Race, Gender, & War
Manufacturing in Maryland During WWII
Teacher Resource Guide
Grades 8-9
What is Fleet Week?

Maryland Fleet Week and Air Show Baltimore celebrates the rich naval traditions of the Chesapeake Bay and the contributions of Marylanders to the defense of the nation. Though virtual in 2020, Fleet Week honored the 100th anniversary of women’s right to vote as well as commemorated the 75th anniversary of the end of WWII. The Fleet Week legacy continues in 2022 as visiting Navy, local ships and a variety of vessels (large and small) come into port. Air Show Baltimore will feature the US Air Force Thunderbirds and other performers; contemporary and historic aircraft will be on display on the Martin State Airport tarmac. Air Show Baltimore will be seen in the skies over Fort McHenry, Middle Branch and viewing sites over the Harbor. Join Historic Ships in Baltimore, Sail Baltimore, the City of Baltimore and State of Maryland along with hundreds of partners for the Fourth Biennial Fleet Week!

Historic Ships in Baltimore, a program of Living Classrooms Foundation, manages Maryland Fleet Week and Air Show Baltimore in partnership with the City of Baltimore and the State of Maryland.

For more information, visit visitmaryland.org/things-to-do/fleet-week
# Table of Contents

Welcome Letter 5

Baltimore’s Shipbuilding History 7

Wartime Industrial Growth in Maryland 10
- Glenn L. Martin 10
- Fairchild Aircraft Corporation 14
- Bethlehem-Fairfield 24
- African Americans and Other Southern Migrants to the Baltimore Area 30

Civilian and Medical Support on the Homefront and Abroad 32
- 18th General Hospital 32
- Victory Gardens 40
- War Bonds 41

Baltimore’s Historic Ships 44

Resources for Additional Learning and Research 49

Credits 51
DID YOU KNOW?

Women now make up 20% of the Air Force, 19% of the Navy, 15% of the Army and almost 9% of the Marine Corps (DOD 2019).
Dear educator,

Every other year Maryland Fleet Week and Air Show celebrates the rich naval traditions of the Chesapeake Bay and the contributions of Marylanders to the defense of the nation.

To commemorate the Year of the Woman, the 100th anniversary of women’s right to vote, and the 75th anniversary of the end of WWII, the 2020 Maryland Fleet Week & Air Show showcased the impact that women in Baltimore and Maryland made on the war effort and how women are continuing to impact our military today. Whether she was a riveter at Glenn L. Martin Company, treating patients at the 118th General Hospital or answering the “call to farms” as a member of the Women’s Land Army, Maryland women bravely served our country and filled gaps in essential industries in our communities during WWII.

This teacher resource guide, created in partnership with the Maryland Center for History and Culture, brings the history celebrated during the 2020 Maryland Fleet Week & Air Show into your classroom. Throughout this guide you’ll find reproducible texts and primary documents to share with your students.

Our hope is that these resources will empower you to engage your students in exploring the history of Maryland shipbuilding, wartime industrial growth, as well as civilian and medical support at home and abroad.

Enjoy!

*Left: Female Factory Workers, photograph by Paul Henderson, undated, HEN.00. AI-102, Paul S. Henderson Collection, Baltimore City Life Museum Collection, the Maryland Center for History and Culture, H. Furlong Baldwin Library.*
Baltimore’s Shipbuilding History

Baltimore was known for shipbuilding long before the Bethlehem Fairfield Shipyard began building Liberty Ships. In the late 1700s and early 1800s Baltimore became a center for ship building in the United States.

Revolutionary War Era

The Revolutionary War era especially provided an opportunity for Maryland-based shipbuilders who were not restricted by British blockades or occupation like those in Philadelphia and New York. By the time the United States had firmly established its independence at war’s end, Baltimore had become one of the leading centers for this and other maritime industries.

Unlike many cities on the east coast, Baltimore was a perfect location to build ships due to its protected harbor and abundance of supplies. The Inner Harbor of Baltimore was far enough up the Chesapeake Bay to not be affected by waves and weather from the ocean, had enough space to allow numerous ships to be built at the same time, and, as Baltimore was still undeveloped, it had plenty of trees and resources around.

1800s

In the 1800s, Baltimore shipbuilders began building the Baltimore Clipper. Much of the shipbuilding in Baltimore took place along Fell’s Point, named after William Fell.
Ship builders such as David Stoddard, the builder of the U.S.S. Constellation, and Thomas Kemp, the builder of the Chasseur, began to set up workshops. The shipyards in Baltimore churned out hundreds of vessels with the most famous type being the Baltimore Clipper. The Baltimore Clippers were the favorites of merchants as they were small, fast, and could carry a large amount of goods for their size. These ships were also the favorites of privateers, or legal pirates.

During the War of 1812, privateers used the Baltimore clippers to wreak havoc on the British navy. The majority of privateers were based in Baltimore leading the British to call Baltimore a nest of pirates and to attack Baltimore in September of 1814. While the clipper ships were very popular, in 1813, a new type of ship was beginning to operate in the Chesapeake. The Steamboat Chesapeake was the first steamboat to operate on the Chesapeake and began the demise of the Baltimore Clippers.

Both free and enslaved African Americans worked as caulkers in Fells Point’s shipyards in the first half of the 1800s. Although Black people also worked in other maritime trades, their roles as caulkers is especially significant because they dominated this industry. By 1838, African American caulkers had organized the Caulker’s Association, which protected their domination of the trade by negotiating wages and working conditions with shipwrights. White shipyard workers resented the power of African American caulkers, and racial tensions in the shipyards increased throughout the first half of the 1800s. By the 1850s, shipyards began hiring less-skilled white caulkers, especially immigrants, to replace African American caulkers. As a result, violence between whites and Blacks broke out in many shipyards. By the mid-1860s, white workers had almost completely replaced Black caulkers.

Fells Point’s most famous caulkers was Frederick Douglass. Douglass was an enslaved person living in Fells Point as a servant of Hugh and Sophia Auld, his Eastern Shore master’s relatives. The Aulds hired Douglass out to shipbuilder William Gardner and later Walter Price. He learned the art of caulking and was able to earn high wages of six to seven dollars per week, which he turned over to Auld. Once he had become an accomplished caulkers, Douglass convinced Auld to allow him to contract his own work and collect his own wages.
However, Douglass still had to pay Auld a sizable portion of his wages each week in addition to paying for his own room and board and caulking tools. Working as a caulker in Fells Point provided free and enslaved African Americans, including Douglass, more freedom and opportunity than their counterparts in rural areas of the state. Perhaps the greatest benefit was the ability to associate with other free Blacks and blend into the city’s African American community. Douglass used information gathered and friendships made while working in Fells Point to make possible his escape.

**Civil War**

Although shipbuilding would begin to slow in Baltimore during the Civil War, the industry continued to operate around the inner harbor. One company was owned by an African American caulker named Isaac Myers. When racial hostilities broke out in the shipyards, he and 14 other African Americans raised $10,000 from Black churches and established the Chesapeake Marine Railway and Dry Dock Company. The business employed 300 workers, including some white caulkers and carpenters, and was very successful.

**World War I**

During World War I, due to its strategic location, the federal government began offering federal money to shipbuilding companies in Baltimore. Private companies such as Baltimore Drydock and Shipbuilding, Maryland Shipbuilding Company, and Bethlehem Steel expanded their ship building operations. While the federal money coming into Baltimore was not to the extent of World War II, it laid the foundation for the industrial growth that would occur between 1940 and 1945.

In fact, the war in Europe was central in ending economic hardship that had plagued Maryland and the rest of the nation through the Great Depression. Due to the established manufacturing infrastructure, waterway access and its proximity to the center of the federal government in Washington D.C., the state was well-positioned to take advantage of contracts to boost production.
Wartime Industrial Growth in Maryland

At the start of World War II, the allied forces required thousands of airplanes and ships to help defeat Nazi Germany and Imperial Japan. With factories in Europe destroyed, airplane manufacturing and shipbuilding became a major wartime industry in the United States.

Glenn L. Martin Company

In Middle River, Maryland, the Glenn L. Martin Company, which had been based in Maryland since 1924, began to increase its production. Initially, before the United States entered World War II, the Martin factory hired only white men to work on the production lines. Managers of the factory believed that hiring Black workers would lead white skilled workers to leave and “that a thousand man-hours of defense work could be lost by the distraction caused by just one woman on the factory floor.”1 As the United States geared up for war in 1940 and 1941, the U.S. Government required the Martin factory to hire women and African Americans.

Federal government contracts initially totaling $185 million were used to construct defense plants and support production throughout the state of Maryland. That

Glenn L. Martin Company employee, photograph by A. Aubrey Bodine, Circa 1943, B841-2G, A. Aubrey Bodine Collection, the Maryland Center for History and Culture, H. Furlong Baldwin Library.
number would eventually reach $5.5 billion by war’s end. When the war finally ended, the Glenn L. Martin plant in Baltimore had produced over 11,000 planes.

During the first few months of 1941, of 8,769 jobs, only 13 were filled by non-white workers. As more and more men went off to war, the Martin plant began hiring more women and African Americans. These roles, while at first were office or custodial jobs, soon became factory jobs. Nearly 16,000 women, both Black and white, of 54,000 workers built B26 bombers night and day in the Martin factory. These women became known as Rosie the Riveter for the rivet guns used to build planes and ships.

For African American men and women working at the Martin factory, many worked at the segregated fabrication plant on Oldham Street in the Canton area of Baltimore. While the number of African American workers is not known, despite facing segregation at the factory and within Baltimore, these workers still showed up and helped win the war.

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All Work and No Play would make Jack and Jill both dull—so Martin workers of both sexes enjoy the after-hours dances for the second shift at U.S.O. House, Aero Acres, Middle River. A well-organized sports program, including bowling, swimming, tennis and many other activities, helps Martin workers find plenty of healthful recreation and fun.

“Hitler Rides in the Empty Seats,” say Martin people, so a well organized car-sharing plan helps fill each car, and provides easy, convenient transportation for thousands of men and women from every section of Baltimore and the surrounding counties.

A Very Busy Mother is Mrs. Elizabeth Tilley of Belair, who works in the Tool Crib, Army Division. She gets her two small children up at 5:45 A.M., dresses them, gives them breakfast, takes them 1 1/2 miles to stay with her mother-in-law, then leaves on her car-sharing ride to Martin’s. After work she picks up the children at 6 P.M., gives them dinner, puts them to bed, and continues with her housework. She has a 1/4-acre Victory garden, and a pig which soon will deliver a litter of little porkers to help solve the meat problem.

The Baltimore Sun, June 6, 1943. Newspaper clippings found in MS 2010, World War II Collection, Box 75 (Glenn L. Martin, 1943-44), the Maryland Center for History and Culture, H. Furlong Baldwin Library.
1. How did working at the Glenn L. Martin Plant affect the daily lives of Marylanders? How did the defense work involve every aspect of daily life?

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2. How would organizing life around the factory help the Glenn L. Martin factory during World War II?

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Fairchild Aircraft Corporation

During World War II, it was not just the major cities that took part in the war effort. Almost every industrial town took part somehow. In Maryland, while Baltimore received much of the credit for the home front work due to the Bethlehem Fairfield Shipyards and the Glenn L. Martin Factory, Hagerstown, Maryland and its citizens were busy working just as hard at the Fairchild Aircraft Plant. The Fairchild Aircraft Plant in Hagerstown started off as the Kreider-Reisner Aircraft Company but was purchased by the Fairchild Aircraft in 1929. In 1931, Fairchild moved their headquarters to Hagerstown.

During World War II, the Fairchild Plant was producing primarily trainer aircraft. These aircraft were used to teach pilots how to fly and once pilots mastered the Fairchild training aircraft, they then learned to fly on the fighters and bombers they would fly in combat. Like every other aircraft plant, as demand for aircraft increased due to the war, less and less workers were available.

The Fairchild aircraft plant began to hire women to work in the factory. In November of 1941, 35 women worked at the Fairchild factory. In early 1942, the Fairchild aircraft plant aimed to have 200 women on their payroll. By October of 1942, the Fairchild factory sought to hire 3,000 factory workers, 50% of whom were women. Women who were 5 foot 3 inches or taller, weighed around 125 pounds, and were 20 to 33 years old would work as riveters and drillers while those who did not fit within these restrictions would work in sedentary jobs such as sewing textiles and making upholstery for seats.¹
Like the Martin plant in Baltimore, the Fairchild plant in Hagerstown did train and hire African American men and women to work in the factories. The North Street Training School produced its first class of 50 African American workers in August 1942. These workers did not work in the main Fairchild plant though. Like the plants in Baltimore, these workers were segregated to the Fairchild Aircraft Plant No. 7 which contained an all-Black workforce, including the factory foreman. Despite helping to win the war effort at home, Black workers at the Fairchild plant faced discrimination at home.


2 “All Negro Force Works One Hagerstown Plant”, Baltimore Sun, August 22, 1942.
Glenn Martin's Jim Crow Policy Still Under Fire

Baltimore

Continuing their protest against the Glenn L. Martin Company’s policy of hiring only white workers, officials of the Maryland Youth Congress announced, this week, that they have communicated with Sidney Hillman, member of the advisory council of the National Defense Commission in Washington.

The letter pointed out that the Martin Company has approximately 18,000 white persons on its employment list, and has repeatedly refused to consider the request of organizations here to employ colored.

1. What is the date of this news article and what newspaper was it published in? (Hint: Look at the citation)

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2. Have Black Marylanders and organizations sought to find employment at the Glenn L. Martin factory prior to this article? If so, what in the articles indicates that?

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3. How are Black Marylanders trying to change the segregationist policies at the Glenn L. Martin plant?

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Executive Order 8802 - Prohibition of Discrimination in the Defense Industry

Whereas there is evidence that available and needed workers have been barred from employment in industries engaged in defense production solely because of consideration of race, creed, color, or national origin, to the detriment of workers’ morale and of national unity:

Now, Therefore, by virtue of the authority vested in me by the Constitution and the statutes, and as a prerequisite to the successful conduct of our national defense production effort, I do hereby reaffirm the policy of the United States that there shall be no discrimination in the employment of workers in defense industries or government because of race, creed, color, or national origin, and I do hereby declare that it is the duty of employers and of labor organizations, in furtherance of said policy and of this Order, to provide for the full and equitable participation of all workers in defense industries, without discrimination because of race, creed, color, or national origin;

Enacted by President Franklin Roosevelt on June 25, 1941
1. What is the date of this primary source?

2. How is this source influenced by the previous source?

3. What is the goal of this Executive Order?

4. Why do you think the Executive Order puts the job of integration on the employers and labor organizations rather than on the national, state, and local governments?
More Women And Negroes Getting Vocational Training

Shift In Attitude Of Local Aircraft Industry Toward These Two Elements Credited With Change

With the local aeronautical industry swinging to employment of female and Negro labor, vocational training of these two classes of workers has had its biggest boost locally, Charles W. Sylvester, director of vocational training for the Board of School Commissioners, revealed yesterday.

For months, vocational training officials have sought to enroll both women and Negroes in special trades’ training classes, but with none too bright a prospect of their getting jobs in defense industry these classes of workers did not take quickly to the idea.

The ice was broken a short while ago when the Glenn L. Martin Company plant gave employment to a number of girls and women, and, also, employed Negro youths, and indicated its willingness to provide jobs for properly trained jobholders in each of these categories.

1. What is the date of this news article and what newspaper was it published in? (Hint: Look at the citation)

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2. What does the article identify as the primary reason for lack of women and African Americans in the workforce?

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3. How do you think the previous primary source you read affected this article?

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4. In this article the Baltimore Sun states that Glenn L. Martin “indicated its willingness to provide jobs for properly trained jobholders.” Do you think the use of this phrase is an open invitation for people of color to seek training or a way to discriminate against people of color? Why?

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Jim Crow Hiring Policies Retard War Effort

Only One of 15 War Plant Employees in Baltimore Colored

Hugh Untapped Labor Reservoir also includes Jews and Women; Other Cities Guilty Too.

Although one of five persons in the leading industrial plants, fifteen is employed in twenty of.

In seven cases of the attitudes of Baltimore industries toward hiring colored persons, two successfully employ colored, one flatly refuses to employ colored, one uses some colored in semi-skilled capacities in one of its two plants, one used 325 unskilled colored but no skilled ones; one successfully used fifty colored girls on a non-segregation basis, another used few colored although successfully employing women, while still another used a few colored in skilled jobs and 1000 in unskilled jobs.

The pamphlet cites various subterfuges used by some of the plants which do not flatly refuse to hire colored, but avoid hiring them by asking those who may pass functional tests a number of highly technical questions.

1. What is the date of this news article and what newspaper was it published in? (Hint: Look at the citation)

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2. What is the argument of this newspaper article?

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3. How does this article portray the effort to hire Black defense workers?

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4. Using all of the information you learned from the previous primary sources, summarize the fight for African American employment at Glenn L. Martin during World War II.

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Bethlehem-Fairfield Shipyard

In March of 1941, nine months before entering the war, the American government entered into a Lend-Lease deal with Great Britain. This allowed President Roosevelt to lend any military material he seemed fit to the British to help protect them from Nazi Germany’s assaults. Due to attacks on British merchant shipping, the British were severely lacking transport vessels. As a result, the United States took over shipping, despite a lack of vessels. But unlike the British, the United States was not yet at war and its shipyards were able to continue and increase production.

To transport these materials, the United States Maritime Commission designed a cheap to build ship and operate; this class of vessel became known as the Liberty Ship. Liberty Ships were built at 18 different shipyards throughout the United States with Bethlehem-Fairfield Shipyard in Baltimore being one of the largest.

In August of 1941, Bethlehem-Fairfield Shipyard had a contract for 62 ships and in September of 1941, the shipyard launched their first Liberty Ship, the S.S. Patrick Henry. Between 1941 and 1945, the Bethlehem-Fairfield Shipyard built around 384 Liberty Ships and brought the production time of one ship down from 244 days to only 30 days.

These ships were designed to be built quickly and utilized new manufacturing techniques. Liberty Ships used pre-fabrication. The ship was built in three separate sections and brought together to form one ship. Along with this, all of the rooms of the ship were prebuilt and transported to the shipyards to be put on the Liberty Ship. Finally, The Liberty Ships were very basic inside requiring only
the necessities. But, one of the major reasons the Liberty Ships were built so quickly was due to the sheer number of people involved in building the ship.¹

In April of 1941, the Bethlehem-Fairfield Shipyard employed around 350 individuals but this number grew exponentially as war production increased. By the start of 1942, 11,000 people worked at the shipyard; in late 1943, the number was at its highest with around 47,000 employees. With war production never stopping, the Bethlehem-Fairfield Shipyard worked twenty four hours a day, seven days a week year round. At the shipyard, welding was a needed skill. For those who were not trained welders, the shipyard provided workers with the necessary skills.

For Black workers, Bethlehem-Fairfield Shipyard offered an opportunity to gain war employment and skills. Like many of the factories in Maryland, Bethlehem-Fairfield did not immediately employ Black workers. They finally dropped their color barrier on December 6th, 1941 and hired and began training ten Black workers. Unlike the Glenn L. Martin plant, the Black workers at the shipyard did not work in segregated sections but with white workers building ships. Despite the ability to work in an integrated environment, the shipyard did have discriminatory hiring practices and routinely hired white applicants over Black applicants. Nevertheless, by the middle of the war, the shipyard employed around 6,000 Black workers, both men and women.²


ANALYZE: Building Liberty Ships at Bethlehem Shipyard

Bethlehem-Fairfield Shipyard, photograph by A. Aubrey Bodine, 1942, B655-3-7, A. Aubrey Bodine Collection, the Maryland Center for History and Culture, H. Furlong Baldwin Library.
1. How would you describe what is going on in these pictures?

2. How are parts brought in to build the liberty ships? How does the dry dock's (place where the ships are being built) access to transportation methods make production more efficient?

3. What do you notice about the parts for the ships? Are they prebuilt or waiting to be built? How would prebuilt pieces affect production time?
Bethlehem-Fairfield Shipyard, photograph by A. Aubrey Bodine, 1942. B855-3-7, A. Aubrey Bodine Collection, the Maryland Center for History and Culture, H. Furlong Baldwin Library.
1. What is the function of the writing on the pieces of the ship? How would it help with construction of the liberty ship?

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2. Besides pre-built parts, how does the number of workers increase the number of ships being built?

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African Americans and Other Southern Migrants to the Baltimore Area

In the years leading up to and during after World War II, Baltimore experienced a major growth in its population. Due to the Great Migration by Black southerners, a growth in industrialization, and the emergence of an urban-centric American from a majority rural America, Baltimore’s population increased by around 175,000 people in the 1910s and 20s.

This growth continued to increase with the emergence of World War II. The creation of wartime industry in urban environments led many workers of all races and genders to move to the centers; but where did most of the workers move from?

Many of the workers who came to Baltimore during World War II were from the south and the Appalachian regions of the United States. They were white and Black, tended to be poorer, and most came from a farming background. After the Great Depression and the Dust Bowl crippled the agriculture industry in the United States, many farmers were looking for ways to make a living. The new wartime industries in larger cities provided that opportunity. With these workers coming into the city, each brought their own ideologies and prejudices. There was fear that cities would experience race riots due to this influx but no major event took place in Baltimore. Nevertheless, African Americans moving to Baltimore faced major discrimination, primarily with housing.

Unlike previous and more gradual increases that allowed Baltimore to better accommodate, the population surge was almost immediate creating a housing and resource shortage in the city. This shortage was especially hard for Black workers. While the Glenn L. Martin factory brought in trailer homes, built dormitories, and built around 2,000 temporary houses, this housing was only for white defense workers. In a 1941 Baltimore Sun article, the only available housing for Black defense workers were at the Poe Home projects, but that only housed 300 people. According to the article, the McCullough homes were to be completed soon.
Nevertheless, housing for Black Marylanders and defense workers was “overcrowded to the point where it is almost impossible to secure living quarters of even the most primitive type.” Although there was talk of building Black defense worker housing at Herring Run, protests by white Marylanders living in the area caused the project to be abandoned. In response, developers began to look towards other areas to build defense worker housing. One area was the Cherry Hill neighborhood of Baltimore. But just like Herring Run, neighbors put up a fight against this neighborhood. Despite the protest, the federal government went ahead with building between 600 and 700 permanent houses for Black defense workers. Many of the houses in this neighborhood today are still the wartime houses built for these defense workers.

1 “NEGRO HOUSING HELD HEALTH MENACE HERE: COLORED DOCTOR TELS PLAN BODY OF RACE OVERCROWDING WARNS CONTAGIOUS DISEASE MAY SPREAD AS RESULT.” The Sun (1837-1994), Oct 03, 1941, pp. 34.
Civilian and Medical Support on the Homefront and Abroad

During World War II, many Marylanders did all they could to support the war effort. In addition to civilians working in factories, many doctors and nurses went abroad to provide medical support. At home, people bought war bonds, rationed their meals, and changed their daily routines.

18th General Hospital

In 1942, a contingent of Johns Hopkins Hospital doctors and nurses who would make up the 18th General Hospital of the United States Army, departed Baltimore for a three year odyssey that would take them to South Carolina, San Francisco, New Zealand, Fiji, Australia, and India. By the time the 18th General Hospital left the US it was made up of 45 officers, 60 nurses, 275 enlisted men, and seven Red Cross workers, dieticians, and physical therapists.

These units also served another historic function: they created new opportunities for women to serve in wartime as nurses and officers, expanding the role of military women for decades to come.

As most could see the war was coming to a close and the Japanese were retreating to their home islands, only three Hopkins nurses and 11 enlisted men took leave. The rest of the hospital, however, went home on 22 March 1945, two years and 11 months after departing Baltimore for their odyssey through the Pacific.

During its time, the 18th General Hospital hosted some extremely important guests on official visits, including Eleanor Roosevelt, the
Secretary of the Navy William Franklin Knox, Assistant Secretary of War Robert Patterson, and Sir Phillip Mitchell, Governor of Fiji.

The final stop on the 18th General Hospital’s Tour would not be farther north, closer to Japan, but in the India theater of war, where Japan had made headways earlier in the war deep into British territory (India would not gain independence until 1947). On 16 September 1944 the 18th General Hospital departed Suva, Fiji, heading first to Melbourne, Australia on the U.S.S. General George M. Randall, then on to Bombay (currently Mumbai), arriving 7 October 1944.

In the 1990’s there were efforts to recognize the work of these women as well as other women who served within the war. The Women In Military Service For America Memorial (WIMSA) was dedicated in Arlington, VA and is encouraging female veterans to enroll in a database where name, rank, honors, and personal stories will be recorded and accessible. Many stories still go unheard (according to a curator at WIMSA, at least 3 million women have served in or with the military since the American Revolution).


ANALYZE: Women at Work

1. What is the goal of this poster?

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2. Why does the women’s tag say temporary? How would this affect opportunities after the war?

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1. Who is the intended audience for these posters?

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2. Why would these posters focus on clothing to wear?

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3. How did the war affect women’s clothing?

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1. Do these posters relate to the workplace or home life?

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2. Why would the U.S. Public Health Service put out posters relating to sleep and hygiene?

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3. Using the knowledge from the previous sources you have looked at, how did the war effort at the factories affect the home life for women working in production factories?

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Victory Gardens

Of all the home front activities that took place during World War II, the victory garden campaign became one of the most well known. The Victory Garden was developed during World War I as a way to fill the void in food production caused by the war in Europe but during World War II, the victory garden took on a whole new meaning. With the War Department requiring an ever growing supply of food for soldiers in Europe and the Pacific and less farmers at work, the price of food began to increase.

Although most Americans lived with a food ration, the United States government hoped to keep the price of fruits and vegetables down. As a result, the Department of Agriculture encouraged the planting of victory gardens in private and public plots of land. While the victory gardens were designed to have the public grow fruits and vegetables to keep prices down, they were also created to increase the patriotism of the Homefront.

This campaign led to the creation of famous victory garden posters with sayings such as “Plant a victory garden, Our Food is Fighting” and “Dig on for Victory”. This campaign seemed to work as in 1943, the University of Maryland Extension Service estimated that 91% of rural and 69% of urban Marylanders were growing victory gardens. Victory Gardens were successful and helped limit the cost of food supplies for the War Department, provide for civilians, and give people at home a job that made them feel like they were helping win the war.


War Bonds

As Nazi Germany and Fascist Italy were beginning to occupy larger parts of Europe at the beginning of World War II, the United States government, understanding that they may be brought in to the war, began looking for ways to raise funding for the war. Instead of raising taxes, President Roosevelt began to implement a system of voluntary war bonds.

The United States offered to sell war debt to the public and used the proceeds to fund military preparations and the war. These were marketed to citizens who purchased them out of support for the war and because there was a potential for profit after the war when the government repaid its loans. When the war broke out, there was a big push by the government to get people to buy bonds. The government contracted with movie studios to develop films and cartoon reels pushing the sale of war bonds. They created large posters that were put throughout cities promoting war bonds. In Baltimore, the Hutzler’s department store on Howard Street sold war bonds in their shop and had posters and a ticker showing the number of sales in their window.

Marylanders of all walks of life bought and supported the war bonds. Throughout the war, the United States Treasury launched various different war bond campaigns each with monetary goals. In 1942, the Treasury hoped to raise nine million dollars for the war effort through war bonds. The previous drive had only brought in seven million dollars. War bond drives included bringing famous actors and actresses, war heroes, and well known individuals in towns to events and have them try and talk up buying bonds. By the war’s end 85 million Americans purchased war bonds.¹

1. What is the goal of this poster?
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2. Who is the poster oriented towards?
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3. How do you think the race of the pilot influences its intended audience?
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Baltimore’s Historic Ships in WWII

- USS Constellation, flagship of the US Atlantic Fleet from January-June 1942
- US Coast Guard Cutter WHEC-37 (X-TANEY), the last warship still afloat to witness the Japanese attack on Pearl Harbor
- USS Torsk, which sank the last two Japanese enemy combatants of the war
- Liberty Ship SS John W. Brown, one of two remaining operational ships of its type that represents Baltimore’s shipbuilding history.

**USCG Cutter-37**

**Commissioned on October 24, 1936.**

In 1940 and 1941, USCG Cutter-37 received successive armament upgrades in anticipation of war. The upgrades included an additional 5”/51 caliber gun on the fantail where her float plane once stood, three 3”/50 caliber dual purpose guns (capable of shooting at both surface and airborne targets), additional .50 caliber machine guns, depth charge racks and throwers, and sonar for locating submarines.

On the eve of Pearl Harbor, USCG Cutter-37 was officially assigned to the U.S. Navy’s Destroyer Division 80 even though she retained her Coast Guard crew. When the Japanese aircraft fleet attacked Pearl Harbor in Hawaii on December 7, 1941, USCG Cutter-37 was tied up at Pier 6, Honolulu, where she was able to repeatedly engage Japanese planes which over flew the city. When the attack subsided, she immediately commenced in anti-submarine patrol duties offshore at Pearl Harbor.
**USS Torsk (SS-423)**  
**A tench class submarine put into commission on December 16, 1944.**

The USS Torsk was built at Portsmouth Naval Shipyard in Virginia at the end 1944 and was later deployed to the Pacific for patrol around the coast of Japan during World War II. On March 4, 1968, USS Torsk was decommissioned and later arrived at Baltimore’s Inner Harbor to serve as a museum and memorial in 1972. Within her entire career, Torsk has completed over 10,600 career dives during times of peace and war.

During World War II, Torsk made two war patrols off the coast of Japan in 1945. Throughout April 15 to June 16, 1945, Torsk carried out plane guard duties for American aircrafts engaged in bombing raids on Japan. While on her second patrol that lasted from July 17 to September 9, 1945, Torsk engaged in sinking three Japanese ships. In the afternoon of August 13, 1945, she torpedoed and sunk a small freighter ship as well as two Japanese coastal defense frigates the following day. Inevitably, the two coastal defense frigates were the last enemy warships torpedoed before peace was resolved.

**Lightship Chesapeake (LV-116)**

Lightship 116 (LV116) Chesapeake, a ship considered to be among the most modern ships in use with the U.S. Lighthouse Service in its time, was completed in 1930. Chesapeake’s main duties consisted of patrolling, inspecting, and guiding maritime traffic at the mouth of the Chesapeake Bay. Since 1982, the ship has been part of Historic Ships collection and has continued to serve as an important link with the history of American aids to navigation.

Built in 1930, the LV116 Chesapeake was among the most modern and capable ships in use with the U.S. Lighthouse Service. Part of the vessel class of Lightship No.100, Lightship 116 was constructed from a standard design and was considered the best in stability, signaling capacity, living accommodations, and engineering efficiency in its time.
The U.S. Lighthouse Service first assigned Chesapeake at the Fenwick Island Shoal (DE) Station from 1930 to 1933. After her first assignment was complete, she later marked the entrance to Chesapeake Bay until the beginning of World War II. During this time, most coastal lightships were withdrawn for security reasons and were often converted for wartime duties.

During 1942 and 1945, Lightship 116 was painted a battleship gray, armed with two 20mm cannons, and was used as a patrol and inspection vessel near the entrance to the Cape Cod Canal. In 1945, she returned to the waters off Cape Henry, Virginia, where her bright red hull, beacon light, and “Chesapeake” station designation guided maritime traffic in and out of the Chesapeake Bay for the following 20 years.

**USS Constellation (Sloop of War, 1854)**

For over 200 years, Constellation ships have navigated the world’s oceans defending America’s interests. In 1797, the first ship of the U.S. Navy, the USF “frigate” Constellation was commissioned. This frigate’s name originated from the flag of the Continental Congress. Because of her swift sailing speed and handling ability, USF Constellation soon became known as the “Yankee Racehorse.”

In 1854, the Sloop of War Constellation was commissioned to carry on the famous Constellation’s name. This ship was heavily involved in finding and capturing slave trade ships and training for brave seamen. Following the Sloop of War in 1961, the aircraft carrier Constellation was built. Known as “America’s Flagship,” she continued the tradition of always being first to answer her nation’s call.

On June 16, 1933 the Navy Department placed an order for Constellation’s decommissioned status for preservation as a naval relic. Numerous surveys were conducted, and estimates given for the cost of restoring the vessel as a national historic shrine, but no decisions on the ship’s fate were taken. Global conflict, however, soon revitalized Constellation’s active service.
Recommissioned on August 24, 1940, she was classified as a miscellaneous, unclassified, auxiliary, IX-20, on January 8, 1941. On May 21, 1941, Constellation was designated a relief flagship for Admiral Ernest J. King, Commander-in-Chief of the U.S. Atlantic Fleet. Subsequently, with King’s appointment as Chief of Naval Operations at the beginning of 1942, the venerable sloop continued in this capacity under Vice Admiral Royal E. Ingersoll from January 19 to July 20, 1942, when the flag was shifted to the gunboat Vixen (PG-53). Ingersoll once more used Constellation as his flagship during 1943-1944.
RACE, GENDER, & WAR: MANUFACTURING IN MARYLAND DURING WWII
Resources for Additional Learning and Research

- **Race, Gender, & War Manufacturing in Maryland:** The Maryland Center for History and Culture Museum Learning Manager, Alexander Lothstein, discusses the history of race, gender, and war manufacturing in Maryland during World War II. Originally produced for Baltimore Fleet Week Virtual Experience 2020. ([vimeo.com/463033246](vimeo.com/463033246))

- **Legacies: World War II to the Present:** An online exhibit created by Johns Hopkins University ([exhibits.library.jhu.edu/exhibits/show/hopkins-and-the-great-war/johns-hopkins-hospital/legacies/world-war-ii-base-hospital-uni](exhibits.library.jhu.edu/exhibits/show/hopkins-and-the-great-war/johns-hopkins-hospital/legacies/world-war-ii-base-hospital-uni))

- **The National Homefront Project: Collecting Memories of World War II:** An innovative oral history initiative at Washington College’s Starr Center for the Study of the American Experience, is capturing the memories of those civilians: men, women, and children whose lives were changed by the greatest global conflict in human history. ([nationalhomefrontproject.org](nationalhomefrontproject.org))

- **“How Black families came ‘up South,’ faced down Jim Crow, and built a groundbreaking Civil Rights movement.”** An article written by Ron Cassie in Baltimore Magazine. ([baltimoremagazine.com/section/historypolitics/the-great-migration](baltimoremagazine.com/section/historypolitics/the-great-migration))

- **Research Collections at the Maryland Center for History and Culture:** Researchers can visit the H. Furlong Baldwin Library at MCHC to find more photographs, posters and other primary source collections related to World War II and local industry. ([https://www.mdhistory.org/library/](https://www.mdhistory.org/library/))
Credits

This resource was made in partnership with the Maryland Center for History and Culture through generous funding from Maryland Heritage Area Authority. Maryland Fleet Week and Air Show Baltimore, Historic Ships in Baltimore and Living Classrooms Foundation is grateful for MHAA’s support.

About Historic Ships

Located in the heart of Baltimore’s Inner Harbor, Historic Ships in Baltimore is the steward of two historic U.S. Navy vessels: the U.S. Sloop-of-War CONSTELLATION and the U.S. submarine TORSK. CONSTELLATION is the last all-sail warship built by the U.S. Navy and has an historic provenance dating back to the 1797 frigate CONSTELLATION built in Baltimore. U.S.S. TORSK, a WWII-era Tench class “fleet boat” submarine, sank the last two Japanese enemy combatants and holds the record for the most dives of any U.S. submarine. Also under the care of Historic Ships are the U.S. Coast Guard Cutter 37 (X Taney), the last ship still afloat to witness the Japanese attack on Pearl Harbor, Lightship 116 Chesapeake, which marked the entrance to the Chesapeake and Delaware Bays, and the Seven Foot Knoll Lighthouse, built in 1856 to mark the entrance to the Patapsco River and Baltimore Harbor. As significant symbols of our nation’s maritime heritage, the non-profit organization plays a key role in the heritage and cultural landscape within the City of Baltimore and strives to raise awareness throughout Maryland and the United States of these important elements of our nation’s history.

For more information, visit historicships.org.