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THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE

BY PHIL GARN

While researching Second World War Special Operations history, my colleague Erick Simmel and I came across an early and obscure French resistance cell, the Mounier/Breuillac Network, more simply the Mounier Network, which had a profound but seemingly unknown influence on combat swimming and even Enigma codebreaking.

The more I investigated this group, the more intriguing their story became, as well as illuminating other significant impacts on the war. But as you will see, their tragic offensive actions also underscored important tenants of special operations.

FALL OF FRANCE

With the rapid advance of German troops across the Low Countries of Europe and deep German penetration into France beginning in May of 1940, Italy joined her Axis ally on June 10, invading France from the East. France would soon sign an Armistice at Compiègne on June 22.

The Vichy government, led by older people, First World War Hero Marshal Phillippe Petain, replaced the French Republic. It was responsible for the governance of the unoccupied zone in Europe and France's colonies, stretching from Africa and the Middle East to the Caribbean/South America and Asia.

Though Vichy and her possessions were to remain "neutral," they were collaborationist and pro-Axis. Germany and Italy also set up strong Armistice Commissions in many of the French colonies, and Japan established military bases in French Indochina, providing an Axis umbrella for the Vichy Regime until 1945.

Both resistance movements and the Free French military were small, only gaining momentum as the Allies took territory by sword, including Syria and Lebanon, Madagascar, and North Africa.



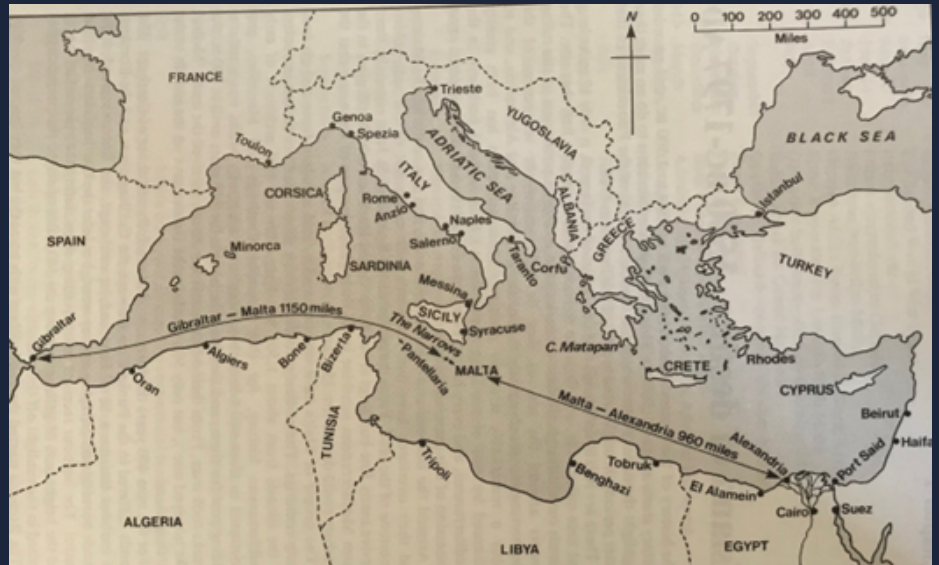
A map of France occupied by the Axis Powers from 1940-1944

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

Map showing the Mediterranean and area of operations in this period.

During WW2, Morocco, Algeria, and Tunisia were French possessions in control of pro-Axis-Vichy, while Libya was Italian and Malta, Egypt, and Palestine were British.

The British fleet was split between a component in Gibraltar covering the West and Alexandria covering the East.



BIRTH OF THE NETWORK

After the Armistice, Andre Mounier, a lawyer and reserve Lieutenant in the 1st Foreign Cavalry, began to organize a resistance movement in the French colony of Tunisia. On September 4, 1940, Mounier approached Major J. Breuillac in the Casbah of Sousse. Breuillac had been on the French staff before the armistice, then left to continue the fight in French North Africa but was kicked out of Morocco by Vichy General Nogues and was currently serving as Chief of Staff for General Duclos.

This position allowed Breuillac great freedom of movement within Vichy French North Africa. Mounier would continue to recruit others, including French lawyer Perussell, the sickly Madame de Caumont, the Rocolle brothers, and many others.

The Italians were resupplying their forces in Italian North Africa, fighting against the British from Italy via convoys sailing from Naples and Sicily along the "neutral" Vichy French Tunisian Coast to Libya (see map above.) Axis ships often put into the Vichy French ports of Sousse, Sfax, or La Goulette and wait for the right conditions to make their final night runs to Italian destinations in North Africa.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

The initial plan was to establish a coast-watching network along the coastline and ports, then report Axis ship movements to the British. The Network also began to consider sabotage operations, but first, they had to contact the British. Mounier and Perussel obtained a small sailboat to attempt a 187-mile crossing to Malta.

The members collected charts and supplies. In December 1940, Mounier, Lhuile, and reserve Naval officer Verdier attempted the journey in the little Pescadou but soon realized they would never make the long crossing. They then bought a used motor and began collecting fuel, liter by liter, sailing again in January 1941.

The men sailed into Valetta Harbor in Malta, flying the French tricolor, and soon met with agents from the British Secret Intelligence Service (S.I.S. aka MI-6) and Special Operations Executive (S.O.E.). With officers in dress uniforms and ladies in long gowns, the French were entertained and pampered for two weeks as they discussed plans.

This would provide an excellent opportunity for the British, whose battle fleets were divided and very much occupied in the West, protecting Gibraltar, and to the East, protecting Greece and the Suez Canal. Both S.I.S. and S.O.E. were adamantly against the Network conducting sabotage operations but provided the Network with radios, spare parts, codes, and supplies, including bicycles, for the coast-watching operations.

Mounier and his men were sent back on the submarine H.M.S. Utmost, which landed at Hergia north of Sousse. They would store the equipment in Breuillac's home.

As a further cover, Mounier and Perussel established the "Societe d'Etudes et de Peches" (Fishing Studies Group), funded by anti-Axis sympathizers' subscriptions. It would have an office at Xo 6 rue Es Sadika, next door to Mounier's law office and less than 100 meters from Vichy Admiral Esteva's residence. They would also obtain a van and a boat and secure a fuel allowance. Gaudioz and Derome would join the Network as general secretary and assistant.

In Tunisia, the laundries were on the roofs of the buildings, and this was an excellent place to conceal a forest of radio antennas. Madame de Caumont would do the decryption and encoding, then take the signals to "Radio Attias" in the laundry, where Attias would send and receive messages. The office would also serve as a mail drop for the Network. Mounier and Breuillac would meet at the office daily at 1800 to make plans.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

Soon, the Network would establish a lookout on a farm in Kelibia on Cap Bon to note the vessel(s)' course and speed to the H.Q. in Tunis. These stations were followed by posts in Monastir handled by Justice of the Peace Surin, and Gantes, the civil controller, led the Sfax element. Convoys could be tracked hour by hour as they moved up and down the coasts. They found that the enemy ships or convoys had to calculate their speed to escape aerial and underwater detection by the British during daylight hours.



Here, you can see Bizerte down to Gabs, including Tunis, La Goulette, Sousse, Sfax, and the Kerkeuhah Islands, which will all play parts in this story.

The farm at Kelibia was a perfect location for the Network's coast-watching.

They also had spies at ports in Tunisia and would report shipping movements.

The waters were relatively shallow, and bodies from ships and wreckage from Axis shipping would wash ashore from the action off the Kerkeunah Islands, where the Network would scavenge them for documents and dive on the wrecks.

They also found Axis ships putting into the French ports if they failed to reach their objective, then had to time their departure to make it safely to their Italian bases in Italy or North Africa. Intelligence was now flowing, and the Network would have so much information* that a British submarine would regularly rendezvous with the Network's small boat three miles off the coast at Hergla at 2200. The men would come aboard and hold a council of war in the wardroom while the sub recharged her batteries. The network men would leave, and the submarine submerged before dawn. However, the sub surfaced under the Network's boat in March and practically tore off her bow. The sub's carpenters worked hard and got her shipshape before dawn.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

The Network put Captain Bocolle in charge of a road watch monitoring all movement of trucks, tanks, equipment, and artillery to be passed back to Mounier and Breuillac in Tunis.

The Network would also install and monitor listening devices at the Hotel Majestic, where the Italian Armistice Commission had established its headquarters. Every evening at 1800, the Network would receive a verbatim account of the Italians' conversations from the previous twenty-four hours. The Network also began monitoring road and air traffic reporting to the British in Malta.

ITALIAN REVERSALS AND ARRIVAL OF THE AFRIKA KORPS

Meanwhile, in the desert, the British Commonwealth forces under Lieutenant-General Richard O'Connor routed the Italian 10th Army due to the Operation Compass offensive (December 9, 1940, to February 9, 1941), ejecting the Italians from Egypt and advancing along the coast deep into Italian Libya. The British forces would capture Tobruk, Derna, Benghazi, and El Agella. With these significant losses, the Allies anticipated German reinforcement.

This new force, the Afrika Korps, would be activated in January 1941, and Hitler personally chose General Erwin Rommel to lead it in February. German troops and equipment would be sent by train to Italy beginning in February, where they would embark on Italian ships for North Africa.

The first significant elements of the Afrika Corps would be in North Africa by March, with more support arriving.



THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

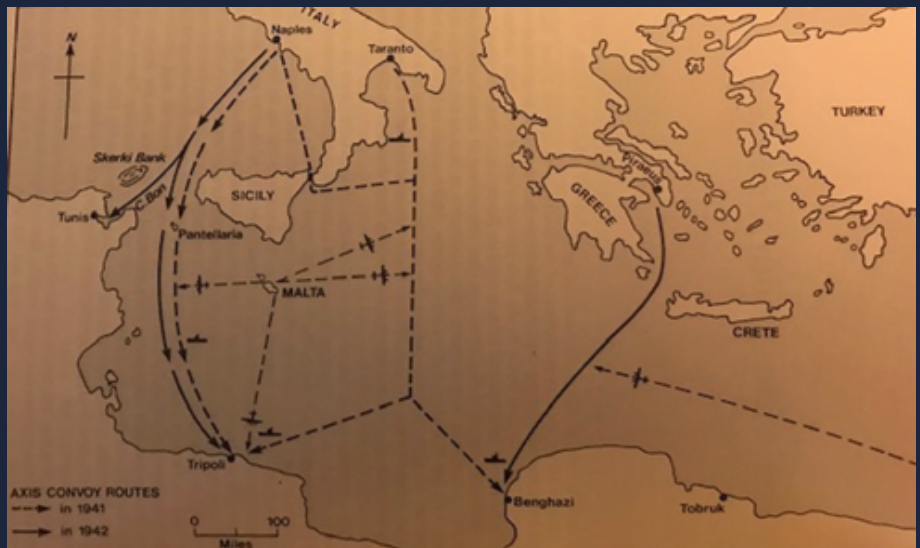
The disastrous Italian invasion of Greece would also be turned around by the Germans, who captured that country and ejected the British by June 1941, putting extreme pressure on Britain and her remaining allies in the Eastern Mediterranean.

Mounier and Breuillac pressured S.I.S. and S.O.E. to provide sabotage materials and training. Finally, with some prodding by General De Gaulle, the British relented and provided limpet mines and an instruction book labeled "Opacitf." The limpet mines were about 30 cm (almost 12") in diameter, filled with plastic explosives with a ring of magnets to attach to the steel plates of the ship's hull. They were provided with fuses with 3, 6, or 12-hour delays.

The target was about one meter below the waterline near the boiler room. While assembling the mines, a detonator exploded, sending Mounier and Bruellac into the garden with smoke billowing out of the villa. Fortunately, no one raised an alarm. They then had to recruit swimmers to plant the mines.

Map showing Axis convoy routes and the ability of the British/Allied submarines and Royal Air Force to attack the convoys.

Note the position of the Kerkennah Islands off the coast of then-French Tunisia.



THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

BATTLE OF THE TARIGO CONVOY

Based on the information provided by the Network, the British would dispatch either submarines or aircraft based in Malta to attack Axis transports and convoys. However, in April 1941, the Network spotted a large convoy of three destroyers (RIN Luca Tarigo, RIN Lampo, and RIN Balem), four German troopships (Adana, Arta, Aegina, and Iserlohn), and the ammunition ship Sabaudia. Then, Attias radioed the positions to the British in Malta. The British sent a Martin Maryland bomber on April 15 to shadow the convoy and dispatched the 14th Destroyer Flotilla (H.M.S. Jervis, H.M.S. Janus, H.M.S. Nubian, and H.M.S. Mohawk), which chased full steam after the convoy. The Italians were supposed to send SM79 bombers as convoy escorts, but the aircraft never found the convoy.

On the night of April 15-16, as the Italian ships negotiated the shallows around the Kerkennah Islands off of Sfax at only 8 knots, the British destroyers attacked from a range of 1,800 yards, closing to 50 yards, in some cases sinking the Tarigo but not before she got off two torpedoes which put H.M.S. Mohawk's stern on the shallow bottom. Jervis would finish her off with gunfire, where she sank just 39 feet underwater. The British would chase the Lampo and Balem into shallow waters, where the Lampo grounded and the Balem was dropped. They would also sink three transports (the ammunition ship blew up in a spectacular explosion) with the other two merchantmen grounding. Though a major rescue operation was launched by the Italians, including a hospital ship rescuing 1,271 survivors, it has been estimated the Axis lost between 380-1,800 men killed with many more wounded. The wreck of the transport Arta was destroyed by the submarine H.M.S. Upholder later in April, while the Lampo was repaired and put back into service.



Royal Italian Navy destroyer Lampo aground.

Note the severe damage near her bridge.

The Mounier Network would scavenge essential documents from her. She was refloated and returned to service after several months, only to be sunk in April 1943.

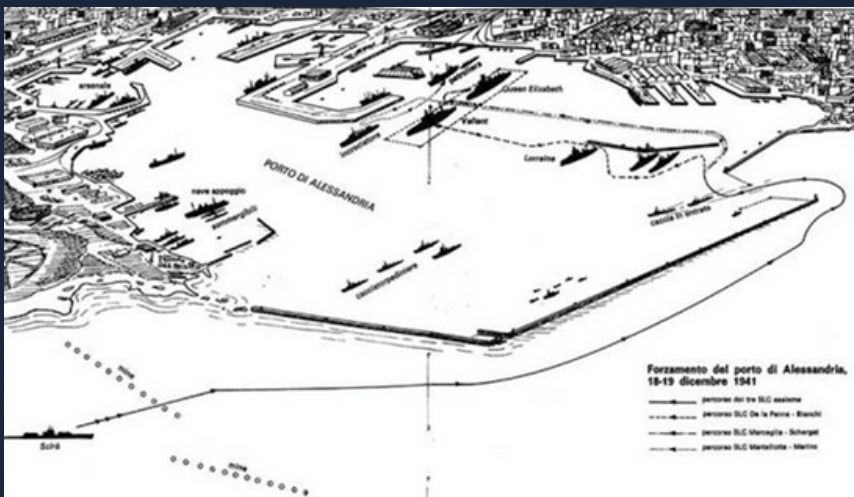
THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

GRUESOME HARVESTS

After the battle, Mounier got Greek fishermen to go out and search the wrecks. Ducrot, the press officer, was given command of the mission. They took a boat and hid in the shadow of the grounded destroyer Lampo. There, among the blood-soaked passageways and gore-strewn upper decks, they found the Italian's codes on the bridge. Ducrot also went with the Greeks to the supply ship Atra and made an even more fruitful discovery. They found a satchel on the body of a dead German officer, and inside were the documents that, when dried out, disclosed the composition of the 15th Panzer Division, which had been reinforced from an infantry division into an armored division. They would later deduce that the Atra carried many of the 15th Panzer's staff officers. Dried, the papers filled two big bags and were sent to Tunis by submarine

The Network then reached out to local Arabs to search for dead bodies that were washing ashore. They recovered official documents and personal letters before turning over the picked-over carcasses to the Red Cross. The letters disclosed a high morale among the Germans and many other details, which were all forwarded to Tunis and then to Malta. Additionally, the Network recovered weapons and barrels of fuel. Many of these were returned to Villa Breuillac, which became a potential volcano of explosives, arms, and fuel. Meanwhile, the Italians would be busy combing the wreck of H.M.S. Mohawk. Divers would find Mohawk's code books and other secret documents there.

These particular entry procedures for Alexandria Harbor would help the staff of the X^a M.A.S. Flotilla plan the attacks by the S.L.C. chariots (Italian motorized torpedoes, aka Swimmer Delivery Vehicles) in December 1941, which disabled two British battleships, Valiant and Queen Elizabeth, as well as other ships.



Attack on Alexandria Harbor by the Italians in December 1941 using the S.L.C. chariots piloted by X^a M.A.S. divers.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

GAMMA TRUCKS

With increasing fighting in the Western Desert and the loss of Axis supply ships, there was a desperate shortage of supply vehicles and fuel. In short, motor vehicles were so scarce on both sides that each opposing Army would routinely recover and repair enemy trucks and armor and put them into their service even on the front lines. The Germans sent a purchasing commission of three officers to buy French supply trucks in Morocco and Algeria. They purchased approximately 600 vehicles and assembled them in Tunis for transfer to the Germans, waiting for them in Gabes. The Mounier network considered burning the trucks but found they were parked too close to French barracks, which might result in unwanted French casualties.

They then engaged a reserve officer, Debiesse, a university chemistry professor, to develop sabotage devices. He came up with test tubes filled with acid and a metal rod that were to be placed in the trucks' gas tanks, which would blow up after the Germans had taken possession of the trucks. A number of these trucks were destroyed in this manner. The Network also told the English when and where the trucks would cross the border into Italian Libya from French Tunisia so R.A.F. fighters and bombers could be on station and pounce on them. Rommel would be so pressed by fuel shortages caused by the merchant shipping losses that he would routinely allocate fuel to his armored units at the expense of his ambulances.

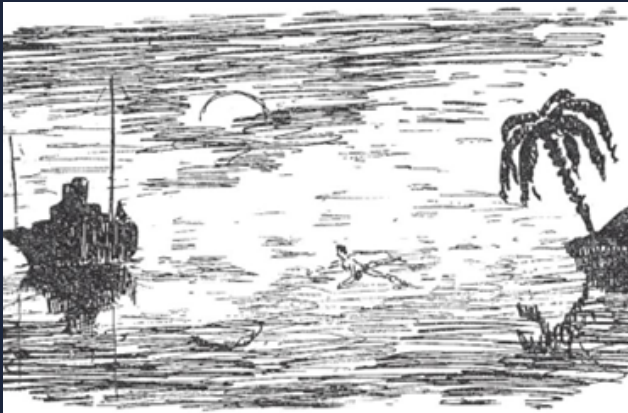
FIRST LIMPET ATTACKS

The Network recruited the Rocollo brothers and Captain Thomazo to attempt the first sabotage operation against the Italian ships. Their target was the merchantman Pamona in La Goulette harbor. The Network had learned of the time of her departure, so they would plant the limpet just before sailing. The ship would blow up at sea, and the Axis would believe she had either been torpedoed by an Allied submarine, hit by an R.A.F. bomber, or struck a sea mine, so there would be no fear of reprisals.

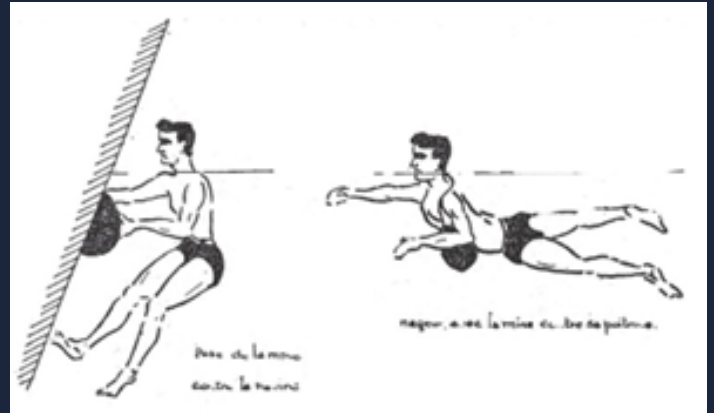
Yves Rocollo would enter the water and swim to the ship while his brother and Thomazo watched. If Yves were spotted, the other two would fire shots in the air and raise a commotion to distract guards and responding police. Yves entered the water with a homemade harness securing the mine around his neck and swam on the ship's surface. However, heavy marine growth stymied Yves placing the limpet on the hull, and he would accidentally drop the mine into the harbor's depths. The Frenchmen noted this marine growth was not in the detailed "OPACITF" instructions. The next time, they would be prepared and bring chisels. Fortunately, the mine was not fused and did not blow up, attracting attention.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

The second attempt was on the merchantman Cirio. This time, the saboteur bicycled to the water's edge using fields to avoid gendarme posts on the road and slipped into the water with his limpet mine and hull cleaning tools. He could scrape the hull, place the mine, set the fuze, and retire. The Cirio sailed away; however, the mine failed to explode and was discovered by the Italians when she returned to Naples.



LEFT: Drawing of the French swimmer swimming to the target ship from the shore.



RIGHT: Drawing of the French swimmer swimming to the target ship with the homemade harness and attaching the limpet mine.

The Network then recruited Francois Vallee, a reserve assistant cavalry lieutenant who was on the run from Vichy and the Axis, having escaped from a P.O.W. camp, and the Belgian, Gaillot who was trying to make his way to the Belgian Congo and resume the fight against the Germans. Vallee would live with Breuillac briefly before moving into a residence found by the Network.

On June 8, 1941, the former French freighter Beauce, now the Italian Achille, was at La Goulette. Vallee slipped into the water, swam to the ship, placed and armed his mine, then retired without a trace. However, the Achille's sailing was delayed, so the mine exploded the next day, and the 10,000-ton ore carrier sank close to shore. The Italian Armistice Commission demanded an investigation. A diver was sent down and found the magnets from the limpet mine. With this discovery and the unexploded mine on the Cirio, the Italians raised their security by shining floodlights into the waters around their merchant and warships and increasing security patrols. The Achille would stay on the bottom until 1946 when she was finally salvaged.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

Proserpina's oil tanker anchored 80 meters from the quay a few days later. Despite the increased security, this was a very tempting target for the Network. Bruillac, Vallee, and Mounier met on the beach at Salambo north of La Goulette at 1000 hours with his wife and two young children. While Mounier's wife watched the children, the three men swam out about 100 meters and held a council of war.

They discussed the security issues but, in the end, agreed to attack the tanker because she was full. When the men returned from their swimming conference, they all pedaled back to town. At 2200, Vallee was left alone to attack the tanker because Galliot was on a reconnaissance mission in Sfax.

By 0100, Vallee had reached the tanker and placed his mine; however, he was discovered by an Italian security patrol in a dingy. Vallee attempted to capsize the little boat but was struck on the head with an oar and knocked partially out. The alarm was raised, and Vallee was brought to shore with his face bleeding. Though giving a false name, a patrol found his clothes in the grass on the beach. Of course, a tag was inside a garment labeled "Vallee-St-Brieuc," so the jig was up. Vallee confessed to being part of a secret organization that was fighting against the Germans and Italians; he was ready to die for France but would not betray his comrades.

ONE MOUSE TRAP AFTER ANOTHER

Mounier learned of Vallee's arrest and warned Breuillac. Later, Perrussel spoke discretely with the head of "Bureau des intrigues anti-nationals" to attempt to have the Vichy man stop or reduce the investigations. However, the police found another mine and the "Opactif" manual at Vallee's house. The Vichy authorities went to the "Societe d'Etudes et de Pecheries" and found nothing in the offices but decided to ask the cleaning woman about the residents.

Initially, she provided no information but said, "I have often seen the gentlemen of this office go up to the laundry room." They checked it out and found "Radio Attias," then things went from bad to worse. They arrested the sickly Madame de Caumont and located telegrams, some of which were unencrypted. Then, they attempted to persuade Madame de Caumont to send false messages to trap more of the Network, but she refused.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

By June 26, Mounier began to fear the worst and warned Breuillac to burn everything and alert everyone in the Network. Mounier then sent a radio S.O.S. to Malta requesting emergency pickup by seaplane off Cap Bon near the lookout post for himself, Verdeier, Attias, and Borg. That element left Tunis for the rendezvous. Breuillac attempted to contact others unsuccessfully, while Rocolle tried to warn Breuillac.

Breuillac left for Bizerte for upcoming Army maneuvers. Vallee was still under interrogation but didn't talk. However, police interviewed his cleaning lady, and she said she had been to Breuillac's villa to retrieve Vallee's possessions. The police tracked Breuillac to Bizerte and, at the end of a lunch hosted by Admiral Derrien in honor of General Weygand, asked Breuillac if he knew Monsieur Vallee and to accompany them back to the Villa Breuillac quietly.

When they arrived at the Villa Breuillac, it was surrounded by police with the head of the Anti-National Bureau standing by. They searched everywhere and then used a locksmith to open locked doors, where they found a veritable treasure trove, including English newspapers, twenty mines, plastic explosives, detonators detonating pencils, rifles, pistols, and in the cellar, twenty-one barrels of gasoline. The Commander of the Anti-National Bureau placed Breuillac under arrest and took him to the barracks of the 4th Zouaves.

The police began interrogations the next day, and Breuillac laid false trails of the imaginary agent "Rutheil" for three days, trying to buy time for Mounier and the other comrades to get away. This strategy gave time for some to get away and others time to destroy evidence and create alibies. The Surete (security police) put out an all-points bulletin, and a collaborator would turn in Captains Frantz, Moneglia, and Thomazo. Another gendarme would denounce Rocolle and Surin. Ducrot was sacked, and the civilian controllers Gantes and Departments were reported. Also swirling in the milieu were false reports that Mounier and Breuillac were traitors bought with English gold. Due to a carbuncle, Breuillac was transferred to the hospital.

MARITIME COURT MARTIAL IN BIZERTE

By the end of July 1941, the investigation was completed. However, the few remaining network members had destroyed or hidden the evidence, including a large-scale plan of Italian fortifications in Tripolitania. Vichy Admiral Esteva and General Audet were embarrassed.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

Perussell became the defense counsel for several network members imprisoned in the hold of a ship in Bizerte Harbor, except Madam de Caumont at Fort Nador and Breuillac in hospital. Madam de Caumont, with her lung ailment, contracted dysentery from a German spy incarcerated in the same jail and was so weak that she would have to be dragged into court. Perussell got a message to Bruillac that he was defending Vallee and Gailliot and would also defend the Breuillac in their Maritime Court Martials.

The prosecutor presented twenty-two witnesses against the network members, including two Italian harpies who claimed there were a lot of mysterious comings and goings at the Villa Breuillac. Perussell put up a magnificent defense, sowing doubt and patriotism amongst the judges. Three times, Breuillac was asked, "But why are you fighting for the English?"

Breuillac replied, *"We are not fighting for someone; we are fighting against someone and for something!"*

Gailliot defended himself by saying Belgium was occupied, his father was dead, his house had been destroyed, and that he only wanted to go to the Belgian Congo to continue the fight.

More importantly, Vallee, who admitted everything, further explained how the limpet mines worked when a Navy engineer could not. The Frenchman declared that he would fight again as soon as he was free.

The judge said in conclusion, *"I would like, before deliberating, to pay, in the name of the Court Martial, a special tribute to the courage of the three men who are in front of us."*

Madame de Caumont received great pity, and Perrussel was able to have her transferred to a hospital. Masterfully, the French lawyer exalted patriotic feelings and minimized the evidence among the jury. Breuillac was narrowly found not guilty by four to three, while Vallee and Gailliot received the minimum sentence of two years in prison.

However, Breuillac was retired on the spot and expelled from Tunisia.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

TWISTS OF FATE

After he escaped to Malta, Mounier planned to return to Tunisia to resurrect the Network. He departed by British seaplane for a strepitous insertion; however, the plane and passengers were never seen again. Later, his wife would die in an automobile accident in 1943, leaving their two young children orphaned.

The Americans would liberate Vallee and Gaillot during the invasion of French North Africa at the end of 1942 and immediately joined back up with S.O.E., only to be lost on a covert mission in Vendee, France. Thomazo was injured fighting on the slopes of Belvedere, and Attias would fly with the Bretagne Bombardment Group (raised in French Chad, the group would fight the Fascists in Tunisia, Italy, and Alsace.)

Perussel would fight in the ranks with Free French troops in Tunisia; however, his wife would be arrested by the Gestapo and deported, though she would miraculously survive the Ravensbruck Concentration camp and be liberated in 1945.

Breuillac would run the Lucas resistance group in France but be denounced and arrested on November 21, 1941. He would be imprisoned in France for fourteen months before escaping Perigueux Prison in February 1943. In disguise, Breuillac worked his way through neutral Spain only to be captured by the pro-fascist Spanish Police and imprisoned in Miranda. However, the British secured his release and sent him to London, where he would briefly reunite with Vallee and Gailliot at an S.O.E. training center. Breuillac would retire as a general.

After the dust had settled, elements of the Mounier network were reconstituted in Tunisia but were only a shadow of their former organization. In the meantime, the Allies codebreaking had advanced by leaps and bounds. They could decrypt the German Enigma codes and use the information tactically on land and at sea across broad war fronts. Ironically, the discovery of the Mounier Network provided the perfect cover for the Ultra codebreaking.



J. Breuillac as a General after the war.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

The Italians, Germans, and Vichy allies found hard and indisputable evidence of a British-supported French resistance network. Radios, codes, weapons, explosives, and even English newspapers it was all there; furthermore, they had arrested and tried the perpetrators and dismantled their coast-watching Network. Not only had Vallee confessed to everything on the record, but had also explained the limpet mine operation. This traditional spy network was exactly what Axis Intelligence expected. Along with other captures, such as the Long Range Desert Group elements who learned a similar lesson after the Barce Raid, the Axis did not seriously believe that their codes had been cracked.

The French swimmers would also significantly impact the Italian's maritime sabotage program. In the 1930s, the Italian Navy began experimenting with the Pirelli A.R.O. series of submarine escape rebreathers to have sailors guide submarines underwater and march on the bottom underwater to plant mines on ships; both experiments failed. However, the Italians would bring back the concept of a powered mine carrier, used successfully by Italian swimmers Raffaele Rossetti and Raffaele Paolucci to sink the Austro-Hungarian battleship *Viribus Unitis* and freighter *Wein* in Pola Harbor on October 31, 1918.

Though this time they would make the craft (S.L.C. *Siluro a lenta corsa* or slow running torpedo) fully submersible piloted by divers wearing the A.R.O.s

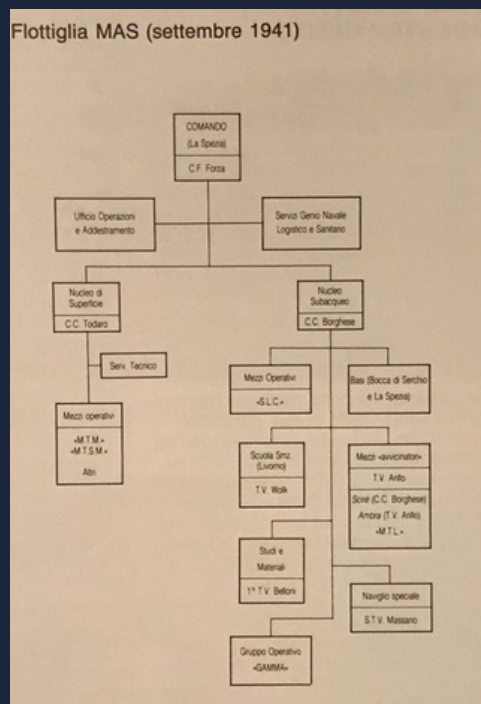
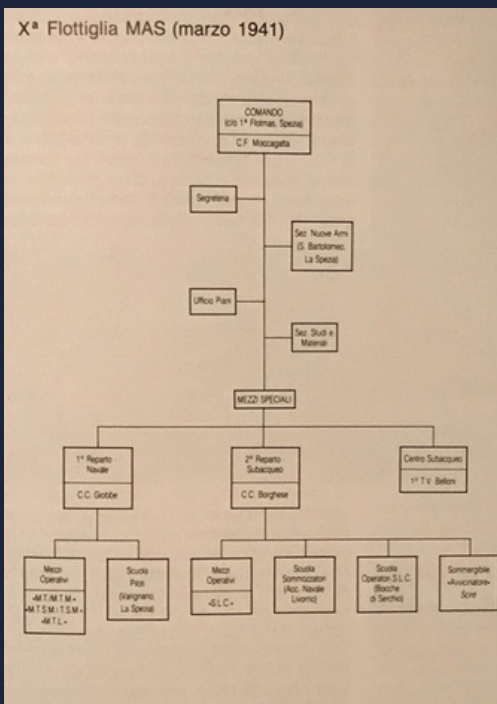
This 1^a Flottiglia Mezzi d'Assalto (First Assault Boat Flotilla) would soon become more widely known by its later cover name the X^a Flottiglia M.A.S. (10th Motor Torpedo Boat Flotilla) and develop explosive motorboats (M.T.M.s), miniature torpedo boats (MTSMs) and dry submarines of the C.A. and C.B. classes.

The Long Range Desert Group (LRDG) was formed by pre-war British desert explorations at the beginning of the North African Desert Campaign in 1940. Their primary mission was strategic reconnaissance, penetrating enemy territory and crossing the Sahara's Great Sand Sea. They would insert and extract secret agents, scout invasion routes, and establish invaluable road watches along the coast, providing British G.H.Q. information on troop movements back and forth along Rommel's overextended supply lines.

However, they mounted a raid, Operation Caravan, against the Italian airfield at Barce in September 1942. While they destroyed or damaged between 23 and 32 aircraft, they lost over ten men, three trucks, and a jeep. After the desert campaign, the LRDG suffered heavy losses in the Aegean and fought in the Adriatic. They would be demobilized at the end of the European Campaign

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

After recovering the S.O.E. limpet mine from the Cirio, magnets from the Achille, the cache at the Villa Breuillac, and Vallee's detailed testimony, the Italians would restart their underwater assault program in September 1941. This element would be called the Gustatore (Sapper) Group, often abbreviated "Gamma" Group, and begin right where they left off, with the divers marching on the bottom. The program would not change until receiving American technologies in April 1942 from the Germans, but that is another tale.



Tables of organization for the Xª Flottiglia M.A.S. for March (March) 1941 and settembre (September) 1941 from Spertini's and Bagnasco's "I Mezzi D'Assalto Della Xª Flottiglia M.A.S."

Note there was no Gamma Group before the first French attacks in April 1941, but the Gamma Group appeared in September after the Maritime Court martials of the Mounier Network.

One of the new "GAMMA Group" marched Italian divers using an A.R.O. rebreather and demolition charge of the Xa Flottiglia M.A.S.

They had restarted their marching diver program due to the French swimmer attacks but had not yet gotten the American technologies from the Germans to make the leap to combat swimmers.



THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

SIGNIFICANCE AND LESSONS LEARNED

The Mounier network was one of the first French resistance operations during the war that had a strategic impact at a crucial time early in the war; however, eagerness to directly attack the Axis caused its downfall, which would have an unintended benefit. The French swimmers would also be the first successful swimming attack of the war and restart the Italian's Gamma group.

A unique group of amateur patriots banded together to form a sophisticated intelligence network across French Tunisia and reach further into Vichy, North Africa. This was when support for Vichy was exceedingly high, particularly in the French colonies, and De Gaulle was relatively unknown. The Network would seek out the British intelligence services and provide essential and timely information regarding Axis troop movements on sea, air, and land in the Middle Mediterranean.

With this information, the British Commonwealth and Allied forces were able to sink 22 ships by sea and air attacks as well as deprive the Italians and Germans of significant supplies for their offensive in the Western Desert. The Network also provided substantial information about the German order of battle and morale and communication from the Italian Armistice Commission. This was also when British/Allied codebreaking was very much in its infancy, and the Allies had almost exclusively experienced defeat after defeat since September 1939.

However, their over-eagerness to strike directly at the Axis would completely shut down the Network and provide the Italians with inspiration for their swimming maritime attacks. The balance sheet of their only maritime sabotage success, the Achille, was insignificant compared to the destruction wrought by their intelligence and brought the Network down. Like the Italians, the French Network would litter the seabed with now not-so-secret devices and only aid the enemy.

There would be an unexpected silver lining, as the treasure troves of evidence and testimony reinforced the Axis' expectations of foreign-backed spies and saboteurs while masking the Allies' ability to break and act decisively on coded information on time. Throughout the war, the sacrifices of captured resistance men and women and Allied agents would fatally distract the Axis and make victory a little swifter for the United Nations.

THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

For the future: This tale of the Mounier Network underscores how the value of a good intelligence network greatly outweighs the satisfaction of pin-prick raids.

Please stand by for Action: My colleague Platon Alexiades and his partner Frederick Galela are working on a book about WW2 sabotage operations, which should have much more information about the Mounier Network later this year!

Special Thanks

Special thanks to the late Erminio Bagnasco, Platon Alexiades, Stephano Bagnasco, Tony Rogers, and, of course, Erick Simmel and Jim Gray

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THE MOUNIER BREUILLAC NETWORK, A CAUTIONARY TALE CONT.

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CHAPLAINS CORNER

CHAPLAINS PERSPECTIVE

BY WILLIAM REDMOND

Where is the Anger Coming from in My Life?

Research at the National Center for PTSD has shown that responses to extreme threats can become "stuck" in people with "PTSD."

This leads to a survival mode response where the individual is more likely to react to situations with "full activation" if life-threatening. (American Bible Society, 2010, pg 7)

Thoughts for Reflection: (American Bible Society, 2010, pg 12)

- 1. What type of situations cause you to feel highly irritable? Write or share about these situations.*
- 2. What things, people, or events trigger your tension? Why do you think these particular things, people, or events infuriate you?*
- 3. What deep-rooted hurt might lie behind your angry outbreaks? Find a trained professional with whom you could discuss these memories.*
- 4. With paint or markers, draw what you believe your anger looks like in response to those things, people, or events that set off your anger. Share and discuss your drawings as you are able.*

Let us Pray

Dear God, at times in my life, I am filled with such anger.
Sometimes, my rage scares me because it comes upon me with such
surprising vengeance.

I acknowledge that I need help with my anger issues.
It saddens me to think of how my anger has not only hurt me but also hurt
those that I love.

I am sorry for the way that I have allowed my anger to torture not only me but
also the people around me.

Please forgive me for how my anger has wounded others.

I need guidance on how to better understand what is behind my anger.
Please enhance my comprehension of the underlying wounds in my life so I
may address those issues.

My deep-rooted anger often causes me to act quite unloving.

I thank you for loving me even when I act unloving.

In your loving name. Amen.

If we brothers look at this prayer with meditation and an open heart, we may find some acceptance into our vengeance.

Just slow your roll warrior, for a moment we can hear our Lord speak. This could bring a tear to your eye if you are thinking of your loved ones.

Man up and allow this to touch your heart. Let your guard down for just a moment. I say this because I fought back and was angry on occasions and out of control myself.

It takes courage, brothers, but it is worth the effort. Just like our training, things came in bits and pieces.

I leave you with this: God Understands When you Feel Angry;

“In your anger do not sin”: Do not let the sun go down while you are still angry, and do not give the devil a foothold. Anyone who has been stealing must steal no longer, but must work, doing something useful with their own hands, that they may have something to share with those in need.

Do not let any unwholesome talk come out of your mouths, but only what is helpful for building others up according to their needs, that it may benefit those who listen. And do not grieve the Holy Spirit of God, with whom you were sealed for the day of redemption. Get rid of all bitterness, rage and anger, brawling and slander, along with every form of malice. Be kind and compassionate to one another, forgiving each other, just as in Christ God forgave you.

Ephesians 4.26-32

Resources:

American Bible Society God Understands When You Feel Angry Comfort and Hope from the scriptures, ArmedservicesMinistry.com 2010

**For help, NAMI.Org National Alliance on Mental Illness
They are a non-profit at least 1000 facilities nationwide.**

<https://www.nami.org/>

VETERANS ADMINISTRATION:<https://www.va.gov>



SAVE THE DATE

11
DAY

08
MONTH

24
YEAR

CCCA 2024 ANNUAL FAMILY PICNIC



San Diego County Swiss Club Swiss Park,
2001 Main Street,
Chula Vista, CA 91911
<https://www.sdswissclub.com>

CHECK OUT
[HTTPS://COMBATANTCRAFTCREWMAN.ORG/](https://COMBATANTCRAFTCREWMAN.ORG/)
FOR THE LATEST INFORMATION!

Fun, Food, and Friendship! Honoring the bonds of the NSW Family

Registration is required for Planning Purposes, Food, Name Tags, Raffle Tickets, and Prizes! (Additional Raffle Tickets may be purchased at the event!)

Cost:

Free for CCCA Members in Good Standing
At the Door costs \$20 per attendee.

The CCCA provides food, water, and soft drinks. Alcoholic beverages will be for sale by the SWISS CLUB.

The 2024 CCCA Adams Family Scholarship Awards will be announced and presented.



40

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CCCA Scholarship Press Release

Media Contact: Joseph Zemlin
Office: 858-444-0679
pres@combatantcraftcrewman.org



San Diego, CA, January 23, 2024 — The Combatant Craft Crewman Association, Inc. announces the launch of its CCCA Adams Family Education Excellence Scholarship for 2024. The new scholarship program is aimed at students passionate about volunteering, community service, and educational excellence.

The CCCA is looking for students of all ages with a sense of patriotism and commitment to community service while preserving our history and honoring the service and sacrifice of all those who served and supported the missions of Naval Special Warfare Combat Crewmen and Navy SEALs.

The Scholarship is open to CCCA members, current high school students, veterans, and their dependents. The CCCA will award a \$500 check to each scholarship winner to help offset the costs of their pursuit of educational excellence and dedication to community service.

The CCCA believes that volunteerism and such small acts of charity have enormous potential to initiate change, and students — of all ages — play an essential role in shaping the world's future. Students can help build a more generous and caring society by engaging with their community through volunteering. The CCCA truly believes each person's path to educational excellence is diverse and not limited to traditional institutions of learning but may also be achieved through trades, skilled apprenticeship, and certification programs. The CCCA and the Adams Family encourage students to volunteer, honor our veterans, and build communities of hope and resiliency.

To apply, individuals must complete the application form, provide the required documentation, obtain a credible letter of recommendation, and write a personal essay for consideration.

Applications are due May 1, 2024. The winner will be announced on August 11, 2024

Please visit: <https://combatantcraftcrewman.org/>
For details and application form.



CCCA NEW ORLEANS RENDEZVOUS WITH REGION II MEN AND HIGGINS HISTORIAN

BY PHIL G. GARN



Left to Right: Photo of Higgin's historian Jerry Strahan, CCCA Region II Paul "Doc" Niehaus, CCCA Historian Phil Garn, CCCA Region II Manager, Bruce Lemmert at Deannie's in Bucktown, Louisiana

Last year, my wife Lisa and I began planning a trip to Louisiana, Mississippi and Alabama. We had not been to the area since 2019, and I was hoping to get to see CCCA Region II Manager Bruce Lemmert, his right hand Boat Guy Paul "Doc" Niehaus and Higgins Historian, Jerry Strahan. If all went well, I'd get to introduce Bruce and Doc to Jerry.

I reached out to Bruce and told him of our prospective dates as well as asked for suggestions for things to see and do as well as local places to eat. As you may recall, I met Higgins Historian, Jerry Strahan on the previous trip see (On Target Summer 2020 newsletter) and contacted Jerry as well.

Bruce sent my wife and me a number of excellent suggestions and really encouraged us to go to a Mardi Gras parade or two. My wife loves Mari Gras decorations (it's like a green, gold and purple celebration that goes from January 6th to whenever Fat Tuesday is that particular year), but we had avoided the crowds at city parades, though not Courir de Mardi Gras out in the Cajun countryside on our previous trips.

Lisa and I were able to meet Bruce and Doc at Deannie's on Magazine Street for lunch on the first leg of our trip. Bruce showed me photos from the Wooden Boat Show that we had heard about at CCCA board meetings that Region II was supporting, including a restored and fully functional battleship's steam launch.

Though we were unfortunately unable to get a trip to SBT-22 this time, I learned a lot about the new reserve units which differ quite a bit from our day, as well as new procedures for Navy Corpsmen, again very different from our days in the Boat Units and early years of the Boat Teams. We also learned a lot more about Mardi Gras as well as "Trunk or Treat" and "Pirates' Day." [1]

Thanks to Bruce and Paul, we explored a lot of the north shore of Lake Pontchartrain and really liked Covington that has a charming downtown and a museum in an old working general store. We also went to a Mardi Gras parade in downtown Mobile, Alabama and had a blast.

[1] Trunk or Treat is a parking lot trick or treat and Paul built a portable galleon for his daughter and granddaughter complete with circling sharks. Pirate's Day is an actual holiday in September in Louisiana and Mississippi. Dang-it, 22 has all the fun!

CCCA NEW ORLEANS RENDEZVOUS WITH REGION II MEN AND HIGGINS HISTORIAN

We got tons of throws. Remember Mardi Gras is a long season not just “Fat Tuesday.” So all these areas will have many parades sponsored by many different crews which are a cross between social and benevolent organizations.

Sadly, I forgot to contact David Rawls; though Bruce had mentioned he was in the area. I also learned Jack Birge and other Boat Guys were in the area as well. It also only occurred to me that USMI was in the area (see associated story.) Had I been more forward thinking I probably could have included Barry Dreyfus upon our return to New Orleans.

On our return to New Orleans, we were able to get together with Bruce, Paul and Jerry at Deannie’s in Bucktown. Jerry told us about studying under Steven Ambrose and other marvelous historians as well as interviewing many Higgins Industries’ employees including the brilliant young designer Ted Sprague and PT Boat skipper putting the Higgins Hellcat through her paces.

Jerry saved the Hellcat’s plaque as well as many Higgins plans and documents. Again it was fascinating to hear Bruce, Doc and Jerry talk about the aftermath of Hurricane Katrina, a truly horrific experience but mostly a lot of good folks working hard to help their neighbors. I also encouraged Bruce, Doc and Jerry to link up with the WW2 Museum (Jerry has done a lot of work there and restoring PT Boats and landing craft) as well as Barry at USMI and SBT 22.

A lot of boat unit history and experience is all right there in Region II: CCCA, WW2 Museum with PT 305, USMI and SBT-22 with in about an hours’ travel or so of the Big Easy.



Mardi Gras parade in Mobile, Alabama, the parade is really moving. In the background is the historic French Fort Conde from 1723.



Above: Jerry holding the insignia from PT 564 the Higgin’s Hellcat.



The Higgin’s Hellcat was a privately built PT by Higgins that was the fastest during WW2 designed by Ted Sprague.

UNITED STATES MARINE INCORPORATED, THE MODERN EMBODIMENT OF THE SECOND WORLD WAR'S HIGGINS INDUSTRIES AND MORE ON THE GULF COAST

BY PHIL G. GARN

During our recent vacation to New Orleans and the Gulf Coast, Lisa and I were having lunch at Dauphins, the restaurant on top of the “Moon Pie” building (Trustmark) in downtown Mobile, Alabama. As we enjoyed the dolphin (dorado), I looked out over the AUSTAL shipyard where they were building a Littoral Combat Ship as well as other big shipyards down the waterfront.

This got me thinking, USMI (United States Marine Incorporated) that builds our NSW boats has got to be around here someplace? A maps search put USMI fourteen miles from the condo we were staying at in Biloxi, Mississippi. Then with a quick call to Jim Gray, I got an introduction to USMI owner, Barry Dreyfus, who kindly agreed to giving us a tour of USMI a few days later.

The USMI compound was very unassuming from the outside, industrial for sure, but not advertising the true greatness it contains. We checked in with the receptionist and got badged up, as we waited a few minutes for Barry.

Barry was casually dressed and led us through the different sections of the operation where we saw a number of very familiar craft under construction or repair including 11meter RHIBS (ridged hulled inflatable boats), CCAs (Combat Craft Assault), SOC-Rs (Special Operations Craft-Riverine) as well as some other craft and projects.



Above: Photo of USMI owner Barry Dreyfus and CCCA Historian Phil Garn on a SOC-R at USMI in Gulfport, Mississippi. Photo taken by Lisa Garn.

Below: Photo of part of the 11 Meter production line



UNITED STATES MARINE INCORPORATED, THE MODERN EMBODIMENT OF THE SECOND WORLD WAR'S HIGGINS INDUSTRIES AND MORE ON THE GULF COAST



Barry walking towards his office with a window just below the digital clock.

The words FAMILY INTEGRITY QUALITY and REAL BOATS REAL PEOPLE and USMI's QUALITY POLICY flank his office window overlooking one of the production floors.

While portions of USMI are set up like an assembly line, it does not have the cold industrial feel or sterility of a Starke Industries or micro-ship manufacturing plant, even though a diverse group of employees and interns [1] are working with space-age materials and very advanced techniques to produce astonishing boats for Naval Special Warfare and other customers.

As we walked and climbed up on and into boats, Barry was laughing and joking with employees whom he all knew by name. USMI's motto of family, integrity, quality was evident everywhere in both deed and spirit.

Though Barry shares an office space overlooking the line, you would have no idea it was the boss'. We sat down and chatted in the conference room a little about the history of USMI as well as similarities and differences with Andrew Jackson Higgins and Higgins Industries who made everything from revolutionary landing craft, PT boats, small military transports, marine equipment and even aircraft during World War 2 not far away in New Orleans.

Barry said his father, Barry Senior, wanted a sailboat and built his own, then started building boats for others over forty-one years ago. This evolved into commercial and government contracts. Meanwhile Barry was involved in professional horse racing on both coasts then came to work for his father about 27 years ago. He has an accounting background and there is no way he was going to let USMI go the way of Higgins, which just got too big and did not downsize and adapt after the Second World War.

Higgins tried to keep all of his employees after the war's great expansion, but the huge payroll quickly drained the company which was not really able to shift into the postwar civilian economy. However, the USMI embodies the tenants of Higgins dedication to the fighting sailor quickly incorporating lessons from the field on the production line and upgrading craft, such as the wire cable cutters on the SOC-R in response to insurgent ambushes in Iraq.

[1] One of my high school classmates was a student at Webb Institute decades ago and interned with a naval architect firm in the DC area during a summer break. He was so excited to have helped design a davit for a destroyer in the late 1970s. These modern students were building the real thing alongside master craftsmen and women at USMI with space-age materials.

UNITED STATES MARINE INCORPORATED, THE MODERN EMBODIMENT OF THE SECOND WORLD WAR'S HIGGINS INDUSTRIES AND MORE ON THE GULF COAST

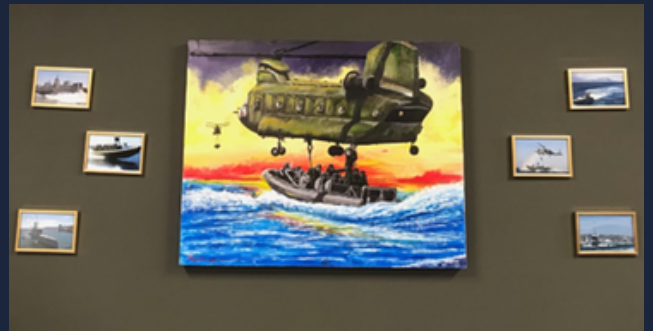
Barry also talked about USMI's charity work. He's very particular how charities spend the money USMI donates on what they are supposed to be doing not on executive salaries. USMI has been a long time and generous supporter of NSW charities and CCCA.

It wasn't until afterwards when I was talking with Jim Gray, that I realized how many boats USMI built for Naval Special Warfare, some of which include the HSACs (High Speed Assault Craft), CAC (Combat Assault Craft), MK V SOC (Special Operations Craft), 11 meter RHIBs, SOC-Rs (Special Operations Craft-Riverine), CCAs (Combat Craft Assault) and other military craft and projects.

USMI on Mississippi's Gulf Coast is very much the modern embodiment of the American war winning spirit and innovation of Higgins Industries. The Company's motto of "family, integrity and quality" are evident everywhere in the plant, employees and their products.



Phil and Barry on an 11 meter RHIB. You can see more on the line in various states of production. This craft is still used by NSW and are the training boats for the Schoolhouse.



Above, this original painting by Artists and CCCA Founder Jim Gray, Sean Cordes, and Ruben "Chato" Hinojosa Jr. is proudly displayed on the walls at USMI as well as some craft you may have served on.

SWCC CLASS 128

GOLDEN AGE OF SURFACE MOBILITY

BY PHIL G. GARN



During his opening remarks as the featured speaker for SWCC Class 128's graduation, Commander Gerald Weers (SEAL) Commanding Officer of Special Boat Team 22 said:

While Admiral McRaven said the previous era was the Golden Age of SOF [Special Operations Forces], this new time will be the Golden Age of Surface Mobility.

It is an unprecedented time for NSW Boat Teams and all three Special Boat Teams (SBTs) are strategically deployed, pivotal and will only grow. He went on to underscore three main points for the new SWCCs:

Stay an Expert- master your craft, do your job, train hard and constantly improve. "The Basics will save your life."

Be Humble- Accept and give constructive criticism, keep an open mind and take on new ideas.

Be Hard- keep training physically and mentally for the rest of your lives.

Commander Weers emphasized our greatest strength in NSW is excelling not only when things are hard or uncomfortable but downright miserable. He also welcomed aboard every one of the seventeen new SWCC graduates by name.

Captain Timothy Sulick (SEAL) Commanding Officer Naval Special Warfare Basic Training Command emphasized levity both in training and combat; **being at your best when things are at their worst.**

SWCC CLASS 128

GOLDEN AGE OF SURFACE MOBILITY

He related this story from Class 128: During a room inspection, one student's drawer refused to open. Finally, the Instructors got the drawer opened and found a pair of 1980s vintage "jean jorts" jammed in the small space, the instructors had to leave the room to confer [laugh their heads off, out of sight of the students] just after speaking with the senior student.

This student then told his classmate that the instructors wanted him to put on the jorts. Captain Sulick then told the audience to ask their graduates about the rest of the story, as this was one of the best pranks he'd encountered in his NSW carrier.

The day before, CCCA Historian Phil Garn and Vietnam Swift Boat Officer in Charge Bob Bolger from the Vietnam Unit Memorial Monument, gave the students a history lesson on the CCB and Swift Boat at the monument.

The students asked quite a few questions and were very impressed when Bob showed them paper charts of his old patrol area as well as a Viet Cong rally flag he liberated from a VC village on a trip ashore.

Bob and Phil were also impressed with the class who helped their fellow classmate with his crutches, but more so with the injured fellow (lots of pins and rods after his last parachute qualification jump) hopped up the stairs and climbed all over the two Vietnam era war boats with his mates. This is indicative of the team ability and hardiness Commander Weers would talk about the following day.

Commander Weers had two asides with the CCCA Historian on graduation day: SBT-22 shoots more rounds than ANY unit in the US military, and he has been astonished by the SWCCs capacity to work!



FROM SWCC VETERAN TO ENTREPRENEUR: THE STORY OF SEAN CORDES

BY JOSEPH ZEMLIN



**Sean Cordes: NSW SWCC Veteran, Artist,
40th Apparel Business Owner, CCCA
Graphic Designer and Veteran Advocate**

In the world of Combatant Craft Crewmembers (SWCC), courage, resilience, and creativity are not just virtues but essential traits. These qualities are embodied in Sean Cordes, a SWCC veteran whose journey from tumultuous beginnings to successful entrepreneurship is nothing short of inspiring.

Born into chaos in 1986, Sean's early life was marked by violence and hardship. Raised amidst a backdrop of divorce and discord, he found solace and purpose in the Navy at the age of 21. Joining the elite ranks of the SWCC, Sean underwent rigorous training, emerging as a Class 60 graduate ready to serve his country with unwavering dedication.

However, Sean's path was not without its challenges. Multiple head injuries incurred during his service resulted in mounting TBI trauma, forcing him to confront a difficult decision: to continue his military career or embark on a new journey. Opting for the latter, Sean utilized his GI benefits to pursue a bachelor's degree in graphic design, harnessing his innate creativity and passion for art.

With a newfound skill set and a burning entrepreneurial spirit, Sean embarked on his next adventure: the creation of 40th Apparel. What began as a platform to showcase his artwork soon evolved into a thriving business, catering not only to SWCC enthusiasts but to a diverse range of customers seeking unique and dynamic designs.

At 40th Apparel, customers can explore an array of products, from digital paintings available in print form to stylish apparel, drinkware, keychains, and stickers. Beyond offering a curated selection of merchandise, Sean's venture also extends its services to design solutions for individuals and businesses alike.



FROM SWCC VETERAN TO ENTREPRENEUR: THE STORY OF SEAN CORDES



40° Apparel Logo

From brand identity and logos to websites and signage, 40° Apparel provides comprehensive design services tailored to meet the diverse needs of its clientele. Whether launching a new venture or seeking to refresh an existing brand, Sean and his team are dedicated to bringing visions to life with creativity and precision.

In Sean Cordes, we find not just a veteran, artist, or business owner, but a testament to the power of resilience, determination, and creativity.

To learn more about Sean Cordes and 40° Apparel, visit <https://40degreesapparel.com/>.



Branding and DESigns

40° Apparel. Where secular and saved unite! A clothing store with designs for everyone..

40° 40 Degrees Apparel



IN MEMORIUM

BROTHERHOOD BE OUR BOND, THE SEAS, AND RIVERS WE
DID TRAVEL.

FRIENDSHIPS FORGED THROUGH CHALLENGING TIMES; FEW
WILL COMPREHEND.

REUNIONS WE WILL CHERISH AS IF TIME HAS NO
MEANING.

YOUR SPIRIT, LAUGHTER, AND FRIENDSHIPS WILL ENDURE.

WE HONOR YOU AND REMEMBER.
GOD, SPEED, AND FAST BOATS

JOSEPH ZEMLIN | CCCA PRESIDENT

Dean Schnippel
1969 - 2024

Charles Robert "Bob" Haley
1964 - 2024

Thomas "Faja" Clark
1966 - 2024

Francis "Chip" Glenn Mielkey II
1966 - 2024

Wayne Darrington
1959 - 2024