

SHEEPSHEAD BAY



The Picture Story Of The U. S. Maritime Service
Training Station, Sheepshead Bay, N. Y.

INTRODUCTION



CAPT. JOHN L. BEEBE, USNR

The wartime record of the U. S. Maritime Service Training Station at Sheepshead Bay, N. Y., is one that the nation may view with pride.

This book presents a pictorial description of the station, its training program and objectives. For many who read these pages, this album will be a first "visit" to Sheepshead Bay. For other thousands it will be a reminder, a comprehensive review of their days aboard.

The discerning reader, however, will see beyond this description of a training unit geared for wartime emergency. The aim, to train men well for service on American merchant ships, will have perhaps even greater purpose and importance in post-war years.

Today the United States is the greatest maritime nation in the world. Maintenance of this position after the war will have a major effect upon the permanence of peace and the effectiveness of security measures. These are things to remember as the panorama unfolds in the following pages.

It is well to remember too that the men who have trained and will train at this and other Maritime Service stations are among the heroes of the war. Their valorous deeds are a glowing chapter, a fitting addition to the proud record of the American merchant marine. To their spirit this book is dedicated.

—JOHN L. BEEBE,
Captain, USNR,
Superintendent

Two

(NOTE: This space for personal letter or your own photograph)

THIS IS SHEEPSHEAD BAY



CAPT. J. von SNEIDERN, USMS
Executive Officer



CMDR. C. F. BEE, USMS
Administration Officer



CMDR. J. D. KELLY, USMS
Training Officer

Back at the turn of the century, the New York Cafe Society of Diamond Jim Brady and Bet-a-Million Gates knew Sheepshead Bay as a place of famous horse races and epicurean restaurants . . .

In the Thirties, Sheepshead's name spread to New York's millions, who flocked to the tennis courts, entertainment spectacles and bathing pavilions of a gigantic bathing beach . . .

And in 1942 came the change that spread Sheepshead Bay's name across the world, into every port where seamen go, across the thousands of miles of supply line to every fighting front of the United Nations.

Traces of those earlier days still remain. The bandshell and a few buildings of playground days are still in place at the U. S. Maritime Service Training Station, converted to nautical purposes.

The transition has been made as part of the fabulous awakening of America to full fighting force.

By way of background, the U. S. Maritime Service was

set up in 1938 under provisions of the Merchant Marine Act of 1936. Its purpose is to train officers and men for an adequate Merchant Marine. Until 1942 the U. S. Coast Guard administered the training under the direction of the U. S. Maritime Commission. In mid-summer of that year a Presidential Executive Order transferred operation of the Maritime Service to the Training Organization of the War Shipping Administration.

Shortly after Pearl Harbor, the Coast Guard had purchased 125 acres of property on the eastern tip of the Borough of Brooklyn, City of New York, for a huge training center. Seventy-six acres were set aside for the Sheepshead Bay Maritime Service station; 46 were retained for the Manhattan Beach Coast Guard station; three were turned over to the U. S. Public Health Service for the erection of a hospital to service both stations.

The Maritime Service property was still a mire of muddy paths and partly-constructed

buildings on Sept. 1, 1942, when the first sections of trainees entered the gates. Feverish activity for several months brought the station to completion, and the training and administrative programs were developed. On Dec. 5 the station shipped out its first graduate.

Sheepshead Bay is a city within a city, larger by far than the home towns of millions of Americans. The station is geared to a capacity of 10,000 trainees, and has an annual output of more than 35,000. Its men come from every state of the Union, and for many of the apprentice seamen who enter its gates, the waters that surround the station on three sides are the first salt water they have ever seen.

The training program is explained on the following pages, with picture captions written in the spirit of trainees typical of the thousands who have come, learned and shipped from this station to action on the seven seas.

WE'RE ON OUR WAY!

*Give us the oil, give us the gas.
Give us the shells, give us the guns.
We'll be the ones to see them through.
Give us the tanks, give us the planes.
Give us the parts, give us a ship.
Give us a Hip Hoo-ray!
And we'll be on our way.*

CHORUS

*Heave Ho! My lads, Heave Ho!
It's a long, long way to go.
It's a long, long pull with our hatches full,
Braving the wind, braving the sea,
Fighting the treacherous foe;
Heave Ho! My lads, Heave Ho!
Let the sea roll high or low,
We can cross any ocean,
Sail any river.
Give us the goods and we'll deliver,
Blast the submarine!
We're the men of the Merchant Marine!*

—Official Song of The U. S. Maritime Service

© Leeds Music Corporation



WE COME ABOARD

During the First Few Days A Smooth Production Line Transforms Us From Shirt-Sleeved Civilians Into Uncle Sam's Apprentice Seamen.

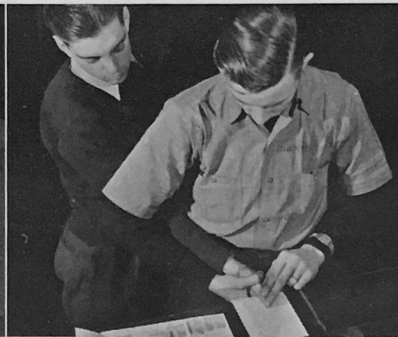


From 17 to 50, men from every part of the nation converge upon Sheepshead Bay. Arriving in groups of half a hundred or more,

the men are checked at the gates to make sure they carry nothing prohibited by regulations, then start on their processing schedule.



QUESTION FORMS of all types keep us busy for answers.



FINGERPRINTS and photos insure proper identification on all records.



MEDICAL EXAM is really thorough, includes inoculations to keep us fit.



CLOTHING, \$80 worth is supplied. Included are work dungarees, dress blues, raincoat, underwear, peacoat and shoes.



SEABAGS full we go to the barracks for indoctrination. We learn to live together, 1,400 in every barracks.

--- ARE TAKEN CARE OF

Besides all the big jobs of housing, feeding and training thousands, the station makes sure that everything is done for the safety, happiness and comfort of every man.



Doctors, pharmacist's mates are always ready.



There are police, fire departments. Above are Security Guards.



Tailor shop helps keep clothes spruced up.



Ship's Service is where we buy everything.

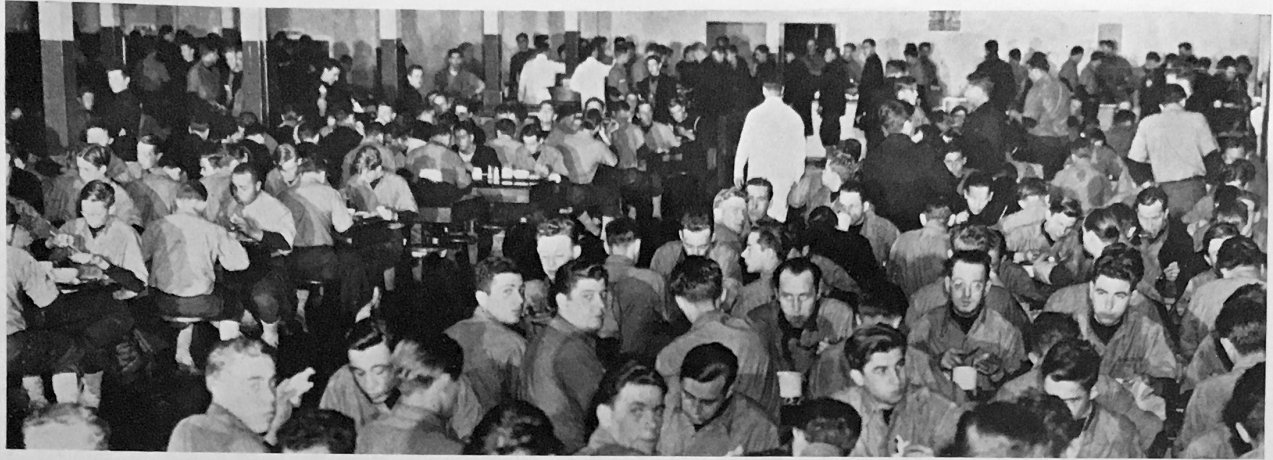


Chaplains give personal advice. Red Cross has field office.



Daily mail call is a swell morale builder.

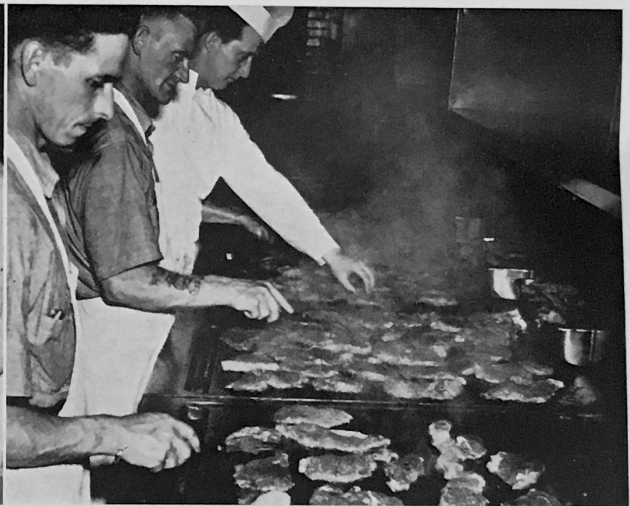
WE EAT HEARTILY



There are two giant mess hall buildings, in which each barracks has its own immaculate compartment, such as the one shown above, where 700 men are served cafeteria-style in one sitting. Breakfast is at 6:30, dinner at noon, supper at 5 p. m.



Pie, the way mother makes it at home.



Steaks fit for a king — or a trainee.



Commissary's aim: good food, well-served.



No poor appetites at Sheephead Bay.

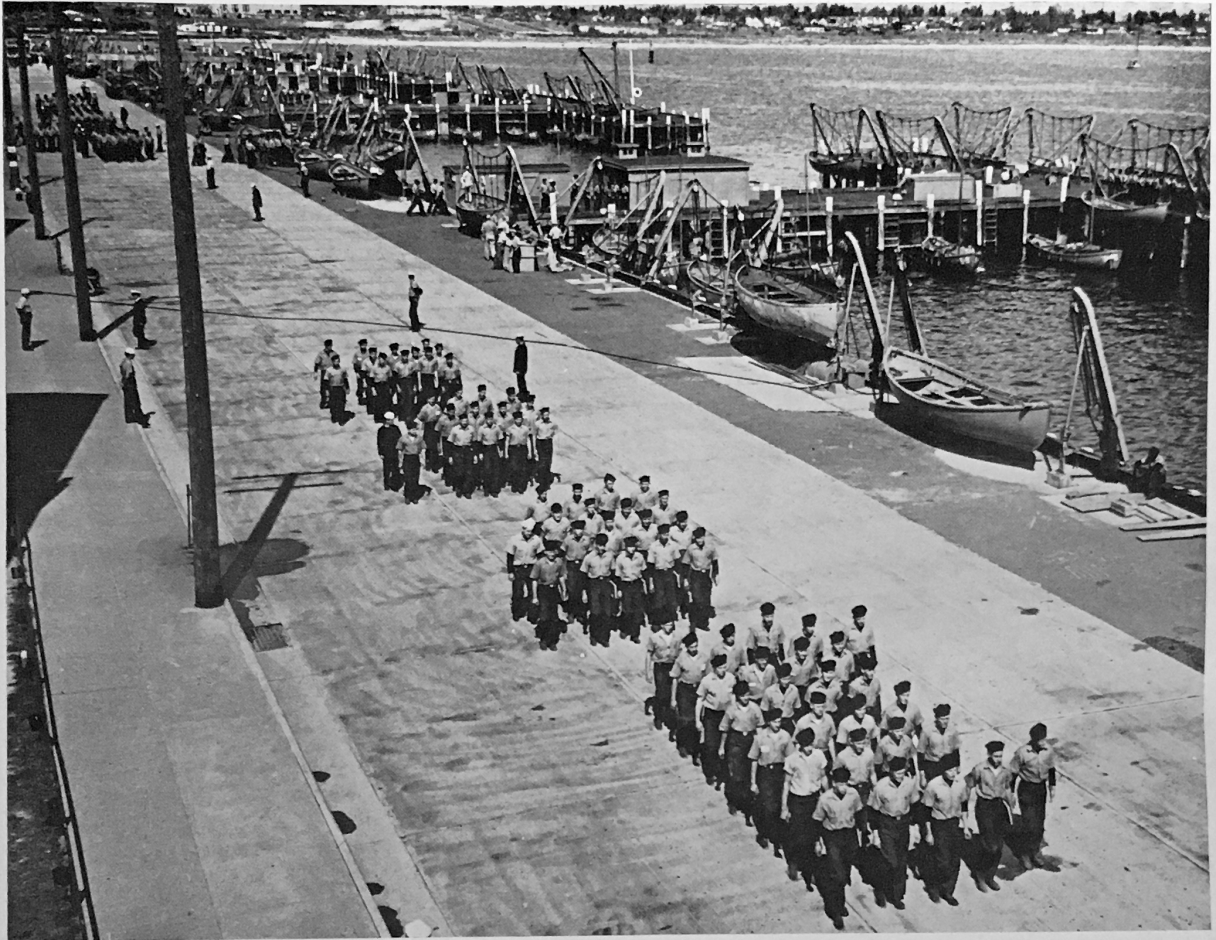
WE LEARN MANY THINGS - - -

*6 Weeks of Preliminary Training
Stress Personal Safety, Fitness*



Trainee crew makes dramatic silhouette on waters of Rockaway Inlet as men step a mast in boat training.

PRELIMINARY TRAINING: BOATS



LARGEST BOAT TRAINING layout in the country includes five piers and more than 200 whaleboat, sail and motorboats. Proper handling of lifeboats and equipment is given greatest amount of class time. Apprentice seamen continue boat training through advanced courses, must pass abandon ship, Coast Guard oral examinations.



DRYLAND rowing in boats shored up on beach is given during first week as trainees learn to obey commands, handle oars properly.



SOON the 11-man crews, accompanied by coxswain instructor are handling the boats on the waters of Sheepshead Bay and Rockaway Inlet. They train hard for final tests.

PRELIMINARY TRAINING: BOATS (Cont.)



ABANDON SHIP test is given on Pier 5 at end of Preliminary Training. Here a trainee crew, wearing life jackets, is ready to go into action at cry "Abandon Ship!" Safety and precaution are the watchwords by which the seamen live, teamwork and cooperation are the rules.



HALF OF CREW springs to lines that lower the boat from davits as rest of crew goes into the boat. As craft is lowered into water this latter group checks all equipment, makes sure everything is set to cast off. Lowering away must be done smoothly and evenly to avoid upsetting boat. When their job on the pier is completed, the men seize the knotted manlines (vertical) and climb down to their boat positions.



READY TO GO, six men in boat steady craft against upsetting as she slips into water. Every man has to show he can properly handle every one of the eleven boat positions.



DOWN MANLINES into boat go rest of crew. After passing exam, trainees take oral test for Coast Guard lifeboatman's ticket. In advanced courses men are instructed in sailing.

PRELIMINARY TRAINING: BOATS (Cont.)

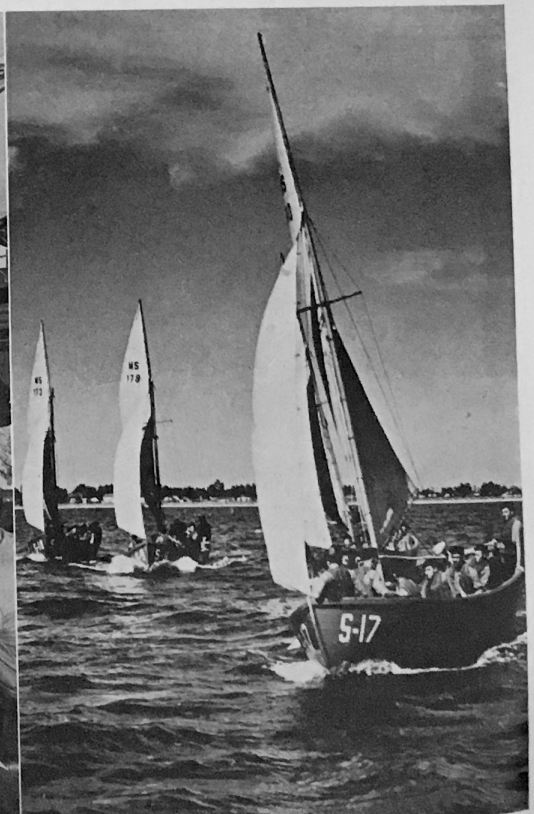


SAILING instruction includes training in lug and sliding gunter rigs. The crew heads for open water to step the mast. Keen natural interest of all men in all phases of boat training is augmented by a series of inter-barracks races run off every Saturday morning. Teams winning preliminary and varsity races, sailing and lug competitions get Admiral's Trophy credits.

HOIST AWAY and up goes the lug rig sail. Lifeboats aboard merchant ships are equipped with brightly colored lug sails to facilitate rescue at sea. The instructor (white hat) is giving the apprentice crew tips on pitfalls to be avoided in handling sail. Many of the teachers have had years of boating experience, more than one has applied his knowledge at sea during war.



39 ARTICLES of equipment from pemmican to sea anchor and automatic radio are in all boats. Trainees must learn entire list and the uses. Instructor points at automatic radio transmitter.

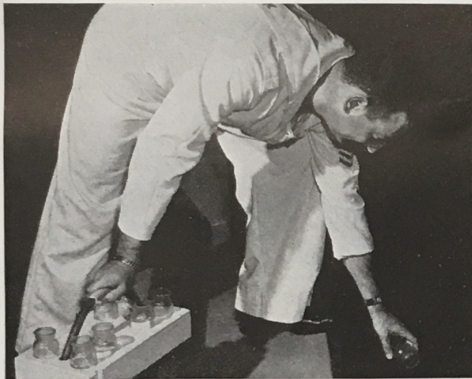


SMART BREEZE and a trio of sliding gunter rig sailboats set a fast pace. It's fun on sunny days, but training goes on in bad weather too.

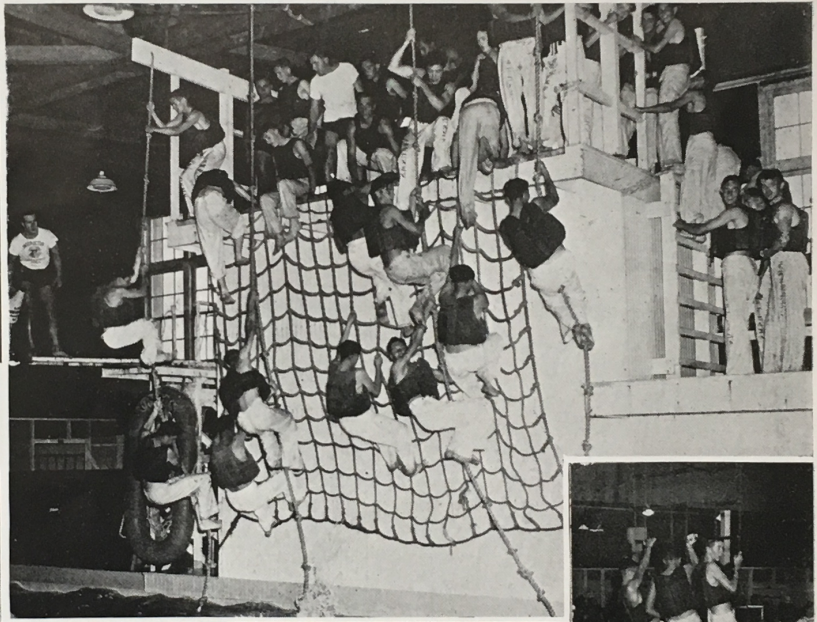
SAFETY SEAMANSHIP



TWO LARGEST indoor swimming pools in country (170 by 74 feet) enable hundreds of men to get instruction at one time. Men are taught five strokes, how to jump from 15 foot platform, proper use of float devices, how to climb cargo net, enter boat.



PURITY of pool water is checked every two hours. Temperature is kept at healthful level. Instruction goes on, summer and winter.

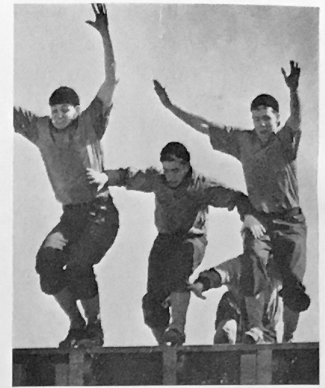


PHYSICAL FITNESS



Mass boxing teaches coordination.

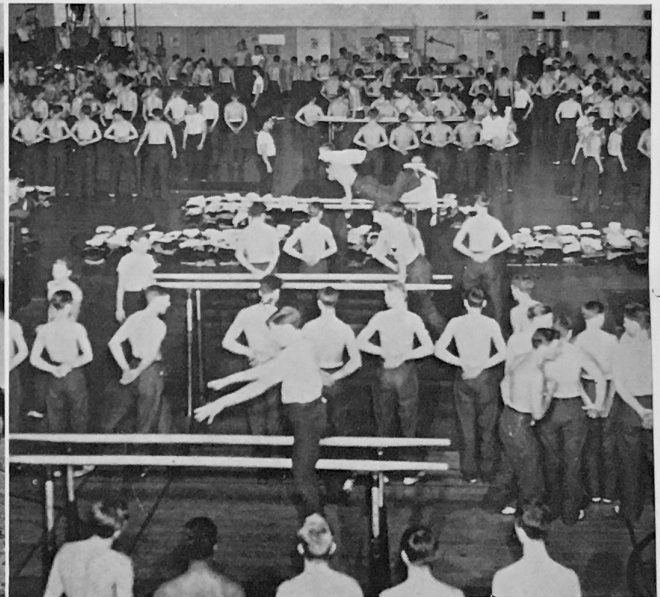
Body Building with the purpose of giving the men strong, well-coordinated bodies to face emergencies is the objective of the Physical Fitness program. Besides activities shown on this page, trainees learn how to fall without injury, how to box and fundamentals of judo wrestling.



Taking incline jump.



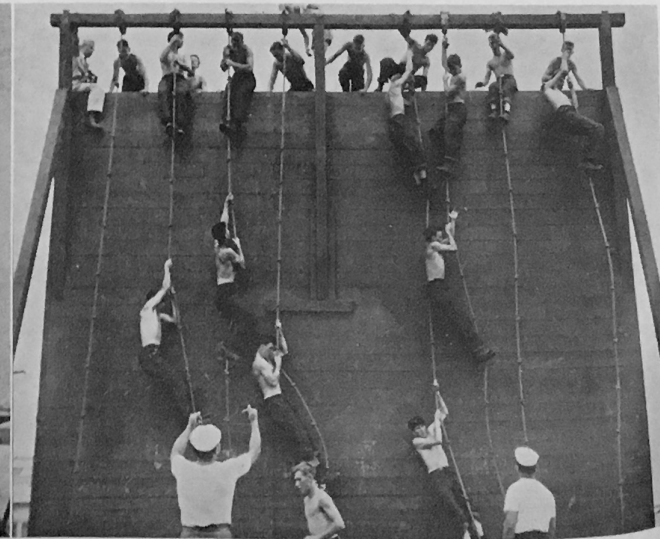
Obstacle course; 565 yards, 38 obstacles.



Indoor training on gym apparatus.



Up and over as instructor urges men on.

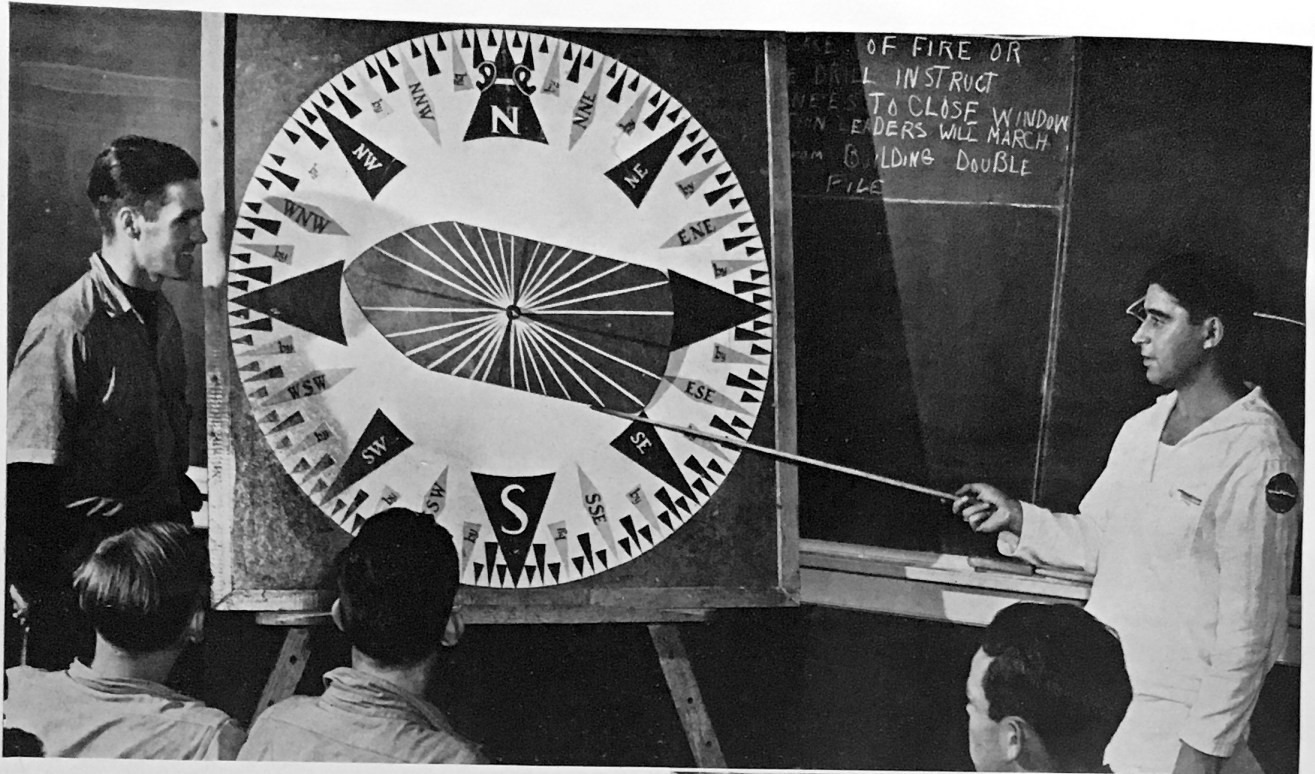


24-Foot escape hatch simulates reality.

GAS, GUNS, FIRE

SAFETY FIRST is the watchword for courses in gunnery, gas masks and oxygen breathing apparatus, and fire equipment. Navy gun crews man merchant ship batteries, but Maritime Service trainees are taught how to handle the guns and to pitch in during an emergency. Trainees use masks in sulphur dioxide filled chamber.



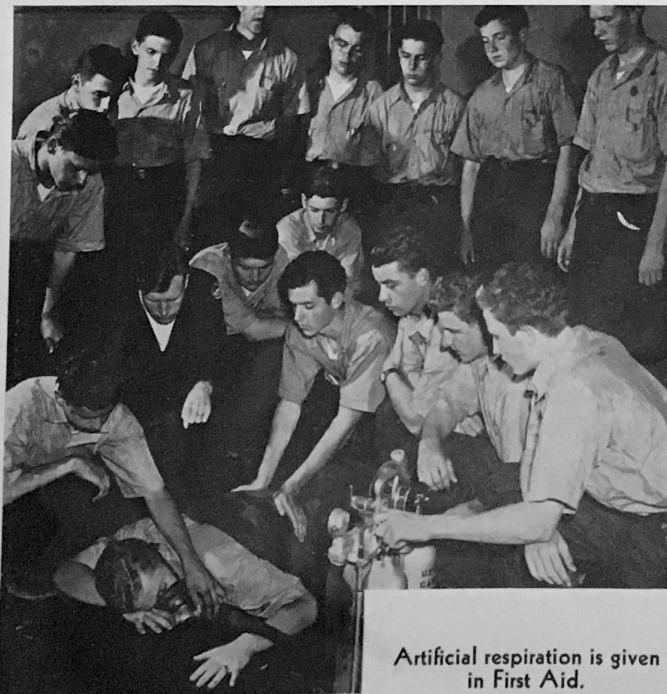


COMPASS, RESCUE, FIRST AID

The huge compass (above) is used as every apprentice seaman learns the 32 points of the compass, "backwards and forwards". Courses shown on this page, coupled with those shown previously, plus classes in terminology, knots, customs, etc., complete Preliminary Training.



LINE-THROWING GUN is prepared by instructor on waterfront. Apparatus shoots line to a ship for transfer of persons or supplies in a buoy.



Artificial respiration is given in First Aid.



BREECHES BUOY class learns to rig properly.

WORK WEEK

AT THE END of his three week quarantine period, the trainee rates his first weekend liberty. He returns for another week of classes, then goes into Work Week. Purposes are to familiarize the man with routine tasks of ship life, and to help instill discipline. Jobs run gamut from washing windows and painting to typing and clerical work in offices. Assignments are geared as much as possible to the branch of service he plans as specialty.



First lesson in deck swabbing.



Painting, a continuous task.



Trainee details apply muscle to cleaning ice and snow from station streets after a storm.

MESS WEEK

Following Work Week, all trainees receive instruction which enables them to be certified as steward's mates, third class, in addition to certification in whatever branch of advanced training they may eventually take. The men are trained as galley assistants, learn how to serve and to take care of living quarters.



Proper serving turns out to be an art.

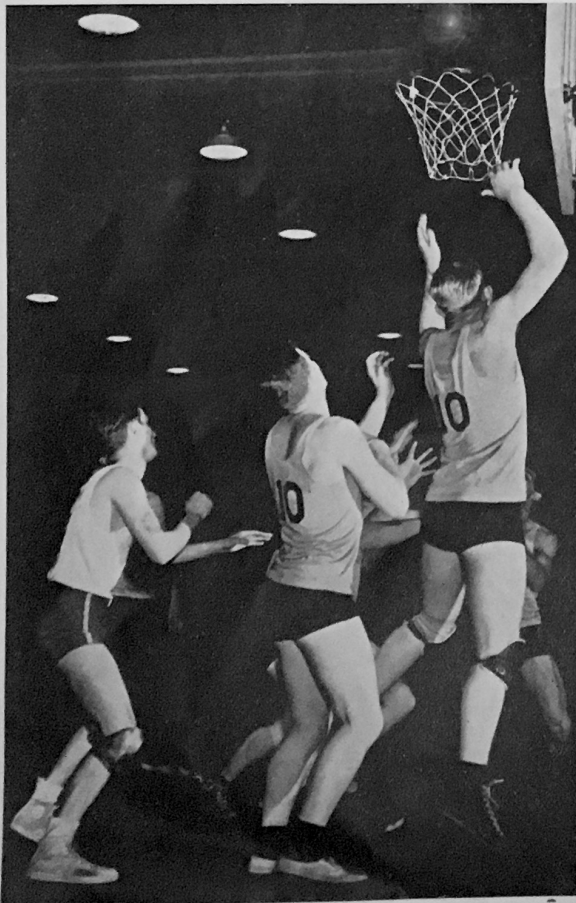


Peeling vegetables is one of galley jobs taught.

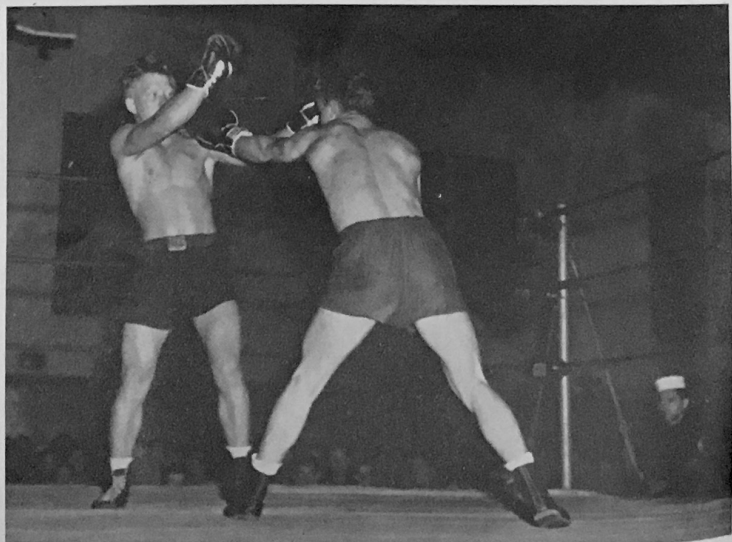
WE PLAY HARD



Inter-Barracks varsity boat race



Up and in with 2 sure points.

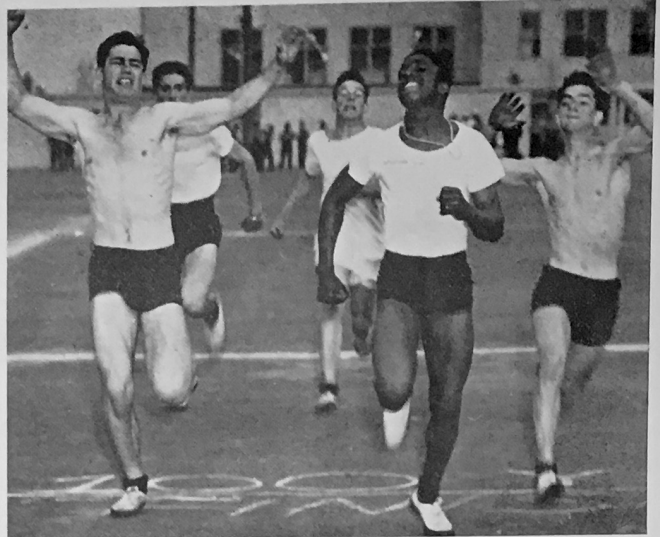


Mixing it up in boxing ring.

WE PLAY HARD (Cont.)



Putting the shot takes lots of muscle coordination.



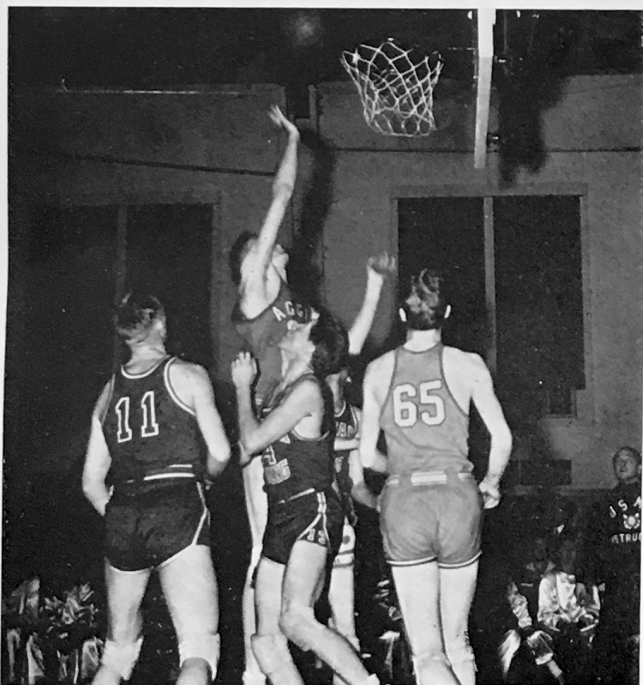
Breasting the tape in a barracks meet.



Softball competition on Wauchope Field.



Victorious team in swimming tourney.



Inter-barracks basketball tournament.



The Superintendent awards the Admiral's Trophy.

Special Events



Plenty doing every day in the week.



Broadway shows — this is "Hellzapoppin'" — are presented.



Jimmy Durante, himself.



Friday night dances in Bowditch Hall with carefully selected hostesses.



Outdoor events of many types are held in band shell during summer months. Many programs featuring Maritime Service personnel have been broadcast.



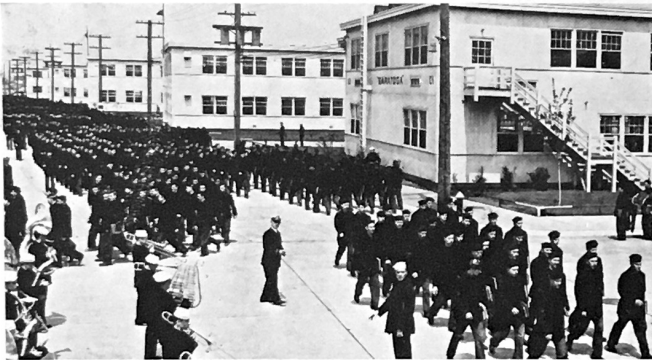
On first USMS television show, a Sheephead graduate's mother receives the Mariner's Medal from Capt. H. H. Dreany, USMS, Assistant Commandant.

This Was Sheepshead Yesterday - - -



A few short years ago the site of this great training station was part of the Manhattan Beach municipal bathing center. Hundreds of thousands of New Yorkers crowded the beaches (left), swam in Rockaway Inlet or the giant outdoor pools (right), played sports and enjoyed stellar entertainment programs. The pictures below and the air view (next page) give some idea of the breath-taking transformation that has taken place since 1942.

- - - This Is Sheepshead Today



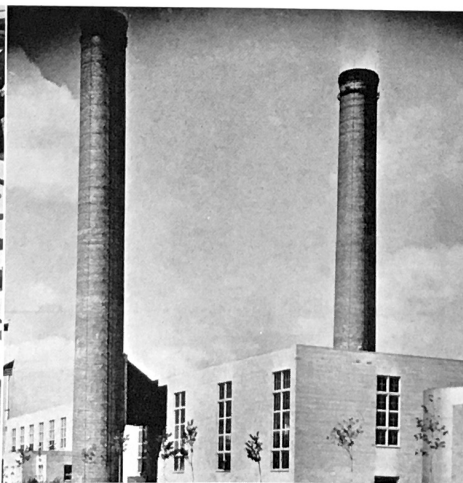
Trainee sections march off to classes past a spotless row of barracks and class buildings on Decatur Avenue. Buildings are named for famous Clippers and early steamships.



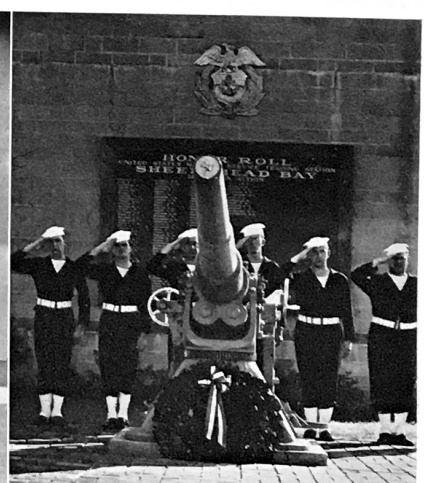
The two main outdoor pools above were housed in this modern building, providing year-round facilities for instruction in Safety Seamanship.



Thousands of trainees have tossed coins for good luck in huge street compass.



Powerhouse is a headquarters for Engine Training, is also giant central heating plant.



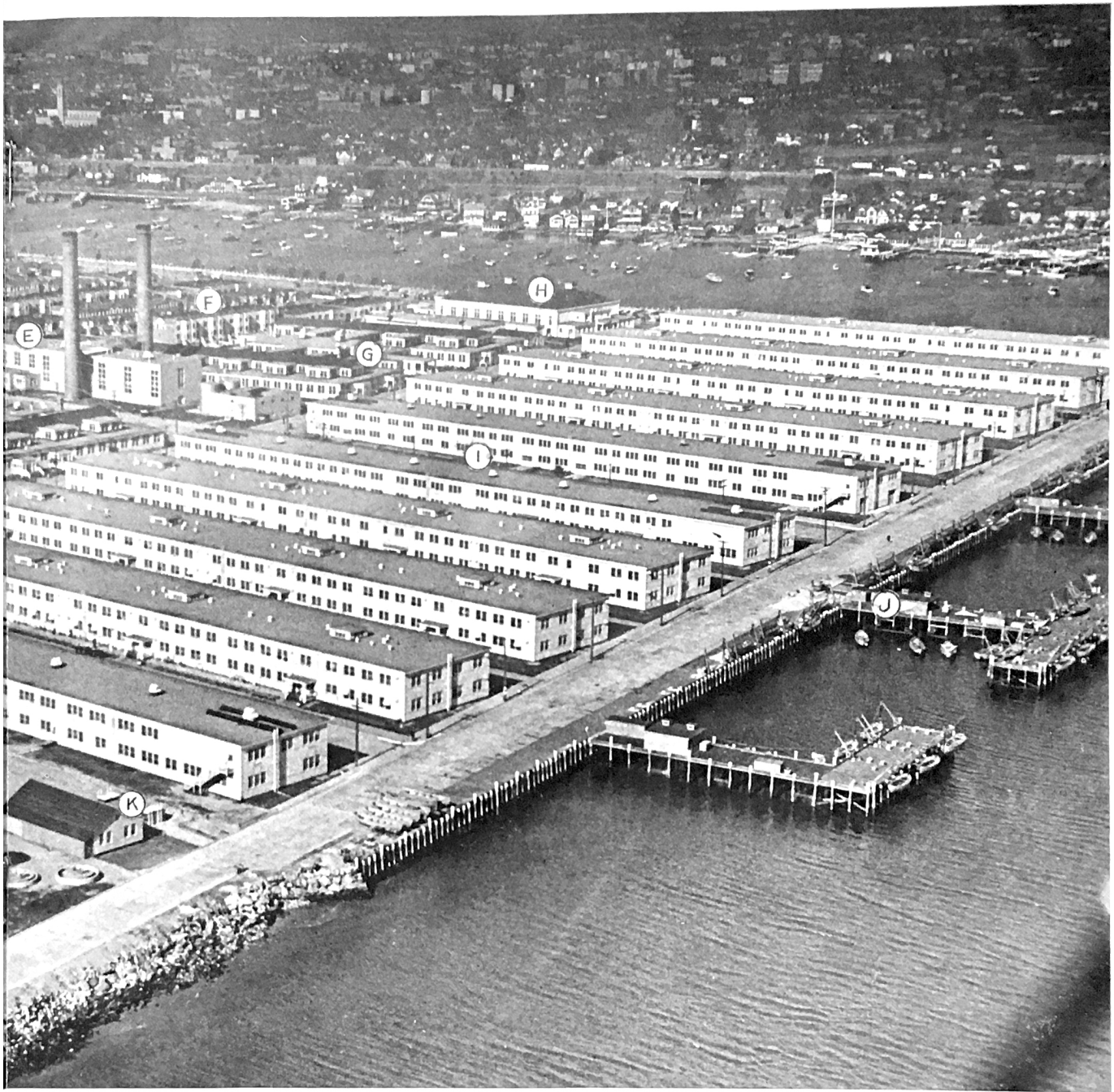
Guard salutes at gun guarding the honor roll of hero graduates lost in action.

WE HAVE A MULTI-MILLION DO



A busy city of 12,000 men, the U. S. Maritime Service Training Station, Sheepshead Bay, N. Y. covers 76 acres. Identified in the photograph are 21 guide points for a quick tour: A is the Main Gate, Oriental Boulevard; B, the Administration Building; C, the Receiving and Personnel Building; D, the station flagpole; E, the Powerhouse; F is Quentin Street, the officers' quarters; G, one of the general Messhalls; H is Bowditch Hall; I includes the entire row of seven Barracks and three Class Buildings; J shows part of the 5-pier boat training layout; K is the sunken chamber where gas mask demonstrations are held;

DOLLAR HOME



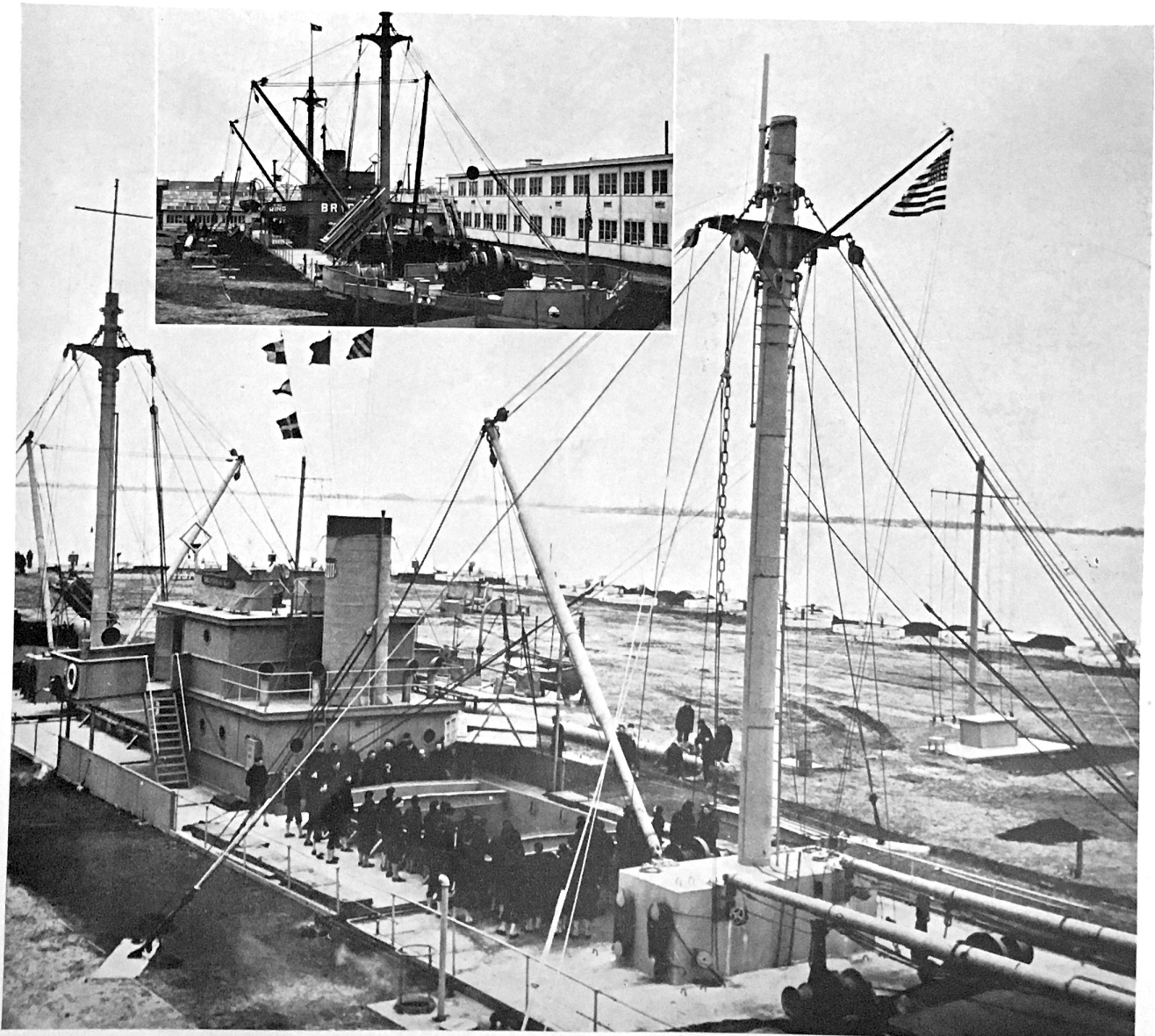
L includes the 27 Steering Trainers; M is the SS Sheepshead Bay, the complete deck of a typical freighter; N shows the Obstacle Course and Skating Rink where classes in mass boxing are held; O is the Bandshell; P is Ship's Service stores, the canteen; Q is the ship's company barracks; R encloses another row of classroom buildings; S is the Fire and Police Department headquarters; T points to the Swimming Pool Building; and U is Wauchope Field, the station parade ground and review area. The view looks to the northwest. In the summertime an outdoor bathing beach, shown on page 19, is available in the area T, R, O

ADVANCED TRAINING FIVE SCHOOLS EMPHASIZE VARIETY OF OPPORTUNITY

During Preliminary training the trainees are given vocational guidance and learn of the many specialized types of advanced training for which they may apply. When the six weeks of preliminary training are over those men not shipping out as Steward's Mates go into the advanced school for which they have expressed preference and for which they have qualified. Sheepshead Bay provides advanced training for apprentice seamen in Deck,

Engine, 2nd Cook, and Hospital Corps-Purser schools. Qualified men may also be assigned to the Merchant Marine Academy or to one of the Maritime Service radio schools. Enginemens only are eligible for Turbo-electric and Pumpman schools. In addition to the diversified facilities provided for new seamen, a Steward's School is operated at Sheepshead Bay for the upgrading of men who have had sea time as Ship's Cooks.

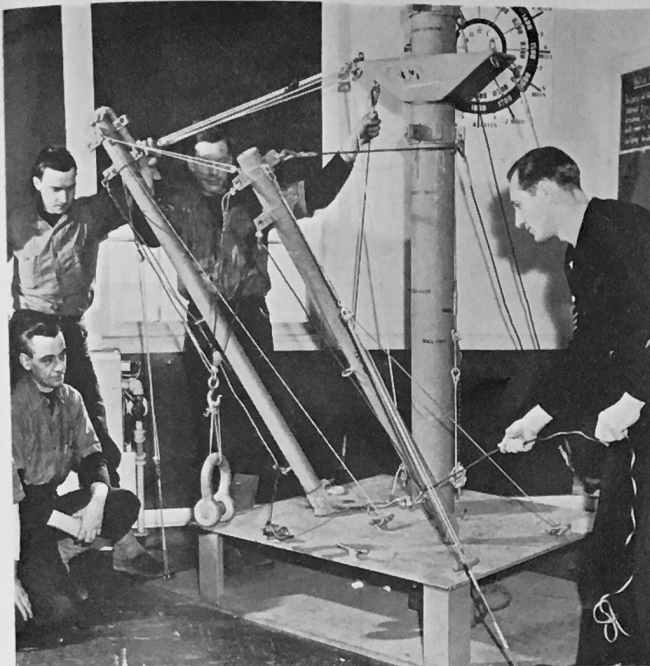
WE TRAIN FOR DECK



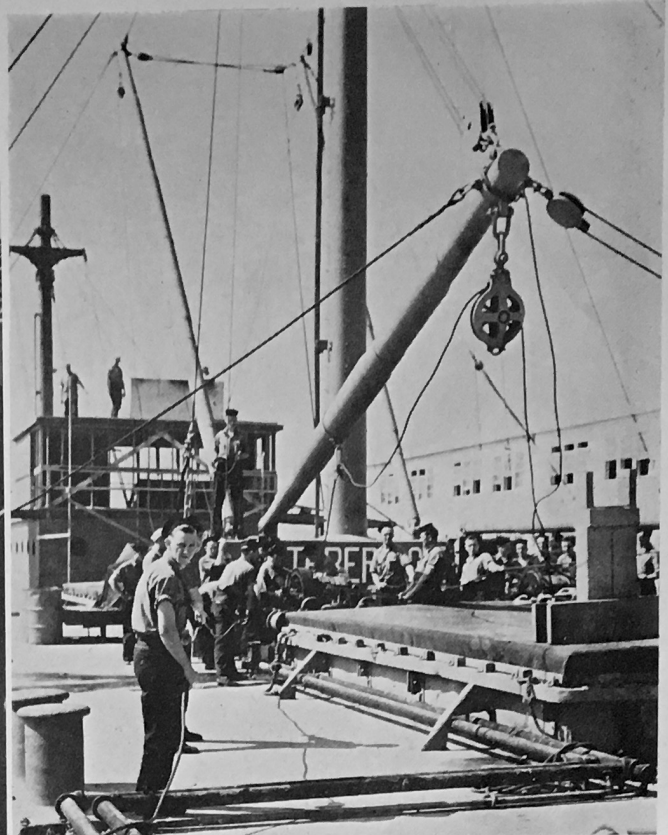
This is the SS SHEEPSHEAD BAY, the completely equipped deck, rigging and superstructure of a typical freighter. "Moored" in the beachfront sands, the "ship" is a focal point of deck training. Her booms and much of the deck gear were salvaged from the SS "Panuco", a liner which burned and sank in New York Harbor in 1941. The SHEEPSHEAD BAY is 304 feet long.

DECK TRAINING (Cont.)

Aboard the "SHEEPSHEAD BAY", the trainees get practical training in the use of every piece of deck equipment from anchor windlass to cargo booms and running rigging.



PRINCIPLES of deck cargo rigging are first explained by instructor using model equipment in classroom. Apprentice seamen then apply principles on Sheepshead Bay.



FIVE-TON yard boom rises into its spot position as the hatch boom lies still cradled on the port side. West Coast rig is used for handling cargo.



STRIPPING back the tarpaulin covers is next step after booms have been raised from cradles. Sheepshead Bay has four shallow holds for class work.



HAND SIGNALS are used to guide winch operators (in foreground) as loaded cargo net is swung by booms from beach into the hold.

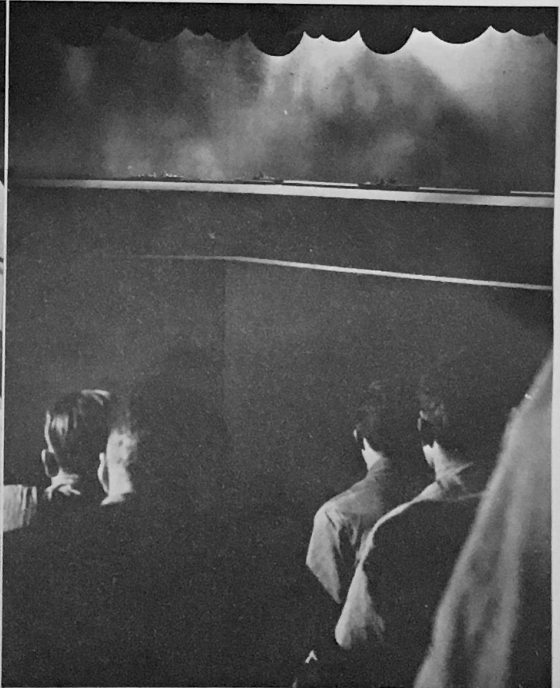
DECK TRAINING (Cont.)



STEERING TRAINERS give trainees the "feel" of steering a compass course. The steel platform, pontoon design, of the trainer pivots in a concrete basin partly filled with water. A small pump drives the water against the platform's keel. As trainee steers a compass course the platform rotates. The device helps overcome the novice's effort to make compass card turn in response to wheel.

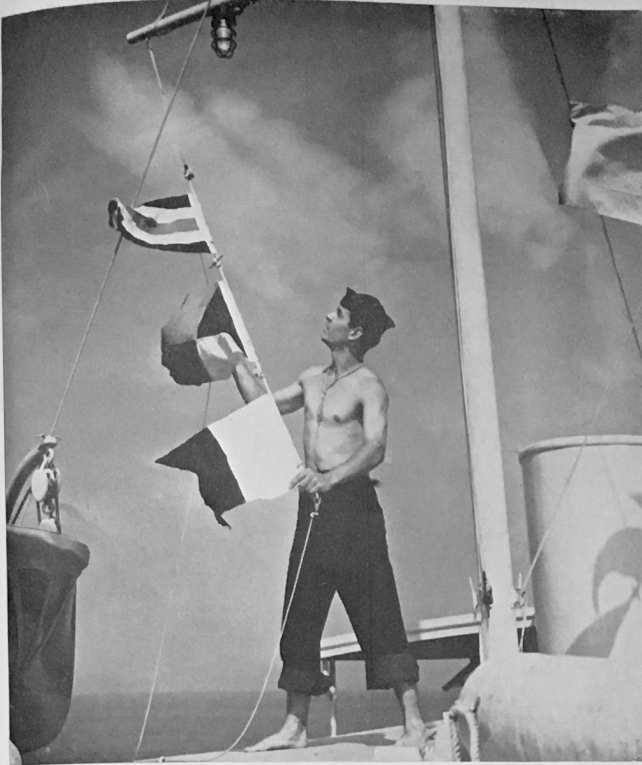


MOCKUP of a complete bridge, the SS Chips provides classroom instruction in the location and use of all equipment and instruments on a ship's bridge.



NIGHT VISION class trains men in lookout duties. Trainee must learn to recognize ship models on dim-lit stage simulating sea conditions.

SIGNALLING INSTRUCTION



Running up the International signal flags.



Blinker lights enable distant talk at sea.



Semaphore flags for International Morse code.

MARLINSPIKE SEAMANSHIP



COURSES pictured on this page are part of Deck Training too. Marlinspike seamanship is use of rope, starts in basic training. Proper care and preservation of line is stressed. Flagbag instruction, in adjacent column, includes semaphore, international flags and Morse code lights that are especially useful in wartime.



FENDER for gunwale of boat is woven by trio.

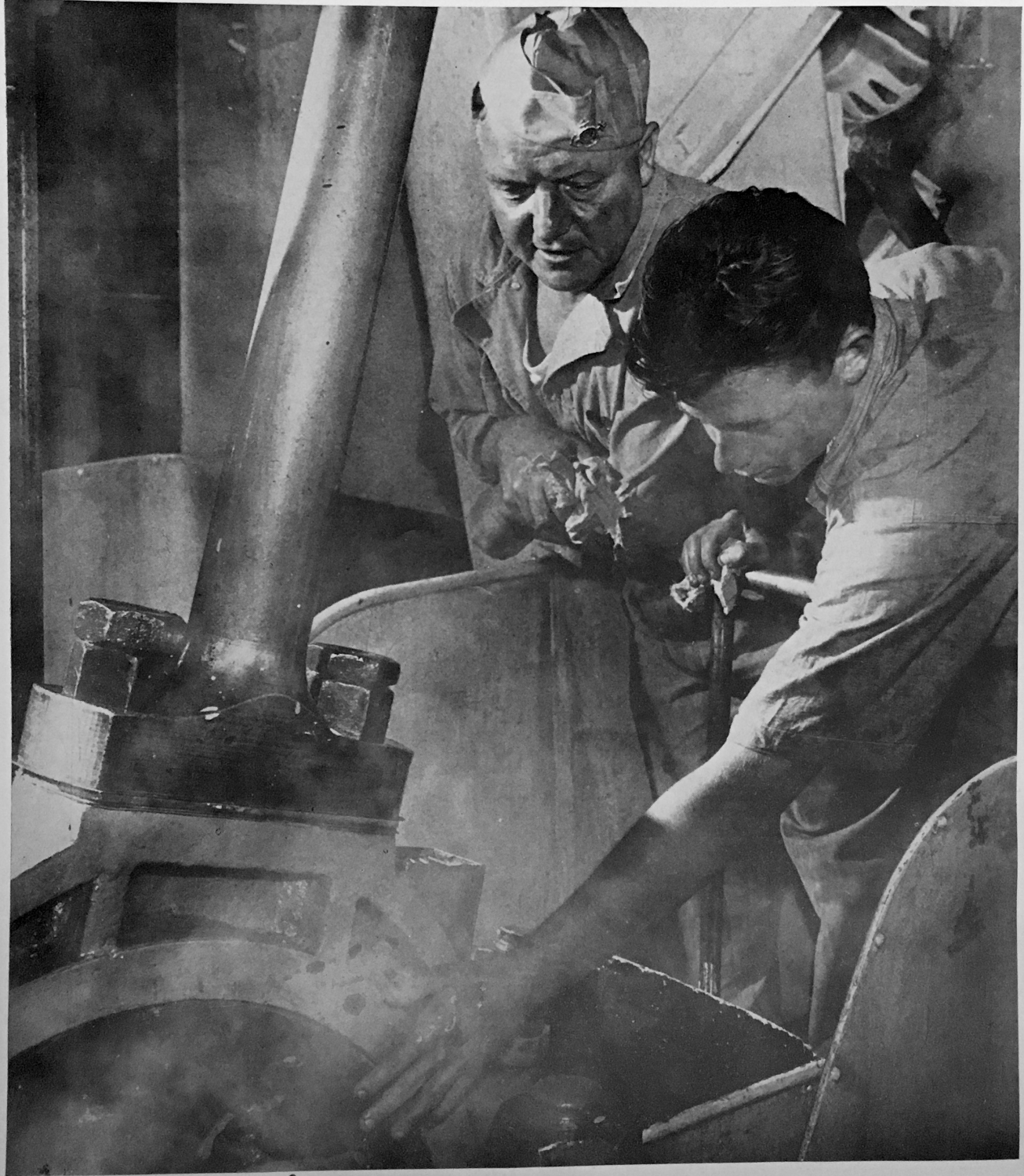


RIGGING a block is job deck seaman must know.



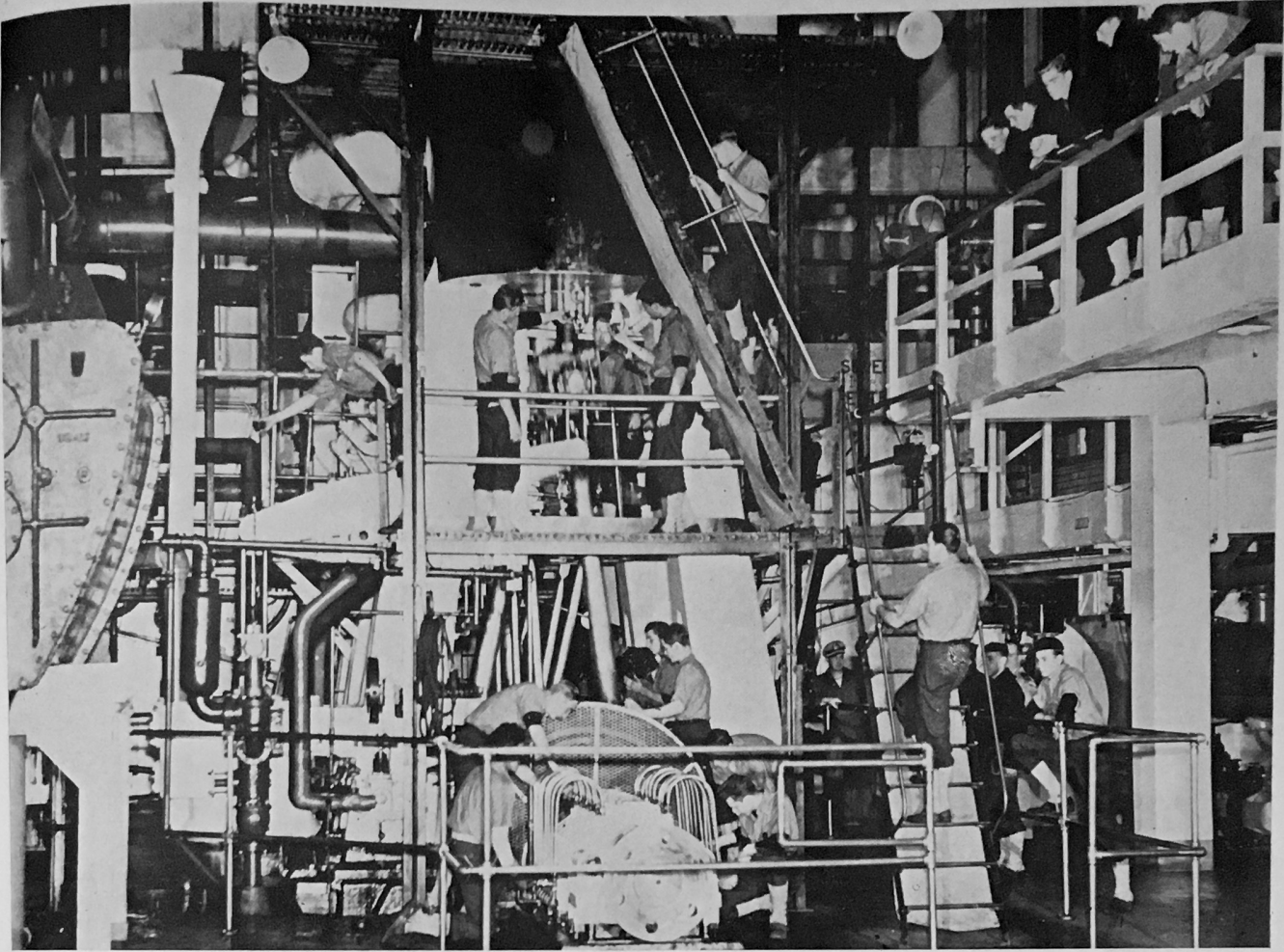
Stagings are rigged by two-man teams.

WE JOIN THE 'BLACK GANG'

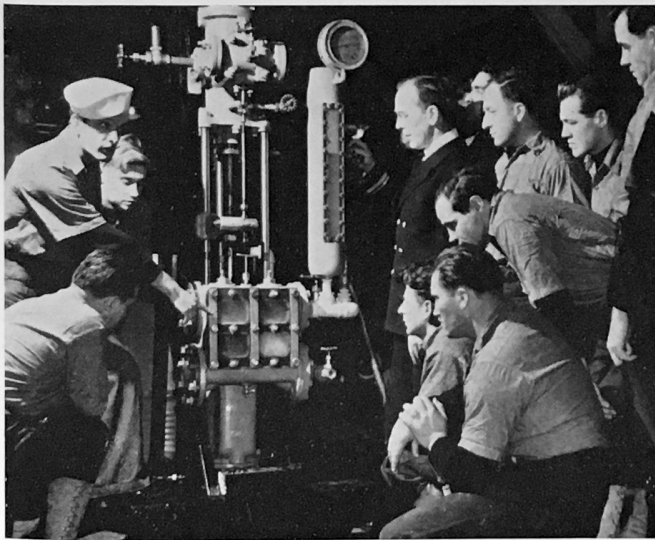


Engine Department trainee feels the eccentric strap of a 2500 H.P. reciprocating triple expansion type engine

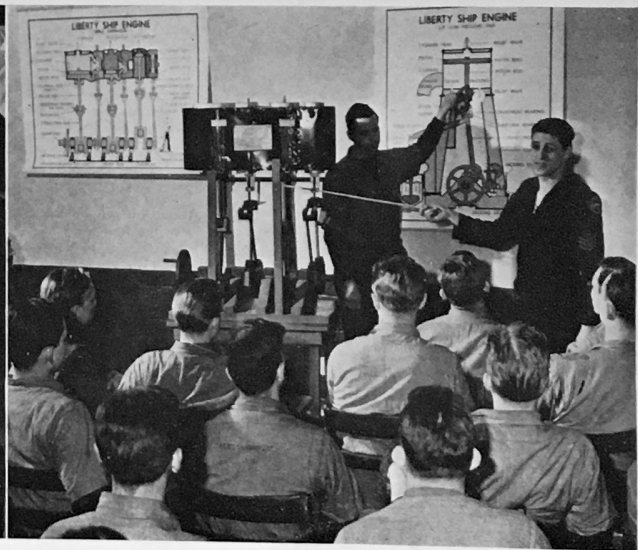
ENGINE TRAINING (Cont.)



HEART of the Engine Department training program is the "Liberty" ship type expansion engine shown here and on previous page. Like SHEEPSHEAD BAY deck gear, engine was salvaged from SS Panuco. Apprentice seamen stand regular watches on day and night schedules. In foreground, a group of men work on the main thrust bearing while others above feel moving parts to make sure of proper lubrication. Loudspeaker system enables instructors to lecture men above the hum of the engine. Main condenser, extreme left, is from a ship sunk in invasion of North Africa. Engine room men are known as "Black Gang."



TRANSPARENT cutaways enable trainees to observe inner operations of a ship pump.



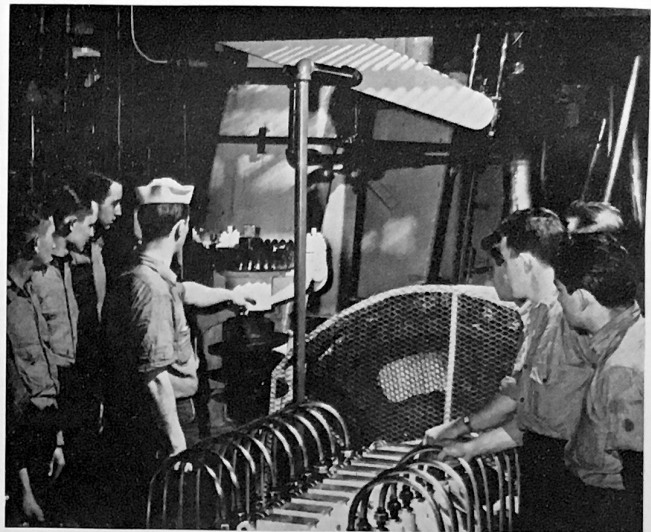
MODEL operating parts and charts are used to clarify technical classroom lectures.

ENGINE TRAINING (Cont.)

Standing regular watches in the Powerhouse, which includes a heating plant as well as engine equipment, the trainees learn the jobs of firing, wiping, oiling, the need of vigilance.



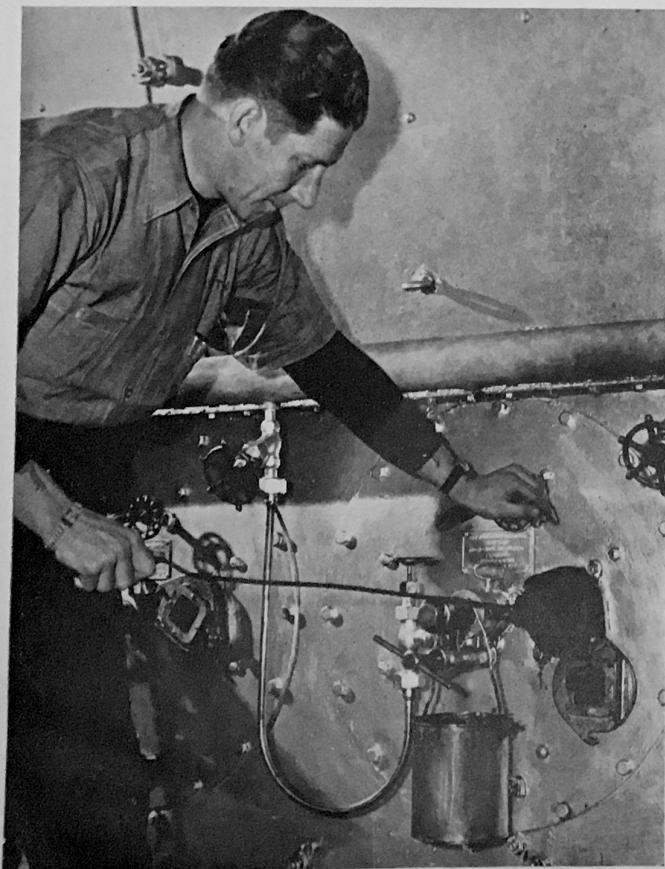
Oil keeps moving parts functioning.



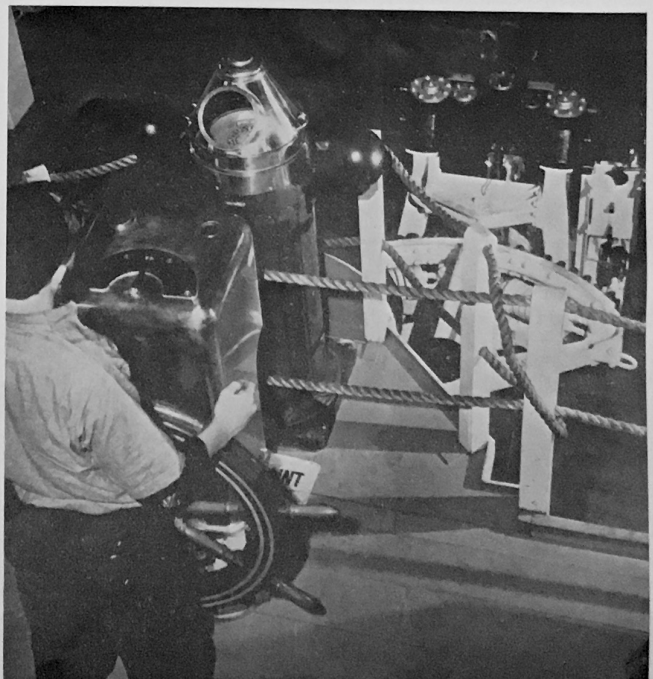
Watching operation of main thrust bearing, horseshoe type.



Efficiency requires constant observation of pressures and temperatures.



Lighting off a burner is an exact process.

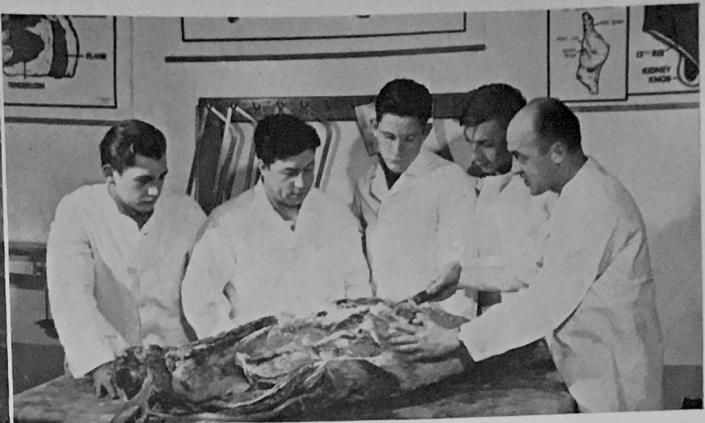


Ship's wheel controls the steering engine.

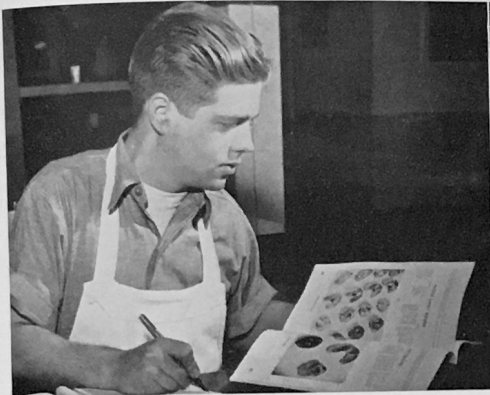
COOKS and BAKERS



GOOD FOOD is the key to a happy ship. Men at Sheepshead Bay are trained to be second Cooks and Bakers in intensive 10-week course.



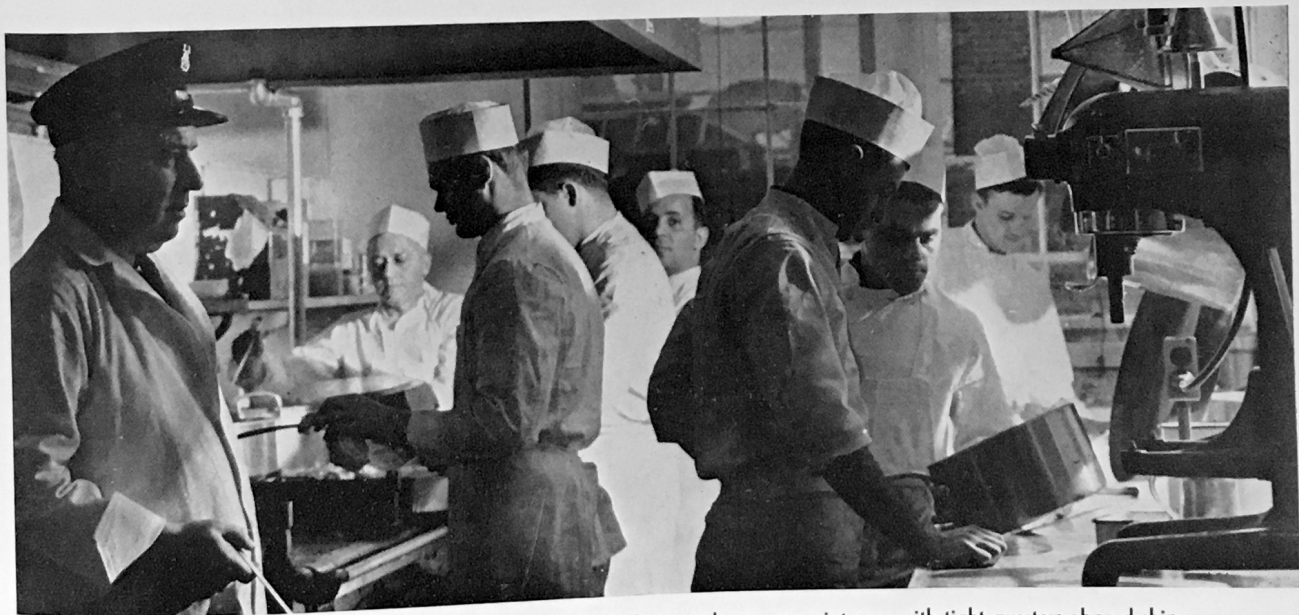
BUTCHERING of meat, preparation of fish and poultry stresses need for efficiency, little waste. How to use leftovers for hearty dishes is taught.



BALANCED DIET, nutritional values are studied in preparing menus.

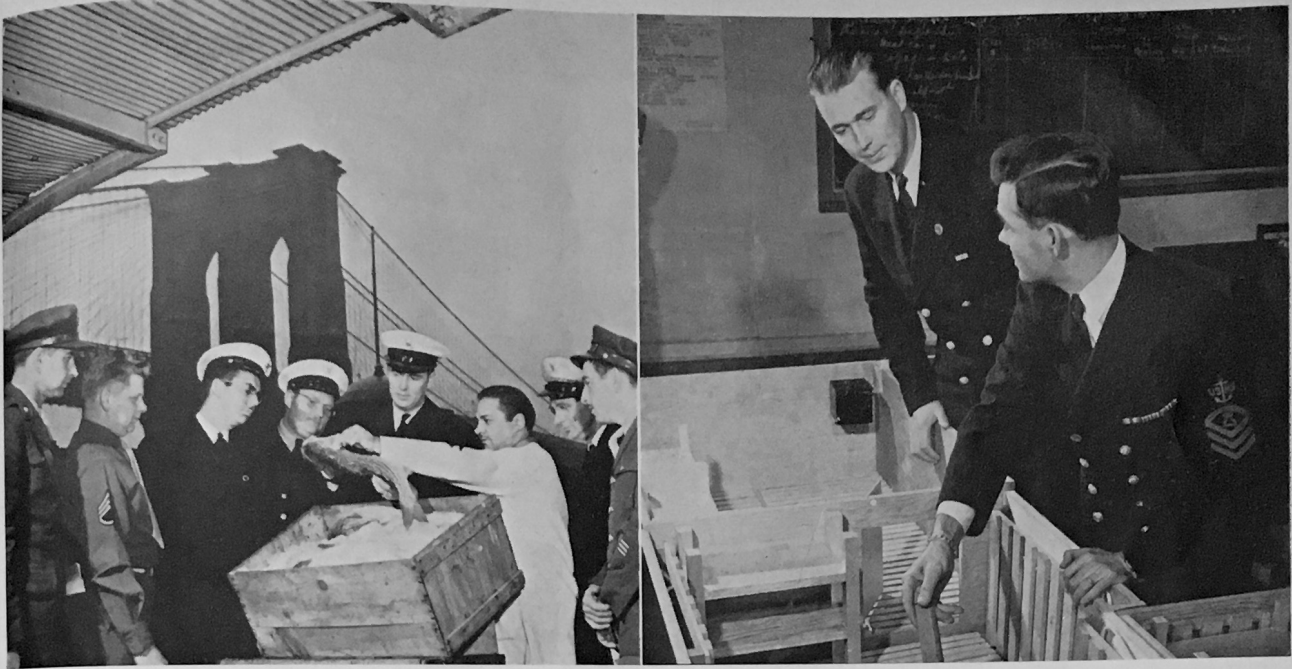


THREE MEALS a day are prepared by the students and eaten as their regular chow. Absolute cleanliness is a watchword.



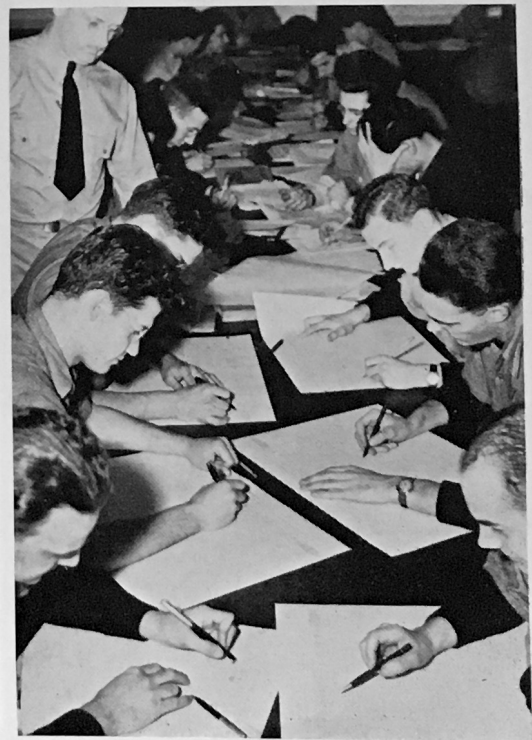
Two exact size Victory ship galleys, complete to final pot and pan, acquaint men with tight quarters aboard ship.

STEWARDS SCHOOL



The men (left) examining fish in New York's Fulton Market, and the student (right) being shown a ship storeroom model are students in the Stewards School. Men with sea time as cooks and bakers, as well as some Army non-coms, are trained in manifold duties. Nautical housekeepers, they are responsible for meals, linen, living quarters, etc.

PURSER SCHOOL



Apprentice seamen taking the Hospital Corps course go to Purser School for six weeks so they can hold the combined job at sea of junior assistant purser-hospital corpsman. Instruction includes typing and intimate knowledge of the variety of papers which must be kept. Purser keeps payroll records, cargo manifest, must know intricate regulations.

WE GO ON TRAINING SHIPS



More than 10,000 Maritime Service trainees have received part of their schooling on the sailing ship Vema.



White sand is loaded for scrubbing deck.



Chow time in combined sleeping compartment-classroom.

Near the end of advanced courses in Deck and Engine Training, apprentice seamen go aboard a Maritime Service training ship for three weeks. These vessels, a three-masted schooner and four steamships, cruise the waters of Long Island Sound and Chesapeake Bay. On these two pages is shown a cross-section of life aboard the Vema, a one-time luxury yacht built at a cost of \$1,000,000. Deck trainees and men in Preliminary Training are instructed aboard. Work parties are assigned for duty on the motorship Cape Frio.



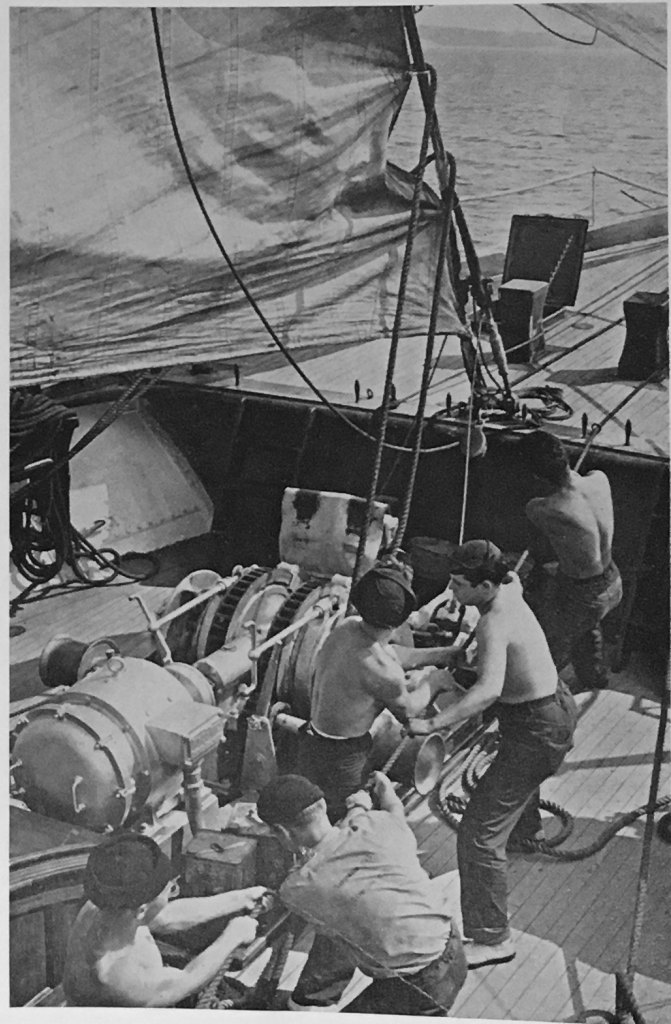
With filled seabags, trainees board the Vema.



Boat training continues on Long Island Sound.



Anchor up! Chain is washed free of silt.



Learning to hoist one of the four jib sails.

TRAINING SHIPS (Cont.)

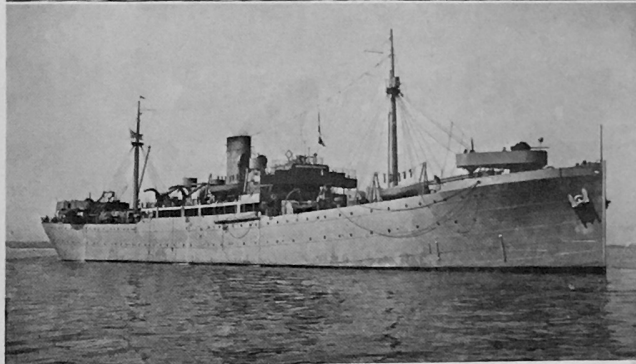
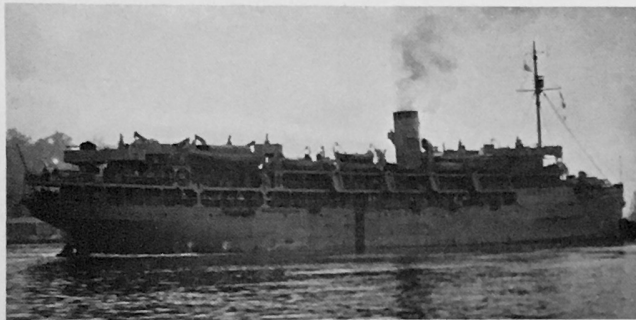
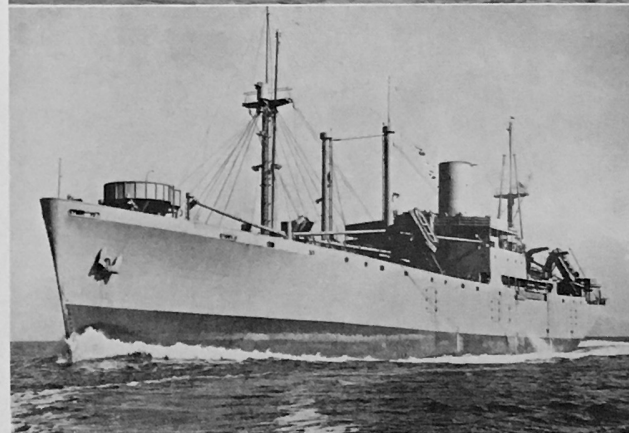
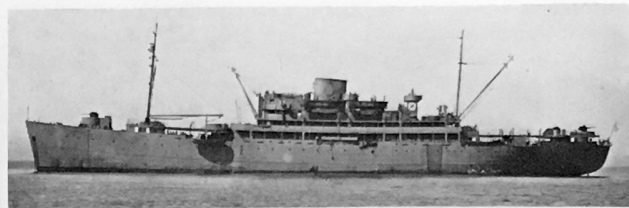
AMERICAN MARINER (Top right)

AMERICAN NAVIGATOR (Center left)

AMERICAN ENGINEER (Center right)

AMERICAN SEAMAN (Lower left)

CAPE FRIO (Lower right)

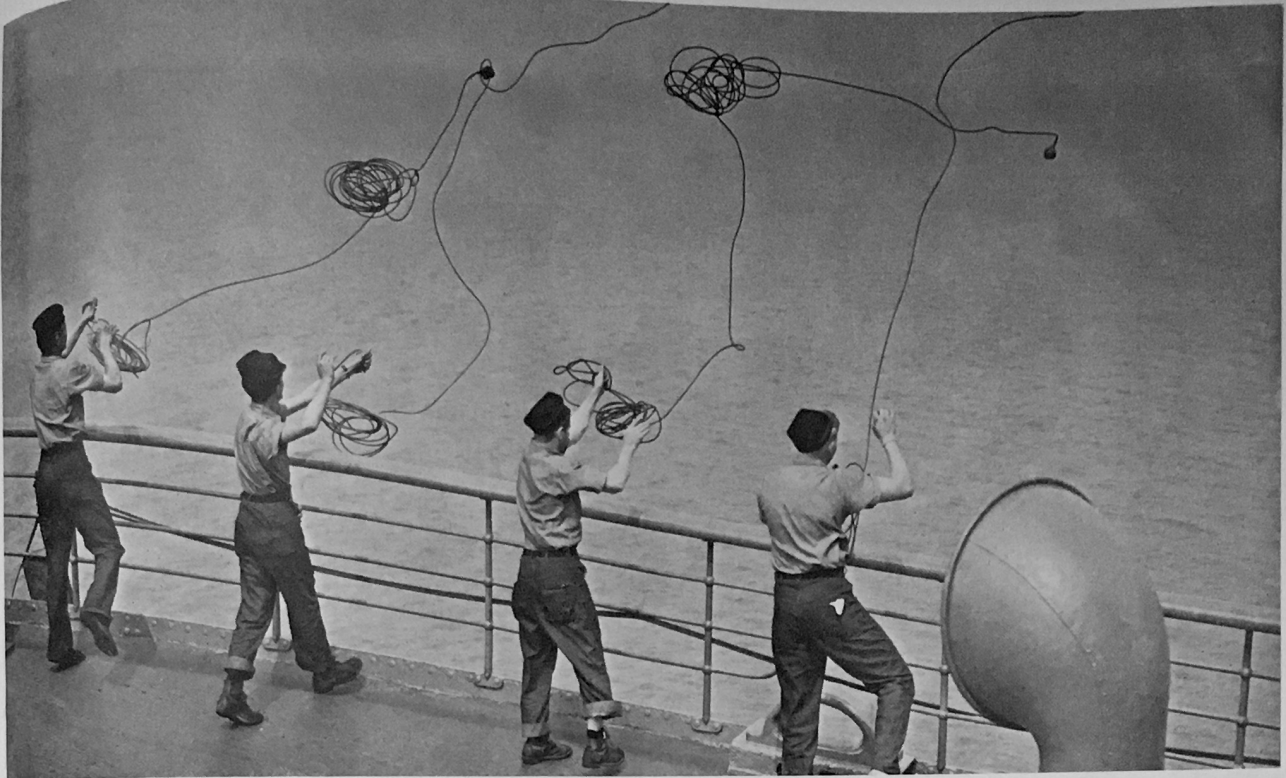


On these five vessels one thousand or more apprentice seamen go out each week. The Mariner is a Liberty Ship with complete equipment, modified into a floating school; two are converted passenger ships, and the "Seaman" is a converted freighter. Classroom courses are combined with watch assignments during which the trainees participate in the actual operation of the ship.

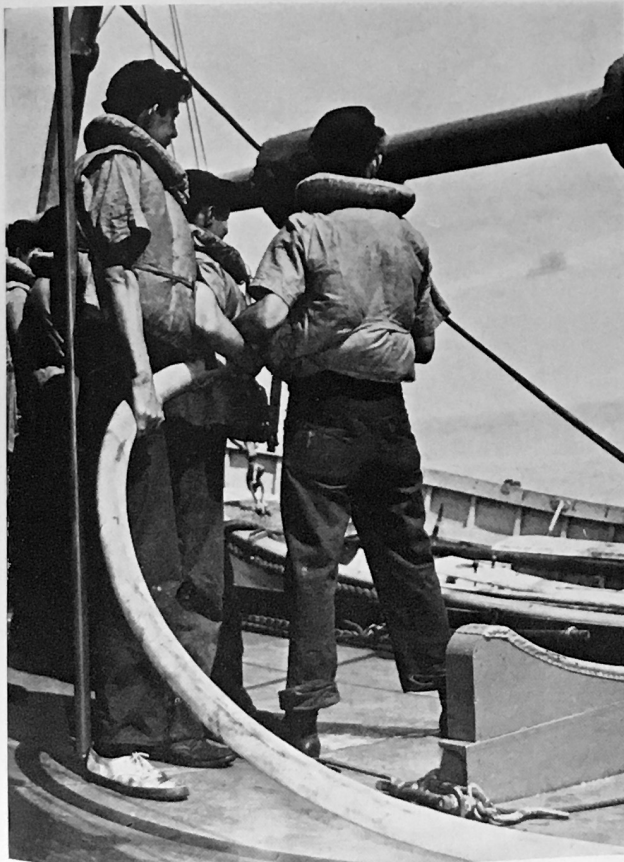


Student deck seaman takes wheel of training ship under supervision.

TRAINING SHIPS (Cont.)



Trainees practice heaving lines that are used to lead mooring hawsers.



Testing fire hose is part of shipboard routine.

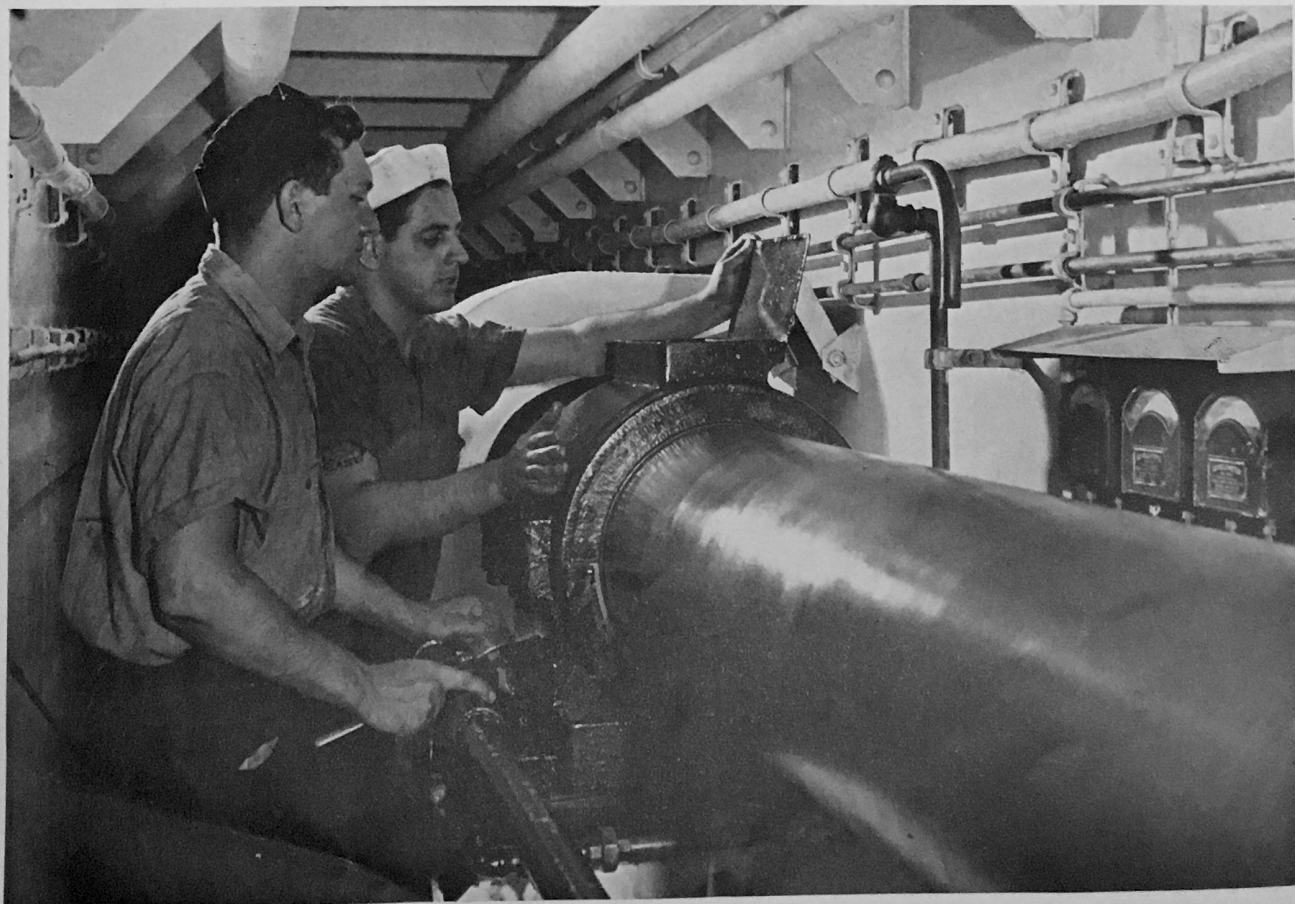


Abandon ship drills are held for all hands.

TRAINING SHIPS (Cont.)



Over the side on stagings to paint the ship gives apprentice seamen practical sample of routine jobs afloat.



Trainee watches as instructor checks lubrication box of propeller shaft in ship's shaft tunnel.

WE PASS IN REVIEW



Saturday review of officers and men on Wauchope Field is colorful weekly spectacle as upwards of 10,000 march to the stirring music of the station band.

WE SHIP OUT

Weeks of Intensive Training Over, We Leave Sheepshead Bay, Ready for a Man-Sized Job.



SEAMEN'S INSPECTION and men take oath in accordance with shipping regulations.



TRAINEES LEAVE for New York Graduate Station, as group of new men arrive.



Stand by to ship out, New seamen get their assignments to specific ships at Graduate Station shipping desk.

WE GO EVERYWHERE



Eternal vigil is kept as heavily laden freighters, tankers and transport move in convoy with the Navy across the seven seas.



Supplies are crammed into every inch.



To the goal, despite foe and storm.

WE DELIVER THE GOODS



Merchant ships stand in to shore with supplies for fighting men as the Normandy beachhead is secured.

"The men and women who build the ships, the men who sail them, are making it possible to transport fighting men and supplies wherever they are needed to defeat the enemy. The Army is deeply indebted to these men and women for their unceasing effort to do everything in their power to hasten the day of victory."

—GENERAL OF THE ARMY GEORGE C. MARSHALL
U. S. Army Chief of Staff

★ ★ ★

"When final victory is ours there is no organization that will share its credit more deservedly than the Merchant Marine."

—GENERAL OF THE ARMY DWIGHT D. EISENHOWER
*Supreme Commander
Allied Expeditionary Forces in Europe*

★ ★ ★

"The Merchant Marine . . . has repeatedly proved its right to be considered as an integral part of our fighting team."

—FLEET ADMIRAL CHESTER W. NIMITZ
Commander-in-Chief, Pacific Theater

★ ★ ★

"The men and ships of the Merchant Marine have participated in every landing operation by the United States Marine Corps from Guadalcanal to Iwo Jima — and we know they will be at hand with supplies and equipment when American amphibious forces hit the beaches of Japan itself . . . We of the Marine Corps salute the men of the merchant fleet."

—GENERAL A. A. VANDERGRIFT
Commandant, U. S. Marine Corps

". . . their contribution was just as important as that of the troops . . . During the Tripoli campaign I went down to the waterfront and personally thanked the men and skippers of the merchant ships for getting through with the stuff . . ."

—FIELD MARSHALL SIR BERNARD MONTGOMERY

★ ★ ★

"Because the Navy shares life and death, attack and victory, with the men of the United States Merchant Marine, we are fully aware of their contribution to the victory which must come."

—FLEET ADMIRAL ERNEST J. KING
*Commander-in-Chief of the Fleet
and Chief of Naval Operations*

★ ★ ★

"I wish to commend to you the valor of the merchant seamen participating with us in the liberation of the Philippines. With us they have shared the heaviest enemy fire. On these islands I have ordered them off their ships and into foxholes when their ships became untenable targets of attack. At our side they have suffered in bloodshed and in death . . . They have contributed tremendously to our success. I hold no branch in higher esteem than the Merchant Marine service."

—GENERAL OF THE ARMY DOUGLAS MACARTHUR

★ ★ ★

"Our growing power on the seas is not alone a war measure. As a post-war policy, American ships will retain the commanding position in world trade which we are now approaching in our war effort . . ."

—E. S. LAND
*Vice Admiral, U.S.N. (Ret.)
War Shipping Administrator*