

Read Free Merchant Mariners At War An Oral History Of World War Ii New Perspectives On Maritime History And Nautical Archaeology

Merchant Mariners At War An Oral History Of World War Ii New Perspectives On Maritime History And Nautical Archaeology

"Liberty's War explores the experiences of Herman Melton, from his time as a cadet at the U.S.

Merchant Marine Academy through his experiences at sea as a third assistant engineer. As a cadet on board the Liberty ship SS Cornelius Harnett, Melton saw action against German U-boats and bombers as part of the Murmansk Run convoys of 1943. After graduating from the academy in 1944, he shipped out to the Pacific Theatre, surviving the sinking of his Liberty ship, the SS Antoine Saugrain, and its top-secret cargo. He also helped to salvage two damaged Liberty ships before sailing in the William Sharon back to San Francisco."--Provided by publisher.

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

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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.

Recounts the contributions of the U.S. Merchant Marine in World War II as the lifeline of the Allied war effort, while revealing that losses were so numerous that casualty numbers were deliberately withheld.

A History of the U. S. Merchant Marine
At All Costs

A Tribute to the Cadets and Graduates of the U.S. Merchant Marine Academy and Cadet Corps Who Died during World War II

In Peace and War

United States Merchant Marine Casualties of World War II, rev ed.

The Post-war Merchant Marine

Missing

"Williams brings impressive credentials to the table as both a mariner and a writer...[Williams] has done a highly valuable service to everyone with an interest in the history of the American merchant marine...one of those highly useful books that should find its way to the bookshelves of anyone with an interest in the First World War of the history of American shipping"—The Northern Mariner.

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During World War I, the American Merchant Marine meant dangerous duty. Sailors on cargo ships faced the daily threat of enemy submarines, along with the usual hazards of life at sea, and help was rarely close enough for swift rescues. Pre-war shipping in America depended mainly on foreign vessels, but with the outbreak of war these were no longer available.

Construction began quickly on new ships, most of which were not completed until long after the end of the war. Drawing on contemporary newspapers, magazines and trade publications, and Shipping Board, Department of Commerce and Coast Guard records, this book provides the first complete overview of the American Merchant Marine during World War I. Detailed accounts cover the expansion of trans-Atlantic shipping, shipbuilding records 1914-1918, operating companies, ship losses from enemy action, the role of the Naval Overseas Transportation Service and mariner experiences.

H.R. 23: the "Belated Thank You to the Merchant Mariners of World War II Act of 2007": hearing before the Committee on Veterans' Affairs, U.S. House of Representatives, One Hundred Tenth Congress, first session, April 18, 2007. Praise for In Peace and War "A

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comprehensive, balanced, and compelling history of a first-class educational institution, and of the complex history it services." --Sean T. Connaughton, Esq., Kings Point '83, Maritime Administrator "A great read . . . an accurate and absorbing depiction of an institution I was proud to lead for seven years. The authors truly grasped the unique character of the Academy." --Rear Admiral Thomas A. King, Kings Point '42, sixth Superintendent of Kings Point "Evokes memories of the earliest challenges in establishing a maritime institution where future success embodies the Academy's motto acta non verba." --Rear Admiral Lauren S. McCready, Kings Point Professor and Head of Engineering, 1942-1975 "Much more than an institutional history . . . a fascinating and informed portrait of the individuals and philosophies behind Kings Point." --Captain Warren G. Leback, Kings Point '44, past Maritime Administrator and industry leader "Well-written and meticulously researched A must-read for any maritime history buff." --Captain Arthur R. Moore, Kings Point '44, author of A Careless Word . . . A Needless Sinking "The best description of the merchant marine in the last seventy-five years, and the best account of why

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Kings Point became so important to our national security and economy." --George R. Searle, past president, American Merchant Marine Veterans of World War II
My Life As a US Merchant Marine in World War II

An Oral History of World War II

Fourth Arm of Defense

Hearing Before the Subcommittee on Merchant Marine of the Committee on Merchant Marine and Fisheries, House of Representatives, Eighty-sixth Congress, Second Session, on H.R. 8890, to Authorize the Exchange of Certain War-built Vessels for More Modern and Efficient War-built Vessels Owned by the United States. April 26, 1960

The United States Merchant Marine At War

The Merchant Marine Lighter Side of World War II

World War II Combat Veterans of the U.S. Merchant Marine

An extraordinary story of survival and alliance during World War II: the icy journey of four Allied ships crossing the Arctic to deliver much needed supplies to the Soviet war effort. On the fourth of July, 1942, four Allied ships traversing the Arctic split from their decimated convoy to head further north into the ice field of the North Pole. They were seeking

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safety from Nazi bombers and U-boats in the perilous white maze of ice floes, growlers, and giant bergs. Despite the many risks of their chosen route, the four vessels had a better chance of reaching their destination than the rest of the remains of convoy PQ-17. The convoy had started as a fleet of thirty-five cargo ships carrying \$1 billion worth of war supplies to the Soviet port of Archangel--the only help Roosevelt and Churchill had extended to Joseph Stalin to maintain their fragile alliance against Germany. At the most dangerous point of the voyage, the ships had received a startling order to scatter and had quickly become easy prey for the Nazis. The crews of the four ships focused on their mission. U.S. Navy Ensign Howard Carraway, aboard the SS Troubadour, was a farm boy from South Carolina and one of the many Americans for whom the convoy was a first taste of war; from the Royal Navy Reserve, Lt. Leo Gradwell was given command of the HMT Ayrshire, a British fishing trawler that had been converted into an antisubmarine vessel. The twenty-four-hour Arctic daylight in midsummer gave them no respite from bombers or submarines, and they all feared the giant German battleship Tirpitz, nicknamed the "Big Bad

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Wolf." Icebergs were as dangerous as Nazis as the remnants of convoy PQ-17 tried to slip through the Arctic to deliver their cargo in one of the most dramatic escapes of World War II. At Archangel they found a traumatized, starving city, and a disturbing preview of the Cold War ahead. This publication is the eighth in the series *The U.S. Navy and the Vietnam War*. The publication focuses on the sealift and logistic operations during the war and includes a number of photographs as well as sidebars detailing specific people and ships involved in the logistic operations. This historical pictorial reference would be of interest to students, historians, members of the military, specifically the Navy, and military leaders, veterans, Vietnam War veterans, and the U.S. merchant marines.

Although not a weapon in the traditional sense of the word, arguably no item in the Allied arsenal contributed as much to the defeat of the Axis during WWII as did the Liberty ships. The 2,710 Liberty ships placed into service between 1941 and 1945 provided a vital link in the supply chain not only of US but also Allied forces during WWII. Although the basic design itself was obsolete even before the first one slid down the builder's ways, it had

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the advantage of being relatively easy to produce, and simple to operate and maintain. Thus, the vessels were mass-produced by no fewer than eighteen shipyards. Building time, initially 244 days, dropped to forty-two days per ship, although as a publicity stunt the Robert E. Peary was launched four days and fifteen and a half hours after the keel was laid.

What Did You Do in WWII, Grandpa?

Exchange of War-built Vessels

Braving the Wartime Seas

Escape from Archangel

The Ships and Men of Our Merchant Marine at War

An Engineer's Memoir of the Merchant Marine, 1942-45

H.R. 23

Merchant Mariners at WarAn Oral History of World War IINew Perspectives on Maritime H

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 seamen on the Cedar Creek, a new civilian

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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.

As the U.S. Merchant Marine has declined over the last several decades, so too has the memory of the countless acts of unflinching courage and patriotism performed by its civilian officers and seamen in America's armed struggles. Scouring long-out-of-print books and dusty archives, veteran writer and merchant marine officer Bruce Felknor has collected the most dramatic of these stories from all of America's wars through World War II into a single

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comprehensive illustrated volume. Excerpts from such authors as Winston Churchill, Samuel Eliot Morison, and Lowell Thomas are combined with eyewitness accounts - many never before published - by heroes, victims, and survivors.

America's Merchant Marine Transport in World War II
A History of the U.S. Merchant Marine Academy at Kings Point

Hearings Before the Committee on the Merchant Marine and Fisheries, House of Representatives, Seventy-ninth Congress, First Session, on H.R. 2346, a Bill to Provide Aid for the Readjustment in Civilian Life of Those Persons who Rendered War Service in the United States Merchant Marine During World War II, and to Provide Aid for the Families of Deceased War-service Merchant Seamen; H.R. 2180, a Bill to Provide Federal Government Aid for the Readjustment in Civilian Life of World I and World War II Merchant Marine Veterans; H.R. 2449, a Bill to Amend Title III of the Merchant Marine Act, 1936, as Amended, to Provide Certain Rights for Members of the Merchant Marine Serving During World War I; H.R. 3500, a Bill to Extend the War-risk Insurance on Seamen to Cover Death from Any Marine Risk, and for Other Purposes

Sailing on Friday

The Story of the American Merchant Marine in World War II

The "Belated Thank You to the Merchant Mariners of World War II Act of 2007" : Hearing Before the Committee on Veterans' Affairs, U.S. House of

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Representatives, One Hundred Tenth Congress, First Session, April 18, 2007

The U.S. Merchant Marine at War, 1775-1945

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.

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

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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.

Offers accounts of the wartime experiences of veterans who graduated from the US Merchant Marine Academy - the largest supplier of ships' officers in WWII. This book covers such subjects as Liberty ships, U-Boats, the Battle of the Atlantic, D-Day, the Philippines, the vast Pacific, and the Murmansk Run.

"a Necessity in Time of War, a Source of Independence and Strength in Time of Peace"

Seven Brothers and the War Against Hitler's U-boats

Oral Histories of Cargo Carrying Under Fire

The Ghost Ships of Archangel

U.S. Merchant Marine at War

The Merchant Marine

H. R. 23

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.

"Light hearted stories of merchant mariners during World War II."--Provided by publisher.

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

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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.

*The Arctic Voyage That Defied the Nazis
Benefits to Merchant Seamen*

*An American Merchant Seaman at War
Heroes in Dungarees*

*How a Crippled Ship and Two American Merchant Mariners
Turned the Tide of World War II*

Ships, Crews, Shipbuilders and Operators

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An Engineer's Memoir of the Merchant Marine, 1942-1945

Political and Military Statements in Support of the Thousands of Merchant Mariners Including Those We Honor in This Book Braving the Wartime Seas

“The Academy serves the Merchant Marine as West Point serves the Army and Annapolis serves the Navy . . .” (September 30, 1943, dedication of USMMA campus) President Franklin D. Roosevelt

“The only thing that ever really frightened me during the war was the U-boat peril.” Prime Minister Winston S. Churchill

“This is a hundredth gone. Too damned many of these fine lads gone. Wish there was more we could do to minimize losses.” Captain Richard R. McNulty, June 16, 1943 Note on report of death of a Cadet-Midshipman

“They have brought us our lifeblood and they had paid for it with some of their own . . . they have delivered their cargoes to us who needed them so badly. In war it is performance that counts.” Quotes from Douglas MacArthur, General of the U.S. Army

“Yours was the first front on every ocean, and without you, no Army and Navy can survive . . . one of the vital teams participating will be recognized as the merchant seamen in dungarees . . . we of the Navy will salute you with a final ‘Well done’.” Admiral Harold R. Stark, Commander of U.S. Naval Forces in Europe

“Our operations would not have been possible without the strong support of our

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Merchant Marine. These gallant officers and men maintained a bridge of ships across the Pacific, and bore their share of the Japanese attacks while unloading on distant islands where the struggle was still intense and the issue not yet decided.” Fleet Admiral Chester W. Nimitz, U.S. Navy, Chief of Naval Operations Braving the Wartime Seas is the final book of the American Maritime History Project, a private nonprofit foundation. The quotations were drawn from www.usmm.org. Front cover was designed by Marek Mutch, Bay Village, OH.

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, and 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.

Sailing on Friday recounts the growth and decline of what twice became the world's most powerful maritime fleet. This is a tale of operatic dimension, peopled with patriots, politicians, industrial geniuses, fearless seamen, and gallant swashbucklers. It includes accounts of little-noted innovations that had long-lasting effects, daring ocean rescues, sea battles, and financial gambles that won or lost millions. Growing stress among diverse forces of merchants, shipowners, seafarers, and federal agencies brings this exciting story to an appalling climax.

Merchant Mariners at War

Belated Thank You to the Merchant Mariners of World War II Act of 2007, July 27, 2007, 110-1 House Report 110-269, Part 1

United States Merchant Marine at War

Liberty's War

Liberty Ships

Sealift and Maritime Logistics in the Vietnam War

Merchant Marine Survivors of World War II

H.R. 23 : the "Belated Thank You to the Merchant Mariners of World War II Act of 2007" : hearing before the Committee on Veterans' Affairs, U.S. House of Representatives, One Hundred Tenth Congress, first session, April 18, 2007.

"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.

Memoir of Melton's career as a cadet at the fledgling U.S. Merchant Marine Academy and as a merchant mariner in WWII.

Lifeline

Torpedoed for Life

The Heroic Story of the United States Merchant Marine

Bargain Basement War Heroes

A Story of American Merchant Mariners in World War II

The Forgotten Heroes

The Vietnam Run

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

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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

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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

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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

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 " squirming " 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. "Missing" in World War II meant death for thousands of U. S. Merchant Mariners who fell victim to U-boat wolf

packs. Missing: A Story of American Merchant Mariners in World War II describes one merchant ship, the Esso Williamsburg, that disappeared in 1942 in the North Atlantic. From newly commissioned oil tanker to possible derelict, the ship and its crew emerge from the pages of this book as haunting representatives of the plight of American merchant mariners, flung into battles for which they were ill-prepared, and left all too frequently to sail off into oblivion in lifeboats never found. Photos and letters contributed by family members and "most secret" documents from American, Canadian, German and U.K. archives combine to recreate the story of this ship and its courageous crew as they fight their part in The Battle of the North Atlantic.

Merchant Mariners World War II : Valor, Heroism,
Courage and Survival

The Belated Thank You to the Merchant Mariners of
World War II Act of 2007

Sea War

The Story of the U.S. Merchant Marine in World War II.

The United States Merchant Marine in World War I

The Mathews Men

American Merchant Mariners in the Indochina Wars,
1945-1975