

# Sinking of the SS Franklin K. Lane

This telling is the combination of several accounts that include the story of the SS Franklin K. Lane by Auke Visser, the story of the HMS Jan van Brakel by Willem V.D. Zaan, and the statements of Chief Engineer Francis R. Zeiler and crewman Charles S. Kolodgy from a radio interview in Miami circa 1943.

The Vessels:

- **SS Franklin K. Lane** – the US oil vessel sunk by U502
- **U-502** Jurgen von Rosenstiel – Nazi U-Boat
- **HNLMS Jan van Brakel** – the Dutch that rescued the SS FKL crew

## SS Franklin K. Lane

The SS Franklin K. Lane was built in 1920 by the Bethlehem Shipbuilding Corporation, Ltd. She was a sistership to the SS Allan Jackson (which was lost on 18 January 1942).



*Figure 1. SS Franklin K. Lane entering Havana, Cuba, 1940*

On 3 September 1939, the Franklin K. Lane sailed from Paulsboro, New Jersey to Caripito, Venezuela, where she arrived September 6. She sailed for Aruba five days later with her first wartime cargo, 63,080 barrels of crude oil (Visser, 2026).

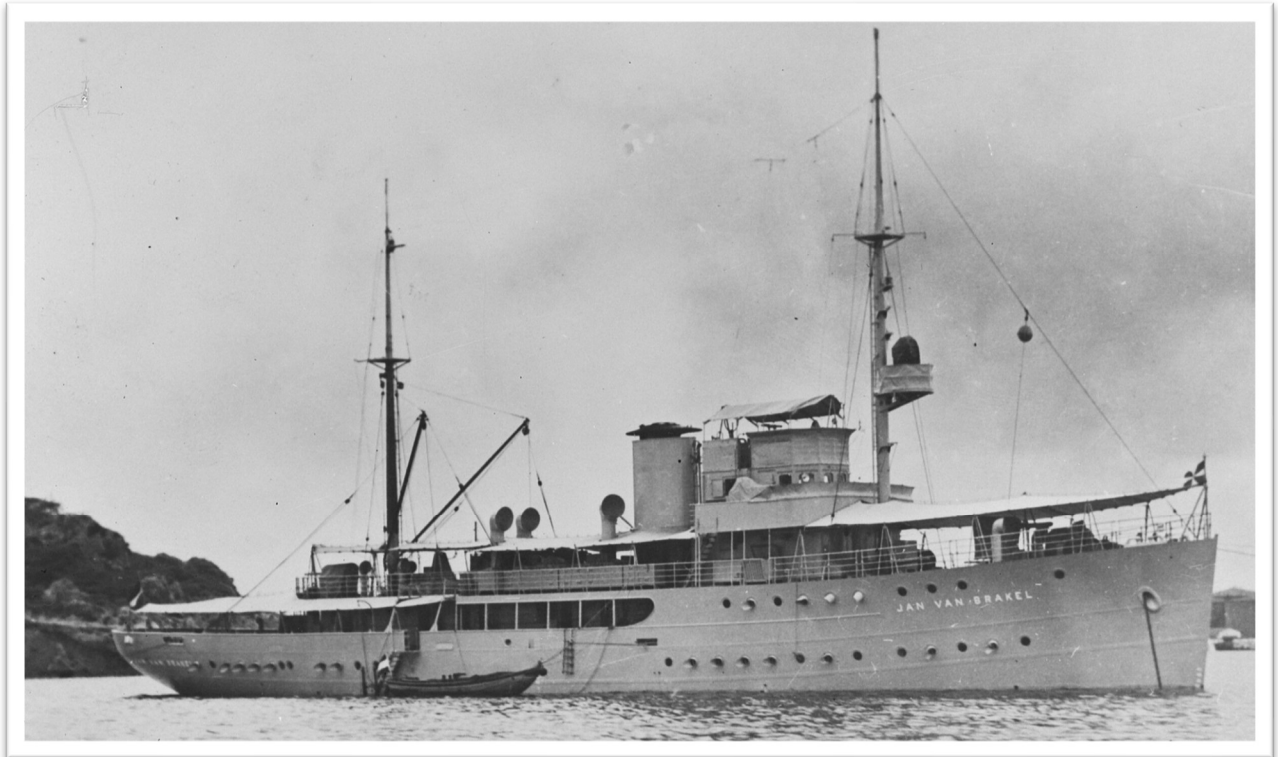
One of the smaller vessels of the Esso fleet, the SS Franklin K. Lane spent most of her wartime service in the Caribbean Sea where she was especially useful on short hauls to Florida and Caribbean ports where demand and storage facilities limit reception of single shipments of oil to smaller quantities (Visser, 2026).

In less than three years the SS Franklin K. Lane made 79 voyages, carrying more than five million barrels of oil - a testament to her reliability and seaworthiness. Her cargoes consisted of a steady series of crude and fuel oil shipments, interrupted only by the 50,000 barrels of molasses which she loaded at Nuevitas and Manati, Cuba and

discharged at New Orleans in April 1942. She was chartered to the War Shipping Administration at Miami on 20 April 1942 (Visser, 2026).

## **HNLMS Jan van Brakel**

**Her [Netherlands] Majesty's Ship (HNLMS) Jan van Brakel** was built at the Royal Society "De Schelde" in Vlissingen on 23 May 1935 and was commissioned in June 1936. It was produced to be a mine layer and intended for additional use as police surveillance of sea fishing.



*Figure 2. HNLMS Jan van Brakel*

On 11 January 1938 HNLMS JvB left for the West Indies and arrived there a month later. She then set out from Curaçao to Venezuela in June 1938. On 19 December 1938 they departed for the Netherlands, arriving there on January 24, 1939.

During the Nazi invasion of the Netherlands on 10 May 1940, Jan van Brakel contributed to defensive efforts by participating in laying a minefield west of the Haaksgonden on 12 May, aiming to impede enemy advances along vital maritime routes. As the Blitzkrieg intensified, the ship participated in defensive operations during the Battle of the Netherlands. On 14 May, while in these waters, she was strafed by German aircraft, sustaining minor damage and suffering one fatality among her crew. Later that day, under orders to preserve naval assets, Jan van Brakel escaped to the

United Kingdom, coordinating briefly with British forces during the transit to avoid capture (Groklopedia, 2026).

In late 1940, HNLMS JvB underwent upgrades which included replacing her original main gun battery with two British 76mm guns, adding depth charges, and radar. She then served as a convoy escort on the UK's east coast until April 1942. That month, HNLMS Jan van Brakel set sail to Curaçao and performed convoy services in the West Indies waters.

## Nazi U-Boat 502

**Underwater [Unterseeboot] Boat (U-502)** was a Type IXC U-boat of Nazi Germany's *Kriegsmarine*, commissioned on 31 May 1941 under the command of *Kapitänleutnant* Jürgen von Rosenstiel. U-502 began service training with the 2nd U-boat Flotilla between 31 May and 1 September 1941 before moving on to operations.



Figure 3. Type IXC U-Boat

U-502 departed Kiel on 29 September 1941 into the mid-Atlantic on its first patrols. During that first patrol on 7 October 1941, U-502 torpedoed British ship *Svend Foyn* (a former whaling vessel), a straggler from Convoy HX 152 enroute from New York to Liverpool. The *Svend Foyn* was damaged but limped to Reykjavík on 11 October with the assistance of the *HMS Sunflower*. At the conclusion of its first patrol, U-502 arrived in Lorient in occupied France on 9 November 1941 (Helgason, 1995).

U-502's next patrol began on 19 January 1942. She sailed for the Caribbean waters north of Venezuela to attack the vital oil trade as part of Nazi Germany's Operation Neuland offensive. During this second patrol, on the morning of 16 February off the Gulf of Venezuela U-502 torpedoed and sank three tankers in as many hours (British *Tia Juana*, Venezuelan *Monagas*, and British *San Nicolas*) (Helgason, 1995).

On its third patrol, U-502, on 22 February near Aruba, it sank the American tanker *J.N. Pew* with torpedoes during the night, then Panamanian *Thalia* with torpedoes and shell-

fire that morning. Later that afternoon U-502 badly damaged the American *Sun* with a single torpedo. The *Sun*'s crew initially abandoned ship, but later re-boarded and managed to escape to Aruba to make repairs to the ship. U-502 returned to Lorient on 16 March after 57 days at sea (Helgason, 1995).

U-502 remained in port at Lorient until 22 April 1942, when it resumed hunting non-military ships in the Caribbean Sea. On 11 May, near the Virgin Islands, U-502 sank the unescorted British cargo ship *Cape of Good Hope* with a single torpedo and 105 mm shellfire from its main gun. Two weeks later, U-502 sank the unescorted Brazilian merchant ship *Gonçalves Dias* on 24 May. On 28 May, U-502 sank the unescorted American *Alcoa Pilgrim* and on 3 June again torpedoed an unescorted American tanker *M.F. Elliott* which sank within six minutes of being hit (Helgason, 1995).

### Allied Convoy TO-5

In response to losing many merchant ships in the Caribbean, the allies began using the tactic of escorted convoys to protect the unarmed commercial ships. Allied Convoy TO-5 with merchant ships Belgian *Bruxelles* and American *Franklin K. Lane* set sail from Caripito to Aruba, but neither of the two ships arrived at their destination.

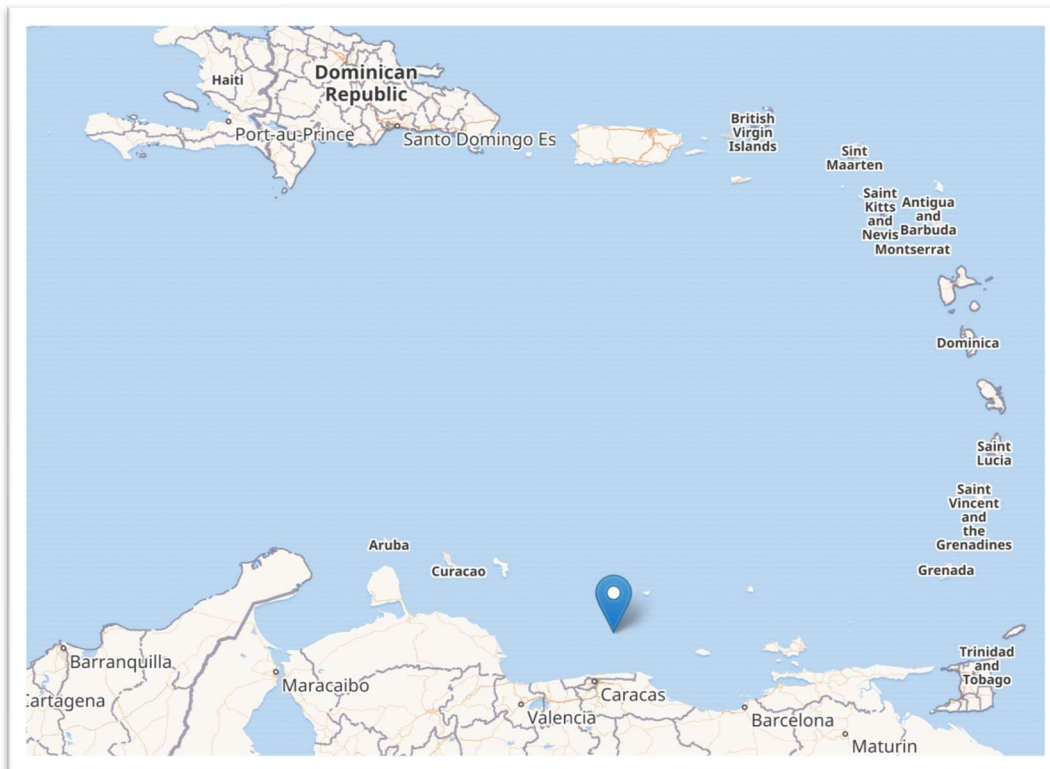


Figure 4. Location of the attack on Allied Convoy TO-5 (SS Franklin K. Lane).

Aboard the SS Franklin K. Lane were 35 crewman and six US Navy sailors serving as armed guards. Among the crew were Master Werner E. Loeffler, Chief Engineer Francis R. Zeiler, and Able Seaman Charles Stephen Kolodgy.

**Captain Werner E. Loeffler** entered Esso's service as a third mate on 14 May 1926. He received his promotion to Master on August 4, 1938 (Visser, 2026). Captain Loeffler served as Master of the SS Frankin K. Lane.

**Chief Engineer Francis R. Zeiler** joined Esso as an oiler on 23 September 1932. Less than three months later, December 8, 1932, he received his license and was promoted to third assistant engineer. He was a temporary chief engineer while serving on the Franklin K. Lane (Visser, 2026).

**Charles Stephen Kolodgy** was orphaned at 2 years old and left the orphanage as soon as he was able, seeking work as a sailor to see the world. Charles began sailing in 1924 at 19 years old. On 18 January 1924, he signed on with the SS Bethore, commissioned by the Ore Steamship Corporation for a voyage to Cruz Grande, Chile, starting off as most rookie sailors, as a mess man. He sailed on the *SS Harkness* in April 1924, The *SS Santa Veronica* in June 1924, the *SS Endicott* in June 1927, the *USAT Oriente* and the *USS Comstock* In 1941. Charles had been sailing the Caribbean 18 years serving as a Messman, Able Seaman, and Quartermaster before joining with the SS Franklin K. Lane (Kolograms.com, 1945).

The Combined First-hand Accounts of **Francis R. Zeiler, Chief Engineer** (Visser, 2026) and **Charles S. Kolodgy's** interview with WQAM Radio (Kolograms.com, 2026) at the opening of the [Merchant] Mariner Hotel in Miami in March of 1945:

"The Franklin K. Lane sailed from Caripito, Venezuela, at about noon on June 6, 1942, with a cargo of 72,503 barrels of crude oil for Aruba. Captain Werner E. Loeffler was in command. There were 35 officers and men of the merchant crew and 6 U.S.-Navy gunners. The vessel was armed with a 4-inch stern gun. Proceeding to Port-of-Spain, Trinidad, we anchored there overnight awaiting routing instructions from the British naval authorities.

Joining a convoy with two escorts, we left Trinidad at noon on June 7. The weather was fair and the sea calm; we had a south-easterly breeze all the way. Our assigned speed was 9 knots and, in accordance with orders, we kept position about 700 feet astern of another vessel.

I [Charles Kolodgy] was talking to the master [Loeffler], and he said we were in the worst submarine nest in the world. The next night, June 8, as we were walking out of the crew's mess after finishing supper a torpedo punched into us with a terrific explosion. One seaman [Edmund Lipinsky] on the stern saw the torpedo coming and shouted, and then he jumped over the side directly into the

path of the torpedo. We still don't know whether he lost his head or might have been trying to deflect the torpedo.

We had reached a point northeast of Cape Blanco Light, Venezuela, and about 35 miles off shore when, at 5:45 p.m. on June 8, 1942, a torpedo struck the Franklin K. Lane without warning on the starboard side in way of No. 6 or No. 7 tank. Our position was Latitude 11°12' North, Longitude 66°39' West.

Captain Loeffler was on the bridge with Chief Mate Gustav H. Holzman and Second Mate Joseph Wagner. Able Seaman Antonio Perez was at the wheel and Ordinary Seaman Russell B. Knight was on lookout on the foc'sle head. The gunners were at their stations.

I [Zeiler] was standing on the starboard forward side of the poop deck talking with Third Mate Willis M. Hayden, Jr., and Storekeeper Bela C. Morgan.

When the torpedo exploded, a geyser of oil spouted into the air and much of it rained down on the poop deck. Some of the oil filled my eyes, temporarily blinding me. I entered the passageway and stepped into the galley, where I wiped out my eyes.

About one minute after the explosion all lights went out and smoke filled the passageway. The stern of the Franklin K. Lane lifted upward, leading me to believe she was sinking by the bow.

I [CSK] happened to look up and saw the Radio Operator [Stone V. Lowry] move his foot from the catwalk to the shelter deck when the second torpedo hit. He was in the middle of the explosion and that's the last we saw of him.

I [FRZ] went up to the boat deck and saw that the bow was also pitched up and realized that the torpedo had broken the back of the vessel. The whole amidships section was afire.

We could see him [Loeffler] on the shelter deck, rolling around a mass of flames, but we couldn't get to him for he was surrounded in blazing oil and bent and twisted steel frames.

In all we lost four men, We managed to launch two lifeboats and a raft since the ship didn't sink but burned all night long. And to think we had traveled 8,000 miles alone and without any protection before being torpedoed. It is still a miracle that any of us escaped.

In the meantime, First Assistant Engineer John E. Bongard, who was on watch in the engine room with Oiler Jack C. Frizsell and Fireman Barney Thompson, finding that all communication with the bridge was disrupted, had stopped the engine.

On the boat deck, I secured the main engine stops to the fuel pump. I shouted through the skylights for everybody down below to come up. Fire from the oil was spreading rapidly on the surface of the water alongside of the ship.

The men lowered Nos. 3 and 4 boats. I got into No. 3 and we pulled away as fast as we could to avoid the flames. During this time the escorts were dropping a considerable number of depth charges.

We picked up Ordinary Seaman Knight from the water and then headed our boat into the wind to keep away from the fire. The escort picked us up at about 7:30 p.m., June 8.

For two hours our lifeboats and life raft floated around in that blazing inferno of oil. We couldn't seem to get out of it. We lost no [further] men although the men on the life raft were horribly burned.

The Franklin K. Lane stayed afloat all night and the fire subsided toward morning. The escort destroyer HMS Churchill finally sank the tanker by shellfire at about 9 a.m., June 9, 1942, to eliminate her as a menace to navigation.

A Dutch Corvette [HNLMS Jan van Brakel] picked up all of us, a few hours later and took us to Caracas.

## Aftermath of the Attack

One of the two escort vessels [HNLMS Jan van Brakel (Lt.Cdr. T.K. van Asbeck)] began a search and picked up survivors from the Franklin K. Lane. Of the 35 crewman and six USN guards aboard the SS Franklin K. Lane, 31 of the crewmen and all six guards were rescued. Four of the Franklin K. Lane's crew, the master, chief mate, radio operator and one able seaman, lost their lives (Visser, 2026).

The 37 men rescued from the SS Franklin K. Lane by the HNLMS Jan van Brakel were landed at Curacao, about 7 p.m on June 9. Three men were hospitalized for burns and injuries: Steward Edward M. Sanchez, Able Seaman Antonio Perez, and Wiper Michael P. McLaughlin (Visser, 2026).

*Note: Three members of the crew of the Franklin K. Lane had survived the sinking or damage of other ships: Third Mate Willis M. Hayden, Jr., was second mate of the Esso Harrisburg, sunk July 6, 1944; Second Assistant Engineer Paul W. Dye had been an oiler on the Charles Pratt, sunk December 21, 1940; and Storekeeper Bela C. Morgan was on the Esso Manhattan.*

*The submarine that torpedoed the SS Franklin K. Lane, U-502, sank a total fourteen Allied vessels between September 1941 and July 1942 before she was sunk by a British aircraft in the Bay of Biscay on 6 July 1942.*

The HNLMS Jan van Brakel continued serving beyond World War II, including convoy escort duties and operations in the Dutch East Indies, HNLMS Jan van Brakel was decommissioned on 1 August 1957 while stationed in Netherlands New Guinea. The frigate/survey vessel was subsequently used as a target for bombardment and gunnery exercises and sunk off Biak Island later in 1957. The wreck of HNLMS Jan van Brakel lies off the coast of Biak in what is now Indonesia, The ship's role in WWII is recognized in naval histories as a contribution to Allied efforts. Artifacts from the vessel, such as photographs and documents, are preserved in Dutch naval archives (Warrior, 2026).

## **Sources**

Helgason, Gudmundur (1995) <https://uboat.net/allies/warships/ship/2836.html>

Kolodgy, Charles Stephen (1945) WQAM Radio interview. <https://Kolograms.com>

Visser, Auke (2026) <https://www.aukevisser.nl>

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Wikipedia (2026) [https://en.wikipedia.org/wiki/German\\_submarine\\_U-502](https://en.wikipedia.org/wiki/German_submarine_U-502)

## **Appendices**

Appendix 1 Specifications of the SS Franklin K. Lane

Appendix 2 Specifications of U-502

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## APPENDIX 1. Specifications of the SS Franklin K. Lane

A single-screw vessel of 11,010 deadweight tons capacity on international summer draft of 27 feet, 4 inches, the Franklin K. Lane had an overall length of 453 feet, a length between perpendiculars of 435 feet, a moulded breadth of 56 feet, and a depth moulded of 33 feet, 6 inches. With a cargo carrying capacity of 75,289 barrels, she had an assigned pumping rate of 3,500 barrels an hour.

Her triple expansion engine, supplied with steam by three Scotch boilers, developed 2,800 indicated horsepower and gave her a classification certified speed of 10.2 knots.

Name	Franklin K. Lane
Type	Steam tanker
Tonnage	6,589 tons
Completed	1920 - Bethlehem Shipbuilding Corp, Alameda CA
Owner	Standard Oil Co of New Jersey, New York
Homeport	Wilmington
Date	9 Jun 1942
Fate	Sunk by U-502 (Jürgen von Rosenstiel)
Position	11° 12' N, 66° 39' W - Grid ED 8499
Complement	41 (4 dead and 37 survivors).
Convoy	TO-5
Route	Caripito, Venezuela - Trinidad (7 Jun) - Aruba
Cargo	73,000 barrels of crude oil
Notes on event	Between 02.00 and 02.30 hours on 9 June 1942 the submerged U-502 attacked the convoy TO-5 from abaft port beam with several torpedoes and sank Bruxelles and Franklin K. Lane about 40 miles north-northeast of La Guiara, Venezuela. The Franklin K. Lane (Master Warner Edgar Loeffler) was missed by a first torpedo just as the ship began to change her station in the convoy, but a second struck on the starboard side in the #7 tank aft of the bridge. The explosion created a large column of smoke and a geyser of oil rained on the poop deck. The tanker buckled at the point of impact and fire quickly enveloped the bridge and spread on the water. 37 men of the eight officers, 27 crewmen and six armed guards (the ship was armed with one 4in gun) abandoned ship in two lifeboats and one raft, because two boats had been damaged by the explosion. The master, the chief mate and two crewmen were lost. 34 survivors were picked up by HNMS Jan van Brakel (M 80) (Lt.Cdr. T.K. van Asbeck, RNN) after three hours and landed in Curacao later that day. Three other survivors were rescued by HMS Churchill (I 45) (Cdr P.J. Fitzgerald, RN) which eventually scuttled the drifting wreck of the tanker with about 20 shells, concluding that she would be a hazard to navigation.

## APPENDIX 2. Specifications of U-502

U-502 began service life with the 2nd U-boat Flotilla between 31 May and 1 September 1941 in training before moving on to operations, also with the 2nd flotilla. U-502 sank fourteen Allied vessels between September 1941 and July 1942 before she was sunk by a British aircraft in the Bay of Biscay on 6 July 1942.

German Type IXC submarines were slightly larger than the original Type IXBs. U-502 had a displacement of 1,120 tonnes (1,100 long tons) when at the surface and 1,232 tonnes (1,213 long tons) while submerged.[4] The U-boat had a total length of 76.76 m (251 ft 10 in), a pressure hull length of 58.75 m (192 ft 9 in), a beam of 6.76 m (22 ft 2 in), a height of 9.60 m (31 ft 6 in), and a draught of 4.70 m (15 ft 5 in). The submarine was powered by two MAN M 9 V 40/46 supercharged four-stroke, nine-cylinder diesel engines producing a total of 4,400 metric horsepower (3,240 kW; 4,340 shp) for use while surfaced, two Siemens-Schuckert 2 GU 345/34 double-acting electric motors producing a total of 1,000 shaft horsepower (1,010 PS; 750 kW) for use while submerged. She had two shafts and two 1.92 m (6 ft) propellers. The boat was capable of operating at depths of up to 230 metres (750 ft).















The submarine had a maximum surface speed of 18.3 knots (33.9 km/h; 21.1 mph) and a maximum submerged speed of 7.3 knots (13.5 km/h; 8.4 mph). When submerged, the boat could operate for 63 nautical miles (117 km; 72 mi) at 4 knots (7.4 km/h; 4.6 mph); when surfaced, she could travel 13,450 nautical miles (24,910 km; 15,480 mi) at 10 knots (19 km/h; 12 mph). U-502 was fitted with six 53.3 cm (21 in) torpedo tubes (four fitted at the bow and two at the stern), 22 torpedoes, one 10.5 cm (4.13 in) SK C/32 naval gun, 180 rounds, and a 3.7 cm (1.5 in) SK C/30 as well as a 2 cm (0.79 in) C/30 anti-aircraft gun. The boat had a complement of forty-eight.

On 15 June, U-502 struck once again and sank three ships in a single day. The first, at 01:00, was the unescorted American 8,001 GRT merchant ship *Scottsburg*, hit by two torpedoes about 90 miles west of Grenada. At 04:10, about 100 miles north-west of Trinidad, she sank the unescorted Panamanian 5,010 GRT *Hog Islander Cold Harbor*, carrying a cargo of tanks, aircraft and ammunition, with two torpedoes. The first torpedo struck the starboard side causing the ammunition in No.2 hold to explode. About 30 minutes later, a second torpedo struck the port side and the ship sank after 15 minutes. 25] Finally, at 20:15 about 30 miles west of Grenada, she sank the unescorted American 5,702 GRT ship *West Hardaway* with a spread of three torpedoes. Two missed, passing ahead and astern, but the third struck the starboard bow. The ship's Navy Armed Guard returned fire (the ship was armed with a 4-inch (100 mm) gun, four 20 mm guns, and two .30 calibre machine guns), but the ship was hit by another torpedo and sank an hour later. All hands abandoned ship and survived.[26]

### Sinking

U-502 then headed for her base, but at 04:45 on 6 July in the Bay of Biscay, west of La Rochelle, at position 46°10'N 06°40'W, she was sunk by depth charges dropped by a

Leigh light-equipped Wellington bomber of No. 172 Squadron RAF. All 52 hands were lost. This was the first confirmed kill using a Leigh light. The pilot of the aircraft, P/O Wiley B. Howell, an American volunteer serving in the RAF, was subsequently awarded the DFC. Howell later returned to serve in the United States Navy, commanding the carrier Bennington in 1965–66.

7 October 1941	<i>Svend Foyn</i>		United Kingdom	14,795	Damaged
16 February 1942	<i>Monagas</i>		Venezuela	2,650	Sunk
16 February 1942	<i>San Nicholas</i>		United Kingdom	2,391	Sunk
16 February 1942	<i>Tia Juana</i>		United Kingdom	2,395	Sunk
22 February 1942	<i>J.N.Pew</i>		United States	9,033	Sunk
23 February 1942	<i>Sun</i>		United States	9,002	Damaged
23 February 1942	<i>Thalia</i>		Panama	8,329	Sunk
11 May 1942	<i>Cape of Good Hope</i>		United Kingdom	4,963	Sunk
24 May 1942	<i>Gonçalves Dias</i>		Brazil	4,996	Sunk
28 May 1942	<i>Alcoa Pilgrim</i>		United States	6,759	Sunk
3 June 1942	<i>M.F. Elliot</i>		United States	6,940	Sunk
9 June 1942	<i>Bruxelles</i>		Belgium	5,085	Sunk
9 June 1942	<i>Franklin K. Lane</i>		United States	6,589	Sunk
15 June 1942	<i>Cold Harbor</i>		Panama	5,010	Sunk
15 June 1942	<i>Scottsburg</i>		United States	8,001	Sunk
15 June 1942	<i>West Hardaway</i>		United States	5,702	Sunk

### APPENDIX 3. Specifications of HNLMS Jan van Brakel

HNMS Jan van Brakel (M 80)  
Minelayer of the Jan van Brakel class

Navy	The Royal Dutch Navy
Type	Minelayer
Class	Jan van Brakel
Pennant	M 80
Built by	Koninklijke Maatschappij De Schelde (Vlissingen (Flushing), NL
Ordered	19 Nov 1934
Laid down	23 May 1935
Launched	8 Feb 1936
Comsnd	25 Jun 1936
End service	1 Aug 1957

Captain: luitenant ter zee 1e klasse (Lt.Cdr.) Baron Thomas Karel van Asbeck, RNN  
17 Mar 1941-13 Nov 1943

Notable events involving Jan van Brakel include:

15 -17 Nov 1941

HrMs O 10 (Lt. Baron D.T. Mackay, RNN) participated in A/S exercises off Tobermory together with HrMs Jan van Brakel (Lt.Cdr. Baron T.K. van Asbeck, RNN) and HMCS Rosthern (Lt. W. Russell, RCNR). (1)

Dimensions: 58.70/55.30 x 10.00 x 3.45 m.

Displacement: 715 tons.

Machine power: 1600 IPK.

Speed: 15 miles.

Armament: 2 7.5 cm guns, 1 3.7 cm gun, 4 12.7 mm machine guns and 60 mines.

Crew: 65.

In addition to being a minelayer, Hr.Ms. *Jan van Brakel* also intended for police supervision of sea fishing. Commissioned on 25 June 1936.

## APPENDIX 4. Crew list of the SS Franklin K Lane on 6 June 1942

### Killed in the Attack:

Werner E. Loeffler	Master (Captain)
Gustav H. Holzman	Chief Mate
Stone V. Lowry	Radio Operator {killed by torpedo blast}
Edmund Lipinsky	Able Seaman {jumped into the way of the torpedo}

### Survivors of the Attack:

Joseph Wagner	2nd Mate
Willis M. Hayden, Jr.	3rd Mate
Hyplit DeCock	Ordinary Seaman
Francis R. Zeiler	Chief Engineer
Russell B. Knight	Ordinary Seaman
John E. Bongard	1st Asst.
Denzil W. Briley	Oiler
Paul W. Dye	2nd Asst. Engineer
Jack C. Frizsell	Oiler
Edward A. Madsen	3rd Asst.
Bela C. Morgan	Storekeeper
Edward M. Sanchez	Steward
Barney Thompson	Fire.
Virjilio Vieytes	Ch. Cook
Robert D. Price	Fire.
Edward Gove	Bos'n
Maynard L. Richmond	Fire.
Alphonse G. Moreno	Pumpman
Noah Taylor	Wiper
Antonio Perez	Able Seaman
Michael P. McLaughlin	Wiper
Adolfo S. Soto	Able Seaman
Granville H. Meier	2nd Cook
Glen C. Zimmerman	Able Seaman
Edgar A. Jones, Jr.	Operations Manger
Clyde E. Long	Able Seaman
John J. Kenney	Pilot Operations Manager
Charles S. Kolodgy	Able Seaman
John R. O'Boyle	Chief Mate
Peter C. Portz	Ordinary Seaman
Paul R. Edmondson	U.M.

### USN Guards

Lewis F. Smith	Able Seaman
Charles T. Bass	Cox.
Richard P. Smith	Able Seaman
Charles A. Shimer	Able Seaman
Tames L. Soradden	Able Seaman
LaVar D. Shumwav	Able Seaman

## APPENDIX 5. Transcripts of the WQAM Radio Interview

17 March 1945. The below newspaper clipping chronicles the WQAM interview:

**IT'S FIRST OF ITS KIND IN ENTIRE NATION**

# Hotel For Seamen Opens In Miami

The nation's first hotel to be operated by private citizens exclusively for American merchant seamen and officers was formally opened here Friday.

Dedicated by War Shipping Administration officials from Washington, New Orleans and Miami, the Mariner hotel, 220 Biscayne blvd., will house 2,000 officers and men who pass through Miami monthly en route to ship assignments.

The hotel can accommodate 120 men a night. It is owned by Mrs. John McMichael and Mrs. J. A. Humphreys and operated by Mrs. McMichael's husband.

WSA officials were joined in the ceremonies, broadcast over Station WQAM, by district Coast Guard officers, Mayor Leonard K. Thomson and others.

### IMPORTANT ADDITION

C. W. "Jerry" Sanders, regional director of WSA's Recruitment and Manning organization, New Orleans, described the hotel as Miami's most important contribution to merchant seamen.

First-hand accounts of how their ships were attacked and sunk by enemy action were given by William H. Burke, jr., first assistant engineer, 347 N. E. 33rd st., who survived three torpedoings in as many days; Delaney McDaniel, 1412 N. W. Ninth ave., chief cook, whose ship survived 23 days and nights of German torpedo plane and dive-bombing attacks during the invasion of southern Italy, and Able Seaman Charles S. Kolodgy, 1381 N. W.



—Herald Staff Photo

**MERCHANT MARINE HEROES** take part in dedication of the Mariner hotel, operated for exclusive use by merchant officers and seamen. Left to right, Able Seaman Charles S. Kolodgy, Lt. William H. Burke, jr., and Chief Steward Delaney McDaniel, all of Miami.

54th st., whose tanker was torpedoed and set afire in the Caribbean after a seaman from his vessel jumped overboard in the path of the torpedo.

Other talks were given by Jack Crossland, president of Eastern Shipping Co., Miami; Christopher C. Daly, Miami Port representa-

tive of Recruitment and Manning Organization; Andrew G. O'Rourke, president, and Fred Brunner, secretary, Greater Miami Hotel association; John Forney Rudy, WSA official from Washington, and Capt. Edwin Ackerman, Isthmian Steamship Company.

*Announcer: And now I'd like you to hear one more story from a Miami Able Seaman in the US Merchant Marine. His story's not a pretty one, and we can be thankful that our Navy and Air Force have made the oceans much safer than they were at the beginning of the war. Here's Mr Charles S Kolodgy, 39 years old from 1381 NW 54th Street, where his wife and four children live. He's spent his last 15 years at sea.*

CSK: I haven't got much of a story to tell. I was an Able Seaman on the SS Franklin Lane, and American Tanker, bringing crude oil back from the West Indies to be refined in this country. I remember one day particularly well. It was June 7, 1942 in the Caribbean. I was talking to the master, and he said we were in the worst submarine nest in the world. The next night, June 8, as we were walking out of the crew's mess after finishing supper a torpedo punched into us with a terrific explosion. One seaman on the stern saw the torpedo coming and shouted, and then jumped over the side directly into the path of the torpedo. We still don't know whether he lost his head or might have been trying to deflect the torpedo. He's gone now. I happened to look up and saw the radio operator move his foot from the catwalk to the shelter deck when the torpedo hit. He was in the middle of the explosion and that's the last we saw of him.

*Announcer: What about the captain, Mr Kolodgy, what happened to him?*

CSK: We could see him on the shelter deck, rolling around a mass of flames, but we couldn't get him for he was surrounded in blazing oil and bent and twisted steel frames. In all we lost four men, we managed to launch two lifeboats and a raft since the ship didn't sink but burned all night long. And to think we had traveled 8,000 miles alone and without any protection before being torpedoed. It is still a miracle that any of us escaped.

*Announcer: In what way was it a miracle?*

CSK: Well, for two hours our lifeboats and life raft floated around in that blazing inferno of oil. We couldn't seem to get out of it. We lost no men although the men on the life raft were horribly burned. A Dutch corvette picked up all of us a few hours later and took us to Curacao.

*Announcer: Did you continue to go to sea after that?*

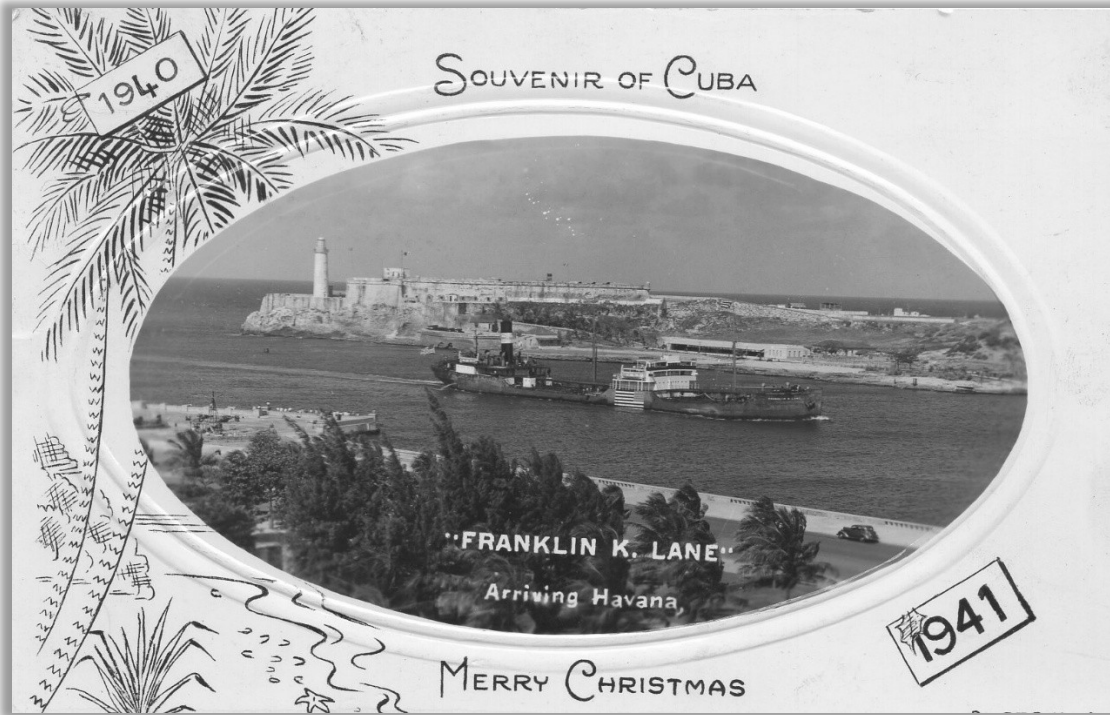
CSK: Sure, it was the best way I could get back at the Germans and help get this war over.

*Announcer: What do you think of the Mariner Hotel?*

CSK: It's a wonderful place, better than anything I've seen in all my travels. Certainly shows that Miami must think a lot of Merchant Officers and Seamen.

*Announcer: After hearing these stories this evening, Mr. Kolodgy, I can assure you all Miamians will hold the Merchant Officers and Seamen high in their praise for a job well done.*

**APPENDIX 6. Postcard from Christmas 1940 & Telegram**



**WESTERN UNION** 1201

**CLASS OF SERVICE**  
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

**SYMBOLS**  
DL = Day Letter  
NL = Night Letter  
LC = Deferred Cable  
NLT = Cable Night Letter  
Ship Radiogram

R. B. WHITE, PRESIDENT      NEWCOMB CARLTON, CHAIRMAN OF THE BOARD      J. C. WILLEVER, FIRST VICE-PRESIDENT

The full rate applies to all telegrams and day letters in STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

LDS104 45 XC=VIA FZ MVD 2967 NY 56 ST=BAYONNE NJ JUN 11  
1030P JUN 12 1941 6 50

MRS MAELLE KALADRY, PO BOX 611=  
STATION B 636 NORTHWEST 9 ST MIAMI FLO=

GREATLY PLEASD TO ADVISE YOUR HUSBAND CHARLES S KALADRY IS SAFE IN PORT FOLLOWING RECENT LOSS HIS VESSEL BY ENEMY ACTION STOP HIS REPATRIATION WILL BE ARRANGED EARLIEST POSSIBLE DATE AND YOU WILL BE NOTIFIED WHEN FURTHER INFORMATION IS RECEIVED NAVY DEPARTMENT REQUESTS NO PUBLICITY

RE B HOWARD STANDARD OIL CO OF NJ.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE