

Garlock, Robert D.

RO

Alamar/Massmar

July 5, 1942

Freighter. German aircraft bombed Alamar in Bering Sea. RO survived the sinking of Alamar, only to die when the rescue or repatriation ship Massmar hit mine off Iceland.

SS ALAMAR

Home Port: New York, NY

Company: Calmar Steamship Company, New York, NY
Master: Ragnar Emanuel Nystrom (Lost on SS Massmar)
Gross Tons: 5688
Built: 1916 at San Francisco, CA



The Freighter, SS ALAMAR, was sunk when struck by a bomb from a German aircraft about 1200 local time on May 27, 1942 when about 100 miles from Bear Island in Position 74.00N 20.00E while en route from Philadelphia to North Russia via Iceland in Convoy PQ16. Her crew of 36 and Naval Armed Guard of 9 were saved. However, the Captain and 22 crewmen of the ALAMAR were lost when the MASSMAR, the ship on which they were being repatriated to the United States, struck a mine off Iceland.

Photo Courtesy of the Mariners Museum, Newport News, Virginia.

The SS ALAMAR suffered a direct bomb hit at #5 hold. Flames leaped high in the air from the many drums of high test gasoline stowed on deck. The ship sank about 1230 local time.

The ship was abandoned immediately after the bomb hit and the survivors were picked up by HMS STARWORT (K-20), HMS ST.ELSTAN, and HMS TRIDENT. They were taken to Murmansk. They were placed aboard SS MASSMAR, another Calmar Line ship, for return to the United States. As stated above, the Captain and 22 men were lost when the MASSMAR sank after being mined.

Fisher, Walter D.

RO

Alcoa Partner

Apr. 26, 1942

Freighter. Torpedoed
in Carribean.

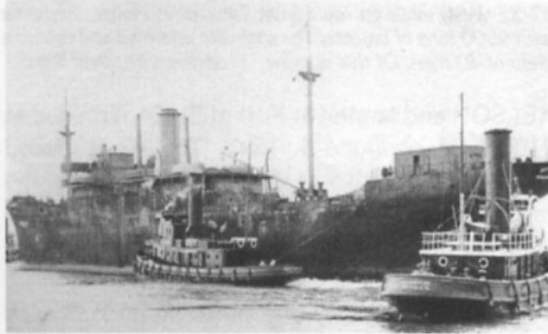
SS Alcoa Partner

Company: Alcoa Steamship Company. New York, NY
Master: Ernest Henke (Alcoa Rambler, Alcoa Prospector)
Built: 1919 @ Harriman, PA
Dimensions: 400' x 54' x 30'

Home Port: New York, NY

Gross Tons: 5513

Former Name: (a) BENSALEM



The Freighter, SS ALCOA PARTNER, was torpedoed and shelled by the German submarine U-66 (Zapp) at 0130 ship's time on April 26, 1942 about 80 miles NNE of Bonaire, N.W.I. (13-32 North/67-57 West). The ship was traveling alone and was unarmed. She was en route from Trinidad to Mobile, Alabama with a cargo of 8500 tons of bauxite. Ten crew members were lost. Photo courtesy of Mariners Museum, Newport News, Virginia.

A torpedo struck the ALCOA PARTNER about 0130 at #2 hold on the port side and hit on the poop deck by a shell fired from the sub. There was no time to examine the damage further as the ship began to sink at once. The ship sank in less than 3 minutes.

The crew abandoned ship immediately. There were 25 survivors that safely abandoned in the starboard lifeboat. They remained in the vicinity

of the ship until daylight searching for the missing ten men, (2nd Engineer, Radio Operator and 8 others). When no one was found, the boat made for the island of Bonaire, landing there early on the morning of April 27th.

The U-66 (Seehausen) was sunk May 6, 1944 off the Cape Verde Islands by aircraft from the USS BLOCK ISLAND (CVE-21) and the USS BUCKLEY (DE-51).

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Tocco, Andrew J.

RO

Alcoa Pathfinder

Nov. 21, 1942

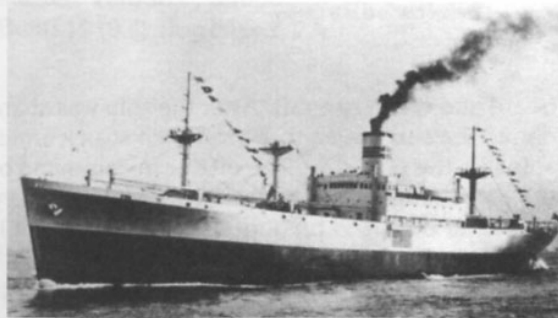
**Freighter. Torpedoed
off Lourenco Marques
in Indian Ocean.**

SS Alcoa Pathfinder

Home Port: New York, NY

Company: Alcoa Steamship Company. New York, NY
Master: Ferdinand F. Dumke
Built: 1941 @ Staten Island, NY
Dimensions: 400' x 60' x 35'

Gross Tons: 6797



The Freighter, SS ALCOA PATHFINDER, was torpedoed by the German submarine U-181 (Luth) at 2140 GCT on November 21, 1942 about 75 miles South of Lourenco Marques, Mozambique (26-45 South/33-10 East) while en route from Beira, Mozambique to the U.S. via Port Elizabeth, South Africa. She was carrying a cargo of 7200 tons of chrome ore, coffee, hides, sisal, and other general cargo. Her complement was made up of 40 crew members, 20 Naval Armed Guard and one passenger. Four crew members were killed by the explosion and the Radio Operator was electrocuted as he stood by his key. Photo courtesy of SSHA Coll'n, U of B Library.

At 2140 GCT, a torpedo hit the ship on the port side abreast the engine room. When the explosion took place it threw water and debris about 200 feet into the air. While still moving forward, the ship began to settle by the stern. The ship sank within three minutes still making 3-4 knots through the water.

One boat (#1) and one raft were cast loose from the sinking ship. Five of the Armed Guard had to jump overboard from the stern and three crew members had to jump over the side. They were

picked up by the lifeboat. The survivors beached the boat and raft about 12 miles North of Point Oro Light at 2400 on November 21st. They then walked about 25 miles, led by Zulu guides and camped for the night in a cabin. The next day they were taken to Maputo Airport. On the 25th of November, they were flown to Durban and eventually repatriated to the U.S.

The U-181 (Freiwald) was taken over by Japan as I-501 in May 1945 and surrendered at Singapore in August 1945.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Dutton, Franklin H.

RO

Alcoa Pilgrim

May 28, 1942

Freighter. Torpedoed
in Carribean.

SS Alcoa Pilgrim

Home Port: New York, NY

Company: Alcoa Steamship Company. New York, NY

Master: Leon Roar Petersen (Lost)

Built: 1941 @ San Francisco, CA

Dimensions: 397' x 60' x 35'

Gross Tons: 6759

The C-1 Freighter, SS ALCOA PILGRIM, was torpedoed by the German submarine U-558 (Krech) at 0100 GCT on May 28, 1942 about 150 miles South of Mona Passage (16-28 North/

67-37 West) while en route from Trinidad to Mobile, Alabama with 9500 tons of bauxite. The ship was unarmed and carried a crew of 40 men. Of this number, 31 seamen lost their lives.

At 0100 GCT, a torpedo struck the ALCOA PILGRIM in the engine room on the starboard side, completely demolishing the engine room, causing the ship to sink so fast there was no time to get out a distress call.

NELSON and landed at Port of Spain, Trinidad at 2100 GCT on June 5, 1942. The sub surfaced after the sinking and came alongside one of the rafts. An officer asked questions regarding the ship, its destination and cargo. He also asked if the raft had sails.

The ship sank so quickly no boats could be launched. Nine survivors climbed aboard two rafts that had floated free. A third raft was found empty at daylight. The nine survivors were picked up at 2000 GCT on June 2nd by the SS THOMAS

The U-558 (Krech) was sunk by an American B-24 Liberator in the Bay of Biscay, Northwest of Cape Ortegal, Spain on July 20, 1943.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Fahsl, Lawrence A.

RM3

Alcoa Pioneer

Nov. 19, 1944

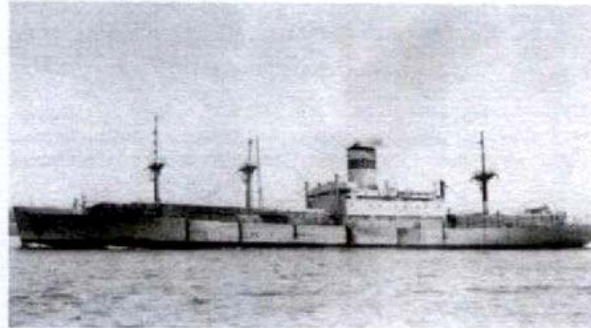
Freighter. Struck amidships by suicide plane while anchored off Leyte, P.I. Repaired and returned to U.S.

SS Alcoa Pioneer

Company: Alcoa Steamship Co. New York, NY
Master: Andrew W. Gavin
Gross Tons: 6759

Home Port: New York, NY

Built: 1941 @ Richmond, CA
Dimensions: 397' x 60' x 35'



At 2310 GCT, a plane came at the ship from dead astern without deviating from its course and crashed on the port side of the flying bridge destroying the steering station, the #2 gun tub, the stack, #2 lifeboat, and the cabins of the Radio Operator and the Chief Mate. The bridge and forward of the midship house burst into flames when the plane's gas tank exploded. Fire hoses were manned and the fire brought under control.

The ship was not abandoned but the seriously

The Freighter, SS ALCOA PIONEER, was struck by a Japanese suicide plane at 2310 GCT on November 18, 1944 while anchored in San Pedro Bay, Leyte, P.I. She had left San Francisco on September 9 stopping at Pearl Harbor, Eniwetok, Manus, and Hollandia before arriving at Leyte on November 5. Her complement was 43 merchant crew and 29 Naval Armed Guard. Five Navy men were killed and 9 injured. Five of the ship's crew were also injured but all survived. Photo courtesy of Mariners Museum, Newport News, VA.

injured were transferred to the USS PCE-851.

The ship later sailed for San Francisco but on December 14 she broke down south of Guadalcanal and had to be towed to Espiritu Santo by the Navy tug ATR-33, arriving there December 20. She remained there until January 2, 1945 when she sailed for San Francisco arriving there February 7, 1945 having stopped at Pearl Harbor on January 23-24.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Talley, Frank

RO

Alcoa Shipper

May 30, 1942

**Freighter. Torpedoed
East of Cape Charles,
Virginia.**

SS Alcoa Shipper

Home Port: New York, NY

Company: Alcoa Steamship Company. New York, NY
Master: Scott L. Alderman
Built: 1920 @ Harriman, PA
Dimensions: 400' x 54' x 30'

Gross Tons: 5491
Former Name: (a) DAVENPORT

The Freighter, SS ALCOA SHIPPER, was torpedoed by the German submarine U-404 (von Bulow) at 0425 EWT on May 30, 1942 about 500 miles East of Cape Charles, Virginia (37-49 North/65-15 West) en route from Port of Spain, Trinidad to

New York City with a cargo of 8340 tons of bauxite. She was sailing alone and unarmed. Her complement was made up of 32 crew members. Of this number, two were killed by the explosion in the engine room and five went down with the ship.

At 0425 a torpedo struck the starboard side of the ship at the fireroom causing the boilers to explode. The ship stopped immediately and the alarm rang to abandon ship. She sank by the stern at 0430 EWT. A distress signal was sent before being abandoned.

they needed medical supplies. He also informed them the distress message would be received in the States and they would be rescued. The survivors were given several bottles of rum with German labels, German cigarettes, a pair of coveralls and a cigarette lighter.

The #2 and #4 lifeboats were lowered, however the boats falls fouled the releasing hooks causing the boats to be carried down with the ship. Twenty-five survivors abandoned the ship at 0429 on two life rafts which had released themselves.

They were picked up at 1430 EWT on June 1 by the Norwegian SS MARGRETHE BAKKE and landed at New York on June 3.

The sub approached the rafts and the Commander inquired the name of the ship and whether

The U-404 (Schonberg) was bombed and sunk in the Bay of Biscay on July 28, 1943. There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Stuhring, Edward G.

RO

Angelina

Oct. 17, 1942

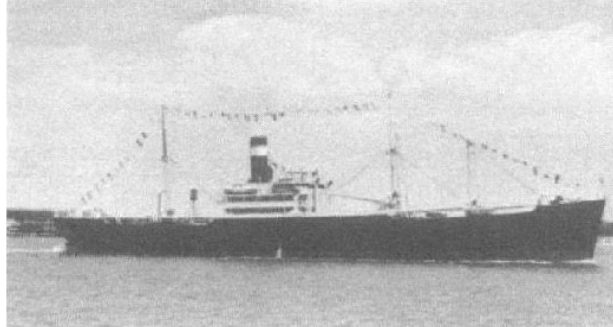
**Freighter. Torpedoed
in North Atlantic while
in convoy.**

SS Angelina

Company: A.H. Bull & Company. New York, NY
Master: William Duncan Goodman (Lost)
Built: 1934@ Newport News, VA
Dimensions: 397' x 55' x 28'

Home Port: New York, NY

Gross Tons: 4772



The Freighter, SS ANGELINA, was torpedoed by the German submarine U-618 (Baberg) at 2345 GCT on October 17, 1942 in the North Atlantic (49-39 North/30-20 West) while en route in Convoy ON-137 from Liverpool, England to New York with sand ballast and salt water in her double bottoms. Her complement was made up of 38 crew members and 17 Naval Armed Guard. Of this number, only 8 survived, 4 crew members and 4 Armed Guard. Thirty-four merchant crew and 13 Armed Guard were lost. Photo courtesy of SSHSA Coll'n, U of B Library.

The ANGELINA had straggled from the convoy and was being escorted by a Canadian Corvette. At 2345 GCT, a torpedo struck the ship on the starboard side at #4 hold far below the waterline, penetrating the double bottoms containing fuel oil. The ship listed to starboard and settled, flooding the well deck. The engines were stopped by the explosion. About 20 minutes later, a second torpedo hit the stern on the starboard side exploding the magazine. The corvette off the port quarter of the ANGELINA sent an SOS which was received by the British Rescue Ship BURY.

Orders to abandon ship were given immediately after the first torpedo struck. At the time the crew abandoned ship, a very heavy sea was running. Forty-three men abandoned ship in the #2 lifeboat and port rafts. The lifeboat broached in the heavy seas and capsized. Only half of the occupants of this boat remained, struggling to get a hand hold on the overturned hull. One by one

they slipped away until only 5 remained. The ANGELINA's carpenter was credited with saving the lives of the other four men clinging to the boat. The Captain and a few others climbed on rafts. Four men were rescued from rafts but the Captain was lost when the painter of the raft to which he was clinging broke loose from the rescue ship and drifted away. The BURY picked up four men from a raft at 0345 and the five men clinging to the overturned boat at 0600. One of the survivors died on board the rescue ship. The BURY landed the remaining 8 survivors at St. John, Newfoundland, on October 23.

The U-618 (Faust) was sunk west of St. Nazaire by HMS DUCKWORTH (K-351) and HMS ESSINGTON (K-353) on August 14, 1944. There were no survivors.

*For a complete story on this rescue read "The Rescue Ships" by Schofield and Martyn, WM. Blackwood & Sons LTD, London, 1968.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Hoskin, Alva R.

RO

Arthur Middleton

Jan. 1, 1943

**Liberty Ship.
Torpedoed and
munition cargo
exploded off Oran.
Three Navy Armed
Guard were only
survivors.**

SS Arthur Middleton

Home Port: Mobile, AL

Company: Lykes Bros. Steamship Company, New Orleans, LA

Master: Not known

Built: 1942 @ Mobile, AL

Gross Tons: 7176

Dimensions: 441' x 57' x 37'

The Liberty Ship, SS ARTHUR MIDDLETON, was torpedoed by the German submarine U-73 (Deckert) at 1411 GMT on January 1, 1943 about three miles off Oran, Algeria (35-45 North/00-45 West) while en route from New York to Oran with a cargo

of munitions and explosives in Convoy UGS #3. Her complement was made up of 42 merchant crew, 27 Navy Armed Guard, 11 members of the crew of the USS LCT#21, and one U.S. Army Security Officer. Three of the Naval A.G. were the only survivors.

At 1428 GMT, the ship was struck by a torpedo from the U-73. The explosion sent water, steel plates, and other parts of the ship high in the air. Flames were reported to be shooting 1,000 feet in the air. The ship broke in half and disintegrated from #5 hatch to the bow, leaving the stern afloat from #5 hatch to the after end of the ship. The stern sank in less than one minute.

stern jumped overboard and found a doughnut raft. They were picked up about 25 minutes later by HMS BOREAS and transferred to the British Hospital Ship OXFORDSHIRE.

The U-73 (Deckert) was sunk on December 16, 1943 off Oran, Algeria by the USS WOOLSEY (DD-437) and USS TRIPPE (DD-403). Thirty-five survivors were recovered.

Three Naval Armed Guard standing by on the

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
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Wortman, Donald Earl

RM3

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Browne, John A.

RO

Astral

Dec. 2, 1941

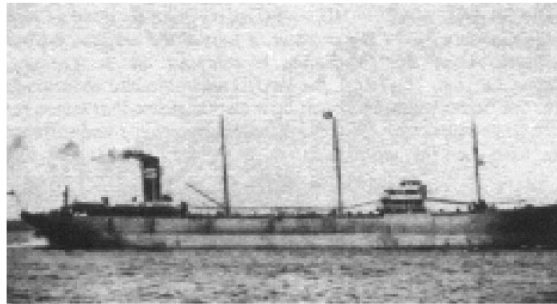
Tanker. Torpedoed by German submarine en route from Aruba N.W.I. to Lisbon, Portugal. There were no survivors.

SS Astral

Company: Socony-Vacuum Oil Co. New York, NY (Mobil Oil Corp.)
Master: Chris Alsager (Lost)
Built: 1916 @ San Francisco, CA
Dimensions: 440' x 58' x 33'

Home Port: New York, NY

Gross Tons: 7542



The ASTRAL was first sighted by U-575 (Heydemann) about 1500 GCT when she crossed the path of the sub. The sub commander tracked the ASTRAL for three hours. At 1857 GCT, Commander Heydemann noticed the ship was unarmed and had the United States flag painted on her side. He had to let her go. Unknown to U-575, another submarine, U-43 (Luth) picked up the ASTRAL and followed her for seven hours. About 2200 GCT, U-43 fired a torpedo at the ship but it missed. The torpedo must have been seen by someone on the ship because she started zig-

The Tanker, SS ASTRAL, was torpedoed by the German submarine U-43 (Luth) at 0724 GCT on December 2, 1941 while en route from Aruba, N.W.I. to Lisbon, Portugal with a cargo of 73,000 barrels of gasoline and kerosene. She carried a crew of 37. She was never heard from again. There were no survivors.

zagging at full speed. The ASTRAL was followed throughout the night by U-43. At 0724 GCT the sub fired again and one torpedo hit midships and another at the stern. The submarine reported the tanker caught fire immediately and sank within minutes. The surface of the water was a sea of flame for about an hour.

This was the third American ship to be sunk prior to America's entry into the war.

The U-43 (Schwandrke) was sunk on July 30, 1943 by aircraft from the USS SANTEE (CVE-29). There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Thomas, Ray O.

RO

Atlantic Sun

Feb. 15, 1943

**Tanker. Torpedoed off
Cape Race,
Newfoundland while
in convoy.**

MS Atlantic Sun

Home Port: Philadelphia, PA

Company: Sun Oil Co. Philadelphia, PA (Sun Company)
Master: William B. Longtin (Lost)
Built: 1941 @ Chester, PA
Dimensions: 524' x 70' x 40'

Gross Tons: 11,355



The Tanker, MS ATLANTIC SUN, was torpedoed by the German submarine U-607 (Mengerson) about 1000 ship time on February 15, 1943 about 150 miles off Cape Race, Newfoundland (51-00 North/41-00 West) while en route in Convoy ON-165 from Reykjavik, Iceland to New York in ballast. At the time of the attack, the tanker had lost the convoy and was sailing alone. Her complement was 47 crew members and 19 Naval Armed Guard. An ordinary seaman was the only survivor. He was taken prisoner aboard the sub. Photo courtesy of Sun Refining & Marketing Co.

See page 318 for the sole survivor's story.

On March 21, 1942 at 0245 EWT, the MS ATLANTIC SUN, under the command of Captain Richard Montague, was torpedoed by the German submarine U-124 (Mohr) off Cape Lookout, North Carolina (33-34 North/77-25 West) while en route from Beaumont, Texas to Marcus Hook, Pennsyl-

vania with a cargo of crude oil. The ship had a crew of 46 men. She was sailing alone and unarmed. There were no casualties.

The torpedo struck the forward section of the ship on the starboard side. The Master headed the ship for shore and anchored her off Beaufort,

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McLaurin, William H.

RO

Atlantic Sun

Feb. 15, 1943

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Morris, William J.

RO

Atlantic Sun

Feb. 15, 1943

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Cape Race,
Newfoundland while
in convoy.**

MS Atlantic Sun

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Company: Sun Oil Co. Philadelphia, PA (Sun Company)
Master: William B. Longtin (Lost)
Built: 1941 @ Chester, PA
Dimensions: 524' x 70' x 40'

Gross Tons: 11,355



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**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Byers, Stephen P.

RO

Azalea City

Feb. 20, 1942

**Freighter. Torpedoed
east of Ocean City,
Maryland.**

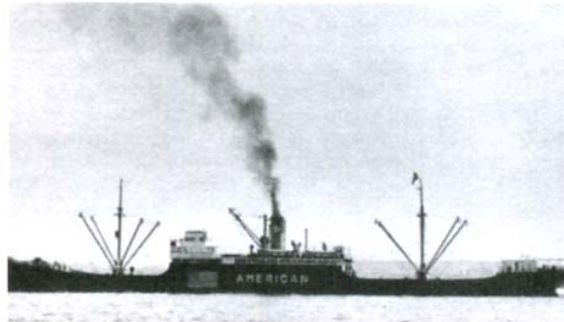
SS Azalea City

Home Port: Mobile, AL

Company: Waterman Steamship Corp., Mobile, AL
Master: George Robert Self (Lost)
Built: 1920 @ Harriman, PA
Dimensions: 400' x 54' x 30'

Gross Tons: 5529

Former Names: (a) WATERBURY (b) EXCELSIOR



The Freighter, SS AZALEA CITY, was torpedoed by the German submarine U-432 (Schultze) at 1923 EWT on February 20, 1942 about 125 miles ESE of Ocean City, Maryland (38-00 North/73-00 West) while en route from Bahia Blanca, Argentina to Philadelphia, Pennsylvania via Trinidad with a cargo of Flax seed. She left Trinidad on February 12 sailing alone and unarmed. There was a crew of 38 men on board. Neither the ship nor its crew were ever seen or heard from again. It is assumed that the nature of the cargo caused the ship to capsize after the torpedo struck. Photo courtesy of Mariners Museum, Newport News, Virginia.

The U-432 (Eckhardt) was sunk in Mid-Atlantic by the French corvette ACONIT on March 11, 1943.

The time and position given above were taken from U-432 log reports.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Stein, Melvin I.

RO

Balladier

Aug. 15, 1942

**Freighter. Torpedoed
in North Atlantic while
in convoy.**

SS Balladier

Company: Parry Steamship Co., New York, NY
Master: Not known
Built: 1919 @ Newark, NJ
Dimensions: 324' x 46' x 25'



At 0140 GCT a torpedo struck the ship at #3 hatch on the starboard side. The ship sank so rapidly there was no time to man the guns and in seven minutes she had disappeared below the waves.

The survivors abandoned ship immediately in lifeboats, rafts, or anything that would float. They were rescued by the SS NORLUNA, an American Freighter, between 0200 and 0600 and taken to Reykjavik. The NORLUNA was guided to the survivors by life jacket lights and flares. One dead man was left in a lifeboat and two died after their rescue.

Home Port: New York, NY

Gross Tons: 3279

Former Names: (a) MARSODAK (b) NAMARIB

The Freighter, SS BALLADIER, was torpedoed by the German submarine U-705 (Horn) at 0140 GCT on August 15, 1942 in the North Atlantic (55-23 North/24-32 West) while en route in Convoy SC-95 from New York to Reykjavik, Iceland with general cargo composed mainly of lumber and steel pipe. The ship's complement was made up of 34 merchant crew and 11 Navy Armed Guard. Of this number 12 merchant crew and two Navy men were lost. Photo courtesy of Mariners Museum, Newport News, Virginia.

The convoy was composed of four freighters, a four stack destroyer, and the USCGC CAMPBELL. The escort was steaming well ahead of the convoy and made no response to signals from the convoy that a ship had been torpedoed. They steamed off with the other two ships and arrived safely at Reykjavik. Naval authorities expressed surprise when the NORLUNA arrived at Reykjavik the next day as the commanding officer of the escorts reported the sinking of the BALLADIER and NORLUNA.

The U-705 (Horn) was bombed and sunk west of Brest on September 3, 1942. There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Ballard, Joseph E.

RO

Barbara

Mar. 7, 1942

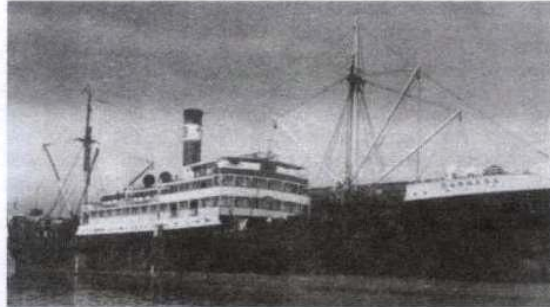
**Freighter. Torpedoed
in Atlantic north of
Haiti.**

SS Barbara

Company: A.H. Bull Steamship Co., New York, NY
Master: Walter G. Hudgins (SS ELIZABETH)
Built: 1913 @ Philadelphia, PA
Dimensions: 384'x 50' x 27'

Home Port: New York, NY

Gross Tons: 4637
Former Name: (a) SANTA CRUZ



The Freighter, SS BARBARA, sailing alone and unarmed, was torpedoed by the German submarine U-126 (Bauer) at 0230 EWT on March 7, 1942 about 9 miles NNW of West Tortue Island (north coast of Haiti) (20-10 North/73-05 West) while en route from Baltimore, Maryland to San Juan, P.R. On board were 60 crew members and an unknown number of passengers. Of this number, 19 crew members were lost. Photo courtesy of John Lochhead.

At 0230 EWT, a torpedo struck the BARBARA on the port side, penetrated the hull and exploded on the starboard side, starting a fire which reached mast high amidships. The engines were stopped at once. The ship listed to port and sank stern first about 0500 EWT.

The survivors abandoned ship in life rafts. Two rafts containing 27 crew members and 10 passengers, made shore safely. Another life raft, with the Master and 16 others was rescued by a Navy

PBY plane several miles off Porta l'Ecu, Haiti on March 9, 1942. A fourth raft with 21 survivors landed on Tortue Island after 3 days at sea. An Able Seaman walked across the island and got help from the Haitian natives. He led a Haitian Coast Guard boat back to the survivors.

The U-126 (Kietz) was bombed and sunk in the North Atlantic on July 3, 1943. There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

McMurdo, William E.

RO

Bateau

Mar. 29, 1942

Lost in convoy to
Murmansk, USSR.

SS Bateau
Panamanian Freighter
Former Italian Euro

Carried a merchant crew of 41.
5 became POW in Germany.

The Panamanian freighter Bateau joined Convoy PQ 13 off Iceland as the convoy proceeded toward Murmansk. As a result of heavy weather, the convoy was scattered over a wide area south of Bear Island by March 27. The German destroyers Z 24, Z 25 and Z 26, sailed from their Norwegian base and in the early morning hours of March 29, Bateau was spotted, shelled and sunk by Z 26. Only 7 men were rescued while 39 died.

Convoy PQ Left Loch Ewe on March 10-1942 and arrived Murmansk on March 31, 1942.

Abele, Francis J.

RO

Benjamin Brewster

July 9, 1942

Tanker. Torpedoed while anchored off Grand Isle, Louisiana, Gulf of Mexico.

SS Benjamin Brewster

Company: Standard Oil of New Jersey, New York, NY (Exxon Corp.)
Master: Peter G.J. Hammel (Lost)
Gross Tons: 5950

Home Port: Wilmington, DE

Built: 1917 @ Wilmington, DE
Dimensions: 427' x 53' x 31'



The Tanker, SS BENJAMIN BREWSTER, was torpedoed by the German submarine U-67 (Muller-Stockheim) at 2330 GWT on July 9, 1942 while anchored about 2½ miles off Grand Isle, Louisiana (29-05 North/90-07 West). The ship was en route from Baytown, Texas to Port Tampa, Florida with a cargo of 70,500 barrels of aviation gas and other clean oils. Her complement was 35 merchant crew and 5 Naval Armed Guard. Of this number, 24 merchant crew and 1 Navy man were lost. Photo courtesy of Exxon Shipping Co.

The ship had anchored for the night when at 2330 GWT she was struck by two torpedoes in succession on the port side forward. The ship burst into flames at once and was surrounded by burning oil on the water. She sank within 3 minutes in 37 feet of water. The fire burned for 9 days until the cargo was consumed. The intense heat reduced the entire structure above water to a molten mass of metal. The vessel was a total loss.

There was no time to launch the lifeboats or rafts. The survivors had to jump overboard from the port side of the stern where the water was free of burning oil. The fire on board burned through the lifeboat falls and as the BENJAMIN BREWSTER went down, the lifeboats floated free.

Eleven survivors (8 crew and 3 Navy men) found a lifeboat on fire. They boarded it and put out the fire before making their way to the beach, landing at 0430, July 10. A fishing boat spotted their campfire, picked them up and transferred them to a Coast Guard vessel. They were taken to the Coast Guard Station at Burrwood, Louisiana and thence to the Marine Hospital at New Orleans. Four other survivors (3 crew and 1 Navy man) were picked up by a Coast Guard boat and put ashore at Burrwood.

The U-67 (Muller-Stockheim) was sunk on July 16, 1943 by a plane from the USS CORE (CVE-13) in position 30-05 North/44-17 West. Some crew members from the sub survived.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Torra, Rocco

RO

Bienville

Apr. 6, 1941

Freighter. Bombed by aircraft and shelled by Japanese cruiser in Bay of Bengal.

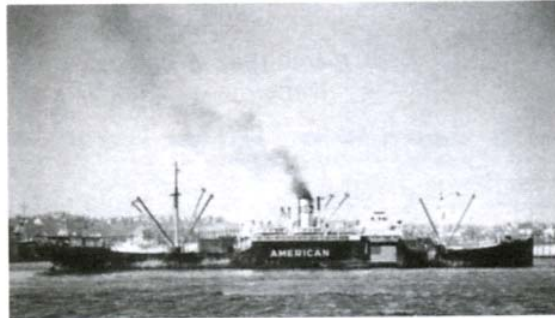
SS Bienville

Home Port: Mobile, AL

Company: Waterman Steamship Corp., Mobile, AL
Master: Robert Spearing
Built: 1921 @ Harriman, PA
Dimensions: 401' x 51' x 30'

Gross Tons: 5491

Former Names: (a) NAAMHOK (b) EXARCH



At 0718 LAT, two planes dropped four bombs. One of the bombs hit the forward port corner of #2 hatch, setting the cargo afire. Two bombs struck close alongside and the other missed the stern because the ship was swinging. In the meantime a cruiser opened fire around 0740 from a distance of about one mile. The ship was hit five times by salvos from the cruiser. The engineer tried to lay a smokescreen from the stack but to

The Freighter, SS BIENVILLE, was bombed and shelled by Japanese planes and a Japanese cruiser at 0740 ship's time on April 6, 1942 in the Bay of Bengal (17-48 North/84-09 East) while en route from Calcutta to Colombo, Ceylon with a cargo of manganese ore, jute, and other general cargo. The ship was sailing alone and unarmed, three days out of Calcutta. She carried a crew of 40 men and of this number, only 16 survived. Photo courtesy of Mariners Museum, Newport News, Virginia.

no avail. The ship sank around 0800 about 45 minutes after the attack began.

The crew abandoned ship about 0800. Some boarded rafts, others jumped overboard. Those survivors that jumped overboard were taken into the only lifeboat that was not destroyed. Fifteen survivors in this boat reached Cuttack, India. Six others reached Calcutta, but five of these died from shell wounds, leaving a total of 16 survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

McGoldrick, Harry M.

RO

Birmingham City

Jan. 9, 1943

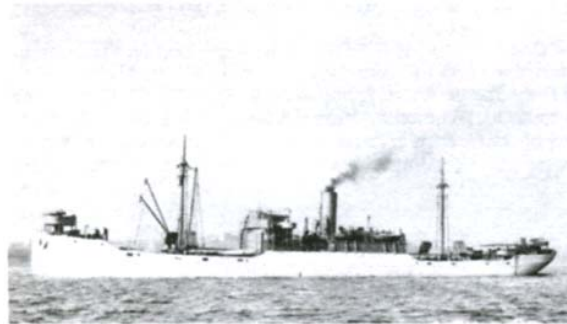
Freighter. Torpedoed North of Paramaribo, Dutch Guiana while sailing in convoy.

SS Birmingham City

Company: Isthmian Steamship Co., New York, NY
Master: Michael Barry
Gross Tons: 6194

Home Port: New York, NY

Built: 1920 @ Chickasaw, AL
Dimensions: 395' x 55' x 31'



At 0341 GCT, a torpedo hit at #3 hold on the port side. The ship burst into flames immediately and destroyed the lifeboats on the port side. The explosion also destroyed the fireroom bulkhead, causing the engine room spaces to flood rapidly. The ship sank within 3 minutes after being hit.

Number 1 lifeboat capsized while being lowered and several men were lost because of this incident. Survivors from this lifeboat boarded a nearby raft. At daybreak they righted #1 lifeboat

The Freighter, SS BIRMINGHAM CITY, was torpedoed by the German submarine U-124 (Mohr) at 0341 GCT on January 9, 1943 about 50 miles north of Paramaribo, Dutch Guiana (7-12 North/55-37 West) while sailing in Convoy TB-1 en route from Trinidad to Rio de Janeiro with general cargo. Her complement was made up of 39 merchant crew and 17 Navy Armed Guard. Of this number, 5 crew members and 5 Navy Armed Guard were lost. Photo courtesy of Mariners Museum, Newport News, Virginia.

and climbed aboard. Number 3 lifeboat was launched successfully and later picked up several men who were on rafts. The survivors in these boats were picked up by one of the escorts, USS PC-577 at 1230 GCT on January 9, 1943 and landed at Paramaribo on the 10th.

The U-124 (Mohr) was sunk on April 3, 1943 west of Oporto, Portugal by HMS BLACK SWAN (U-57) and HMS STONECROP (K-142). There were no survivors.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Yhouse, Paul A.

RO

Brilliant

Jan. 20, 1943

Tanker. Torpedoed 11/18/ 42 in North Atlantic while in convoy.Sank while being salvaged.2 months later.

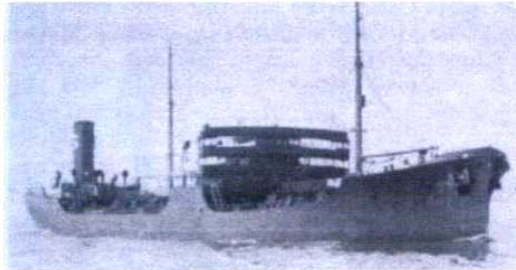
MS Brilliant

**Company: Socony-Vacuum Oil Co.
New York**

**Master: Soren Sorenson
Gross Tons: 9131**

Home Port: New York

**Built: 1930 at Chester, PA
Dimensions: 481' x 66' x 37'**



At 0520, a torpedo struck the starboard side between #5-6 tanks. The explosion set fire to the cargo in these tanks and blew a huge hole in the side of the hull. The flames and smoke prevented those on the bridge from seeing anything aft. The Master believed that the ship was lost and ordered the men on the bridge to abandon ship. SS BURY picked them up.

Those men remaining on board, under the direction of the Fourth Mate, put out the fire. The ship was brought to St. John's, Nfld., a distance of about 300 miles. The Master of the BRILLIANT was not allowed to return to his ship and was carried to Glasgow.

The Tanker, MS BRILLIANT, was torpedoed by the German U-43 (Schwanike) at 0530 ship time on November 18, 1942 in the North Atlantic (50-45N 45-53W) while enroute in Convoy JA-30 (#37) from New York to Belfast with 112,000 barrels of fuel oil. Her complement was 38 merchant crew and 17 Navel Armed Guard. There were no casualties in the U-boat's original attack.

The ship was ordered to Halifax for repairs. After many discussions about the safety of the badly damaged ship in the winter sea, the ship left St. John's on January 18th. On the 20th, in a heavy sea, the ship broke in two pieces. The forward section sank but the stern section drifted for 5 days with 44 men aboard.

The ship broke up in position 46.13 N 58.38W and the stern was found 150 miles southeast. This section sank while being towed to port.

The Fourth Mate who put out the fire and the RO who had stayed with the ship after the torpedoing, were lost with the forward section on January 20th.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Taylor, Walter M.

RO

Broad Arrow

Jan. 9, 1943

Tanker. Torpedoed off Dutch Guiana in convoy.

SS Broad Arrow

Home Port: New York, NY

Company: Socony-Vacuum Oil Co. New York, NY (Mobil Oil Corp.)
Master: Percy Mounter (Lost)
Gross Tons: 7718

Built: 1918 @ Camden, NJ
Dimensions: 468' x 63' x 32'



The Tanker, SS BROAD ARROW, was torpedoed by the German submarine U-124 (Mohr) at 0340 GCT on January 9, 1943 while sailing in Convoy TB-1 (#31). She was about 80 miles off the coast of Dutch Guiana (7-23 North/55-48 West) en route from Trinidad to Rio de Janeiro, Brazil with Navy fuel. Her complement was made up of 39 merchant crew and 8 Navy Armed Guard. Of this number, 16 crew members and 7 of the gun crew were lost. Photo courtesy of SSHSA Coll'n, U of B Library.

At 0340 GCT, the ship was hit by a torpedo on the port side at the after magazine. This blew the whole after end of the ship apart. Shortly afterwards, a second torpedo hit on the port side forward of midship, causing this section to burst into flames. The ship settled by the stern but remained afloat until 0700, when she went under stern first.

The crew abandoned ship in two lifeboats and 2 rafts. There was one man in #3 boat and 5 men in #4 boat, with the remainder of the survivors on rafts. All hands, including the Captain, standing the 8-12 watch on the bridge and in the engine

room were killed by the explosions. Most of the survivors were those who lived in the forecabin forward. The PC-77 picked up the survivors a few hours later and landed them at Paramaribo, Dutch Guiana on January 10. The Second Mate died on the PC-577 and the Pumpman died from burns on the afternoon of the 10th. Both were buried in Paramaribo. The SS BIRMINGHAM CITY was torpedoed in this same convoy.

The U-124 (Mohr) was sunk on April 3, 1943 west of Oporto, Portugal by HMS BLACK SWAN (U-57) and HMS STONECROP (K-142). There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Macomber, Charles Edward

RO

Byron Benson

Apr. 4, 1942

Tanker. Torpedoed off North Carolina

SS Byron D. Benson

Home Port: Wilmington, DE

Company: Tidewater Asso. Oil Co. New York, NY (Getty Oil Co.)

Master: John McMillian (Lost)

Gross Tons: 7953

Built: 1921 @ Tampa, FL
Dimensions: 465' x 60' x 28'

The Tanker, SS BYRON D. BENSON, was torpedoed at 2140 EWT on April 4, 1942 by the German submarine U-552 (Topp), 7½ miles off Currituck Inlet, North Carolina (36-08 North/73-32 West) while en route from Port Arthur, Texas to Bayonne, New Jersey with a cargo of 100,000 barrels of crude oil. She carried a crew of 37 men and of that number, 10 lost their lives. Photo courtesy of SSHSA Coll'n. U of B Library.



At 2140 EWT, a torpedo struck the ship on the starboard side amidships near #7 tank. The entire starboard side of the ship was enveloped in flames. After the torpedo struck, an attempt was made to stop the ship but this was impossible due to the damage, and the ship proceeded off to starboard spreading blazing oil astern. The ship did not sink until April 7.

The survivors abandoned ship in #4 lifeboat and a raft, #1 and #3 boats having been destroyed. Twenty-five men in #4 boat were picked

up by the USS HAMILTON (DD-141) and one man was picked up by the USCG DIONNE. Another man was picked up by the British armed trawler HMS NORWICH CITY. The Master, 3 mates, Radio Operator, 2 A.B.'s, two Ordinary Seaman and one Steward in #2 lifeboat were last seen drifting into the flaming oil and not seen again. The ship was in company with two escorts and the tanker, GULF OF MEXICO.

The U-552 (Lube) was scuttled in Wilhelmshaven, Germany in May 1945.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Fender, Victor C.

RM3

C. J. Barkdull

Jan. 10, 1943

**Tanker. Torpedoed in
North Atlantic.**

SS C.J. Barkdull*

Company: Standard Oil of New Jersey, New York, NY (Exxon Corp.)
Master: Chester S. Swanner (Lost)
Built: 1917 @ San Francisco, CA
Dimensions: 453' x 56' x 34'

Gross Tons: 6773

Former Names: (a) WILHELM JEBSON (b) FREDERIC EWING



The Tanker, SS C.J. BARKDULL, was torpedoed at 1352 GCT on January 10, 1943 somewhere in the North Atlantic by the German submarine U-632 (Karpf) while en route from New York to Casablanca, French Morocco with a cargo of 60,186 barrels of Admiralty fuel oil. Her complement was 38 crew members and 20 Naval Armed Guard. There were no survivors. The ship left New York in Convoy UGS-3 on December 30, 1942. On the morning of January 10, 1943 she straggled from her convoy and was never heard from again.

*Although this vessel was sailing under the Panamanian flag it has been included in this book because of the loss of the entire American crew.

The U-632 (Karpf) was bombed and sunk on April 6, 1943 southwest of Iceland.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Gauthier, Rosario S.

RO

C.J.Barkdull

Jan. 10, 1943

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North Atlantic.**

SS C.J. Barkdull*

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Master: Chester S. Swanner (Lost)
Built: 1917 @ San Francisco, CA
Dimensions: 453' x 56' x 34'

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**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Camio, Ignatius

RO

Cacalilao

May 31, 1942

Tanker. Damaged by explosion in Gulf of Mexico.

SS CACALILAO

Company: Mexico Shipping & Trading Co.
Master: Ingvald Martin Martinsusen (Killed).
Built: Sept. 1919 at Alameda, California.
Former Name: DILLWYN. Steam tanker.
Gross Tons: 6913

The SS CACALILAO, a steam tanker, suffered an explosion in her cargo tanks at 0100 on May 31, 1942 while she was berthed at a refinery in Tampico, Mexico. At the time of the explosion, workmen were flushing out the vessel's tanks with water from a hose as part of preparation of the tanks to load a cargo of Gas Oil for New York.

A rumbling explosion shook the ship and fire broke out in the affected tanks and in the forward house over these tanks. There were as many as three explosions. Tanks #3-4-5 were affected.

Four members of the crew were lost. The Master, I.M. Martinsusen, the 3rd Mate, Tom Jacobsen, the Radio Operator, Ignatius Camio, and an Oiler William Blue Barth. The remainder of the crew of 34 survived.

The forward house was completely burned out. The explosions ripped a hole in the starboard side of the ship about 45 feet wide extending from the main deck to below the water line. The ship was eventually repaired and returned to service.

Rosenblatt, William

RO

Caddo

Nov. 23, 1942

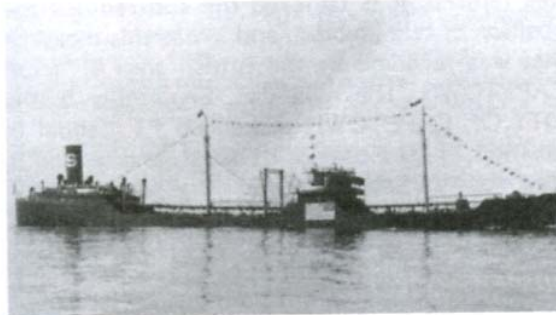
Tanker. Torpedoed in North Atlantic.

SS Caddo

Company: Socony-Vacuum Oil Co. New York, NY (Mobil Oil Corp.)
Master: Paul Muller (Died in German prison camp)
Gross Tons: 9890

Home Port: New York, NY

Built: 1941 @ Sparrows Point, MD
Dimensions: 488' x 68' x 37'



The Tanker, SS CADDO, sailing independently, was torpedoed by the German submarine U-518 (Wibmann) at 0250 ship time on November 23, 1942 in the North Atlantic (42-25 North/48-27 West) while en route from Baytown, Texas to Iceland with a full load of Navy fuel and 300 drums of Aviation Gas. On board were 42 merchant crew and 17 Naval Armed Guard. Of this number, only three crew members and 3 Armed Guard survived. Photo courtesy of SSHSA Coll'n, U of B Library.

At 0250 a torpedo struck the ship on the port side in the pumproom abaft the bridge and tore away part of the ship's side, causing flooding of the pumproom. The engines were stopped. Number 4 lifeboat and one raft were demolished. The ship sank stern first after remaining afloat for 1½ hours.

At 0420 the crew abandoned ship in three lifeboats. The sub surfaced ten minutes after the ship sank and took aboard the Captain and Chief Officer as prisoners. They were taken back to Germany to a prison camp, where the Captain died. The Chief Mate survived and was repatriated to the U.S.

There were 17 survivors in #1 boat and 40 men in #2 and #3 boats. No one was killed by the explosion. Number 1 boat in charge of the Second Mate set course for Bermuda. The other two boats

tried to follow but couldn't. These boats were never found and all hands were lost. Number 1 boat capsized in heavy seas on December 7 throwing all 17 survivors into the water. When the boat was finally righted, only 9 men remained. Three more men in this boat perished on December 8. After 15 days and 8 hours, the six remaining survivors in this boat were picked up by the Spanish motor ship MOTOMAR in 38-10 North/35-24 West, 650 miles South of where the CADDO sank. They were landed at Marcus Hook, Pennsylvania on December 24 and hospitalized. There were 3 crew members and 3 Armed Guard who survived this ordeal.

The U-518 (Offerman) was sunk northwest of the Azores on April 22, 1945 by the USS CARTER (DE-112) and USS NEAL A. SCOTT (DE-769). There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Stewart, Robert

WO

California Star

Mar. 4, 1943

Cargo Liner.
Torpedoed and sunk by German submarine northwest Azores en route Wellington, New Zealand to Liverpool, England

MV CALIFORNIA STAR

Refrigerated Cargo Liner
Company: Blue Star Line
Dimensions: 447.2 x 60.2 x 36 feet
Gross Tons: 8300

Built: Copenhagen in December 1938



Torpedoed and sunk on March 4, 1943 by the German Submarine U-515, when northwest of the Azores, in position 42.32N 37.20W. She was on a voyage from Wellington, New Zealand and Cristobal, Panama to Liverpool with general and refrigerated cargo. Thirty-seven crew, eight gunners and four passengers were lost.

After sending SOS messages, the First Wireless Operator, Robert Stewart, was told to leave the wireless room and joined other survivors on a raft. One lifeboat with 24 survivors took 11 days to reach Flores in the Azores, but none of the rafts from the ship were found after an extensive search.

Stewart was posthumously commended by the London Gazette on December 7th, 1943.

Credits: Photo & text from <http://www.bluestarline.org/california1.html>

Hogan, William P.

RO

Caribou

Sept. 9, 1944

**Steam Ferry.
Torpedoed in Cabot
Strait near Port-aux-
Basques,
Newfoundland.**

SS Caribou

Steam ferry

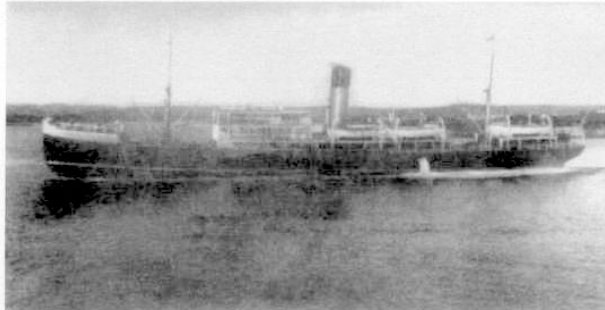
Home port: St. John's Newfoundland

Company: Government of Newfoundland

Master: Benjamin Taverner (lost)

Build: 1925 – New Waterway
Shipbuilding Co. Schiedam
Netherlands

Gross tons: 2, 222



Torpedoed by U-69 (Ulrich Graf) on September 9, 1944 while under escort between Sydney and Port-aux-Basques, Newfoundland. Sank in Position 47-19N 59-29W.

The master, 30 crew members, 57 service personnel and 48 passengers were lost.

At 08.21 hours on 14 October 1942, the railway ferry Caribou in convoy NL-9 was torpedoed and sunk by U-69 in the Cabot Strait. Fifteen crew members, 61 service personnel and 25 passengers were picked up by the HMCS Grandmere (Lt J.S.C. Cuthbert) and landed at Sydney the same day.

Halpern, Saul

RO

Caribsea

Mar. 11, 1942

Freighter. Torpedoed east of Cape Lookout, North Carolina.

SS Caribsea

Home Port: New York, NY

Company: Stockard Steamship Co., New York, NY
Master: Nicholas Manolis
Built: 1919 @ Duluth, MN
Dimensions: 251' x 43' x 26'

Gross Tons: 2609

Former Names: (a) LAKE FLATTERY (b) BUENAVENTURA



The Freighter, SS CARIBSEA, was torpedoed by the German submarine U-158 (Rostin) at 0200 EWT on March 11, 1942 about 12 miles east of Cape Lookout, North Carolina (34-35 North/76-18 West) while sailing alone en route from Santiago, Cuba to Norfolk, Virginia with a cargo of manganese. The ship carried a crew of 28 men. Of this number, only seven men survived. Photo courtesy of SSHA Coll'n, U of B Library.

At 0200 EWT, the ship was struck by two torpedoes. The first hit #2 hold on the starboard side, and the second amidships. The ship sank by the head in less than three minutes. The CARIBSEA had slowed down to comply with Navy orders to pass Cape Hatteras at daylight. She was attacked in the vicinity of Cape Lookout.

There was no time to launch lifeboats. The sur-

vivors jumped overboard and clung to floating wreckage. The seven survivors were picked up about 1230 on the same day by the SS NORLINDO and taken to Cape Henry, Virginia where the men were placed aboard a Coast Guard boat.

The U-158 (Rostin) was bombed and sunk west of Bermuda on June 30, 1942 by a U.S. Navy plane. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Suchan, John

RO

Caribstar

Oct. 4, 1942

**Freighter. Torpedoed
off Orinoco River,
Venezuela.**

SS Caribstar

Home Port: New York, NY

Company: Stockard Steamship Co., New York, NY
Master: Fred Velez
Built: 1919 @ Lorain, OH
Dimensions: 251' x 44' x 26'

Gross Tons: 2592

Former Names: (a) LAKE FANQUIER (b) GUAYAQUIL



The Freighter, SS CARIBSTAR, was torpedoed by the German submarine U-175 (Bruns) at 0500 EWT on October 4, 1942 off the mouth of Orinoco River, Venezuela (8-30 North/59-37 West) while sailing alone from Trinidad to Georgetown, British Guiana in ballast. She had on board a complement of 29 crew members and 6 Navy Gun Crew. Of this number, 6 merchant crew were lost. Eleven men had to be hospitalized. Photo courtesy of Mariners Museum, Newport News, Virginia.

At 0500 EWT, the CARIBSTAR was struck on the port side by a torpedo which exploded in the boiler room. The ship listed first to starboard and then to port. This torpedo made a large hole near the waterline, broke steam lines, and buckled the after deck. A second torpedo struck the ship at the starboard quarter, causing a much heavier explosion than the first, probably exploding the ship's magazine. The ship settled by the stern immediately. The bow protruded from the water for

about three hours and then sank.

The crew abandoned ship after the second torpedo struck. The survivors got away in one lifeboat and two rafts. Those on the rafts were taken into the lifeboat. Thirty-one survivors in this boat were picked up by the PC-469 at 1815 on October 4, and taken to Port of Spain, Trinidad. One of these died of burns while on board the PC-469 and another died from burns at the U.S. Army hospital in Docksite, Trinidad. Most of

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Bruckland, Harold

RO

Castilla

June 6, 1942

Tanker. Torpedoed in
Caribbean.

SS CASTILLA

Home Port: Tela, Honduras

Company: United Fruit Co.

Master: Davis B. Kerr – American (Lost)

Built: Belfast, N. Ireland 1927

Gross Tons: 3910

Dimensions: 342' x 48' x 28'



The Honduran flag freight and refrigeration ship, SS CASTILLA, was torpedoed by the German U-167 (Harold Gelhaus) at 2110 CWT on June 6, 1942 in position 20-15 N./83-18 W. while en route from Mobile to Kingston, Jamaica with a cargo of flour.

On board was a complement of 59 men consisting of 50 crew members, 7 U.S. Naval Armed Guard, and two passengers. A total of 22 crew and 2 Navy gunners were lost. Twenty-three of those lost went down with the ship. One man died in a lifeboat and was buried at sea.

One torpedo struck on the port side just forward of #3 hatch. An uncontrollable fire broke out 5' to 6' below the water line in #3 hatch. The ship settled by the head at once with a list to port and then settled by the stern and sank with the bow straight up. She sank so quickly there was no time to launch the lifeboats, only time to release 4 rafts.

The 35 survivors were picked up by the USCG NIKE (WPC 112), after 6 days on the rafts, on June 12 in position 21-03 N./83-30 W. They were landed at Key West.

The U-167 (Kurt Sturm) was depth-charged off the Canary Islands by RAF Sqdr. 233 in position 27-47 N./15-00 W. on April 5, 1943. The next day, April 6th, the crew scuttled the U-167 and were rescued by the U-455 and U-518. They were landed in Spain and eventually returned to France.

**Credits: Text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Wisener, Raymond D.

RO

Charles Henderson

Apr. 9, 1945

Liberty Ship.
Exploded in Bari, Italy

SS Charles Henderson

Home Port: New Orleans, LA

Company: Mississippi Shipping Co. New Orleans, LA
Master: Not known
Gross Tons: 7176

Built: May 1943 @ New Orleans, LA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS CHARLES HENDERSON, exploded and sank while discharging high explosives at Bari, Italy on April 9, 1945. Her complement was 42 crew members and 13 Naval

Armed Guard. The Chief Engineer, who was ashore at the time of the explosion, was the only survivor.

The ship was completely destroyed. 267 Italians were killed and over 1600 wounded. An undetermined number of Allied Service personnel were killed also. The port installations near the ship were destroyed plus two berths. In addi-

tion, 5 ships in the harbor were damaged.

The ship had sailed from Norfolk, Virginia on March 9, in Convoy UGS-80 arriving Bari on April 5th.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Roche, John F.

RO

Charles Henderson

Apr. 9, 1945

**Liberty Ship.
Exploded in Bari, Italy**

SS Charles Henderson

Home Port: New Orleans, LA

Company: Mississippi Shipping Co. New Orleans, LA
Master: Not known
Gross Tons: 7176

Built: May 1943 @ New Orleans, LA
Dimensions: 441' x 57' x 37'

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**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Hollekim, Sverre Johan

RO

Chenango

Apr. 20, 1942

Freighter. Torpedoed
off North Carolina

SS CHENANGO.

Company: Moore-McCormack Line

Master: Alfred Rasmussen (37) U.S. Citizen (Lost)

Built: West Hartlepool, England 1918

Gross Tons: 3106

Former Names: (a) WAR HAMLET (b) KURIKKA

The coal burning freighter, SS CHENANGO, was torpedoed by the German U-84 (Horst Uphoff) at 1900 EWT on April 20, 1942 in position 36-11 N./75-07 W. (about 60 miles SE of Cape Henry), while en route, alone and unarmed, from Rio de Janiero to Baltimore via St. Thomas with a full load of Manganese Ore at a speed of 9 Knots.

One torpedo hit on the port side between #4 & #5 hatches blasting a huge hole in the hull. Combined with the full load of heavy ore this cased the ship to go down in less than a minute.

On board was a crew of 32 men. This crew was made up of 12 different nationalities, a regular United Nations. There were Americans, Danes, Norwegians, Estonians, Swedes, Chileans, French, Portuguese, Canadians, Colombians, Belgians, and Irish in the crew. Of these 32 men there was only one survivor, a 24-year-old Fireman from Ireland. Thirteen of the lost were American citizens.

Carter, Aloinzo Marion

RO

Cherokee

June 15, 1942

**Passenger ship.
Torpedoed 50 miles
east of Boston,
Massachussetts**

SS Cherokee

Company: Agwilines, Inc., New York, NY
Master: Twiggs Brown
Gross Tons: 5943

Home Port: New York, NY

Built: 1925 @ Newport News, VA
Dimensions: 402' x 55' x 20'



The Passenger Ship, SS CHEROKEE, was torpedoed at 2230 EWT June 15, 1942 by the German submarine U-87 (Berger) about 50 miles East of Boston (42-11 North/69-25 West) while en route in Convoy XB-25 from Halifax, Nova Scotia to Boston, Massachusetts. Her complement was 112 merchant crew, 46 passengers, and 11 Naval Armed Guard. Of this number, 65 crew members, 20 U.S. Army passengers and 1 Navy man lost their lives. There were 83 survivors. Photo courtesy of SSHSA Coll'n, U of B Library.

The SS CHEROKEE was struck by two torpedoes about a minute apart. The first struck at 2230 EWT on the port side of the ship under the bridge, lifting the ship out of the water, destroying the chart house, and causing extensive damage to the bridge area. The ship took a sharp list to port. The second torpedo hit on the port side at the forecastle head and the ship sank within 5-7 minutes. She went down by the bow with a 60 degree list to port.

No lifeboats could be launched due to the sharp list. The crew cut loose 7 life rafts. Some

survivors got on these, some clung to wreckage, and others slid down the deck and jumped overboard. Forty-four survivors were picked up by the SS NORLAGO and landed at Provincetown, Massachusetts on June 16, 1942. The 39 other survivors were picked up by the USCGC ESCANABA in the vicinity of the sinking on June 16, 1942 and taken to Boston. Very rough seas and a heavy gale hampered rescue operations.

The U-87 (Berger) was sunk west of Oporto, Portugal by HMCS SHEDIAC (K-110) and HMCS ST. CROIX on March 3, 1943.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Corckos, Kirlios

RO

Cherokee

June 15, 1942

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Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Simpson, Joseph H.

RO

City of Alma

June 2, 1942

**Freighter. Torpedoed
in Atlantic 400 miles
northeast of San
Juan, Puerto Rico.**

SS City of Alma

Home Port: Mobile, AL

Company: Waterman Steamship Corp., Mobile, AL
Master: James Joshua Baker (Lost)
Gross Tons: 5446

Built: 1920 @ Harriman, PA
Dimensions: 401' x 54' x 30'



The ship was struck by one torpedo which hit on the port side at #3 hatch and the fireroom. The explosion blew the hatches off #3 hold and ripped a hole about 40 feet in the side of the ship. The ship went down within a minute.

Ten survivors found a lifeboat which had

The Freighter, SS CITY OF ALMA, was torpedoed by the German submarine U-159 (Witte) at 2210 EWT on June 2, 1942, about 400 miles northeast of San Juan, Puerto Rico (23-00 North/62-30 West) while en route from Port of Spain, Trinidad to Baltimore, Maryland. She left Bombay, India on April 10, 1942 with a cargo of manganese ore, stopping at Capetown, S.A. and Trinidad, having departed Trinidad on May 30. The ship was sailing alone and unarmed. She sank so fast that 26 crew members and three Navy signalmen went down with the ship, including the Captain, Second Mate, Radio Operator, Chief Engineer and his three Assistants. The Radio Operator was trapped in the Radio shack, so there was no distress call sent. There were only 10 survivors. Photo courtesy of Mariners Museum, Newport News, Virginia.

floated free and climbed aboard. They were picked up by the patrol boat YP-67 and taken to San Juan, Puerto Rico.

The U-159 (Beckmann) was bombed and sunk west of Haiti by a USN Mariner aircraft on July 15, 1943. There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Haviland, Theodore F.

RO

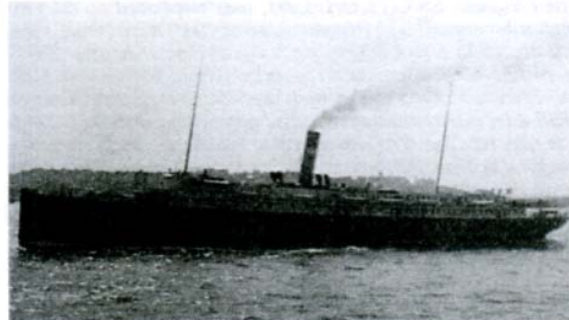
City of Atlanta

Jan. 19, 1942

**Freighter. Torpedoed
of coast of North
Carolina.**

SS City of Atlanta

Company: Ocean Steamship Co., Savannah, GA
Master: Leman Chapman Urquhart (Lost)
Gross Tons: 5269



The ship was struck by two torpedoes on the port side forward of #3 hold. The ship rolled over to port before she even lost headway. The #1 lifeboat could not be launched because it hung in-board. Eighteen men managed to get in #2 boat, but it capsized and threw them into the sea.

Home Port: Savannah, GA

Built: 1904 @ Chester, PA
Dimensions: 337' x 49' x 16'

The SS CITY OF ATLANTA, was torpedoed by the German submarine U-123 (Hardegen) at 0207 EST on January 19, 1942, off the coast of North Carolina (35-42 North/75-21 West). There were only 3 survivors. Forty-three men were lost. The ship was unarmed. Photo courtesy of SSHSA Coll'n, U of B Library.

The three survivors were picked up by the SS SEATRIN TEXAS.

The U-123 (von Schroter) was paid off in Lorient, France on August 19, 1944. Later turned over to the French as BLAISON in 1945. She was scrapped in 1957.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Lenhardt, Rudolph

RO

City of New York

Mar. 29, 1942

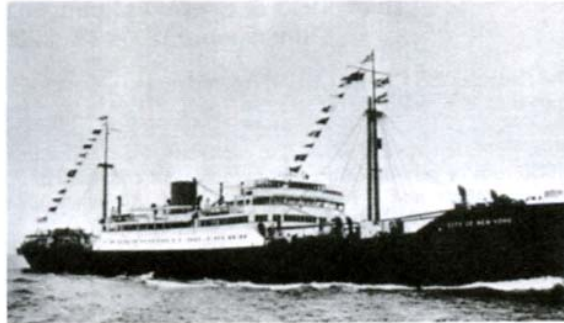
**Passenger ship.
Torpedoed 40 miles
east of Cape Hatteras,
North Carolina.**

MS City of New York

Home Port: New York, NY

Company: American-So. African Line, New York, NY (Farrell Lines)
Master: George T. Sullivan (SS DANIEL MORGAN)
Gross Tons: 8272

Built: 1930 @ Chester, PA
Dimensions: 452' x 62' x 24'



The Passenger Ship, MS CITY OF NEW YORK, was torpedoed by the German submarine U-160 (Lassen) at 1345 ship's time on March 29, 1942, about 40 miles east of Cape Hatteras, North Carolina (35-16 North/74-25 West) while en route from Capetown, South Africa to New York via Trinidad, with 47 passengers and a cargo of chrome ore, wood, hides and other general cargo. She carried a crew of 88, 47 passengers and a Naval Armed Guard of 9. There were 118 survivors. Twenty-six people lost their lives, 17 of them were merchant crew members. Photo courtesy of Farrell Lines.

At 1345 EWT, the ship was struck by a torpedo on the port side just below the bridge at #3 hold. There was considerable damage which disrupted all communications. The ship was headed up into the wind and the engines stopped. This torpedo also destroyed #2 lifeboat. Shortly afterwards, a second torpedo struck on the starboard side at #4 hold, overturning a lifeboat which had been launched. The ship sank stern first within 20 minutes of the attack.

An attempt to launch the lifeboats was made after the first torpedo hit. One boat was overturned, but four other boats were safely launched.

Three boats containing 107 persons were picked up 36 hours later by the USS ROPER (DD-147) and USS ACUSHNET (ATO-63) and taken to the Naval Base in Norfolk, Virginia. A fourth boat got away with 20 survivors, including crew and passengers, but when the boat was spotted on April 11 by a patrol plane, there were only 11 people still alive. They were picked up by a Coast Guard boat, CG-4555, and taken to Lewes, Delaware. The boat also contained two bodies.

The U-160 (von Pommer-Esche) was sunk south of the Azores by aircraft from the USS SANTEE (CVE-29) on July 14, 1943.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Robertson, Gene A.

RM3

Coamo (USAT)

Dec. 9, 1942

**Passenger ship.
Torpedoed off
Bermuda. There were
no survivors of the
133 man crew. This
was the greatest
single loss of a
merchant crew on any
US Flag Merchant
Vessel during WW II**

SS Coamo

Home Port: New York, NY

Company: Agwilines, Inc., New York, NY
Master: Nels Helgesen (Lost)
Gross Tons: 7057

Built: 1925 @ Newport News, VA
Dimensions: 429' x 60' x 25'



The U-604 (Holtrin) was scuttled about 500 miles NW of Ascension Island on August 11, 1943 after being damaged by the USS MOFFETT

The Passenger Ship, SS COAMO, was torpedoed by the German submarine U-604 (Holtrin) at 1818 GCT off Bermuda on December 9, 1942, while en route from Gibraltar to New York, via Lands End, England. The COAMO left Gibraltar on November 26, 1942 in Convoy MFK-3, but on December 1 while off Lands End, she was detached from the Convoy by orders of the British Admiralty and diverted to New York independently. The ship and its crew were never seen or heard from again except by the U-604. The ship had a merchant crew of 133 men. This was the greatest single loss of a merchant crew on any U.S. Flag Merchant Vessel during World War II. Photo courtesy of SSHA Coll'n, U of B Library.

(DD-362) on August 3 and a USN Ventura bomber on July 30.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Payne, Robert E.

RO

Coloradan/Zaandam

Nov. 2, 1942

Freighter. RO survived the sinking of Coloradan off Capetown, South Africa, only to die when the rescue or repatriation ship MS Zaandam was torpedoed and sunk in the North Atlantic

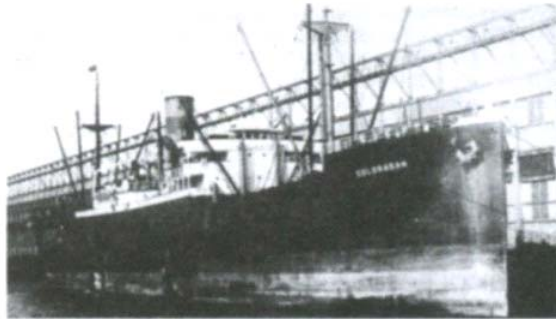
SS Coloradan

Home Port: New York, NY

Company: American-Hawaiian Steamship Co., New York, NY
Master: Robert H. Murphy (TEXAN)
Built: 1920 @ Osaka, Japan
Dimensions: 415' x 56' x 32'

Gross Tons: 6557

Former Names: (a) EASTERN ADMIRAL (b) WILLBORO



The Freighter, SS COLORADAN, was torpedoed by the German submarine U-159 (Witte) at 0955 GCT on October 9, 1942 about 200 miles SW of Capetown, South Africa (35-47 South/14-34 East) while en route alone, from Bandur Shahpur, Iran to New York via Durban and Trinidad, with a cargo of 2500 tons of manganese ore, a ton of gold, and other general cargo. Her complement was 42 crew members and 12 Naval Armed Guard. Six crew members were lost with the ship when they were trapped in their quarters in the after part of the ship. Six other crew members were lost when the ship on which they were being repatriated from Capetown to the United States, the Dutch MS ZAANDAM, was torpedoed on November 2, 1942. Photo courtesy of Mariners Museum, Newport News, Virginia.

At 0955 GCT, a torpedo struck on the port side between #5-#6 holds, destroying the bulkhead between them and opening up the shaft alley. The main engines were shut down at once as the ship flooded instantly. The after part of the ship was awash and the ship sank in 4 minutes. No distress call could be sent because the radio equipment had been destroyed by the explosion.

23 survivors in #2 boat in charge of the Captain. The boats became separated early in the afternoon of October 10. The survivors in #2 boat were picked up at 1522 GCT on October 11 by HMS ACTIVE (H-14) and landed at Capetown on October 14 at 1700 local time. The men in #1 boat were not so lucky. They spotted a seaplane on October 13 but were not seen by the plane. A bomber circled the boat 3 times on October 14 and sent blinker signals, but there was no rescue from this sighting. The boat was in sight of land on October 19 when they were finally sighted by a fishing boat which towed them into Thorne Bay, South Africa. They were taken to Capetown the next day. Many of these survivors in this boat required hospitalization in Capetown.

call could be sent because the radio equipment had been destroyed by the explosion.

The survivors abandoned the ship in two lifeboats and four rafts. Later they were divided among the two boats, so that there were 25 survivors in #1 boat in charge of the Chief Mate, and

Fifteen survivors of the COLORADAN were aboard the MS ZAANDAM bound from Capetown to the U.S. when she was torpedoed on November 2, 1942. Six of them were lost. Four were picked up at 0900 on November 7 by the U.S. Tanker SS GULFSTATE. Five others were among the 58 survivors who reached Barreirinhas, Brazil in a lifeboat on November 11, 1942. The men picked up by the GULFSTATE were landed at Trinidad on November 13 at 1430 EWT and eventually arrived at New Orleans aboard the SS YARMOUTH on November 29, 1942.

The U-159 (Beckmann) was bombed and sunk south of Haiti on July 15, 1943 by Squadron VP-32. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Turner, Alfred W.

RO

Commercial Trader

Sept. 16, 1942

**Freighter.
Torpedoed East of
Trinidad.**

SS Commercial Trader

Home Port: New York, NY

Company: Moore McCormack Lines, New York, NY
Master: James W. Hunley
Built: 1920 @ Wyandotte, MI
Dimensions: 251' x 44' x 26'

Gross Tons: 2606
Former Names: (a) LAKE TIPPAH (b) DELAWARE RIVER



The Freighter, SS COMMERCIAL TRADER, was torpedoed by the German submarine U-558 (Krech) at 0900 GCT on September 16, 1942 about 75 miles east of Trinidad (10-30 North/60-15 West) while en route from Fortaleza, Brazil to the U.S. via Trinidad for bunkers, with 3500 tons of cargo including 1500 tons of manganese ore. Her complement was 29 crew members and 9 Naval Armed Guard. Of this number, 7 crew members and 3 Navy men were lost. Photo courtesy of SSHSA Coll'n, U of B Library.

At 0900 GCT, the ship was struck by a torpedo on the starboard side at #2 hold. Number 2 hatch was blown open and the engine room flooded through the skylight so fast the engines could not be secured. As a result, the engines were still running when the ship sank. The ship flooded immediately. The starboard side below the bridge was destroyed by the explosion, as were both ladders to the bridge. The ship sank bow first within 2 minutes.

The crew abandoned ship immediately in one lifeboat and 3 rafts. Later, all the men on the rafts transferred to the lifeboat. The survivors rowed ashore and landed at Loman's Point, near Scarborough on the island of Tobago, about 2000 GCT on September 16, 1942. Ten of the survivors required hospitalization.

The U-558 (Krech) was bombed and sunk northwest of Cape Ortegal, Spain on July 20, 1943.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Thomas, Joe R.

RO

Connecticut

Apr. 23, 1942

**Tanker. Torpedoed
South Atlantic**

SS Connecticut

Home Port: Wilmington, DE

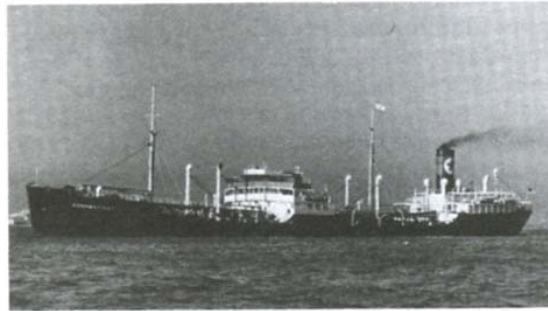
Company: The Texas Company, New York, NY (Texaco, Inc.)

Master: Thomas A. Peterson (Lost)

Gross Tons: 8684

Built: 1938 @ Sparrows Point, MD

Dimensions: 468' x 65' x 34'



The Tanker, SS CONNECTICUT, was torpedoed by the Motor Torpedo Boat LS-4 from the German Raider MICHEL (Rucktschell) at 0210 ship's time on April 23, 1942 in the South Atlantic (23-00 South/15-00 West) while en route alone from Port Arthur, Texas to Capetown, South Africa with a cargo of 100 Octane gasoline. Her complement was 43 crew members and 11 Naval Armed Guard. Of this number, 24 crew members were killed in the attack, one died on the raider, two died in a Japanese prison camp, and 16 were repatriated to the United States after hostilities ceased, having survived the cruelties of the Japanese prison camps. The entire Armed Guard was killed in the explosion of the second torpedo while still on board the ship. Photo courtesy of Texaco Archives.

After the torpedo struck the ship, the entire crew abandoned safely in three lifeboats. The last two boats were rounding the stern of the tanker, attempting to get to windward before the cargo of gasoline exploded, when a second torpedo struck the tanker. The ship immediately burst into flames which spread rapidly on the gas-coated

waters. The 24 men in these 2 boats were trapped in the flames and perished.

Nineteen men in the one remaining boat were picked up at dawn by the MICHEL. One crew member died on the raider and the remainder were turned over to the Japanese as prisoners of war.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Carlson, Richard V.

RO

Cranford

July 30, 1942

**Freighter. Torpedoed
in South Atlantic ESE
of Barbados.**

SS Cranford

Company: Lykes Bros. Steamship Co., New Orleans, LA
Master: James Henry Donlon (Lost)
Gross Tons: 6096

Home Port: Lake Charles, LA

Built: 1920 @ Wilmington, NC
Dimensions: 394' x 55' x 31'



The Freighter, SS CRANFORD, was torpedoed by the German submarine U-155 (Piening) at 1420 EWT on July 30, 1942 about 250 miles ESE of Barbados (12-17 North/55-11 West) while en route alone from Capetown, South Africa to a U.S. port via Trinidad, with a cargo of 6600 tons of chrome ore and 1600 tons of cotton. Her complement was composed of 39 crew members and 8 Naval Armed Guard. Of this number, 9 of the crew and 2 of the Navy men went down with the ship. Photo courtesy of Peabody Museum of Salem.

The ship was struck by a torpedo on the starboard side below the waterline. It tore through #2 and #3 holds, causing the ship to sink bow first in 3 minutes. The sinking was hastened by the heavy cargo of ore.

The 36 survivors abandoned ship in one lifeboat and by diving overboard and clinging to wreckage, or climbing aboard life rafts which had drifted free of the sinking ship. The Spanish tanker CASTILLO ALEMENARA picked up the survivors about 2 hours after the sinking and

landed them at Curacao, N.W.I. on August 3, 1942. The sub surfaced after the sinking and the survivors were questioned as to the name of the ship, destination, cargo, etc. Two of the survivors were taken aboard the sub and treated for injuries. The sub commander gave the survivors the course and distance to Barbados, some matches, a towline and two cans of water, but could spare no food as they were running short themselves.

The U-155 (Altmeier) surrendered at Wilhelmshave, Germany in April 1945.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Bradshaw, Robert

RO

Crusader

Nov. 14, 1941

Torpedoed east of
Newfoundand,
Canada.

SS Crusader

Home Port: Panama

Panamanian Freighter

Company: U.S. Maritime Commission

Built: 1916 – Osaka Iron Works, Osaka, Japan

Gross tons: 2,939

Former Danish BROSUND



SS CRUSADER was torpedoed and sunk by U-561 (Robert Bartels) on November 14, 1941, in position 49-30N 37-15W after she straggled from Convoy SC-53 enroute to Liverpool.

CRUSADER left Baltimore on October 23rd with a general cargo, including foodstuffs, cotton, iron and steel. Left Sydney, Nova Scotia, on November 4th. She carried a crew of 34. All were assumed lost until a Brazilian coal passer Edward Barreto was discovered as a POW at Milag Nord near Westertimke, Germany.

U-561 was sunk 12 July, 1943 in the Straits of Messina in position 38.16N, 15.39E, by torpedoes from the British MTB 81. 42 dead and 5 survivors.

Unknown

RO

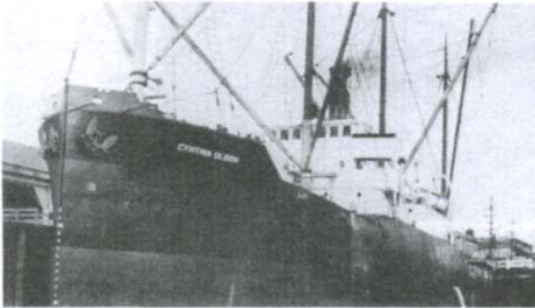
Cynthis Olsen

Dec. 7, 1941

**Steam Schooner.
Shelled and
torpedoed north of
Pearl Harbor on
morning of Japanese
attack. SOS was sent
by ship but RO is not
Listed.**

SS Cynthia Olson

Company: Oliver J. Olson Co., San Francisco, CA
Master: Berthel Carlsen (Lost)
Built: 1918 @ Manitowoc, WI
Dimensions: 250' x 44' x 20'



An SOS was heard by a shore station coming from this vessel at 1838 GCT on December 7, stating they were "under attack by a surfaced submarine." This is the last anyone ever heard from this ship. Some sources state nothing more was heard about this ship because the I-26 was sunk 3 days later. However, U.S. Navy sources say the

Home Port: San Francisco, CA

Gross Tons: 2140
Former Name: (a) COQUINA

The Steam Schooner, SS CYNTHIA OLSON, was torpedoed by the Japanese submarine I-26 (Yokota) about 1830 GCT on December 7, 1941 about 1,000 miles northeast of Diamond Head, Hawaii and 1200 miles west of Cape Flattery, Washington (33-42 North/145-29 West), while en route from Tacoma, Washington to Honolulu, Hawaii with a full cargo of Army supplies. She left Puget Sound on December 1. Her complement was 33 crew members and 2 U.S. Army soldier passengers. There were no survivors. Photo courtesy of University of Detroit Marine Historical Collection.

I-26 was not sunk until October 25, 1944 and at that time the sub was under the command of a Captain Nishiuchi.

The SS CYNTHIA OLSON was the first American Flag merchant vessel sunk by a Japanese submarine. The OLSON was under charter to the U.S. Army Transport Service.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Kelen, Benjamin

RO

Daniel Chester French

Mar. 6, 1944

Liberty Ship. Sunk by mine 30 miles NE of Bizerte, Tunisia in the Mediterranean.

SS Daniel Chester French

Home Port: Baltimore, MD

Company: Stockard Steamship Co. New York, NY
Master: Malcolm R. McClintock
Gross Tons: 7176

Built: November 1942 @ Baltimore, MD
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS DANIEL CHESTER FRENCH, was mined at 0720 GCT on March 6, 1944 about 30 miles northeast of Bizerte, Tunisia (37-18 North/10-22 East) while en route in Convoy UGS-33 (#93) from Philadelphia, Pennsylvania to Bandur Shahpur, Iran with Russian Lend Lease material consisting

of ammunition, general cargo, truck tires and a deck cargo of crated vehicles. The ship's complement was 44 merchant crew, 28 Naval Armed Guard, and 87 U.S. Army personnel. Of this number, 9 crew members, 4 Navy men and 24 Army men were lost.

At 0720 GCT there were 2 explosions, seconds apart, on the starboard side at #2 and #3 holds. The vent cowls at #2 and #3 masthouse were blown off and smoke came out of the bases. The ship buckled at #3 hold and tires from the two holds were seen in the water shortly after the explosion. Fires burning in the two holds were extinguished by water flooding into them. The engines were secured immediately and distress calls sent out. The ship went down by the head immediately after the explosions and sank by the

bow at 0805 GCT.

The ship was abandoned at 0730 in 6 lifeboats, two of which were swamped. Survivors were picked up by HMS CHARON and the British SS THELMA and landed at Bizerte on March 6, 1944.

During the entire action there were no escort vessels visible. The SS VIRGINIA DARE had struck a mine shortly before the explosions damaged the DANIEL CHESTER FRENCH. It was determined the ships had been routed through an Allied minefield.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Margolis, Isaac

RO

David H. Atwater

Apr. 2, 1942

Freighter. Shelled 10 miles East of Chincoteague Inlet, Virginia.

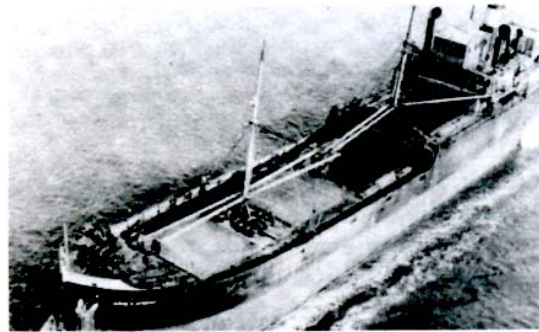
SS David H. Atwater

Home Port: Fall River, MA

Company: Atwater Coal Transportation Co. Fall River, MA
Master: William Keith Webster (Lost)
Built: 1919 @ Ashtabula, OH
Dimensions: 253' x 44' x 25'

Gross Tons: 2496

Former Names: (a) CRABTREE (b) W.J. CROSBY



The Freighter, SS DAVID H. ATWATER, was shelled by the German submarine U-552 (Topp) at 2122 EWT on April 2, 1942 about 10 miles east of Chincoteague Inlet, Virginia (37-46 North/75-05 West) while en route from Norfolk, Virginia to Fall River, Massachusetts with a full load of coal. The ship was unarmed and sailing alone. Only 3 men survived from a crew of 26. Photo courtesy of University of Detroit Marine Historical Collection.

The ship was shelled by the sub from a range of about 600 yards. The crew was given no opportunity to abandon ship and were riddled with machine gun fire as they launched the lifeboats. At 2120 EWT, the USCGC LEGARE observed gunfire and immediately headed in that direction. Upon arrival at the scene, they observed the ATWATER sinking, leaving about 2 feet of mast

above water. They located one empty lifeboat containing a body. The C.G. #218 picked up 3 survivors and 3 bodies. The survivors were taken to Chincoteague Inlet. The LEGARE destroyed the ATWATER's two lifeboats and a life raft. One lifeboat was full of machine gun holes.

The U-552 (Lube) was scuttled on May 2, 1945 at Wilhelmshaven, Germany.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Brock, Henry L.

RO

David McKelvey

May 14, 1942

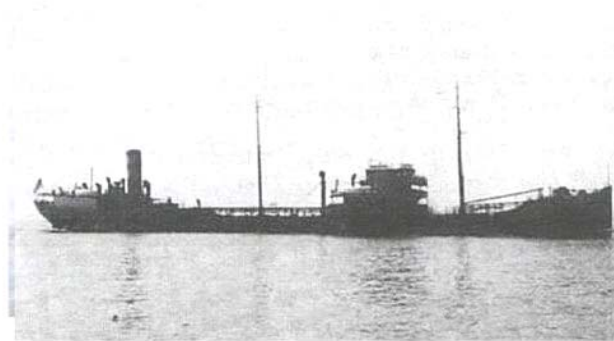
**Tanker. Torpedoed
South of Mississippi
River entrance of Gulf
of Mexico**

SS David McKelvey

Home Port: Wilmington, DE

Company: Tidewater Associated Oil Co. New York, NY (Getty Oil Co.)
Master: Carl A. Zwicker (Lost)
Gross Tons: 6821

Built: 1921 @ Chester, PA
Dimensions: 430' x 59' x 33'



The Tanker, SS DAVID McKELVEY, was torpedoed by the German submarine U-506 (Wurdemann) at 2245 CWT on May 13, 1942 about 35 miles south of the Mississippi River entrance (28-30 North/89-55 West) while en route alone from Corpus Christi, Texas to Bayonne, New Jersey with 80,000 barrels of crude oil. She carried a crew of 36 men plus 6 Naval Armed Guard. Of that number, 15 of the merchant crew, including the Master and all the deck officers, were lost in the explosion and fire. Two of the Navy men were lost. Four crew members were badly burned. They were taken to the Marine Hospital in New Orleans, where one crew member died. Photo courtesy of SSHSA Coll'n, U of B Library.

At 2245 CWT, a torpedo struck the ship amidships on the port side near #4 tank. There was a terrific explosion and the ship immediately became engulfed in flames. Burning oil on the water surrounded the ship. The #2 and #4 lifeboats on the port side were destroyed by the explosion and fire. The ship was still afloat at 0300 May 14 when last seen by survivors. Later, the burned out hulk was beached on the Louisiana coast, a total loss.

There were 23 survivors (19 crew members and 4 Navy men) who abandoned ship in #3 lifeboat and 2 rafts. Number one lifeboat (starboard midship boat) was not launched as there was no one left alive in that section of the ship. The survivors

were picked up by USCGC BOUTWELL and taken to the Naval Section Base at Burrwood, Louisiana. Four badly injured men were taken to the Marine Hospital in New Orleans. The Chief Engineer and the pumpman remained aboard throughout the night standing partly submerged in fresh water tanks in the ship's double bottoms, while the fire burned itself out over their heads. They were taken off the ship the following day, about 1200 hours, by a Norwegian tanker, and taken to Key West, Florida.

The U-506 (Wurdemann) was bombed and sunk 320 miles west of Cape Finisterre, Spain by a U.S. Army Liberator on July 12, 1943.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Flynn, James J.

RO

Dixie Arrow

Mar. 26, 1942

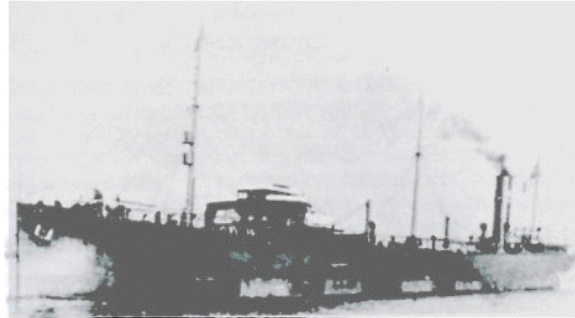
Tanker. Torpedoed by submarine in the vicinity of Diamond Shoals, North Carolina.

SS Dixie Arrow

Company: Socony-Vacuum Oil Co. New York, NY (Mobil Oil Corp.)
Master: Anders M. Johanson (Lost)
Gross Tons: 8046

Home Port: New York, NY

**Built: 1921 @ Camden, NJ
Dimensions: 468' x 63' x 32'**



The ship was hit by three torpedoes within 1 minute on the starboard side. The first hit just below the midship deckhouse destroying it, and the next two hit slightly abaft this point, breaking the ship in two. The forepart of the ship was immediately enveloped in flames. All the licensed Deck Officers were lost in the explosion and flames. Number 1 and #2 lifeboats were lost in

The Tanker, SS DIXIE ARROW, was torpedoed by the German submarine U-71 (Flachsenberg) at 0858 EWT on March 26, 1942 in the vicinity of Diamond Shoals, North Carolina (35-00 North/75-33 West) while en route alone and unarmed from Texas City, Texas to Paulsboro, New Jersey with 96,000 barrels of crude oil. The ship carried a crew of 33 men. There were 22 survivors, but 11 men, including the Master, all the deck officers, and the Radio Operator, were lost. The Able Seaman on duty in the wheelhouse was awarded the Distinguished Merchant Marine Medal for standing by the wheel and bringing the ship into the wind, which kept the flames from men trapped on the bow. By doing this, he turned the flames toward the wheelhouse, thereby giving up his own life. Photo courtesy of National Archives and Mobil Oil Corp.

the fire and explosion. There was no damage in the engine room. The men trapped on the bow jumped overboard. All 22 survivors were picked up by the USS TARBELL (DD-142) at 0929 EWT March 26 and landed at Morehead City, North Carolina.

The U-71 (Ranzau) was scuttled at Wilhelms-haven, Germany on May 2, 1945.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

McClain, James A.

RM2

Dorchester

Feb. 3, 1943

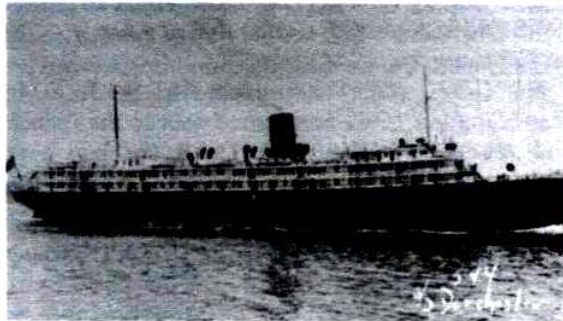
**Troop Transport.
Torpedoed 150 miles
West of Cape
Farewell, Greenland.**

SS Dorchester

Company: Merchants & Miners Transportation Co. Baltimore, MD
Master: Hans Jorgen Danielson (Lost)
Gross Tons: 5649

Home Port: Baltimore, MD

Built: 1926 @ Newport News, VA
Dimensions: 351' x 52' x 16'



At 0355 GCT, a torpedo struck the ship on the starboard side in the vicinity of the engine room. There was very little noise, but considerable concussion. The hull of the ship was opened up in the engine room and flooding was very rapid. Two lifeboats, #4 and #7 were smashed beyond use. The vessel lost way immediately as the engines had been destroyed by the explosion. The ship sank about 0420 GCT, going down by the head with a considerable starboard list.

The Master ordered abandon ship at 0358. Some of the crew and passengers left the ship but many others remained aboard and went down with the ship. The USCG ESCANABA picked up 56 survivors from #6 lifeboat. The USCG COMANCHE found #13 lifeboat and removed the survivors. These were the only two boats out of 14 lifeboats aboard the ship that were successfully launched. The USCG COMANCHE and USCG ESCANABA stayed in the vicinity of the sinking un-

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til 1230 GCT February 3, picking up survivors from the water and from rafts. The ESCANABA rescued 132 persons and the COMANCHE rescued 97. They were landed at Narsarsuak, Greenland at 0600 GCT February 4.

Some boats were swamped by overcrowding. Many passengers evidently did not realize the seriousness of the situation and did not try to leave the ship. Several life rafts were cut loose by the ship's crew and left on deck to float clear if the ship sank.

Several rafts were still aboard the ship when it went down. Four U.S. Army Chaplains gave up their lifebelts to soldiers who had none, and went down with the ship. The survivors spoke of the calm attitude of these four men.

The U-223 (Gerlach) was sunk north of Palermo, Sicily by HMS LAFOREY, HMS TUMULT, HMS HAMBLEDON (L-37) and HMS GLENCATHRA (L-24) on March 30, 1944.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Mangafreda, Mangafreda

RM3

Dorchester

Feb. 3, 1943

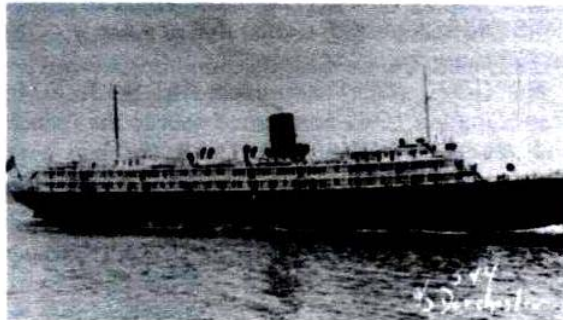
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Torpedoed 150 miles
West of Cape
Farewell, Greenland.**

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Master: Hans Jorgen Danielson (Lost)
Gross Tons: 5649

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Built: 1926 @ Newport News, VA
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**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Patalive, Frank J.

RO

Dorchester

Feb. 3, 1943

**Troop Transport.
Torpedoed 150 miles
West of Cape
Farewell, Greenland.**

SS Dorchester

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**Credits: Photo and text from "A Careless Word, A Needless Sinking"
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McGill, William J.

RO

Dorchester

Feb. 3, 1943

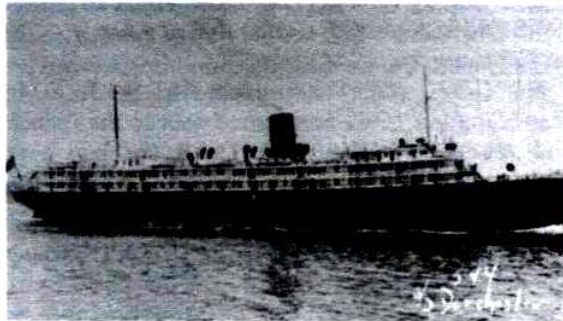
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Lindstrom, Walter E.

RO

Dorchester

Feb. 3, 1943

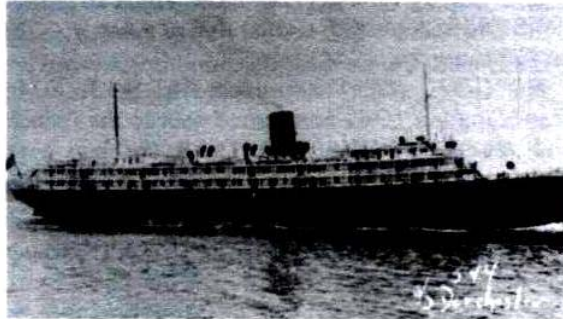
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Gross Tons: 5649

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**Credits: Photo and text from "A Careless Word, A Needless Sinking"
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Weaver, George W.

RM3

Dorchester

Feb. 3, 1943

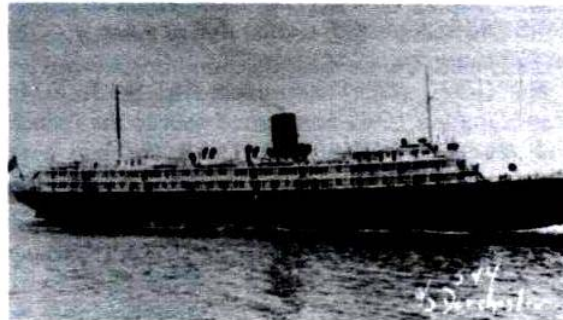
**Troop Transport.
Torpedoed 150 miles
West of Cape
Farewell, Greenland.**

SS Dorchester

Company: Merchants & Miners Transportation Co. Baltimore, MD
Master: Hans Jorgen Danielson (Lost)
Gross Tons: 5649

Home Port: Baltimore, MD

Built: 1926 @ Newport News, VA
Dimensions: 351' x 52' x 16'



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**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Esner, Arthur

RO

East Indian

Nov. 3, 1942

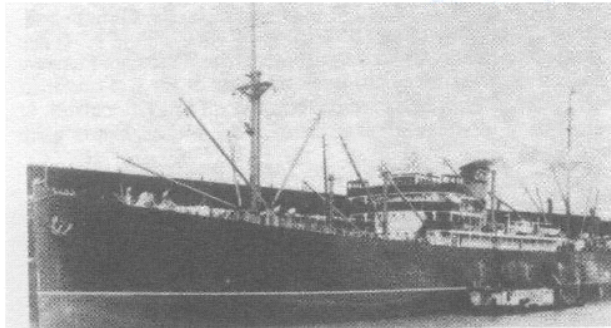
**Freighter.
Torpedoed. 275 miles
Southwest of
Capetown, South
Africa.**

MS East Indian

Company: Ford Motor Co. Wilmington, DE
Master: Ovide L. Ste. Marie (Lost)
Gross Tons: 8159
Former Name: (a) BEIKOKU MARU

Home Port: Detroit, MI

Built: 1918 @ Uraga, Japan
Dimensions: 445' x 58' x 29'



At 1700 GCT, two torpedoes struck the ship on the starboard side at the after bulkhead of the engine room. Fire broke out immediately but the damage could not be determined since the ship sank within 2 minutes after the attack. The engines were not secured nor did time permit sending a distress call.

Seventeen survivors got away in #4 lifeboat

The Freighter, MS EAST INDIAN, was torpedoed by the German submarine U-181 (Luth) at 1700 GCT November 3, 1942 about 275 miles southwest of Capetown, South Africa (37-23 South/13-34 East) while en route alone from Calcutta, India to New York via Capetown with 3500 tons of manganese ore, 500 tons of tea, and 560 tons of general cargo. Her complement was 45 crew members, 16 Navy Armed Guard and 12 passengers. Of this number, the Master and 32 of his crew, 10 passengers and 14 Navy men were lost. The only survivors were 12 crew members, 2 Navy men and 2 passengers. Photo courtesy of Mariners Museum, Newport News, VA.

The U-181 (Freiwald) was taken over by the Japanese in May 1945 and renamed I-501. The sub surrendered in Singapore and was scrapped.

and 34 got aboard life rafts. The Master, 15 crew members and 7 passengers were killed in the explosion or went down with the ship. Those on the life rafts were never seen or heard from again. The lifeboat, in charge of the Chief Mate, contained 13 crew members, 2 Navy men and 2 passengers. The Radio Operator died in Capetown after being rescued.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Tisinger, James Wallace

RM3

East Indian

Nov. 3, 1942

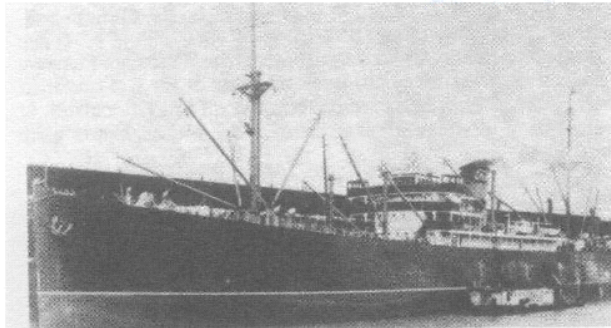
**Freighter Torpedoed.
275 miles Southwest
of Capetown, South
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MS East Indian

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Master: Ovide L. Ste. Marie (Lost)
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and 34 got aboard life rafts. The Master, 15 crew members and 7 passengers were killed in the explosion or went down with the ship. Those on the life rafts were never seen or heard from again. The lifeboat, in charge of the Chief Mate, contained 13 crew members, 2 Navy men and 2 passengers. The Radio Operator died in Capetown after being rescued.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Bellom, John J.

RO

Edith

June 7, 1942

**Freighter.
Torpedoed. 200 miles
Southeast of Jamaica
in the Caribbean Sea.**

SS Edith

Company: A.H. Bull Steamship Co. New York, NY
Master: Sam Houston
Gross Tons: 3382



At 1630 EWT, a torpedo struck the ship on the starboard side between the engine room and #4 hold. In 3 minutes, #4 hold had flooded and the deck was awash. With the explosion of the torpedo, sulphur dioxide fumes were released, causing severe vomiting among the crew. The ship sank stern first 7 minutes after the torpedo hit.

Twenty-nine of the crew abandoned ship in a lifeboat and 2 rafts. Those on the rafts later transferred to the lifeboat.

The sub surfaced after the attack and the Com-

Home Port: New York, NY

Built: 1915 @ Sparrows Point, MD
Dimensions: 327' x 46' x 23'

The Freighter, SS EDITH, was torpedoed by the German submarine, U-159 (Witte) at 1630 EWT on June 7, 1942 about 200 miles southeast of Jamaica (14.33 North/74.35 West) while en route, alone and unarmed, from Puerto Castillo, Honduras to Mayaguez, Puerto Rico with 4,000 tons of general cargo. She carried a crew of 31 men. There were 29 survivors, two men having been lost with the ship. Photo courtesy of SSHSA Coll'n, U of B Library.

mander questioned the survivors about the name of the ship, tonnage, etc. When told the ship was only 3,000 tons, he was very disappointed. He asked if they were all right and had provisions, then gave them the course and distance to land. On June 13, they made a landfall at Black River, Jamaica.

The U-159 (Beckmann) was bombed and sunk south of Haiti on July 15, 1943. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

McGill, James A.

RO

Edward B. Dudley

Apr. 11, 1943

**Liberty Ship.
Torpedoed in North
Atlantic in convoy
from New York to a
port in the United
Kingdom.**

SS Edward B. Dudley

Home Port: Wilmington, NC

Company: Bulk Carriers Corp. New York, NY
Master: Gibson Douglas Hillary (Lost)
Gross Tons: 7176

Built: February 1943 @ Wilmington, NC
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS EDWARD B. DUDLEY, was torpedoed by the German submarine U-615 (Kapitzky) about 0246 GCT on April 11, 1943 in the North Atlantic (53-00 North/39-00 West) while en route in Convoy HX-232 from New York to a port in the

United Kingdom. She had straggled from the convoy and was never heard from again. The ship carried a crew of 42 men and 27 Navy Armed Guard. There were no survivors.

The position and time stated above was that reported by the U-615. The Commander of U-615 reported he hit the ship with a torpedo at 1430 sub time on April 10, but the torpedo did not ex-

plode. He sank the ship the next day with 3 torpedoes.

The U-615 (Kapitzky) was bombed and sunk south of Curacao on August 6, 1943.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Morning, Orley William

RO

El Lago

Oct. 11, 1942

**Freighter. Torpedoed
440 miles ENE of
Cape Race,
Newfoundland,
Canada**

SS EL LAGO

Panamanian Flag Freighter

Master: Finn Abrahamson

Company: United States Lines, New York

Tonnage: 4,221

Home Port: Panama, R.P.

Built: 1920 by Downey in Arlington, NY

On October 11 1942 at 1959 local time U-615 (Ralph Kapitsky) fired two torpedoes at the EL LAGO in position 44.00N 40.00W. The ship was en route from Iceland to New York after delivering supplies to Reykjavik. Both torpedoes struck the ship and broke her in two. The bow sank immediately and the stern sank within four minutes. The ship carried 39 crew members, 14 Navy Armed Guard and 6 merchant seaman being repatriated.

No lifeboats were launched and the few survivors climbed on rafts which had floated free. The Uboat surfaced and took the Captain and an engineer aboard. They were sent to a POW camp near Bremen and were repatriated after the war.

The other survivors on the rafts were never seen again. The crew was made up of seven Norwegians, eight Chinese, five Canadians, five Belgians, three Dutch, two Swedes, two Scots, one Danish, one Irish, one Estonian, one Portuguese, one Pole, one American and one from Latvia.

Harris, William G.

RO

Elizabeth Kellogg

Nov. 23, 1943

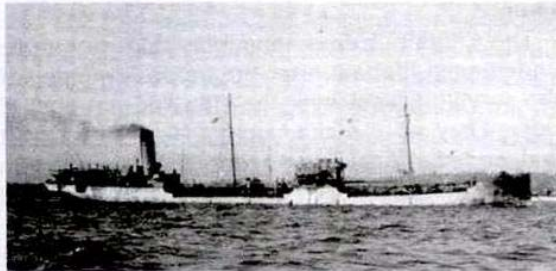
**Tanker. Torpedoed
150 miles North of
Cristobal, Canal Zone.**

SS Elizabeth Kellogg

Home Port: New York, NY

Company: Spencer, Kellogg & Sons. New York, NY
Master: Norman T. Henderson (Lost)
Built: 1920 @ Savannah, GA
Dimensions: 392' x 51' x 28'

Gross Tons: 5189
Former Name: (a) DARDEN



The Tanker, SS ELIZABETH KELLOGG, was torpedoed by the German submarine U-526 (Tillesen) at 0835 GCT on November 23, 1943 about 150 miles north of Cristobal, C.Z. (11-10 North/80-42 West) while en route alone from Cristobal to Puerto Barrios, Guatemala with a cargo of 46,000 barrels of fuel oil. She had a complement of 36 merchant crew and 12 Navy Armed Guard. Of that number, 8 merchant crew including the Captain and 2 Navy men were lost. Photo courtesy of Mariners Museum, Newport News, VA.

At 0835 GCT, a torpedo struck on the port side amidships, the explosion throwing burning oil over the entire ship. The whole bridge section was a mass of flames extending to the after part of the ship. At the time of the explosion the rudder was hard left and the engines ran at full speed. The explosion ruptured #2, #3 and #4 tanks. The ship ran in large circles to port, with the engines running, for 36 hours and when last seen the screw was still turning. The ship's magazine blew up 5 hours after the attack and the fire burnt itself out after 12 hours. On November 24 a picture from a plane showed the ship dead in the water with her back broken, fire out, and the section between the bridge and stern gutted by fire. On November

25, a tug, the USS FAVORITE (IX-45) was sent to the scene to salvage the ship but she had sunk.

The ship was abandoned at 0845 GCT without direct orders since the Captain and all the Deck Officers had been killed. The survivors abandoned in #3 and #4 lifeboats and one raft. At 1830 GCT on November 24, six survivors were picked up by the USAT Y-10 and landed at Cristobal. Thirty-two survivors were picked up at 2000 GCT on November 24 by the USS SC-1017 and landed at Cristobal.

The U-516 (Petran) surrendered May 14, 1945 at Loch Foyle, Scotland.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Jensen, Thorbjorn

RO

Equipoise

Mar. 26, 1942

Freighter. Torpedoed off North Carolina

SS EQUIPOISE

Home Port: Panama, R.P.

Company: International Freighting Co.

Master: John Anderson (51) (Lost)

Built: Genoa 1906

Former Names: (a) CHANDA (b) PIETRO CAMPANELLA

The SS EQUIPOISE, ex Italian flag freighter PIETRO CAMPANELLA, was a coal burning ship, delivered to the War Shipping Administration, by Executive Order, on September 11, 1941 at 1200 hours in the port of Baltimore. The WSA assigned the ship to the IFC to be operated under a GAA agreement in the port of Baltimore at 1201 EST on October 6, 1941. She was changed to Panamanian registry on October 25, 1941.

The SS EQUIPOISE, a Panamanian flag, coal burning freighter, was torpedoed by the German U-160 (Georg Lassen) at 1834 EWT on March 26, 1942 in position 36-36 N./74-45 W. (about 60 miles Southeast of Cape Henry), while en route from Rio de Janeiro to Baltimore with a cargo of 8000 tons of Manganese ore. The ship was sailing alone and not zigzagging.

The EQUIPOISE had left New York on January 17, 1942 with a load of general cargo stopping at Norfolk on the 19th and leaving there on the 23rd. Arrived at Rio de Janeiro on February 25th and left on March 5th.

On board was a merchant crew of 54 men including the Master. The ship was armed with a 4" gun on the stern plus two machine guns on the bridge and two on the stern. There was no Navy Armed Guard aboard. The members of the crew had been trained to man these guns. Of the 54 men aboard only 13 survived. Among the crew were 8 American seamen. None of the eight Americans survived.

One torpedo struck the ship on the starboard side between #1 and #2 hatches, blowing out the bottom of the ship, causing her to sink in about 2 minutes. Also the nature of the cargo added to her rapid sinking. The two starboard boats went down with the ship.

Two port lifeboats were launched plus 2 rafts. Lifeboat #2 capsized when it hit the water. The aft boat, #4 boat, was launched by the 3rd Mate and another seaman. After it was launched, they could not reach it and had to jump overboard. The 3rd Mate, who was the only surviving officer, said he was in the water for 2 hours before he could finally climb aboard this boat. When he got in the boat, he found 7 men. One of them was the Master. He was badly injured and not coherent. The 3rd Mate said he always spoke English on the ship but at this time he spoke in Swedish. The Master died the next morning and was buried at sea. Another seaman got aboard the boat soon after the 3rd Mate. After the Master died, there were 8 survivors in the boat.

For two days the boat and two rafts floated aimlessly on the open sea before help came in sight. Those in the boat were picked up first at 1630 EWT on March 28th by the USS GREER (DD-145). On the same day, between 1700 and 1800, those on the rafts were rescued. There were 4 men on one raft. On the other raft was one man and the body of the Carpenter. The survivors were taken to the Norfolk Naval Base arriving there at 0200 on the 29th. Seven of them had to be hospitalized.

The crew was made up of seamen of many nations including Norway, Sweden, Estonia, Latvia, Brazil, Lithuania, Hungary, Poland, Portugal, Denmark and the United States.

One of the survivors, a Fireman, said the confusion after the torpedo hit was very intense among the crew. They could not understand one another. Orders were either misunderstood or disregarded. Most of the men lost went down with the ship.

The U-160 (Pommer-Esche) was sunk south of the Azores (33-54 N./27-13 W.) by aircraft from the USS SANTEE (CVE 29) on July 14, 1943. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore

Sorensen, Haakon

RO

Equipoise

Mar. 26, 1942

Freighter. Torpedoed off North Carolina

SS EQUIPOISE

Home Port: Panama, R.P.

Company: International Freighting Co.

Master: John Anderson (51) (Lost)

Built: Genoa 1906

Former Names: (a) CHANDA (b) PIETRO CAMPANELLA

The SS EQUIPOISE, ex Italian flag freighter PIETRO CAMPANELLA, was a coal burning ship, delivered to the War Shipping Administration, by Executive Order, on September 11, 1941 at 1200 hours in the port of Baltimore. The WSA assigned the ship to the IFC to be operated under a GAA agreement in the port of Baltimore at 1201 EST on October 6, 1941. She was changed to Panamanian registry on October 25, 1941.

The SS EQUIPOISE, a Panamanian flag, coal burning freighter, was torpedoed by the German U-160 (Georg Lassen) at 1834 EWT on March 26, 1942 in position 36-36 N./74-45 W. (about 60 miles Southeast of Cape Henry), while en route from Rio de Janeiro to Baltimore with a cargo of 8000 tons of Manganese ore. The ship was sailing alone and not zigzagging.

The EQUIPOISE had left New York on January 17, 1942 with a load of general cargo stopping at Norfolk on the 19th and leaving there on the 23rd. Arrived at Rio de Janeiro on February 25th and left on March 5th.

On board was a merchant crew of 54 men including the Master. The ship was armed with a 4" gun on the stern plus two machine guns on the bridge and two on the stern. There was no Navy Armed Guard aboard. The members of the crew had been trained to man these guns. Of the 54 men aboard only 13 survived. Among the crew were 8 American seamen. None of the eight Americans survived.

One torpedo struck the ship on the starboard side between #1 and #2 hatches, blowing out the bottom of the ship, causing her to sink in about 2 minutes. Also the nature of the cargo added to her rapid sinking. The two starboard boats went down with the ship.

Two port lifeboats were launched plus 2 rafts. Lifeboat #2 capsized when it hit the water. The aft boat, #4 boat, was launched by the 3rd Mate and another seaman. After it was launched, they could not reach it and had to jump overboard. The 3rd Mate, who was the only surviving officer, said he was in the water for 2 hours before he could finally climb aboard this boat. When he got in the boat, he found 7 men. One of them was the Master. He was badly injured and not coherent. The 3rd Mate said he always spoke English on the ship but at this time he spoke in Swedish. The Master died the next morning and was buried at sea. Another seaman got aboard the boat soon after the 3rd Mate. After the Master died, there were 8 survivors in the boat.

For two days the boat and two rafts floated aimlessly on the open sea before help came in sight. Those in the boat were picked up first at 1630 EWT on March 28th by the USS GREER (DD-145). On the same day, between 1700 and 1800, those on the rafts were rescued. There were 4 men on one raft. On the other raft was one man and the body of the Carpenter. The survivors were taken to the Norfolk Naval Base arriving there at 0200 on the 29th. Seven of them had to be hospitalized.

The crew was made up of seamen of many nations including Norway, Sweden, Estonia, Latvia, Brazil, Lithuania, Hungary, Poland, Portugal, Denmark and the United States.

One of the survivors, a Fireman, said the confusion after the torpedo hit was very intense among the crew. They could not understand one another. Orders were either misunderstood or disregarded. Most of the men lost went down with the ship.

The U-160 (Pommer-Esche) was sunk south of the Azores (33-54 N./27-13 W.) by aircraft from the USS SANTEE (CVE 29) on July 14, 1943. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore

Orville, Lucas

RO

Equipoise

Mar. 26, 1942

**Freighter. Torpedoed
off North Carolina.**

SS EQUIPOISE

Home Port: Panama, R.P.

Company: International Freighting Co.

Master: John Anderson (51) (Lost)

Built: Genoa 1906

Former Names: (a) CHANDA (b) PIETRO CAMPANELLA

The SS EQUIPOISE, ex Italian flag freighter PIETRO CAMPANELLA, was a coal burning ship, delivered to the War Shipping Administration, by Executive Order, on September 11, 1941 at 1200 hours in the port of Baltimore. The WSA assigned the ship to the IFC to be operated under a GAA agreement in the port of Baltimore at 1201 EST on October 6, 1941. She was changed to Panamanian registry on October 25, 1941.

The SS EQUIPOISE, a Panamanian flag, coal burning freighter, was torpedoed by the German U-160 (Georg Lassen) at 1834 EWT on March 26, 1942 in position 36-36 N./74-45 W. (about 60 miles Southeast of Cape Henry), while en route from Rio de Janeiro to Baltimore with a cargo of 8000 tons of Manganese ore. The ship was sailing alone and not zigzagging.

The EQUIPOISE had left New York on January 17, 1942 with a load of general cargo stopping at Norfolk on the 19th and leaving there on the 23rd. Arrived at Rio de Janeiro on February 25th and left on March 5th.

On board was a merchant crew of 54 men including the Master. The ship was armed with a 4" gun on the stern plus two machine guns on the bridge and two on the stern. There was no Navy Armed Guard aboard. The members of the crew had been trained to man these guns. Of the 54 men aboard only 13 survived. Among the crew were 8 American seamen. None of the eight Americans survived.

One torpedo struck the ship on the starboard side between #1 and #2 hatches, blowing out the bottom of the ship, causing her to sink in about 2 minutes. Also the nature of the cargo added to her rapid sinking. The two starboard boats went down with the ship.

Two port lifeboats were launched plus 2 rafts. Lifeboat #2 capsized when it hit the water. The aft boat, #4 boat, was launched by the 3rd Mate and another seaman. After it was launched, they could not reach it and had to jump overboard. The 3rd Mate, who was the only surviving officer, said he was in the water for 2 hours before he could finally climb aboard this boat. When he got in the boat, he found 7 men. One of them was the Master. He was badly injured and not coherent. The 3rd Mate said he always spoke English on the ship but at this time he spoke in Swedish. The Master died the next morning and was buried at sea. Another seaman got aboard the boat soon after the 3rd Mate. After the Master died, there were 8 survivors in the boat.

For two days the boat and two rafts floated aimlessly on the open sea before help came in sight. Those in the boat were picked up first at 1630 EWT on March 28th by the USS GREER (DD-145). On the same day, between 1700 and 1800, those on the rafts were rescued. There were 4 men on one raft. On the other raft was one man and the body of the Carpenter. The survivors were taken to the Norfolk Naval Base arriving there at 0200 on the 29th. Seven of them had to be hospitalized.

The crew was made up of seamen of many nations including Norway, Sweden, Estonia, Latvia, Brazil, Lithuania, Hungary, Poland, Portugal, Denmark and the United States.

One of the survivors, a Fireman, said the confusion after the torpedo hit was very intense among the crew. They could not understand one another. Orders were either misunderstood or disregarded. Most of the men lost went down with the ship.

The U-160 (Pommer-Esche) was sunk south of the Azores (33-54 N./27-13 W.) by aircraft from the USS SANTEE (CVE 29) on July 14, 1943. There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Pound, Weston C.

RO

Esso Gettysburg

June 10, 1943

**Tanker. Torpedoed
100 miles Southeast
of Savannah, Georgia.**

SS Esso Gettysburg

Home Port: Wilmington, DE

Company: Standard Oil of New Jersey, New York, NY (Exxon Corp.)
Master: Peder A. Johnson (Lost)
Built: 1942 @ Chester, PA
Dimensions: 523' x 68' x 39'

Gross Tons: 10,173



The Tanker, SS ESSO GETTYSBURG, was torpedoed by the German submarine U-66 (Markworth) at 1400 EWT on June 10, 1943 about 100 miles southeast of Savannah, Georgia (31-02 North/ 79-17 West) while en route alone from Atreco, Texas to Philadelphia, Pennsylvania with 120,000 barrels of crude oil. Her complement was 45 crew members and 27 Navy Armed Guard. Of this number, 37 crew members and 20 Navy men were lost.

At 1400 EWT, the ship was hit by two torpedoes. The first struck on the port side between the mainmast and the midship house around #6 tank, tearing up the hull and the main deck in this area. The second hit on the same side in the engine room causing an immediate fire that spread over the entire ship. The water around the ship was covered with burning oil. The ship took on water at once, settled by the stern, and capsized to port. When the ship was last seen at 2115 EWT June 11, she was entirely submerged except for a small part of the bow. The ship eventually sank.

The ship was abandoned about 10 minutes after the attack. A lifeboat and raft were launched but both were destroyed by the burning oil on the

water. Efforts to launch the other boats were unsuccessful due to the capsizing of the vessel and fire. All the survivors jumped overboard. After swimming for about 3 hours, the Chief Mate and 2nd Mate boarded a charred and gutted lifeboat which had drifted clear of the flames. They later picked up 6 crew members and 7 Navy men. They were sighted by an Army Patrol Plane and picked up about 1100 the next day by the SS GEORGE WASHINGTON and landed at Charleston, South Carolina at 1400 the same day.

The U-66 (Seehausen) was sunk on May 1, 1944 off Cape Verde Islands by USS BUCKLEY (DE-51) and aircraft from USS BLOCK ISLAND (CVE-21).

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Andersen, Winthrop C.

RO

Esso Harrisburg

July 6, 1944

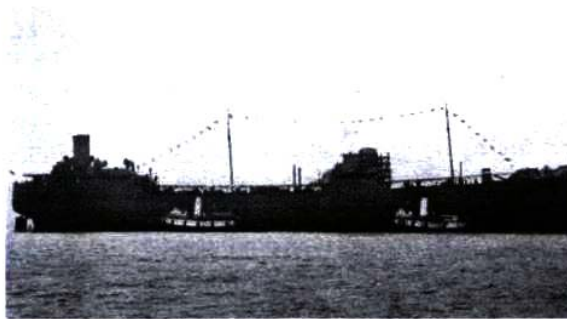
Tanker. Torpedoed by German submarine 200 miles northwest of Aruba, en route from Categena, Columbia to New York.

SS Esso Harrisburg

Home Port: Wilmington, DE

Company: Standard Oil of New Jersey, New York, NY (Exxon Corp.)
Master: Ernest Chipman Kelson (Lost)
Built: 1942 @ Sparrows Point, MD
Dimensions: 502' x 68' x 37'

Gross Tons: 9670



The Tanker, SS ESSO HARRISBURG, was torpedoed by the German submarine U-516 (Tillessen) at 1930 EWT on July 6, 1944 about 200 miles northwest of Aruba (14-00 North/71-00 West) while en route alone from Cartegena, Columbia to New York with 113,000 barrels of crude oil. Her complement was 44 merchant crew and 28 Navy Armed Guard. Four of the crew, including the Master who was last seen standing on the bow, and 4 of the Navy Armed Guard were lost. Photo courtesy of Exxon Shipping Co.

At 1930 EWT, a torpedo hit the ship directly under the stern carrying away the rudder and propeller and putting the stern gun out of commission. The engines were stopped immediately and all the lights went out. At 1940 EWT, another torpedo hit on the starboard side at the bunker forward of the engine room bulkhead. About 15 minutes later, after the ship had been abandoned, a third torpedo hit on the starboard side at #6 tank. After being hit a third time, the ship sank within one minute.

The survivors abandoned ship in four boats and one raft. At dawn #1-2-3 lifeboats came together and distributed the men evenly among them.

Lifeboat #4, in charge of the 3rd Mate, had drifted out of sight during the night. On July 8, #3 lifeboat was picked up by the Dutch destroyer QUEEN WILHEMINA. On July 9, #1 boat was picked up by the same destroyer. The survivors picked up by this vessel were landed at Aruba, N.W.I. The #2 lifeboat, in charge of the Chief Mate, with 14 crew members and 1 Navy man, made a landfall on the Colombian coast near Santa Marta on July 10, 1944. The raft and #4 boat were picked up by the USS SC-1299 and taken to Aruba.

The U-516 (Petran) surrendered in May 1945.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Gayle, Lea M.

RO

Esso Williamsburg

Sep. 23, 1942

**Tanker. Torpedoed
500 miles South of
Cape Farewell,
Greenland.**

MS Esso Williamsburg

Home Port: Wilmington, DE

Company: Standard Oil of New Jersey, New York, NY (Exxon Corp.)

Master: John Tweed (Lost)

Built: 1941 @ Chester, PA

Dimensions: 547' x 70' x 40'

Gross Tons: 11,237

The Tanker, MS ESSO WILLIAMSBURG, was torpedoed by the German submarine U-211 (Hause) at 2226 on September 22, 1942 about 500 miles south of Cape Farewell, Greenland (53-12 North/41-00 West) while en route alone from Aruba,

N.W.I. to Reykjavik, Iceland with 110,000 barrels of Navy fuel oil. On board this ship were 42 crew members and 18 Navy Armed Guard. The ship and men were never seen again. There were no survivors. Photo courtesy of Exxon Shipping Co.

On September 24, a weak distress signal was received from one of the ESSO WILLIAMSBURG's lifeboats giving a position of 53-10 North/41-00 West. An extensive aerial search failed to locate any survivors.

The U-211 (Hause) was bombed and sunk off the Azores on November 19, 1943. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Anderson, Harold E.

RO

Examelia

Oct. 9, 1942

**Freighter. Torpedoed
50 miles South of
Cape of Good Hope,
South Africa.**

SS Examelia

Home Port: New York, NY

Company: American Export Lines, New York, NY (Farrell Lines)
Master: Andrew Tulenko (Lost)
Built: 1920 @ Hog Island, PA
Dimensions: 390' x 54' x 28'

Gross Tons: 4981
Former Name: (a) Coeur D'Alene



At 0148 GCT a torpedo struck the ship on the starboard side between the engine room and fire room putting the engines out of commission and causing so much damage to the hull that the ship

The Freighter, SS EXAMELIA, was torpedoed by the German submarine U-68 (Merten) at 0148 GCT on October 9, 1942 about 50 miles south of Cape of Good Hope, South Africa (34-52 South/18-30 East) while en route from Colombo, Ceylon to Capetown, South Africa with 5700 tons of cargo which include Manganese ore, jute, hemp and burlap. She carried a complement of 38 merchant crew and 13 Navy Armed Guard. Eight crew members and 3 Navy men were lost. In addition, 21 survivors of this attack were lost when the ship on which they were being repatriated to the U.S. was torpedoed on November 2, 1942. This ship, the Dutch MS ZAANDAM, was torpedoed at 1818 GCT in position 1-17 North/36-40 West. Photo courtesy of Mariners Museum, Newport News, VA.

went down in 7 minutes. Number 3 lifeboat was destroyed and #1 was blown from its davit and left hanging from the forward fall.

The survivors attempted to abandon ship in #2

94

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Ring, Jonathan P.

RO

Frances Salman

Jan. 18, 1942

**Freighter. Torpedoed
off St. John's,
Newfoundland, North
Atlantic.**

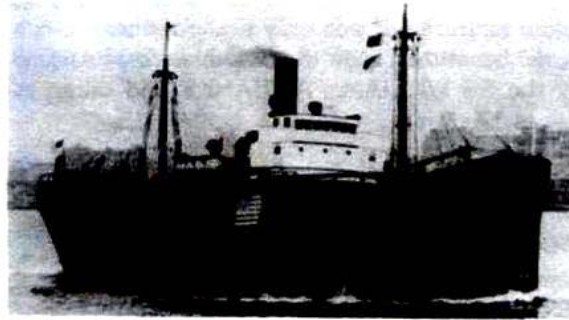
SS Frances Salman

Home Port: Houston, TX

Company: Canadian-Gulf Company, Houston, TX
Master: Rasmus Wathne (Lost)
Built: 1919 @ Duluth, MN
Dimensions: 251' x 44' x 26'

Gross Tons: 2609

Former Names: (a) LAKE FLAMBEAU (b) JAMES RIVER



The date and time is that stated by the submarine's records.

The Freighter, SS FRANCES SALMAN, was torpedoed by the German submarine U-552 (Topp) at 0444 GCT on January 18, 1942 off St. John's Newfoundland while en route alone from St. John's to Corner Brook, Newfoundland. She left St. John's on January 17. The ship carried a crew of 28 men. The ship and its crew were never seen or heard from again. The Commander of U-552 reported the ship sank in 8 minutes. Photo courtesy of University of Detroit Marine Historical Collection.

The SALMAN left New York January 5th and arrived St. John's January 9th.

The U-552 (Lube) was scuttled by its crew in Wilhelmshaven, Germany on May 2, 1945.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Lowry, Stone V.

RO

Franklin K. Lane

June 9, 1942

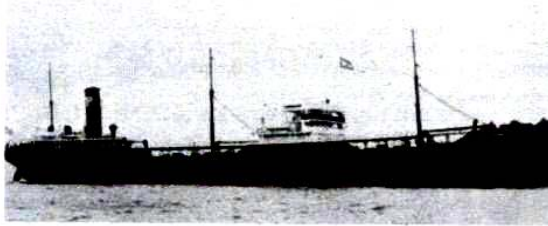
**Tanker. Torpedoed
50 miles off La Guaira,
Venezuela in convoy.**

SS Franklin K. Lane

Home Port: Wilmington, DE

Company: Standard Oil Company of New Jersey, New York, NY (Exxon Corp.)
Master: Werner Edgar Loeffler (Lost)
Gross Tons: 6589

Built: 1920 @ Alameda, CA
Dimensions: 453' x 56' x 33'



The Tanker, SS FRANKLIN K. LANE, was torpedoed by the German submarine U-502 (von Rosenstiel) at 1815 EWT on June 8, 1942 about 50 miles off La Guaira, Venezuela while en route in Convoy TA-5 from Caripito, Venezuela to Aruba, N.W.I. with 73,000 barrels of crude oil. The ship carried a crew of 35 men plus a Naval Armed Guard of six men. Four of the crew members, including the Master, were lost. Photo courtesy of Exxon Shipping Co.

At 1815 EWT, a torpedo struck the ship on the starboard side aft of the bridge near #6 tank. A large column of smoke arose at the point of the explosion and the entire bridge section was enveloped in flames. The ship buckled at the point of impact. The ship had to be sunk around 0900 EWT June 9, 1942 to eliminate her as a menace to navigation.

The survivors, 31 crew members and 6 Navy men, abandoned the ship shortly after the attack in 2 lifeboats and one raft. They had to use #3 and

#4 boats on the after section of the ship since the forward boats had been destroyed. One man was rescued from the water by the men in #3 boat. The survivors were picked up by the HMS CHURCHILL at 1930 on June 8 and landed at Curcao, N.W.I. at 1900 EWT on June 9, 1942.

The U-502 (von Rosenstiel) was bombed and sunk on July 5, 1942 in the Bay of Biscay west of La Rochelle, France. There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Scrivener, Theodore R.

RO

Gulfbelle II

Oct. 21, 1943

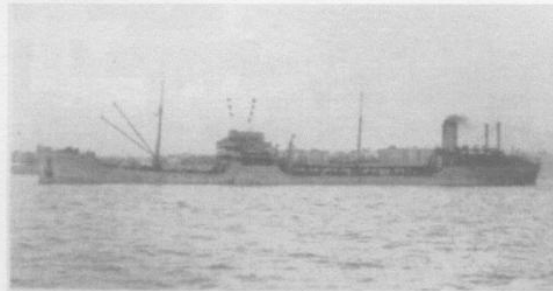
Tanker. In collision
with Gulfland.

SS Gulfbelle

Company: Gulf Oil Co. New York, NY
Master: Not known
Gross Tons: 7104

Home Port: Philadelphia, PA

Built: 1936 @ Chester, PA
Dimensions: 426' x 64' x 34'



On October 21, 1943, the SS GULFBELLE was in a collision with the SS GULFLAND off Lake Worth Inlet, Florida (27-01N 80-01W) while en route from New York to Houston, Texas in ballast. Her complement was 47 crew members and 25 Naval Armed Guard. Thirty-one crew members and 20 Naval Armed Guard men were lost. Three crew members and 1 navy man were badly burned but survived.

At the impact of the collision, the GULFBELLE was showered with flaming gasoline from the GULFLAND and she too burst into flames. The fire was fought by a Coast Guard fire fighting crew. After the fire was brought under control, the ship was towed to the sea buoy off Port Everglades, Florida. She lay off this buoy until there was no possibility of the ammunition aboard the ship exploding. The ship was repaired at Jacksonville and returned to service on August 4, 1944 under the Panamanian flag as the POUCOU.

Chance, P. Joseph

RO

Gulfland

Oct. 21, 1943

**Tanker. In collision
with Gulfbelle.
Burned for 45 days.**

SS Gulfland

Company: Gulf Oil Co. New York, NY
Master: Not known (Lost)
Gross Tons: 5276



The ship was on a northbound course when she was struck in the vicinity of #1 tank on the port side by the GULFBELLE. Gasoline was thrown over both ships and they burst into flames. The GULFLAND finally broke free from the GULFBELLE and grounded on the wreck of the tanker

Home Port: Philadelphia, PA

Built: 1918 @ Camden, NJ
Dimensions: 391' x 51' x 30'

The Tanker, SS GULFLAND, was rammed by the tanker SS GULFBELLE at 0557 EWT on October 21, 1943 off Lake Worth Inlet, Florida (27-01 North/80-01 West) while en route from Beaumont, Texas to Jacksonville, Florida with a cargo of aviation gasoline. Her complement was 37 crew members and 7 Naval Armed Guard. Thirty five crew members were lost including the Master and all the deck officers. Two of the Navy men were lost. Photo courtesy of Mariners Museum, Newport News, VA.

SS REPUBLIC which had been torpedoed February 21, 1942. After several days, she worked herself free and drifted aground on the beach at Hobe Sound, Florida where she burned for 52 days. She was declared a total loss by the WSA on January 13, 1944.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Evans, Francis G.

RO

Hahira/Parismina

Nov. 3, 1942

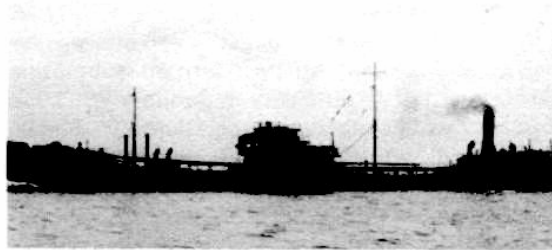
Tanker. Torpedoed by German submarine 400 miles south of Cape Farewell, Greenland en route from New York to the United Kingdom.

SS Hahira

Company: Atlantic Refining Co. Philadelphia, PA (Atlantic Richfield Corp.)
Master: James B. Elliott
Gross Tons: 6855

Home Port: Philadelphia, PA

Built: 1920 @ Sparrows Point, MD
Dimensions: 436' x 56' x 34'



At 1345 GCT, a torpedo track was seen missing the bow and another seen missing the stern. A third torpedo struck on the starboard side at #9 tank. Fire broke out immediately following the explosion. The after section of the ship was almost blown off by the explosion. The main engines were secured. With salvage impossible, the ship was sunk by gunfire from the escorts. This was the 15th ship lost from this convoy.

The ship was abandoned at 1350 GCT on orders from the Master. They got away in lifeboats and rafts, and were picked up im-

The Tanker, SS HAHIRA, was torpedoed by the German submarine U-521 (Bargsten) at 1345 GCT on November 3, 1942 about 400 miles south of Cape Farewell, Greenland (54-15 North/41-57 West) while en route in Convoy SC-107 (#82) from New York to a United Kingdom port with 63,000 barrels of fuel oil. Her complement was 38 merchant crew and 18 Naval Armed Guard. Two crew members and 1 Navy man were lost in the explosion. Three more crew members were lost when the ship on which they were being repatriated to the U.S., SS PARISMINA, was torpedoed on November 18, 1942. Photo courtesy of SSHA Coll'n, U of B Library.

mediately by the British Rescue Ship SS STOCKPORT. The survivors were landed at Reykjavik, Iceland on November 8, 1942. Fourteen of these men were being repatriated to the U.S. aboard the United Fruit ship SS PARISMINA when she was torpedoed on November 18, 1942. Three of them were lost.

The U-521 (Bargsten) was sunk 120 miles southeast of Cape May, New Jersey on June 2, 1943 by the USS PC-565. There was one survivor.

119

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Weinstein, Isadore

RO

Halo

May 20, 1942

Tanker. Torpedoed 50 miles from entrance to Mississippi River, Gulf of Mexico.

SS Halo

Company: Cities Service Oil Co. New York, NY
Master: Ulrick Fred Moller (Lost)
Gross Tons: 6986

Home Port: New York, NY

Built: 1920 @ Alameda, CA
Dimensions: 435' x 56' x 32'



At 0100 CWT, a torpedo struck on the starboard side under the bridge and blew that part of the ship to bits. A second torpedo hit on the same side, forward of the engine room, tearing the ship apart. She sank by the bow with the screw still turning. Within 3 minutes after the attack she was gone.

Twenty-three men from the after part of the ship survived the explosions. With no time to launch the lifeboats, they grabbed life preservers and jumped overboard, swimming away from the ship as it went down. The position where the ship sank was ablaze for 6 hours. The men huddled together in the water throughout the night and the next day. Then the survivors began dying. On the third day, May 23, wreckage from the ship started floating to the surface. The 7 remaining survivors tied boards together with strips of canvas torn from life preservers. The crude oil came up and laid a film of oil about 4" thick around and on the survivors. On May 25 at 1400 CWT, the

The Tanker, SS HALO, was torpedoed by the German submarine U-506 (Wurdemann) at 0100 CWT on May 20, 1942 about 50 miles from the entrance to the Mississippi River (28-42 North/90-08 West) while en route alone and unarmed from Tampico, Mexico and Galveston, Texas to New Orleans, Louisiana with a cargo of 63,000 barrels of crude oil. There were only 3 survivors out of her crew of 42 men. Nineteen men were killed in the explosions, the others died day by day as they struggled to survive in the water. Photo courtesy of SSHSA Coll'n. U of B Library.

The U-506 (Wurdemann) was bombed and sunk about 320 miles west of Vigo, Spain on June 12, 1943.

Mexican freighter SS OAXACA sighted the oil slick and debris. They picked up the 3 remaining survivors. One was dead and was buried at sea. The other two men were taken to a hospital in Tampico, Mexico, arriving at 0230 CWT on May 28, 1942. One man died thirty minutes after arriving at the hospital leaving one survivor, the Second Engineer. Two other survivors were picked up from a raft at 1122 CWT May 27, by the British tanker SS ORINA and taken to New Orleans, Louisiana.

The SS HALO was damaged when she was attacked and shelled by the German submarine U-130 (Kals) at 0758 EWT on January 27, 1942 about 17 miles northeast of Diamond Shoals Lightship (35-33 North/75-20 West) while en route from New Orleans, Louisiana to Boston, Massachusetts with a cargo of fuel oil. She arrived at Boston under her own power on January 30, 1942. She carried a crew of 38 men and there were no casualties.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Posner, Dennis M.

RO

Hampton Roads

June 1, 1942

Freighter. Shelled and torpedoed 100 miles Northwest of Dimas, Cuba, Gulf of Mexico.

SS Hampton Roads

Company: Polar Steamship Co.
Master: William Hanson Lane (Lost)
Gross Tons: 2689



At 0540 EWT, the submarine surfaced off the starboard quarter of the ship and fired two warning shots across the stern. Shortly afterwards, a torpedo struck the ship at #3 hold and she sank within one minute.

The Captain ordered abandon ship and sent out a distress call immediately after the shots were fired. Sixteen crew members got away safely in #2 lifeboat and picked up two men out of the water. Five others got aboard a raft. The Captain and 3 others were still on board when the torpedo hit. They went down with the ship. The Second Mate was alongside the ship in #1 lifeboat when the torpedo struck at close range. He was not

Home Port: Wilmington, DE

Dimensions: 253' x 44' x 26'
Built 1919 @ Manitowoc, WI
Former Name: (a) LAKE GALIEN

The Freighter, SS HAMPTON ROADS, was shelled and torpedoed by the German submarine U-106 (Rasch) at 0540 EWT on June 1, 1942 about 100 miles northwest of Dimas, Cuba while en route alone and unarmed from Tampa, Florida to San Juan, Puerto Rico with 3600 tons of phosphate rock. She carried a crew of 28 men. Five were lost, including the Master. Photo courtesy of University of Detroit, Marine Historical Collection.

seen again. The 23 survivors were picked up at the scene of the sinking by the SS ALCOA PATHFINDER at 1335 EWT on June 1, 1942 and landed at Curacao, NWI on June 6, 1942.

Although the submarine gave warning with the two shots, the survivors said the five minutes which elapsed between the warning and the firing of the torpedo, was not time enough for the crew to get away safely from the ship.

The U-106 (Damerow) was bombed and sunk northwest of Cape Ortegal, Spain on August 2, 1943.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Posmontier, Ralph

RO

Harry F. Sinclair, Jr.

Apr. 11, 1942

Tanker. Torpedoed off Cape Lookout, North Carolina. Ship was salvaged and put back in service.

SS Harry F. Sinclair, Jr.

Home Port: Wilmington, DE

Company: Sinclair Refining Co. New York, NY (Atlantic-Richfield Co.)

Master: William Collegan (Lost)

Gross Tons: 6151

Built: 1930 @ Quincy, MA

Dimensions: 416' x 57' x 32'



At 0721 EWT, a torpedo struck on the port side between #4 and #5 tanks. The midship section of the ship burst into flames immediately and the ship was stopped at once. She was adrift until April 15, when HMS SENATEUR DURHAMEL, an armed trawler, put a towing hawser aboard and towed her to a safe harbor. She was eventually towed to Baltimore, arriving there on June 24 where the ship was repaired and returned to service as the SS ANNIBAL.

The ship was abandoned immediately after the attack by 24 men in #3 and #4 lifeboats. Two men

The Tanker, SS HARRY F. SINCLAIR, JR., was torpedoed by the German submarine U-203 (Mutzelburg) at 0721 EWT on April 11, 1942 about 7 miles south of Cape Lookout, North Carolina (34-25 North/76-30 West) while en route alone from Houston, Texas to Norfolk, Virginia with 68,000 barrels of gasoline and fuel oil. She carried a crew of 36 men. Ten of them, including the Captain and all the deck officers, were killed. Photo courtesy of Mariners Museum, Newport News, VA.

jumped overboard and climbed on a raft. The #2 lifeboat was launched, but those in it perished in the blazing oil on the water. The survivors in the lifeboats were picked up by the armed trawler HMS HERTFORDSHIRE, about 2 hours after the attack, and those on the raft were picked up by the USS HERBERT (DD-160) and landed at Morehead City, North Carolina.

The U-203 (Kottmann) was sunk April 25, 1943 south of Greenland by HMS PATHFINDER (G-10) and aircraft from HMS BITER.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Daley, Norman A.

RO

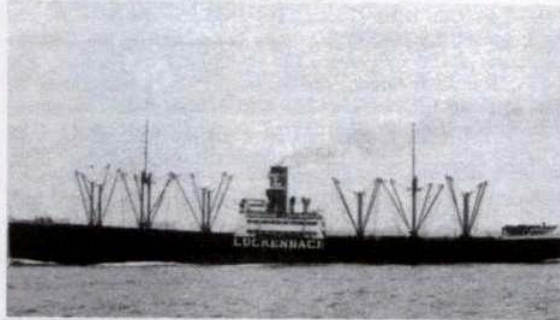
Harry Luckenbach

Mar. 17, 1943

**Freighter.
Torpedoed 400 miles
ESE of Cape Farewell,
Greenland.**

SS Harry Luckenbach

Company: Luckenbach Steamship Co., Inc. New York, NY
Master: Ralph McKinnon (Lost)
Gross Tons: 6366
Former Name: (a) SOL NAVIS



Eye witnesses on other ships in the convoy said the ship was hit by one or two torpedoes on the starboard side. The Commander of the sub stated he hit the ship with two torpedoes. There was a big explosion with a large amount of smoke and flames. The ship sank in about 4 minutes.

It is a known fact that 3 lifeboats got away from the ship with survivors. It is not known how many were killed in the explosion. These boats were seen by three and possibly a fourth escort at various times, but they were not picked up. HMS BEVERLEY (H-64) was the first to see them, but they were also spotted by HMS VOLUNTEER (I-71) and HMS PENNYWORT (K-111). It is be-

Home Port: New York, NY

Built: 1919 @ Chester, PA
Dimensions: 449' x 60' x 28'

The Freighter, SS HARRY LUCKENBACH, was torpedoed by the German submarine U-91 (Walkerling) at 0037 ship's time on March 17, 1943 about 400 miles ESE of Cape Farewell, Greenland (50-38 North/34-46 West) while en route in Convoy HX-229 (#111) from New York to a United Kingdom port. Her complement was made up of 54 crew members and 26 Naval Armed Guard. There were no survivors. Photo courtesy of Mariners Museum, Newport News, VA.

lieved they were also seen by HMS ABELIA (K-184) on her way from St. John's Newfoundland to join the convoy. None of the men from the SS HARRY LUCKENBACH were seen or heard from again.

The U-91 (Hungerhausen) was sunk on February 25, 1944 in Mid Atlantic by HMS AFFLECK (K-462), HMS GORE (K-481) and HMS GOULD (K-476). There were 16 survivors.

NOTE: For a more detailed story of this tragedy see Martin Middlebrook's book, "CONVOY," Penguin Books, Ltd., London S.W.I.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Howard, Robert S.

RO

Henry B. Plant

Feb. 6, 1945

**Liberty Ship.
Torpedoed 17 miles
East of Ramsgate,
England.**

SS Henry B. Plant

Home Port: Jacksonville, FL

Company: A.L. Burbank & Co. Ltd. New York, NY
Master: Not known
Gross Tons: 7100

Built: December 1944 @ Jacksonville, FL
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS HENRY B. PLANT, was torpedoed on her maiden voyage by the German submarine U-245 (Schumann-Hindenberg) at 0545 GCT on February 6, 1945 about 17 miles east of Ramsgate, England (51.22 North/2.00 East) while en route in Convoy TAM-71 from Margate Roads to Antwerp, Belgium with a cargo of mechanized equipment, sewer pipes,

acids, oils and portable air strips. The ship left New York on January 5 in Convoy HX-331 and arrived Liverpool on January 22. She had a complement of 41 crew members and 27 Naval Armed Guard. Of this number, 9 crew members and 7 Armed Guard were lost.

At 0545 GCT, a submarine was sighted about 300 yards off the starboard side. The wheel was turned hard over to the left but the torpedo struck as soon as the wheel was put over. It struck on the starboard side at #4 hold, blowing up the starboard side of the ship. Hatch covers and beams were blown overboard and steam lines were severed. The engines were secured at once. The ship started flooding immediately. She sank stern

first at 0550 GCT, 5 minutes after the attack.

The ship was abandoned about 0547 GCT in lifeboats. The survivors were picked up by HMS HAZARD (a minesweeper) and a trawler. They were taken to an English port.

The U-245 (Schumann-Hindenberg) surrendered at Bergen, Norway in May 1945.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Stacey, Charles W.

RO

Henry Knox

June 19, 1943

**Liberty Ship.
Torpedoed by
Japanese submarine
in the Indian Ocean en
route from
Philadelphia,
Pennsylvania to
Bandur Shahpur, Iran.**

SS Henry Knox

Home Port: Los Angeles, CA

Company: Matson Navigation Co. San Francisco, CA
Master: Eugene M. Olsen
Gross Tons: 7176

Built: June 1942 @ Los Angeles, CA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS HENRY KNOX, was torpedoed by the Japanese submarine I-37 (Otani) at 1350 GCT on June 19, 1943 in the Indian Ocean (00-01 North/71-15 East) en route alone from Philadelphia, Pennsylvania, to Bandur Shahpur, Iran via Freemantle, Australia with 8200 tons of Lend Lease cargo,

including ten-16 ton tanks, 17 P-39 aircraft, and 1,000 tons of gunpowder. Her complement was 42 crew members and 25 Naval Armed Guard. Of this number, 13 crew members and 13 Armed Guard were lost.

At 1350 GCT, a torpedo struck on the port side at #3 hold. Immediately following the impact, a great sheet of flame shot upwards when the gunpowder exploded. The deck was showered with flaming capsules of cordite, which killed and wounded many seamen. Deck cargo was blown all over the ship. The controls to the main engine jammed and she gradually came to a stop. The ship took a sharp list to port. At 1700, June 19, 1943 she sank, going down by the head.

On June 27, 14 men in #4 boat, including the Captain, made a landfall on an uninhabited atoll in the Maldive Island group.

After being cared for by the natives, a native lugger took them to Male, arriving July 4. Eventually they were taken to Colombo, Ceylon. The 27 survivors in the other two boats landed at Colombo on July 27, after being rescued by a Maldive sailing vessel.

The Master ordered the ship abandoned at 1353 GCT. The three boats launched, #2-3-4, were badly damaged by the fire and the sails had burned away.

The I-37 (Kamimoto) was sunk on November 19, 1944 east of Yap Island by the USS CONKLIN (DE-439) and USS REYNOLDS (DE-440).

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Shea, Leo J.

RM2

Henry R. Mallory

Feb. 2, 1943

**Troop Transport.
Torpedoed in convoy
600 miles SSE of
Iceland**

SS Henry R. Mallory

Home Port: New York, NY

Company: Agwilines, Inc. New York, NY
Master: Horace Rudolph Weaver (Lost)
Gross Tons: 6442

Built: 1916 @ Newport News, Virginia
Dimensions: 424' x 54' x 22'



The Passenger Ship, SS HENRY R. MALLORY, was torpedoed by the German submarine U-402 (von Forstner) at 0538 GCT on February 2, 1943 about 600 miles SSW of Iceland (55-18 North/26-29 West) while en route from New York to Reykjavik, Iceland via Halifax, Nova Scotia in Convoy SC-118 (#33) with a cargo of clothing, food, trucks, tanks, cigarettes, and 610 bags of mail and 383 passengers. The passengers were 136 U.S. Army personnel, 72 Marine Corps personnel, 173 Navy personnel and 2 civilians. In addition to the passengers, the ship carried a crew of 77 and an Armed Guard of 34. There were 270 men lost and 224 were saved. It is definitely known that 39 crew members were lost. Photo courtesy of SSHSA Coll'n. U of B Library.

At 0538 GCT, a torpedo struck on the starboard side at #3 hold. Within 30 minutes the ship was gone. No one in the convoy knew that the MALLORY had been hit.

About 4 hours after the attack, the USCGC BIBB found a boat with survivors of MALLORY.

The BIBB picked up 205 survivors, three of whom died on board after being rescued. The USCGS INGHAM picked up 24 survivors, two of whom died aboard the cutter.

The lifeboats that did get away from the MALLORY were dangerously overloaded with 70-75 men. The bilge pumps failed to work so they bailed with their caps, cans or anything that

would hold water. The men who were warmly clothed survived. Those who were scantily clad died. Men on box-type rafts were in better condition than those recovered from the donut-type raft. Many were sighted within the donut rafts already dead from exposure and constant immersion in the very cold water.

The U-402 (von Forstner) was bombed and sunk in Mid Atlantic by aircraft from the USS CARD (CVE-11) on October 13, 1943. There were no survivors.

***NOTE:** A well written account of this tragedy can be found in the book, "BLOODY WINTER" by John M. Waters, Jr.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Leahan, John Paul

RO

Henry R. Mallory

Feb. 2, 1943

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Torpedoed in convoy
600 miles SSE of
Iceland**

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At 0538 GCT, a torpedo struck on the starboard side at #3 hold. Within 30 minutes the ship was gone. No one in the convoy knew that the MALLORY had been hit.

About 4 hours after the attack, the USCGC BIBB found a boat with survivors of MALLORY.

The BIBB picked up 205 survivors, three of whom died on board after being rescued. The USCGS INGHAM picked up 24 survivors, two of whom died aboard the cutter.

The lifeboats that did get away from the MALLORY were dangerously overloaded with 70-75 men. The bilge pumps failed to work so they bailed with their caps, cans or anything that

would hold water. The men who were warmly clothed survived. Those who were scantily clad died. Men on box-type rafts were in better condition than those recovered from the donut-type raft. Many were sighted within the donut rafts already dead from exposure and constant immersion in the very cold water.

The U-402 (von Forstner) was bombed and sunk in Mid Atlantic by aircraft from the USS CARD (CVE-11) on October 13, 1943. There were no survivors.

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Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Cairns, Jack A.

RM3

Henry R. Mallory

Feb. 2, 1943

**Troop Transport.
Torpedoed in convoy
600 miles SSE of
Iceland**

SS Henry R. Mallory

Home Port: New York, NY

Company: Agwilines, Inc. New York, NY
Master: Horace Rudolph Weaver (Lost)
Gross Tons: 6442

Built: 1916 @ Newport News, Virginia
Dimensions: 424' x 54' x 22'



The Passenger Ship, SS HENRY R. MALLORY, was torpedoed by the German submarine U-402 (von Forstner) at 0538 GCT on February 2, 1943 about 600 miles SSW of Iceland (55-18 North/26-29 West) while en route from New York to Reykjavik, Iceland via Halifax, Nova Scotia in Convoy SC-118 (#33) with a cargo of clothing, food, trucks, tanks, cigarettes, and 610 bags of mail and 383 passengers. The passengers were 136 U.S. Army personnel, 72 Marine Corps personnel, 173 Navy personnel and 2 civilians. In addition to the passengers, the ship carried a crew of 77 and an Armed Guard of 34. There were 270 men lost and 224 were saved. It is definitely known that 39 crew members were lost. Photo courtesy of SSHSA Coll'n, U of B Library.

At 0538 GCT, a torpedo struck on the starboard side at #3 hold. Within 30 minutes the ship was gone. No one in the convoy knew that the MALLORY had been hit.

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The lifeboats that did get away from the MALLORY were dangerously overloaded with 70-75 men. The bilge pumps failed to work so they bailed with their caps, cans or anything that

would hold water. The men who were warmly clothed survived. Those who were scantily clad died. Men on box-type rafts were in better condition than those recovered from the donut-type raft. Many were sighted within the donut rafts already dead from exposure and constant immersion in the very cold water.

The U-402 (von Forstner) was bombed and sunk in Mid Atlantic by aircraft from the USS CARD (CVE-11) on October 13, 1943. There were no survivors.

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Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Tangen, Arnold L.

RO

Henry R. Mallory

Feb. 2, 1943

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Torpedoed in convoy
600 miles SSE of
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SS Henry R. Mallory

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The U-402 (von Forstner) was bombed and sunk in Mid Atlantic by aircraft from the USS CARD (CVE-11) on October 13, 1943. There were no survivors.

***NOTE:** A well written account of this tragedy can be found in the book, "BLOODY WINTER" by John M. Waters, Jr.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Fletcher Jr., W. R.

RO

Henry Wynkoop

Mar. 11, 1943

**Liberty Ship. In
convoy, collided with
and sank a
submerged U-Boat.
Liberty Ship was able
to make it to port.**

SS Henry Wynkoop

Home Port: New Orleans, LA

Company: United Fruit Co. Boston, MA
Master: Glen Feltus
Gross Tons: 7176

Built: December 1942 @ New Orleans, LA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS HENRY WYNKOOP, struck an unidentified object at 0350 GCT March 11, 1943 in the North Atlantic (51-19 North/29-21 West) while en route in Convoy HX-228 (#22) from New York to Belfast, Northern Ireland with 8300

tons of cargo including ammunition and a deck cargo of tractors and trucks. Her complement was 41 merchant crew and 25 Naval Armed Guard. Two crew members and one Navy man were lost.

After straggling for two days due to heavy seas, the ship had finally regained the convoy. At 0350 GCT, the ship suffered a violent shock forward causing her to roll heavily to starboard and then right herself. From below decks there was a rumbling and roaring sound as if something was rolling along under the hull of the ship. After this initial shock, the sea was covered with oil. The Master stopped the engines for a short time after the impact. Flares were fired and 2 red lights displayed signalling the ship was hit. It is assumed the ship collided with a submerged submarine and in all likelihood sank it. The ship made Belfast under her own power.

After the impact, some of the crew assumed the order to abandon ship had been given, and

lowered lifeboats into a very rough sea. The #3 lifeboat was lost while being lowered and the 3 men in it were thrown into the sea and never seen again. When it was determined that the abandon ship order had not been given, no further action was taken to abandon the ship. Thirty-three men, including 7 Navy gunners, had abandoned ship. At 0530 GCT, the Master got the ship underway and cruised around picking up the lifeboats. Sixteen men were picked up by the French corvette ACONIT (K-58) and landed at the River Clyde. The British SS STUART PRINCE picked up 5 men and landed them at Liverpool. One man, who had jumped overboard, was picked up by HMS SUNDEW (K-57) and landed in Glasgow.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Fontana, Roger I.

RO

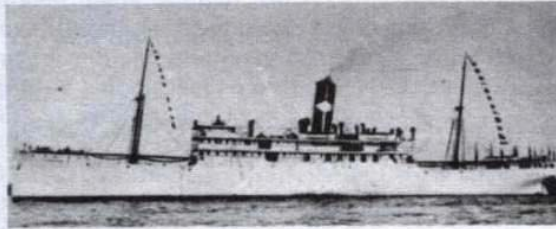
Heredia

May 19, 1942

**Freighter. Torpedoed
off Louisiana coast,
Gulf of Mexico.**

SS Heredia

Company: United Fruit Co. Boston, MA
Master: Erwin Colburn
Gross Tons: 4732



At 0200 CWT, a torpedo struck on the port side at #3 and #4 holds. A second torpedo hit in the same place. A third torpedo struck on the starboard side amidships. The decks of the ship blew upward and #3 and #4 lifeboats were blown to bits. The engines were stopped. There was no distress sent because the Radio Operator had been killed in the first explosion.

Only 2 rafts got away from the ship safely. Twenty-three survivors were picked up by the

Home Port: New York, NY

Built: 1908 @ Belfast, Northern Ireland
Dimensions: 379' x 50' x 30'

The Freighter, SS HEREDIA, was torpedoed by the German submarine U-506 (Wurdemann) at 0200 CWT on May 19, 1942 about 2 miles south of Ship Shoal Buoy off the Louisiana coast (28-53 North/91-03 West) while en route alone from Puerto Barrios, Guatamala to New Orleans, Louisiana with a cargo of bananas and coffee. Her complement was made up of 48 crew members, 6 Naval Armed Guard and 7 passengers. Of this number, 29 crew members, 5 Armed Guard and 1 passenger were lost. Photo courtesy of SSHSA Coll'n, U of B Library.

following shrimp trawlers: PAPA JOE (1); CONQUEST (2); J. EDWIN TREAKLE (10); SHELL-WATER (10). They were landed at Morgan City, Louisiana. Three other survivors were picked up by a seaplane and taken to New Orleans. The only Armed Guard survivor had been on deck at the stern and was blown overboard.

The U-506 (Wurdemann) was bombed and sunk west of Vigo, Spain on July 12, 1943.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Brown, Gordon D.

RO

Hobbs Victory

Apr. 6, 1945

Freighter. Torpedoed in Kerama Retto, Okinawa, while struck by Kamikaze plane.

SS Hobbs Victory

Home Port: San Francisco, CA

Company: Sudden & Christensen Inc. San Francisco, CA

Master: Kenneth Izant

Gross Tons: 7607

Built: February 1945 @ Richmond, CA

Dimensions: 455' x 62' x 28'

The Freighter, SS HOBBS VICTORY, was struck by a Japanese suicide plane at 0950 GCT on April 6, 1945 while under way in the anchorage at Kerama Retto, Okinawa (26-05 North/127-14 East). She had arrived from Ulithi Atoll in convoy

loaded with a cargo of Army ammunition. The ship originally sailed from San Francisco. Her complement was 56 merchant crew and 27 Naval Armed Guard. Of this number, 11 crew members and 1 Navy man were lost.

Because another American ship, the SS LOGAN VICTORY, had been attacked and hit an hour earlier by a suicide plane, the Master had been ordered to proceed to a new anchorage. The HOBBS VICTORY was underway at 15 knots when at 0950 GCT, a plane crashed into the ship on the port side just forward of #4 lifeboat at the boat deck. There was an enormous explosion and the entire port side of the midship house and the boat deck were blown away. The port boiler blew up and the engines were rendered useless. The ship was a mass of flames when she was abandoned. A Navy fireboat fought the fire for 4 hours before it went out of control. In the early morning of April

7, the ship blew up and sank.

The Captain ordered the ship abandoned. A number of crew members had already jumped overboard to avoid the flames. The starboard boats, #1 and #3 were lowered to the boat rail and the injured placed aboard. The remaining men on board then got into the boats. The Master ordered a delay in launching the lifeboats until the ship had lost some headway. When the speed came down to about 5 knots, the boats were successfully launched. All the survivors were picked up by the USS SUCCESS (AM-310) and then transferred to the USS GOSPER (APA-170).

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Vail, Leslie G.

RO

Illinois

June 1, 1942

**Freighter. Torpedoed
400 miles NW of
Puerto Rico,
Caribbean Sea.**

SS Illinois

Home Port: Tacoma, WA

Company: States Steamship Co. San Francisco, CA.
Master: Hans Mathiesen (Lost)
Built: 1920 @ Los Angeles, CA
Dimensions: 410' x 54' x 27'

Gross Tons: 5447
Former Name: (a) LAS VEGAS



The Freighter, SS ILLINOIS, was torpedoed by the German submarine U-172 (Emmermann) at 2100 EWT on June 1, 1942 about 400 miles northwest of Puerto Rico (24-00 North/60-00 West) while en route, alone and unarmed, from Vizagapatam, India to Baltimore, Maryland via Colombo and Capetown, South Africa with 8,000 tons of Manganese ore. She carried a crew of 37 men. There were only six survivors. Photo courtesy of William F. Hultgren.

At 2100 EWT, two torpedoes struck the ship just aft of the bridge. They hit about 30 seconds apart. The ship went down within a minute, capsizing to starboard.

The six survivors jumped into the water, where they righted a capsized lifeboat. They remained in the vicinity of the sinking until 1200 June 2, but did not find any more survivors, lifeboats or rafts. These 6 men were picked up June 7, 1942

by the tanker, SS ESSO MONTPELIER and landed at Trinidad 2200 EWT on June 10, 1942.

The U-172 (Hoffman) was sunk west of the Canary Islands on December 12, 1943 by the USS CLEMSON (DD-186); USS DUPONT (DD-152); USS BADGER (DD-196); and USS INGRAM (DD-255).

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Hord, George S.

RO

J. Pinckney Henderson

Aug. 19, 1943

Liberty Ship. Collided with tanker H.J. Senior in convoy off Nova Scotia. Beached and burned for more than a month.

SS J. Pinckney Henderson

Home Port: Houston, Texas

Company: United Fruit Co. Boston, MA
Master: Clarence H. Lundy (Lost)
Gross Tons: 7176

Built: July 1943 @ Houston, Texas
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS J. PINCKNEY HENDERSON, was in collision with the Panamanian flag tanker J.H. SENIOR about 2215 ship's time on August 19, 1943 while en route from New York to Liverpool in Convoy HX-252 with a cargo of magnesium, gly-

erine, resin, oil, and wax. Of a merchant crew of 40 and a Naval Armed Guard of 27 there were only 4 survivors. (2 crew members and 2 Navy men.) Only 6 men survived from the crew and Armed Guard of the J.H. SENIOR.

Due to the highly inflammable cargo of both ships, the two vessels became raging infernos. The PINCKNEY was towed to Sydney, Nova Scotia where she was beached on August 31st. She burned until September 25 and was then declared a total loss. On October 31, the ship was floated and towed to Halifax arriving November

6th. Later she was towed to New York and Philadelphia where she was finally scrapped.

The J.H. SENIOR was towed to St. John's, Newfoundland, Halifax, and finally to New York where she was laid up. This ship carried a deck cargo of war planes and they became a molten mass of metal. Most of her oil cargo was salvaged.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Moller, Knud

RO

J.H. Senior (MS)

Aug. 19, 1943

Tanker. Burned after colliding in convoy HX252 with Liberty Ship J. Pinchney Henderson

MS J. H. SENIOR

Panamanian flag tanker
Company: Panama Transport Company
Deadweight tons: 17,820

Built: 1931 – Emden, Germany



Before the war



Planes in deck cargo after the collision and fire

On August 19, 1943, MS J.H.SENIOR collided at about 2215 ship's time with Liberty Ship SS J. PINCKNEY HENDERSON, while in Convoy HX-252 enroute from New York to a UK port with a cargo of oil. Both ships burned furiously. Of the merchant crew and Naval Armed Guard, only 6 men survived. The ship was towed to Bay Bulls, Newfoundland, and on August 24 was declared a total loss. However, it was repaired after WW II and returned to service Jan. 1949 as the ESSO PICARDIE.

Nichols, Harry K.

RO

J.N.Pew

Feb. 21, 1942

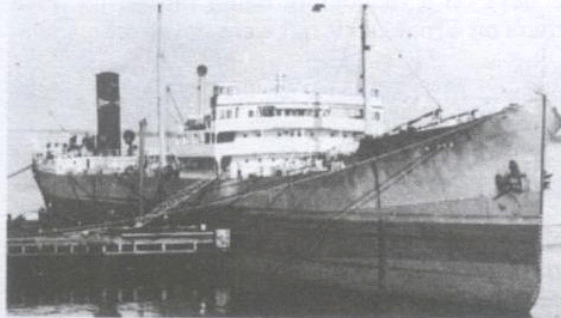
**Tanker. Torpedoed
225 West of Aruba in
Caribbean.**

SS J.N. Pew

Company: Sun Oil Co. Philadelphia, PA (Sun Company)
Master: Thomas Edelen Bush (Lost)
Gross Tons: 9033

Home Port: Philadelphia, PA

Built: 1921 @ Chester, PA
Dimensions: 480' x 66' x 37'



The Tanker, SS J.N. PEW, was torpedoed by the German submarine U-67 (Muller-Stockheim) at 1855 EWT on February 21, 1942 about 225 miles west of Aruba, NWI (12-40 North/74-00 West) while en route, alone and unarmed, from Aruba, NWI to Cristobal, Canal Zone with a cargo of fuel oil. She carried a crew of 36 men. There were three survivors. Photo courtesy of Sun Refining & Marketing, Co.

At 1855 EWT, a torpedo struck on the port side between the mainmast and the midship pump-room. Fire broke out immediately around the midship house, destroying #1 and #2 lifeboats. After the ship had been abandoned, two more torpedoes struck, sinking her in less than a minute.

Lifeboat #4 was launched with 2 men aboard, the Chief Steward and Pumpman. They made a landing about 35 miles east of Riohacha, Colombia on February 25. Friendly Indians helped them reach Riohacha. From there they were taken to Barranquilla, Colombia. Lifeboat #3 was launched with 11 men, but capsized when it hit the water. The survivors clung to the bottom of

the boat throughout the night and by morning one man had been lost. They were able to right the boat, but then discovered that the water breaker had been lost, along with all the food and equipment. As the boat sailed westward, the men perished, one by one, from thirst and hunger, until only one man, a Messman, was still alive. He was spotted by a patrol plane, who directed the Panamanian SS ANNETTA-I to his location. He was picked up at 1500 EWT on March 14, 1942 after spending 21 days in the boat and taken to Coco Solo Naval Base, where he was hospitalized for several weeks before he was able to be sent home.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Philips, Harlan Milton

RM2

Jack Carnes

Aug. 30, 1942

Tanker Shelled and torpedoed by two German submarines in the Atlantic Ocean.

SS Jack Carnes

Home Port: Wilmington, DE

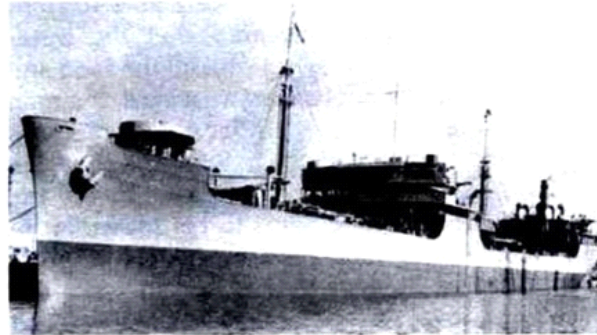
Company: Sinclair Refining Co. New York, NY (Atlantic-Richfield Corp.)

Master: Theodore Roosevelt Merritt (Lost)

Gross Tons: 10,907

Built: February 1942 @ Kearny, NJ

Dimensions: 508' x 72' x 38'



The Tanker, SS JACK CARNES, was shelled by the German submarine U-516 (Wiebe) at 0800 GCT on August 30, 1942 in the North Atlantic (45-35 North/28-02 West) and torpedoed by the U-705 (Horn) at 2358 GCT on August 30, 1942 in position 42-00 North/29-05 West while en route alone from Swansea, Wales to Aruba, NWI in ballast to load crude oil. Her complement was 43 crew members and 13 Naval Armed Guard. Of this number, 17 crew members and 11 Navy men were lost.

Photo courtesy of SSHA Coll'n, U of B Library.

At 0800 GCT, the sub was sighted about 5 miles away. It shelled the tanker over a 45 minute

period, but although some shots did scatter shrapnel over the upper deck there were no direct

hits. The ship fought back with the forward 3" gun and the after 4" gun, forcing the submarine to submerge. The ship resumed its normal course with zigzag patterns and the crew began to relax. At 2358 a torpedo struck on the starboard side just forward of the bridge. The engines were secured and the ship gradually lost headway, swinging to starboard. With the power supply gone, the ship was plunged into darkness. At 0002 August 31, a second torpedo struck on the port side of the tanker, aft of the midship house. Just after the ship had been abandoned, around 0020 GCT, a third torpedo struck on the starboard side amidships. Between 0020 and 0135 there were three more torpedoes and the ship finally sank at 0145 GCT on August 31, 1942 with the bow and the stern rising in the water, apparently broken in two pieces.

The ship was ordered abandoned by the Master at 0015 GCT on August 31, 1942 after the second torpedo. The survivors abandoned in the 2 port lifeboats. The Chief Mate's boat, with 28 survivors, landed at Terceira, Azores at 1930 GCT on September 5, 1942. The Captain's boat with 17 crew members and 11 Armed Guard aboard was last seen at dusk on August 31, heading south. This boat and the men in it were never seen or heard from again. It is presumed the boat capsized in a gale that swept the area during that time.

The U-516 (Petran) surrendered in May, 1945. The U-705 (Horn) was bombed and sunk west of Brest, France on September 3, 1942. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore

Braun, Francis H.

RO

Jack Carnes

Aug. 30, 1942

Tanker Shelled and torpedoed by two German submarines in the Atlantic Ocean.

SS Jack Carnes

Home Port: Wilmington, DE

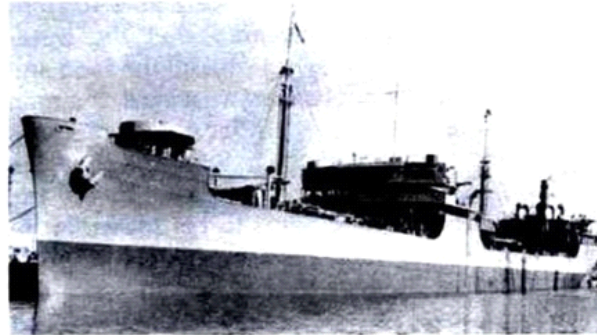
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Built: February 1942 @ Kearny, NJ

Dimensions: 508' x 72' x 38'



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by Author Captain Arthur R. Moore

Goggins Jr., Goggins

RM3

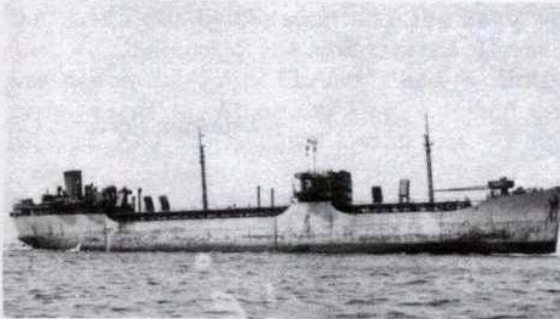
Jacksonville

Aug. 30, 1944

**Tanker. Torpedoed
50 miles north of
Londonderry,
Northern Ireland.**

SS Jacksonville

Company: Deconhil Shipping Co. San Francisco, CA
Master: Edgar Winter (Lost)
Gross Tons: 10,448



At 0830 GCT on August 30, 1944, 5 ships from this convoy bound for Loch Ewe were formed in a single column on the port side of the convoy. The JACKSONVILLE was the last ship in the column. At 1325 the Loch Ewe section was detached. The ship was just completing its course change when the torpedo hit, striking between the after section and the midship house. Fire broke out immediately and the ship was covered in flames from stem to stern. There was a second explosion which broke the ship in two, both parts still burning. The forepart sank quickly, the stern section sinking the next day.

Home Port: Portland, OR

Built: January 1944 @ Portland, OR
Dimensions: 523' x 68' x 39'

The Tanker, SS JACKSONVILLE, was torpedoed by the German submarine U-482 (Graf von Matuschka) at 1345 GCT on August 30, 1944 about 50 miles north of Londonderry, Northern Ireland (55-30 North/7-30 West) while en route from New York to Loch Ewe, Scotland in Convoy CU-36 with a full load of 80 octane gasoline. Her complement consisted of 49 merchant crew and 29 Naval Armed Guard. There were only 2 survivors, a Fireman and a Navy gunner. Photo courtesy of Mariners Museum, Newport News, VA.

There were no lifeboats or rafts launched. The two survivors jumped overboard into the flaming water and swam away from the ship. They were picked up by a U.S. Destroyer Escort and taken to Londonderry, Northern Ireland.

The U-482 (Graf von Matuschka) was sunk January 16, 1945 in the North Channel, between Ireland and England, by HMS AMETHYST (U-16); HMS PEACOCK (U-96); HMS HART (U-58); HMS STARLING (U-66) and HMS LOCH CRAGGIE (K-609). There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Morse, Howard

RO

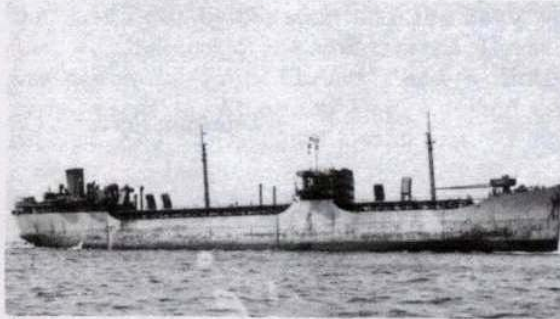
Jacksonville

Aug. 30, 1944

**Tanker. Torpedoed
50 miles north of
Londonderry,
Northern Ireland.**

SS Jacksonville

Company: Deconhil Shipping Co. San Francisco, CA
Master: Edgar Winter (Lost)
Gross Tons: 10,448



At 0830 GCT on August 30, 1944, 5 ships from this convoy bound for Loch Ewe were formed in a single column on the port side of the convoy. The JACKSONVILLE was the last ship in the column. At 1325 the Loch Ewe section was detached. The ship was just completing its course change when the torpedo hit, striking between the after section and the midship house. Fire broke out immediately and the ship was covered in flames from stem to stern. There was a second explosion which broke the ship in two, both parts still burning. The forepart sank quickly, the stern section sinking the next day.

Home Port: Portland, OR

Built: January 1944 @ Portland, OR
Dimensions: 523' x 68' x 39'

The Tanker, SS JACKSONVILLE, was torpedoed by the German submarine U-482 (Graf von Matuschka) at 1345 GCT on August 30, 1944 about 50 miles north of Londonderry, Northern Ireland (55-30 North/7-30 West) while en route from New York to Loch Ewe, Scotland in Convoy CU-36 with a full load of 80 octane gasoline. Her complement consisted of 49 merchant crew and 29 Naval Armed Guard. There were only 2 survivors, a Fireman and a Navy gunner. Photo courtesy of Mariners Museum, Newport News, VA.

There were no lifeboats or rafts launched. The two survivors jumped overboard into the flaming water and swam away from the ship. They were picked up by a U.S. Destroyer Escort and taken to Londonderry, Northern Ireland.

The U-482 (Graf von Matuschka) was sunk January 16, 1945 in the North Channel, between Ireland and England, by HMS AMETHYST (U-16); HMS PEACOCK (U-96); HMS HART (U-58); HMS STARLING (U-66) and HMS LOCH CRAGGIE (K-609). There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Wavra, Frank W.

RM3

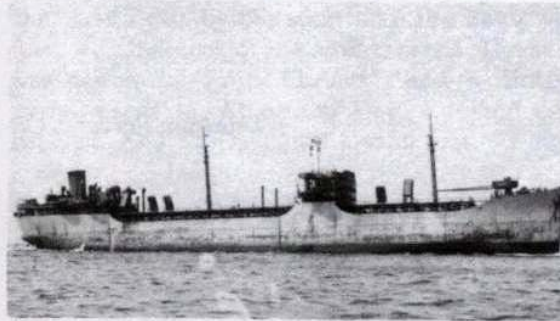
Jacksonville

Aug. 30, 1944

**Tanker. Torpedoed
50 miles north of
Londonderry,
Northern Ireland.**

SS Jacksonville

Company: Deconhil Shipping Co. San Francisco, CA
Master: Edgar Winter (Lost)
Gross Tons: 10,448



At 0830 GCT on August 30, 1944, 5 ships from this convoy bound for Loch Ewe were formed in a single column on the port side of the convoy. The JACKSONVILLE was the last ship in the column. At 1325 the Loch Ewe section was detached. The ship was just completing its course change when the torpedo hit, striking between the after section and the midship house. Fire broke out immediately and the ship was covered in flames from stem to stern. There was a second explosion which broke the ship in two, both parts still burning. The forepart sank quickly, the stern section sinking the next day.

Home Port: Portland, OR

Built: January 1944 @ Portland, OR
Dimensions: 523' x 68' x 39'

The Tanker, SS JACKSONVILLE, was torpedoed by the German submarine U-482 (Graf von Matuschka) at 1345 GCT on August 30, 1944 about 50 miles north of Londonderry, Northern Ireland (55-30 North/7-30 West) while en route from New York to Loch Ewe, Scotland in Convoy CU-36 with a full load of 80 octane gasoline. Her complement consisted of 49 merchant crew and 29 Naval Armed Guard. There were only 2 survivors, a Fireman and a Navy gunner. Photo courtesy of Mariners Museum, Newport News, VA.

There were no lifeboats or rafts launched. The two survivors jumped overboard into the flaming water and swam away from the ship. They were picked up by a U.S. Destroyer Escort and taken to Londonderry, Northern Ireland.

The U-482 (Graf von Matuschka) was sunk January 16, 1945 in the North Channel, between Ireland and England, by HMS AMETHYST (U-16); HMS PEACOCK (U-96); HMS HART (U-58); HMS STARLING (U-66) and HMS LOCH CRAGGIE (K-609). There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Dudor, John

RO

James McKay

Dec. 7, 1942

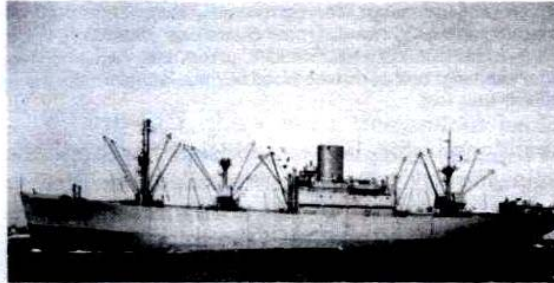
**Freighter. Torpedoed
425 miles south of
Iceland in Atlantic
Ocean.**

SS James McKay

Home Port: Tampa, FL

Company: Lykes Bros. Steamship Co., Inc. New Orleans, LA
Master: Herman N. Olsen (Lost)
Gross Tons: 6762

Built: 1941 @ Sparrows Point, Maryland
Dimensions: 397' x 60' x 24'



The ship left Wabana, Newfoundland on December 2, 1942 to join Convoy HX-217. She met up with the convoy on December 3rd. On December 6, the ship fell back from the convoy for some unknown reason and she and her crew were never seen again.

The Freighter, SS JAMES McKay, was torpedoed by the German submarine U-600 (Zurmuhlen) at 2339 GCT on December 7, 1942 about 425 miles south of Iceland (57-50 North/23-10 West) while en route from New York to Belfast, Northern Ireland via Wabana, Newfoundland in Convoy HX-217. Her complement was 46 merchant crew and 25 Naval Armed Guard. There were no survivors. Photo courtesy of Mariners Museum, Newport News, VA.

The U-600 (Zurmuhlen) was sunk on November 25, 1943 north of the Azores by HMS BAZELY (K-311) and HMS BLACKWOOD (K-313). There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Kweit, Harry

RO

James Oglethorpe

Mar. 16, 1943

**Liberty Ship.
Torpedoed Mid
Atlantic Ocean while
in convoy by two
German submarines.**

SS James Oglethorpe

Home Port: Savannah, GA

Company: South Atlantic Steamship Co. Savannah, GA.
Master: Albert W. Long (Lost)
Gross Tons: 7176

Built: February 1943 @ Savannah, GA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JAMES OGLETHORPE, was torpedoed on her maiden voyage by the German submarine U-758 (Manseck) at 2324 GCT on March 16, 1943 and U-91 (Walkerling) at 0739 on March 17, 1943 in Mid Atlantic (50-38 North/34-46 West) while en route in convoy HX-229 from New York to Liverpool, England with a cargo of steel, cotton, foodstuffs and a

deck cargo of planes, tractors and trucks. Her complement was 44 merchant crew, 26 Naval Armed Guard and 4 Navy enlisted men as passengers. Of this number, 31 crew members including the Captain, 11 Naval Armed Guard and 2 passengers were lost.

At 2324 GCT, a torpedo struck forward in #1 hold, starting a fire in the cargo. This was extinguished in 15 minutes. The engines were not secured. As the ship was only damaged in the bow, the Master and 30 men remained aboard and attempted to sail the ship to St. John's, Newfoundland. On March 17, at 0700 the U-91 caught sight of the ship and fired three torpedoes at 0739. Two struck the ship in the midship section and stern, and the vessel went down with all those on board.*

away with 30 survivors. They were picked up about 0030 GCT on March 17, by HMS PENNYWORT (K-111) and landed at Londonderry, Northern Ireland on March 22, 1943.

The U-758 (Feind) surrendered at Kiel in May 1945. The U-91 (Hungerhausen) was sunk in Mid Atlantic by HMS AFFLECK (K-462); HMS GORE (K-481) and HMS GOULD (K-476).

The ship was abandoned by 43 men, without orders, at 2350 GCT on March 16 while the ship was making a large circle to port at 8 knots. One lifeboat had one of its falls cut prematurely and the occupants were thrown into the sea. Thirteen men were lost in this accident. Other boats got

***NOTE:** For a detailed description of this sinking, read "Convoy," by Martin Middlebrook, and "Critical Convoy Battles of March 1943," by Jurgen Rohwer. They give two different versions of the final end of the JAMES OGLETHORPE.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Signorelli, Charles

RO

James Sprunt

Mar. 10, 1943

**Liberty Ship.
Torpedoed 7 miles off
shore Southeast of
Guantanamo Bay,
Cuba.**

SS James Sprunt

Home Port: Wilmington, NC

Company: Black Diamond Steamship Co. New York, NY
Master: Elie Constantin Carr (Lost)
Gross Tons: 7176

Built: February 1943 @ Wilmington, NC
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JAMES SPRUNT, was torpedoed, on her maiden voyage, by the German submarine U-185 (Maus) at 0810 GCT on March 10, 1943 southeast of Guantanamo Bay, Cuba (19-49 North/74-38 West) about 7 miles off shore, while

en route from Charleston, South Carolina to Karachi, India via Key West and the Panama Canal in Convoy KG-123 (#42) with a full cargo of explosives. Her complement was 43 crew members and 28 Naval Armed Guard. There were no survivors.

At 0810 GCT, there was a tremendous explosion which lit up the sky. The glare was seen by one ship 40 miles away. The ship simply disintegrated.

The U-185 (Maus) was sunk in Mid Atlantic on August 30, 1943 by aircraft from USS CORE (CVE-13).

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Tilden, Augustus

RO

Jean Nicolet

July 2, 1944

**Liberty Ship.
Torpedoed and
shelled and machine
gunned by Japanese
submarine in the
Indian Ocean.**

SS JEAN NICOLET

Home Port: Portland, OR

Company: Oliver J. Olson & Co., Inc. San Francisco, CA

Master: David Martin Nilsson (Lost)

Built: October 1943 at Portland, OR

Gross Tons: 7176

Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JEAN NICOLET, was torpedoed and shelled by the Japanese submarine I-8 (Arizumi) at 1407 GCT on July 2, 1944 in the Indian Ocean (03.28S 74.30E) while en route alone from San Pedro, California to Colombo Ceylon via Fremantle, Australia with U.S. Army general cargo, including heavy machinery, trucks, steel plates, landing barges, and steel pontoons.

Her complement was made up of 41 merchant seamen, 28 Naval Armed Guard, 30 passengers and 1 U.S. Army medic. Of this number 30 crew members, 19 Navy men, 26 passengers and the Army medic were brutally slain by the crew of the submarine, under the direction of the officers. The Master and Radio Operator were made prisoner in the sub and were never seen again. They were probably lost on one of the Japanese POW ships sunk by Allied submarines.

At 1407 GCT, two torpedoes struck the starboard side and the ship developed a 30 degree list and was in danger of capsizing. A distress call was sent and answered by a shore station. There were no casualties from the explosions and the ship was abandoned in four lifeboats and two rafts. The sub surfaced and shelled the ship until it sank. All but a few survivors were taken aboard the sub and subjected to brutal beatings and bayoneting. The sub submerged, leaving all but the Master and RO on deck with their hands tied. HMIS HOXA was able to recover 23 survivors from the water and landed them at Addu Atoll on July fifth.

The I-8 (Shinohar) was sunk on March 30, 1945 the USS MORRISON and USS STOCKTON.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Brown Jr., Henry N.

RO

Jeremiah M. Daly

Nov. 12, 1944

Liberty Ship. Struck by suicide plane off Leyte, PI. Ship was salvaged and returned to service.

SS Jeremiah M. Daily

Home Port: San Francisco, CA

Company: American-South African Line, Inc. New York, NY (Farrell Lines)
Master: Harry Jack Manwaring (Lost)
Gross Tons: 7176

Built: August 1943 @ Richmond, CA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JEREMIAH M. DAILY, was struck by a Japanese suicide plane at 0616 GCT on November 12, 1944 while anchored in San Pedro Bay, Leyte, P.I. She had left Hollandia, New Guinea on November 5 for Leyte loaded with Army supplies and trucks on deck. The trucks were loaded with

gasoline. Her complement was 39 merchant crew, 29 Naval Armed Guard, and around 800 U.S. Army troops. Four crew members, including the Master, were killed. Two Navy gunners and about 100 troops were also killed.

At 0616, the plane came at the DAILY at masthead height and crashed into the starboard forward corner of the wheelhouse. As the plane crashed, an incendiary bomb was dropped on #3 hatch where it exploded. Flaming gasoline and parts of the plane scattered over the ship and ignited the range oil stored abreast #3 hatch on the port side. The entire bridge section was destroyed as were the quarters on the starboard side of the bridge and boat decks. The starboard lifeboats were also destroyed. The fire from the range oil spread throughout the midship house and caused

extensive loss of life among the troops on deck and in #3 tween deck. The fire was brought under control within 4 hours with the assistance of a Navy fireboat. The troops and cargo were discharged and after emergency repairs, the ship departed from Leyte on November 27, 1944 and arrived San Francisco on January 3. She returned to service on March 14, 1945.

Five crew members wounded in the attack were left in hospitals ashore. Ten Navy gunners and about 150 Army troops were also injured.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Black, Frank E.

RO

Jeremiah Van Rensselaer

Feb. 2, 1943

**Liberty Ship.
Torpedoed in North
Atlantic Ocean while
in convoy.**

SS Jeremiah Van Rensselaer

Home Port: Wilmington, NC

Company: Agwilines, Inc. New York, NY
Master: Lucius Whitfield Webb (Lost)
Gross Tons: 7177

Built: June 1942 @ Wilmington, NC
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JEREMIAH VAN RENNELAER, was torpedoed by the German submarine U-456 (Teichert) at 0320 GCT on February 2, 1943 in the North Atlantic (54-50 North/28-55 West) while en route from New York to a United

Kingdom port in Convoy HX-224, with 9,000 tons of general Army cargo. Her complement was 42 crew members and 28 Naval Armed Guard. Of this number, 35 crew members and 11 Navy gunners were lost.

At 0320 GCT, three torpedoes struck the ship. The first two hit almost simultaneously on the port side at #1 hold. The explosion blew a hole in the hull, started a small fire in the hold and blew some cargo into the sea. The 3rd torpedo hit deep in #4 hold on the port side. A truck stowed on top of #4 hatch was blown overboard. The engines were secured in 2 minutes. There was no other damage. The ship was sunk by gunfire from the escorts at 1700 GCT on February 2, 1943.

Rescue Ship ACCRINGTON picked up 23 survivors, 8 from the lifeboat and 18 off a raft, 3 of whom were dead. They were landed at Gourrock, Scotland. The French corvette LOBELIA picked up 2 dead seamen on a raft a week later.

The ship was abandoned very hastily and without orders. Two lifeboats capsized upon reaching the water. One boat was launched successfully. Several men jumped overboard and swam to life-rafts floating nearby. One man remained on board the ship and he was rescued later when the escort crew boarded the vessel. The British

The escort crew, which later boarded and sank the ship, reported that she might have been saved and brought to port, however, the boiler fires had not been extinguished and the boilers were burned out. Many lives were needlessly lost due to the premature abandonment of this ship.

The U-456 (Teichert) was sunk on May 13, 1943 in Mid Atlantic by HMS LAGAN (K-259) and HMCS DRUMHELLER (K-167). There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Perry Jr., William J.

RO

John A. Poor

Mar. 19, 1944

**Liberty Ship.
Torpedoed in Arabian
Sea.**

SS John A. Poor

Home Port: Portland, ME

Company: International Freighting Corp. Inc. New York, NY
Master: Francis Wallace Dulac (Lost)
Gross Tons: 7176

Built: June 1943 @ Portland, ME
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JOHN A. POOR, was torpedoed by the German submarine U-510 (Eick) at 1745 GCT on March 19, 1944 in the Arabian Sea (13-58 North/70-30 East) while en route alone from Cochin, India to Aden with a cargo of 6300

tons of Ilmenite sand and general cargo including rugs, cashew nuts, jute, hides and 100 bags of unclassified mail. Her complement was 43 crew members and 30 Naval Armed Guard. Of this number, 25 crew members and 9 Navy men were lost.

At 1945 GCT on March 18, 1944 the ship was detached from a convoy and ordered to proceed alone. At 1745 GCT on March 19, a torpedo struck between #4 and #5 holds on the starboard side. The explosion made a huge hole in the main deck and blew the hatch covers off #4 hold. A few seconds later, a second torpedo hit in #5 hold on the same side. The ship immediately listed to starboard and sank within 2 minutes.

launched. Four large rafts and a donut raft cleared the ship. One raft was so damaged it could not be used. The food and provisions were taken from this raft and the survivors gathered together on 3 rafts: 15 on one, 14 on a second and 10 on the third. The donut raft was not used. On March 22, 1944, the 39 survivors were picked up by the British SS FORT WALSH and landed at Colombo, Ceylon on March 26, 1944.

There was no direct order given to abandon ship because the ship sank so quickly. An attempt to lower 2 lifeboats was made, but without success. The survivors said no boats were

The U-510 (Eick) surrendered at St. Niazire, France in May 1945. It was turned over to the French as BOUAN. Scrapped in 1958.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Oglesby, Alex A.

RM1

John Burke

Dec. 28, 1944

**Liberty Ship. Struck
by Japanese suicide
plane off Mindoro
Island in Philippines.**

SS John Burke

Home Port: Portland, OR

Company: Northland Transportation Co. Seattle, WA
Master: Herbert August Falk (Lost)
Gross Tons: 7176

Built: December 1942 @ Portland, OR
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JOHN BURKE, was struck by a Japanese suicide plane about 0820 local time on December 28, 1944 off Mindoro Island in the Philippine Islands. She was en route from

Pearl Harbor, Hawaii to Mindoro via Leyte with a full load of ammunition. Her complement was 40 merchant crew and 28 Naval Armed Guard. There were no survivors.

The ship disintegrated in a blinding flash and a terrific explosion. When the smoke cleared, there was nothing left. When the ship exploded it sank a small U.S. Army Transport freighter immediately astern. There was one survivor from that ship.

The JOHN BURKE had left Pearl Harbor, Hawaii on October 10, 1944 arriving Manus Island on October 26 and arriving Hollandia, New Guinea on November 23. Naval records show no further movement after this date.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

McLeod, Andrew L.

RO

John Burke

Dec. 28, 1944

Liberty Ship. Struck by Japanese suicide plane off Mindoro Island in Philippines.

SS John Burke

Home Port: Portland, OR

Company: Northland Transportation Co. Seattle, WA
Master: Herbert August Falk (Lost)
Gross Tons: 7176

Built: December 1942 @ Portland, OR
Dimensions: 441' x 57' x 37'

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Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Nielson, Neal L.

RO

John Drayton

Apr. 21, 1943

**Liberty Ship.
Torpedoed and
shelled by Italian
submarine 300 miles
southeast of Durban,
South Africa. All on
board were lost.**

SS John Drayton

Company: A.H. Bull & Co. New York, NY
Master: Carl Norman
Gross Tons: 7177

The Liberty Ship, SS JOHN DRAYTON, was torpedoed and shelled by the Italian submarine Leonardo da Vinci (Gazzana) at 1900 GCT on April 21, 1943, about 300 miles southeast of Durban, South Africa (32-10 South/34-50 East) while en route

At 1900 GCT, a torpedo struck the starboard side of the ship just abaft the beam. The explosion blew a hole in the hull and destroyed #3 lifeboat, which was swung out over the side ready for lowering. Another torpedo followed, striking in the after part of the engine room. After the ship was abandoned, the sub surfaced and shelled the ship until it was in a sinking condition.

The abandon ship signal was sounded within one minute of the explosion. The survivors got away in 3 lifeboats and one raft. Number 1 boat capsized upon launching, spilling the occupants into the sea. Four men were lost. Number 4 lifeboat, containing 11 survivors, was picked up by the Swedish MV OSCAR GORTHON at 0900 GCT on April 23 and landed at Lourenco Marques, Portuguese East Africa (Mozambique) on April 25. The raft was picked up on April 27 by HMS RELENTLESS (H-85). Aboard this raft were 14 survivors, including the Master and the Armed

Home Port: Wilmington, N.C.

Built: September 1942 @ Wilmington, N.C.
Dimensions: 441' x 57' x 37'

alone from Bahrein to Capetown, South Africa in ballast. Her complement was 41 crew members and 15 Naval Armed Guard. Of this number, 21 crew members and 5 Navy men were lost.

Guard Officer. They were landed at Durban, South Africa. Number 2 lifeboat, in charge of the Chief Mate, was not found until May 21, when it was spotted by a South African Flying Boat. This aircraft directed the Greek freighter SS MOUNT RHODOPE to the lifeboat's position. Of the 24 original survivors, only eight were alive when rescued by the freighter. Three of them died in Addington Military Hospital in Durban. Two Cadets, 1 Oiler and 2 Armed Guard were the only survivors from this boat.

At 1940 GCT, the sub surfaced and came alongside a lifeboat. An Able Seaman was taken aboard the sub and interrogated about the ship, its destination, speed, cargo, etc. He was later released.

The Leonardo da Vinci was sunk on May 23, 1943 by HMS NESS (K-219) and HMS ACTIVE (H-14) off the Azores.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Barr, Kenneth Edward

RM3

John Harvey

Dec. 2, 1943

Liberty Ship. Blew up during air attack in Bari, Italy. All on board at time died.

SS John Harvey

Home Port: Wilmington, NC

Company: Agwilines, Inc. New York, NY
Master: Elwin Foster Knowles (Lost)
Gross Tons: 7176

Built: January 1943 @ Wilmington, NC
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JOHN HARVEY, blew up about 1940 local time on December 2, 1943 as a result of a German air attack, while moored in the harbor of Bari, Italy. She had arrived at Bari on November 28 after a voyage from Baltimore, Maryland with stops at Oran, Algeria and Augusta, Sicily, having left Augusta on November 26. Her complement was 40 crew members, 28

Naval Armed Guard, and 10 U.S. Army Chemical Warfare personnel. Thirty-eight crew members, 28 Navy men and the 10 Army men were killed. The only survivors were two crew members, a Cadet and an Able Seaman, who were ashore at the time of the attack.

The ship was moored stern to, at the East Jetty, with her anchor down. She caught fire when she was showered with flaming debris from a nearby ship which had been struck by bombs.

taminated with the deadly mustard gas. Hundreds of people died from mustard gas poisoning before the cause was determined.*

Unknown to the port authorities, the SS JOHN HARVEY was carrying Mustard Gas bombs. When the ship blew up, the water and air became con-

NOTE: *For an excellent account of this tragedy, read "Disaster at Bari," by Glenn B. Infield, Macmillan & Co. 1971.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Panter, Leo

RO

John Harvey

Dec. 2, 1943

Liberty Ship. Blew up during air attack in Bari, Italy. All on board at time died.

SS John Harvey

Home Port: Wilmington, NC

Company: Agwilines, Inc. New York, NY
Master: Elwin Foster Knowles (Lost)
Gross Tons: 7176

Built: January 1943 @ Wilmington, NC
Dimensions: 441' x 57' x 37'

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Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Bloomberg, Melvin H.

RO

John L. Motley

Dec. 2, 1943

Liberty Ship. Bombed and blew up during air raid in Bari, Italy.

SS John L. Motley

Home Port: Baltimore, MD

Company: American Export Lines, New York, NY (Farrell Lines)

Master: Constantin Tsimenis (Lost)

Gross Tons: 7176

Built: May 1943 @ Baltimore, MD

Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JOHN L. MOTLEY, was bombed by German aircraft about 1940 local time on December 2, 1943 in Bari, Italy. She was loaded with a cargo of explosives and high

octane gasoline. Her complement was 45 merchant crew and 28 Naval Armed Guard. Of this number, 39 crew members and 24 Navy men were killed.

The ship was moored at the East Jetty with her anchor down and stern lines to the jetty. Alongside her was the SS JOHN BASCOM. The MOTLEY was struck by a bomb which hit at #5 hatch, setting the deck cargo and the cargo in the hold on fire. The flames burned through her mooring lines and the ship drifted down on the Jetty and exploded with a tremendous roar. She blew up when she was only about 50 feet from the

SS JOHN BASCOM. The force of this explosion caved in the whole port side of the BASCOM, sinking her immediately.

The JOHN L. MOTLEY had loaded in Philadelphia, Pennsylvania and departed Lynnhaven Roads, Virginia on October 25 in Convoy UGS-22, arriving in Bari, Italy on November 28 via Oran, Algeria and Augusta, Sicily.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Losada, Manuel

RO

John Morgan

June 1, 1943

Liberty Ship. Collided with tanker SS Montana off the Chesapeake Capes.

SS John Morgan

Home Port: Baltimore, MD

Company: Wessel, Duval & Co. New York, NY
Master: Not known
Gross Tons: 7176

Built: May 1943 @ Baltimore, MD
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JOHN MORGAN, on her maiden voyage, collided with the Texas Company tanker SS MONTANA at 0400 EWT on June 1, 1943 off the Chesapeake Capes (36-53 North/76-00 West) while en route from Baltimore to the Persian

Gulf with a cargo of explosives, in Convoy NK-544. Her complement was 41 merchant crew and 28 Naval Armed Guard. Three Navy men were the only survivors.

The SS MONTANA was inbound to Norfolk to join a convoy going to Iceland. The MORGAN was outbound. They approached each other with a routine port to port passing when suddenly the MORGAN changed course to port and headed

directly for the MONTANA. The MONTANA was struck by the bow of the MORGAN on the port side just forward of the midship house. There was a terrific explosion as the MORGAN disintegrated killing all on board except for 3 Navy gun crew.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

McIntyre, John I.

RO

John R. Williams

June 24, 1942

Tug. Sunk by mine laid by German submarine off Cape May, New Jersey.

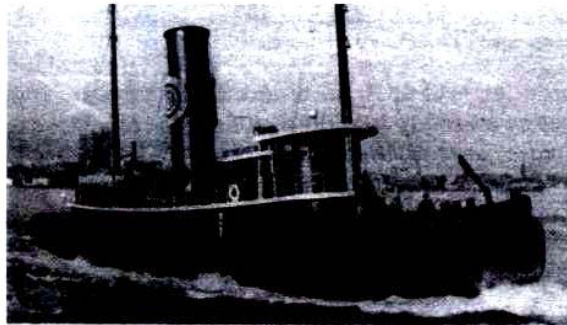
SS John R. Williams

Home Port: New York, NY

Company: Moran Towing & Transportation Co. New York, NY
Master: Leroy H. Allen (Lost)
Built: 1913 @ Port Richmond, Staten Island, NY
Dimensions: 137' x 28' x 15'

Gross Tons: 396

Former Name: (a) W.B. KEENE



The Tug, SS JOHN R. WILLIAMS, was struck by a mine which had been laid by the German submarine U-373 (Loeser), about 1615 EWT on June 24, 1942 off Cape May, New Jersey (38-45 North/ 74-50 West). On June 24, at 1200 EWT, the tug was ordered to proceed to Fenwick Island Shoals to tow a French ship into the Delaware River. At 1440 EWT the tug found the ship heading for the Delaware River under her own power, and was returning to Cape May Naval Air Station when she hit the mine. She carried a crew of 18 men. Of this number, only four survived. They were the Chief Engineer, Second Assistant and two deckhands. Photo courtesy of Harold T. Jorgensen.

One of the four survivors, the Second Assistant Engineer, reported that he had been up on deck for a breath of fresh air after finishing his 1200-1600 watch in the engine room. Seeing the Chief Engineer sitting on the hawser rack, he went over to talk to him. He noticed two deckhands on the stern. While they were talking, a terrific explosion occurred. All four men were blown overboard. He had one glimpse of the tug disap-

pearing into the ocean as he was blown in the air.

The four survivors were in the water for about an hour before they were rescued by the YP-334. They were taken to Lewes, Delaware and thence to Beebe Memorial Hospital.

The U-373 (von Lehsten) was bombed and sunk on June 8, 1944 off Brest, France.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Marsh, John Paul

RO

John Straub

Apr. 19, 1944

**Liberty Ship.
Torpedoed by
Japanese submarine
20 miles SW of Sanak
Island, Alaska.**

SS John Straub

Home Port: Portland, OR

Company: Alaska Steamship Co. Seattle, WA
Master: A.W. Westerholm (Lost)
Gross Tons: 7176

Built: December 1943 @ Portland, OR
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JOHN STRAUB, was torpedoed by the Japanese submarine I-180 (Fujita) at 0005 local time on April 19, 1944 about 20 miles SW of Sanak Island, Alaska (54-15 North/163-30 West) while en route from Seattle to Altu via Port Townsend, Washington and Dutch Harbor, with a cargo of

25,000 drums of diesel oil and 9000 drums of high octane gasoline and a deck load of creosote pilings. Her complement was 41 crew members, 27 Naval Armed Guard, and an Army Security Officer. The 3rd Mate and an AB were the only crew members to survive. Thirteen Navy men survived also.

About 0005 local time, while the ship was proceeding on a course of 278 degrees at a speed of 10.5 knots, with a smooth sea and a dark but clear night, a violent explosion occurred on the port side amidships closely followed by one or two other explosions. These explosions were followed by a bright, whitish flame and a huge pillar of smoke. Shortly after the explosions, the ship broke in two aft of the midship house and forward of #4 hatch. Within 15-20 seconds the boat deck was under water and within a minute

the forward section of the ship had disappeared beneath the sea. The after section remained afloat until 1549 when she sank, stern up.

The 15 survivors were picked up from a lifeboat about 9 hours later by the USAT FP-41 and taken to Cold Bay, Alaska.

The I-180 (Fujita) was sunk by the USS GILMORE (DE-18) on April 26, 1944 about 120 miles SW of Kodiak Island, Alaska. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Heiter Jr., Alois

RO

John Winthrop

Sep. 24, 1942

**Liberty Ship.
Torpedoed and
shelled in North
Atlantic on Murmansk
run. There were no
survivors.**

SS John Winthrop

Home Port: Portland, ME

Company: United Fruit Co. Boston, MA
Master: Charles Malcolm Robertson (Lost)
Gross Tons: 7176

Built: July 1942 @ Portland, ME
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JOHN WINTHROP, was torpedoed and shelled by the German submarine U-619 (Makowski) on September 24, 1942 in the North Atlantic (56-00 North/31-00

West) while en route from Glasgow, Scotland to New York in Convoy ON-131. Her complement was 39 crew members and 15 Naval Armed Guard. There were no survivors.

The ship straggled from the convoy and was never seen or heard from again. Position given was that of the submarine when the ship was torpedoed.

The U-619 (Makowski) was sunk in mid Atlantic by HMS VISCOUNT (I-92) on October 15, 1942. There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Porter Jr., Thomas S.

RO

Jonathan Sturges

Feb. 24, 1943

**Liberty Ship.
Torpedoed in North
Atlantic while in
convoy.**

SS Jonathan Sturges

Home Port: New Orleans, LA

Company: Mississippi Shipping Co. New Orleans, LA

Master: Thorbjorn Leerburg (Lost)

Gross Tons: 7176

Built: November 1942 @ New Orleans, LA

Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JONATHAN STURGES, was torpedoed by the German submarine U-707 (Gretschel) at 2220 local time on February 23, 1943 in the North Atlantic (46-15 North/38-11 West) while en route from Liverpool, England to New York in

Convoy ON-166 in ballast. She carried a crew of 42 and an Armed Guard of 31. Of this number, 29 crew members and 21 Armed Guard were lost.

The ship had straggled from the convoy and was proceeding alone. At 2220 local time, two torpedoes struck at #2 hold and just forward of midships, causing immediate flooding. She went down bow first, sinking rapidly, almost broken in two forward of midships. The ship was last seen with her bow under and about 10 feet of the stern above water with the screw still visible. In the morning she was gone.

from the Dutch SS MADOERA on February 27. Since the Dutch lifeboat only contained 3 survivors, all the men were divided equally between the two boats. They were picked up by the USS BELKNAP (DD-251) on March 12, 1943 and landed at Argentia, Newfoundland on March 14. One crew member died of exposure. The lifeboat containing 17 survivors, in charge of the Master, was picked up 41 days later, with only 5 men still alive, two crew members and 3 Armed Guard.

The ship was abandoned on orders of the Master immediately after the attack. Three boats and four rafts were launched, but one boat was smashed. All the survivors were taken aboard the two lifeboats, 19 in one and 17 in the other. The boat containing 19 men met up with a lifeboat

The U-707 (Gretschel) was bombed and sunk off the Azores on November 9, 1943. There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Morris, Carleton D.

RO

Joseph Wheeler

Dec. 2, 1943

Liberty Ship. Caught fire in bombing and exploded in Bari, Italy.

SS Joseph Wheeler

Home Port: Mobile, AL

Company: South Atlantic Steamship Co. Savannah, GA
Master: Patrick Morrissey (Lost)
Gross Tons: 7176

Built: November 1942 @ Mobile, AL
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JOSEPH WHEELER, was bombed by German aircraft at 1930 local time on December 2, 1943 while docked at Bari, Italy. She had sailed from New York on November 11, 1943 in Convoy UGS-23, arriving Bari on December 1,

1943 via Augusta, Sicily and Taranto, Italy. Her complement was 41 merchant crew and 28 Naval Armed Guard. Of this number, 26 crew members and 15 Navy men were lost.

This ship was one of five U.S. Flag merchant ships lost in a devastating air raid on Bari. She was berthed at the East Jetty with stern lines ashore and her anchor down. She was 3 berths to

the east of the SS JOHN BASCOM, and 2 berths east of the SS JOHN L. MOTLEY. The ship caught fire from the bombing and exploded. All that was left was a burned out, blackened hulk.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Passi, Anthony Domenic

RM3

Julia Ward Howe

Jan. 27, 1943

**Liberty Ship.
Torpedoed by German
submarine 175 miles
south of the Azores
after straggling from
the convoy en route
from New York to
Oran, Algeria.**

SS Julia Ward Howe

Home Port: Portland, ME

Company: American-West African Line, Inc. New York, NY
Master: Andrew Anthony Hammond (Lost)
Gross Tons: 7177

Built: November 1942 @ Portland, ME
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JULIA WARD HOWE, was torpedoed by the German submarine U-442 (Hesse) at 1350 ship's time on January 27, 1943 about 175 miles south of the Azores (35-29 North/29-10 West) while en route alone from New York to Oran, Algeria with a general war cargo including 60 medium tanks, foodstuffs, cigarettes, clothing and a deck load of four

The ship had straggled from Convoy UGS-4 due to heavy weather and was sailing alone. At 1350 a torpedo struck on the starboard side between #3 hold and the midship house. Both lifeboats on that side were destroyed and #3 hatch blown open. The radio was completely destroyed along with the antenna. A tremendous shock was felt after the explosion. Flooding was slow and the ship remained on an even keel after a slight list to port. At 1450 another torpedo struck and broke the ship in half.

At 1410, the ship was abandoned by the survivors in #2 and #4 lifeboats and two rafts. The rafts were tied to each of the lifeboats and the survivors equally distributed between the boats and rafts. They were picked up at 0500 on January 28, 1943 by the Portuguese destroyer LIMA and

railroad tank cars. Her complement was 36 merchant crew and 37 Naval Armed Guard, plus one U.S. Army Security Officer. The Master was killed in the explosion and the Chief Engineer died from wounds on the rescue ship. The Army Security Officer and 1 Navy man were also lost.

landed at Ponta Delgada in the Azores. A distress signal was sent on a portable radio from one of the lifeboats. It is unknown whether the signal was received.

After the ship sank, the submarine surfaced and approached the lifeboats. The Second Mate was questioned by a German officer concerning the ship's name, its cargo etc. They were threatened with machine gunning if the questions weren't answered correctly. The Second Mate was taken aboard the sub for awhile, and then released. The survivors were given a course to steer for the Azores.

The U-442 (Hesse) was bombed and sunk northwest of Cape St. Vincent, Portugal on February 12, 1943. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Blazewicz, Ted Jan

RO

Kahuku

June 15, 1942

Freighter. Torpedoed and shelled 90 miles west of Grenada in the Caribbean.

SS Kahuku

Home Port: San Francisco, CA

Company: Matson Navigation Co. San Francisco, CA
Master: Eric Herbert Johanson (Lost)
Built: 1920 @ Baypoint, CA
Dimensions: 402' x 53' x 32'

Gross Tons: 6062

Former Names: (a) CUPRUM (b) SHELTON



The Freighter, SS KAHUKU, was torpedoed and shelled by the German submarine U-126 (Bauer) at 2120 EWT on June 15, 1942 about 90 miles west of Grenada (11-52 North/63-07 West) while en route alone from New York to the Persian Gulf via Trinidad with 7,000 tons of cargo consisting of cranes, tractors, and structural equipment. Her complement was 36 merchant crew and 10 Naval Armed Guard. Also on board were 45 survivors from the SS SCOTTSBURG and 18 survivors from the SS COLD HARBOR. Of this number, 3 COLD HARBOR survivors and 6 SCOTTSBURG survivors were lost in addition to 6 merchant crew and 3 Navy men from the KAHUKU. Photo courtesy of SSHA Coll'n, U of B Library.

At 1500 EWT, the KAHUKU picked up 63 men from lifeboats, survivors from the SCOTTSBURG and COLD HARBOR. About 2000 EWT, there was an explosion about a mile to the north of the KAHUKU when the SS ARKANSAN was torpedoed. The Captain ordered all hands to stand by and prepare for torpedo attack. The lifeboats were made ready.

At 2120 EWT, a torpedo struck on the starboard side in the engine room. About one hour later, the sub surfaced and commenced shelling the ship. When the third shot hit the after magazine, there was an explosion and she settled by the stern. Around midnight, the ship was struck by a second torpedo and sank stern first.

The ship was abandoned immediately after the first torpedo struck. There was terrible confusion during abandonment. Many survivors were still suffering from the shock of their earlier sinking. The starboard boat was blown up. The port boat was launched safely, although grossly overloaded. Three rafts were also launched. The sub picked up some survivors out of the water and put them on a raft. The sub captain told the survivors that the USS OPAL would be out the next day to pick them up. All the survivors were picked up on June 16 at 1500 EWT by the USS OPAL (PYC-8) and YP-63 and landed in Trinidad.

The U-126 (Kietz) was bombed and sunk in the North Atlantic on July 3, 1943. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Hanson, Fred C.

RO

L.J.Drake

June 5, 1942

Tanker. Torpedoed in Caribbean Sea. There were no survivors.

SS L.J. Drake

Home Port: Wilmington, DE

Company: Standard Oil of New Jersey, New York, NY (Exxon Corp.)
Master: Peder Nielsen (Lost)
Gross Tons: 6693

Built: 1918 @ Seattle, WA
Dimensions: 435' x 57' x 32'



The Tanker, SS L.J. DRAKE, was torpedoed by the German submarine U-68 (Merten) at 1849 GCT on June 5, 1942 somewhere in the Caribbean, while en route alone from Aruba, NWI to San Juan, Puerto Rico with 73,000 barrels of gasoline, having left Aruba on June 4. She carried a crew of 35 and a Naval Armed Guard of 6. The ship and crew were never seen or heard from again. Photo courtesy of Exxon Shipping Co.

The U-68 (Lauzemis) was sunk on April 10, 1944 north of Madeira (33-25 North/18-59 West)

by aircraft from the USS GUADALCANAL (CVE-60).

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Smith, Fred G.

RO

Lake Osweya (MS)

Feb. 20, 1942

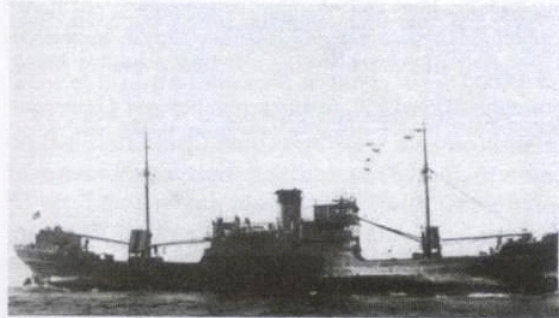
Freighter. Torpedoed by German submarine in the North Atlantic en route from New York to Halifax, Nova Scotia. There were no survivors.

MS Lake Osweya

Home Port: Detroit, MI

Company: Ford Motor Co. Detroit, MI
Master: Karl E. Prinz (Lost)
Gross Tons: 2398

Built: 1918 @ Saginaw, MI
Dimensions: 251' x 44' x 24'



The Freighter, MS LAKE OSWEYA, was torpedoed by the German submarine U-96 (Lehmann-Willenbrock) at 0253 GCT on February 20, 1942 in the North Atlantic (43-14 North/64-45 West) while en route from New York to Halifax, Nova Scotia and Reykjavik, Iceland with general cargo. She carried a crew of 30 men. There were no survivors. Photo courtesy of University of Detroit Marine Historical Collection.

The British MS EMPIRE SEAL had seen the LAKE OSWEYA shortly before she herself was torpedoed. After being attacked, the SEAL's crew members heard an explosion in the distance. The LAKE OSWEYA and its crew were never seen or heard from again.

The U-96 (Rix) was bombed and sunk on March 30, 1945 in Wilhelmshaven, Germany by U.S. Army aircraft.

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Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Whayne, Thomas Samuel

RM2

Lake Osweya (MS)

Feb 20, 1942

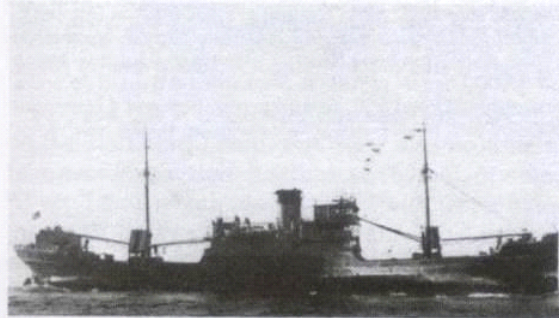
Freighter. Torpedoed by German submarine in the North Atlantic en route from New York to Halifax, Nova Scotia. There were no survivors.

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Home Port: Detroit, MI

Company: Ford Motor Co. Detroit, MI
Master: Karl E. Prinz (Lost)
Gross Tons: 2398

Built: 1918 @ Saginaw, MI
Dimensions: 251' x 44' x 24'



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The Freighter, MS LAKE OSWEYA, was torpedoed by the German submarine U-96 (Lehmann-Willenbrock) at 0253 GCT on February 20, 1942 in the North Atlantic (43-14 North/64-45 West) while en route from New York to Halifax, Nova Scotia and Reykjavik, Iceland with general cargo. She carried a crew of 30 men. There were no survivors. Photo courtesy of University of Detroit Marine Historical Collection.

The U-96 (Rix) was bombed and sunk on March 30, 1945 in Wilhelmshaven, Germany by U.S. Army aircraft.

167

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Abernathy, James J

RO

LaSalle

Nov. 7, 1942

Freighter. Torpedoed and blew up 350 miles SE of Cape of Good Hope, South Africa en route from New York to Capetown, South Africa. There were no survivors.

SS La Salle

Home Port: Mobile, AL

Company: Waterman Steamship Corp. Mobile, AL
Master: William Arthur Sillars (Lost)
Built: 1920 @ Chester, PA
Dimensions: 400' x 54' x 30'

Gross Tons: 5462
Former Name: (a) GEORGE PEIRCE

The Freighter, SS LA SALLE, was torpedoed by the German submarine U-159 (Witte) at 2050 GCT on November 7, 1942 about 350 miles southeast of the Cape of Good Hope, South Africa (40-00 South/21-30 East) while en route from New York to Capetown, South Africa via Guantanamo, Cuba and the

Panama Canal with a cargo of ammunition. She left Balboa, CZ on September 26 and was due Capetown November 1. Her complement was 39 crew members and 13 Naval Armed Guard. There were no survivors. Nothing was ever heard from the ship or its crew again.

The Commander of the U-159 states in his log, "Ship atomized. Pillar of flame hundreds of metres high. For minutes, splinters rained down on my deck wounding 3 men on bridge watch."

The U-159 (Witte) was bombed and sunk south of Haiti on July 15, 1943 by aircraft from USS SANTEE (CVE-29). There were no survivors.

It was said the explosion was heard clearly at Cape Point Lighthouse, South Africa over 300 miles away.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Blum, Murray M.

RO

Leonidas S. Polk

June 11, 1944

North Atlantic



Presentation of the Merchant Marine Distinguished Service Medal to

Murray M. Blum, Radio Operator on SS Leonidas S. Polk, December 3, 1943

For heroism beyond the line of duty.

In the middle of the night, his ship, SS Leonidas S. Polk, was steaming in blacked-out convoy through icy North Atlantic waters when it collided with another ship which sank almost immediately. Radio Operator Blum hearing cries of a drowning survivor who was beyond the range of buoy lines, dived overside into a rough sea filled with wreckage and was last seen swimming away from his ship in search of the distressed man. That he was unsuccessful in his mission does not detract from the glory of his effort, but his heroism was further sanctified when, in his attempt to rescue the drowning man, he gave his own life. [Buried Cambridge American Cemetery Location E-0-51]

His utter disregard of the odds against his own survival was a heroic manifestation of the spirit which so inalienably characterizes the men of the United States Merchant Marine.

For the President Admiral Emory Scott Land

Notes: Blum was born in New Haven CT in 1921

A liberty ship, SS Murray M. Blum, launched 25 October 1944 in Brunswick, Georgia, was named in his honor.

Gilroy, James W.

RO

Lewis L. Dyche

Jan. 4, 1945

Liberty Ship. Struck by Japanese suicide plane off Mindoro, Philippines. There were no survivors.

SS Lewis L. Dyche

Home Port: Portland, OR

Company: Interocean Steamship Corp. San Francisco, CA
Master: John Warner Platt (Lost)
Gross Tons: 7176

Built: December 1943 @ Portland, OR
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS LEWIS L. DYCHE, was struck by a Japanese suicide plane on January 4, 1945 while in Magrin Bay, Mindoro, Philippine Islands. She was en route from Leyte,

Philippine Islands, to Mindoro with a cargo of ammunition and other war supplies. Her complement was 41 merchant crew and 30 Naval Armed Guard. There were no survivors.

Witnesses to this action report the ship blew up after being hit by a Japanese kamikaze plane and completely disintegrated. The ship and crew simply disappeared.

This ship left San Francisco on September 6 and arrived at Finschaven, New Guinea on October 9th. She had been shuttling around the South Pacific up until the time she was destroyed.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Biddle, Bruce G.

RO

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Jan. 4, 1945

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Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Young, Lew D.

RM3

Lewis L. Dyche

Jan. 4, 1945

Liberty Ship. Struck by Japanese suicide plane off Mindoro, Philippines. There were no survivors.

SS Lewis L. Dyche

Home Port: Portland, OR

Company: Interocean Steamship Corp. San Francisco, CA
Master: John Warner Platt (Lost)
Gross Tons: 7176

Built: December 1943 @ Portland, OR
Dimensions: 441' x 57' x 37'

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Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Weideman, Eugene Michael

RM2

Lewis Morris

Sept. 14, 1943

Liberty Ship. Bombed during landings at Salerno, Italy

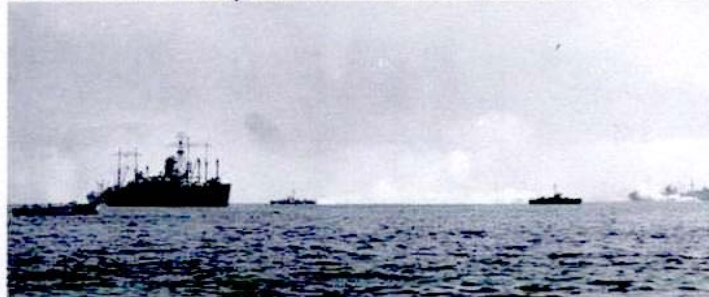
SS Lewis Morris

**Launched: 22 May 1942 by Permanente Metals Richmond, California Yard #2
Permanente Metals Richmond, California Yard #2**

Operated by Army Transport Service

The LEWIS MORRIS joined the landing force at Salerno, Italy, after having been under heavy air attack at Bone, Algeria, on June 14 and 15 and at Valetta, Malta, on July 20th when two bombs narrowly missed her. The ship underwent 29 air raids at Salerno. On September 14th bomb fragments wounded three members of the Naval Armed Guard. The wounded NAG Radioman died.

USS Ancon on 12 September 1943 off the Salerno beachhead



Bishop, Lloyd J.

RO

Livingston

Sept. 3, 1944

Freighter. Torpedoed by German submarine in the Gulf of St. Lawrence off Cape Breton near Scatarie Island.

SS LIVINGSTON

Home Port: Newcastle-on-Tyne

Canadian Operated British Flag Freighter

Company: Bowater Paper

Gross Tons: 2140

On September 3 1944, at 0845, the freighter LIVINGSTON was torpedoed by German submarine U-541 in the Gulf of St. Lawrence, off Cape Breton near Scatarie Island at position 46.15N 58.45W.

One gunner and 13 crew members were lost. There were 14 survivors.

Radio Operator Lloyd J. Bishop, of St. John's, Newfoundland, was killed by the torpedo which hit just below the radio shack.

Two crew members of rescue vessels were "Mentioned in Dispatches." Petty Officer Maxwell M. Martin of HMCS Barrie transferred wounded men and medical help in rough seas. Stanley Burrell, Sick Berth Attendant on HMCA Oxillia dealt with broken legs, scalp and facial wounds, broken ribs and back injuries very efficiently.

Credits: Newfoundland Genealogy Society and Canadian Veterans Service

Sirotta, Ernest C.

RO

Logan Victory

Apr. 6, 1945

**Freighter.
(Ammunition ship)
Struck by Japanese
suicide plane while at
port of Kerama
Rhetto, Okinawa.**

SS Logan Victory

Home Port: San Francisco, CA

Company: American-Hawaiian Steamship Co. New York, NY
Master: Edson Baxter Cates (Lost)
Gross Tons: 7607

Built: February 1945 @ Richmond, CA
Dimensions: 445' x 62' x 28'

The Freighter, SS LOGAN VICTORY, was struck by a Japanese suicide plane at 0747 GCT on April 6, 1945 while anchored off Kerama Rhetto, Okinawa. She had arrived after having sailed from San Francisco, California via Eniwetok and Ulithi Islands with 7,000 tons of U.S. Army ammunition. Her complement

was 56 merchant crew and 42 Naval Armed Guard. Of that number, 12 crew members and 3 Navy men were killed, including the Master of the ship and the Armed Guard Officer. There were many seriously injured.

The plane was sighted coming from behind Kuba Island, zigzagging 100' off the water. The plane was taken under fire by all the ships in the anchorage. The plane opened fire on the LOGAN VICTORY with its machine gun when off the port bow. At 0747 the ship was struck by the plane on the port side of the after section of the midship house. There was a heavy explosion, followed by shrapnel being sprayed about the decks and burning gasoline around the deck. This was followed by an intense fire fed by three bunker fuel tanks

located below the point of impact. One lifeboat and 3 rafts were launched. All the others were destroyed by the explosion and fire. All the water lines and steam lines were broken. The fire was soon out of control and the ship burned furiously. The cargo exploded numerous times. The ship sank at 1902 on April 6, 1945.

The ship was abandoned at 0757. The survivors got away in one boat and 3 rafts and by jumping overboard. They were picked up by the USS STRATEGY (YMS-86) and other small Naval craft.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Doane, Wilbur Fay

RO

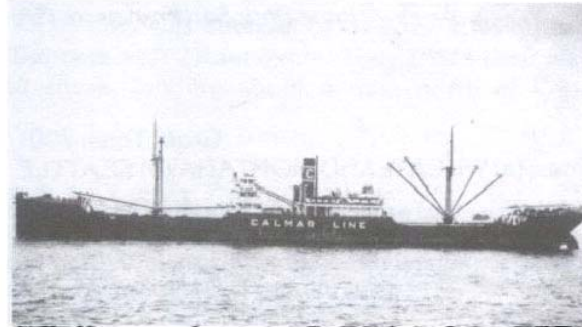
Losmar

Sep. 24, 1942

Freighter. Torpedoed by Japanese submarine 250 miles west of Cape Comorin in the Indian Ocean/Red Sea.

SS Losmar

Company: Calmar Steamship Corp. New York, NY
Master: W.C. Farrell
Built: 1919 @ Portland, OR
Dimensions: 410' x 54' x 28'



At 0200 GCT, a torpedo struck on the port side in the after section. The explosion blew off the after hatch covers and ruptured the hull and deck, causing the ship to go down by the stern in less than 2 minutes.

No lifeboats could be launched because the ship went down so fast. Those who did get away from the ship had to jump over the side. They clung to liferafts which had floated free of the sinking ship. The Master and other survivors put together a log raft from floating timbers, upon which was placed one ship's raft. This held 14 men. The Captain, two ship's officers, and 4 men were on a smaller raft, which was made fast to the larger one. The two rafts stayed together for 6 days, when it was decided to separate. On

Home Port: New York, NY

Gross Tons: 5549
Former Name: (a) CLAUSEUS

The Freighter, SS LOSMAR, was torpedoed by the Japanese submarine I-165 (Torisu) at 0200 GCT on September 24, 1942 about 250 miles west of Cape Comorin on the southern tip of India (7-40 North/74-15 East) while en route alone from Aden to Calcutta, India via Colombo, Ceylon with 3,000 tons of salt as ballast. Her complement was 39 crew members and 9 Naval Armed Guard. Of this number, 24 crew members and 3 Armed Guard went down with the ship. Photo courtesy of the Mariners Museum, Newport News, VA.

September 30, they split the rations and separated. The raft with 7 survivors landed near Puttalam on the west coast of Ceylon on October 17, 1942. The other raft with 14 survivors was picked up on the morning of October 5 by the British LOUISE MOLLER and landed in Aden on October 14. The survivors salvaged 4 kegs of water (60 gallons) and 4 tins of food from several smashed rafts. These rations kept them alive. The ship's carpenter saved 5 men by tying a line around himself and then swimming out from the raft to bring the men safely back.

The I-165 (Ono) was sunk by a U.S. Navy plane on June 27, 1945 east of Saipan.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Gagnon, Victor L.

RM2

Louise Lykes

Jan. 9, 1943

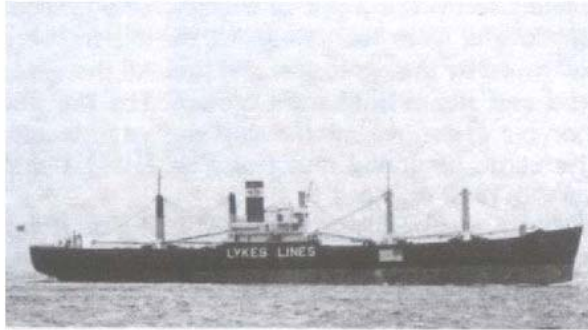
**Freighter. Torpedoed
in North Atlantic.
There were no
survivors.**

SS Louise Lykes

Home Port: New Orleans, LA

Company: Lykes Bros. Steamship Co. New Orleans, LA
Master: Edwin John Madden (Lost)
Gross Tons: 6155

Built: 1941 @ Kearney, NJ
Dimensions: 439' x 63' x 27'



The Freighter, SS LOUISE LYKES, was torpedoed by the German submarine U-384 (von Rosenberg-Gruszczynski) at 1837 GCT on January 9, 1943 in the North Atlantic (56-15 North/22-00 West) while en route alone from New York to Belfast, Northern Ireland with war supplies. Her complement was 50 merchant crew, 24 Naval Armed Guard and 10 U.S. Army personnel. There were no survivors. Photo courtesy of SSHA Coll'n, U of B Library.

The ship and its crew were never seen again. Information obtained from German records showed that this ship put up a terrific battle and almost sank the sub.

The U-384 (von Rosenberg-Gruszczynski) was bombed and sunk southwest of Iceland on March 19, 1943. There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Kerr, Morris M.

RO

Louisiana (MS)

Aug. 17, 1942

**Tanker. Torpedoed
and exploded off
French Guiana. There
were no survivors.**

MS Louisiana

Home Port: Wilmington, DE

Company: The Texas Company, New York, NY (Texaco, Inc.)
Master: Joel A. Swanson (Lost)
Gross Tons: 8587

Built: 1937 @ Chester, PA
Dimensions: 468' x 65' x 34'



The Tanker, MS LOUISIANA, was torpedoed by the German submarine U-108 (Scholtz) at 1457 GCT on August 17, 1942 off the coast of French Guiana (7-24 North/52-33 West) while en route alone from Aruba, NWI to Rio de Janeiro and Santos, Brazil via Trinidad with a cargo of gasoline. Her complement was 42 merchant crew and 8 Naval Armed Guard. There were no survivors. The ship and its crew were never seen again. Photo courtesy of Texaco Archives.

The following testimony was given by the Master of the SS TERCERO:

"The LOUISIANA was attacked about 1500. After the attack the ship was seen heading for Paramaribo, Dutch Guiana down by the head. The odor of gasoline was very heavy as she passed by us about 5 miles away at full speed. Signals were flashed between the two ships but were not understood. Around 1800 hours, about 2 hours

after she had disappeared over the horizon, we could see a huge pillar of flame and smoke."

It is assumed the sub attacked a second time and this time completed the destruction of the ship and its complement.

The U-108 (Brunig) was laid up in Stettin, Germany on April 17, 1944 and scuttled on April 24, 1945.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Barnes, George

RO

Lubrafol

May 9, 1942

Tanker. Torpedoed by German submarine 3 1/2 miles off Hillsboro Inlet, Florida en route Aruba to New York

MS LUBRAFOL

Home Port: Panama City, R.P.

Oil Tanker

Master: E. Van Shoenberg (Belgium)

Company: Gulf Oil Co., Belgium

Built: Newcastle, England in 1924

Gross Tons: 7138

The MS LUBRAFOL, a Panamanian flag tanker, was torpedoed by the German U-564 (Reinhard Suhren) at 0415 Eastern War Time on May 9, 1942 in position 26.25N 80.00W (about 3.5 miles off Hillsboro Inlet, Florida) while en route alone, from Aruba to New York with a cargo of 67,000 barrels of #2 heating oil.

On board was a 38 man crew and 6 man Naval Armed Guard contingent. Thirteen (13) of the crew were lost and 7 were injured. The Armed Guard had no casualties. Three Americans were among those lost.

A torpedo hit amidships and created a fire which spread from #5 cargo tank to #1 tank. The foremast toppled onto the bridge. Because the radio antenna was destroyed, no distress call could be sent. She ship was abandoned in 3 boats. Several men were lost when a lifeboat caught fire. Two Coast Guard boats towed the 2 remaining boats clear of the burning oil and landed the survivors at Boynton Beach, Florida. Seven bodies were recovered.

Hensley, Thomas R.

RO

Major Wheeler

Feb. 6, 1942

Freighter. Torpedoed off East Coast of United States. There were no survivors.

SS Major Wheeler

Company: Baltimore Insular Line, Baltimore, MD
Master: Frank Walter Losey (Lost)
Gross Tons: 3431

Home Port: Baltimore, MD

Built: 1918 @ Oakland, CA
Dimensions: 305' x 46' x 24'



The time of the torpedoing is that given by the submarine, but there is no record of the position of the sinking.

The Freighter, SS MAJOR WHEELER, was torpedoed by the German submarine U-107 (Gelhaus) somewhere off the East Coast of the U.S. at 1408 GCT on February 6, 1942 while en route from Fajardo, Puerto Rico to Philadelphia, Pennsylvania with a cargo of sugar. She left Fajardo on February 3 and was never seen or heard from again. She carried a crew of 35 men. There were no survivors. Photo courtesy of Mariners Museum, Newport News, VA.

The U-107 (Fritz) was bombed and sunk on August 18, 1944 west of La Rochelle, France. There were no survivors.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Broslet, Francis A.

RO

Malantic

Mar. 9, 1943

**Freighter. Torpedoed
in North Atlantic while
in convoy.**

SS Malantic

Home Port: Wilmington, DE

Company: Marine Transport Lines, Inc. New York, NY
Master: Ellis Knowles
Built: 1929 @ Newcastle, England
Dimensions: 370' x 52' x 23'

Gross Tons: 3837

Former Name: (a) THEMONI (Greek)



The Freighter, SS MALANTIC, was torpedoed by the German submarine U-409 (Massmann) at 2128 GCT on March 9, 1943 in the North Atlantic (58-37 North/22-32 West) while en route in Convoy SC-121 (#102) from New York to Liverpool, England with a cargo of ammunition, bombs and general cargo. Her complement was 32 crew members, 13 Naval Armed Guard, and one passenger. Of this number, 19 crew members, 5 Armed Guard, and 1 passenger were lost. Photo courtesy of SSHSA Coll'n, U of B Library.

At 2128 GCT, a torpedo struck the ship on the starboard side of #1 hold, followed by a tremendous explosion. There was no chance to inspect the damage. The engines were stopped. When morning came, the ship was no longer in sight, having sunk during the night.

The ship was abandoned immediately after the attack in #2 and #4 lifeboats. The starboard boats had been destroyed by the explosion. At 0128 GCT, the British Rescue Ship MELROSE ABBEY picked up one man in the water and found a boat with 11 survivors, including the Master, who had been injured by the explosion. While the men were boarding the rescue ship, one of the survivors, the Second Cook, fell overboard and drowned. He had been keeping the lifeboat secured to the rescue vessel. When it was his turn to board, he was so exhausted he lost his balance

and fell overboard. One of the ship's officers went after him and almost lost his own life doing so. After being told there was another lifeboat in the vicinity, a search was made. Eventually the other boat was found, but when it came alongside, someone made a grab for the life saving net and capsized the boat, trapping and drowning several men underneath. With much difficulty, ten men were rescued from this boat. All the survivors were taken to Gourock, Scotland.*

The U-409 (Massmann) was sunk in the Mediterranean Sea off Algiers on July 12, 1943 by HMS INCONSTANT (H-49).

*For a detailed account of this rescue, read "The Rescue Ships" by Schofield and Martyn, William Blackwood & Sons Ltd. London. 1968.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Furbank, R. J.

RO

Mamutu

Aug. 7, 1942

**Island Freighter.
Bombarded and sunk
by Japanese
submarine off Murray
Island, Australia.**

MV MAMUTU

**A Burns Philp ship of 300 tons
Master: J. McEachern**

**Sunk by Japanese submarine RO-33 north of
Murray Island, Australia on 7 August 1942.**

**On 6 August 1942, the MAMUTU with a crew of
32, left Port Moresby for Daru on the Gulf of
Papua. On board were 82 passengers which
included 28 children, who were escaping the more than 70 Japanese bombing raids on Port
Moresby. Just after 11 am on 7 August 1942 the MAMUTU crew spotted a Japanese submarine.
The Wireless Operator, R. J. Furbank advised Port Moresby of the submarine's presence.**

**RO-33 (LtCmdr Shigeshi Kuriyama) caught up with Mamutu and opened fire with its 80mm
gun. The first shot hit the radio room and killed Mr. Furbank. The second shot hit the bridge
and killed the Captain. The continuing barrage killed and injured many people.**

**After the ship sank, Kuriyama ordered his gunners to machine gun survivors in the water,
including many women and children. There were only 28 survivors from the total complement of
120 persons. MV Reliance was sent from Murray Island to pick up the survivors.**

**On 29 August 1942, the Australian destroyer HMAS ARUNTA (1870 tons) sank RO-33 with depth charges 10
miles SE of Port Moresby (09-36S 147-06E) with all hands. RO-33 was a small but well armed submarine of 940
tons with a crew of 42 officers and men.**



**Credits: Photo & text from WWW Wikipedia Australian MV Mamutu
http://eng.wikipedia.org/wiki/MV_Mamutu**

Masters, Bernard H.

RO

Margaret

Apr. 14, 1942

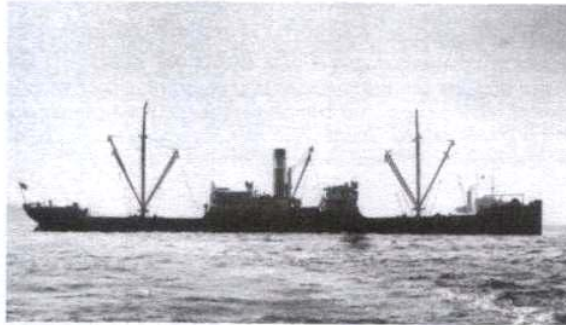
**Freighter. Torpedoed
off East Coast of
United States. There
were no survivors.**

SS Margaret

Company: A.H. Bull & Co. New York, NY
Master: Leonard Logren Davis (Lost)
Gross Tons: 3352

Home Port: New York, NY

Built: 1916 @ Sparrows Point, MD
Dimensions: 327' x 46' x 23'



The Freighter, SS MARGARET, was torpedoed by the German submarine U-571 (Mohlmann) at 1902 GCT on April 14, 1942, somewhere off the east coast of the U.S. while en route from San Juan, Puerto Rico to New York with a cargo of sugar. Her crew of 29 men was never seen or heard from again. Photo courtesy of Mariners Museum, Newport News, VA.

The U-571 (Lussow) was bombed and sunk west of Ireland on January 28, 1944. There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Joseph, August J.

RO

Mariana

Mar. 5, 1942

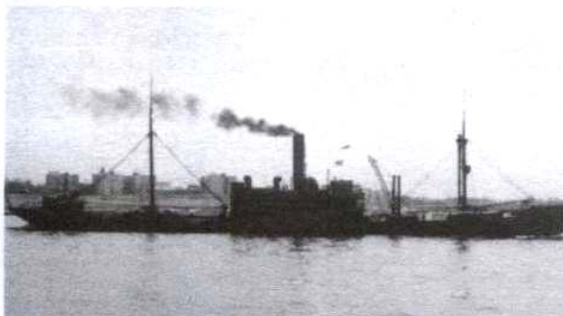
**Freighter. Torpedoed
500 miles east of
Bahamas There were
no survivors.**

SS Mariana

Company: Agwilines, Inc. New York, NY
Master: Ivan Elroy Hurlstone (Lost)
Gross Tons: 3110

Home Port: New York, NY

Built: 1915 @ Newport News, VA
Dimensions: 335' x 47' x 23'



The Freighter, SS MARIANA, was torpedoed by the German submarine U-126 (Bauer) at 2044 GCT on March 5, 1942 about 500 miles East of Nassau, Bahamas (27-45 North/ 67-00 West) while on a voyage from Guanica, Puerto Rico to Boston, Massachusetts with a cargo of sugar. She left Guanica on March 5. The ship and its crew of 35 men were never heard from again. The time and position is that found in the sub's log. Photo courtesy of SSHA Coll'n, U of B Library.

The U-126 (Kietz) was bombed and sunk in the North Atlantic on July 3, 1943. There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Ward, Edwin C.

RO

Mary Luckenbach

Sep. 14, 1942

**Freighter. Torpedoed
600 miles WNW of
North Cape, Norway.
There were no
survivors.**

SS Mary Luckenbach

Home Port: New York, NY

Company: Luckenbach Steamship Co. New York, NY
Master: John Klemm Chadwick (Lost)
Built: 1918 @ Hog Island, PA
Dimensions: 392' x 54' x 28'

Gross Tons: 5049

Former Names: (a) SAC CITY (b)BLACK FALCON



The Freighter, SS MARY LUCKENBACH, was torpedoed by German aircraft on September 14, 1942 about 600 miles west northwest of North Cape, Norway (76-00 North/16-00 East) while en route in Convoy PQ-18 from New York to Murmansk, Russia via Loch Ewe, Scotland with a cargo of munitions. Her complement was 41 crew members and 16 Naval Armed Guard. There were no survivors. Photo courtesy of SSHSA Coll'n, U of B Library.

The ship was attacked by several German torpedo bombers. She was in the outside column when struck by a torpedo, and because of her heavy load of ammunition, disintegrated, leaving no sign of survivors. The debris from the ship showered the SS NATHANIEL GREENE the ship

abreast of her on the port side. The flying shrapnel injured many men on this ship as they were on deck and exposed to the flying metal, seven were so seriously injured they had to be transferred to an escort vessel.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Simon, Olide P.

RO

Massmar

July 5, 1942

Freighter. Struck Allied mine off Iceland while in convoy. One of 4 ships sunk in this incident.

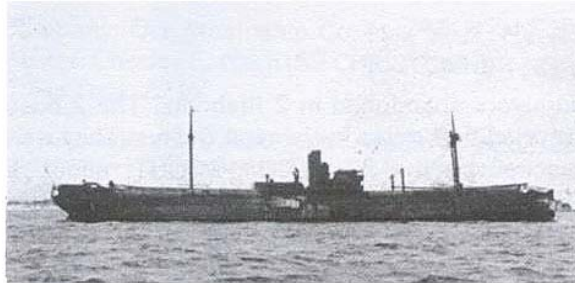
SS Massmar

Home Port: New York, NY

Company: Calmar Steamship Co. New York, NY
Master: Albert Charles Leimbach (Lost)
Built: 1920 @ Kobe, Japan
Dimensions: 385' x 51' x 26'

Gross Tons: 5828

Former Names: (a) EASTERN CLOUD (b) JAMES B. DUKE



The Freighter, SS MASSMAR, was one of four American flag ships that were mined and sunk about 2130 local time on July 5, 1942 in an Allied mine field off the northwest coast of Iceland. The ship was en route in Convoy QP-13 from Murmansk, Russia to New York via Iceland. Her complement was 38 merchant crew, 13 Naval Armed Guard and 36 survivors of the torpedoed SS ALAMAR. Seventeen crew members, including the Captain, plus 23 crew members from the ALAMAR, including her Captain, were lost. Nine Navy men were lost. Photo courtesy of SSHSA Coll'n, U of B Library.

The ships of this convoy were led into this mine field because the poor visibility and foul weather prevented the Convoy Escort Commander from obtaining a good fix on the position of the convoy before entering the mined waters.

There were two explosions. The first aft of #5 hold on the starboard side and a few seconds later the second in the way of #4 hold. Three lifeboats

and two rafts were launched. One boat capsized immediately. A second boat with about 60 men aboard was launched but capsized in heavy seas just before the ship sank. A third boat was seen with only one man aboard. The 2nd Mate and others launched the forward raft. Survivors were picked up about 30 minutes later by the French destroyer ROSELYS and taken to Reykjavik.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Carrier, Peter A.

RO

Melville E. Stone

Nov. 24, 1943

**Liberty Ship.
Torpedoed 100 miles
NW of Cristobal, Canal
Zone.**

SS Melville E. Stone

Home Port: San Francisco, CA

Company: Norton Lilly & Co. New York, NY
Master: Lawrence J. Gallagher (Lost)
Gross Tons: 7176

Built: August 1943 @ Richmond, CA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS MELVILLE E. STONE, was torpedoed by the German submarine U-516 (Tillesen) at 0512 GCT on November 24, 1943 about 100 miles northwest of Cristobal, C.Z. (10-36 North/80-19 West) while en route alone, from Antofagasta, Chile to New York via the Panama Canal with 10,500

tons of general cargo including copper, antimony, vanadium coffee, and 294 sacks of mail. Her complement was made up of 42 crew members, 24 Naval Armed Guard, and 23 military passengers. Of this number, 12 crew members, including the Master, 3 Naval Armed Guard, and one passenger were lost.

At 0512 GCT, the ship was struck by two torpedoes on the port side. There was extensive damage to the hull and machinery, and most of the internal bulkheads. The ship sank on an even keel at 0520.

SC-1023 and SC-662 between 0800 and 1100 GCT, and landed at Coco Solo Naval Base in Cristobal at 1745 GCT, November 24, 1943. The Captain, Chief Mate, Radio Officer, Armed Guard Officer and an Army Sergeant were among those who went down with the ship.

The ship was abandoned immediately after the attack. The survivors got away in two lifeboats and 3 rafts. These picked up other men who were in the water. All the survivors were picked up by

The U-516 (Petran) surrendered in May 1945.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Ratcliff, Harry E.

RM3

Meriwether Lewis

Mar. 2, 1943

**Liberty Ship.
Torpedoed in North
Atlantic while in
convoy. There were
no survivors.**

SS Meriwether Lewis

Home Port: Portland, OR

Company: American Mail Line, Seattle, WA
Master: John Edward Beal (Lost)
Gross Tons: 7176

Built: January 1942 @ Portland, OR
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS MERIWETHER LEWIS, was torpedoed by the German submarine U-634 (Dalhaus) at 0443 GCT on March 2, 1943 in the North Atlantic (62-10 North/28-25 West) while en route, in Convoy HX-227, from New York to the United

Kingdom with ammunition and tires. Her complement was 44 merchant crew and 28 Naval Armed Guard. There were no survivors.

The ship had straggled from the convoy and was proceeding alone attempting to catch up with the convoy. The USCGS INGHAM searched the area for two days looking for survivors, but nothing could be seen except a 30 mile line of floating tires.

The U-634 (Dalhaus) was sunk August 31, 1943 off the Azores by HMS STORK (U-81) and HMS STONECROP (K-142). There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Sanborn, Matthew D.

RO

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Mar. 2, 1943

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Torpedoed in North
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Master: John Edward Beal (Lost)
Gross Tons: 7176

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**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

McCabe, Francis J.

RO

Merrimack

June 9, 1942

**Freighter. Torpedoed
60 miles off Cozumel,
Mexico.**

SS Merrimack

Home Port: Baltimore, MD

Company: Merchants & Miners Transportation Co. Baltimore, MD

Master: Wilbur Flowers (Lost)

Built: 1920 @ Duluth, MN

Dimensions: 251' x 44' x 26'

Gross Tons: 2606

Former Name: (a) LAKE FLORIS



The Freighter, SS MERRIMACK, was torpedoed by the German submarine U-107 (Gelhaus) at 2000 EWT on June 9, 1942 about 60 miles off Cozumel Island off the coast of Honduras (19-47 North/85-55 West) while en route from New Orleans, Louisiana to Cristobal, C.Z. via the Yucatan Channel with a cargo of military supplies. Her complement was 44 crew members and 9 Naval Armed Guard. 35 crew members and 8 gun crew were lost. Photo courtesy of SSHSA Coll'n, U of B Library.

At 2000 EWT, a torpedo struck the starboard side at #2 hold, just forward of the bridge. The freighter immediately developed a 20 degree list to starboard. The explosion destroyed #1 lifeboat. The Captain was unable to stop the engines because no one was at the controls, the 3rd Engineer being in the repair shop and the oiler halfway up the ladder making a regular check. The 2nd Engineer volunteered to go below and try to stop the engines but was persuaded not to. The engines continued turning at full speed until the ship sank, bow first, about 35 minutes after the attack, when the engine room bulkhead gave way.

The ship was abandoned in #2 lifeboat and life rafts. All the officers, except the Captain, and 30 others crowded into the one lifeboat. This boat was sucked into the still turning screw and was demolished. All aboard were killed. Those remaining on board abandoned the best way they

could. Eight of them jumped overboard and found two rafts, which they tied together. A lone survivor on another raft later joined these 8 men. They were picked up by the USS BORIE (DD-704) at 1542 EWT on June 15 in position 20-48 North/85-30 West, after being spotted by a PBY patrol plane. They were taken to Cristobal, arriving there at 1330 EWT on June 19, 1942. There were 8 crew members and 1 Navy man in this group. An Able Seaman was picked up at 0530 EWT on June 15 by the SS ARGENTINA and landed at New York on June 20. He had left the MERRIMACK alone on a raft, and for six days held a button in his mouth to allay his thirst. The fresh water supply on the raft had been contaminated with salt water when the raft was launched.

The U-107 (Fritz) was bombed and sunk west of La Rochelle, France on August 18, 1944. There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Richter, Spencer I.

RO

Munger T. Ball

May 4, 1942

Tanker. Torpedoed 80 miles NW of Dry Tortugas, Gulf of Mexico. There were no survivors.

SS Munger T. Ball

Company: Sabine Transportation Co. Port Arthur, Texas

Master: Karl Ragnar Olsen (Lost)

Gross Tons: 5104

Former Names: (a) LILMAE (b) CHILSCO

Home Port: Baltimore, MD

Built: 1920 @ Savannah, GA

Dimensions: 392' x 51' x 30'



The Tanker, SS MUNGER T. BALL, was torpedoed and machine-gunned by the German submarine U-507 (Schacht) at 1845 EWT on May 4, 1942 about 80 miles northwest of Dry Tortugas Island (25-17 North/83-57 West) while en route alone from Smith's Bluff, Texas to Wilmington, North Carolina with a cargo of gasoline. The ship was unarmed. Her crew numbered 34. There were only four survivors. Photo courtesy of Mariners Museum, Newport News, VA.

At 1845 EWT, a torpedo struck amidship on the port side. The explosion caused a fire to break out immediately. About 30 seconds later, the ship was struck by another torpedo on the port side near the engine room. The sub surfaced and directed machine gun fire at the blazing ship. The tanker sank about 15 minutes after the attack.

A group of men tried to launch #4 boat but the fire had frozen the davits. The men slid down ropes into the water. A raft had been launched, but those on it were forced to jump overboard when burning gasoline enveloped the raft. Men were killed by machine gun fire, explosion and by

drowning. The four survivors were swimming in the water when rescued by the MV KATY at 2055 EWT on May 4, and taken to Key West, Florida. The four had jumped overboard and swam clear of the burning gasoline. They stated they had seen the officers who were midship making their way forward trying to escape the flames, but they were not seen again.

The U-507 (Schacht) was bombed and sunk northwest of Natal, Brazil on January 13, 1943. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Wiman, George

RO

Murfreesboro

Feb. 26, 1944

Tanker. In collision in North Atlantic.

SS MURFREESBORO

Home Port: Philadelphia, PA

Company: Marine Transport Lines, Inc, New York, NY

Master: Julian H. Koch (Lost)

Built 1943 at Chester, PA

Gross Tons: 10,500

Length: 503 feet

The Tanker, SS MURPHREESBORO, was rammed by the Panamanian freighter SS EL COSTON about 2100 ship's time on February 26, 1944 in Mid Atlantic (38.10N 51.33W) while en route, in Convoy CU-15 from New York to Barry, Wales with 130,000 barrels of gasoline. She had a crew of 47 and a Naval Armed Guard of 28. Twenty-nine (29) crew members and 16 NAG were lost.

The EL COSTON's steering gear had broken down and she was unable to maneuver when she crashed into the MURFREESBORO. The tanker's cargo caught fire immediately and covered the surrounding water. The crew abandoned ship by jumping into the flaming sea. Only those survived who were able to swim under water beyond the reach of the burning oil.

The ship burned for many hours. It was taken in tow on March 8 by the tug USS CHOCTAW and towed 950 miles to Bermuda in 6 days. On April 14, she was towed to New York where she was repaired and returned to service on November 29, 1944. Five survivors were landed in Londonderry, Northern Ireland and 25 were carried to New York.

Kelroy, G. J.

RO

Murfreesboro

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Chesley, Clifford E.

RO

Muskogee

Mar. 22, 1942

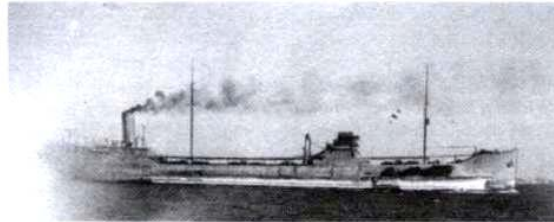
**Tanker. Torpedoed
450 miles SE of
Bermuda. There were
no survivors.**

SS Muskogee

Home Port: Wilmington, DE

Company: Muskogee Steamship Co. (Marine Transport Lines, Inc.) New York, NY
Master: William Wright Betts (Lost)
Built: 1913 @ Danzig, Poland
Dimensions: 451' x 58' x 31'

Gross Tons: 7034
Former Name: (a) TRITON



The Tanker, SS MUSKOGEE, was torpedoed by the German submarine U-123 (Hardegen) at 1157 EWT on March 22, 1942 about 450 miles SE of Bermuda (28-00 North/58-00 West) while en route from Caripito, Venezuela to Halifax, Nova Scotia via Trinidad with a Cargo of Bunker C Fuel Oil. She carried a crew of 34 men. There were no survivors. Photo courtesy of SSHA Coll'n, U of B Library.

According to a recently revealed page from a German publication, there were 7 men who got safely clear of the burning ship on a raft. Three lifeboats got away from the ship but they were showered with burning oil when the ship blew up, and all hands were killed. Nothing was ever seen or heard from the seven men on the raft.

The U-123 (von Schroter) was paid off at Lorient, France on August 19, 1944, turned over to France and renamed BLAISON. Scrapped in 1957.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Stelwagon Jr, Frank M.

RO

Naeco

Mar. 23, 1942

**Tanker. Torpedoed 65
mile SE of Cape
Lookout, NC.**

SS Naeco

Company: Pennsylvania Shipping Co. Philadelphia, PA
Master: Emil H. Engelbrecht (Lost)
Built: 1918 @ Wilmington, DE
Dimensions: 412' x 53' x 31'

Home Port: Wilmington, DE

Gross Tons: 5372

Former Name: (a) CHARLES M. EVEREST

The Tanker, SS NAEKO, was torpedoed by the German submarine U-124 (Mohr) at 0315 EWT on March 23, 1942 about 65 miles southeast of Cape Lookout, North Carolina (34-00 North/75-40 West) while en route, alone and unarmed, from Houston, Texas to Seawaren, New Jersey with 97,000 barrels of #2 fuel oil and kerosene. She carried a crew of 38. Twenty-four men were lost and 3 wounded. Photo courtesy of Mariners Museum, Newport News, VA.



At 0315 EWT, a torpedo struck on the starboard side. The explosion set the entire midship house on fire and spread burning oil over the surrounding water. All hands forward were killed. The Chief Engineer shut down the engines several minutes after the blast and turned on the steam smothering system. The ship sank at 0830 EWT.

The ship was abandoned at 0445 EWT. The forward lifeboats were destroyed but #3 boat was safely launched with 10 survivors aboard. The #4 boat was swamped as it hit the water while the ship still had headway. The 10 survivors in #3

boat were rescued by the USCGC DIONE at 0730 EWT. The DIONE also picked up 2 men from the sea. One seaman was taken off the ship by the USS UMPQUA (ATO-25). He had swum back to the ship. The USS OSPREY (AM-406) rescued another man from a raft. All survivors were taken to Morehead City, N.C.

The U-124 (Mohr) was sunk west of Oporto, Portugal on April 3, 1943 by HMS BLACK SWAN (U-57) and HMS STONECROP (K-142). There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Van Dendale, Leo F.

RO

Nathaniel Hawthorne

Nov. 7, 1942

**Liberty Ship.
Torpedoed 40 miles
NE of Isla Margarita in
Caribbean.**

SS Nathaniel Hawthorne

Home Port: Portland, OR

Company: Pacific-Atlantic Steamship Co. Portland, OR
Master: Richard C. Brennan (Lost)
Gross Tons: 7176

Built: May 1942 @ Portland, OR
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS NATHANIEL HAWTHORNE, was torpedoed by the German submarine U-508 (Staats) at 0340 GCT on November 7, 1942 about 40 miles northeast of Isla de Margarita (11-34 North/63-26 West) while en route from Georgetown, British Guiana to New York via Trinidad in Convoy

TAG-19 with 7576 tons of Bauxite. Her complement was 40 crew members, 10 Armed Guard, and 2 passengers. Of this number, 30 crew members, 7 Navy men and one passenger were lost.

At 0340 GCT, a torpedo struck on the port side at #1 hold. A second hit about 15 seconds later on the port side abreast of the engine room. The explosions demolished the entire middle part of the ship. The engines were stopped after the second hit. She listed to port and settled by the bow. The ship sank after a third explosion, believed to be the acetylene supply and ammonia gas.

board and swimming to the 3 rafts that had floated loose from the sinking ship. They were rescued 39 hours later by the USS BIDDLE (DD-151) and put ashore at Trinidad on November 9.

The survivors abandoned ship by jumping over-

The U-508 (Staats) was bombed and sunk north of Cape Ortegal, Spain on November 12, 1943. There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Taix, Louis M.

RO

Nicarao

May 15, 1942

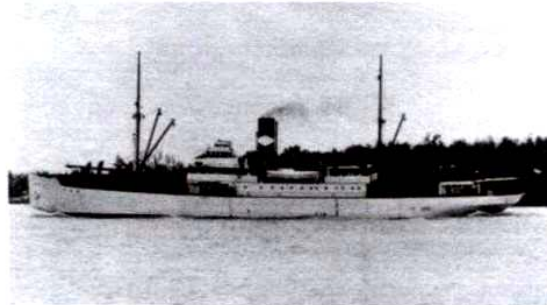
**Freighter. Torpedoed
75 miles north of San
Salvadore in
Caribbean.**

SS Nicarao

Company: United Fruit Co. Boston, MA
Master: Cecil Desmond (SS WILLIAM EUSTIS)
Gross Tons: 1445

Home Port: New York, NY

Built: 1920 @ Shooter's Island, NY
Dimensions: 235' x 34' x 21'



The Freighter, SS NICARAO, was torpedoed at 2115 EWT on May 15, 1942 by the German submarine U-751 (Bigalk) about 75 miles north of San Salvador Island (25-20 North/74-19 West) while en route alone from Kingston, Jamaica to Jacksonville, Florida, with 21,700 stems of bananas and 1400 bags of coconuts. Her complement was 31 crew members and 8 Armed Guard. Eight crew members were lost. Photo courtesy of John H. Melville.

At 2115 EWT, a torpedo struck just forward of #2 hold on the starboard side. The explosion ruptured the deck plates and broke the ship's back. No distress could be sent as the ship sank by the bow in less than 3 minutes.

The 31 survivors were picked up by the Tanker ESSO AUGUSTA at 1819 EWT on May 16 and landed at Norfolk, Virginia on May 20, 1942. Two lifeboats and 4 rafts were launched, but both

boats swamped. One was recovered and bailed out the next morning. Most of the crew abandoned ship by jumping overboard and swimming to rafts.

The U-751 (Bigalk) was bombed and sunk in the Bay of Biscay, northwest of Cape Ortegal, Spain, on July 17, 1942. There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Wolfskell, William H.

RO

Norlavore

Feb. 24, 1942

**Freighter. Torpedoed
60 miles off Cape
Hatteras, NC. There
were no survivors.**

SS Norlavore

Home Port: New York, NY

Company: North Atlantic & Gulf Steamship Co. New York, NY

Master: Chauncey Homer Williams (Lost)

Built: 1919 @ Superior, WI

Dimensions: 253' x 44' x 27'

Gross Tons: 2713

Former Names: (a) LAKE FITCH (b) QUANTICO

The Freighter, SS NORLAVORE, was torpedoed by the German submarine U-432 (Schultze) on February 24, 1942 about 60 miles off Cape Hatteras, North Carolina (35-02 North/75-20 West) while en route, alone and unarmed, from Baltimore,

Maryland to Puerto La Cruz, Venezuela. She carried a crew of 28 men. The ship and its crew were never heard from again. The position and date was taken from the submarine's records.

The U-432 (Eckhardt) was sunk in Mid Atlantic by the French corvette ACONIT on March 11, 1943.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Wechsler, Meyer E.

RO

Norvana

Jan. 22, 1942

Freighter. Torpedoed off Cape Hatteras, North Carolina. There were no survivors.

SS Norvana

Home Port: Baltimore, MD

Company: Merchants & Miners Transportation Co. Baltimore, MD

Master: Ernest Jefferson Thompson (Lost)

Built: 1920 @ Saginaw, MI

Dimensions: 253' x 44' x 26'

Gross Tons: 2677

Former Names: (a) LAKE GATUN (b) YORK



The Freighter, SS NORVANA, was torpedoed by the German submarine U-66 (Zapp) at 1039 GCT on January 22, 1942 off Cape Hatteras, North Carolina while en route alone and unarmed from Nuevitas, Cuba to Philadelphia, Pennsylvania with a cargo of sugar. She carried a crew of 29 men. There were no survivors. Nothing was ever heard from the ship or its crew again. The time and position of the sinking was taken from the sub's records. Photo courtesy of Mariners Museum, Newport News, VA.

The U-66 (Seehausen) was sunk off the Cape Verde Islands on May 6, 1944 by the USS BUCKLEY (DE-51) and aircraft from the USS BLOCK ISLAND (CVE-21).

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

McNair, James G.

RO

Ogontz

May 19, 1942

**Freighter. Torpedoed
70 miles SE of
Cozumel Island,
Mexico.**

SS Ogontz

Company: Intercoastal Packing Co. Juneau, AK
Master: Adolph M. Wennerlund (Lost)
Gross Tons: 5037
Former Name: (a) SCATACOCK

Home Port: Juneau, AK

Built: 1919 @ Hog Island, PA
Dimensions: 390' x 54' x 28'



The Freighter, SS OGONTZ, was torpedoed by the German submarine U-103 (Winter) at 1329 CWT May 19, 1942 about 70 miles southeast of Cozumel Island off the coast of the Yucatan Peninsula (20-30 North/86-39 West) while en route alone from Cruz Grande, Chile to Panama City, Florida with a cargo of nitrates. She carried a crew of 37 and 4 Naval Armed Guard. Seventeen crew members and 2 Armed Guard were lost, most of them when the sinking ship rolled over and the mast struck the lifeboat in charge of the Master. Photo courtesy of Mariners Museum, Newport News, VA.

At 1329 CWT, a torpedo struck on the starboard side at the bulkhead between the fire and engine rooms. The engines were shut down. Exact damage could not be determined as the ship sank within four minutes.

The ship was abandoned in 2 lifeboats and 2 rafts. The 22 survivors were rescued by the tanker ESSO DOVER at 1700 CWT on May 20 and landed at the Quarantine Station in New Orleans, Louisiana at 1300 CWT on May 22, 1942.

Two of the crew were taken aboard the sub and questioned about the ship and its particulars. After a few minutes of questioning, they were released on a raft.

The two Navy men of the Armed Guard who were lost behaved in an exceptionally brave manner. One, although seriously injured by falling debris, took charge of his gun crew and refused to abandon ship until he was dragged away. The other man absolutely refused to abandon and remained at his station until the ship sank. He got off one shot at the surfacing sub.

The U-103 (Janssen) was bombed and sunk at Kiel, Germany on April 15, 1945.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Kappus, Paul B.

RO

Ohioan

May 8, 1942

**Freighter. Torpedoed
10 miles off Boynton
Beach, Florida.**

SS Ohioan

Home Port: New York, NY

Company: American-Hawaiian Steamship Co. New York, NY
Master: Frank H. Roberts
Built: 1920 @ Vancouver, WA
Gross Tons: 6078

Dimensions: 401' x 53' x 32'

Former Names: (a) POWLET (b) GOLDEN WALL (c) WILLSOLO



The Freighter, SS OHIOAN, was torpedoed by the German submarine U-564 (Suhren) at 1213 EWT on May 8, 1942 when she was about 10 miles off Boynton Beach, Florida (26-31 North/79-59 West) en route, alone and unarmed, from Bombay, India to Philadelphia, Pennsylvania via Port Elizabeth, South Africa and San Juan, Puerto Rico with 6,000 tons of manganese ore, 300 tons of wool, and 1300 tons of licorice root. Her crew numbered 37. Of this number, 17 were lost. Photo courtesy of William F. Hultgren.

At 1213 EWT, a torpedo struck the starboard side of #4 hold. The ship immediately took a starboard list and began going down by the stern. The ship sank by the stern within 2 minutes, rolling over from starboard to port.

The ship went down so rapidly there was no time to launch the lifeboats, but the rafts were freed as the ship went down. The survivors climbed up on these rafts. The 20 survivors were

rescued by the Coast Guard and taken to West Palm Beach, Florida. Many of those who survived the explosion were drowned when they were dragged under by the suction created by the sinking ship.

The U-564 (Fiedler) was bombed and sunk northwest of Cape Ortegal, Spain on June 14, 1943.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Miglioranza, Reynold

RO

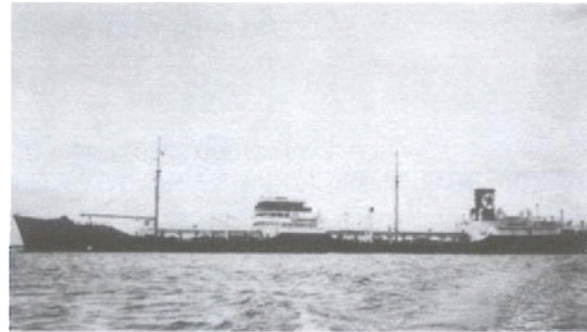
Oklahoma

Mar. 28, 1945

Tanker. Torpedoed by German submarine in Mid Atlantic while en route from San Nicholas, Aruba to Dakar, French West Africa

SS Oklahoma

Company: The Texas Co. New York, NY (Texaco, Inc.)
Master: Theron P. Davenport
Gross Tons: 9264



At 0451 GCT, a torpedo struck on the starboard side between #6 and #7 tanks containing motor gas. The explosion had such force that it knocked men out of their bunks, and those standing, off their feet. Immediately, the after section of the ship was ablaze. The survivors, who were midship looking aft, saw only a solid mass of flame and the white hot stack. The main engines were stopped in less than 5 minutes and the ship. The same message was sent on an emergency transmitter, but no reply received. The emergency radio for the lifeboat was lost overboard when #1 boat caught fire and had to be abandoned. The tanker was last seen by the survivors on March 28, still burning, except for a small section forward of the bridge. The Navy stated the ship eventually sank.

Home Port: Wilmington, DE

Built: 1940 @ Chester, PA
Dimensions: 489' x 68' x 36'

The SS OKLAHOMA (Alfred Matheson, Master) was torpedoed by the German submarine U-532 (Junker) at 0415 GCT March 28, 1945 in Mid Atlantic (13.37 North/41.43 West) while en route alone from San Nicholas, Aruba to Dakar, French West Africa with 103,000 barrels of hi-octane gasoline, motor gas, and kerosene. Her complement was 46 crew members and 26 Naval Armed Guard. There were 36 crew members and 14 Naval Armed Guard lost. Photo courtesy of Texaco Archives.

The Master ordered the ship abandoned at 0430 GCT. The Captain and Naval Armed Guard Officer were the last to leave, after searching for survivors where possible. Lifeboats #1 and #2 were launched, but #1 caught fire and had to be abandoned. ...

At 1935 GCT on April 14, 1945 the survivors were picked up by the tanker SS DELAWARE, another Texas Company ship, in position 11-45 North/66-06 West. They were landed at San Nicholas, Aruba at 1058 on April 15 and hospitalized at the Army hospital. All the survivors were midship at the time of the attack. All those aft were lost.

The U-532 (Junker) surrendered at Liverpool, England in May 1945.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Cook, Leslie L.

RO

Onondaga

July 23, 1942

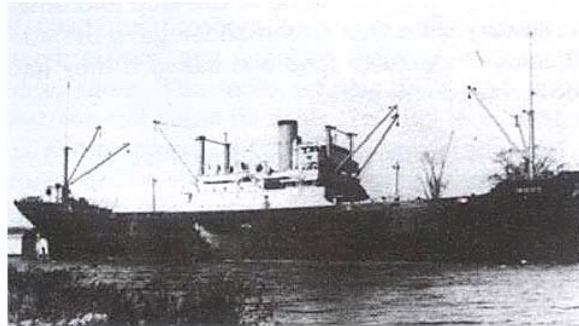
**Freighter. Torpedoed
45 miles north of
Punta Alegre, Cuba.**

SS Onondaga

Home Port: Detroit, MI

Company: Ford Motor Co. Detroit, MI
Master: George Dewey Hodges (Lost)
Gross Tons: 2309

Built: 1920 @ Wyandotte, MI
Dimensions: 251' x 44' x 22'



The Freighter, SS ONONDAGA, was torpedoed by the German submarine U-129 (Witte) at 1622 EWT July 23, 1942 about 45 miles north of Punta Alegre, Cuba (22-40 North/78-44 West) while en route alone, from Nuevitas, Cuba to Havana, Cuba with a full load of magnesium ore. She had left Mobile, Alabama on June 24. She carried a crew of 32 men. There were 18 men lost. A passenger, the Master of the torpedoed SS THOMAS McKEAN, also was lost. Photo courtesy of University of Detroit, Marine Historical Collection.

At 1622 EWT, a torpedo struck the ship on the port side amidship. Some survivors thought a second torpedo hit aft on the starboard side. The ship went down within one minute.

The ship sank so rapidly there wasn't time to launch the lifeboats. The survivors jumped overboard and climbed aboard two rafts that were

floating nearby. They were picked up by the Cuban fishing boat LAVENTINA on July 24, 1942 and landed at Punta San Juan, Cuba.

The U-129 (von Harpe) was scuttled at Lorient, France on August 18, 1944.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Beaton, Francis J.

RO

Oregon

Feb. 28, 1942

Tanker. Shelled 150 miles NE of Mona Passage (Puerto Rico-Cuba).

SS Oregon

Company: The Texas Co. New York, NY (Texaco, Inc.)

Master: Ingvald C. Nilsen (Lost)

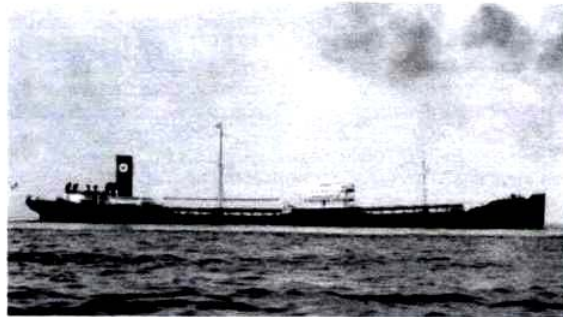
Gross Tons: 7017

Former Names: (a) QUABBIN (b) CAPE COD (c) EMMA H. COPPAGE

Home Port: Wilmington, DE

Built: 1919 @ Oakland, CA

Dimensions: 426' x 37' x 31'



The Tanker, SS OREGON, was shelled by two German submarines, one of them being the U-156 (Hartenstein), at 0415 EST on February 28, 1942 about 150 miles NE of Mona Passage (20-44 North/67-52 West) while en route alone and unarmed from Aruba, NWI to the U.S. Naval Base at Melville, Rhode Island with a cargo of Navy fuel. She carried a crew of 36 men. The Master, Chief Mate, Second Mate, Radio Operator, a cook, and an ordinary seaman were killed when the submarines machine gunned the lifeboat they were lowering. Photo courtesy Texaco Archives.

At 0415 EST, the tanker was attacked by two submarines and subjected to continuous shell fire until she caught fire and sank stern first at 0815. The first shell came from the starboard side and struck the Master's quarters. The second shell destroyed the radio shack which prevented any distress call being sent. The shelling continued for about an hour and fifteen minutes. Fires broke out on the bridge and stern of the ship. The subs remained in the vicinity of the ship until she sank.

An attempt to abandon the ship was made soon after the attack began but the sub on the port side machine gunned the crew attempting to launch #4 boat. They immediately ran to the starboard side and launched #3 boat. The Third Mate, 1st

Engineer, 3rd Engineer, and a Wiper were forced to jump over the side. The lifeboat, containing 26 survivors eventually reached Puerto Plata, Dominican Republic at noon on March 4, 1942. The four men who jumped overboard were found by the tanker SS GULFPENN at 1725 on March 5, 1942. They were picked up from 2 lifeboats lashed together and landed at Philadelphia. One of the four said that while he was struggling in the water one of the subs attempted to run him over.

The U-156 (Hartenstein) was bombed and sunk off Barbados on March 8, 1943. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Quinlan, James A.

RO

Oregon (States SS)

Dec. 10, 1941

Freighter. Sank after being rammed by USS New Mexico.

MS Oregon

Home Port: Portland, OR

Company: States Steamship Co. Portland, OR
Master: Not known
Gross Tons: 6754

Built: 1941 @ Portland, OR
Dimensions: 396' x 60' x 24'

The C-1 Freighter, MS OREGON, was rammed by the USS NEW MEXICO (BB-40) at 0442 on December 10, 1941 south of Nantucket Lightship (39-55 North/69-45 West) while en route from Port Elizabeth, South Africa to Boston, Massachusetts.

sets loaded with general cargo. She carried a crew of 39 men. Seventeen men were reported to have been lost. Survivors were picked up by the MS VIKING of New Bedford and the tanker SS TYDOL GAS.

The two vessels, proceeding blacked out under wartime regulations, met in a crossing situation. The NEW MEXICO struck the OREGON abreast the foremast on the starboard side causing a triangular gash above the waterline. The two ships stopped and backed away from each other. At 0540 the Master of the OREGON reported the ship was not in any danger and proceeded towards her destination. At 1150 an SOS was heard from the OREGON stating the ship was

sinking. At 1412, the tanker SS TYDOL GAS, which had answered the SOS and was standing by the OREGON, reported the OREGON was being abandoned. She sunk in 41-20 North/70-02 West, about 80 miles from the point of collision.

The NEW MEXICO was proceeding in formation with the USS SIMS (DD-409), USS HUGHES (DD-410), and USS RUSSELL (DD-414), and was proceeding towards Hampton Roads, Virginia.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Spray, John

RO

Oregonian

Sept. 13, 1942

Freighter. Torpedoed 400 miles NW of North Cape, Norway while in convoy to Archangel, USSR.

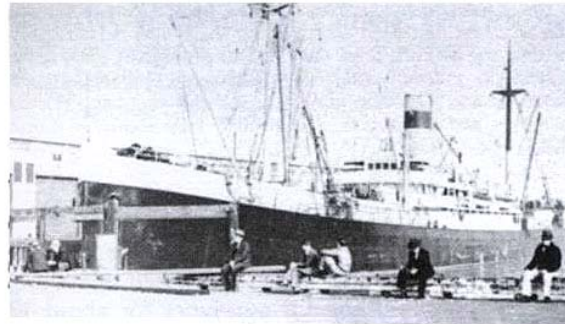
SS Oregonian

Home Port: New York, NY

Company: American-Hawaiian Steamship Co. New York, NY
Master: Harold Willard Dowling (Lost)
Built: 1917 @ Philadelphia, PA
Dimensions: 405' x 54' x 26'

Gross Tons: 4862

Former Name: (a) SANTA ROSA



The Freighter, SS OREGONIAN, was torpedoed by German aircraft at 1515 GCT September 13, 1942 when about 400 miles northwest of North Cape, Norway while en route in Convoy PQ-18, from New York to Archangel, Russia with a cargo of tanks, steel rails, steel plates, foodstuffs, and a deck cargo of planes. Her complement was 39 crew members and 16 Naval Armed Guard. Of this number, 22 crew members including the Captain were lost. Seven Armed Guard were lost. Photo courtesy of SSHSA Coll'n, U of B Library.

About 1515 GCT, German planes attacked the convoy. The OREGONIAN, the first ship in the starboard column, was hit by three torpedoes on the starboard side, completely destroying the side of the ship, and flooding the engine room. The ship took a heavy list to starboard, capsized

and sank immediately.

The survivors abandoned ship in lifeboats. They were picked up by escort vessels and taken to Scotland, eventually arriving in Boston on October 15, 1942 aboard the SS QUEEN MARY.

211

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

DeDominicis, Bernard K.

RO

Otho

Apr. 3, 1942

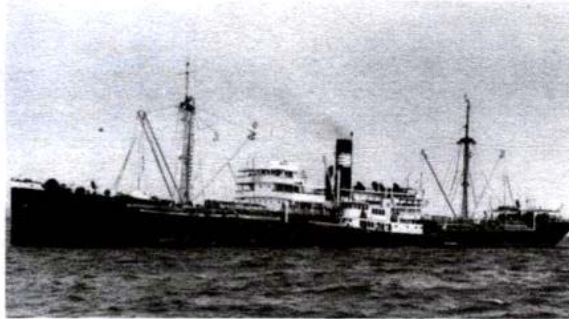
**Freighter. Torpedoed
200 miles east of Cape
Henry, Virginia.**

SS Otho

Company: American-West African Line, New York, NY
Master: John Makkinje (Lost)
Gross Tons: 4839

Home Port: New York, NY

Built: 1920 @ Tacoma, WA
Dimensions: 381' x 53' x 27'



At 0549 EWT, a torpedo struck on the starboard side directly below the stack around the bulkhead between #3 hold and the fire room. Hull damage could not be determined, but the deck was punctured with holes over the area where the explosion took place. The #3 lifeboat was destroyed and the fore topmast collapsed, tearing down the antenna. The #3 hold, the engine room and the fire room flooded immediately. The ship sank about 10 minutes after the attack.

The ship was abandoned within 5 minutes of

The Freighter, SS OTHO, was torpedoed by the German submarine U-754 (Oestermann) at 0549 EWT April 3, 1942 about 200 miles east of Cape Henry, Virginia (36-25 North/72-22 West) while en route alone, from Takoradi, Gold Coast to Philadelphia, Pennsylvania with 4400 tons of manganese ore, 1300 tons of palm oil, and 750 tons of tin. Her complement was 37 crew members, 10 Naval Armed Guard and 6 passengers. Of this number, 23 crew members, 5 Navy men and 3 passengers were lost. Photo courtesy of Mariners Museum, Newport News, VA.

the attack in 3 lifeboats and 2 life rafts. Twelve crew members, 1 Navy seaman and 3 passengers were picked up by the USS ZIRCON (PY-16) at 1100 on April 8, 1942 in position 39-10 North/73-30 West. Two crew members and 4 Navy men were picked up by the MS GALLIA. The position and date are not known.

The U-754 (Oestermann) was bombed and sunk in the North Atlantic north of Boston on July 31, 1942. There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

McKinley, Arthur R.

RO

Pan Atlantic

July 6, 1942

Freighter. Bombed by dive bombers 180 miles north of Cape Kanin, USSR coast enroute Archangel.

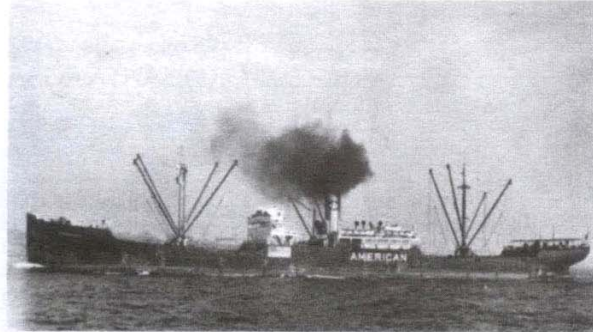
SS Pan Atlantic

Home Port: Wilmington, DE

Company: Pan Atlantic Steamship Co. Mobile, AL
Master: John O. Sieber
Built: 1919 @ Long Beach, CA
Dimensions: 410' x 54' x 27'

Former Names: (a) VINITA (b) ELEANOR CHRISTENSON (c) DESOTO

Gross Tons: 5411



The Freighter, SS PAN ATLANTIC, was bombed by German dive bombers at 1615 ship's time on July 6, 1942 about 180 miles north of Cape Kanin at the entrance to the White Sea, Russia while en route from Philadelphia, Pennsylvania to Archangel, Russia via Iceland with war supplies including explosives in the 3 forward holds. The ship had been a part of Convoy PQ-17 which had been dispersed by the British Admiralty. At the time she was attacked, the ship was proceeding towards her destination independently. Her complement was 37 crew members and 11 Navy gun crew. Of this number, 18 crew members and 7 Navy men were lost. Photo courtesy of Mariners Museum, Newport News, VA.

At 1615, the ship was struck by two bombs, one explosive and one incendiary. The bombs hit on the forward well-deck blowing apart the entire forward section of the ship and toppling the foremast onto the pilot house. The ship sank within 3 minutes.

The Chief Mate with some crew members managed to launch #1 lifeboat and immediately began picking up survivors from the sea, including the Captain. They continued searching among the wreckage for survivors for about 10 hours. One man was picked up after spending 9

hours in the water, clinging to a ladder. Seven men were taken off 2 life rafts into the lifeboat. The 23 men in the lifeboat were picked up about 0800 on July 9 by HMS LOTUS (K-39) and landed at Archangel. They spent the next 14 days in a hospital. The survivors were later placed aboard the SS BELLINGHAM for repatriation back to the U.S. The BELLINGHAM was torpedoed on September 22, 1942. All hands were rescued by the British Rescue Ship RATHLIN and taken to Glasgow, Scotland. They arrived in Boston on October 15, 1942 aboard the SS QUEEN MARY.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Ardzienski, Edwin W.

RO

Paul Hamilton

Apr. 20, 1944

**Liberty Ship.
Torpedoed by German
aircraft and blew up
with the loss of all on
board.**

SS Paul Hamilton

Home Port: Wilmington, NC

Company: Black Diamond Steamship Corp. New York, NY
Master: Robert Govett Winans (Lost)
Gross Tons: 7176

Built: November 1942 @ Wilmington, NC
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS PAUL HAMILTON, was torpedoed by German aircraft at 2055 GCT on April 20, 1944 off the Algerian coast (37-02 North/3-41 East) while en route from Norfolk, Vir-

ginia to Bizerte, Tunisia in Convoy UGS-38. Her complement was composed of 47 merchant crew, 29 Naval Armed Guard, and 504 U.S. Army Air Force personnel. There were no survivors.

The ship was carrying high explosives. When hit by the torpedo, she was blown to pieces. After the smoke cleared, there was no sign of the ship.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Weinberg, Isidore J.

RO

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Apr. 20, 1944

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**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Mosler, Herman R.

RO

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Apr. 20, 1944

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Torpedoed by German
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The ship was carrying high explosives. When hit by the torpedo, she was blown to pieces. After the smoke cleared, there was no sign of the ship.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Grindle, Lewis L.

RO

Pierre Gibault

June 22, 1945

**Liberty Ship Mined off
Southern Greece in
Mediterranean.**

SS PIERRE GIBAULT Home Port: Portland, Oregon
Company: Shepard SS Company
Master: Albert Hokins Built: March 1943 at Portland, OR
Gross Tons: 7176

The Liberty Ship SS PIERRE GIBAULT struck a mine on June 22, 1945 at 0920 ship's time in position 36.04N 23.06E, off the island of Kythera, Greece, while en route from Odessa to the United States with a cargo of tobacco and licorice.

There were 40 crew members, 12 Naval Armed Guard and 3 passengers on board. Two crew men (including one of the Radio Operators), and one Armed Guard were killed in the explosion. The NAG officer died later from wounds. Men on duty on the bridge were badly burned by the raging fire that swept the decks, sending burning oil over the bridge and mid ships house. After the fire was extinguished, the ship remained afloat and was beached in Kapsali Bay and scrapped in Savona, Italy in January 1946.

Murphy, John L.

RO

Pink Star

Sep. 19, 1941

Freighter. Torpedoed in North Atlantic convoy bound for England.

SS PINK STAR

Home Port: Panama, R.P.

Company: United States Lines

Master: John S. MacKenzie

Gross Tons: 4150

Former Name: LUNDBY (ex Danish)

The SS PINK STAR, a Panamanian flag freighter, was torpedoed by the German U-552 (Erich Topp) at 2351 GCT on September 19, 1941 while en route from New York to a United Kingdom port with a full cargo, in Convoy SC 44.



The crew was made up of 35 merchant seamen. Thirteen (13) were lost, including one American. The other American survived.

Garcia, Arturo J.

RO

Pompoon

Nov. 12, 1943

**Freighter. Torpedoed
75 miles north of
Cartegnea in
Caribbean Sea.**

SS POMPOON

Home Port: Panama City, R.P.

Company: United Fruit Co.
Master: Edward Condell (49) British citizen (Lost)
Built: Data not available.
Gross Tons: 1802
Former Name: ATLAS II ex Finnish

The Panamanian flag freighter, SS POMPOON, was torpedoed by the German U-516 (Hans-Ritger Tillessen) at 2400 GCT on November 12, 1943 in position 11-00 N./75-00 W. (about 75 miles north of Cartegnea) while en route, unescorted, from Cristobal to Barranquilla with a load of general cargo and a deck load of 10" steel pipes and steel reinforcing rods.

At 2400 hours on November 12, a torpedo struck the ship amidships on the port side breaking the POMPOON in two. Both ends sank with the midship part sinking first on both ends.

There was no time to launch a boat. Five men struggled to the surface and climbed aboard rafts that had floated free. Eventually they all got on one raft. Four men survived on this raft from November 12 to December 3rd. The fifth man, a

Cuban Radio Operator, died on November 13 and was buried at sea. The four survivors were picked up on December 3rd by a Panamanian flag vessel at 1330 GCT in position 9-45 N./76-45 W. They were taken to Cristobal where they were hospitalized in serious condition.

On the raft were some stores plus other food they had taken from another raft. The stores consisted of 6 gallons of water, 7 bottles of malted milk tablets, 3 pounds of chocolate, and 10 pounds of hardtack. During their ordeal they were able to catch many fish.

Survivors said from the 3rd day on, they observed a steady sighting of many U.S. Navy and Army aircraft plus many tankers and freighters but none of them ever stopped to pick them up. One ship was so close that even the name could be read.

Gianella, Lawrence

RO

Prusa

Dec. 19, 1941

Freighter. Torpedoed by Japanese submarine 150 miles south of Hawaii, en route from Honolulu, Hawaii to Baltimore Maryland

SS Prusa

Company: Lykes Bros. Steamship Co. New Orleans, LA
Master: George Henry Boy
Gross Tons: 5113

Home Port: New Orleans, LA

Built: 1919 @ Hog Island, PA
Dimensions: 390' x 54' x 28'



The Freighter, SS PRUSA, was torpedoed by the Japanese submarine I-172 (Togami) at 0530 ship time on December 19, 1941 about 150 miles south of Hawaii (16-45 North/156-00 West) while en route from Honolulu, Hawaii to Baltimore, Maryland with 3400 tons of chrome ore, 2000 tons of Copra, 1200 tons of hemp, and 320 tons of mahogany on deck. She carried a crew of 34 men. Nine of them were killed by the explosion or went down with the ship. One man died from exposure in the lifeboat. Photo courtesy of Peabody Museum of Salem.

At 0530, a torpedo struck the ship at #5 hold. The explosion caused so much damage to the hull that the ship sank within 15 minutes.

Two lifeboats got away from the ship. One boat with the Captain and 10 men remained in the vicinity of the sinking for 3 days, before setting a course for one of the Gilbert Islands. This boat was picked up 31 days later, after a voyage of

2700 miles, by the Fiji government vessel MIKUNAV and landed at Boruin in the Gilberts. The other lifeboat, in charge of the Chief Mate, remained at the place of the sinking. This boat contained 14 men and they were rescued on December 27 by the USCGC TIGER, arriving in Honolulu on December 28, 1941.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Stallworth, Walter E.

RO

Puerto-Rican

Mar. 9, 1943

Freighter. Torpedoed 100 miles NE of Iceland. There was only one survivor.

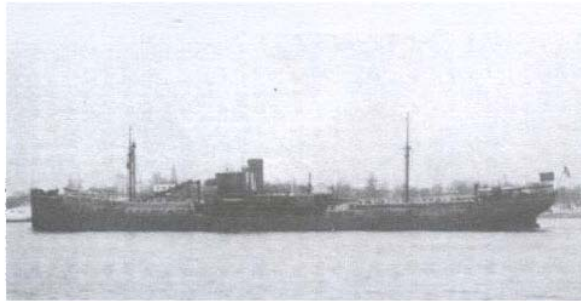
SS Puerto Rican

Home Port: New York, NY

Company: American-Hawaiian Steamship Co. New York, NY
Master: Ralph Albert Oliver (Lost)
Built: 1919 @ Vancouver, WA
Dimensions: 401' x 53' x 32'

Gross Tons: 6076

Former Names: (a) MONTAGUE (b) GOLDEN TIDE



The Freighter, SS PUERTO RICAN, was torpedoed by the German submarine U-586 (von de Esche) at 2100 GCT on March 9, 1943 about 100 miles northeast of Iceland (66-49 North/10-41 West) while en route from Molotouusk, Russia to a U.S. port via Loch Ewe, Scotland with 3500 tons of ore. Her complement was 40 crew members and 25 Naval Armed Guard. There was only one survivor, a fireman. Photo courtesy of SSHSA Coll'n, U of B Library.

The ship had been part of Convoy RA-53, but due to heavy weather had fallen behind. At the time of the attack she was about 25 miles behind the main convoy. At 2106 GCT, a torpedo struck the ship aft of #5 hold on the starboard side. The engines were secured in 5 minutes. There was a huge hole where the torpedo hit, seen by the survivor. The ship went down in 20 minutes.

Immediately after the attack, the crew attempted to abandon ship in the lifeboats and rafts. Only one boat could be lowered as the other three were frozen in their chocks and were useless. The #4 lifeboat became waterborne, but the after fall could not be released, due to the coating of ice. This caused the boat to capsize,

throwing all the occupants into the water. Eight survivors swam to a cork life raft. Later 6 of them transferred to a larger raft. With the exception of one man, the survivors were washed off the raft, or froze to death. The lone survivor was rescued by HMS ST. ELSTAN on March 12 and taken to Seydisfjordur, Iceland. From there he was taken to Reykjavik aboard the USS GEMINI, landing there at 1800 on March 16, 1943. He was taken to the 208th Station hospital, and eventually lost both feet and most of the fingers of both hands.

The U-586 (Gotze) was bombed and sunk at Toulon, France on July 5, 1944.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Davis, Edwin P.

RO

R. P. Resor

Feb. 28, 1942

**Tanker. Torpedoed
20 miles off of
Manasquan Inlet, New
Jersey. There were
only 2 survivors.**

SS R.P. Resor

Home Port: Wilmington, DE

Company: Standard Oil of New Jersey, New York, NY (Exxon Corp.)

Master: Frederick Marcus (Lost)

Gross Tons: 7451

Built: 1936 @ Kearny, NJ

Dimensions: 445' x 66' x 34'



The Tanker, SS R.P. RESOR, was torpedoed by the German submarine U-578 (Rehwinkel) at 2336 EWT on February 28, 1942 about 20 miles off Manasquan Inlet, New Jersey (39-47 North/73-26 West) while en route from Houston, Texas to Fall River, Massachusetts with 78,700 barrels of Bunker C fuel oil. Her complement was 41 crew members and 9 Naval Armed Guard. The only survivors were 1 crew member and 1 Navy man. Photo courtesy of Exxon Co., U.S.A.

At 2336 EWT, a torpedo struck on the port side, aft of the bridge. The ship burst into flames from the bridge to the after end. Oil on the water ignited, starting a fire all around the ship. She stayed afloat for 2 days. The USS SAGAMORE (ATO-20) attempted to tow her to a port for possible salvage, but at 2022 EWT, the stern grounded in 122 feet of water. At 2112 EWT, she turned over and disappeared completely about 31 miles east of Barnegat, New Jersey.

An Able Seaman, the only surviving crew member, was on the forecastle head on lookout when the torpedo struck. He released a raft on the port side and lowered himself into the water using a

line he found hanging over the side. He was about 50 yards away from the ship, swimming through heavy oil, when he heard a violent explosion which set fire to the oil. He swam until he found a raft. When he was rescued shortly afterwards by a Coast Guard picket boat, he was so heavily coated with oil, it took four men to lift him aboard the boat. This Coast Guard vessel also picked up the only other survivor, the Navy man.

The U-578 (Rehwinkel) was bombed and sunk north of Cape Ortegal, Spain on August 8, 1942. There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Armstrong, Clarence E.

RO

R. P. Resor

Feb. 28, 1942

**Tanker. Torpedoed
20 miles off of
Manasquan Inlet, New
Jersey. There were
only 2 survivors.**

SS R.P. Resor

Home Port: Wilmington, DE

Company: Standard Oil of New Jersey, New York, NY (Exxon Corp.)

Master: Frederick Marcus (Lost)

Gross Tons: 7451

Built: 1936 @ Kearny, NJ

Dimensions: 445' x 66' x 34'



The Tanker, SS R.P. RESOR, was torpedoed by the German submarine U-578 (Rehwinkel) at 2336 EWT on February 28, 1942 about 20 miles off Manasquan Inlet, New Jersey (39-47 North/73-26 West) while en route from Houston, Texas to Fall River, Massachusetts with 78,700 barrels of Bunker C fuel oil. Her complement was 41 crew members and 9 Naval Armed Guard. The only survivors were 1 crew member and 1 Navy man. Photo courtesy of Exxon Co., U.S.A.

At 2336 EWT, a torpedo struck on the port side, aft of the bridge. The ship burst into flames from the bridge to the after end. Oil on the water ignited, starting a fire all around the ship. She stayed afloat for 2 days. The USS SAGAMORE (ATO-20) attempted to tow her to a port for possible salvage, but at 2022 EWT, the stern grounded in 122 feet of water. At 2112 EWT, she turned over and disappeared completely about 31 miles east of Barnegat, New Jersey.

An Able Seaman, the only surviving crew member, was on the forecastle head on lookout when the torpedo struck. He released a raft on the port side and lowered himself into the water using a

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**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Lord, Ian M.

RO

Ramapo

Feb. 16, 1942

**Freighter.
Panamanian flag.
Torpedoed by German
submarine West of
Bermuda, en route
from Bermuda to
Philadelphia,
Pennsylvania. There
were no survivors.**

SS RAMAPO

Home Port: Panama City, R.F.

**Company: Waterman SS Company
Master: Johan Ozn Lorentzen (Lost)
Built: Genoa in 1924
Gross Tons: 3027
Former Name: SANTA ROSE (ex Italian)**

The Panamanian flag freighter, SS RAMAPO, was torpedoed by the German U-108 (Klaus Scholtz) at 1356 GCT on February 16, 1942 in position 35.06N 65.56W (West of Bermuda), while en route alone and unescorted, from Bermuda to Philadelphia.

On board was a merchant crew of 38 men. There were no survivors. The crew was made up of 11 different nationalities, including only one American. No gun crew was aboard.

Davis, Joseph

RO

Raphael Semmes

June 28, 1942

**Freighter. Torpedoed
875 miles east of Cape
Canaveral, Florida.**

SS Raphael Semmes

Company: Isthmian Steamship Co. New York, NY

Master: Harold Gordon Eaton (Lost)

Gross Tons: 6027

Former Names: (a) ARGUS (b) SYDNEY M. HAUPTMAN

The Freighter, SS RAPHAEL SEMMES, was torpedoed by the German submarine U-332 (Liebe) at 0833 GCT on June 28, 1942, about 875 miles east of Cape Canaveral, Florida (29-30 North/64-30 West) while en route from Bombay, India to New

At 0833 GCT, two torpedoes struck in rapid succession on the starboard side at #2 and #4 holds. The damage was tremendous and the ship sank within two minutes. There was no time to send a distress call.

The ship sank so rapidly only 18 men were able to get away. They jumped overboard and clung to wreckage and were able to get aboard two life rafts that had floated free of the sinking ship. An

Home Port: Mobile, AL

Built: 1920 @ Vancouver, WA

Dimensions: 401' x 53' x 32'

York via Trinidad, with 7500 tons of cargo including manganese ore, tobacco, licorice, wool, and rugs. The ship was sailing alone and unarmed. She carried a crew of 37 men. Nineteen men went down with the ship, including the Captain.

unknown vessel picked them up on July 16 and landed them at Jersey City, New Jersey. Ten of the survivors were taken aboard the sub and given medical treatment and supplies before being released.

The U-332 (Huttemann) was bombed and sunk north of Cape Finisterre, Spain on May 2, 1943. There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Gentil, Francis T.

RO

Rawleigh Warner

June 23, 1942

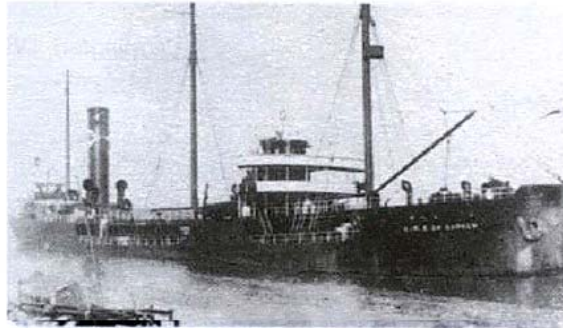
Tanker. Torpedoed 20 miles east of Southwest Pass, Louisiana. There were no survivors.

SS Rawleigh Warner

Home Port: Baltimore, MD

Company: Sabine Towing & Transportation Co. Port Arthur, TX
Master: Jewel Homer Levingston (Lost)
Built: October 1912 @ Camden, NJ
Dimensions: 322' x 46' x 27'

Gross Tons: 3663
Former Name: (a) RAYO



The Tanker, SS RAWLEIGH WARNER, was torpedoed by the German submarine U-67 (Muller-Stockheim) at 0011 EWT on June 23, 1942 about 20 miles east of Southwest Pass, Louisiana (28.53 North/89.15 West) while en route alone and unarmed, from Port Arthur, Texas to Port St. Joe, Florida with a cargo of gasoline. She carried a crew of 33. There were no survivors. Photo courtesy of Sabine Trans. Co.

This tanker burst into flames immediately upon being hit. The Coast Guard Base at Burrwood, Louisiana reported the ship afire. It was never determined whether or not any lifeboats got away from the ship. According to an eye witness on a friendly ship in the vicinity, the ship

sank within 10 minutes. It was reported there was a terrific explosion and high flames.

The U-67 (Muller-Stockheim) was sunk on July 16, 1943 by aircraft from the USS CORE (CVE-13) about 800 miles southwest of the Azores. There were 3 survivors.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Aldredge, Richard P.

RO

Robert Gray

Apr. 23, 1943

Tanker. Torpedoed 20 miles east of Southwest Pass, Louisiana. There were no survivors.

SS Robert Gray

Home Port: Portland, OR

Company: Waterman Steamship Corp. Mobile, AL
Master: Alfred Rasmussen Lyngby (Lost)
Gross Tons: 7176

Built: February 1942 @ Portland, OR
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS ROBERT GRAY, was torpedoed by the German submarine U-306 (von Trotha) at 1300 GCT on April 23, 1943 about 125 miles south of Cape Farewell, Greenland (57-30 North/43-00 West) while en route from New York to

Loch Ewe, Scotland and London, England with a cargo of war supplies and other general cargo. She carried a crew of 39 men and 23 Naval Armed Guard. There were no survivors.

The ship departed New York on April 12, 1943 as part of Convoy HX-234 but had straggled from the convoy on the night of April 13 and was never heard from again.

The U-306 (von Trotha) was sunk October 31, 1943 north of the Azores by HMS WHITEHALL (I-94) and HMS GERANIUM (K-16). There were no survivors.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Cannon Jr., John L.

RO

Robert H. Colley

Oct. 4, 1942

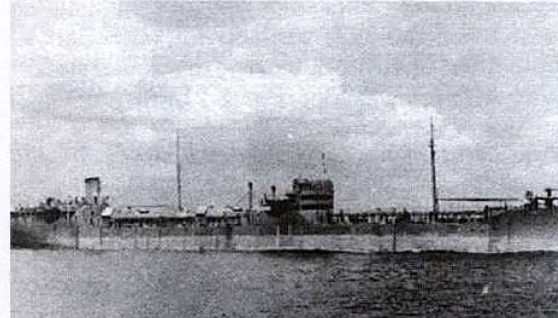
**Tanker. Torpedoed
350 miles SW of
Reykjavik, Iceland
while in convoy from
Curacao, NWI to the
River Clyde, Scotland.**

SS Robert H. Colley

Company: Atlantic Refining Co. Philadelphia, PA (Atlantic-Richfield Corp.)
Master: James Joseph McCaffrey (Lost)
Gross Tons: 11,651

Home Port: Philadelphia, PA

Built: 1938 @ Chester, PA
Dimensions: 523' x 70' x 40'



The Tanker, SS ROBERT H. COLLEY, was torpedoed by the German submarine U-254 (Loewe) at 1632 local time on October 4, 1942 about 350 miles southwest of Reykjavik, Iceland (59-06 North/26-18 West) while en route in Convoy HX-209 from Curacao, NWI to the River Clyde, Scotland via New York with a cargo of fuel oil. Her complement was 42 crew members and 19 Naval Armed Guard. Of this number, 20 crew members and 8 Navy Armed Guard were lost. Photo courtesy of Mariners Museum, Newport News, VA.

This ship was in a convoy of 36 merchant ships and 6 British escort vessels. At 1632 local time, a torpedo struck just forward of the mainmast. The ship immediately broke in two in a heavy sea. The forward section sank during the night, but the stern section had to be sunk by an escort vessel with gunfire and depth charge at 1600 on October 5, 1942.

No one on the forward section at the time of the attack survived. Two lifeboats and two rafts were put over from the stern section. The rafts were

empty. Eleven men got away in the 2 boats but were never heard from again. The 33 survivors that remained on board the stern section were rescued with great difficulty in very heavy seas by HMS BORAGE (K-120). They were landed at Londonderry, Northern Ireland at 0730 GCT on October 11, 1942.

The U-254 (Gillardone) was damaged in a collision with U-410 on December 8, 1943 south of Greenland. Later she was bombed and sunk.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Hower, Leo F.

RO

Robert H. Colley

Oct. 4, 1942

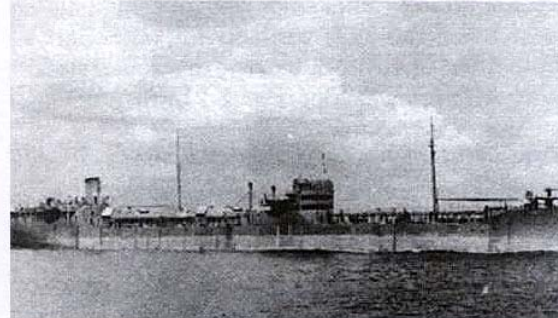
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Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Merrill, Charles A.

RM3

Robin Goodfellow

July 25, 1944

**Freighter. Torpedoed
in South Atlantic.
Ship and crew were
never found.**

SS Robin Goodfellow

Home Port: New York, NY

Company: Seas Shipping Co. New York, NY
Master: Bjarne Bjornsgaard (Lost)
Gross Tons: 6885

Built: 1920 @ Seattle, WA
Dimensions: 425' x 55' x 24'



The ship and its crew were never seen again, although the SS PRIAM claims it heard an SOS sent by the ROBIN GOODFELLOW.

The Freighter, SS ROBIN GOODFELLOW, was torpedoed by the German submarine U-862 (Timm) at 0015 GCT on July 25, 1944 in the South Atlantic (20-03 South/ 14-21 West) while en route from Capetown, South Africa to New York, via Bahia, Brazil with ore and general cargo. She had left New York on February 11, for South and East African ports via Guantanamo Bay, Cuba, Trinidad and Belem, Brazil. Her complement was 41 merchant crew and 19 Naval Armed Guard. There were no survivors. Photo courtesy of SSHA Coll'n, U of B Library.

The U-862 (Timm) was taken over by Japan as the I-502 when Germany surrendered. This sub surrendered at Singapore in August 1945 and was scrapped.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Zelm, Harold C.

RO

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**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Singer, Daniel P.

RO

Rosario

Feb. 21, 1943

**Freighter. Torpedoed
550 miles west of
Fastnet, Ireland while
in convoy.**

SS Rosario

Home Port: New York, NY

Company: A.H. Bull & Co. New York, NY
Master: Gustav J.A. Larsen (Lost)
Built: 1920 @ Wilmington, DE
Dimensions: 376' x 52' x 27'

Gross Tons: 4659
Former Name: (a) NATIRAR



The Freighter, SS ROSARIO, was torpedoed by the German submarine U-664 (Graef) at 2035 GCT, February 21, 1943 about 550 miles west of Fastnet, Ireland (50-30 North/24-38 West) while en route from Avonmouth, England to New York in Convoy ONS-167 (#11) in ballast. Her complement was 44 merchant crew and 19 Naval Armed Guard. Of this number, 30 crew members and 3 of the gun crew were lost. Photo courtesy of SSHSA Coll'n, U of B Library.

At 2035 GCT, a torpedo struck #2 hold on the starboard side. Another struck #5 hold on the starboard side. The ship took a 35 degree list in less than 2 minutes. The engines were stopped immediately. Hatch covers were blown off the two hatches and the air was filled with flying sand and debris. At 2038 GCT, the ship listed 45 degrees to starboard and capsized.

The ship sank so rapidly the lifeboats and rafts could not be released. Some of the rafts were jammed in their racks because of distortion caused by the explosions. The excessive list of the ship made it very difficult to maintain footing.

The survivors were in the water for one hour and 45 minutes before being picked up by a lifeboat from the tanker H.H. ROGERS and taken to the British Rescue ship SS RATHLIN. Other survivors on 3 rafts were also picked up by the RATHLIN. They were landed at Halifax, Nova Scotia on March 6, 1943.

A seaman from the Armed Guard was instrumental in saving ten lives when he helped the exhausted men get aboard a raft.

The U-664 (Graef) was sunk west of the Azores on August 9, 1943 by aircraft from USS CARD (CVE-11). There were 44 survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Russell, Lawrence A.

RO

Ruth

June 29, 1942

**Freighter. Torpedoed
100 miles north of
Cuba. There were
only four survivors.**

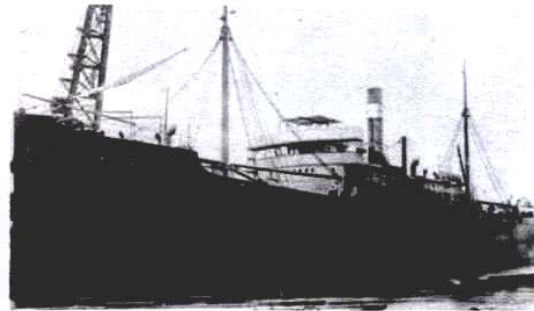
SS Ruth

Home Port: New York, NY

Company: A.H. Bull & Co. New York, NY
Master: Robert Melville Callis (Lost)
Built: 1919 @ Seattle, WA
Dimensions: 380' x 53' x 27'

Gross Tons: 4833

Former Names: (a) GAFFNEY (b) BARREADO



The Freighter, SS RUTH, was torpedoed by the German submarine U-153 (Reichmann) at 0355 GCT on June 29, 1942 about 100 miles north of Cape Maysi, Cuba (21-44 North/74-05 West) while en route from Rio de Janeiro, Brazil to Charleston, South Carolina via Trinidad with a cargo of manganese ore. She carried a crew of 35 men. There were only 4 survivors. Photo courtesy of Mariners Museum, Newport News, VA.

Not a photo of RUTH that was lost. Ship pictured here built for Bull Line in 1910 at Newport News, VA. Gross Tons: 3102, dimensions: 328" x 40" x 24".

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
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Donohue, Lawrence E.

RO

Ruth

June 29, 1942

**Freighter. Torpedoed
100 miles north of
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SS Ruth

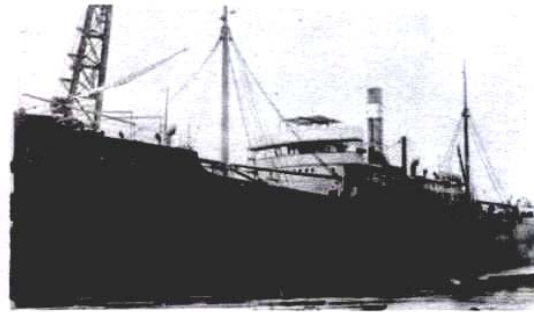
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Hudome, Lawrence

RO

Saint Mihiel

Apr. 9, 1945

Tanker. Collided and burned in convoy from Corpus Christi, Texas to Cherbourg, France in the North Atlantic.

SS Saint Mihiel

Home Port: Philadelphia, PA

Company: War Emergency Tankers. New York, NY
Master: Ralph Porter (Lost)
Gross Tons: 10,448

Built: March 1945 @ Chester, PA
Dimensions: 523' x 68' x 39'

The Tanker, SS SAINT MIHIEL, collided with the tanker SS NASHBULK at 1800 ship's time on April 9, 1945 in position 37-31 North/64-26 West while en route, on her maiden voyage, in Convoy CU-65 from Corpus Christi, Texas to Cherbourg, France via New York with a cargo of gasoline. Her complement was 50 crew members and 29 Naval Armed Guard. 27 crew members and 10 Navy men lost their lives.

The ship immediately burst into flames after the collision. She was abandoned and later, after

the fires had been extinguished, reboarded by the Second Mate (the only surviving deck officer), the Chief Engineer, and 14 crew volunteers, plus 8 Naval Armed Guard to man 5" gun. The ship proceeded back to New York under her own power escorted by the USS EDSALL (DE-129). After her arrival in New York on April 12, she was declared a total loss and scrapped.

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Berger, Wilbur K.

RO

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Crowley, Charles G.

RO

Samuel Heintzelman

July 9, 1943

**Liberty Ship.
Disappeared with all
hands between
Australia and Calcutta
in Indian Ocean.**

SS Samuel Heintzelman

Home Port: Los Angeles, CA

Company: Coastwise Steamship Co. San Francisco, CA (Pacific-Far East Line)

Master: Johann W.G. Wilkie (Lost)

Gross Tons: 7176

Built: October 1942 @ Los Angeles, CA

Dimensions: 441' x 57' x 37'

The Liberty Ship, SS SAMUEL HEINTZELMAN, disappeared with all hands after leaving Fremantle, Australia on July 1, 1943 for Calcutta, via Colombo and Karachi. The ship departed Charleston, South Carolina on May 11, 1943. She carried a mer-

chant crew of 42 and an Armed Guard of 19. The ship and its crew were never heard from again by the Allied Forces, however, both the Japanese and German forces claim credit for sinking this ship.

German records show she was torpedoed by the German submarine U-511 (Schneewind) on July 9, 1943 in position 9-00 South/81-00 East.

A dispatch from U.S. Navy in Colombo dated October 5, 1943 read as follows: "On 30 September 1943, wreckage washed up off Minni Minni village, Maldive Islands (5-00 South/72-00 East). The wreckage consisted of glass tubes with unidentified powder, ammunition boxes, and a plank marked SS SAMUEL HEINTZELMAN. On the previous day, two ship's boats were sighted and later disappeared in the same area. They were apparently not occupied."

Heinz Rehse, a crew member of the U-511, stated that the sub went deep after firing the torpedoes and heard underwater explosions. Upon surfacing there was no sign of the ship or survivors. Pieces of debris were found on the deck of the sub.

The U-511 was sold to Japan sometime in July 1943 as I-500, and scrapped after its surrender in Maizura, Japan.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Beck, Milton L.

RM3

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July 9, 1943

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Anderson, Stewart A.

RM3

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chant crew of 42 and an Armed Guard of 19. The ship and its crew were never heard from again by the Allied Forces, however, both the Japanese and German forces claim credit for sinking this ship.

German records show she was torpedoed by the German submarine U-511 (Schneewind) on July 9, 1943 in position 9-00 South/81-00 East.

A dispatch from U.S. Navy in Colombo dated October 5, 1943 read as follows: "On 30 September 1943, wreckage washed up off Minni Minni village, Maldive Islands (5-00 South/72-00 East). The wreckage consisted of glass tubes with unidentified powder, ammunition boxes, and a plank marked SS SAMUEL HEINTZELMAN. On the previous day, two ship's boats were sighted and later disappeared in the same area. They were apparently not occupied."

Heinz Rehse, a crew member of the U-511, stated that the sub went deep after firing the torpedoes and heard underwater explosions. Upon surfacing there was no sign of the ship or survivors. Pieces of debris were found on the deck of the sub.

The U-511 was sold to Japan sometime in July 1943 as I-500, and scrapped after its surrender in Maizura, Japan.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Kavanagh, James A.

RO

San Gerardo

Mar. 31, 1942

Tanker. Torpedoed southeast of New York. En route from Curacao, DWI to Halifax, Nova Scotia. RO was a native of St. John's, Newfoundland

SS San Gerardo

Home Port: London, UK

British Steam Tanker

Company: Eagle Oil & Shipping Co Ltd., London

Master: Stanley Foley (Lost)

Gross Tons: 12,915

Built: 1922 @ Hebburn-on-Tyne



On 31 March 1942 sunk by U-71 (Flachsenberg) at 36N, 67W while enroute from Curaçao (23 Mar) to Halifax with 17,000 tons of fuel oil. Of the 57 persons on board, 51 were lost and 6 survived.

At 22.22 hours on 31 Mar, 1942, the unescorted San Gerardo was hit by two torpedoes from U-71 and sank by the stern southeast of New York. The master, 47 crew members, two gunners and one passenger (DBS) were lost. Three crew members and three gunners were picked up by the British tanker Regent Panther and landed at Halifax.

Castaneda, Domingo

RO

Scapa Flow

Nov. 14, 1942

Freighter. Torpedoed en route Freetown, Sierra Leone to Philadelphia in the South Atlantic.

SS SCAPA FLOW

Home Port: Panama City, R.P.

Company: American-West African Line

Master: Samuel Newbold Mace (Lost) American

Built: Flensburg, Germany 1914

Gross Tons: 4836

Dimensions: 412' x 55' x 65' (Coal Burner)

Former Names: (a) LOBECK (b) TRELWAN (c) AIRTHRIA
(d) ANJA



The Panamanian flag freighter, SS SCAPA FLOW, was torpedoed by the German U-134 (Rudolf Schendel) at 1430 ship time on November 14, 1942, while en route alone from Freetown, Sierra Leone to Philadelphia via Trinidad, with a cargo of 4500 tons of Manganese ore, 1500 tons of Latex in drums, and 500 tons of baled rubber.

The ship's complement consisted of 47 crew members and 13 U.S. Naval Armed Guard. The Master and 25 crew members and 7 Navy gunners were lost. Six of the Navy men were pinned under the after gun deck which had collapsed from the explosion and went down with the ship as they were unable to free themselves. The 7th Navy gunner died in the boat.

At 1430 on November 14, two torpedoes struck the ship on the port side, the first hitting under the bridge and the 2nd torpedo at #3 hatch, a little forward of the fireroom. At the time of the attack she was sailing alone, making a speed of 6-1/2 knots due to one boiler being shut down for repairs. When the torpedoes hit, the bottom of the ship seemed to fall out. She settled below the water in less than a minute. Survivors

The ship was abandoned at once. On the 13th. All cargo

The survivors were picked up on December 1, 1942 by HMS ARMERIA K-187 and landed at Freetown on December 7th. They were repatriated from Freetown on January 1, 1943 arriving New York on January 15th.

DeVleeschouwer, John P.

RO

Scottsburg

June 14, 1942

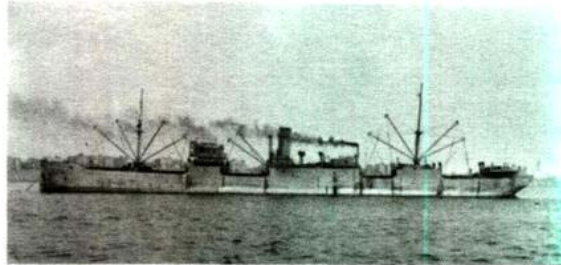
**Freighter. Torpedoed
90 miles west of
Grenada in Caribbean
Sea.**

SS Scottsburg

Home Port: Galveston, TX

Company: Lykes Bros. Steamship Co. New Orleans, LA
Master: Gustaf Adolph Olofson (Lost)
Gross Tons: 8001

Built: 1919 @ Camden, NJ
Dimensions: 419' x 56' x 30'



At 1900 EWT, a torpedo struck on the port side exploding in the engine room. A second torpedo hit on the port side at the after end of #2 hold, wrecking the 2 lifeboats. The Radio Operator and the Master went down with the ship trying to send out distress signals.

The Freighter, SS SCOTTSBURG, was torpedoed by the German submarine U-161 (Achilles) at 1900 EWT on June 14, 1942 about 90 miles west of Grenada (11-48 North/63-06 West) while en route from New York to Basra, Iraq via Trinidad with a cargo of tanks and planes and other general cargo. Her complement was 39 merchant crew and 11 Naval Armed Guard. Three men on watch in the engine room were killed in the first explosion, the Master and Radio Operator went down with the ship, and one Navy man was lost. Four more of the crew were lost aboard the SS KAHUKU when she was torpedoed June 15. Photo courtesy of SSHSA Coll'n, U of B Library.

The ship was abandoned in two lifeboats on the starboard side and one raft. Forty-five survivors were picked up on June 15 by the SS KAHUKU.

The U-161 (Achilles) was bombed and sunk off Bahia, Brazil on September 27, 1943. There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Heath, Philip A.

RO

Stanvac Calcutta

June 6, 1942

Tanker. Shelled and torpedoed by German Raider 500 miles off the Venezuelan coast en route from Montivideo, Uruguay, to Caripito, Venezuela.

SS Stanvac Calcutta

Home Port: New York, NY

Company: Socony-Vacuum Oil Co. New York, NY (Mobil Oil Corp.)
Master: Gustav Karlsson (Lost)
Gross Tons:

Built: 1941 @ Quincy, MA
Dimensions: 501' x 68' x 37'

The Tanker, SS STANVAC CALCUTTA, was shelled and torpedoed by the German Raider STIER (Gerlach) at 1012 ship's time on June 6, 1942 about 500 miles off the Brazilian coast while en route from Montivideo, Uruguay to Caripito, Venezuela in ballast. Her crew numbered 42 and the Naval Armed Guard was 9. Thirteen crew members were killed in the attack, one died on

the STIER, and was buried at sea. The 1st Engineer died in a Japanese prison camp. Nine crewmen and 2 Navy men, were wounded by shrapnel. Twenty-six crew members and the 9 Navy men were taken to Japan and assigned to prison camps. One crew member was sent to a prison camp in Germany.

The raider was first seen about 1012 ship's time after she had fired the first salvo. She was about 4 miles away off the port bow. The Captain gave orders for full speed ahead and ordered the gun crews to open fire. The gun crew fought back firing 20-25 rounds from the forward and after guns. The broadsides from the raider made a shambles of the midship house, killing the Captain, Radio Operator and the AB at the wheel. The raider also put a torpedo into the ship. The engines were stopped and the ship lay dead in the water with a rapidly increasing list.

The 37 survivors of the battle were picked up by the STIER. An ordinary seaman died after being rescued.

The STIER (Gerlach) was sunk on September 27, 1942 in position 24-44 South/21-50 West by the SS STEPHEN HOPKINS.

The STANVAC CALCUTTA received the "Gallant Ship" award from the U.S. Maritime Commission for her heroic fight against the enemy.

Although this vessel was under Panamanian flag, most of the crew were Americans.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Aiken, Russell N.

RO

Steel Age

March 6, 1942

Freighter. Torpedoed by German submarine 130 miles NE of Paramariabo, Dutch Guiana. There was only one survivor.

SS Steel Age

Company: Isthmian Steamship Co. New York, NY
Master: Ralph Jones (Lost)
Gross Tons: 6188

Home Port: New York, NY

Built: 1920 @ Kearny, NJ
Dimensions: 396' x 55' x 31'



The Freighter, SS STEEL AGE, was torpedoed by the German submarine U-129 (Clausen) at 2205 ship's time on March 6, 1942 about 130 miles northeast of Paramaribo, Dutch Guiana (6-45 North/53-15 West) while en route, alone and unarmed, from Calcutta, India to New Orleans, Louisiana with a cargo of manganese ore. She carried a crew of 34 men. There was only one survivor and he was taken prisoner. Photo courtesy of SSHSA Coll'n, U of B Library.

At 2205, the ship was struck by two torpedoes on the starboard side. The first hit amidships and the second between #4 and #5 holds. She went down within 2 minutes. The lone survivor, an AB, who had been in the messroom when the torpedo hit, rushed on deck April 6, 1942. He spent the remainder of the war at a prison camp, about 25 miles southeast of Bremen, Germany. The British liberated the camp on April 29, 1945.

and found the main deck awash. He jumped on a life raft and floated free of the ship. No other survivors were seen by him before he was picked up 20 minutes later by the sub. After his capture, he was fed and had his injuries treated by a doctor. The AB was kept on the sub for a month before being landed at the port of Lorient, France on

down within 2 minutes.

The lone survivor, an AB, who had been in the messroom when the torpedo hit, rushed on deck

April 6, 1942. He spent the remainder of the war at a prison camp, about 25 miles southeast of Bremen, Germany. The British liberated the camp on April 29, 1945.

The U-129 (von Harpe) was scuttled in Lorient, France on August 18, 1944.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Hewey, Hudson A

RO

Stephen Hopkins

Sept. 27, 1942

Liberty Ship. Shelled and sunk in South Atlantic, but her guns sank a German raider.

SS Stephen Hopkins

Home Port: San Francisco, CA

Company: Luckenbach Steamship Co. New York, NY
Master: Paul Buck (Lost)
Gross Tons: 7176

Built: May 1942 @ Richmond, CA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS STEPHEN HOPKINS, was shelled and sunk by the German Raiders STIER (Gerlach) and TANNENFELS (Haase) at 0935 September 27, 1942 in the South Atlantic (28-08 South/11-59 West) while en route from Capetown, S.A. to Paramaribo, Dutch Guiana in ballast to load bauxite. Her

complement was 40 merchant crew, 15 Naval Armed Guard, and 1 passenger. Thirty-two crew members and 9 Navy men were killed in the battle or perished from exposure on rafts and lifeboats, including the Master and Armed Guard officer.

At 0935, the HOPKINS was attacked by the STIER and her escort, the blockade runner TANNENFELS. The first salvo slammed into the superstructure of the vessel. The Master kept the stern of the HOPKINS towards the raiders. Intense fire was poured into the vessel by both raiders. The men of the HOPKINS fought back with the 37 mm bow gun, machine guns, and the 4" stern gun. Shells from the HOPKINS continued to strike the STIER. The raider's shells turned the HOPKINS into a burning, twisted wreck. The HOPKINS went down in flames but the STIER followed her to the bottom. The TANNENFELS, although damaged, made Bordeaux, France safely with the survivors of the STIER.

The Second Engineer and eighteen other survivors made the coast of Brazil, on October 27 at 0400.

A final comprehensive tribute to all who served on the STEPHEN HOPKINS during her great fight was paid in the words of a spokesman for the Office of the Chief of Naval Operations:

"The extraordinary heroism and outstanding devotion to duty of the officers and crew of the Armed Guard and the ship's company were in keeping with the highest tradition of American seamanship. Their fearless determination to fight their ship and perseverance to engage the enemy to the utmost until their ship was rendered useless, aflame, and in a sinking condition, demonstrated conduct beyond the call of duty."

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Gamburg, Jack

RO

Suffolk

Dec. 11, 1943

Freighter. Sank with all hands in storm off Montauk Point, Long Island, New York

SS Suffolk

Company: Sprague Steamship Co. Boston, MA
Master: Charles Thistle (Lost)
Gross Tons: 4607

Home Port: Portland, ME

Built: 1911 @ Camden, NJ
Dimensions: 366' x 50' x 28'



The Freighter, SS SUFFOLK, was lost with all hands when she foundered and sank in a raging Northeaster on December 11, 1943 about 20 miles south of Montauk Point, Long Island (40-43 North/72-00 West) while en route from Norfolk, Virginia to Boston with a cargo of coal. She carried a crew of 36 and an Armed Guard of 6. Photo courtesy of Mariners Museum, Newport News, VA.

The last report from the ship was picked up by a shore station at 1230 EWT on December 11, stating the ship was foundering in a heavy gale. On December 31, 1943 about 1230 EWT the USS REEVES (DE-156) picked up a raft on which were

the bodies of a crew member and a Navy gunner in position 38-48 North/66-03 West. The raft contained plenty of rations and water. It was determined the men had died of exposure only two days before the raft was sighted.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Kirk, Vincent A.

RO

Sumner I. Kimball

Jan. 16, 1944

**Freighter. Torpedoed
900 miles east of
Newfoundland after
straggling from
convoy. No survivors.**

SS Sumner I. Kimball

Home Port: Portland, ME

Company: Mystic Steamship Co. Boston, MA
Master: Harry Atkins (Lost)
Gross Tons: 7176

Built: September 1943 @ Portland, ME
Dimensions: 441' x 57' x 37'

The Freighter, SS SUMNER I. KIMBALL, was torpedoed by the German submarine U-960 (Heinrich) at 2048 GCT on January 16, 1944 about 900 miles east of Belle Isle Strait (52-35 North/35-00 West) while en route from Hull, England to New York via Loch Ewe, Scotland in ballast. She was part of Convoy

ON-219 but had straggled from the convoy the morning of January 16. At 2250 GCT, a distress call was picked up from this ship, but nothing more was ever heard of the ship or its crew. Her complement was 39 crew members and 24 Naval Armed Guard. There were no survivors.

The U-960 (Heinrich) was sunk May 19, 1944 northwest of Algiers by USS LUDLOW (DD-438)

and USS NIBLACK (DD-424). The skipper and 21 of his crew were rescued.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Demboski, Michael J.

RM3

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Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Hughes, Murrill E.

RO

Sunoil

Apr. 5, 1943

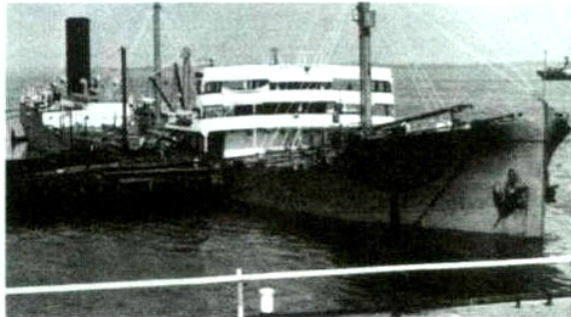
Tanker. Torpedoed in North Atlantic while in convoy. There were no survivors.

MS Sunoil

Company: Sun Oil Co. Philadelphia, PA (The Sun Co.)
Master: Sedolf Berg Hegg Lund (Lost)
Gross Tons: 9005

Home Port: Philadelphia, PA

Built: 1927 @ Chester, PA
Dimensions: 481' x 66' x 37'



The Tanker had suffered engine trouble and straggled behind the convoy. She had been the last ship in the 4th column. The Escort Commander reported the SUNOIL straggling at 0610. The U-563 surfaced and sighted the SUNOIL, which was zigzagging. At 0745 the sub fired three torpedoes, one of which hit. The Tanker returned fire with her guns and forced the U-563 to submerge. At 0800, the tanker sent a distress call which was picked up by the Escort Commander and by shore stations. HMS VIDETTE (I-43) was sent to her assistance with explicit orders to return to the convoy before dark. At 1102 the U-530 sighted the tanker and followed her for seven hours. Three torpedoes were fired, one of which hit. It took two more to finish her off. Nothing more was ever heard or seen of the

The Tanker, MS SUNOIL, was torpedoed by the German submarine U-563 (Hartmann) and U-530 (Lange) at 0745 ship's time and 1800 ship's time on April 4, 1943 in the North Atlantic (58-16 North/34-14 West) while en route from Halifax, Nova Scotia to the Clyde River, Scotland with a cargo of fuel oil. She was a part of Convoy HX-231 (#45). Her complement was 43 crew members and 16 Naval Armed Guard. There were no survivors. Photo courtesy of Sun Refining & Marketing Co.

SUNOIL or her crew. The VIDETTE found no trace of her and had to abandon the search and return to the convoy. It is assumed that the tanker must have been well to the north of the estimated position given in her original distress call. No distress call was received after the ship was attacked by the U-530. It must be assumed the radio was damaged or the ship went down so fast it was not possible to get off an SOS.

There was no mention in the U-530's log concerning survivors or whether or not any lifeboats or rafts got away.

The U-563 (Borchardt) was bombed and sunk northwest of Brest, France on May 31, 1943. There were no survivors. The U-530 (Wehrmuth) surrendered in Argentina on July 10, 1945.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Cook, Dean Hamp

RO

Sunoil

Apr.5, 1943

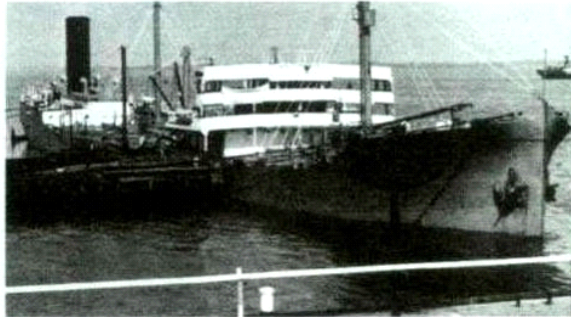
Tanker. Torpedoed in North Atlantic while in convoy. There were no survivors.

MS Sunoil

Company: Sun Oil Co. Philadelphia, PA (The Sun Co.)
Master: Sedolf Berg Hegg Lund (Lost)
Gross Tons: 9005

Home Port: Philadelphia, PA

Built: 1927 @ Chester, PA
Dimensions: 481' x 66' x 37'



The Tanker had suffered engine trouble and straggled behind the convoy. She had been the last ship in the 4th column. The Escort Commander reported the SUNOIL straggling at 0610. The U-563 surfaced and sighted the SUNOIL, which was zigzagging. At 0745 the sub fired three torpedoes, one of which hit. The Tanker returned fire with her guns and forced the U-563 to submerge. At 0800, the tanker sent a distress call which was picked up by the Escort Commander and by shore stations. HMS VIDETTE (I-43) was sent to her assistance with explicit orders to return to the convoy before dark. At 1102 the U-530 sighted the tanker and followed her for seven hours. Three torpedoes were fired, one of which hit. It took two more to finish her off. Nothing more was ever heard or seen of the

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SUNOIL or her crew. The VIDETTE found no trace of her and had to abandon the search and return to the convoy. It is assumed that the tanker must have been well to the north of the estimated position given in her original distress call. No distress call was received after the ship was attacked by the U-530. It must be assumed the radio was damaged or the ship went down so fast it was not possible to get off an SOS.

There was no mention in the U-530's log concerning survivors or whether or not any lifeboats or rafts got away.

The U-563 (Borchardt) was bombed and sunk northwest of Brest, France on May 31, 1943. There were no survivors. The U-530 (Wehrmuth) surrendered in Argentina on July 10, 1945.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Akers, Aubrey H.

RO

Sunoil

Apr. 5, 1943

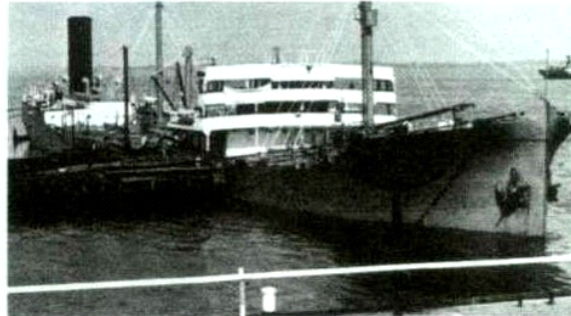
Tanker. Torpedoed in North Atlantic while in convoy. There were no survivors.

MS Sunoil

Company: Sun Oil Co. Philadelphia, PA (The Sun Co.)
Master: Sedolf Berg Hegglund (Lost)
Gross Tons: 9005

Home Port: Philadelphia, PA

Built: 1927 @ Chester, PA
Dimensions: 481' x 66' x 37'



The Tanker had suffered engine trouble and straggled behind the convoy. She had been the last ship in the 4th column. The Escort Commander reported the SUNOIL straggling at 0610. The U-563 surfaced and sighted the SUNOIL, which was zigzagging. At 0745 the sub fired three torpedoes, one of which hit. The Tanker returned fire with her guns and forced the U-563 to submerge. At 0800, the tanker sent a distress call which was picked up by the Escort Commander and by shore stations. HMS VIDETTE (I-43) was sent to her assistance with explicit orders to return to the convoy before dark. At 1102 the U-530 sighted the tanker and followed her for seven hours. Three torpedoes were fired, one of which hit. It took two more to finish her off. Nothing more was ever heard or seen of the

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There was no mention in the U-530's log concerning survivors or whether or not any lifeboats or rafts got away.

The U-563 (Borchardt) was bombed and sunk northwest of Brest, France on May 31, 1943. There were no survivors. The U-530 (Wehrmuth) surrendered in Argentina on July 10, 1945.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Ruiz, Dionisio R.

RO

Susana

Oct. 13, 1942

Freighter. 325 miles south of Cape Farewell, Greenland, while in convoy.

SS Susana

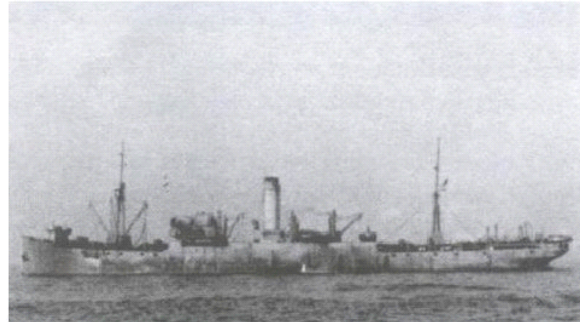
Home Port: Manila, P.I.

Company: Madrigal & Co. Manila, P.I.

Master: Not known

Built: 1914 @ Monfalcone, Austria

Dimensions: 401' x 55' x 23'
Former Names: (a) ERNY (b) WARAZAWA (c) STANLEY DOLLAR



The Freighter, SS SUSANA, was torpedoed by the German submarine U-221 (Trojer) at 2010 ship's time on October 12, 1942 about 325 miles south of Cape Farewell, Greenland (53-41 North/41-23 West) while en route in Convoy SC-104 from New York to Cardiff, Wales. She had a crew of 43 and an Armed Guard of 16. Of this number, 28 crew members and 10 of the gun crew were lost. Photo courtesy of Mariners Museum, Newport News, VA.

At 2010 ship's time, a torpedo struck on the starboard side just forward of #5 hold. The stern began to sink immediately and disappeared within a few minutes.

The ship was abandoned immediately with the sea so rough it was almost impossible to launch the lifeboats, although one did get away. Most of the crew jumped overboard. The British Rescue Ship SS GOTHLAND rescued 15 crew members and 6 Navy men from the lifeboat about an hour after the ship had been abandoned. The sea and swell made it impossible for the rescue ship to lower a lifeboat. The Captain maneuvered the

GOTHLAND carefully among the men in the water and in the lifeboat and by this means were able to haul them aboard into the ship's side, where the GOTHLAND's crew risked their lives to get them aboard.

The U-221 (Trojer) was bombed and sunk on September 27, 1943 southwest of Ireland. There were no survivors.

*For more detail on this rescue, see "The Rescue Ships" by Schofield & Martyn, William Blackwood & Sons. London 1968.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Crowley, Louis V.

RO

Swiftsure/Zaandam

Nov. 2, 1942

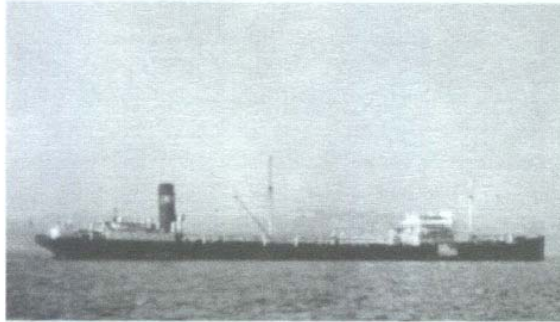
Tanker. Torpedoed Oct. 8, 1942 near Cape of Good Hope. RO survived, but died when repatriation ship MS Zaandam was torpedoed off Brazil.

SS Swiftsure

Company: Marine Transport Lines, Inc. New York, NY
Master: Marion J. Matthews
Gross Tons: 8207

Home Port: Wilmington, DE

Built: 1921 @ Portland, OR
Dimensions: 465' x 60' x 28'



The Tanker, SS SWIFTSURE, was torpedoed by the German submarine U-68 (Merten) at 2150 ship's time on October 8, 1942 about 25 miles southeast of the Cape of Good Hope, South Africa (34-40 South/18-25 East) while en route from Abadan, Iran to Capetown, South Africa with 70,000 barrels of diesel oil. The tanker was proceeding alone and unarmed. She carried a crew of 33 men and all were saved. However, 16 crew members were lost when the SS ZAANDAM, the ship on which they were being returned to the United States, was torpedoed on November 2, 1942. Photo courtesy of SSHA Coll'n, U of B Library.

At 2150, a torpedo struck the starboard side at #8 tank. The tank was blasted open by the explosion. The ammonia lines to the ice machines were damaged and the ship immediately caught fire. The crew fought the fire for half an hour before being ordered to abandon ship. The engines were secured. The next day, the Captain and several crew members returned to the ship in a British vessel, with the hope of salvaging her but she was still burning fiercely. Later that evening, the tanker could not be found.

After fighting the fire for half an hour, the crew abandoned ship in #1-3-4 lifeboats. The boats circled the ship for several hours, hoping the flames would subside, before a British minesweeper came out and took the survivors to Cape-

town. Thirty-one survivors of the SWIFTSURE boarded the SS ZAANDAM at Capetown on October 21. This ship was torpedoed on November 2, 1942 in position 1-17 North/36-40 West. There were 15 survivors from the SWIFTSURE who were saved. Eight of them spent 5 days in a lifeboat before being picked up at 0800 on November 7 by the SS GULFSTATE. Seven other survivors were in a lifeboat that landed at Barreirinhas, Brazil on November 11, 1942. Sixteen of the original survivors of the SWIFTSURE did not survive the sinking of the ZAANDAM.

The U-69 (Lauzemis) was sunk April 10, 1944 north of Madeira by aircraft from the USS GUADALCANAL (CVE-60).

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Grant, John Ronald

RO

Tambour

Sept. 26, 1942

**Freighter. Torpedoed
in South Atlantic en
route from
Paramaribo, Dutch
Guiana to Trinidad.**

SS TAMBOUR

Home Port: Panama City, R.P.

Company: Alcoa SS Co.

Master: Halfdan Morland (30) Norwegian (Lost)

Built: Frederikstad, Norway 1917

Gross Tons: 1827

Former Name: FIDRA ex Finnish

The Panamanian flag freighter, SS TAMBOUR, was torpedoed by the German U-174 (Heinrich Bruns) at 0640 ship's time on September 26, 1942 in position 8-50 N./59-50 W., while en route from Paramaribo, D.G. to Trinidad with a cargo of 2585 tons of Bauxite. The TAMBOUR left New York on June 16, 1942 bound for Trinidad. At no time during the entire trip from New York was there an escort for this ship.

On board was a complement of 29 merchant crew and 3 U.S. Naval Armed Guard. Eight (8) crew members were lost including one American citizen. The crew was made up of 12 nationalities.

At 0605 local time, a torpedo struck the ship on the starboard side between #3 and #4 hatches well below the water

line. The explosion caused the deck to blow up, blew down the main mast, and cargo was blown high in the air. The TAMBOUR sank within one minute.

There was no time to launch boats. Survivors were either blown overboard or jumped overboard and climbed on rafts which had floated free. The 24 survivors were picked up on September 27th by the Norwegian SS THALATTA and landed at Port of Spain, Trinidad on September 28th.

The U-175 (Bruns) was sunk April 17, 1943 in position 48-50 N./21-20 W. by the USCGC SPENCER (WPG-36). There were 41 survivors. Thirteen were lost including the Commanding Officer Bruns.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Tempest, Benjamin G.

RO

Tillie Lykes

June 18, 1942

Freighter. Torpedoed 150 miles ESE of Yucatan Peninsula, Mexico. There were no survivors.

SS Tillie Lykes

Home Port: Galveston, TX

Company: Lykes Bros. Steamship Co. New Orleans, LA
Master: Gus Warren Darnell (Lost) (SS CARDONIA)
Built: 1920 @ Duluth, MN
Dimensions: 251' x 44' x 26'

Gross Tons: 2572

Former Name: (a) LAKE FLORIAN



The Freighter, SS TILLIE LYKES, was torpedoed by the German submarine U-502 (von Rosenstiel) on June 18, 1942 about 150 miles ESE of Punta Herrero, Mexico on the Yucatan Peninsula (19-00 North/85-00 West) while en route from Galveston, Texas to San Juan, Puerto Rico with foodstuffs and machinery. The ship was sailing alone and unarmed. She carried a crew of 28 men. There were no survivors. Photo courtesy of Eric Steinfeldt.

This ship was never heard from again. There were no distress calls and no wreckage was ever found.

The U-502 (von Rosenstiel) was bombed and sunk on July 5, 1942 west of La Rochelle, France. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Kugel, Martin

RO

Timothy Pickering

July 14, 1943

Liberty Ship. Bombed while anchored in Avola, Sicily

SS Timothy Pickering

Home Port: San Francisco, CA

Company: American President Line, Ltd. San Francisco, CA
Master: G. Swanson
Gross Tons: 7181

Built: April 1942 @ Richmond, CA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS TIMOTHY PICKERING, was bombed by German aircraft at 1040 GCT on July 14, 1943 while anchored at Avola, Sicily after a voyage from Alexandria, Egypt. She was carrying general cargo and British troops. Her complement was

43 merchant crew, 23 Naval Armed Guard, and 126 British troops. Twenty-two crew members, 8 Navy gun crew, and 100 soldiers were killed.

At 1040 GCT, the ship was attacked by Stuka dive bombers. One bomb struck forward of #4 hold, penetrated the deck, and exploded in the engine room and #4 deep tank. The cargo of ammunition blew up and fire broke out amidships. There was a huge hole in the hull on the starboard side of #4 hold, and the deck around #4 hatch was destroyed. The ship settled until the stern touched bottom. After shelling by Allied warships to further sink the ship, the bow remained in sight

due to the shallow water.

There was no time to launch boats or rafts. The survivors jumped overboard or climbed down ropes or the anchor chain. Five were picked up by an invasion barge and put aboard the SS O. HENRY and put ashore at Avola. The other survivors were picked up by various small craft and put aboard HMS ANRA. They were eventually put ashore at Tripoli, Libya.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Vickerman, Charles M.

RO

Velma Lykes

June 4, 1942

Freighter. Torpedoed in Yucatan Channel, Mexico. Sank in one minute.

SS Velma Lykes

Home Port: Houston, TX

Company: Lykes Bros. Steamship Co. New Orleans, LA

Master: Hans G. Beck

Built: 1920 @ Duluth, MN

Dimensions: 251' x 44' x 26'

Gross Tons: 2572

Former Names: (a) LAKE FLOURNOY (b) SOUTHSEAS

The Freighter, SS VELMA LYKES, was torpedoed by the German submarine U-158 (Rostin) at 2135 CWT on June 4, 1942 in the Yucatan Channel about 20 miles off Puerto Juarrez, Mexico (21-21 North/86-36 West) while en route alone from Gal-

veston, Texas to Cristobal, Canal Zone with 3600 tons of general cargo. She carried a merchant crew of 28 and a Naval Armed Guard of 4. Fifteen crew members were lost in the explosion or went down with the ship.

At 2135 CWT, a torpedo struck at #3 hold on the starboard side, tearing open the section of the ship around #3 and #4 holds. The ship was stopped immediately. She listed to starboard and sank by the stern in about one minute.

the British SS ARDENVOHR, broke away from the convoy and picked up 17 survivors off the 3 rafts and rejoined the convoy about 1400 CWT on June 6, 1942.

Three life rafts were released. The Captain and two men tried to lower #2 lifeboat but the rapidly rising water jammed it in the davits. They stepped into the after port life raft which had floated forward and cleared the ship just as it went under. They rowed around picking up and distributing the men on the other two rafts. About 1000 CWT, on June 6, a PBY patrol plane was sighted and signalled with flags. The plane answered. Later a convoy of 17 ships hove into sight. One of them, the British SS ARDENVOHR, broke away from the convoy and picked up 17 survivors off the 3 rafts and rejoined the convoy about 1400 CWT on June 6, 1942.

Three days later, on June 10, 1942, the SS ARDENVOHR was torpedoed. Remarkably, all of the 17 men she was carrying from the VELMA LYKES survived this second torpedoing. Six of them were rescued by the SS FLORA, three were picked up by the Columbian schooner RESOLUTE and transferred to the USS EDISON (DD-439), while eight others were found by the USS BARRY (DD-248). All 17 survivors were landed at Cristobal, C.Z.

The U-158 (Rostin) was bombed and sunk June 30, 1942 west of Bermuda. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Minzey, Vernon W.

RO

Venore

Jan. 23, 1942

Collier. Torpedoed and shelled 20 miles SE of Cape Hatteras, North Carolina.

SS Venore

Home Port: New York, NY

Company: Ore Steamship Co. New York, NY

Master: Fritz Duurloo (Lost)

Built: 1921 @ Sparrows Point, MD

Dimensions: 550' x 72' x 44'

Gross Tons: 8017
Former Names: (a) G. HARRISON SMITH (b) CHARLES G. BLACK

The Collier, SS VENORE, was torpedoed and shelled by the German submarine U-66 (Zapp) at 1945 ship time on January 23, 1942 about 20 miles southeast of Cape Hatteras, North Carolina (34-50 North/75-20 West) while en route, alone and un-

armed, from Cruz Grande, Chile to Baltimore, Maryland with a cargo of iron ore. Seventeen out of a crew of 39 were lost.

At 1945, a torpedo struck on the port side forward of the boiler room. The ship sank shortly after the attack.

miles north of Diamond Shoals Lightship. One other survivor was picked up by the Texaco tanker MS AUSTRALIA on January 25, 1942.

Four lifeboats and a raft were lowered. Two of the lifeboats were lost because they were launched while the ship was still at full speed. The third got away with only 2 men in it. One lifeboat with 21 survivors was picked up by the SS TENNESSEE about 1100 on January 25, about 60

The U-66 (Seehausen) was sunk off the Cape Verde Islands on May 6, 1944 by aircraft from USS BLOCK ISLAND (CVE-106) and USS BUCKLEY (DE-51). There were 36 survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Clark, James

RO

Virginia

May 12, 1942

Tanker. Torpedoed off mouth of Mississippi River.

SS Virginia

Company: National Bulk Carriers, New York, NY
Master: Bengt H. Larson (Lost)
Gross Tons: 10,731

Home Port: Wilmington, DE

Built: 1941 @ Norfolk, VA
Dimensions: 501' x 70' x 38'



The ship had stopped to pick up a pilot when she was attacked. The submarine was between the ship and the shore. At 1506 CWT, a torpedo struck on the port side at #8 tank, blowing a hole below the waterline, but there was no fire. A second and third torpedo followed, striking in the engine room on the port side, causing a terrific explosion, which enveloped the ship in flames. The water around the ship was covered with burning gasoline. The ship went down within a few minutes, the superstructure remaining above water.

The Tanker, SS VIRGINIA, was torpedoed by the German submarine U-507 (Schacht) at 1506 CWT on May 12, 1942 about 1 ½ miles from the mouth of the Mississippi River (28-53 North/89-29 West) while en route from Baytown, Texas to Baton Rouge, Louisiana with 180,000 barrels of gasoline. There was a crew of 40 men on board. There were only 14 survivors. Twenty-five men were killed in the explosion and fire and a wiper died of burns in the Marine Hospital at New Orleans. Photo courtesy of SSHSA Coll'n, U of B Library.

There was no possibility of launching any lifeboats or rafts. The survivors had to dive overboard. They swam for 30 minutes until they were picked up by the PT-157 and landed at Burrwood, Louisiana Naval Base.

The U-507 (Schacht) was bombed and sunk northwest of Natal, Brazil on January 13, 1943. There were no survivors.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Cotton Jr., James T.

RO

W. D. Anderson

Feb. 22, 1942

Tanker. Torpedoed 12 miles NE of Jupiter Inlet Light, Florida. There was only one survivor.

SS W.D. Anderson

Home Port: Philadelphia, PA

Company: Atlantic Refining Co. Philadelphia, PA (Atlantic-Richfield Corp.)
Master: Albert Benjamin Walters (Lost)
Built: 1921 @ Oakland, CA
Dimensions: 500' x 71' x 31'

Gross Tons: 10,227
Former Name: (a) TAMIAHUA

The Tanker, SS W.D. ANDERSON, was torpedoed by the German submarine U-504 (Poske) at 1900 EWT on February 22, 1942 about 12 miles northeast of Jupiter Inlet Lighthouse, Florida (27-09 North/79-56 West) while en route alone and unarmed, from Atreco, Texas to Philadelphia, Pennsylvania with a cargo of crude oil. There was only one survivor out of a crew of 36 men. Photo courtesy of Mariners Museum, Newport News, VA.



At 1900 EWT, a torpedo struck and the ship blew up and became a mass of flames. The water surrounding the ship was a sea of burning oil.

Most of the crew were trapped in the mess room in the after section. Two crew members were on the stern drinking coffee when the torpedo was seen approaching the ship. Without hesitation, one of them dived overboard immediately and swam under water until he cleared the flaming oil. His companion was not seen

again. The lone survivor was eventually picked up by a small fishing boat and transferred to the Coast Guard boat TROUPER and taken to Stuart, Florida. He was hospitalized for 3 days.

The U-504 (Luis) was sunk July 30, 1943 northwest of Cape Ortegal, Spain by HMS KITE (U-87) and HMS WOODPECKER (U-08). There were no survivors.

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Siltz, Francis E.

RO

W. L. Steed

Feb. 2, 1942

Tanker. Torpedoed and shelled 90 miles of mouth of Delaware River. Only four survivors.

SS W.L. Steed

Company: Standard Oil of New Jersey, New York, NY (Exxon Corp.)
Master: Harold G. McAvenia (Lost)
Gross Tons: 6182

Home Port: Wilmington, DE

*Built: 1918 @ Quincy, MA
Dimensions: 432' x 56' x 33'*



The Tanker, SS W.L. STEED, was torpedoed and shelled by the German submarine U-103 (Winter) at 1240 EWT on February 2, 1942 about 90 miles off the mouth of the Delaware River (38-25 North/72-43 West) while en route, alone and unarmed, from Caragena, Colombia to an unknown port, with a cargo of 66,000 barrels of crude oil. Of the ship's crew of 38, there were only 4 survivors. Photo courtesy of Exxon Co., U.S.A.

At 1240, a torpedo struck on the starboard side, forward of the bridge at #3 tank. The explosion set the cargo on fire and the ship began to settle by the bow. About 10 minutes after the torpedo struck, a submarine surfaced and commenced shelling the ship. At that time, all the boats were clear of the tanker. About 40 minutes after the torpedo attack, the ship finally exploded and sank.

All four lifeboats were launched immediately after the torpedo hit. All hands left the ship safely in four lifeboats. They attempted to head in a northwesterly direction but the weather conditions were terrible, with a snowstorm and a rough northwest sea that was getting rougher. The cold was intense. Number 2 lifeboat got away from the ship with 15 survivors, but when it was picked up 4 days later on February 6 by the British SS HARTLEPOOL, only 2 men were still alive, the

2nd and Chief Mates. They were landed at Halifax, Nova Scotia on February 9 and taken to a hospital, where the Chief Mate died the following day. The 2nd Mate remained in hospital until February 28. Lifeboat #3 left the ship with 5 survivors. It was picked up on February 4 by HMCS ALCANTARA and landed at Halifax on February 7. There were 3 men still alive in this boat, the Bosun and 2 A.B.'s. Lifeboat #4 cleared the tanker with 14 men aboard and this boat was not sighted until February 12, by the British SS RABY CASTLE in position 37-38 North/68-33 West. Only one man was still alive, the 2nd Engineer, but he died on February 15 and was buried at sea. The #1 boat with 4 men aboard was never accounted for.

The U-103 (Janssen) was bombed and sunk at Kiel, Germany on April 15, 1945.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Brett, R. L.

3rd RO

W.C. Teagle

Oct. 17, 1941

**Steam Tanker.
Torpedoed by German submarine en route from Aruba, DWI via Sydney and Halifax, Nova Scotia. One survivor.**

SS W. C. TEAGLE

Panamanian Flag Steam Tanker

Built: 1917 – Sparrows Point, Maryland

Master: H. P. Barlow (Lost)

Company: Panama Transport Company

DWT: 16,080

Dimensions: 516 feet long, 68 feet wide, and 38.25 feet deep



Torpedoed and sunk by U 558 (Gunther Krech) on 17 Oct 1941, in about 57N-25W, en route from Aruba via Sydney and Halifax, N.S. to Swansea with a cargo of fuel oil. Her complement was 45 officers and men (including 3 navy gunners). Only one man survived.

On the evening of October 16, at 9:20 pm, , the W C TEAGLE was torpedoed and burst into flames with burning oil spilling into the sea. Crew members fighting the fire were thrown into the sea when the stern plunged downward. Within a few minutes the bow of the ship was standing vertically out of the water and slid below the surface. The only survivor, Chief Radio Operator Norman Houston, was in the water for 5 hours until rescued by H.M.S. VERONICA. Two other RO's were lost.

Lyons, A, E,

2nd R

W.C. Teagle

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Draper, Charles A.

RO

Walter Q. Gresham

Mar. 19, 1943

**Liberty Ship.
Torpedoed while in
convoy 625 miles west
of Ireland in convoy
from New York to
Clyde River, Scotland.**

SS Walter Q. Gresham

Home Port: New Orleans, LA

Company: Standard Fruit & Steamship Co. New Orleans, LA
Master: Byron Miller
Gross Tons: 7190

Built: February 1943 @ New Orleans, LA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS WALTER Q. GRESHAM, was torpedoed by the German submarine U-221 (Trojer) at 1455 GCT on March 19, 1943 about 625 miles west of Ireland (53-39 North/27-53 West) while en route in Convoy HX-229 (#21) from New York to

the Clyde River, Scotland. She carried a cargo of 9000 tons of powdered milk and sugar. Her complement was 41 merchant crew, 26 Naval Armed Guard and 2 passengers. Of this number, 22 crew members were lost, as were 5 of the gun crew.

At 1455 GCT, a torpedo struck aft of #5 hold on the port side. The explosion made a huge hole in the side of the hull and destroyed the gun crew quarters on the fantail. The after life raft on the port side was blown away, as was the propeller. The vessel went out of control after losing the propeller, so the engines were secured. The ship sank about one hour after the attack.

ing struck by the torpedo. Two of the lifeboats capsized in the heavy seas and as a result, many lives were lost. All the remaining survivors were picked up within 3 hours by HMS PENNYWORT (K-111) and HMS ANEMONE (K-48) and landed at Gourock, Scotland. The radio operator was lost when his rescuers were unable to get a firm hold on his life jacket or clothing. He slipped from their hands twice before he went down.

On the night of March 15, heavy seas had torn a lifeboat away from the ship, pulling out the davits and leaving 2 gaping holes in the boat deck.

The ship was abandoned immediately after be-

U-221 (Trojer) was bombed and sunk southwest of Ireland on September 29, 1943. There were no survivors.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Helmbold, William C.

RO

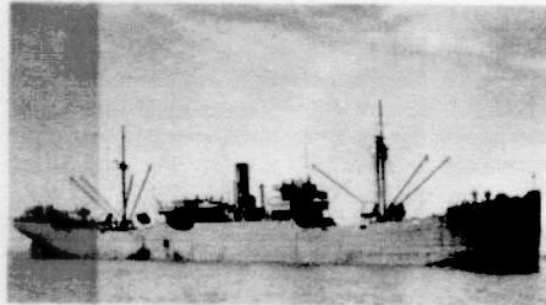
West Chetac

Sept. 24, 1942

**Freighter. Torpedoed
100 miles north of
Georgetown, British
Guiana.**

SS West Chetac

Company: Seas Shipping Co. New York, NY
Master: Frank Matthew Jasper (Lost)
Gross Tons: 5627



At 0730 GCT, a torpedo struck on the port side, exploding in #2 hold, blowing out the hatch covers and beams, and causing the ship to settle by the bow. Within 2 minutes the ship was gone. The explosion gave off a nauseating odor that caused many of the survivors to vomit.

The ship was abandoned immediately after the attack. Four lifeboats were launched but they all capsized due to the rough sea and the suction of the sinking ship. Most of the casualties resulted

Home Port: New York, NY

Built: 1919 @ Los Angeles, CA
Dimensions: 410' x 54' x 28'

The Freighter, SS WEST CHETAC, was torpedoed by the German submarine U-175 (Bruns) at 0730 GCT on September 24, 1942 about 100 miles north of Georgetown, British Guiana (8-05 North/58-08 West) while en route from Norfolk, Virginia to Basra, Iraq via Trinidad with 6100 tons of general war supplies. The ship had been in Convoy TAW-14 which had dispersed at 0030 GCT on September 24. Her complement was 39 merchant crew and 11 Naval Armed Guard. Twenty-two crew members including the Master, and 9 Navy men were lost. Photo courtesy of Mariners Museum, Newport News, VA.

from the capsizing of the boats. Nineteen survivors got away on three rafts. They were picked up by the USS ROE (DD-418) about 1000 GCT on October 1 and taken to Port of Spain, Trinidad. Six crew members and 2 of the Armed Guard were hospitalized there.

The U-175 (Bruns) was sunk southwest of Ireland on April 17, 1943 by the USCGC SPENCER. There were 41 survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

MacGary, G. A.

RO

West Ira

June 20, 1942

**Freighter. Torpedoed
120 miles SE of
Barbados. Only the
RO was lost.**

SS West Ira

Company: Pope & Talbot, Inc. San Francisco, CA
Master: Peter Winsens
Gross Tons: 5681



At 2200 ship's time, a torpedo struck on the starboard side in #2 hold, The ship began to settle immediately, and by 2233 she was completely submerged.

The ship was abandoned upon the Captain's orders. One lifeboat with 14 survivors arrived at Trinidad on June 25. Another lifeboat with 9 survivors was picked up by the Dutch SS MACUBA

Home Port: San Francisco, CA

Built: 1919 @ Seattle, WA
Dimensions: 410' x 54' x 29'

The Freighter, SS WEST IRA, was torpedoed by the German submarine U-128 (Heyse) at 2200 ship's time on June 20, 1942 about 120 miles southeast of Barbados (12-04 North/57-35 West) while en route alone from New York to the Persian Gulf via Capetown, South Africa, with a full load of general cargo. Her complement was 39 merchant crew and 10 Naval Armed Guard. The Radio Operator was lost. Photo courtesy of SSHSA Coll'n, U of B Library.

and landed at Barbados on June 24. The 25 other survivors arrived at Barbados on June 27, 1942.

The U-128 (Steinert) was sunk on May 17, 1943 south of Pernambuco, Brazil by the USS MOFFETT (DD-362) and USS JOUETT (DD-396). There were 47 survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Roux, Leon J.

RO

West Ivis

Jan. 26, 1942

**Freighter. Torpedoed
off East Coast of U.S.
Never arrived Buenos
Aires. There were no
survivors**

SS West Ivis

Company: Pope & Talbot, Inc. San Francisco, CA
Master: Alfred C. Larsen (Lost)
Gross Tons: 5666

Home Port: San Francisco, CA

Built: 1919 @ Seattle, WA
Dimensions: 410' x 54' x 29'



This ship was never seen or heard from again.

The Freighter, SS WEST IVIS, was torpedoed by the German submarine U-125 (Folkers) at 0404 GCT on January 26, 1942 somewhere off the East Coast of the United States. Time, date and position is that recorded by the sub. She was en route alone and unarmed from New York to Buenos Aires, Argentina with general cargo. She left New York on January 24 and was due in San Juan, P.R. on February 1, 1942. She carried a crew of 35. There were no survivors. Photo courtesy of SSHSA Coll'n. U of B Library.

The U-125 (Folkers) was sunk off Newfoundland on May 6, 1943 by HMS ORIBI (G-66) and HMS SNOWFLAKE (K-211). There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Van Cott, Harold S.

RO

West Lashaway

Aug. 30, 1942

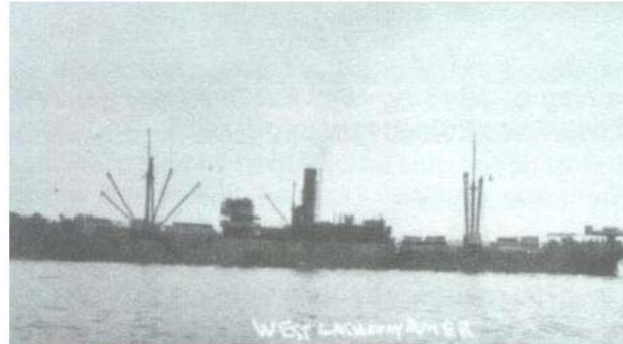
**Freighter. Torpedoed
350 miles east of
Trinidad.**

SS West Lashaway

Home Port: New York, NY

Company: American-West African Line, Inc. New York, NY
Master: Benjamin Bogden (Lost)
Gross Tons: 5637

Built: 1918 @ Seattle, WA
Dimensions: 410' x 54' x 27'



The Freighter, SS WEST LASHAWAY, was torpedoed by the German submarine U-66 (Markworth) at 1804 GCT on August 30, 1942 about 350 miles east of Trinidad (10-30 North/55-10 West) while en route alone from Takoradi, Gold Coast (Ghana) to New York via Trinidad with a cargo of cocoa beans, tin, copper, and palm oil. Her complement was 37 merchant crew, 9 Naval Armed Guard, and 9 passengers. Twenty-five crew members, 9 Navy men and 4 passengers were lost, 19 of them going down with the ship. Photo courtesy of SSHSA Coll'n, U of B Library.

At 1804 GCT, a torpedo was seen off the starboard side approaching the ship. The rudder was ordered hard left and the engines full speed ahead to evade the torpedo, but it struck on the starboard side just forward of the fireroom. A second torpedo struck in about the same place. The explosions demolished the engine room, stopping the engines and blowing out #3 hatch. The bridge area was blown up and both starboard boats were damaged. The ship sank a minute after the 2nd torpedo hit.

Since no boats could be launched, the ship was abandoned by the survivors on 4 life rafts. The rafts stayed together until heavy weather separated them. Two of the rafts were never seen again. Another raft sighted by a West Indian fisherman was found to contain one crew member, still alive.

The fourth raft had 19 survivors on board. On September 18, at 1400 GCT, a convoy of 4 ships and a destroyer were sighted. The destroyer, HMS VIMY (I-33) approached and opened fire on the raft. The Third Mate counted 16 rounds fired, but fortunately there were no hits. Shrapnel landed near the raft. The sail was then cut down and the VIMY stopped firing. The survivors were picked up by the VIMY and transferred to the Dutch PRINS WILLEM VAN ORANJE. They were landed at Barbados.

The U-66 (Seehausen) was sunk on May 6, 1944 off the Cape Verde Islands by aircraft from USS BLOCK ISLAND (CVE-106) and the USS BUCKLEY (DE-51). There were 36 survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Clarkson, Wilfred

RO

West Notus

June 1, 1942

Freighter. Shelled and sunk by U-Boat. 320 miles east of Cape Hatteras, North Carolina after 45 minute battle.

SS West Notus

Company: McCormick Steamship Co. San Francisco, CA
Master: Hans Gerner (Lost)
Gross Tons: 5492

Home Port: San Francisco, CA

Built: 1920 @ Los Angeles, CA
Dimensions: 410' x 54' x 27'



At 0615, the sub opened fire on the ship while about 2 miles off the port bow. The sub came closer to the ship and fired about 50 shells, including some incendiary shells, over a period of about 45 minutes. There were approximately 20 hits over the entire vessel. The steering gear was shot away, causing the ship to travel in circles. No distress could be sent as the radio was put out of commission. At 0617 ship's time, the gun crew fired back at the sub using the 5" gun aft, and the 30 mm machine guns. The ship was abandoned in a sinking condition. Naval Intelligence records state the ship was sunk by a shell exploding in a fuel tank, causing the ship to buckle amidship and sink. German records state a scuttling charge was placed aboard to sink her.

The ship was ordered abandoned by the Master after he had ordered the gun crew to cease fire.

The Freighter, SS WEST NOTUS, was shelled by the German submarine U-404 (von Bulow) at 0615 EWT on June 1, 1942 about 320 miles east of Cape Hatteras, North Carolina (34-10 North/68-20 West) while en route alone from Bahia Blanca, Argentina to New York via Trinidad with 7400 tons of flax seed. Her complement was 34 merchant crew and 6 Naval Armed Guard. The Master, 3rd Mate, Radio Operator and 3rd Assistant Engineer were killed by shellfire. Photo courtesy of SSHA Coll'n, U of B Library.

Shortly after giving this order, he was killed by shellfire. The ship was abandoned by 36 survivors in 2 lifeboats. The sub came alongside one of the lifeboats. The occupants were handed a bottle of Perrier mineral water and a piece of paper with the course of 275 degrees to Cape Hatteras and the distance of 320 miles, written in English. One boat with 18 survivors was picked up by the Greek SS CONSTANTINOS H. on June 3. They were landed at Bermuda on June 5. The other boat, with 18 survivors, was picked up by the Swiss SS SAENTIS on June 4 and landed at New York on June 5, 1942.

The U-404 (Schonberg) was bombed and sunk in the Bay of Biscay July 28, 1943. There were no survivors.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore

Wischebrink, Orren G.

RO

West Portal

Feb. 5, 1943

Freighter. Torpedoed in North Atlantic while in convoy. There were no survivors.

SS West Portal

Company: Pope & Talbot, Inc. San Francisco, CA
Master: Oswald Joseph Griffin (Lost)
Built: 1920 @ Harriman, PA
Dimensions: 440' x 54' x 30'

Home Port: San Francisco, CA

Gross Tons: 5376

Former Name: (a) EMERGENCY AID



The ship was a straggler from Convoy SC-118 when attacked and sunk by the sub. The ship and its crew were never seen again.

The Freighter, SS WEST PORTAL, was torpedoed by the German submarine U-413 (Poel) at 1300 local time on February 5, 1943 in the North Atlantic (52-00 North/33-00 West) while en route in Convoy SC-118 from New York to Liverpool, England with a full load of general cargo. Her complement was 40 merchant crew and 12 Naval Armed Guard. There were no survivors. Time, date and position is that recorded by the sub. Photo courtesy of Mariners Museum, Newport News, VA.

The U-413 (Sachse) was sunk on August 20, 1944 south of Brighton, England by HMS WENSLEYDALE (L-86), HMS FORESTER (H-74), and HMS VIDETTE (I-48).

Credits: Photo and text from “A Careless Word, A Needless Sinking” by Author Captain Arthur R. Moore

Skiba, Walter T.

RO

Wichita

Sept. 19, 1942

**Freighter. Torpedoed
300 miles NE of
Barbados. There were
no survivors.**

MS Wichita

Company: United States Lines, New York, NY
Master: Herman Swain Chessman (Lost)
Gross Tons: 6174

Home Port: New Orleans, LA

**Built: 1920 @ New Orleans, LA
Dimensions: 395' x 55' x 31'**



The ship left Takoradi on September 1, and was never seen or heard from again. The submarine commander reported the ship was on a

The Freighter, MS WICHITA, was torpedoed by the German submarine U-516 (Wiebe) at 0448 GCT on September 19, 1942 about 300 miles northeast of Barbados (15-00 North/54-00 West) while en route alone from Takoradi, Gold Coast (Ghana) to New York with general cargo. Her complement was 40 merchant crew and 10 Naval Armed Guard. There were no survivors. Photo courtesy of Mariners Museum, Newport News, Virginia.

course of 220° and that the ship went down in less than a minute after being hit.

The U-516 (Petran) surrendered in May 1945.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Whaley, Vincent E.

RO

William Clark

Nov. 4, 1942

**Liberty Ship.
Torpedoed in North
Atlantic while enroute
Iceland to Murmansk,
USSR.**

SS William Clark

Company: Isthmian Steamship Co. New York, NY
Master: Walter Edmund Elian (Lost)
Gross Tons: 7176



At 1235 GCT, a torpedo struck amidship on the port side in the engine room. The explosion killed 5 men in the engine room, disabled the engine, and flooded the engine room spaces. After the ship was abandoned, two more torpedoes hit the starboard side amidships, breaking the ship in two forward of the midship house. She sank about 1300 GCT. A distress call was sent but not acknowledged.

The ship was abandoned in #1-2-3 lifeboats, #4 boat having been destroyed in the explosion of the first torpedo. The 3 boats got together and the motor lifeboat (#1) in charge of the Master attempted to tow the other two. Because of the danger of swamping, the Master ordered the lines cast off. He told the other two boats he was going to try to sail to Iceland so that he could send help to them. This boat was never seen again. It was presumed to have swamped with all hands lost. Twenty-five survivors in #2 lifeboat were picked up by HMS ST. ELSTAN on November 7 about 20 miles from where the ship went down and landed

Home Port: Portland, OR

Built: February 1942 @ Portland, OR
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS WILLIAM CLARK, was torpedoed by the German submarine U-354 (Herbschleb) at 1235 GCT on November 4, 1942 in the North Atlantic (71-05 North/13-20 West) while en route alone from Hvalfjörður, Iceland to Murmansk, Russia with a cargo of airplanes, tanks, tires, and ammunition. She left New York on August 24, 1942, stopping at Boston where she joined Convoy BX-35 for Halifax. She left Halifax in Convoy SC-99 arriving Iceland on September 19 to await orders. She carried a merchant crew of 41 and a Naval Armed Guard of 30. Of this number, 18 crew members and 13 Navy men were lost. Photo courtesy of John W. Manning.

at Reykjavik on November 14. HMS CAPE PALLISER picked up #3 lifeboat containing 15 survivors and two dead crew members, the 2nd Mate and a Utilityman, on November 12. A Navy gunner in this boat died shortly after being rescued. All the survivors in this boat were near death when rescued. Two of the survivors in this boat lost their legs due to exposure. They were landed at Akureyri, Iceland.

This ship was one of ten ships selected to sail to Murmansk without a convoy because the previous convoys had suffered terrible losses. None of the ten ever reached their destination. The Master of this ship was advised he would be contacted by an escort vessel 5 hours after leaving Iceland but the only thing sighted was a couple of fishing boats.

The U-354 (Sthamer) was sunk August 25, 1944 in the Arctic Ocean northeast of Bear Island by aircraft from HMS VINDEX. There were no survivors.

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Penner, Rolland

RO

William H. Welch

Feb. 26, 1944

**Liberty Ship. Wrecked
on coast of Scotland**

SS William H. Welch

Home Port: Baltimore, MD

Company: T.J. Stevenson & Co. New York, NY
Master: Lee Marshall (Lost)
Gross Tons: 7176

Built: March 1943 @ Baltimore, MD
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS WILLIAM H. WELCH, was stranded and wrecked on Fura Island (57-51 North/5-35 West), which is near the entrance to Loch Ewe, Scotland, at 0420 local time on February 26, 1944 while en route from London to New York via

Loch Ewe in Convoy EN-50. She was bound into Loch Ewe to wait a convoy to New York. Her complement was 42 crew members, 29 Naval Armed Guard, and 3 passengers. There were only 12 survivors.

The WELCH was the ship of the Vice-Commodore, #2 in a single column of 10 ships. After grounding, waves 50 feet high rolled over the ship. At 0600, the ship broke in two forward of the midship house. The heavy seas prevented any lifeboats being launched. All hands gathered on the flying bridge. At 1152, giant waves swept the

bridge washing those on the flying bridge into the water.

The 12 survivors were rescued by local residents.

Note: For a complete account of this tragedy, read "Cold Corner of Hell" by Robert Carse; Doubleday & Co., Garden City, NY, 1969.

Spiegel, Sam

RO

William H. Welch

Feb. 26, 1944

**Liberty Ship. Wrecked
on coast of Scotland**

SS William H. Welch

Company: T.J. Stevenson & Co. New York, NY
Master: Lee Marshall (Lost)
Gross Tons: 7176

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Home Port: Baltimore, MD

Built: March 1943 @ Baltimore, MD
Dimensions: 441' x 57' x 37'

Loch Ewe in Convoy EN-50. She was bound into Loch Ewe to wait a convoy to New York. Her complement was 42 crew members, 29 Naval Armed Guard, and 3 passengers. There were only 12 survivors.

bridge washing those on the flying bridge into the water.

The 12 survivors were rescued by local residents.

Note: For a complete account of this tragedy, read "Cold Corner of Hell" by Robert Carse; Doubleday & Co., Garden City, NY, 1969.

Dalbey, Carl S.

RO

William P. Frye

Mar. 29, 1943

**Liberty Ship.
Torpedoed while in
convoy enroute to
Liverpool, England.**

SS William P. Frye

Home Port: Portland, ME

Company: Mystic Steamship Co. Boston, MA
Master: Meinhard Scherf (Lost)
Gross Tons: 7176

Built: February 1943 @ Portland, ME
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS WILLIAM P. FRYE, was torpedoed by the German submarine U-610 (von Freyburg) at 2240 GCT on March 29, 1943 in the North Atlantic (56-57 North/24-15 West) while en route in Convoy HX-230 from New York to Liverpool, England. She carried a full load of general cargo, including

750 tons of explosives and wheat in #1 hold, with 5 LCT Landing craft on deck. Her complement was 40 merchant crew and 24 Naval Armed Guard. Of this number, 35 crew members and 22 Navy men were lost. Five crew members and 2 Navy men were the only survivors.

At 1123 GCT, on March 28, the ship became a straggler due to engine trouble. The repairs were completed at 1430 GCT on March 28, but because of the heavy sea the ship did not respond to right rudder. The Master decided to remain hove to for a few hours, but when two torpedoes were seen near the ship at 1840, the vessel got underway in an attempt to evade the sub and rejoin the convoy. A speed of 12½ knots was maintained until 2240 on March 29, when a torpedo struck on the starboard side at #1 hold. About 4 minutes later, another struck on the starboard side of the engine room. The wheat in #1 hold cushioned the shock of the first torpedo, but the second torpedo was fatal. The ship went under, bow first, at 2246 GCT March 29, 1943.

One lifeboat with 10-12 men was successfully launched, but was never found. All the other survivors jumped overboard. Only 7 of them managed to reach an LCT which had floated free. They were picked up 5 days later on April 3, 1943 by HMS SHIKURI, a British destroyer, and landed at Londonderry, Northern Ireland on April 4.

The U-610 (von Freyburg) was bombed and sunk in the North Atlantic on October 8, 1943. There were no survivors.

*On January 27, 1915, at 0900, the American sailing ship, "WILLIAM P. FRYE," a 4 masted bark, was sunk by the German auxiliary cruiser, "PRINZ EITEL FRIEDRICH" in 23-34 South/24-25 West. This was the first U.S. flag vessel lost in World War I. The Master was Herman H. Kiehne who was lost while serving as Chief Mate on the SS LAMMOT DUPONT. (See page 168).

**Credits: Photo and text from "A Careless Word, A Needless Sinking"
by Author Captain Arthur R. Moore**

Bloom, Milford G

RO

William S. Thayer

Apr. 30, 1944

**Liberty Ship.
Torpedoed in Barents
Sea while in convoy to
Murmansk, USSR**

SS William S. Thayer

Home Port: Baltimore, MD

Company: A.L. Burbank & Co. Ltd. New York, NY
Master: David A. Sperbeck
Gross Tons: 7176

Built: August 1943 @ Baltimore, MD
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS WILLIAM S. THAYER, was torpedoed by the German submarine U-711 (Lange) at 1805 GCT on April 30, 1944 in the Barents Sea (73-52 North/19-10 East) while en route from Murmansk, Russia to a U.S. port via Loch Ewe, Scotland in ballast. She was a part of Convoy RA-59 (#33). Her

complement was 41 merchant crew, 29 Naval Armed Guard and 165 Russian naval personnel as passengers. Twenty-three crew members, 7 Naval Armed Guard and 13 passengers were lost.

At 1805 GCT, two torpedoes struck the ship on the starboard side, one hitting at the forward end of #2 hold and the other at #4 hold. The explosion in #4 hold blew the hull plates outward on the port side and shattered the propeller shaft, knocking out the main engines. The ship split across #4 hatch and broke in two aft of the midship house. The explosion in #2 hold brought down the jumbo boom and split the forward part of the ship at #2 hatch. Although the forward part of the ship sank in less than a minute, and the midship section within 2 minutes, the after section remained afloat for 3 hours, and eventually was sunk by gunfire from the escorts.

The ship was abandoned immediately with no chance of launching the lifeboats. The survivors left on rafts or by jumping overboard. Most of the Russian passengers remained on the stern section and were taken off by a rescue ship which came alongside. The survivors in the water and on the rafts were picked up by the SS ROBERT WEAVER and HMS WHITEHALL (I-94) and landed at Glasgow, Scotland.

The U-711 (Lange) was sunk on May 4, 1945 off Harstadt, Norway by aircraft from HMS SEARCHER, HMS TRUMPETER, and HMS QUEEN, escort carriers.

**Credits: Photo and text from “A Careless Word, A Needless Sinking”
by Author Captain Arthur R. Moore**

Boherer, Alfred A

RO

William Sharon

Dec. 28, 1944

Liberty Ship. Struck by suicide plane while in convoy in Phillipines. Repaired and returned to service.

SS William Sharon

Home Port: San Francisco, CA

Company: United Fruit Co. Boston, MA
Master: Edward Macaughey (Lost)
Gross Tons: 7176

Built: October 1943 @ Richmond, CA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS WILLIAM SHARON, was struck by a Japanese suicide plane at 0830 on December 28, 1944 while underway in a convoy from Surigao Straits off Panoan Island in the Phillipines. She was en route from Dulag, Leyte to Mindoro with a cargo consisting of gasoline in drums, explosives, trucks,

etc. Her complement was 41 merchant crew, 29 Naval Armed Guard, and an Army Security Officer. Six crew members, including the Master, and 4 Navy gunners were killed. The Army Security Officer was also killed. Six crew members were badly injured.

At 0820, a Japanese plane headed for the ship from the starboard quarter. Although the plane was hit and set on fire by the ship's guns, the plane continued straight for the bridge. It had just cleared #7 gun tub when the wing hit the stack. The plane veered to starboard crashing into the flying bridge and setting the midship house on fire and exploding the 20 mm ammunition in the ready boxes. The flying bridge, wheelhouse, chart room, and radio rooms were destroyed. The USS WILSON (DD-408) came alongside to assist fighting the fire and it was brought under control in 4 hours. The next day the ship was taken in tow and returned to Leyte where she was temporarily

repaired. She eventually arrived in San Francisco on April 13, 1945, repaired and returned to service on July 6, 1945.

The men in the engine room said the fires there were caused by gasoline leaking from the plane. Within 20 minutes, the flames were so intense the men were driven from the engine room. Before leaving, the engines were secured and fires in the boilers were extinguished. Dunnage stowed on the after end of the flying bridge was responsible for much of the fire in that area.

The Commanding Officer of the WILSON ordered the men on the SHARON to be taken aboard the WILSON.

Credits: Photo and text from "A Careless Word, A Needless Sinking" by Author Captain Arthur R. Moore