

# VWOA NEWSLETTER

Email Issue #24

2007



Gerald R. Ford the 38<sup>th</sup> President of the United States and Honorary President of VWOA became a SK on December 26, 2006

President Ford became an Honorary Member of VWOA in 1975 and agreed to be the Honorary President of VWOA in 1998 after the death of Senator Barry Goldwater, who served as the previous Honorary President of VWOA.



We at VWOA have offered our condolences to Mrs. Betty Ford and her family and expressed our appreciation for all that President Ford did for the United States of America as a Member of Congress and as the President of the United States in very difficult and trying times. We will miss him, but will not forget him.

We reminded the Ford family members that we recently celebrated an 81<sup>st</sup> Anniversary and we will not forget Presidents Ford's guiding ideals for all Americans in caring for the United States of America.



President Gerald R. Ford accepts the Golden Telegraph Key from Jack Poppele, President of VWOA in 1975 on the occasion of the 50<sup>th</sup> Golden Anniversary of VWOA.

---

**Richard H. Singer/K6KSG** wrote to VWOA Director John Dziekan and asked to bring to the attention of VWOA his recent compilation of Radio Officers lost in World War II.



**Richard H. Singer/K6KSG**

Excerpts from his letter are as follows:

As per our email conversation, here is the list of Radio Officers lost at sea while sailing on ESSO (Standard Oil of New Jersey), and Mobil Oil Company (Socony-Vacuum), ships during World War II. This list also includes the Panama Transport Company ships that were on charter for Standard Oil of New Jersey, (ESSO)

The names of the Radio Officers as well as the ships name and dates are taken from the two

books from Exxon Oil Company. "Ships of the ESSO FLEET in WORLD WAR II," and "THE YEARS OF PERIL, THE WORLD WAR II STORY OF MOBIL MEN AND SHIPS."

There are two data base lists sent, one for the ESSO Ships, and one for the Mobil Oil Ships. The Mobil book is quite descriptive of the men on the ships that were sunk by German U-boats and their attempt to survive.

Here is an interesting bit of information from the Mobil Oil book. During the period of 1939 to 1945 during WW II, the ship casualties and losses were 51 ships and 437 Merchant Marine sailors.

These two books are from both oil companies' that were operating independently at the time of WW II.

### Editors Note:

Many thanks Richard, for your continued support of VWOA. The database provided will be the start of a VWOA Registry of Radio Officers lost in War Time.

Your submission is the last page attached to this Newsletter.

We hope to hear about your experiences when you were a Radio Officer aboard the spook ship Hughes Glomar Explorer/WCHG.

---

The following is a reminder of how VWOA has remembered Radio Officers Lost at Sea.

[EXTRACT from the VWOA 1941 Year Book]

## A NEW RADIO MONUMENT IN AMERICA By George H. Clark

Although many incidents of heroism by wireless operators at sea occurred during the early days of the art, it was not until the world-startling tragedy of the TITANIC, on April 15, 1912, and the death of Jack Phillips, who went down with the ship while still sending the call for help, and although rescued later, died from exposure, that the movement arose to commemorate such brave deeds of wireless operators by a monument to their memory.

The plan was initiated in 1912 by C. C. Galbraith, president of the United Wireless Company, together with heads of several shipping lines. Soon after the preliminary plans had been made, the United was taken over by the Marconi Wireless Telegraph Company of America, and Mr. Galbraith continued his efforts on behalf of the monument when he became an official of the new concern.

Funds were solicited from operators, from passengers at sea, and from the general public. The first contribution was from the New York Times, in amount \$100, this was followed

by one of \$25 from Harold Bride, who had been Phillips' assistant on the Titanic, the Marconi Company gave \$500. In all, several thousand dollars was accumulated.

A committee formed and headed by Mr. Galbraith planned not only to erect a memorial, but also establish a permanent fund for the relief of the widows and families of wireless men who died in the performance of their duty. Several such charitable donations were prior to the erection of the monument itself.

The monument design took form, under the creating hands of Hewitt and Bottomley, architects, who submitted the layout as their donation to the enterprise. It consists of a large granite fountain, behind which rises a granite shaft bearing bronze plates on which are inscribed the names of many wireless men who have given their lives in devotion to duty. The two pieces were erected at the extreme southern part of Battery Park, New York City's outlook to the sea, at the base of the Barge Office tower and against a screen of stately cedars and poplars.

Dedication took place on May 12, 1915, the Honorable George McAneny, acting Mayor of New York City, accepting the memorial on behalf of the city, while the Maritime Association of the Port of New York, in whose hands the administration of the fund had rested, stood in the position of donor. The entire New York force of the Marconi Company

---

was present at the exercises, the Company's offices being closed for his purpose.

The matter of the Memorial being closed, a permanent committee was formed to administer the relief fund. This was headed by J. B. Duffy, C. D. Guthrie, and Benjamin Beckerman. This group of trustees, with changes has kept in active service up to the present time, one of its duties being to oversee the upkeep of the monument and to take charge of adding new names on the bronze plaques. The present committee consists of George G. Clark, Chairman, J. B. Duffy, Benj. Beckerman, and Sam Schneider.

The Monument Trustees also took to themselves the duty of holding Memorial Day exercises at the site, but in 1928 this ceremony was voluntarily turned over to the Veteran Wireless Operators Association.

The monument will not remain for ever in its present position, for sweeping changes in the topography of Batter Park, undertaken as a part of the beautification of New York's park system by Commissioner of Parks Robert A. Moses, will take away the present site of the memorial. It has been planned and tentatively agreed upon by the Park Department that a consolidation will be made of the present Operators Monument and the proposed memorial to the late Senatore Marconi, funds for which have been solicited under the direction of Mr. David Sarnoff, chairman of the

WVOA Marconi Memorial Fund. Further impetus to this plan has been given during the past year by the Italian Government, which has presented to the WVOA, through the office of Dr. Constantino, head of the Italian Commission for the New York World's Fair, 1940, a bas relief of the head of the late Father of Wireless together with large black marble slabs enclosing it, the ensemble having formed a part of the Italian Building at the Fair. A combination of the Operators Monument and the Marconi Pile, with suitable architectural additions to tie the two to a harmonious whole, will according to plan grace the centre of the planned 'New' Battery Park, and even in its first rough layout gives every evidence of being a graceful and beautiful commemorative structure.

Thus through numberless hands has passed the growing idea of keeping alive the memory of heroes of the wireless key, and of the man whose creative genius first gave to the world that instrumentality which was theirs to wield.

Through the courtesy of Dr. Constantino, and the vision of Commissioner Moses, the ensemble bids fair to be a monument of beauty as well as of commemoration.

[NOTE: The above article, in the WVOA 1941 Year Book, was headed by a photograph showing Dr. Lee de Forest, Honorary President of WVOA at the 'Marconi Shrine' at the World's Fair.]

*According to Karl Baarslag's book "SOS to the Rescue", as of 1935 the number of names engraved on the monument had increased from the original ten to twenty-five.*

---

*The World's Advance*, July, 1915, pages 130-134:

## A Memorial Fountain to Wireless Operators

By J. Andrew White

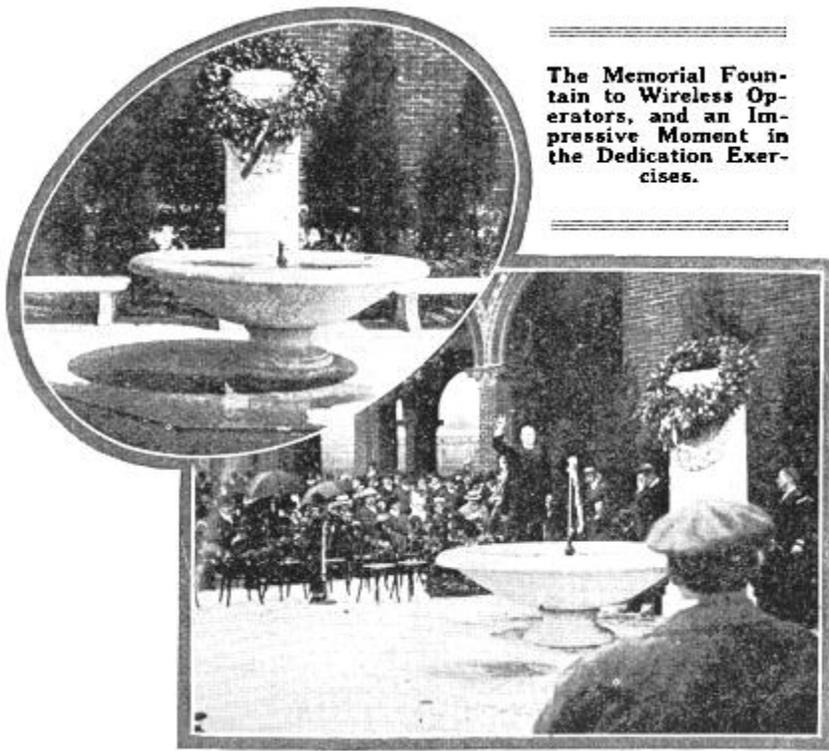
A MEMORIAL fountain to the wireless operators lost at sea now rears its noble column where the tip end of New York looks out toward the remorseless ocean. Standing at the lower end of Battery Park, in the shadow of the Barge Office walls, against a background of stately poplars, this simple and beautiful testimonial to those who have gone to death in the sanctified cause of manliness and self-sacrifice stirs the imagination of the passer-by as no other memorial of uncompromising granite could. It is an eloquent reminder of a tradition that has grown out of the brand of courage which seeks no precedent, which, founded on the heroic action of a mere boy, has been written in the indelible annals of the men who go down to the sea in ships.

"Most of us are creatures of the land, and the dangers of the sea have in our minds the added terror that attaches to things unknown and mysterious," said Acting Mayor McAneny at the unveiling on May 12th. "So it is that the picture we form of a man on a sinking vessel, sitting calmly at his post and ticking off the calls for help--calls which may or may not be answered--stirs our deepest admiration. Could any sort of courage and sacrifice be more impressive than that of Jack Philips and the coolness with which he stuck to his post on the *Titanic* on that awful Spring morning in mid-Atlantic, three years ago? It was a story that went around the world, and won the respect and gratitude of millions."

It was remarked that, as in the case of Captains, these young men quit their posts only when their ships have gone down, that they have accepted the tradition of their class or rank. And that is the most beautiful thought of the records of the wireless men. There was no such tradition five years ago, no such unwritten obligation. It remained for a little fellow whose name appears inconspicuously on the shaft, Stephen S. Sczpanck, to blaze the trail which so many have unselfishly followed. Sczpanck was lost on *Car Ferry No. 18* on September 9, 1910, on Lake Michigan. A long train filled with passengers was being ferried from Ludington, Mich., to Milwaukee, and two-thirds of the distance of a little over one hundred miles had been covered when the boat received her death blow, filling rapidly and settling in the waters with scarcely a ripple. On order from the captain Sczpanck sent out a call for help while the crew summoned to the deck the passengers, who were still comfortably seated in the railroad coaches. The decks were awash before the human freight had sought the safety of the lifeboats. Great excitement reigned. In the midst of the confusion the cool and collected wireless operator appeared, making his way slowly through the aisles and stopping at each seat to reassure the passengers. Help was coming, his wireless appeal had been answered and a sister ship was speeding to the rescue. When the boats had been lowered away in good order and his assistance was no longer needed on deck, Sczpanck returned to the wireless room. There he remained by his crackling key, directing the speeding rescue ships until the still waters closed relentlessly over the vessel he had served so well.

With this noble example of quiet devotion to duty before him, George Eccles, whose name appears among the nine inscribed on the memorial, stood steadfastly by his wireless instruments while his ship, the *Ohio*, pounded to pieces on an Alaskan reef on August 26, 1911. In thirty minutes from the time she struck, the great vessel, which had been carrying two hundred passengers, had slipped from the reef and sunk in the hungry maw of the sea. From the first it had been known that the ship was doomed and the crew worked frantically to get the passengers off in the lifeboats. Eccles' wild, despairing calls crashed out again and again over the angry waters.

The Memorial Fountain to Wireless Operators, and an Impressive Moment in the Dedication Exercises.



Not a ship answered. Then, far across the great land and water wastes, came the cheery call of an Alaskan station. It had his message but could not send him direct aid; the voice of its powerful spark, however, would be lifted in an added appeal for succor. The minutes passed, the time was growing short. Tense, straining every faculty for a sound in his head telephones, the faithful operator scorned the death that crept toward him in the rising sea. Suddenly the far-away land station called again; it had picked up two vessels near by, the *Humboldt* and the *Rupert City*, and they were then headed for the *Ohio*. Eccles told the captain, and then turned to the task of sending messages to the approaching ships, directing them to his exact position.

Twenty minutes after the ill-starred vessel struck, the waters flooded the engine room and silenced his instruments. He arose then and stood out on the deck, watching the last of the departing lifeboats. One of the relief vessels hove into view and a great cry of exultation came from the throats of harassed passengers. It seemed certain that all would be saved. Just at that moment a vicious comber swept down on the staggering *Ohio*, lifted her high off her precarious position and crashed her down on the cruel rocks. In an instant she was gone, and with her the man who had saved her helpless humans in the face of tremendous odds.

Conspicuous on the face of the shaft is the name of Jack Philips, the martyr to duty in the great *Titanic* disaster of April 15, 1912. His bravery, coolness and skill in time of immortal stress bring uplifting memories to a still shuddering public. To the very magnitude of that great ocean tragedy in which he figured is due the recognition of the wireless operating fraternity for which the monument stands--the one lasting memorial this country has raised to them. It was the shock of horror which then reverberated around the world that awakened a grateful humanity to a sense of obligation and started the flow of contributions which soon afterward assumed proportions sufficient to defray the expense of erecting the memorial. William Lawrence Bottomley, of the firm of Hewitt & Bottomley, architects, voluntarily offered his services and furnished gratuitously the design which was selected after a competition; the Marconi Company contributed five hundred dollars as a nucleus and passengers on coastwise vessels willingly subscribed the balance of the fund in smaller amounts. No intensive solicitation was made, no propaganda prepared to aid the raising of the desired sum; as the principal speaker at the unveiling remarked, it was a direct refutation of the contention that "in the rush of our affairs we are all too prone to forget great deeds."

To the Philips brand of courage, then, must be attributed this monument from the people. A more noble example of the heights young men can rise to in meeting an emergency will never be known. On the night of the disaster he was tired out after a long vigil in the wireless room. He had worked uninterruptedly for seven hours the preceding day, effecting some needed repairs. Under the regular routine he was not due off watch until midnight, but his assistant, Harold Bride, appreciating the strain of the overtime labor, had insisted upon relieving him earlier in the evening. Thus it was that Bride was standing beside when the ship hit the iceberg. Refusing to give up his post, Philips continued at the key from the time the first SOS call was sent until his instruments no longer would work. He had established communication with the *Carpathia* and other vessels, had given them the ship's position and received assurance of speedy rescue; his captain had told him: "You have done your duty. You are free now; every man for himself in a time like this!" But Philips stayed. Refusing even to stop for an instant to adjust a life preserver, he bent resolutely over the little rubber knob that spelled

salvation to the helpless passengers and continued sending out reports that would aid in picking up the laden lifeboats.

Only when the last flickering sputter had come from his key did he give a thought to himself. The lifeboats had long since gone, and, fearless and calm, he stood on deck until the great leviathan took her final plunge into the icy waters.

When dawn arrived, and with it the *Carpathia* on her mission of rescue, his lifeless body was tenderly lifted from a crowded life raft.

Among the six heroes whose gallant deaths are commemorated as occurring on the Pacific Ocean, the first name is that of Lawrence A. Prudhunt, who perished in the wreck of the *Rosecrans* on January 7, 1913. Little is known of Prudhunt's faithfulness to trust, for his was not a great passenger ship, laden with important people. Only thirty-six members of the crew were aboard and but three were saved. The vessel struck a rock and sunk soon afterward. He was offered a chance in the boats which the crew were putting over the side, but went instead to the wireless room and continued directing the rescuers until the ship broke up beneath him. When assistance came it was found that he had been pinned under the wreckage and washed overboard when the wireless house was swept into the hungry waves.

In the wireless room also, with all avenues of escape cut off by wreckage, Donald Campbell Perkins perished on August 18, 1913. His ship was the *State of California*, which sank in Gambier Bay, Alaska, three minutes after she had ripped her bottom off on an uncharted rock. But even in the short time before the mountainous deluge swept through her, Perkins had rushed from his cabin in his pajamas, taken charge of the wireless apparatus, and given his distress call and position to the Alaskan steamship *Jefferson*. That vessel chanced to be near by and arrived on the scene a few hours later; it was broad daylight and no difficulty was experienced in picking up the many passengers whom the crew had succeeded in placing in the lifeboats. Thirty-one were missing, trapped in their staterooms, and among them was the faithful operator. His assistant was saved, and it was he who told how Perkins had ordered him to go on deck and assist in the launching of the small boats. There was one lifeboat immediately in front of the wireless cabin which they were unable to launch. As the vessel took a sudden list to port this boat broke adrift and jammed fast in the door, making Perkins a prisoner. Realizing fully that every second counted if he was to make his escape, the young man elected to stand by his key and give further directions to the summoned rescue vessel.

Just twenty years old was Ferdinand J. Kuehn when he gave up his life for another, when, on January 30, 1914, the *Monroe* sank off the Virginia coast. This heavily laden passenger vessel met in collision with a freighter as she was feeling her way through a dense fog. It was known instantly that the vessel had received her death blow and Kuehn's assistant brought a life preserver to the wireless room, adjusting it as the wireless instruments again and again crashed forth the SOS. Only twelve minutes elapsed between the time the vessel was struck and when she sank. The crew had succeeded in getting three boats away when the wireless operator appeared on deck, his work done. Just then one of the women passengers passed; she had no life preserver. Kuehn insisted that she take his. He adjusted it for her and helped her into a lifeboat. This boat was among the last ones to get away, and a few minutes later the survivors it carried saw the young operator slip on the tilted deck and fall into the water. With the life preserver to keep him afloat he would have been saved. Willingly, he had sacrificed his life that another might live.

Kuehn was a popular boy in New York and a graduate of the Bronx High School. Many of his former companions looked on as the sailors blew "taps" over the shaft which bears his name. In the silent crowd, too, were a number of his later friends of the sea; for in deference to the occasion the Marconi offices closed at noon, enabling all Kuehn's fellow workers to be present at the unveiling.

Chiseled on the shaft of honor close beside this record of a brief career is the name of Walter E. Reker, another twenty-year-old boy, lost in the wreck of the *Admiral Sampson* off Seattle, Wash., on April 25, 1914. These two disasters, occurring less than three months apart, had several similar features. The *Sampson* received

her death blow in a collision and sank in fog-bound waters soon after. An added horror in this case was brought on by the cargo of oil igniting and enveloping the ship in a sheet of flame. Reker sent out his appeal for aid and stood by his post of duty until the vessel which had dealt the fatal blow advised him by wireless that she was sending for assistance and there was no need for him to operate his instruments any longer. The time was growing short, but the wireless operator refused to abandon the ship, taking his place instead beside the crew and assisting the passengers into the boats. Ignoring repeated appeals to save himself, he waited until the last boat had left and all but two of the fifty-four passengers had gone to safety. Then he reported to the bridge and sank with the ship to his death, standing beside his captain.

Two names complete the record on the fountain shaft. Side by side in life, Clifton J. Fleming and Harry F. Otto are immortally paired in the inscription which relates their heroism when the steam schooner *Francis H. Leggett* filled and sank in the Pacific, sixty miles south of the mouth of the Columbia River. This was on September 19, 1914. For two days she had been pounded unmercifully by the heavy seas and finally a particularly vicious wave tore loose a hatch and a torrent of water poured into the hold. Fleming sent out the distress call as the vessel began to list and two steamships started to the rescue. Efforts to launch the lifeboats proved futile; as soon as they struck the water they capsized. Suddenly the vessel lurched as her lumber cargo shifted, and she disappeared beneath the waves. Otto, the junior operator, was carried down by the suction. Fleming clung to a piece of wreckage and gave aid to those struggling in the water about him. One of the survivors later told how this seventeen-year-old boy pulled him to safety and then grasped a floating railroad tie for his own preservation. Just then a woman lost hold of the wreckage which was keeping her afloat and was washed against Fleming. He reached out for her and helped her to the tie which he was gripping, and then, realizing that it would not support the weight of both, let go and sank.

Simple and supreme courage in time of peril, faithful devotion to duty in the face of tremendous odds and a brave unselfishness that causes all men to experience a thrill of pride and an elevation of spirit, is the story the nine inscriptions on this newest monument tell to humanity. New York and the country at large will specially reverence this beautiful memorial, erected at a time of strife and combat so at variance with the spirit of its conception. For it typifies those qualities so essential to the world in the great period of reconstruction which is to follow the dawn of peace, the qualities which, by the strange coincidence of words, make possible--shall we say it?--THE WORLD'S ADVANCE

## **Wireless Operators Memorial**

Dedicated April 15, 1915

Description: Inscribed cenotaph with three large plaques, one medium plaque, and seven small plaques; Fountain; two benches.

Donor/Source: Veteran Wireless Operators Association

Fabricator/Sculptor: Edward S. Hewitt and William L. Bottomley

**The Wireless Operators Monument in Battery Park, New York City which was Dedicated April 15, 1915 presently has 50 names of Honored Radio Officers with date of sinking and Name of the Vessel. One name is still to be installed, delayed by the storage of the Monument. The NYC Battery Conservancy has presently uprooted the VWOA Monument, as well as many other monuments in preparation for a Subway expansion in that area. All monuments are being held in storage until the Mass Transit Improvement is completed. Radio Officers of all Nations have been placed on the Monument after investigation by VWOA Committee Members over the past 91 years. Due to the large number and previously unavailability of documentation during War Time, individual names for World War I and World War II Radio Officers were not placed on the limited space of the existing Wireless Operators Monument. Their recognition was covered in a large plaque on the Monument with the following listing:**

**"IN GRATEFUL MEMORY OF  
THOSE WIRELESS OPERATORS  
WHO MADE THE  
SUPREME SACRIFICE  
AT THE CALL OF DUTY  
WORLD WAR I, 1914 - 1918,  
WORLD WAR II, 1939 - 1945,  
THEY DYING SO LIVE"**



Photo by Battery Conservancy



PHOTO BY VWOA 1<sup>st</sup> VICE PRESIDENT MILES MACMAHON PhD

---

## WVOA MEMBER NEWS

Harrison W. Moore Jr

SK JANUARY 16, 2007

The following info appeared in the WVOA newsletter Sept 1993 new member Harrison W. Moore Jr. is a retired Colonel from the Signal Corps. He served from 1941 to 1946, first as a radio operator and instructor in field artillery and then as a Radar Officer. Harrison is Vice President for the OOTC, Board member with the QCWA and President of the Westchester Chapter of the Retired Officers Association. He is also a member of the GIRA as a friend. Harrison is also Chairman of the NY Institute for Management Studies. We welcome Harrison as a Veteran Member in WVOA.

\*\*\*\*\*

**WVOA Member Bob Marzen makes a recommendation to visit the following URL sites:**

[www.Military.com](http://www.Military.com)

Newsletters and Headlines tied to Military Service Branches

SHARKHUNTERS - Official Worldwide Publication of U-Boat History

[www.sharkhunters.com](http://www.sharkhunters.com)

**Wendell Benson recommends a visit to the following URL sites:**

### **RESOURCES**

*Useful links and Web addresses*

<http://www.amarad.org/>

French Radio Officers' site.

[www.barlightvessel.org.uk](http://www.barlightvessel.org.uk)

Mersey light vessel preservation society, registered charity whose original aim was to preserve the old bar light vessel 'Planet' for the people of Merseyside.

<http://www.bookerline.com/>

Interesting website of this once proud Liverpool shipping company.

<http://coastradio.info>

Australian MCS.

[www.wirelesscollege.freeseve.co.uk](http://www.wirelesscollege.freeseve.co.uk)

For those who attended the Colwyn Bay radio college, full of information and photographs.

[www.comreg.ie](http://www.comreg.ie)

Office of Communications Ireland.

[www.family-richards.org.uk/bryans-world/ships-radio.htm](http://www.family-richards.org.uk/bryans-world/ships-radio.htm)

A personnel history.

[www.hfo.co](http://www.hfo.co)

RMS Titanic, specializing in the radio aspects of the disaster.

[www.imo.org](http://www.imo.org)

International Maritime Organisation.

[www.irts.ie](http://www.irts.ie)

Irish Radio Transmitter Group.

[www.lairig.freeseve.co.uk/bluefunnel.htm](http://www.lairig.freeseve.co.uk/bluefunnel.htm)

Blue Funnel as seen by a former engineer, with material from other former serving members.

[www.gordonmumford.com](http://www.gordonmumford.com)

---

Member of the ROASS, excellent site,  
mainly about WWII.

<http://sco493.co.uk>

Lighthouses of Scotland and also the Wirral  
Peninsular.

Including the Merchant Navy Wireless  
museum at Fort Perch Rock.

[www.lizardwireless.org](http://www.lizardwireless.org)

Oldest surviving Marconi station in the  
World.

[www.marconiveterans.org](http://www.marconiveterans.org)

Website designed to keep all marconi  
veterans in touch with events surrounding  
the company.

[www.mars.org.uk](http://www.mars.org.uk)

Royal Navy Amateur Radio Society.

[www.mea.gov.uk](http://www.mea.gov.uk)

Maritime and Coast Guard Agency

[www.merchant-navy.net](http://www.merchant-navy.net)

Web site for those interested in the  
Merchant Navy.

[www.merchant-mariners.co.uk](http://www.merchant-mariners.co.uk)

Federation of independent and autonomous  
associations.

[www.metoffice.com](http://www.metoffice.com)

Meteorological office for land, sea and air  
weather forecasts.

[www.mnnostalgia.com](http://www.mnnostalgia.com)

Memoirs of Radio Officers and shipping  
companies.

[www.nationalarchives.gov.uk](http://www.nationalarchives.gov.uk)

Good source of information from Doomsday  
times to the present.

[www.nmm.ac.uk](http://www.nmm.ac.uk)

National Maritime Museum.

[www.ofcom.org.uk](http://www.ofcom.org.uk)

Office of Communications UK

[www.oldmarconiman.co.uk](http://www.oldmarconiman.co.uk)

Excellent site, with facts about voyages  
completed and the vessels served on.

[www.radiomarine.org](http://www.radiomarine.org)

Maritime historical society.

[www.rafars](http://www.rafars)

Royal Airforce Amateur Radio Society.

[www.rapidhttp.co.za/museum](http://www.rapidhttp.co.za/museum)

Iziko museum of South Africa.

[www.rsgb.org](http://www.rsgb.org)

Radio Society of Great Britain.

[www.red-duster.co.uk](http://www.red-duster.co.uk)

Website owned and updated by the merchant  
Navy Association.

[www.shipnostalgia.com](http://www.shipnostalgia.com)

Online community for people world wide  
who have an interest in ships and shipping.

[www.ship-photos.com](http://www.ship-photos.com)

Iain Lovie's site containing thousands of  
ship photographs from his collection.

**January 13, 2007 As of today, the  
VWOA has been added to the links at  
this site.**

[http://www.anything-  
it.biz/roass/default.htm](http://www.anything-it.biz/roass/default.htm)

**Upon arriving at this site, scan the  
left PANE to item: RESOURCES  
This takes you to the links. We are  
latest added to the bottom of  
the list.**

\*\*\*\*\*

---

We at VWOA want to thank you for your favorable responses to your VWOA Email Newsletter.

We can only continue this form of Celebrating the Past if all of our VWOA Members make known some of their personal special events that contributed to their career in Wireless. with the rest of your VWOA Members.

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. Send

us a picture or two and we will try to include it in one of our Email Newsletters

.....  
We would prefer to hear from you by Email at:

Or [ftcassidy@optonline.net](mailto:ftcassidy@optonline.net)  
[wenben@nyc.rr.com](mailto:wenben@nyc.rr.com)

but if you must, send mail to:  
VWOA  
PO Box 1003 Peck Slip  
New York NY 10272-1003

**RADIO OFFICERS LOST IN WW II ON ESSO OIL COMPANY SHIPS as compiled by Richard Singer**

RATE	NAME	SHIP	DATE	LOCATION
2nd Radio Officer	A.E. Lyons	SS W.C. Teagle	10/16/41	North Atlantic
3rd Radio Officer	R.L. Brett	SS W.C. Teagle	10/16/41	North Atlantic
Radio Officer	Francis E. Siltz	SS W.L. Steed	02/02/42	North Atlantic
Radio Officer	Clarence E. Armstron	SS R.P. Resor	02/26/42	N.J. Coast
Radio Officer	Fred C. Hanson	SS L.J. Drake	06/04/42	Atlantic
Radio Officer	Stone V. Lowry	SS Franklin K. Lane	06/08/42	Caribbean
Radio Officer	Francis J. Abele	SS Benjamin Brewster	07/09/42	Gulf of Mexico
Radio Officer	Lea M. Gayle	MS Esso Williamsburg	09/01/42	North Atlantic
Radio Officer	Rosario S. Gauthier	SS C.J. Barkdull	12/14/42	North Atlantic
Radio Officer	Weston C. Pound	SS Esso Gettysburg	06/10/43	Atlantic
Radio Officer	Knud Moeller	MS J.H. Senior	08/19/43	Atlantic
Radio Officer	Winthrop C. Andersen	SS Esso Harrisburg	07/06/44	Caribbean

**RADIO OFFICERS LOST IN WW II ON MOBILE OIL COMPANY SHIPS as compiled by Richard Singer**

RATE	NAME	SHIP	DATE	LOCATION
Radio Officer	John A. Browne	SS Astral	??/??/41	Atlantic
Radio Officer	James J. Flynn	SS Dixie Arrow	03/26/42	Off Cape Hatteras
Radio Officer	Paul A. Yhouse	MV Brilliant	01/21/42	Nova Scotia
Radio Officer	Philip A. Heath	SS Stanvac Calcutta	06/06/42	South Atlantic
Radio Officer	William Rosenblatt	SS Caddo	12/07/42	Atlantic
Radio Officer	Walter M. Taylor	SS Broad Arrow	01/08/43	Atlantic

**COMPLIED January 28, 2007**