Keokuk, Iowa, and that he has our permission to enlist in the Merchant Marines of the United States.

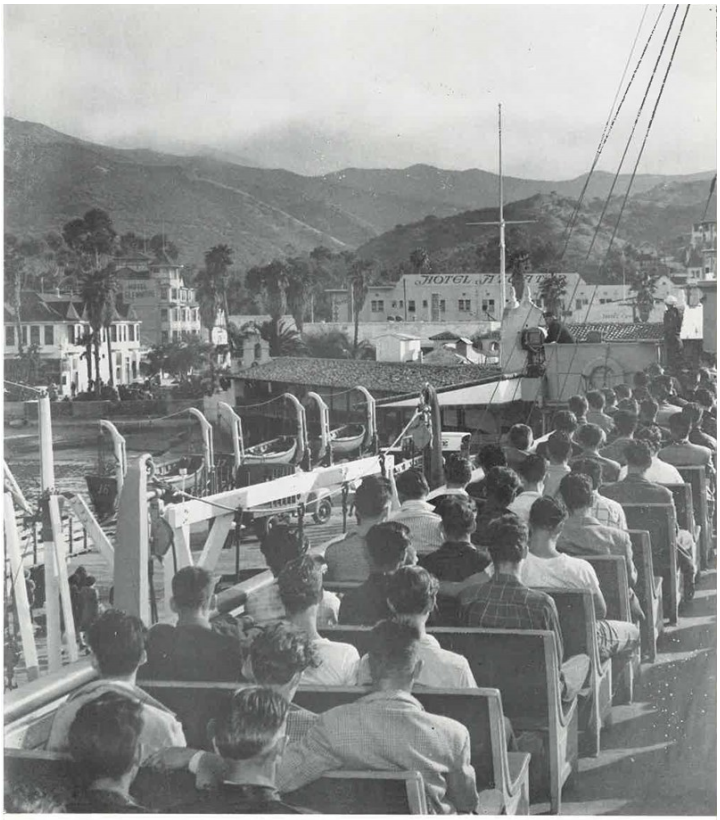
Dated at Keokuk, Iowa, this 4th. day of June, 1945.

W. A. Heineman
Lucile Heineman

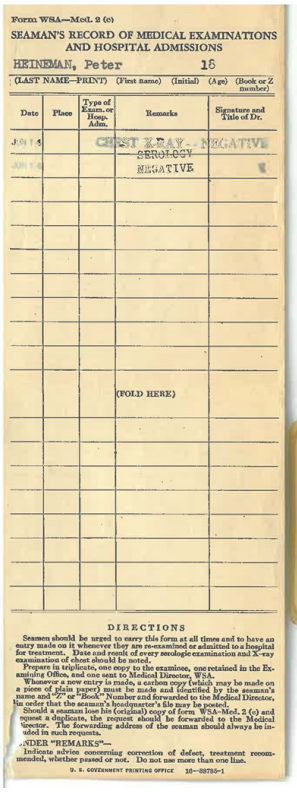
Subscribed and sworn to before me by W. A. Heineman and Lucile Heineman, this 4th. day of June, 1945.

Notary Public in and for Lee County, Iowa.

My commission expires July 4, 1945.



TRAINEES ARRIVING AT AVALON, SANTA CATALINA ISLAND



Form WSA—Mod. 2 (c)
SEAMAN'S RECORD OF MEDICAL EXAMINATIONS AND HOSPITAL ADMISSIONS
HEINEMAN, Peter 18
(LAST NAME—PRINT) (First name) (Initial) (Age) (Book or Z number)

Date	Place	Type of Exam. or Hosp. Adm.	Remarks	Signature and Title of Dr.
JUN 14			CHEST X-RAY - NEGATIVE	
JUN 14			SEROLOGY NEGATIVE	

(FOLD HERE)

DIRECTIONS

Seamen should be urged to carry this form at all times and to have an entry made on it whenever they are re-examined or admitted to a hospital for treatment. Date and result of every serologic examination and X-ray examination of chest should be noted.

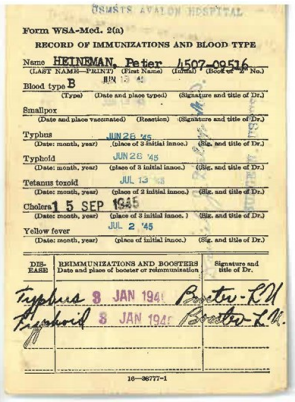
Prepare in triplicate, one copy to the examinee, one retained in the Examining Office, and one sent to Medical Director, WSA.

Whenever a new entry is made, a carbon copy (which may be made on a piece of plain paper) must be made and identified by the seaman's name and "Z" or "Book" Number and forwarded to the Medical Director, in order that the seaman's headquarter's file may be posted.

Should a seaman lose his (original) copy of form WSA-Mod. 2 (c) and request a duplicate, the request should be forwarded to the Medical Director. The forwarding address of the seaman should always be included in such requests.

UNDER "REMARKS"—
Indicate advice concerning correction of defect, treatment recommended, whether passed or not. Do not use more than one line.

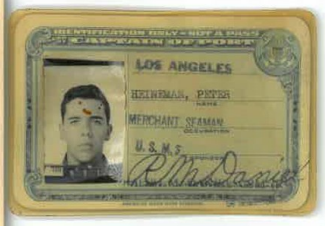
U. S. GOVERNMENT PRINTING OFFICE 16—38735-1



USMSTS AVALON HOSPITAL
Form WSA-Mod. 2(a)
RECORD OF IMMUNIZATIONS AND BLOOD TYPE
Name HEINEMAN, Peter 4507-09516
(LAST NAME—PRINT) (First Name) (Initial) (Book or Z No.)
Blood type B JUN 13 '45
(Type) (Date and place typed) (Signature and title of Dr.)
Smallpox
(Date and place vaccinated) (Reaction) (Signature and title of Dr.)
Typhus JUN 26 '45
(Date: month, year) (place of 3 initial innoc.) (Sig. and title of Dr.)
Typhoid JUN 26 '45
(Date: month, year) (place of 3 initial innoc.) (Sig. and title of Dr.)
Tetanus toxoid JUL 13 '45
(Date: month, year) (place of 2 initial innoc.) (Sig. and title of Dr.)
Cholera 15 SEP 1945
(Date: month, year) (place of 3 initial innoc.) (Sig. and title of Dr.)
Yellow fever JUL 2 '45
(Date: month, year) (place of initial innoc.) (Sig. and title of Dr.)

DISEASE	REIMMUNIZATIONS AND BOOSTERS Date and place of booster or reimmunization	Signature and title of Dr.
Typhus	3 JAN 1945	Booster-L.U.
Typhoid	3 JAN 1945	Booster-L.U.

16—36777-1



LOS ANGELES
HEINEMAN, PETER
MERCHANT SEAMAN
U.S.M.S.

On June 7 he enlisted in the United States Maritime Service in St. Louis, MO as an Apprentice Seaman. By June 13, Peter was at the United States Maritime Training Station. The Station was located in Avalon, Santa Catalina Island, 26 miles off the coast of Long Beach California.

The aims of the training program were to harden the men physically and to give them an idea of ship construction and the duties of the ship personnel. Trainees received extensive instruction in firefighting and abandoning ship drill under various conditions, which were very important to lessen the many casualties suffered by the men in the Merchant Marine.

Maritime Training continued...

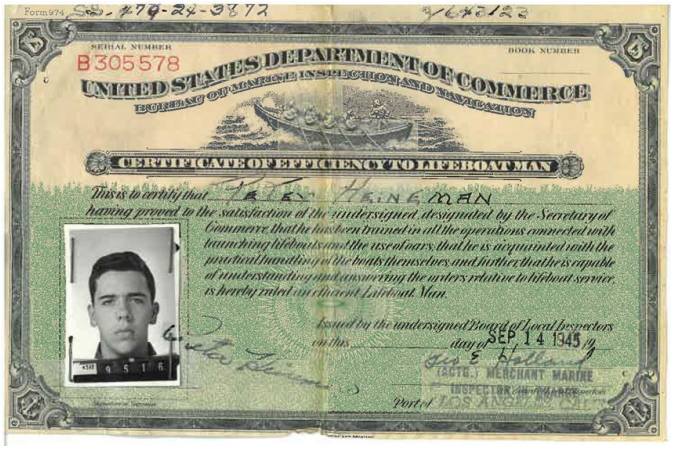
After men were trained from six to thirteen weeks, they were qualified to ship out as members in the steward, deck or engine departments. The trainees' assignments on ships depended upon the amount of training and the number of men needed.

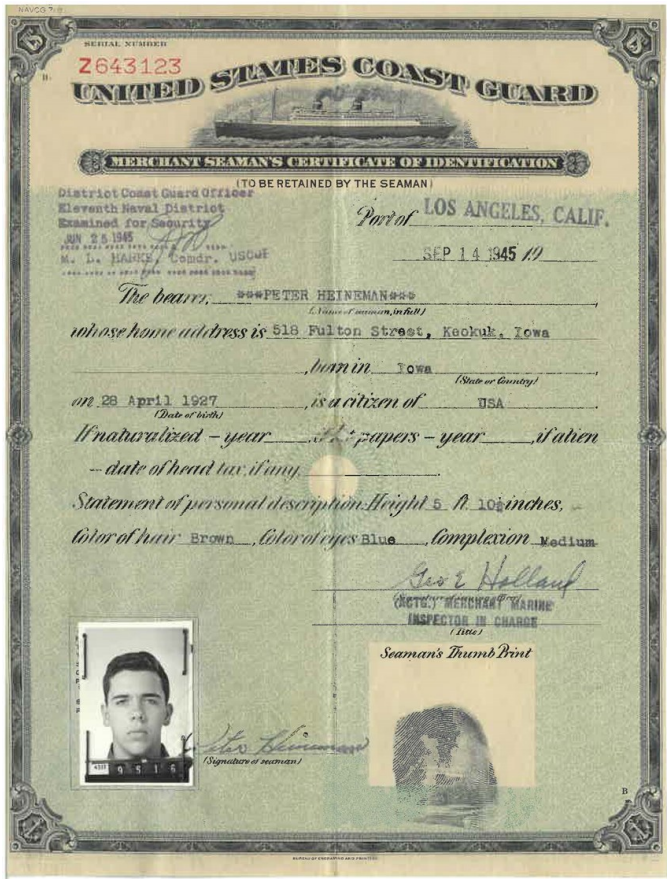
Dad completed his training at Avalon and was certified by the Coast Guard as a qualified member of the Engine Department below the rank of licensed officer on vessels of 100 tons gross and upwards.

He was also certified as a Lifeboat Man by the United States Department of Commerce Bureau of Marine Inspection and Navigation.

On September 14, 1945, he was discharged (transfer of service) from the U.S. Maritime Service as a Fireman Second Class (F2C) at the US Maritime Service Graduate Station in Wilmington, CA to serve in the Merchant Marines.

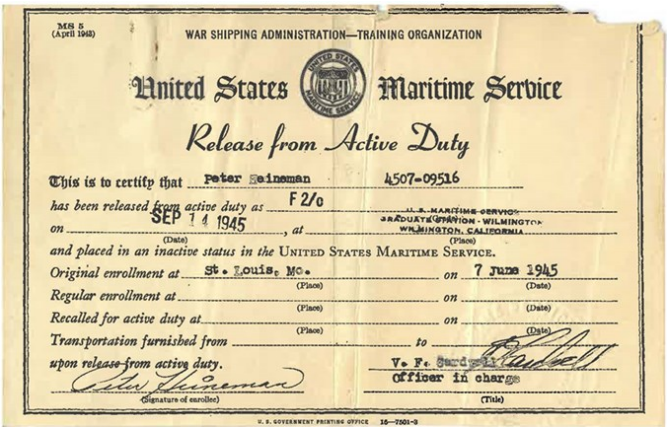
SERIAL NUMBER C208804
BOOK NUMBER
UNITED STATES COAST GUARD
QUALIFIED MEMBER OF THE ENGINE DEPARTMENT
Peter Heineman having given satisfactory evidence to the undersigned United States Coast Guard Officer in Charge, Marine Inspection, that he has the experience required by law, and having satisfactorily passed examination as to competence and physical condition as prescribed by the United States Coast Guard, is hereby issued this Certificate of Service as a qualified member of the Engine Department, below the rank of licensed officer, on vessels of 100 tons gross and upward. As a result of such examination the above named holder has proven himself competent to act in the capacity of Fireman, Watertender and Oiler
Issued by the undersigned Officer in Charge, Marine Inspection on this 14 day of SEP 1945
Geo E Holland
INSPECTOR IN CHARGE
Officer in Charge, Marine Inspection
Port of


Form 974 SS-479-24-3872 Z643123
SERIAL NUMBER B305578
BOOK NUMBER
UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF MARINE INSPECTION AND NAVIGATION
CERTIFICATE OF EFFICIENCY AS LIFEBOAT MAN
This is to certify that PETER HEINEMAN having proved to the satisfaction of the undersigned, designated by the Secretary of Commerce, that he has been trained in all the operations connected with launching lifeboats and the use of oars, that he is acquainted with the practical handling of the boats themselves and further that he is capable of understanding and answering the orders relative to lifeboat service, is hereby rated an Efficient Lifeboat Man.
Issued by the undersigned Board of Local Inspectors on this 14 day of SEP 1945
Geo E Holland
(ACTG.) MERCHANT MARINE INSPECTOR IN CHARGE
Port of LOS ANGELES, CALIF.


SERIAL NUMBER Z643123
UNITED STATES COAST GUARD
MERCHANT SEAMAN'S CERTIFICATE OF IDENTIFICATION
(TO BE RETAINED BY THE SEAMAN)
District Coast Guard Officer Eleventh Naval District Examined for Security JUN 25 1945 M. L. HANKE, Comdr. USCGR
Port of LOS ANGELES, CALIF.
SEP 14 1945 19
The bearer, PETER HEINEMAN
(Name of seaman, in full)
whose home address is 518 Fulton Street, Keokuk, Iowa
born in Iowa (State or Country)
on 28 April 1927 (Date of birth), is a citizen of USA
If naturalized – year ____, papers – year ____, if alien – date of head tax, if any ____
Statement of personal description: Height 5 ft. 10½ inches, Color of hair Brown, Color of eyes Blue, Complexion Medium
Geo E Holland
(ACTG.) MERCHANT MARINE INSPECTOR IN CHARGE
(Title)
Seaman's Thumb Print
(Signature of seaman)

The War Shipping Administration (WSA) was a World War II emergency war agency of the US government, tasked to purchase and operate the civilian shipping tonnage the US needed for fighting the war.

Dad was discharged to the U.S. Army Transport vessel *S.S. Cefalu* as an oiler.



MS 5
(April 1943)

WAR SHIPPING ADMINISTRATION—TRAINING ORGANIZATION

United States Maritime Service

Release from Active Duty

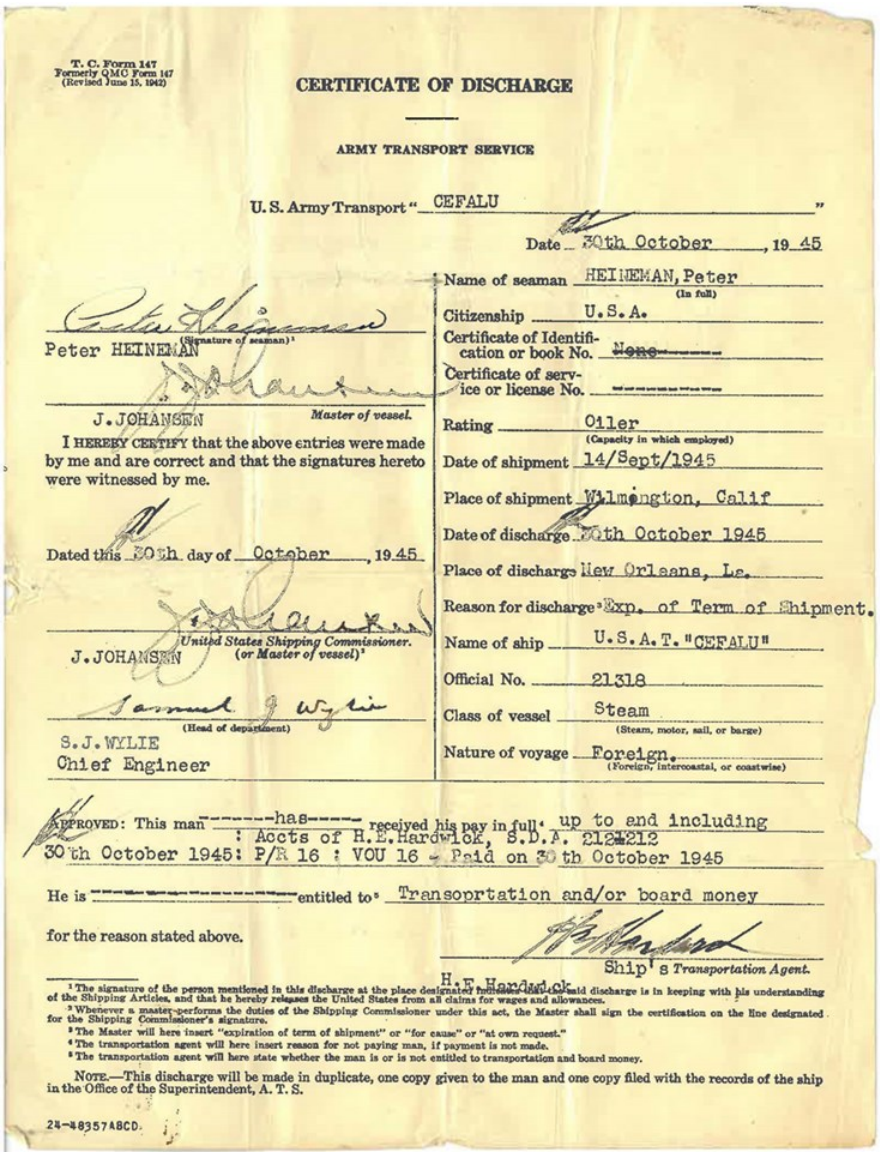
This is to certify that Peter Heineman 4507-09516
has been released from active duty as F 2/c
on SEP 14 1945 (Date), *at* U. S. MARITIME SERVICE GRADUATE STATION - WILMINGTON WILMINGTON, CALIFORNIA (Place)
and placed in an inactive status in the UNITED STATES MARITIME SERVICE.
Original enrollment at St. Louis, Mo. (Place) *on* 7 June 1945 (Date)
Regular enrollment at (Place) *on* (Date)
Recalled for active duty at (Place) *on* (Date)
Transportation furnished from *to*
upon release from active duty.

Peter Heineman (Signature of enrollee)

V. F. Gardwell
Officer in charge (Title)

U. S. GOVERNMENT PRINTING OFFICE 16—7501-3

Marine oilers and more experienced qualified members of the engine department, or QMEDs, maintain the vessel in proper running order in the engine spaces below decks, under the direction of the ship's engineering officers. These workers lubricate gears, shafts, bearings, and other moving parts of engines and motors; read pressure and temperature gauges, record data and sometimes assist with repairs and adjust machinery. Wipers are the entry-level workers in the engine room, holding a position similar to that of ordinary seamen of the deck crew. They clean and paint the engine room and its equipment and assist the others in maintenance and repair work. With more experience, they become oilers and firemen



T. C. Form 147
Formerly QMC Form 147
(Revised June 15, 1942)

CERTIFICATE OF DISCHARGE

ARMY TRANSPORT SERVICE

U. S. Army Transport "CEFALU"

Date 30th October, 1945

Peter Heineman (Signature of seaman)[1]
Peter HEINEMAN

J. Johansen
J. JOHANSEN *Master of vessel.*

I HEREBY CERTIFY that the above entries were made by me and are correct and that the signatures hereto were witnessed by me.

Dated this 30th day of October, 1945

J. Johansen
J. JOHANSEN *United States Shipping Commissioner. (or Master of vessel)*[2]

Samuel J. Wylie (Head of department)
S. J. WYLIE
Chief Engineer

Name of seaman HEINEMAN, Peter (In full)
Citizenship U.S.A.
Certificate of Identification or book No. ~~None~~
Certificate of service or license No. ----------
Rating Oiler (Capacity in which employed)
Date of shipment 14/Sept/1945
Place of shipment Wilmington, Calif
Date of discharge 30th October 1945
Place of discharge New Orleans, La.
Reason for discharge[3] Exp. of Term of Shipment.
Name of ship U.S.A.T. "CEFALU"
Official No. 21318
Class of vessel Steam (Steam, motor, sail, or barge)
Nature of voyage Foreign. (Foreign, intercoastal, or coastwise)

APPROVED: This man -------has----- received his pay in full[4] up to and including 30th October 1945: Accts of H.E.Hardwick, S.D.A. 212-212 : P/R 16 : VOU 16 - Paid on 30th October 1945

He is ---------- entitled to[5] Transoprtation and/or board money for the reason stated above.

H. E. Hardwick
Ship's *Transportation Agent.*

[1] The signature of the person mentioned in this discharge at the place designated indicates that the said discharge is in keeping with his understanding of the Shipping Articles, and that he hereby releases the United States from all claims for wages and allowances.
[2] Whenever a master performs the duties of the Shipping Commissioner under this act, the Master shall sign the certification on the line designated for the Shipping Commissioner's signature.
[3] The Master will here insert "expiration of term of shipment" or "for cause" or "at own request."
[4] The transportation agent will here insert reason for not paying man, if payment is not made.
[5] The transportation agent will here state whether the man is or is not entitled to transportation and board money.

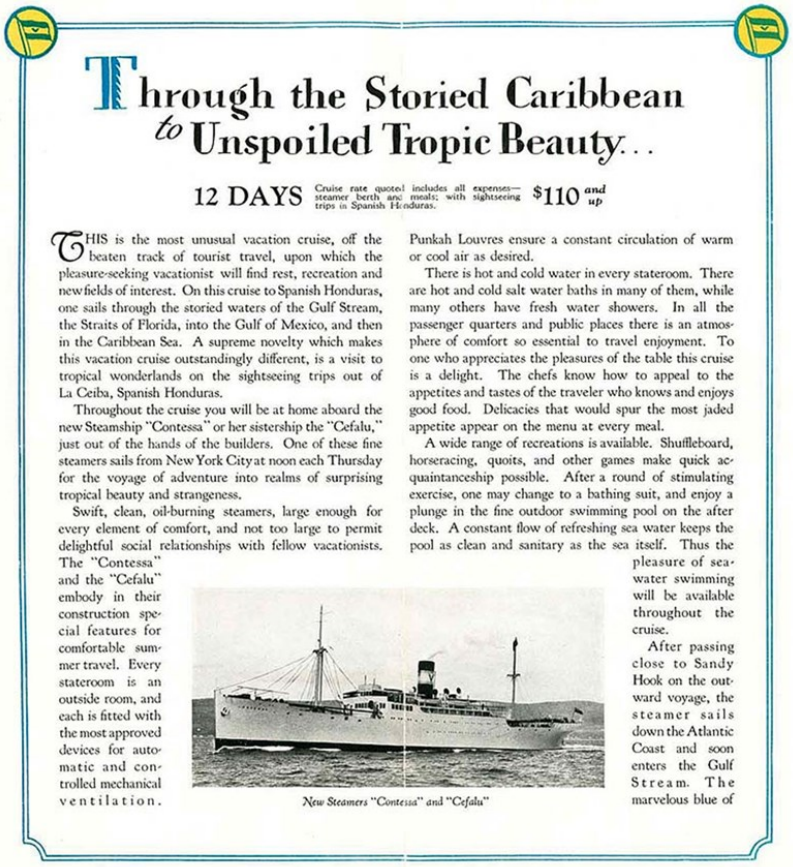
NOTE.—This discharge will be made in duplicate, one copy given to the man and one copy filed with the records of the ship in the Office of the Superintendent, A. T. S.

24-48357ABCD.

S.S.Cefalu

The *Cefalu* and her sister ship *Contessa* were Standard Fruit & Steamship Company Vaccaro Line swift, oil-burning steamers especially constructed for tropical cruising.

Features included hot and cold water in all rooms with either hot and cold salt water baths or freshwater showers and a saltwater swimming pool on the after deck. By 1934 the two ships were operating from the United States out of New Orleans rather than New York. In the 1940's the *Cefalu* and the *S.S. Contessa* sailed weekly to Havana and LaCeiba and other ports of the West Indies and Central America.



Through the Storied Caribbean to Unspoiled Tropic Beauty...

12 DAYS Cruise rate quoted includes all expenses—steamer berth and meals; with sightseeing trips in Spanish Honduras. **$110** *and up*

THIS is the most unusual vacation cruise, off the beaten track of tourist travel, upon which the pleasure-seeking vacationist will find rest, recreation and new fields of interest. On this cruise to Spanish Honduras, one sails through the storied waters of the Gulf Stream, the Straits of Florida, into the Gulf of Mexico, and then in the Caribbean Sea. A supreme novelty which makes this vacation cruise outstandingly different, is a visit to tropical wonderlands on the sightseeing trips out of La Ceiba, Spanish Honduras.

Throughout the cruise you will be at home aboard the new Steamship "Contessa" or her sistership the "Cefalu," just out of the hands of the builders. One of these fine steamers sails from New York City at noon each Thursday for the voyage of adventure into realms of surprising tropical beauty and strangeness.

Swift, clean, oil-burning steamers, large enough for every element of comfort, and not too large to permit delightful social relationships with fellow vacationists. The "Contessa" and the "Cefalu" embody in their construction special features for comfortable summer travel. Every stateroom is an outside room, and each is fitted with the most approved devices for automatic and controlled mechanical ventilation. Punkah Louvres ensure a constant circulation of warm or cool air as desired.

There is hot and cold water in every stateroom. There are hot and cold salt water baths in many of them, while many others have fresh water showers. In all the passenger quarters and public places there is an atmosphere of comfort so essential to travel enjoyment. To one who appreciates the pleasures of the table this cruise is a delight. The chefs know how to appeal to the appetites and tastes of the traveler who knows and enjoys good food. Delicacies that would spur the most jaded appetite appear on the menu at every meal.

A wide range of recreations is available. Shuffleboard, horseracing, quoits, and other games make quick acquaintanceship possible. After a round of stimulating exercise, one may change to a bathing suit, and enjoy a plunge in the fine outdoor swimming pool on the after deck. A constant flow of refreshing sea water keeps the pool as clean and sanitary as the sea itself. Thus the pleasure of sea-water swimming will be available throughout the cruise.

After passing close to Sandy Hook on the outward voyage, the steamer sails down the Atlantic Coast and soon enters the Gulf Stream. The marvelous blue of

New Steamers "Contessa" and "Cefalu"

The *Cefalu* was a Standard Fruit & Steamship Company Vaccaro Line swift, oil -burning steamer especially constructed for tropical cruising

The Cozy Lounge and Music Room

The Spacious, Airy Dining Saloon

One of the Modernistic De Luxe Cabins

The Club-like Smoking Room

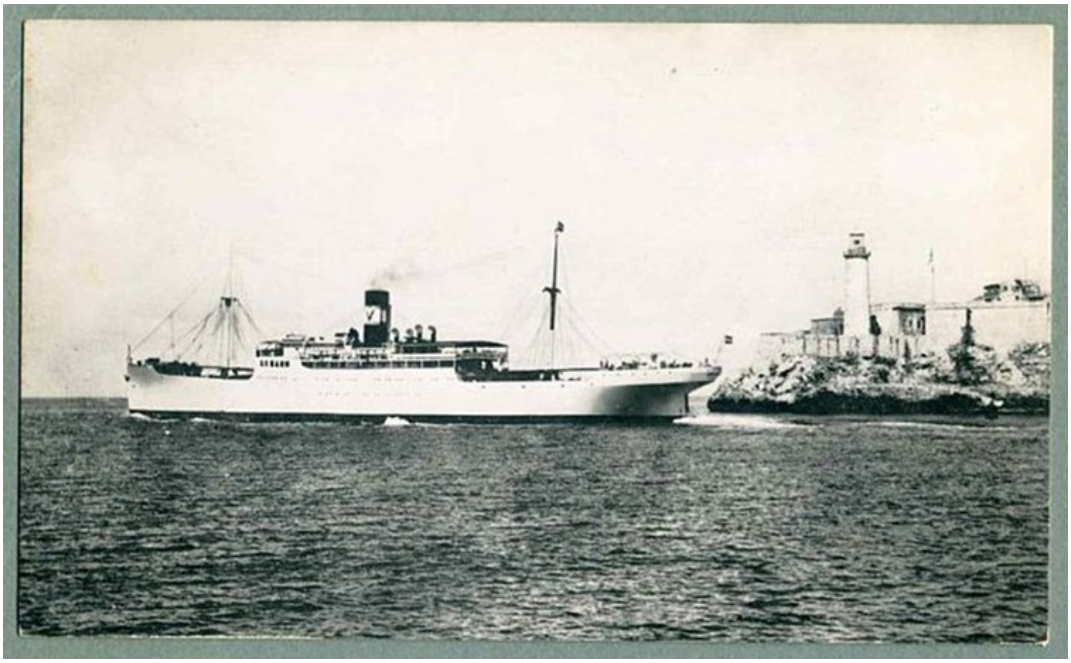
On 29 May 1942 the *Contessa* and *Cefalu* were taken over by the War Shipping Administration (WSA) in New York with the Standard Fruit Company remaining as the WSA operating agent and the ship retaining its Honduran registry.

On 14 July 1943 WSA placed the *Cefalu* under sub bareboat charter to the United States War Department for operation by the United States Army Transportation Corps. By 18 September 1943 *Cefalu* had joined the Army's Southwest Pacific Area local fleet under the local fleet number X-95 classed as a 14.6 knot ship, converted in theater for troop transport and were serving as "leave ships" used to transport troops for rest in Australia from the New Guinea fronts.

Dad said of Australians and Australian crews that if they liked you there wasn't anything they wouldn't do for you. He also said, *"Everything was bloody f###ing."*

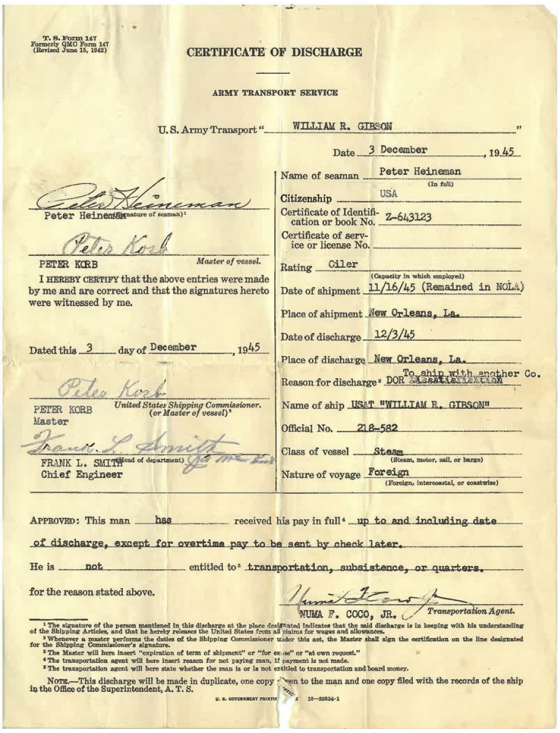
I believe it was the *Cefalu* that Dad said they had a pet cat and a pet monkey. The monkey liked to steal things. He also like to pull the cat's tail when it wasn't looking. One day, the monkey disappeared - Dad suspected one of the crew threw it overboard.

Dad told the story of the Chief Engineer who hid a bottle in the sand box - alcohol was prohibited onboard merchant vessels. Dad said everyone knew it was there, including the Captain. The Engineer would get so inebriated he would have to have Dad read the gauges and call out the numbers. But Dad said he was the best Engineer he ever sailed under; but he couldn't remember his name. He said that the Engineer took care of his crew, always having hot tea ready to keep them hydrated.



After the war, the *Cefalu* was again placed under the Standard Fruit Company operating at New York as the WSA agent until returned to the company in New Orleans for commercial service in 1946. The ship was laid up in 1958 and scrapped in 1960.

Dad served on the *Cefalu* in the South Pacific from September 1945 to November 15, 1945 when he was transferred to the U.S. Army Transport *William R. Gibson* as an oiler.



T. S. Form 147
Formerly QMC Form 147
(Revised June 15, 1942)

CERTIFICATE OF DISCHARGE

ARMY TRANSPORT SERVICE

U.S. Army Transport "WILLIAM R. GIBSON"

Date 3 December, 1945

Peter Heineman
(Signature of seaman)[1]

PETER KORB
Master of vessel.

I HEREBY CERTIFY that the above entries were made by me and are correct and that the signatures hereto were witnessed by me.

Dated this 3 day of December, 1945

PETER KORB
Master

United States Shipping Commissioner.
(or Master of vessel)[2]

FRANK L. SMITH
(Head of department)
Chief Engineer

Name of seaman Peter Heineman (In full)
Citizenship USA
Certificate of Identification or book No. 2-643123
Certificate of service or license No.
Rating Oiler (Capacity in which employed)
Date of shipment 11/16/45 (Remained in NOLA)
Place of shipment New Orleans, La.
Date of discharge 12/3/45
Place of discharge New Orleans, La.
Reason for discharge[3] DOR To ship with another Co.
Name of ship USAT "WILLIAM R. GIBSON"
Official No. 218-582
Class of vessel Steam (Steam, motor, sail, or barge)
Nature of voyage Foreign (Foreign, intercoastal, or coastwise)

APPROVED: This man has received his pay in full[4] up to and including date of discharge, except for overtime pay to be sent by check later.

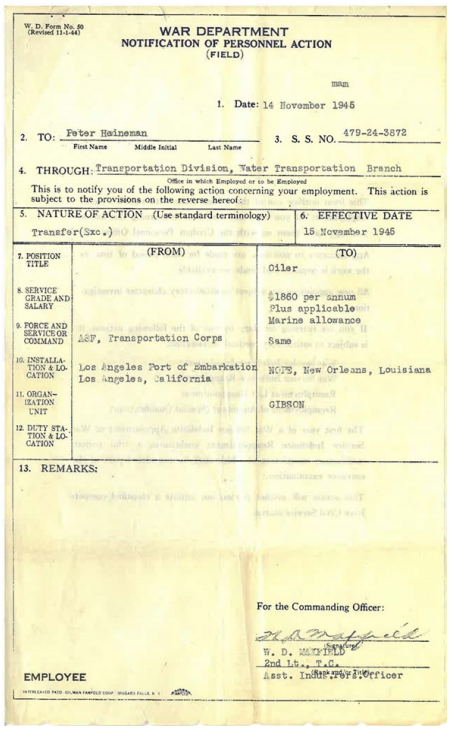
He is not entitled to[5] transportation, subsistence, or quarters, for the reason stated above.

NUMA F. COCO, JR.
Transportation Agent.

[1] The signature of the person mentioned in this discharge at the place designated indicates that the said discharge is in keeping with his understanding of the Shipping Articles, and that he hereby releases the United States from all claims for wages and allowances.
[2] Whenever a master performs the duties of the Shipping Commissioner under this act, the Master shall sign the certification on the line designated for the Shipping Commissioner's signature.
[3] The Master will here insert "expiration of term of shipment" or "for convenience" or "at own request."
[4] The transportation agent will here insert reason for not paying man, if payment is not made.
[5] The transportation agent will here state whether the man is or is not entitled to transportation and board money.

NOTE.—This discharge will be made in duplicate, one copy given to the man and one copy filed with the records of the ship in the Office of the Superintendent, A. T. S.

U. S. GOVERNMENT PRINTING OFFICE 16—52504-1



W. D. Form No. 50
(Revised 11-1-44)

WAR DEPARTMENT
NOTIFICATION OF PERSONNEL ACTION
(FIELD)

man

1. Date: 14 November 1945

2. TO: Peter Heineman (First Name Middle Initial Last Name) 3. S. S. NO. 479-24-3872

4. THROUGH: Transportation Division, Water Transportation Branch (Office in which Employed or to be Employed)

This is to notify you of the following action concerning your employment. This action is subject to the provisions on the reverse hereof.

5. NATURE OF ACTION (Use standard terminology) Transfer(Exc.) 6. EFFECTIVE DATE 15 November 1945

	(FROM)	(TO)
7. POSITION TITLE		Oiler
8. SERVICE GRADE AND SALARY		$1860 per annum Plus applicable Marine allowance
9. FORCE AND SERVICE OR COMMAND	A&F, Transportation Corps	Same
10. INSTALLATION & LOCATION	Los Angeles Port of Embarkation Los Angeles, California	NOPE, New Orleans, Louisiana
11. ORGANIZATION UNIT		GIBSON
12. DUTY STATION & LOCATION		

13. REMARKS:

For the Commanding Officer:
W. D. MAYFIELD
2nd Lt., T.C.
Asst. Indus. Pers. Officer

EMPLOYEE

USAT William R. Gibson

USAT William R. Gibson at Seward, Alaska, in 1941

The *William R. Gibson* (AK-36) was a West Elcasco class ship. These ships were among 86 vessels in the most numerous class of large freighter built in the World War I emergency shipbuilding program. The Army acquired *William R. Gibson* from the Maritime Commission on February 5, 1941.

West Elcasco ships were among 86 vessels in the most numerous class of large freighter built in the World War I

During his term on board the *Gibson,* the ship was transporting cargo to Buenos Aires where it experienced engine failure in the Caribbean. Dad said that while in port, he and his bunkmate - who carried a throwing knife down the back of his shirt - were awakened by someone trying to enter their cabin. His mate called out in Spanish who it was. When there was no response he threw the knife and buried it in the door - the point going through the panel.

Unable to make repairs there, the ship was towed back to New Orleans and eventually sailed back to port in California in December, 1945.

On December 3rd, 1945, Dad was honorably discharged from the Army Transport Corps…

Honorable Discharge

from the Armed Forces of the United States of America

This is to certify that

PETER HEINEMAN ARMY TRANSPORTATION CORPS

was Honorably Discharged from the

United States Army

on the 3RD day of DECEMBER 1945 This certificate is awarded as a testimonial of Honest and Faithful Service

W. BRUCE PITTMAN
Colonel, EN
Commanding

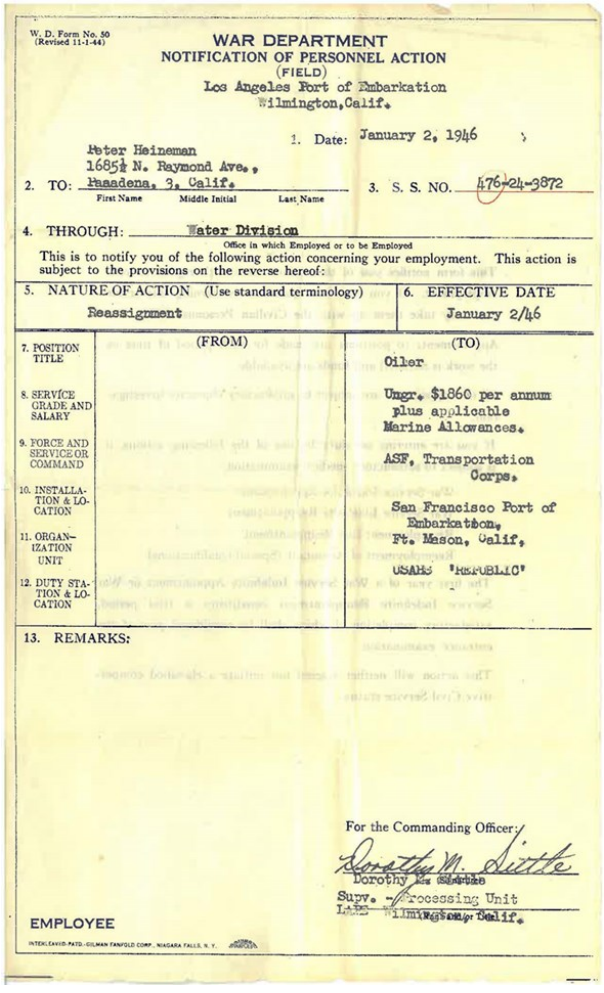
…and transferred to the U.S. Army Hospital Ship "Republic" on January 2, 1946.

On 9 March 1942 the Transportation Service was established as part of the Services of Supply, and on 31 July 1942 the Transportation Service became the Transportation Corps.

In March 1942, the transportation functions were consolidated into the Transportation Division of the newly created Services of Supply. By the end of the war the Transportation Corps had moved more than 30 million soldiers within the continental United States; and 7 million soldiers plus 126 million tons of supplies overseas.

USAHS Republic

In 1924 the inactive passenger liner *Republic*, which had previously been the USS *President Grant* and had served as a U.S. Army transport earlier in the decade, was refitted with oil-burning machinery and given a new superstructure that quite markedly changed her appearance. She was then placed in commercial operation by the United States Lines. In August 1931 *Republic* was transferred to the War Department and resumed service as an Army transport. For the next ten years she was mainly employed on the route from New York to Hawaii, by way of the Panama Canal and San Francisco, California, but on occasion steamed further west to deliver troops and other passengers to the Philippines, China, and Japan.



W. D. Form No. 50 (Revised 11-1-44)

WAR DEPARTMENT
NOTIFICATION OF PERSONNEL ACTION
(FIELD)
Los Angeles Port of Embarkation
Wilmington, Calif.

1. Date: January 2, 1946

2. TO: Peter Heineman (First Name) 1685½ N. Raymond Ave., (Middle Initial) Pasadena, 3, Calif. (Last Name)

3. S. S. NO. 476-24-3872

4. THROUGH: Water Division
Office in which Employed or to be Employed

This is to notify you of the following action concerning your employment. This action is subject to the provisions on the reverse hereof:

5. NATURE OF ACTION (Use standard terminology)	6. EFFECTIVE DATE
Reassignment	January 2/46

	(FROM)	(TO)
7. POSITION TITLE		Oiler
8. SERVICE GRADE AND SALARY		Unqr. $1860 per annum plus applicable Marine Allowances.
9. FORCE AND SERVICE OR COMMAND		ASF, Transportation Corps.
10. INSTALLATION & LOCATION		San Francisco Port of Embarkation, Ft. Mason, Calif.
11. ORGANIZATION UNIT		USAHS "REPUBLIC"
12. DUTY STATION & LOCATION		

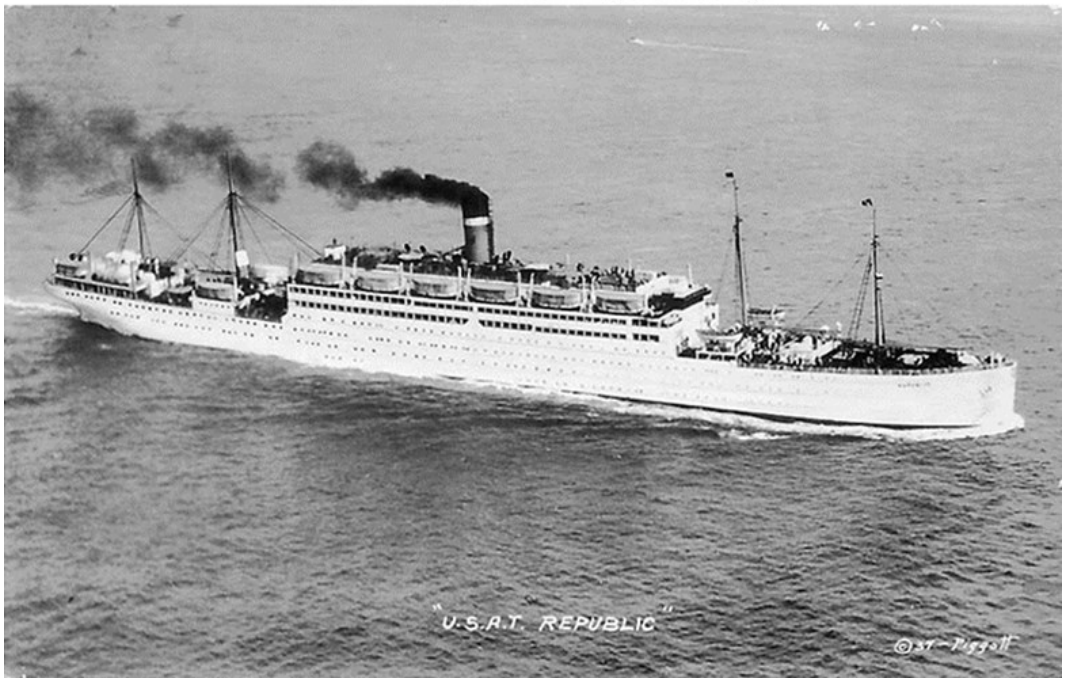
13. REMARKS:

For the Commanding Officer:
Dorothy M. Suttle
Dorothy [illegible]
Supv. Processing Unit
[illegible] Wilmington, Calif.

EMPLOYEE

INTERLEAVED-PATD.-GILMAN FANFOLD CORP., NIAGARA FALLS, N. Y.

Photo # NH 105094 USAT Republic underway

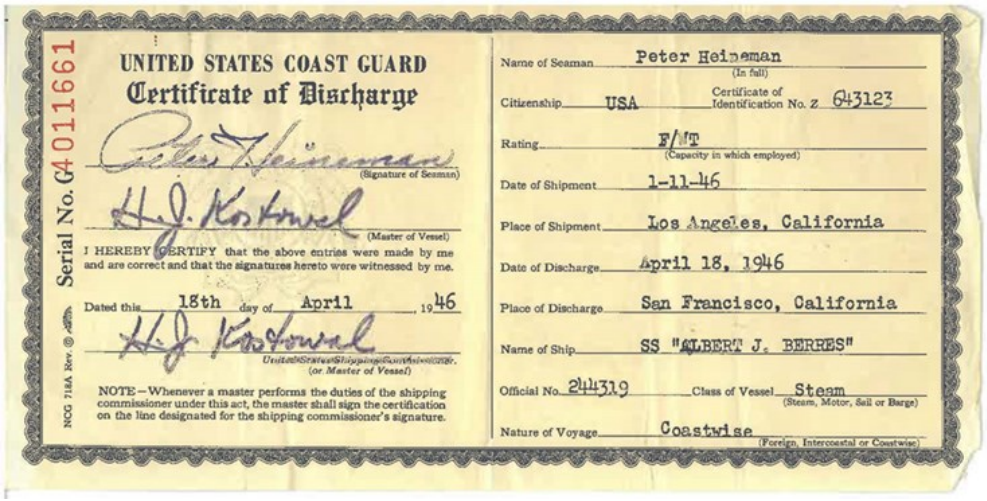


The Navy took her over in July 1941, placing her in commission as USS *Republic* (AP-33). Later in that year she made a voyage to Iceland, then went to the Pacific, where she operated out of San Francisco to carry personnel and cargo to Hawaii, the southern Pacific and Australia. In January 1945 *Republic* was returned to the Army. Converted to a hospital ship, with no change in name, with patient capacity for 1,242 patients, her re-entry into service was delayed by major repairs to her machinery, and she did not begin her next trans-Pacific trip until early 1946.

While at sea between Honolulu and Manila in February 1946, she was once again assigned to Army transport service. With her hospital ship markings painted out, she brought war veterans home from the Philippines, arriving at San Francisco in March 1946.

In May 1949, she was decommissioned by the Army Transport Service and returned to the Maritime Commission, after which she was laid up in the National Defense Reserve Fleet at Olympia, Washington. She was sold for scrap to the Bethlehem Steel Company on 11 March 1952.

Dad served on the *Republic* from December 1945 to January 1946 transporting cargo to the South Pacific and returning troops to the U.S. where the ship was dry-docked for corrosion repair. On January 10th, 1946, Peter tendered his resignation. While awaiting the resignation to become official, Peter served on the Liberty Tanker, *Albert J. Berres*.



UNITED STATES COAST GUARD
Certificate of Discharge

Serial No. G 4011661

Peter Heineman
(Signature of Seaman)

H. J. Kostovel
(Master of Vessel)

I HEREBY CERTIFY that the above entries were made by me and are correct and that the signatures hereto were witnessed by me.

Dated this 18th day of April, 1946

H. J. Kostovel
(or Master of Vessel)

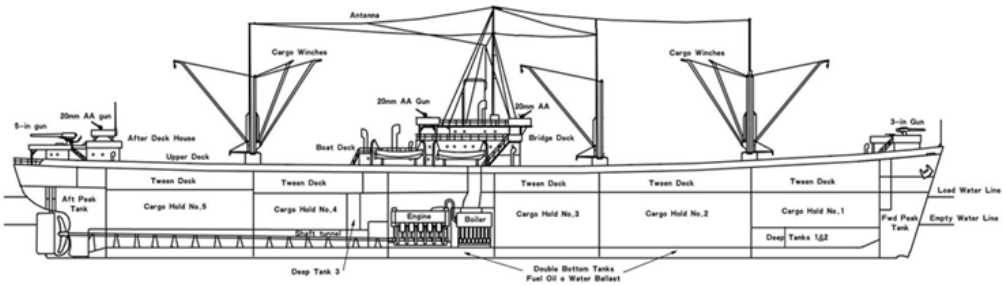
NOTE—Whenever a master performs the duties of the shipping commissioner under this act, the master shall sign the certification on the line designated for the shipping commissioner's signature.

NCG 718A Rev. ©

Name of Seaman Peter Heineman (In full)
Citizenship USA Certificate of Identification No. Z 643123
Rating F/MT (Capacity in which employed)
Date of Shipment 1-11-46
Place of Shipment Los Angeles, California
Date of Discharge April 18, 1946
Place of Discharge San Francisco, California
Name of Ship SS "ALBERT J. BERRES"
Official No. 244319 Class of Vessel Steam (Steam, Motor, Sail or Barge)
Nature of Voyage Coastwise (Foreign, Intercoastal or Coastwise)

The National Defense Reserve Fleet (NDRF) consists of "mothballed" ships, mostly merchant vessels, that can be activated within 20 to 120 days to provide shipping for the United States of America during national emergencies, either military or non-military, such as commercial shipping crises.

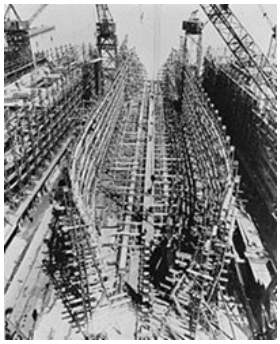
The NDRF was established under Section 11 of the Merchant Ship Sales Act of 1946.



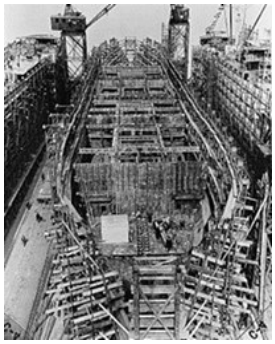
During World War II, there were nearly 1,500 instances of significant brittle fractures on Liberty ships

The Liberty ship was a class of cargo ship built in the United States during World War II. Though British in conception, the design was adapted by the United States for its simple low-cost construction. Mass-produced on an unprecedented scale, the now iconic Liberty ship came to symbolize U.S. wartime industrial output.

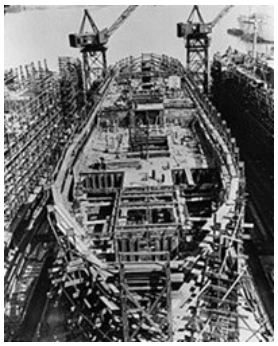
The ships were constructed of sections that were welded together. The first ships required about 230 days to build (*Patrick Henry* took 244 days), but the average eventually dropped to 42 days. The record was set by SS *Robert E. Peary*, which was launched 4 days and 15½ hours after the keel was laid, although this publicity stunt was not repeated: in fact much fitting-out and other work remained to be done after the *Peary* was launched. The ships were made assembly-line style, from prefabricated sections. In 1943, three Liberty ships were completed daily. They were usually named after famous Americans, starting with the signatories of the Declaration of Independence. In the 1940s, 17 of the Liberty Ships were named in honor of outstanding African-Americans. The first, in honor of Booker T. Washington, was christened by Marian Anderson in 1942, and the SS *Harriet Tubman*, recognizing the only woman on the list, was christened on June 3, 1944.



Day 2 : Laying of the keel plates

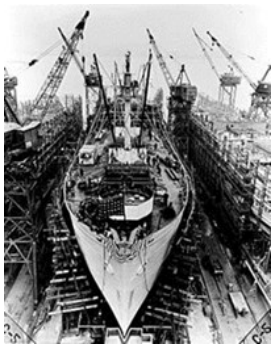


Day 6 : Bulkheads and girders below the second deck are in place



Day 10 : Lower deck being completed and the upper deck amidship erected

Day 14 : Upper deck erected and mast houses and the after-deck house in place



Day 24 : Ship ready for launching

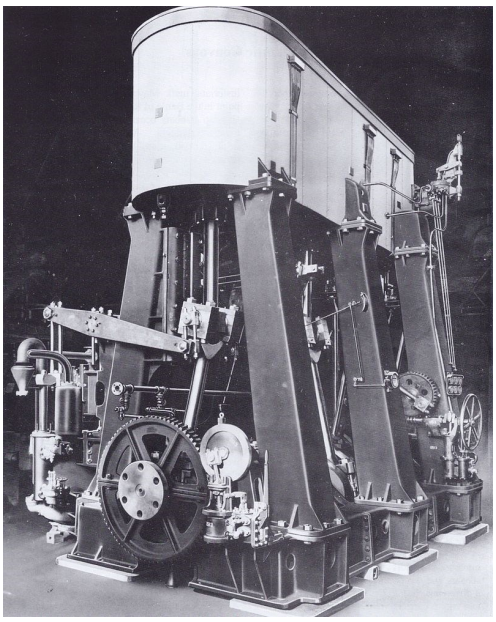
Early Liberty ships suffered hull and deck cracks, and a few were lost to such structural defects. During World War II, there were nearly 1,500 instances of significant brittle fractures. Twelve ships, including three of the 2,710 Liberties built, broke in half without warning.

The *SS Albert Berres* (hull #1882) was build by the California Shipbuilding Corporation. The hull was laid down on August 10, 1943 and the ship was launched September 13, of the same year.

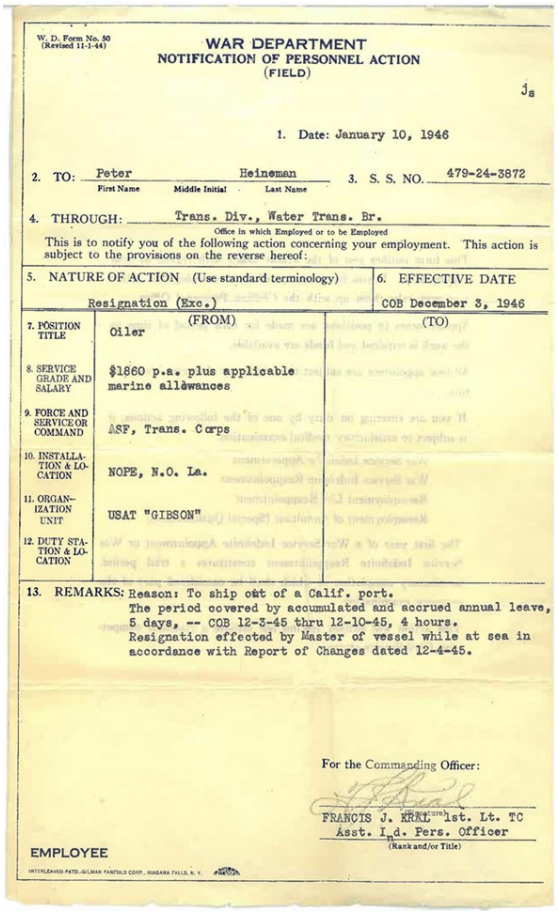
Dad served in the engine room of the *Berres* from January 11, through April 18, 1946 as a fireman and water tender on the reciprocating engines.

The *Berres* sailed from the port of San Francisco to the Hawaiian Islands. Dad said that while in port in Hawaii, they were hit by a typhoon that nearly broke the ship in half.

More than 2,400 Liberty ships survived the war. Of these, 835 made up the postwar cargo fleet. Greek entrepreneurs bought 526 ships and Italians bought 98. The *Albert Berres* was sold to a private company in 1947 and later scrapped 1968.



Dad was discharged from the Coast Guard on April 18, 1946 and received his discharge became effective on December 3, 1946.



W. D. Form No. 50 (Revised 11-1-44)

WAR DEPARTMENT
NOTIFICATION OF PERSONNEL ACTION
(FIELD)

1. Date: January 10, 1946

2. TO: Peter (First Name) Heineman (Middle Initial / Last Name) 3. S. S. NO. 479-24-3872

4. THROUGH: Trans. Div., Water Trans. Br.
(Office in which Employed or to be Employed)

This is to notify you of the following action concerning your employment. This action is subject to the provisions on the reverse hereof:

5. NATURE OF ACTION (Use standard terminology)	6. EFFECTIVE DATE
Resignation (Exc.)	COB December 3, 1946

	(FROM)	(TO)
7. POSITION TITLE	Oiler	
8. SERVICE GRADE AND SALARY	$1860 p.a. plus applicable marine allowances	
9. FORCE AND SERVICE OR COMMAND	ASF, Trans. Corps	
10. INSTALLATION & LOCATION	NOPE, N.O. La.	
11. ORGANIZATION UNIT	USAT "GIBSON"	
12. DUTY STATION & LOCATION		

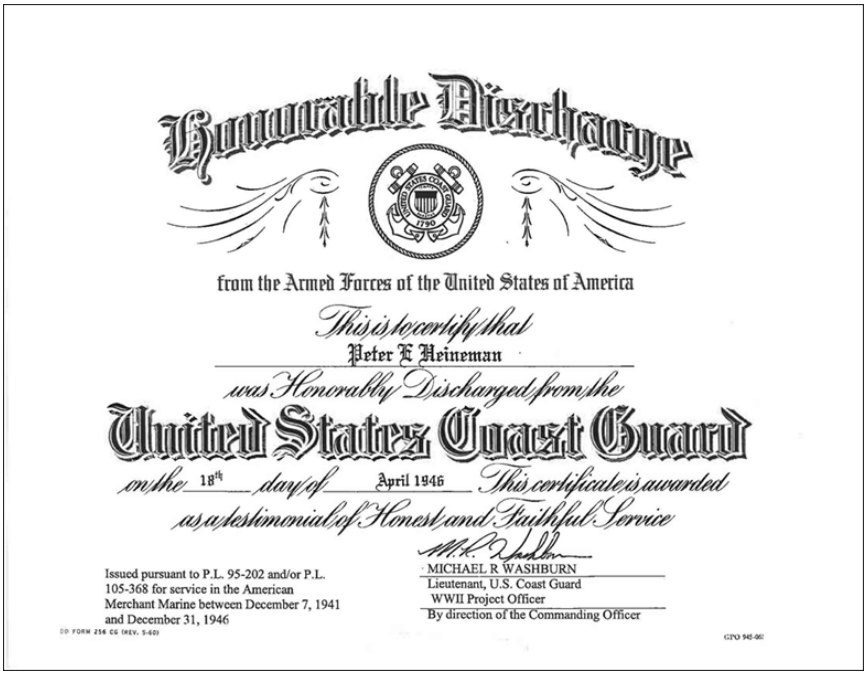
13. REMARKS: Reason: To ship out of a Calif. port.
The period covered by accumulated and accrued annual leave, 5 days, -- COB 12-3-45 thru 12-10-45, 4 hours.
Resignation effected by Master of vessel while at sea in accordance with Report of Changes dated 12-4-45.

For the Commanding Officer:

FRANCIS J. KRAL 1st. Lt. TC
Asst. Ad. Pers. Officer
(Rank and/or Title)

EMPLOYEE

INTERLEAVED PATD.-GILMAN FANFOLD CORP., NIAGARA FALLS, N. Y.



Honorable Discharge

from the Armed Forces of the United States of America

This is to certify that
Peter E Heineman
was Honorably Discharged from the
United States Coast Guard
on the 18th *day of* April 1946 *This certificate is awarded as a testimonial of Honest and Faithful Service*

MICHAEL R WASHBURN
Lieutenant, U.S. Coast Guard
WWII Project Officer
By direction of the Commanding Officer

Issued pursuant to P.L. 95-202 and/or P.L. 105-368 for service in the American Merchant Marine between December 7, 1941 and December 31, 1946

DD FORM 256 CG (REV. 5-60)

GPO 945-960

Dad's service in WWI is recorded in the World War II Registry of Remembrances in Washington, D.C.

World War II Honoree

World War II Veteran

Peter Edward Heineman

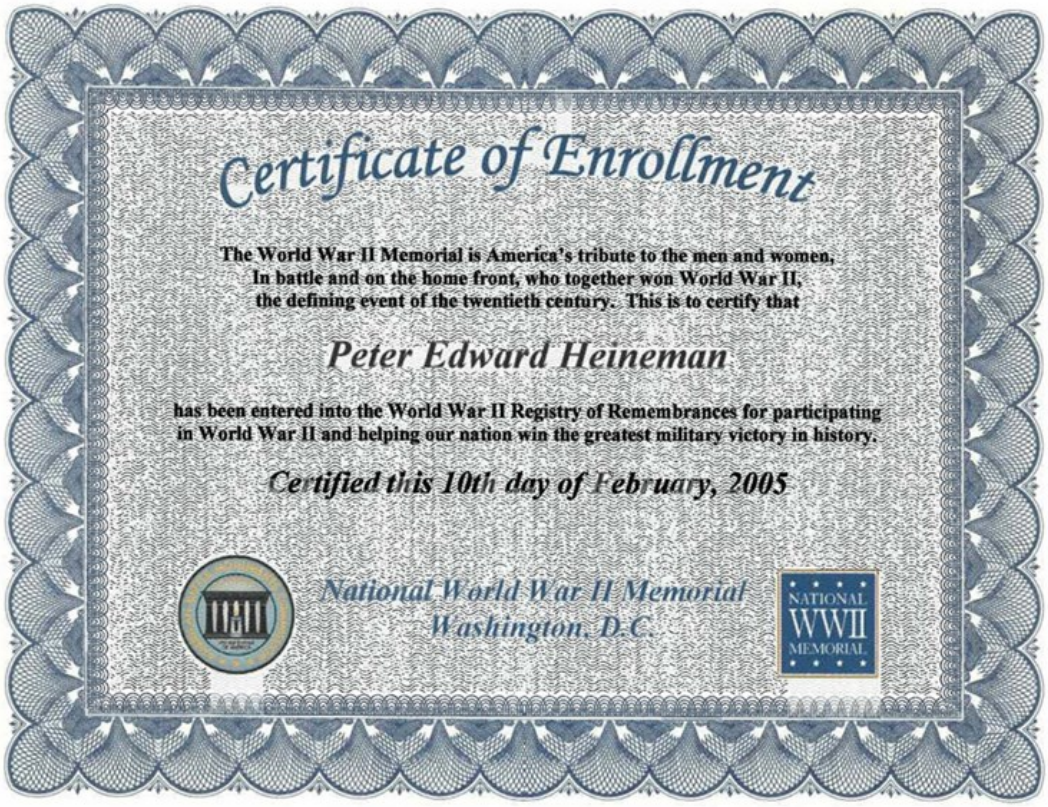
BRANCH OF SERVICE
U.S. Merchant Marine

HOMETOWN
Keokuk, IA

HONORED BY
Peter L. Heineman, Son

ACTIVITY DURING WWII
SERVED FROM 1945 TO 1946, U.S. MARITIME SERVICE, MERCHANT MARINE ARMY TRANSPORT COMMAND, SOUTH PACIFIC.

A tribute to the men and women in battle and on the home front who together won World War II



Certificate of Enrollment

The World War II Memorial is America's tribute to the men and women,
In battle and on the home front, who together won World War II,
the defining event of the twentieth century. This is to certify that

Peter Edward Heineman

has been entered into the World War II Registry of Remembrances for participating in World War II and helping our nation win the greatest military victory in history.

Certified this 10th day of February, 2005

National World War II Memorial
Washington, D.C.

NATIONAL WWII MEMORIAL

Post-war

In 2005, Dad joined the Missouri Valley Chapter of the American Merchant Marine Veterans. The AMMV is a veteran's organization that was established in 1984 to gain veterans' status, recognition, and benefits for Merchant Mariners that served the United States of America.

In 2008, Dad was among the WWII Veterans flown to Washing D.C. to visit the WWII Memorial as part of the Heartland Honor Flight program. The Honor Flight program was started in Springfield, Ohio, by Earl Morse, retired Air Force Captain, as a way to help World War II veterans see their memorial in Washington D.C., which wasn't completed until 2004. By then, the average age of the veterans was 80, making it difficult for most to travel on their own.

A History of Neglect

About 215,000 American seamen served in the U.S. Merchant Marines during World War II, making a major contribution to winning the war. The Merchant Mariners delivered critical supplies to U.S. armed forces in Europe and the Pacific while facing often-deadly attacks from enemy aircraft, mines and submarines. 1 in 26 mariners serving aboard merchant ships in World WW II died in the line of duty, suffering a greater percentage of war-related deaths than all other U.S. services.

Despite this, Merchant Mariners were not considered to be veterans and so were not eligible for assistance in getting an education or buying a home offered by the federal G.I. Bill. They were also excluded from celebrations of Veterans Day and Memorial Day until about 1970. There are now only about 5,000 of these men still alive, all in their late 80s and 90s.

Multiple Bills have been introduced in Congress to recognize and compensate the few remaining Mariners and their spouses; to date, all have failed.

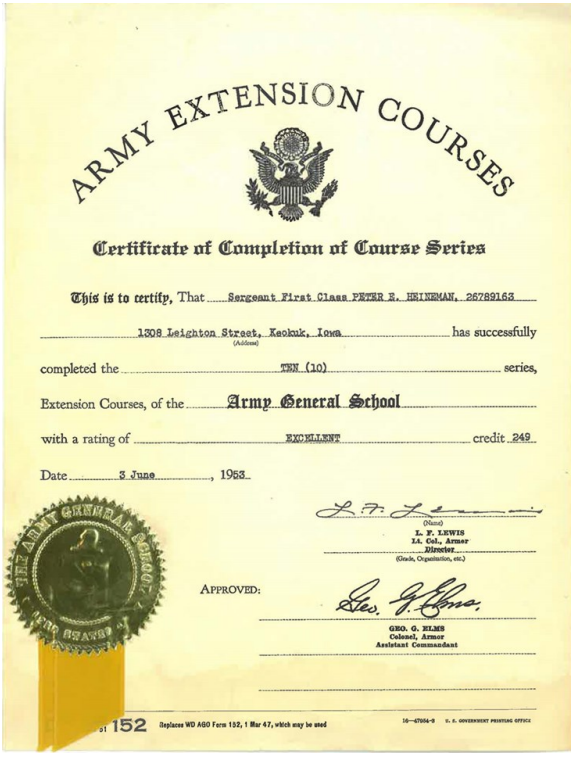
The current version of the Bill: H.R.154 - Honoring Our WWII Merchant Mariners Act of 2017 - establishes in the Treasury the Merchant Mariner Equity Compensation Fund from which the Department of Veterans Affairs (VA) is to make one payment of $25,000 to each individual who, between December 7, 1941, and December 31, 1946, was a documented member of the U.S. merchant marine (including the Army Transport Service and the Naval Transport Service) serving as a crewmember of a vessel that was operated in U.S. waters by the War Shipping Administration or the Office of Defense Transportation and under contract to, or the property of, the United States. Such individuals must: (1) apply for such benefit within one year after the enactment of this Act, and (2) not have received benefits under the Servicemen's Readjustment Act of 1944.

The AMMV and its members continue to fight for Just Recognition to this very day.

1 in 26 mariners serving aboard merchant ships in World WW II died in the line of duty...greater than any other service

Iowa National Guard

Dad went on to enlist in the Iowa National Guard in June 1947 as a private; was promoted to Second Lieutenant on June 23, 1953, and was honorably discharged on March 5, 1962.



ARMY EXTENSION COURSES

Certificate of Completion of Course Series

This is to certify, That Sergeant First Class PETER E. HEINEMAN, 26789163

1308 Leighton Street, Keokuk, Iowa (Address) has successfully completed the TEN (10) series, Extension Courses, of the Army General School with a rating of EXCELLENT credit 249

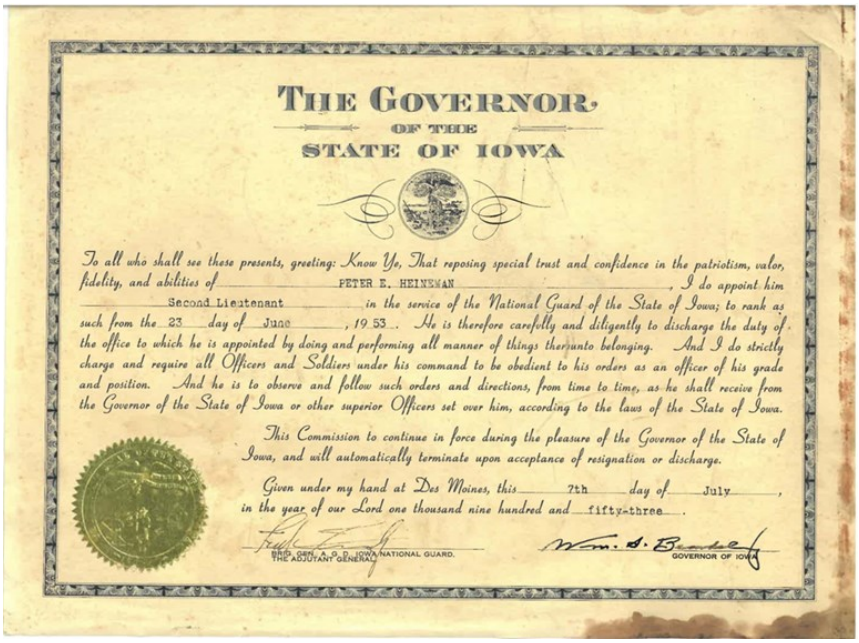
Date 3 June, 1953

L. F. LEWIS (Name)
Lt. Col., Armor
Director (Grade, Organization, etc.)

APPROVED:

GEO. G. ELMS
Colonel, Armor
Assistant Commandant

152 Replaces WD AGO Form 152, 1 Mar 47, which may be used



THE GOVERNOR
OF THE
STATE OF IOWA

To all who shall see these presents, greeting: Know Ye, That reposing special trust and confidence in the patriotism, valor, fidelity, and abilities of PETER E. HEINEMAN, I do appoint him Second Lieutenant in the service of the National Guard of the State of Iowa; to rank as such from the 23 day of June, 1953. He is therefore carefully and diligently to discharge the duty of the office to which he is appointed by doing and performing all manner of things thereunto belonging. And I do strictly charge and require all Officers and Soldiers under his command to be obedient to his orders as an officer of his grade and position. And he is to observe and follow such orders and directions, from time to time, as he shall receive from the Governor of the State of Iowa or other superior Officers set over him, according to the laws of the State of Iowa.

This Commission to continue in force during the pleasure of the Governor of the State of Iowa, and will automatically terminate upon acceptance of resignation or discharge.

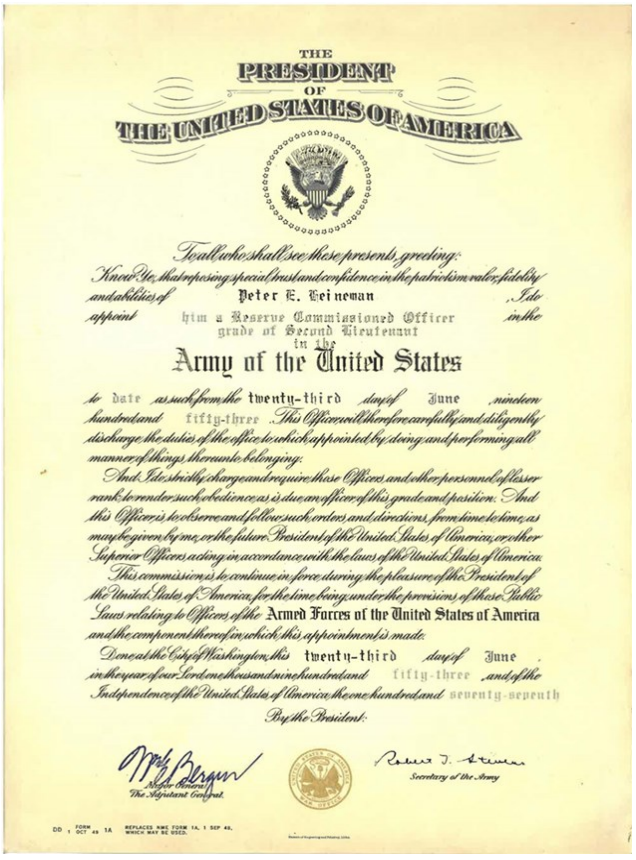
Given under my hand at Des Moines, this 7th day of July, in the year of our Lord one thousand nine hundred and fifty-three.

CHIEF, BUR. A.D.C. IOWA NATIONAL GUARD.
THE ADJUTANT GENERAL

GOVERNOR OF IOWA

When I've asked Dad why he enrolled in the Merchant Marine, he says he honestly didn't know. He didn't know anyone in the service and he wasn't recruited.

Dad was the last Heineman to date to serve in armed conflict.



THE PRESIDENT OF THE UNITED STATES OF AMERICA

To all who shall see these presents, greeting:
Know Ye, that reposing special trust and confidence in the patriotism valor, fidelity and abilities of Peter E. Heineman I do appoint him a Reserve Commissioned Officer grade of Second Lieutenant in the Army of the United States

to date as such from the twenty-third day of June nineteen hundred and fifty-three. This Officer will therefore carefully and diligently discharge the duties of the office to which appointed, by doing and performing all manner of things thereunto belonging.

And I do strictly charge and require those Officers and other personnel of lesser rank to render such obedience as is due an officer of this grade and position. And this Officer is to observe and follow such orders and directions, from time to time, as may be given by me, or the future President of the United States of America, or other Superior Officers acting in accordance with the laws of the United States of America.

This commission is to continue in force during the pleasure of the President of the United States of America, for the time being, under the provisions of these Public Laws relating to Officers of the Armed Forces of the United States of America and the components thereof in which this appointment is made.

Done at the City of Washington, this twenty-third day of June in the year of our Lord one thousand nine hundred and fifty-three and of the Independence of the United States of America the one hundred and seventy-seventh

By the President:

The Adjutant General

Secretary of the Army

DD FORM 1 OCT 48 1A REPLACES NME FORM 1A, 1 SEP 48, WHICH MAY BE USED.