

VWOA NEWSLETTER

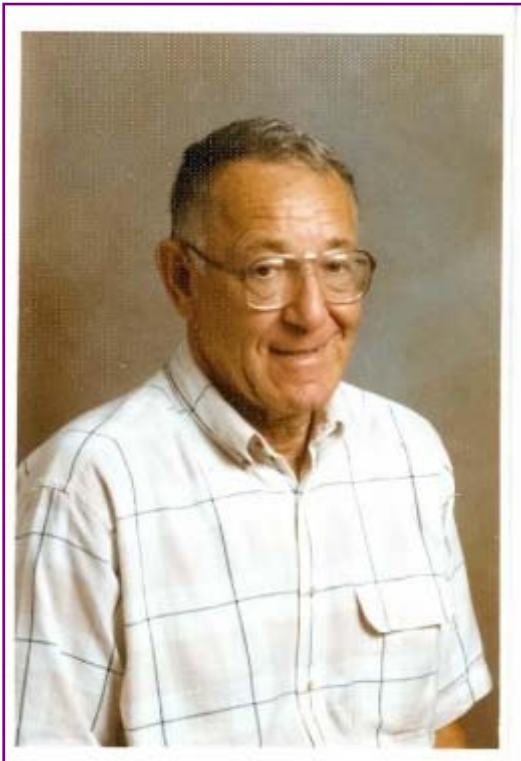
Email Issue #39

Francis T. Cassidy Editor

2008



This Issue will feature still another remembrance by VWOA Author Cy S. Brill who brought to you his story of **THE JINX** in VWOA NEWSLETTER Issue #30 in 2007. His past story dealt with things he recalled while serving as a Radio Officer at sea. In his present story he deals with moments recalled while working on shore for Marine WSF/Mackay Radio.



CY S. BRILL 1945

COLLISION AT SEA **BY AUTHOR Cy S. Brill**

"SOS SOS SOS de ICEH SOS here at 0320GMT Lat. 40.30N 69.53W Need immediate assistance Andrea Doria to all stations Distress Distress Just collided with another ship. We are too bending. Impossible to put lifeboats at sea".

I had the 4 to mid watch that night and was looking forward to a quiet night and a fast get-away. Somehow no matter how many times you heard that signal, it always had an electrifying effect. Your hear it—you freeze,

but only for a moment, and then you spring into action.

After my many years at sea, I had settled ashore as a Radio Operator at WSF/Mackay Radio. This was wireless telegraphy working on marine frequencies with ships at sea. Our range covered from New York harbor to the Caribbean.

As soon as I heard those call letters, I knew that the ship in trouble was the Andrea Doria. I acknowledged the Distress Call and learned that the other vessel was the Swedish passenger line Stockholm/SEJT. I then phoned the Italian Line and the Swedish American Line, both of whom were unaware of the situation. I was now knee deep as a liaison with info between the ships and their companies. Later the U. S. Coast Guard and many ships acknowledged the distress call and many came to participate in what turned out to be the greatest sea rescue since the Titanic.

In the post war era of 1956, unlike the mega ships of today, passenger accommodations were separated into classifications. The Andrea Doria had 190 passengers in first class, 267 passengers in cabin class, and 677 passengers in tourist class, along with 572 in the crew.

The ship was launched in 1951. After the depletion of the Italian fleet during WW2, the Andrea Doria was a bold creation that embodied the Italian tradition of style and luxury at sea. It was stunning and modern in every way and a welcome addition to the post war booming Atlantic trade. This trade

included such proud passenger ships as the SS America, SS United States, Queen Elizabeth, Queen Mary, Ile de France, Homeric, Ocean Monarch and Queen of Bermuda. Also many Santa ships of the Grace Line fleet sailing to ports in the Caribbean. New York was the main port of transatlantic travel in addition to shorter trips to Bermuda and the Bahamas. Saturday departures would see parties on all the piers with open visits from friend and relatives coming on board to celebrate in each cabin. When it was time to sail, there was a public announcement "All ashore that's going shore". No passes, no security checks needed.

Booths were set up on the piers by Mackay Radio, RCA, Western Union and Postal Telegraph to handle Bon Voyage messages. As the Radio Operator at WSF/Mackay Radio, it was not unusual for me to handle as much as 50 messages to most of the ships, all by wireless Morse Code.

The Andrea Doria was the fastest, largest and most luxurious ship in the Italian fleet and also the safest. She was equipped with 11 water-tight compartments and bulkheads that extended from the hull to her A-Deck, a double hull and two radars to cover both distant and close ranges. Those who sailed aboard this ship, marveled at her ultra modern accommodations and superb service. Her display of art was lavish.

The Stockholm was an old ship recently refurbished and refitted with icebreakers to handle the North Atlantic ice floes. She now

suffered bow damage, but was in no danger of sinking. The Andrea Doria was now suffering from a severe starboard list and unable to launch any lifeboats on the port side. Due to heavy fog, it became more difficult for the rescue vessels to lower their lifeboats and help assist evacuations from the sinking Andrea Doria.

The USNS Pvt. William H. Thomas a U. S. Navy troop transport on route from Barcelona, Spain to New York and now only 14 miles away was ordered by Captain John Shea to change course and proceed in heavy fog to assist evacuations.

The luxury line Ile de France out-bound from New York promptly reversed her course by Captain Raoul de Beauden and would soon perform brilliantly in rescuing 753 passengers, many half naked. They provided the lifeboats desperately needed due to the severe starboard list which had prevented the Andrea Doria from launching the portside lifeboats. The tanker SS Robert E. Hopkins out-bound from Fall River, Mass to Texas acknowledge^{3d} the distress call to both ships and then proceeded to navigate the tanker, hampered by the heavy fog and large fishing fleets which caused a delay in their arrival. They were the fourth ship now alongside the Andrea Doria. Mr. Maurstad, the Radio Officer aboard the SS Robert E. Hopkins reported that except for the sinking of the Titanic, this tragedy was one of the most spectacular in marine history. The Andria Doria was the pride of the Italian fleet when she collided with the Swedish passenger

vessel Stockholm off the New England coast. The Stockholm survived, but the Doria sank and 51 lives were lost. The SOS was the most terrifying sound he ever heard. "I can still visualize the whole panoramic scene", he said. All those people in the water about to drown, frantic for help. We picked up the last passenger off the ship. He was hanging on the stern, stark naked, hollering for help. He had been partying and was asleep in his cabin, unaware that the ship was sinking. When he awoke, he had to crawl up the bulkhead wall using the sink and towel racks to reach the passageway.

Meantime the Andrea Doria was back on the air transmitting "You hurry, You Hurry". Some passengers were now in panic and others were dropping their children into the water below.

Mr. Sorano, the Radio Officer on the U. S. Navy transport Pvt. William H. Thomas boarded one of the lifeboats with a portable radio, but became too busy helping passengers from the Jacobs Ladder to the lifeboat with many of them hanging on for dear life and afraid to let go. One heavy set woman came crashing down on him causing Mr. Sorano to break his arm when they both crashed onto the gunwale. The well known Hollywood actress Ruth Roman returning to the United States with her 3 year old son Richard who was strapped to an Officer Cadet who climbed down the Jacobs Ladder and handed him to a lifeboat crewman. He then shouted "No more room" and left leaving Mrs. Roman clinging to the ladder.

After clinging there for ten minutes another lifeboat picked her up and took her to the Ile de France while her son was taken to the USNS Pvt. William H. Thomas. Mother and Son were reunited at the Brooklyn Navy Yard. The Wife of Dr. T. S. Peterson of New Jersey was trapped in her crushed cabin and unable to be set free. All her husband could do was to give her morphine to ease the pain. A hydraulic jack was sent over from the William H. Thomas, but it was unable to free her. It now rests with her in the deep water south of Nantucket.

When Maria Dooner, the two and half year old daughter of passenger Lillian Dooner fell into the ocean, Mrs. Dooner dived in and was able to save her daughter and herself.

Fifty one others including women and children were not so fortunate. About five drowned, some died of their injuries after their rescue, 26 died on C Deck, others were on other Decks and a few crew members of the Stockholm died in the collision.

Dr. and Mrs. Desandro dropped their four year old daughter from the Deck onto a lifeboat causing a severe injury to her head. The lifeboat took her to the Stockholm where the ship's doctor ordered her to be flown by helicopter to Brighton Marine Hospital in Boston. The Desandro parents were taken to the Ile de France and had no idea where the daughter was. It was only by chance that the Italian born child without identification was reunited with her parents, eighteen hours before dying of her injuries.

At 7:40 AM the next morning, the U. S. Navy transport Pvt. William H. Thomas reported "No communication with the Andrea Doria, has 45 degree starboard list, large gash below starboard bridge wing, list increasing, seaworthiness nil, last report Captain and 11 Crew still on board, no passengers"

Reason for collision not fully determined.

Suspected was error in reading wrong radar by Stockholm 3rd Mate causing belief that other ship, miles away, when actually local radar shows ship in immediate vicinity.

The Andrea Doria sank in 225 ft. of water at position -40.29 N 69.50W

As in the Titanic collision with an iceberg, the Andrea Doria lost too many water-tight compartments to stay afloat. There are some analogies, but the difference is that the Titanic represented the greatest loss of life, while the Andrea Doria showed the greatest rescue.

To sum up—We quote the author Alvin Moscow in his book "Collision Course", The North Atlantic like all oceans is trackless and free. A no-mans body of water. Beset by storms and ice in the winter and storms and fog in the summer. This mighty ocean has been made safe for travel by the genius of man. Yet in his frailty, man must take care for despite all electronic wonders devised through the years of scientific progress, periodically the sea takes its toll."

THE END

WENDELL'S NEWS CORNER

----- Original Message -----

From: [Bob Marzen](#)

To: [Rajah Grady](#)

Cc: [Wendell R. \(VWOA\) Benson](#)

Sent: Thursday, May 22, 2008 10:30 PM

Subject: Re: May Comm-One-- CG CW OPS ASSN

Tks OM! Quite (THE) OLD SALT SPARKS resume (that) you have!!! FB!!!

NOT familiar (OR forgot) where NIK was.

ASSUME that was the NEW Juneau. I THINK?? the Sullivans were on the OLD Juneau, (IF I got "it" right??).

Did you make it to the 327 reunion at Charleston in 06??

Will do'er with Wendell on the QSP.

73, ZUT & S-Par! Bob

----- Original Message -----

From: [Rajah Grady](#)

To: [Bob Marzen](#)

Sent: Thursday, May 22, 2008 8:52 AM

Subject: Re: May Comm-One-- CG CW OPS ASSN

Okay Bob,

Like we used to say in the Comm center, "when in doubt route."

My USCG duty assignments:

Radio school Groton 1949

then NMN NIK NMH Barataria (Portland Me)

Duane (Boston)

NMY Westwind (NY) Campbell (NY) Rockaway (NY) comcen & rcc NY

NRV (Guam) Mendota (NC) comcen

Portsmouth Va.

Was in the Navy for 2 years prior USCG On USS Juneau.

Also sailed as R/O 23 years Getty oil, Sunoil,

American trading,

MSC. Most time with SUNOCO hqrs Marcus

Hook Pa. your home state.

...I've talked & exchanged emails with Wendell at VWOA..

Pls QSP my 73 next time you see him....

73

Raj

----- Original Message -----

From: Bob Marzen

Sent: Monday, May 19, 2008 11:58 PM

Subject: Fw: May Comm-One-- CG CW OPS

ASSN

Many THANKS, Andy! 73, Zut & Semper Par...

Bob

May 7, 2008

To Veterans Wireless Operators Assoc.

Thanks for sending me a copy of the 83rd
Annual Banquet.

How I remember my dining room table with all
kinds of papers as Ed worked so diligently
putting out Newsletters -- etc-- and he enjoyed
doing it.

The many times we attended the Banquets
brings back so many fond memories.

I am enjoying my stay here in Florida with
Connie & Don.

Temp hit 90 degrees today-you stay in with
the air on!

I am feeling quite well-of course aches &
pains?!

Good luck to the Organization.

Thanks Again

Millie Pleuler, VWOA Honorary Member

Bob:

I am glad to hear from you. It is good to hear
from an old timer who was pounding a key
when I was still a boy scout. I note that you
are a member of VWOA, so you know about
the new listing of ROs who gave their lives
during WW2. It is an appropriate site to visit
on this Memorial Day weekend.

I am forwarding your message to Frank
Cassidy and Wendell Benson who work to keep
alive the stories and traditions of the
radiotelegraph culture.

All the best, Miles MacMahon

-----Original Message-----

From: W6bnb

To: MD MacMahon

Sent: Fri, 23 May 2008 12:45 am

Subject: Sparks at Sea

Hi Miles -

I just read your article "Sparks at Sea" with
the greatest of interest. I too was a merchant
marine radio officer. I started in 1933 with the
Dollar Line and made 6 trips around the world
and then a dozen or so to the Orient and
back. I sent the SOS for the SS President
Hoover when she was bombed while at anchor
20 miles or so west of Shanghai in 1937. I
joined the American Radio Telegraphers
Association in 1935, the first radio telegraph
operator's union, and started by card carrying
Communists!

In 1939 I jumped off of the SS Curaca when
she returned from a Panama to San Francisco
trip to join the Alameda County Sheriff's
Department as a full deputy but to work as a
communicator and technician at the new radio
station they were opening up near San
Leandro.

In the summer of 1941 I took on a part time job teaching some radio and electricity to Deck Cadets, who I had always enjoyed knowing, on Treasure Island in SF bay. That little job evaporated on December 7th. After a few hectic weeks at the Sheriff's office I enrolled in the USCGR as a Warrant Radio Electrician to be sent to the newly opening US Merchant Marine Academy at Kings Point, LI. What a time that was while the Academy was being constructed. But in about 6 months things began to look like an Academy and I must say that my wife and I were living high on the hog in local Great Neck. The USCG pulled out in September but left me to become a USMS officer in charge of training Deck Cadets about radio and electricity from a textbook I wrote, aided by a half dozen other instructors.

Of course the Cadets were not expected to operate any radio except in case they were ever put aboard a radio containing lifeboat without any radio operator. I do not think that ever happened. At least I never heard of it. Of course their knowledge of the Morse Code enabled them to send and receive blinker pretty well.

We heard of Hoffman and Gallups Islands and their radio schools. In fact, I made one trip up to Gallups to see what they were doing there and to see how it compared with the radio school I had attended in 1932. I never did get to Hoffman though. But we were

working pretty close to each other while you were there.

When the war ended I returned to the Sheriff's office but it had changed so much that it was not as much fun as it had been in its infancy years. So I took over the teaching of the Oakland Central Trade School's Radio Communication course I had graduated from. It became the Oakland Laney College as the years passed. I wrote the textbook for my course, called Electronic Communication, published by McGraw-Hill in 1958. (It is still being published in its 6th edition!)

When they moved the campus I would have lost my 7 room CW and broadcast station teaching set-up so I retired in 1969 and moved up here in the redwoods about 60 miles northwest. That ended my radio career except for new editions of EC and putting out a text for ham radio in 1980, and of course my daily work on the ham bands.

So Miles, you can imagine how interesting every one of your 20 pages were for me to read. It certainly is too bad that there may never be any more radio operators going to sea for what was a most interesting and completely enjoyable time of my life.

73

W6BNB/Bob

From: "stig-olof jokinen"

To: "Wendell R Benson"

<wenben@nyc.rr.com>

Sent: Friday, May 30, 2008 4:33 PM

Subject: disaster

Hello Wendell!

This was the Baltic sea "Titanic" tragedy still in our minds.

<http://www.onnettomuustutkinta.fi/estonia/index.html>

The Wilhelm Gustloff sinking was by far a greater catastrophe, but is not recorded by same measurement scale, as the victims were nazi related.

<http://www.feldgrau.com/wilhelmgustloff.html>

> 73

> Stig-Olof+

GENTLEMEN OF THE VWOA and PACIFIC MERCHANT MARINE COUNCIL of the Navy League: The following tribute is forwarded for your information, and requires no further comment by me. RICK

Latest News

Captain Harold Fleureton

Wednesday, June 11, 2008

A Tribute to Captain Harold Fleureton

At 2345 on June 9, 2008 Captain Harold Fleureton passed away. What makes Harry's life and career so important to the staff and a

model for cadets of the Maritime College is that he exemplified the mission and traditions of the College. Harry came to Maritime in 1960 not really knowing what he was getting into (his words, not mine) and left the College a seaman.

Being a seaman has lost its importance and place at Maritime but it never stopped being a badge of honor for Harry.

A seaman doesn't mince words or look for ways around issues. You always knew exactly where you stood with Harry, there was no need to look behind your back, if Harry had a problem with you he was right in your face. I have watched him look straight into the eyes of a cadet to give words of praise or to let them know they weren't measuring up. In traveling the world with Harry I have seen men melt under that stare.

A seaman makes a point of knowing his business because in this business lives depend on it. Harry was the consummate professional and one of the most inherently intelligent men I have ever met. Harry never forgot anything as a good number of students found out. In Harry's 25 years at sea he rose from third mate on a liberty ship to Master of the largest vessel in the US fleet, the SS MANHATTAN. A thousand feet of manually operated tanker. Computers weren't loading the MANHATTAN, Harry was. Harry sailed stick ships to India, surfed 60 foot seas in a C3 and

piloted ships in Prince William Sound. Most professional lives are repetition, Harry didn't have one year 25 times he had 25 years of experience.

A seaman's integrity is without question, his willingness to share with a shipmate unlimited. In a world of spin and mirrors personal integrity is an uncommon commodity. Harry's reputation in this industry for excellence and integrity was legendary. You would have to look far and wide to find someone involved in the maritime industry in the northeast that has not either heard of Captain Harry or sat through one of his classes. As one young tankerman told him, "You're friggin famous."

Harry shared his experience, his knowledge, his intuition and innate ability with professionals and cadets. It was his great gift to those of us that knew him. Harold Fleureton exemplified the best of what we try to teach to young men and women. He didn't read it in a book, he lived it and shared it. The title seaman may not carry the same weight it once did but a lot of good things are falling by the wayside in our world today.

Harry was a Seaman, a title not many really understand and only a few ever earn.

- ANTHONY PALMIOTTI

Sent: Thursday, June 12, 2008 5:56 PM

Subject: Your Tribute to Captain Fleureton

Anthony:

I unfortunately did not know Capt. Fleureton -- although after reading your testimony, I felt that I have known him very well.

What I do know is that if someone leaves behind the memory of the kind of reputation that you just described with solely ONE person (let alone generations) on this earth, they can certainly face their Maker some day and safely say "Yeah, I did a pretty good job while I was down there....".

Your well-written testimony should also serve another purpose. I think you should take the first sentence of some of your paragraphs, have them laminated and handed to each cadet in the regiment - making it a "all-class rate" to know them just as well as the Sallyport Saying.

In my opinion, (with some minor alterations for the sake of making a list) they are:

- a.) A seaman doesn't mince words or look for ways around issues. You always knew exactly where you stand, with no need to look behind your back.
- b.) A seaman makes a point of knowing his business because in this business lives depend upon it.
- c.) A seaman's integrity is without question, his willingness to share with a shipmate

unlimited. In a world of spin and mirrors
personal integrity is an uncommon commodity.

d.) Share your experience, knowledge, intuition
and innate ability with fellow sailors.

e.) The title seaman may not carry the same
weight it once did but a lot of good things are
falling by the wayside in our world today.

f.) Seaman is a title not many really
understand and only a few ever earn.

You won't hurt any generation no matter what
their chosen life's work by re-instilling these
attributes.

Well written Anthony, well written.

-Charles Burns ('70)



WVOA Director Member Bernard S. Flatow
became a SK on August 30, 2008.

WVOA Member Jolanda Kintzer advised our
Membership Secretary of his passing.

Bernard Flatow was the Keynote Speaker at
the WVOA the 80th Annual Business Luncheon
on November 19, 2005 at the Top Deck of the
Seamen's Church Institute

WVOA Director, Bernard Flatow, gave to a
small gathering at this WVOA Business
Luncheon, an interesting reenactment of the
activities of the Merchant Marine. Starting with
the Revolutionary War and ending with their
present day service and participation in the
Military Sealift Command in support of the Iraqi
War. He created an atmosphere of real
participation by including the attending WVOA
members in a reenacting of the Boatswain
Piping Memorial Presentation usually made at
the Fort Greene Monument for the 11,000
mariners who died interred in the British
Prison Ships anchored on the shoreline of
Brooklyn during the retreat of the American
Revolutionary Army from Long Island.

WVOA President Alan Ehrlich noted the
following upon receiving the SK news:

It was very sad to hear that Bernie Flatow
passed away.

Bernie did an excellent job for all of the
organizations he was connected with.

He really put in a lot of effort for all of these
groups, WVOA, AMMV, The Jewish War
Veterans, Fort Green Park Memorial,

The Kings Point Merchant Marine group and the Kings Point Merchant Marine Museum.

I first met Bernie at the Seaman's Church Institute about eight or nine years ago. He was introduced to me by one of the senior Merchant Marine veterans.

Bernie mentioned his very extensive experience in radio communications. I asked him if he would like to become a VWOA member. He said he would and I mentioned that our secretary, Edward Pleuler would send him an application for membership.

A short time later Bernie sent in his application for membership. I am glad that he did.

Bernie had a vast amount of experience in military procedures and Maritime customs.

It was an honor for me to have known Bernie.

Alan Ehrlich

VWOA MEMBER NEWS

We sadly report that we have received notice recently of the following SK VWOA Members:

**WILLIAM A. ANDERSON JR N1BWP
SK 06/09/2008**

Born and raised in Kensington, son of the late William A. and Maryellen (Rose) Anderson, he graduated from Amesbury High school with the Class of 1943. He served in the U.S. Merchant

Marine during W.W.II and was a recipient of the Philippine Liberation Medal, The W.W.II Victory Medal, The Liberty Medal and two commendations awarded by the Russian government.

A resident of East Kingston since 1977, Mr. Anderson was a self employed general contractor and carpenter. He was also a former resident of Salisbury, MA from 1957 until 1977.

Mr. Anderson was an avid ham radio operator with the call sign "N1BWP" and was a charter member and former secretary and treasurer of the Gallups Island Radio Association. A longtime member of other local radio clubs, he was an instructor and examiner for local operators and was also a former board member and Morse Code Instructor for Troop 38 of the Boy Scouts of America, Salisbury. A former President of the Salisbury Lions Club, he also enjoyed fishing and hunting and other outdoor activities.

Survivors include his wife of 39 years, Marjorie (McKinnon) Anderson, a son and daughter-in-law, Robert J. and Rita Anderson of Atkinson, a daughter Cathy Anderson of California, two brothers, Leonard Anderson of Puyallup, WA, and Laurence Anderson of Seabrook, a sister Carolyn Sargent of Salisbury, Ma, two grandchildren and several nieces and nephews.

**ALEXANDER S. HADAD AA6SB
SK 01/30/2008**

Alexander S. Hadad Age 85, died peacefully in Santa Clara on January 30, surrounded by his loving family. Born in Toronto but a US citizen, he joined the US Merchant Marines in 1941 at the start of WWII, training at Gallups Island near Boston as a radio operator, and subsequently traveling on various Liberty ships worldwide. Communications became his life, working first at TWA as a flight radio officer and then Philco/Ford Aerospace in the military space program, until he retired in 1985. He held an Extra Class amateur radio license and belonged to the Society of Wireless Pioneers. He volunteered for the Santa Clara County Office of Emergency Services and San Jose Family Camp. He was an active member of Gallups Island Radio Association and Silicon Valley Merchant Mariners. He is survived by his wife of 59 years (Marian), son Allan (wife Debbie), and daughter Elaine. A memorial service will be held Tuesday, Feb. 12 at 11:00 am. at Darling Fischer chapel, 231 E Campbell Ave., Campbell. In lieu of flowers, donations are appreciated to the US Merchant Marine Just Compensation Committee, PO Box 1705, SantaRosa, CA 95402.

Greetings Frank:

I am enclosing a photo I had taken on May 22, 2008, National Maritime Day at the American Merchant Marine Memorial at Battery Park, New York City.

Left to Right they are:

JOHN DZIEKAN, VWOA DIRECTOR

MORTY LEVINE

GEORGE GOLDMAN, AMMV

73 ALAN EHRlich



Wendell Benson

> Sent: Monday, August 11, 2008 9:57 AM

> Subject: CW lives

>>A rather amazing effort to help sustain interest in CW...

>>

<http://online.wsj.com/public/article/SB119161604206850468.html>

We at the VWOA Newsletter would like to hear from you and try to pass along to the rest of the VWOA stories of events that you have experienced and that you feel the rest of the membership would enjoy hearing about.

MARCONI MEMORIAL GOLD MEDAL OF ACHIEVEMENT

BERNARD C. FLATOW

Bernie's first involvement with communications was in 1936 as a Boy Scout. At that time he learned the Morse Code as well as semaphore. The signals were transmitted visually by flag and blinker. In January 1943, during World War II, he applied for and was accepted as a cadet in the U.S. Maritime Service for radio training at Gallups Island, Boston, Massachusetts. He obtained his FCC license and sailed as Chief Radio Officer in the U.S. Merchant Marine until May of 1946. During World War II, Bernie sailed in every theater of the war including the Mediterranean, Indian Ocean, Pacific, and the North Atlantic including the Murmansk convoy route.

Upon return to civilian life, he accepted a position with Western Union and was promoted through the ranks to Corporate Manager of Safety and Disability Benefit Programs. He retired in 1976 and accepted a position with ITT as Corporate Manager of Safety, Fire Prevention, and Environmental Health. In this position Bernie was responsible for the safety of all employees working in ITT Communications Companies worldwide.

Bernie was involved in the design, installation and construction of microwave facilities, central telephone exchanges, erection of towers and huge earth station antennas. He was a member of the EIA Committee on RF Radiation and conducted numerous radiation surveys worldwide as well as with the FCC in the United States. When video display terminals were introduced, Bernie developed a non-ionizing radiation standard which was implemented at all ITT facilities world wide. Using a tuna fish can, he demonstrated the elimination of radiation from VDT's. He also designed and implemented installation of metal shielding against RF radiation on all marine shore to ship radio transmitters at ITT facilities including WSL, KOK, KFS, and many others.

In 1977 PCB's were declared a possible carcinogen, and Bernie arranged for the disposal of all capacitors and transformers containing PCB's. This was an enormous worldwide project. He has written more than a dozen Safety and Environmental Health manuals.

Bernie retired in 1988, but continues to do consulting work on a limited basis. He is Vice President of the United Veterans Organization of Nassau County, Past President of the Long Island Sound Chapter of the American Merchant Marine Veterans, and Instructor Trainer for the American Red Cross, and an AARP 55-Alive Driving Instructor. He has lectured to more than 15,000 Nassau County public school children about respect for the American flag, and gives talks to senior citizens about alternative medicine, chemical safety at home, and nutrition.

Bernie arranged to obtain, transport, install, and dedicate two, three-inch 50 cannons used on WW II vintage Liberty Ships along with two ship's anchors. They are installed, one each, at Eisenhower Park and the U.S. Merchant Marine Academy at Kings Point.

Bernie resides in Floral Park, NY with his wife, Elsie.

