

Wwii Merchant Marines

Herman Starnes,Edward Trester

Merchant Marine Survivors of World War II Michael Gillen, 2014-12-19 World War II could not have been won without the U.S. Merchant Marine. Crewed by civilian seamen in peacetime and carrying much of the nation's ocean-borne commerce, the Merchant Marine became the fourth arm of defense in wartime, providing vital support for beachheads in all theaters of operation. Twenty World War II Merchant Marine veterans are featured in this oral history. Most had at least one ship torpedoed, bombed, shelled or mined out from under them--some of them two. Some became prisoners of the Japanese for the duration of the war, working on the infamous River Kwai Bridge. Many spent time on lifeboats or flimsy rafts under harsh conditions; one--Donald Zubrod--endured 42 days in a lifeboat with several others before their eventual rescue, close to death. American merchant mariners suffered a casualty rate that was a close second to the Marine Corps during the war.

Heroes in Dungarees Estate of: John Bunker, 2013-01-15 A World War II merchant seaman, John Bunker takes a thorough look at the American merchant marines' significant contributions to the war effort. There are plenty of fascinating facts about their extensive supply operations, but the focus of the book is on the men and their often-heroic actions. Bunker draws from his own experiences to describe the action at sea and also includes the personal stories of many other civilian participants. It is an engaging portrayal of the courage, bravery, and ingenuity demonstrated by these merchant seamen. All theaters of operation using U.S. merchant ships are covered; in addition, Bunker provides information on events before the country entered the war when efforts were being made to build more ships and to recruit the men necessary to crew the huge fleet.

Merchant Mariners at War George J Billy, Christine M Billy, 2008-09-14 Thousands of cargo ships sailed in both the Atlantic and Pacific theaters of World War II manned by young men who braved blockades, torpedoes, and bombings to deliver vital supplies to the Allied forces and make victory possible. These mariners have received little if any credit; they are the forgotten group of the greatest generation. Merchant Mariners at War offers firsthand accounts of the wartime experiences of veterans who graduated from the U.S. Merchant Marine Academy--the largest supplier of ships' officers in WWII. Gathered over more than a decade at the academy in Kings Point, New York, the interviews offer a unique portrait of the young officers who delivered the vital war materiel and provide a valuable window into the world of the merchant marine during WWII. The stories often include startling accounts of privation and endurance. Their stories give voice to a new perspective on WWII maritime history. Chapters cover such subjects as Liberty ships, U-Boats, the Battle of the Atlantic, D-Day, the Philippines, the vast Pacific, and the Murmansk Run. Throughout the book, interesting anecdotes from the veterans enliven the narrative and add to its contribution to the historical record--heretofore non-existent.

Sea War Felix Riesenber, 1974

Torpedoed for Life Herman Starnes, Edward Trester, 2013-10-22 A good number of Merchant Marine WW II combat veterans have poured out their memories in this book. They tell about what they did on their ships for their country to supply the needs of our fighting men and those of our allies all over the earth. We WW 2 Merchant Marines are all now in our upper 80's & 90's and dealing with medical problems. No one knows how many of us are still alive. Every day we hear that one or more of our WW II sailor comrades have Crossed the Bar (passed away). There have been more than 50 Merchant Marine wartime books written over the years since that war. This one may be the last and we will tell our story up to the present. Very few people have heard of these Merchant Mariners or the struggle to obtain recognition and benefits from two generations of forgetful Washington politicians. Ian Allison and this author were very close to that struggle and you can read about it here - unvarnished. We are very proud to have stories about Stanley Willner in Death's Railway and Perry Adam in Little Ships which were written by Gerald Reminick and published by the Glencannon Press, Mr. Walter Jaffe, Publisher, El Cerritto, CA. These gentlemen have wished us well with this book. The Forgotten Heroes, by the well-known author, Mr. Brian Herbert, is the third book we used for expertise on total information about the Merchant Marine. We

met Mr. Herbert at the April 18, 2007 House Committee on VA Affairs. He spoke strongly about the treatment and neglect the country had given us. When his verbal time ran out, he continued with a five-page written testimony. This volume's publishing would not be possible without the collection of WW II Merchant Marine information provided by Captain Dave Swan of the St. Johns River Chapter of the AMMV from the Maritime Museum in Jacksonville, FL 32260. The subject of this book is not the U.S. in WW II. Those accounts almost never mention the Merchant Mariners. Our stories are told by these old men who were out there on every ocean before, during and after the US entered the war, 1940-1946. We most certainly acknowledge the contribution of their stories.

Escape from Archangel Thomas E. Simmons, 2011-08-16 During World War II, merchant marine tankers in convoys plied the frozen North Atlantic through the flaming wreckage of torpedoed ships. Working to keep sea lanes open, valiant merchant seamen supplied food, fuel, and goods to the Allies in the last pockets of European resistance to the Nazis. This exciting book acknowledges that the merchant marines, all volunteers, are among the unsung heroes of the war. One of these was Jac Smith, an ordinary seaman on the Cedar Creek, a new civilian tanker lend-leased to the U.S.S.R. and in the merchantman convoy running from Scotland to Murmansk. Smith's riveting adventures at sea and in the frozen taigas and tundra are a story of valor that underlines the essential role of merchant marines in the war against the Axis powers. This gripping narrative tells of a cruel blow that fate dealt Smith when, after volunteering to serve on the tanker headed for Murmansk, he was arrested and interned in a Soviet work camp near Arkhangelsk. *Escape from Archangel* recounts how this American happened to be imprisoned in an Allied country and how he planned and managed his escape. In his arduous 900-mile trek to freedom, he encountered the remarkable Laplanders of the far north and brave Norwegian resistance fighters. While telling this astonishing story of Jac Smith and of the awesome dangers merchant seamen endured while keeping commerce alive on the seascape of war, *Escape from Archangel* brings long-deserved attention to the role of the merchant marine and their sacrifices during wartime.

The Japanese Merchant Marine in World War II Mark P. Parillo, 1993 Making extensive use of Japanese and U.S. sources, including wartime intelligence reports from the National Defense Archives in Tokyo and recently declassified U.S. documents, this book examines the reasons for Japan's failure to protect its merchant fleet.

At All Costs Sam Moses, 2007-09-04 In this gripping, page-turning account, Sam Moses has told a story in the tradition of Sebastian Junger's *A Perfect Storm*, Robert Kurson's *Shadow Divers*, and Hampton Sides's *Ghost Soldiers*. It's a story about the heroism of two men in battle at sea during World War II, and one woman fleeing Nazi Norway with her child. It's about how courage can change the course of history. *AT ALL COSTS: How a Crippled Ship and Two American Merchant Marines Turned the Tide of World War II* is the astonishing untold account, with original historical reporting, of how two men faced unfathomable danger to help save the island of Malta, Churchill's crux of the war. In 1942, the tiny island of Malta was the most heavily bombed place on earth. Hitler needed Malta as a stepping-stone to get to the oil in Iraq and Iran (Persia at the time). Blockaded by sea, Malta was running on empty, in food, fuel and ammunition. Axis U-boats and dive-bombers made supply convoys to Malta more like suicide missions. In this last-hope convoy, 50 warships escorted 13 freighters carrying aviation fuel, and a single critical tanker, the SS *Ohio*, with 107,000 barrels of oil from Texas. Winston Churchill had traveled to Washington and asked FDR for the tanker—his prime ministership was at stake over this mission to Malta. Relentlessly dive-bombed and repeatedly torpedoed, the *Ohio* suffered huge hits and was abandoned. Two young American merchant mariners—pulled from the sea after their own ship went down in flames—boarded the ravaged tanker, repaired her guns and fought off German and Italian dive-bombers, as the sinking *Ohio* was towed at 4 knots toward Malta with a tiny crew of volunteers. Sam Moses' *AT ALL COSTS* is a triumphant story of human bravery: fearless, selfless acts by men determined to save a ship and win a war; profound communal courage from an island under brutal siege; and leaders who understood the cause of freedom. Kirkus (starred review) A historical footnote provides a riveting tale of true American grit during World War II. In 1942, the island of Malta was the primary

launching point in the Mediterranean for Allied aircraft and submarine attacks against Axis supply convoys. At the height of the North African campaign, Rommel's tanks prepared to sweep into Egypt, Iran and Iraq. The only thing they lacked was the fuel to get there, and the shortage was equally desperate on Malta. The Allies launched Operation Pedestal, a last-ditch effort to re-supply the base by sending a convoy from Britain through the Gibraltar Strait to the beleaguered island. The convoy, which included the American tanker Ohio and the U.S. freighter Santa Elisa, was anything but a milk run. Vietnam vet Moses (Fast Guys, Rich Guys and Idiots, not reviewed) crafts a thrilling adventure on the high seas, though it takes a while to get started. The book's first third juxtaposes Malta's plight against the stories of two American merchant seamen on the Santa Elisa: Lonnie Dales and Fred Larsen, through whose eyes the battle will be viewed in bluecollar detail. Once Operation Pedestal begins, the narrative is all action. The convoy comes under repeated attack, lives are lost, the Santa Elisa is sunk. Dales and Larsen find themselves aboard the wounded Ohio, full to the brim with Texas crude. If they can hold off Nazi attacks and keep their new ship afloat long enough to reach Malta, the operation will be a success. Moses takes readers directly into the heat of battle, demonstrating a strong command of historical detail. Highly recommended for fans of naval adventure. (Agent: Peter Riva/International Transactions, Inc.) *At All Costs* is an extraordinary work of research and an exciting read that pays tribute to a crucial enterprise taken against incredible odds. Sam Moses has brought the ghastliness of war and the beauty of heroism together, in jarring union. -Frank Deford "This book tells a great story. But Sam Moses is not just sharing a gripping tale. He is sharing an important and oft neglected story about a battle that played a decisive role in shaping the outcome of WW II. You will meet people who will linger in memory for their bravery, foolishness, or wisdom." -Ken Auletta, author of *Backstory* "Thrillingly told and beautifully researched, *At All Costs* is not just the against-all-odds story of the saving of Malta, but also of how the fate of nations can turn on the personal bravery of two ordinary men." -Robert Kurson, author of *Shadow Divers* "Sam Moses has skillfully blended the vivid recollections of many eyewitnesses with a wealth of original documentary research to produce an immensely readable and authoritative account of this crucial operation." -Mark Whitmore, Director of Collections, Imperial War Museum, London, England

United States Merchant Marine Casualties of World War II, rev ed. Robert M. Browning, Jr., 2017-02-10 The U.S. merchant marine played a critical, though often overlooked, role in World War II. This reference work provides a brief narrative of each of the recorded attacks on American-flagged merchant ships, as well as an accounting of the men and the ships, which were a part of this worldwide conflict. In addition to the wealth of data on the ships, their crews and cargoes, it depicts the exciting and often violent story of the hundreds of enemy attacks on convoys and lone merchant vessels. Evident within the narrative is the gallantry and sacrifice of naval gun crews and the merchant crewmen.

My Life As a US Merchant Marine in World War II Charles Hoffman, 2014-07-20 This World War II US Merchant Marine memoir was written by Charles William Hoffman. This highly personal memoir of his days as a young man serving his country reflects the culture of that time. The US entry into WWII required immediate growth of US Merchant Marine capabilities. The Atlantic Ocean was a major strategic battle zone during WWII. The Merchant Marine participated in every landing operation by the US Marine Corps from Guadalcanal to Iwo Jima. It took 15 tons of supplies to support one soldier for one year at the front. During 1945 alone, the Merchant Mariners delivered 17 million pounds of cargo every hour, including ammunition, airplanes, fuel, PT boats and amphibious craft, tanks, jeeps, trucks, medicines, locomotives and food. Mariners delivered the goods when and where needed in every war theater. Charles W. Hoffman served his country on seven ships, including a United Nations mercy mission and a highly dangerous ammunition ship. He was 1 of only 7 who survived from his original group of 51 young men who left St. Louis, Missouri to serve their country by delivering the goods to serve all warfighters.

The Ship That Never Was B.J. BRYAN, 2011-03-19 The United States Merchant Marine provided the greatest sealift in history between the production army at home and the fighting forces scattered

around the globe in World War II. The prewar total of 55,000 experienced mariners was increased to over 215,000 through U. S. Maritime Service training programs. Merchant ships faced danger from submarines, mines, armed raiders, and destroyers, aircraft (kamikaze), and the element. About 8,300 mariners were killed at sea, 12,000 wounded of whom at least 1,100 died from their wounds, and 663 men and women were taken prisoner. Some were blown to death, some incinerated, some drowned, some froze and some starved. Many died in prison camps or aboard Japanese ships while being transported to other camps. 31 ships vanished without a trace to a watery grave. (Total killed estimated 9,300)

The Mathews Men William Geroux, 2016-04-19 “Vividly drawn and emotionally gripping. —Daniel James Brown, #1 New York Times bestselling author of *The Boys in the Boat* From the author of *The Ghost Ships of Archangel*, one of the last unheralded heroic stories of World War II: the U-boat assault off the American coast against the men of the U.S. Merchant Marine who were supplying the European war, and one community’s monumental contribution to that effort Mathews County, Virginia, is a remote outpost on the Chesapeake Bay with little to offer except unspoiled scenery—but it sent an unusually large concentration of sea captains to fight in World War II. *The Mathews Men* tells that heroic story through the experiences of one extraordinary family whose seven sons (and their neighbors), U.S. merchant mariners all, suddenly found themselves squarely in the cross-hairs of the U-boats bearing down on the coastal United States in 1942. From the late 1930s to 1945, virtually all the fuel, food and munitions that sustained the Allies in Europe traveled not via the Navy but in merchant ships. After Pearl Harbor, those unprotected ships instantly became the U-boats’ prime targets. And they were easy targets—the Navy lacked the inclination or resources to defend them until the beginning of 1943. Hitler was determined that his U-boats should sink every American ship they could find, sometimes within sight of tourist beaches, and to kill as many mariners as possible, in order to frighten their shipmates into staying ashore. As the war progressed, men from Mathews sailed the North and South Atlantic, the Caribbean, the Gulf of Mexico, the Mediterranean, the Indian Ocean, and even the icy Barents Sea in the Arctic Circle, where they braved the dreaded Murmansk Run. Through their experiences we have eyewitnesses to every danger zone, in every kind of ship. Some died horrific deaths. Others fought to survive torpedo explosions, flaming oil slicks, storms, shark attacks, mine blasts, and harrowing lifeboat odysseys—only to ship out again on the next boat as soon as they’d returned to safety. *The Mathews Men* shows us the war far beyond traditional battlefields—often the U.S. merchant mariners’ life-and-death struggles took place just off the U.S. coast—but also takes us to the landing beaches at D-Day and to the Pacific. “When final victory is ours,” General Dwight D. Eisenhower had predicted, “there is no organization that will share its credit more deservedly than the Merchant Marine.” Here, finally, is the heroic story of those merchant seamen, recast as the human story of the men from Mathews.

The Forgotten Heroes Brian Herbert, 2005-05-01 The United States Merchant Marine has a tradition of being in the forefront of every American military action and has served with distinction in every conflict. New York Times bestselling author Brian Herbert chronicles the amazing exploits of these gallant seamen, assembling a fascinating array of data from historical documents, government records, diaries, and interviews with surviving veterans. This brilliant history details the heroism, self-sacrifice and grim determination that have always been the hallmark of the United States Merchant Marine. Herbert also reveals one of the great injustices of American history. The civilian fighters of the Merchant Marine performed feats of extraordinary bravery during World War II; they were the lifeline of the entire Allied war effort, delivering troops, materiel, food, fuel, and every essential needed for victory over the Axis. In doing so, the Merchant Marine suffered losses so high that the casualty rates were kept secret. At war's end, the men and women of every other service branch were honored by parades and given medical and educational benefits—but the members of the Merchant Marine, who were so vital to our victory, have received neither the benefits nor the recognition they deserved. Herbert is part of a growing movement across the United States to right the wrong. *The Forgotten Heroes* is a history of these unsung heroes and a plea for

justice. At the Publisher's request, this title is being sold without Digital Rights Management Software (DRM) applied.

"A Careless Word-- a Needless Sinking" Arthur R. Moore,1983

Daddy's Not Comin' Home Capt Ed Sullivan,2014-05-15 American Patriotic Spirits in Perpetual Convoy to Murmansk A Saga of sacrifice by the US Merchant Marines, who as citizen sailors loyally kept alive democracy's lifeline to Russia while incurring America's highest casualty rate per capita of service in WWII.

Merchant Shipping and the Demands of War Catherine Betty Abigail Behrens,1955 Tells what was required of the British ships in various phases of the war, how they met them and the costs involved.

Bargain Basement War Heroes Bernard F. Flynn,2015-05-11 A World War II Merchant Marine combat veteran does more than just rock the boat with this book. This grandpa opens up a can of worms that should cause some "squirring" in high places, past, present, or future. 1. Kennedy's assassination, Oswald, the State Department, Congress, and big name personalities are all featured and highlighted in Grandpa's story within. 2. Accusations of a "criminal law" that was enacted by the wartime Congress, which removed every government benefit that the early volunteers for the Merchant Marine had and reclassified them as migrant workers. 3. Why was there acceptance of the never-ending scapegoating of these brave heroes, which was nothing but pure, self-serving lies and distortions by the press, broadcast media, politicians, and higher-ups in the military? 4. Read the absolute truth about the Merchant Marine that is related in this book. You can make up your own mind about the wartime Merchant Marine. Their wartime contribution to winning that war is incontrovertible. Why was the report to President Truman at the end of the war kept a war secret and not made available until 2009, sixty-five years later? 5. Read the author's take on the wartime start-up of his alma mater, the United States Merchant Marine Academy at Kings Point, New York, which is now considered the hidden treasure of our federal academies. 6. It is doubtful if any of our seamen, especially our African American volunteers, understood what really happened in the wartime Congress. Those thousands of widows and children who lost all benefits should force a federal disclosure of the facts, and the hope of this book is to put them all on full alert. The disclaimer and speculation is clearly indicated in the early part of this book. Read President Obama's response.

The Mathews Men William Geroux,2017-03-21 "Vividly drawn and emotionally gripping. —Daniel James Brown, #1 New York Times bestselling author of *The Boys in the Boat* From the author of *The Ghost Ships of Archangel*, one of the last unheralded heroic stories of World War II: the U-boat assault off the American coast against the men of the U.S. Merchant Marine who were supplying the European war, and one community's monumental contribution to that effort Mathews County, Virginia, is a remote outpost on the Chesapeake Bay with little to offer except unspoiled scenery—but it sent an unusually large concentration of sea captains to fight in World War II. The *Mathews Men* tells that heroic story through the experiences of one extraordinary family whose seven sons (and their neighbors), U.S. merchant mariners all, suddenly found themselves squarely in the cross-hairs of the U-boats bearing down on the coastal United States in 1942. From the late 1930s to 1945, virtually all the fuel, food and munitions that sustained the Allies in Europe traveled not via the Navy but in merchant ships. After Pearl Harbor, those unprotected ships instantly became the U-boats' prime targets. And they were easy targets—the Navy lacked the inclination or resources to defend them until the beginning of 1943. Hitler was determined that his U-boats should sink every American ship they could find, sometimes within sight of tourist beaches, and to kill as many mariners as possible, in order to frighten their shipmates into staying ashore. As the war progressed, men from Mathews sailed the North and South Atlantic, the Caribbean, the Gulf of Mexico, the Mediterranean, the Indian Ocean, and even the icy Barents Sea in the Arctic Circle, where they braved the dreaded Murmansk Run. Through their experiences we have eyewitnesses to every danger zone, in every kind of ship. Some died horrific deaths. Others fought to survive torpedo explosions, flaming oil slicks, storms, shark attacks, mine blasts, and harrowing lifeboat

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A Voyage to Abadan Bill Jopes, 1999-11 This is a story of the sea training and service during World War II of two Cadet Midshipmen of the United States Merchant Marine Corps. Only about six thousand cadets were trained during the war, a situation which left these men largely unknown and unidentifiable when on leave. The uniform was much the same as a navy midshipman's uniform and was marked with a USNR emblem. The cadet was, in fact, a midshipman in the U.S. Navy Reserve. The purpose of the corps was to supply officers for the merchant ships being built at a rapid rate for the war effort. There was a danger of there being more ships than there were crews to sail them. The accelerated curriculum undergone by these men was designed for three months basic training, six months sea duty and six months at the Merchant Marine Academy at Kings Point, New York. Upon graduation, a third mate or third engineer's license was issued. Near the end of the war the final training at the academy was extended to one year. After the war, this became a full-time four-year program similar to that at Annapolis. This is a story typical of that of any U.S. merchant ship during wartime. It explores the problems caused by untrained crews, disregarded safety rules, boredom, danger, and storms. However, the men of the Yamhill lead something of a renegade life not usually experienced in running in convoy across the Atlantic. The fact that this voyage lasted nearly a year, traveling halfway around the world alone, operating in all the war zones, visiting seventeen foreign ports, and undergoing several thrilling adventures gives this story perhaps a little extra vitality. For example, there is a day-long battle with a Japanese submarine. The spectacle of a slow, plodding merchant tanker out-dueling a Japanese man o' war in a one-on-one engagement puts it high in the chronicles of merchant marine battles with the enemy. For present-day sailors who may wonder about life at sea on board a merchant ship during World War II, this book gives a look into the past and an acquaintance with the wartime merchant marine. For those who were there, it will bring back the memories that may be fast fading away.

The Unknown Navy Robert G. Halford, 1995

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