

THE POINTER

Officers for 1987-88

Charles A. Lloyd, Chairman & Secretary
5712 Partridge Lane
Raleigh, N.C. 27609
1 (919) 876-5537

R. L. Langenderfer, Co-Chairman
1988 Reunion Host
2601 Wyndale Road
Toledo, Ohio 43613
1 (419) 475-3118

Lonnie D. Lloyd, Treasurer
4832 North Hills Drive
Raleigh, N.C. 27612

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ATTENTION

You know where you are.
You know where we are.
We know where we are.
But we don't always know where you are.

Please notify us when you move.

Non-Profit Organization
Tax Exempt No. 74-2316668

AND  

THE PLANE SHOOTER

Our Motto: "We aim- To Deliver" and "We-Did"
USN Armed Guard World War II Veterans
"PLAIN SHOOTING FOR PLANE SHOOTERS"



March 1, 1988

Dear Shipmates and Ladies:

Noll I did not "Abandon Ship." This is about the sixth time that I have rewritten this letter over the past two months, so this time, it goes to press. I hope this finds all of you in the best of health, if not, I hope it improves each day. Our thoughts were with you over the Holidays and we appreciate the cards and telephone calls for it made our days brighter. Sorry that I did not get to printing a "Before Christmas" mailout of the "POINTER."

I will start by informing you that I purchased a new Tandy HL 3000 Computer and printer with enough storage capacity to last awhile and the reason I used this merchandise was that this was the company I started out with on their TRS 80 and I have to rely on their help which has been great. The total cost of approximately \$4400. and it has been paid for with your donations plus \$1100. interest from "History Book" accumulated which I transferred from that account (301-173-246) into regular Armed Guard checking account (301-183839) leaving \$1900. in the History book account to be used on Volume II. Most of the \$1900. was money you sent in an extra ten or twenty dollars on the same check when you paid for the book and I did not have time to separate. It's accounted for at the bank!! As of today, there is approximately \$2500. on checking and that's enough to do two of the "POINTER" mailouts from me. This does not include any monies you have sent to anyone else, whether it be in Toledo, Ohio, California or elsewhere. I do appreciate your trust and will do all in my power to get a "POINTER" out every chance I get and I hope that you will save this one so I would not have to put out this info again and this space can be put to other uses. This copy will be sent to all "NEW OL' SALTS" til June 20, 1988 and then altered to suit the occasion for the next reunion. It makes my task a lot easier. Pardon the length.

I think it is improper to use our list of names to sell your wares to the crew. This is not the purpose of this list nor our intent from the start. I hope you will abide by this request. Susan McDonald, Sales Representative of Taylor Publishing Company, is working in accordance with us in letting you be aware of Volume II Pictorial Book of those 700 participating in Vol. I, with pictures and other stories left over. The cost for Volume II will be \$29.95 and all monies will be handled through her in a special "Armed Guard History Book Vol. II account. She and the Company is bonded and trustworthy. I signed an agreement with her to do Volume II with encouragement from many of the 700. I'm sorry to inform those we have located over the past year that they cannot participate in Vol. II due to "Time Factor." She has enough material and by the time you receive this and two weeks to get back and another month proofreading would put the deadline past the June reunion deadline which we hope to have ready for you to see. I also signed with her to begin assembling Volume III material which will be as Vol. I and will start on that one in the near future so those of you who did not get a chance to participate, can do so. Notice will be given. Your ship may already be set up to go in but in the

(Continued on page 2)

event your picture does not make it for some of many reasons, do not feel bad towards us for it is impossible to put all the photos in. Maybe they can be used in the Vol. III Edition.

The dedication Ceremony of the "LONE SAILER" in Washington, D.C. was beautiful with 14 Armed Guards attending. I carried in the Armed Guard placard and Leo Gullage carried the Florida Flotilla one. There were 8000 spectators attending. I stood proud to represent you and the Armed Guard Crew. If you are in our beloved Capitol City, do visit him across from the Archives Building. We located 15 more of our crew by putting the bumper stickers out for all to see and we signed them on our mailing list. They were from LSTs, DEs, etc. crews that had been transferred (most against their will) from the Armed Guard.

The New Jersey Reunion was great and Alex and Edith Lombardi and the rest of the crew showing their "NORTHERN" hospitality, which, when used right, is just like the "SOUTHERN" one. The Portsmouth, Ohio reunion hosted by Leo and Julia Blackburn was also a success. I'm sorry I missed it Leo. The Illinois crew also had a good time from reports from Bob Grossman. Carl Winder has come up with several good "Git-'em-Togethers" and more on the way. Billie and Richard Kohse, Don and Pearl Werner, Madelyn Rigg and others had a successful Mini-Reunion in Vancouver and they wanted me to tell all of you to be in Toledo so they can get to know you better and you can inform her as to what you want to do when y'all get there. The boat trip to Canada sounds good and for those that have waited all these years for the boat trip to Alaska, they are looking into that also.

Dick Langenderfer, in his mailout, gave you details of the Toledo Reunion. I do know that some of you think the prices are high but so is everything else. To get a place large enough with the potential numbers that we should get, runs the cost up and you will find this everywhere you go. If you feel that you can not afford to take part in a cruise, dinner or whatever, don't let that keep you away. This is "YOUR" reunion. We want you there. If it will make you come and be a part, I'll go across the street with you for a hot dog and "GRITS." They have 50 places at the "Portside" within two blocks to eat. For more info on the Toledo area, Write: Greater Toledo Office of Tourism & Conventions, 218 Huron St., Toledo, OH 43604. They want you there too!!!

In making your reservations at the Radisson Hotel, the rates have been lowered to \$60.00 per day and you can use the 1-800-228-9822 number now "but tell them you're Armed Guard." The problem has been corrected. "DO NOT USE" the Holiday Inn Riverside "800" to make reservations!! If you do, you'll end up paying the regular rates. If you made them through the 1-419-243-8860 number, you're O.K. at the Holiday Inn Riverview, 141 N. Summitt St., Toledo, OH 43604 and the rates there are \$54.00. I would advise you to make reservations early for there will be the "Festival of Arts" show in town and will make rooms scarce.

Many of you are not aware of the book "A CARELESS WORD — A NEEDLESS SINKING" by Capt. Art Moore, RFD 1, Box 210, Hallowell, Maine 04347 (207) 623-9165. The cost is \$59.75 and the book accounts for 757 sunken or damaged ships, over 6,000 of Merchant Marine Crews who lost their lives and over 450 ship pictures. Captain Moore has informed me that all copies has been sold and that he was having 500 more published and would be available in March, his last time. Moore spent 15 years in research on producing this book and did a fantastic job. He has given me permission to make individual copies of sunken ships to send to the U.S.N. Armed Guard survivors for he is as thrilled as I to enlighten any of the crew of the circumstances involved. It gives dates, time, location, etc. as shown in the copy below of the S.S. Jonathan Sturges. We have now located from the Sturges, Robert Leland of Whispering Pines, N.C., Frank Jablonski, St. Paul, Minn., Donald Liljedahl, Stillwater, Minn. and Kermit Mattson of Gainesville, Fla. They have their own "Mini-Reunion" at the National Reunion each year. Write to Capt. Moore directly to place an order. For those of you that cannot afford one, just check with your local Library. The Library of Congress card number is 82-73552.

Other books you may be able to borrow from the Library:

- 01: "Ships of the Esso Fleet in World War II" by Standard Oil Co. 1946
- 02: "The Russian Convoys" (paperback) by B. B. Schofield 1947
- 03: "American Diaries of World War II" by Donald Vining — Card # 82-60613
- 04: "The Destruction of Convoy PQ-17" by David Irving (Publisher — Simon-Schuster)
- 05: "The Libery Ships" by L. A. Sawyer — Card # 70-124469 (Can be purchased from the S.S. Jeremiah O'Brien "Slopchest," Fort Mason Center, Bldg. A, San Francisco, CA 94123, Tel. 1-(415)-441-3101. Write them for sailing dates too.
- 06: "Large Slow Target" (LST) by Melvin D. Barger — Publisher — Taylor Publishing
- 07: "P.T. Boats — Knights of the Sea" (Card # 82-71719) - Taylor Publishing Co.
- 08: "Destroyer Escort Sailors Association" (DESA) Turner Publishing Library, Card No. 86-051635
- 09: "U-505" by Daniel V. Gallery, ISBN 0-446-32012-9
- 10: "The Russian Convoys" by B. B. Schofield (paperback), Ballentine Books
- 11: "Merchantman? Or Ship At War" by Charles Dana Gibson (Ensign Press, P.O.B. 638, Camden, ME 04843 (mostly informative to law sailing merchant ships.)
- 12: "The Ugly Ducklings of WW II" by John Gorley Bunker
- 13: "Gunners Get Glory" by Lt. Bob Berry and Lloyd Wendt
- 14: "The Battle of the Atlantic" by John Costello, # ISBN 0 00 216048 10
- 15: "A Northern Saga" by Steve Lawrence, # ISBN 1 55504 205 8

****This should keep you busy til Reunion Time in Toledo. Consult your local area telephone directory for magazines of your American Legion, DAV (Disabled Veterans), AMVETS (American Veterans) or other Veteran Organizations too numerous to list. Also, consult your local Veteran's Administration for assistance that you are entitled to. Call them for a Form 180 to send for your personal records or write directly to: National Records Center (Military Personnel Records), 9700 Page Blvd., St. Louis, MO 63132 which is free to Veterans but give your Serial Number along with "FULL NAME," date of entry into service and discharge.**

Those of you that were in the "MALTA CONVOYS" WW II, may be interested in the "George Cross Island Association" may write to : F. J. Plenty, Sec., 43 Sydenham Road, Bridgewater, Somerset TA6 401, Tel: (0278) 424641 (I guess it's England) in case I don't have space for his letter. Also, the cost to order your ship photo is \$10.00 each and send check or money order to: THE MARINERS' MUSEUM, Newport News, VA 23606, 1-804-595-0368. It's the town that had the bar at the Warwick Hotel just a few blocks from where we docked with the USAT J. W. McAndrews. The Warwick has been restored again and one day, I'll go by and check it out. Also, Peabody Museum, C/O Kathy Flynn, East India Square, Salem, Mass. 01970 prices not available at this time. Justin Gleichauf, 222 Shadow Mtn. Dr., El Paso, Texas 79912, (915) 584-6290 express sincere thanks to all of you for your cooperation and support in preparing the book to be titled "UNSUNG HEROES: THE NAVAL ARMED GUARD." If you have a story to tell, write it, sign it with permission to print it. Maybe he can use it with his other material he has assembled together.

NOTICE: Armed Guard Breakfast, Mini's, Git-to-Gethers, etc.

01. North Carolina Breakfast "GIT-TO-GETHER." ALL Y'ALL WELCOMED!!!!
Last Saturday morning of each month, 8AM-11AM. Bar-B-Que Lodge, 4600 N. Blvd., Raleigh, N.C. (on Hiwy #1 North)
We will skip the month of June due to the National Reunion in Toledo, Ohio, June 22-26, 1988, which has been explained. "Please Call" upon arriving due to the possibility of location change. We will not meet in December due to NEW YEAR'S EVE weekend.
02. California Crew:
(a) 5/1/88 Picnic in Visalia, 1000 to 1500 hrs. Hosts: Mike and Alice Coz of 1927 Bardo Lane, Visalia, CA 93277, 209-734-9673
(b) 6/5/88 Brunch at Coconut Grove. Hosts: Richard and Lydia O'Neil, 316 Marnell Ave., Santa Cruz, CA 95062, 408-423-7748
(c) 10/8/88 "NAVY DAY, FLEET WEEK" S.S. Jeremiah O'Brien sails at 0900 for PARADE of SHIPS." Hosts: Carl and Thelma Winder, 1734 Pilgrim Ave., Mtn. View, CA 94040, Tel. 415-967-6493.
03. Florida Flotilla: Please contact Leo and Mary Gullage, 5709 Crafton Dr., Lakeland, Florida 33809, Tel. 813-858-1125 as to future meetings.
04. West Virginia: Last Thursday of the month at 9 a.m. at Shoney's, Winfield Exit off of "I-64." Doc Garrett, 8 Lynn Dr., Scott Depot, WV 25560, 304-757-7685 will be waiting!! Take a road break and join in with them.
05. Arizona Chapter: Jim Ostermeyer, 4717 E. Willow Ave., Phoenix, AZ 85032, Tel. 602-996-8692 has been voted their Skipper and Claud McIntire, 5242 East Decatur, Mesa, AZ 85205-6502 as Yeoman. They can give you info if interested. Ray Barba, 1461 W. Kilburn St., Tucson, AZ 85705 holds a breakfast also and they hope to make it a combined monthly affair. Contact them for dates.
06. Washington State Mini: (also other meetings, contact ones below)
April 15-17, 1988 Ferryman's Inn, Vancouver, WA. Billie and Richard Kohse, 2304 Lister Rd. NE, Olympia, WA 98506, Tel. 206-456-1946. "AHOY YE OL' SALTS" from the NORTHWEST PASSAGE!! THIS IS A WARMUP OF Y'ALL GOING TO TOLEDO!!
07. Illinois Chapter Mini: Place and Date has not been set in Sept. as yet. Ed Kurlinkus, 4107 Seward Ave., Rockford, IL 61146, 1-815-398-8102 is their new Skipper and Robert Grossman, 10333 S. Campbell Ave., Chicago, IL 60655, Tel 1-312-779-1102 is the Yeoman. (\$400. sent from 1987 Oct. Ill. Mini-Reunion was applied to new computer. Thought those there should know.) Thanks alot!
08. New Jersey Mini will be held again in Oct. 1988 with Alex and Edith Lombardi, 14 Brookfield Rd., Montclair, N.J. 07043, 201-746-6361 as hosts. I hope they have a repeat of last year for I plan to be there plus some other Mini-Reunions is at all possible. Dates to be announced in next "POINTER."
09. Indiana, Ohio and Michigan will join together for a Tri-State Mini-Reunion in the Fall and will be hosted by Pete and Mary De La Cruz, 5503 McFarland Road, Indianapolis, IN 46227, 317-783-6567. Leo and Julia Blackburn of Portsmouth, OH are to be commended for a wonderful reunion there in 1987.
10. Australia may have one for Kibble "Tex" McPherson, 2/243 Fitzgerald Avenue, Maroubra 2035 N.S.W., Australia is the only one located so far. Some of you may want to write him, especially if you served on the S.S. Whitker in '42; or served in the "ACORN UNIT" in the Admiralty Islands; or Air Sea Rescue in the South Pacific Islands.
11. Canada: The Royal Canadian Navy Association, DEMS (Defensively Equipped Merchant Ships) will hold their 34th Annual Reunion in Sarnia, Ontario on May 20-23, 1988. Contact an OL' EX-DEMS gunner, Bill Searrow, Co-Chairman, Sarnia Naval Reunion 1988, P. O. Box 125, Sarnia, Ontario, Canada N7T 7H8. Any and all Armed Guards are welcomed and their ladies or friends. Registrations should be in by April 15, 1988 but knowing Ken Lingard and those Ol' Salts,

you'd be welcome if you walked in and identify yourself as an Armed Guard Crew Member. They'll be at the Canterbury Inn in Sarnia.

12. Michigan: Ray Didur, P. O. Box 282, Cement City, MI 49233-0282, 517-592-6941 will hold a Dedication and Plaque Ceremony on May 29, 1988 at 2 PM at the Fort Custer National Cemetery, Augusta, Michigan. This is to the Michigan, Indiana and Ohio Armed Guard Veterans. A \$15.00 banquet will follow the "Unveiling." Contact him for further info. Cutoff date: May 13, 1988.
13. Farragut, Idaho Boot Reunion will be held at the Cavanaugh Hotel, Spokane, Washington, September 10-12, 1988. Contact: Doug Drugger, Missoula, Montana.

There may be others that I've overlooked so let me know if I left you out. I encourage each of you to attend these "Liberty-Git-To-Gethers" for these men have taken the first step for you, it's up to you to take the second step. It makes these men feel great to see that you appreciate their time and effort and the only way to show this is by attending. You'll be glad you did!

Some of you have written and called wanting the price to put an ad in the paper the "POINTER" and some book companies has inquired the same. We have never put any advertisement in so far and it is not my intent to start it. I just wanted to set the record straight. Your comments are welcomed. I will put books in if they pertain to the Armed Guard Crew and have a library number as in this copy as reference only.

In a mailout of October, 1986, it was my full intent to turn this "Outfit" over to the first "Volunteer." It was not that simple and today it gets more complicated. Dick Langenderfer stepped forward and I appreciate it and in no way do I imply that he, nor anyone else could not do a job. It's that I am so deeply involved that I could not sleep if I stopped. I apologize openly to him in this mailout for I see no way out from the job that I have on hand. As one of you wrote of your experience that an elderly merchant seaman told you at Utah Beach "You don't know why you're here, but, you are." I breathe a sigh of relief to know that there is another computer running in case this one ceases. I was hesitant to do a mailout until I heard from a report on the Commemorative Stamp, of which I have no word as yet. I have written to remind them. Susan McDonald just called to inform me that Taylor Publishing Co. will send 10 of the Volume One History Books, to Washington, D.C. Public Library Systems to be distributed as they see fit. This is a part of the job to be done by someone. We have waited 45 years and this was the first book, though it was not perfect, I am not ashamed of it. As for finances, approximately 9 per cent gives their financial support with approximately 5200 on the mailing with 4858 ships listed. I will start on sending out your shipmates as soon as possible after this mailout. It will take time, so be patient please. We will continue to operate on the basis "Of your own free-will and accord." We have no dues and I personally believe that this is the reason we are so successful in our endeavor. We have a job to do and your support is our only way of survival. I know you will not fail.

Susan has all the material for Volume II pictorial book and was sent to Taylor Publishing Company, February 2, 1988. A special mailer will be sent to you and you may receive it before this get printed, labeled and mailed. Please read it carefully and follow directions if you want to purchase one. For Volume I that was just delivered to those 700 participants, I did a special 300 extras for those of you that may want to obtain one. Over 50 of these have been purchased by them already and from now on, they are first ordered-first sold til the 250 are gone. The price will remain at \$42.00 plus tax and handling and send check to my address. Volume II and Volume III money is to go to Susan as in mailer. Someone said they thought we were going too commercial, I can assure you that my desire is to obtain and place all the information of the Armed Guard that I can to inform the public that there was a World War II Unit called the Armed Guard and it's your choice to purchase it or not and I can assure you that I have no intent to buy a "Water Slide". All Volume I monies goes into the bank in the account # 301-273-246 of the History book and when the Volume III is closed all monies will be transferred into the Armed Guard account # 301-183839. Time is of essence. Four who bought the Volume I did not get to read it.

This is your organization and only through your interest do we exist. We have come a long ways from 52 on the mailing list in June of 1982 to a mailing this time of over 5200 and the list grows. I hope to see all of you in Toledo, Ohio, June 22-26, 1988. Don't put off sending a known Armed Guard's name to me. Get all the info possible including the ships and dates. We want all the names and ship names as possible at the reunion. I am assigning all computer numbers now and then sending to Dick Langenderfer. This saves both of us of having to make changes after duplicating each other and it's working better for each of us.

If you ordered a cap, bumper sticker, etc., and did not receive it, let me know and I'll check the record and send them to you. Profits from these also go to the checking to buy stamps, etc. If you ordered Volume I and did not receive it, please make a copy of your check, both sides, and send to me.

The "LST MUSEUM" at Little Creek, Virginia has been "closed down!!" It will be moved off base and hopefully to Virginia Beach area as soon as plans can be finalized. The Armed Guard Plaque that was dedicated there on October 15, 1986 will finally be placed at the flag pole and the LST Monument will remain there also. Wilborn Boyd, Armed Guard from Virginia Beach, VA says he will look into getting the ship "PUDACAH" name changed to "PADUCAH". I hope to know more soon.

The John W. Brown Liberty Ship Project Committee Chairman Mike Gillen had kept me informed of the difficulty in it's Project and they met with officials in Baltimore, Maryland along with Armed Guards, Alex Lombardi, Ted Heumann, Andy

Corn, and Andy Knapp as Baltimore being an alternate site to locate the ship. I was informed by Mike that the meeting was encouraging and would keep us informed. I hope to know something definite in time for next "POINTER."

Dick and Peggy Langenderfer has everything ready in Toledo for you to enjoy your stay there at the reunion. Consider ourselves lucky for all we have to do is be there. Here's to all of you and make your plans now to be with the crew in Toledo and swap some real good sea stories.

Thanks,

Charles A. Lloyd

U.S.E.D. WILLIAM T. RUSSELL

(ARMY RESERVE)

By: Edward R. Mendyke

I entered service at the Sampson, New York Training Center in October, 1943 and after boot camp, I volunteered for the Armed Guard, A.G.S. Norfolk, Va. in December of 1943. Then to Lido Beach, N.Y. and the Lido Beach Hotel for more gun training on Long Island. Thence to the Armed Guard Center in Brooklyn, N.Y. for my first ship, the U.S.E.D. William T. Russell, stationed at Philadelphia, Pennsylvania. There were four ships, all dredges, operated by the U.S. Army Corp Engineers, Numbers-1079-1080-1081 and 1082.

We shipped out in a convoy to Boston, Mass., on to Halifax, Nova Scotia and thence to Milford Haven, Wales where we were stationed. The convoy to England was a day to day event, from submarine Wolf Packs picking off the ships on the outer ring, to bad weather and JU-88's bombing in the North Sea until our entrance into the Irish Sea. We lumbered into Milford Haven damaged by high seas, as a swell came over our rear deck, ripped up the rear deck, overran the watch stationed at the 3"50 rear gun tub aft.

Water poured over one-fourth of the ship, pouring into the air vents, passage ways and into the mess hall where I had been eating with the gun crew. In a few seconds, we had waist deep water. We were scrambling forward to get to the upper decks, a feeling that we were going down to the bottom. The injured men were transferred to a British Navy Destroyer.

After repairs, we were sent to Liverpool for dredging operations, outside the harbor. Then back to Milford Haven. After a few weeks, on June 1st, 1944, we joined a convoy. Unknown to us, the invasion was to start. We spent a few days off the coast of France and then, on into Utah Beach.

As soon as Cherbourg, France was occupied, we sailed into the harbor where they unloaded our supplies. As we were not connected with the Army Engineers, only as a "GUN CREW", our duties was only as such.

We then returned to England for more supplies and thence to the Scheldt River and up to Antwerp, Belgium. We spent many days dredging the river entrance to Antwerp, opening traffic into Belgium for the supply ships.

In Antwerp, we were constantly under the attack by enemy planes, Buzz-Bombs and V-2s at all hours. Three-fourths of the Army Engineers were transferred to the Bulge which was not far from Antwerp. As January approached and relief was at hand, the crew was broken up and transferred to various "Liberty" ships that was returning to the States, mine being the S.S. James D. Trask.

With a 30 days leave and a few weeks at the Armed Guard Deland, Florida Rest Camp, I was then sent back to Brooklyn, New York Armed Guard Center and assigned as a Master at Arms (M.A.) at the Brig. After a month of M.A. duty, I was assigned to the S.S. John W. Garrett and back overseas to Antwerp, Belgium again. After unloading our supplies there, we went to La Harve, France to pick up a load of supplies for the South Pacific. this did not come about as we hit a mine, abandoned ship and was taken aboard a British Destroyer. It was then, our Lieutenant decided that the crew return to the Garrett which we did and helped a tug set the lines for towing and was towed into London, England where the crew went aboard the S.S. John Woolman for passage back to the United States. I then spent some time as a trainee at Camp Perry, Virginia in ammo handling and was discharged at Sampson, New York, in December of 1945, the place which I had been inducted. I now make my residence in Buffalo, New York — USA. Some of the dates are vague as all I have to rely on is memory. Keep me on the mailing list for an "Ol' Timer" once said, "You don't know why you're here, but you are."

Reprinted with permission of Edward R. Mendyke

* * * * *

I thought this letter of the Dredge Gun Crews would make all of us aware that tankers, cargo, troopships, etc., were not the only ships the Armed Guard Crew were aboard. Whether you were a Gunner, Wave, radioman or whatever and you have served, you are one of the crew. To attempt to divide us would be unthinkable. If you will write me your story, I will try to get it into the "POINTER" if at all possible. Just state at the bottom, "you have my permission to print" and it will save me time in getting back to you. (CAL)

INSERT FROM R.L.LANGENDERFER ON SOUVENIR PROGRAM BOOK

We have received a few more ads since the last mailout but the program is still in trouble. Because of this and because we would like to have enough profits, from this venture to donate Armed Guard Memorial Plaques at New Orleans and San Francisco Armed Guard Bases, I urge all of you to get behind this effort and put it over the top. It is necessary for me, to extend the date for the ads to be put in, to no later than May 1, 1988. This the absolutely the last day the printer can wait for you ad. He must put it together and set it to press in time for the reunion and he needs time. Please support this project. If you can not sell an ad, maybe you can take a gold patron for yourself. R.L.Langenderfer

August 24, 1943

SUBJECT: A Farewell Letter.
TO: : Officeres and Members of the S. S. Ralph Izard.
FROM : Gun Crew 651.

For close to eleven months now, Gun Drew 651 has been stationed aboard the S. S. Ralph Izard, and for the most of us its been our first trip. In those long tiresome months we have shared joys, hardships, troubles of all kinds and seen action withe the "Sailors in Dungarees". During our travels to many ports and foreign countries, its been not only quite interesting, but a part of history as well.

Every bit of courtesy, kindness and respect has been shown us by these seadogs of fortune. They've cooperated with us at all times, taught us new ideas, new slangs, and there ways of life. In the estimation of the GunCrew the Merchant Crew of the S. S. Ralph Izard are second to none in the world. We the Gun Crew know we'll never sail with as great a bunch of guys, so we say hats off the Merchant Crew of the "Rudolph Baby," every member included from the Captain right on down the line.

At the Battle of Sicily when things looked the blackest for all of us, when life was as cheap as dirt, if it hadn't been for the Merchant Crew being with us one hundred percent, bringing up our meals to the guns, passing and loading ammunition and in general keeping up our moral by their easy going ways, crack-ing jokes and etc. when the chips were down, we know we never would have got through those four endless nights and three terrorizing days alive.

Most likely we'll never see each other again, but that is beside the point. We know we have no way of repaying you, the Merchant Crew, for your fine ideals of manliness, so we're writing you this letter, just to show our gratitude. We want the Merchant Crew to feel that this is one Gun Crew, that would go to Heaven or Hell with them, if necessary. Also we want to thank the Merchant Crew for the fine things they all said of our Lieutenant.

Sincerely yours,
GUN CREW 651

Dear Charles, It was great that these "buddies" meeting at our 1987 New Jersey Reunion from the S.S. Conrad Weiser. (43/44) (L.to R.) Henry Felauer, Carteret, N.J.; John F. Dennehy, Bloomfield, Ct.; William Queen, Kenilworth, N.J.; Lawrence Thompson, West Sunbury, Pa. and Oliver Durgan of Meridan, Ct. Pics from Reunion, Inc., Fla. (Alex Lombardi-Host)

I regret to inform the crew, but Lawrence Thompson lost his battle with cancer on Feb. 1, 1988. We lost a wonderful shipmate. Our sympathy is extended to his wife, Edith, and family. C.A.L.





New Jersey Mini Reunion - Armed Guard 1987 - Alex Lombardi, host.



Sunday Journal-News

LIVING

War buddies

43 years after the war, former sailors reunite

By Nancy Cacioppo
Staff Writer

Enemy submarines and the fogbound, roiling waves of the icy North Atlantic posed dual threats to Allied forces during World War II. Two U.S. Navy buddies who survived those threats on a harrowing six-month mission wept when they met for the first time in 43 years.

Gustav Krell of Upper Grand View and Clinton Barr of Easton, Pa., were new Navy recruits in 1944 when they were assigned to the W.R. Grace, a Liberty ship, on its third trip through the Berentz Sea to Archangel and Murmansk, Russia.

The W.R. Grace had been one of the ships of the "lost convoy" that had been detained in Russia for about a year to avoid the danger of encountering enemy submarines in frequent return trips to England.

Krell and Barr were part of the Navy armed guard assigned to a 32-ship convoy carrying food, clothing and munitions to the Russians. In return, the ships brought back manganese to be used in the English steel industry.

Krell, a native of Newark, N.J., was a 34-year-old retail and wholesale merchandiser, husband and father of three when he was drafted in 1943. The same year, Barr, then a 17-year-old millworker from Easton, decided to follow his co-workers into the war effort and enlist in the Navy.

Both men did their basic training at the U.S. Naval Training Station in Samson, outside Syracuse, where Krell went to signalman school. Barr went to gunnery school at Camp Shelton in Norfolk, Va. But the two did not meet until they became part of the crew of the W.R. Grace that, along with 15 other ships, left New York harbor in November 1944.

Of 76 men on board, 50 were merchant marines who handled the cargo and manned the engine rooms, and 26 were Navy seamen.

Krell said the weather soon proved to be a constant enemy. "On the 16-day trip to England, the ship encountered a storm that cracked the bulkhead and ruined all the gear under our bunks." Most of the crew ended up eating cans of oxtail for the duration of the voyage.

The vastness of the sea left the greatest impression on Barr. "You sailed and sailed and didn't see anything else but water. One day you had a job, and the next day you were in a foreign country and didn't know what was going on. But I wasn't alone. There were a lot of us who felt that way."

Their ship soon joined other members of the contingent at sea, and the convoy set out from England, passed northern Scotland and arrived in Archangel 18 days later.

That leg of the journey proved perilous, with pitching, rolling seas, ice-covered decks, 40-below temperatures, blinding snow or fog and gales. As a signalman, Krell spent a lot of time on deck, all too aware that a man who fell overboard had a five-minute survival rate.

"I didn't realize, until it was all over, that we could get killed out there," added Barr, who had to stand watch manning the cannons.

On the second leg of their journey, they returned to England for more supplies and set out for Murmansk. This time, the German submarines were waiting for them, forcing the convoy to run a gauntlet known as "torpedo alley."

The S.S. Thomas Donaldson, captained by Bob Headden (now a Blauvelt resident), was about 40 minutes behind the W.R. Grace when it was torpedoed, losing more than half of its crew, said Krell.

Before the Donaldson sank, Headden told the men who were left to go to their rooms and get whatever clothing and



Clinton Barr, left, and Gustav Krell have visited each other twice since Barr located Krell last November.

personal effects they could.

"We threw our suitcases over to the escort vessels," Headden wrote in his log. "But when one of the radio operators was trying to climb over, a British crewman told him to leave the suitcase behind and save his life. Later, 'Sparks' told me that it contained eight bottles of Scotch and a copy of 'Forever Amber.'"

During the W.R. Grace's two-month layover in Murmansk, the crew reloaded the ship and suffered one casualty. A sailor, filled with too much 190-proof Russian vodka, missed the gangplank, fell overboard and drowned, said Krell.

While preparing to leave Murmansk harbor, the crew was ordered to stand still in the water, Krell said. "The corvettes (security escort boats) had forced a German submarine to surface. They battled, and the submarine blew up. We were eight miles from the explosion, but the percussion threw many of the men up against the bulkhead."

After the mission, Commodore M.W.S. Boucher of the Royal Navy sent a radiogram to all the ships in the convoy, congratulating the crews on a job well done.

"The Arctic has knocked us about this time," he wrote. "But under the good hand of Providence, we have survived three gales, a hurricane in snow and darkness, with

surprising luck and little damage.

"I have admired your guts in sticking together so well and fighting through. Congratulations to masters, deck and engineer officers and crew. I would like to sail with you all again."

The W.R. Grace arrived in Baltimore in May 1945. By August, the war was over, and the crew members of the W.R. Grace had gone their separate ways.

Krell and his family lived in Cleveland for several years before moving back East to Park Ridge, N.J. Twenty-one years ago, the Krells settled in Upper Grand View, and for 14 of those years, Krell has been a member of the Nyack Community Ambulance Corps. The Krells have five grandchildren.

Barr went back to Easton,

married and raised two children. Now a foreman with Pfizer Pharmaceuticals, he has been a member of the Palmer Township Rescue Squad for the past 20 years. The Barrs have four grandchildren.

But their past is very much with these veterans. Barr is a past commander of the American Legion, and Krell, also a member of the American Legion, is a past post commander of the Nyack Chapter of the Jewish War Veterans.

In 1983, Krell answered an ad in American Legion magazine looking for members of the Navy Armed Guard who served on Liberty ships during World War II. Of approximately 144,000 men who served in the Armed Guard, more than 5,000 have registered with the

organization.

"And for the longest time, I thought I was the sole member from the W.R. Grace," said Krell.

Last November, Barr read about the Armed Guard reunion that was being planned for May in Kansas City, Mo. "The American Legion put us together, because Gus was the only one listed from that ship," he said.

Barr finally contacted Krell by letter last November. "Hello, Gus. I never thought I would see anyone off of that old bucket of bolts, and there were a lot of them as I remember," he wrote. "It was a good ship, and like us, it did its job."

"Gus, I'm sending you a copy of a newspaper that I have saved (about the Navy convoys). I didn't

collect much when I was on that ship. I guess I was too young and didn't realize the value of a few things that would, later in life, mean so much to me. I feel good that I found someone who was on the Grace. I felt it was impossible because of the odds. . . . Your friend and shipmate, Clint Barr."

Since then, the two families have visited each other twice, in April and again in August. "Now, we'd like to find other brothers, because this was a service so out of the ordinary," said Krell. "It was the camaraderie, what we experienced together, and that we're alive to tell about it."

For more information about the U.S. Navy Armed Guard organization, contact Gustav Krell, 73 Old Mountain Road, Upper Grand View, N.Y. 10960.

EUGENE F. CAPECE
29 DAYTON AV
WARWICK, RI 02889

Joseph L. Dube Sr.; Navy veteran survived 42-day ordeal in lifeboat

SMITHFIELD — Joseph L. Dube Sr., 66, who as a Navy seaman in World War II survived a 42-day, 2,300-mile Atlantic voyage in an overloaded lifeboat, died yesterday in Roger Williams General Hospital.



The husband of the late Enrichetta "Kay" (Iacobbo) Dube, he retired in 1980 after 20 years as a truck driver for Owens-Corning Fiberglas Corp., Cranston. He lived on Farnum Pike.

Mr. Dube was a 21-year-old gunner's mate first class when the liberty ship to which he was assigned weighed anchor in South Africa on Jan. 25 and headed out to sea in convoy. Four days out, the ship became separated from the convoy.

Nine days later, Mr. Dube was on forward watch when, at 9:30 p.m., he saw a streak of phosphorescence pass five feet in front of the bow. The ship was called to general quarters and gunners began firing randomly into the darkness.

At 10:19, a second torpedo found its mark. Three men were killed below decks and two of the vessel's four lifeboats were destroyed. Forty-eight men took to the remaining lifeboats; Mr. Dube and four others went over the side in a small raft. A few minutes later, the U-Boat surfaced within a dozen feet of the raft.

While submariners trained sub-machine guns on the raft, a German officer interrogated the seamen. They responded with lies to all questions but one: the liberty ship, they told the officer, was in ballast — all cargo had been unloaded before the ship left South Africa.

The submarine disappeared. The next morning, the five seamen were picked up by one of the 22-foot lifeboats, which already had 21 men aboard. By the next day the second lifeboat was out of sight (Its occu-

pants would be rescued 22 days later.)

The lifeboat was equipped with a sail. Alternately, the crew — jammed shoulder to shoulder — sailed and rowed, heading for South America. Aboard the raft were provisions that included dried meat, crackers, chocolate bars, malted milk tablets and 80 gallons of water.

The voyagers were fortunate in experiencing generally good weather, and some days they made as much as 300 miles. Only after 30 days, when rations had to be cut sharply, did some start to pray at "mealtime."

On the afternoon of March 20 they sighted the coast of Brazil. Becalmed soon after, the men started rowing and continued rowing until 6 p.m. the next day, when a coastal freighter picked them up.

"Another half-hour of rowing and we'd have made it by ourselves," recalled Mr. Dube, interviewed shortly after he returned home to his family. He had come through the ordeal unscathed, aside from losing about 30 pounds.

Mr. Dube was born in Providence, a son of the late Joseph E. and Julia (Bradford) Dube. He lived in Johnston for 10 years before moving to Smithfield in 1960.

He leaves five sons, Joseph L. Dube Jr. of Burrillville, Ronald R. and John E. Dube, both of Smithfield, Thomas W. "Billy" Dube of Providence and Andrew M. Dube of Las Vegas, Nev.; two sisters, Dorothy Masse of Narragansett and Claire Skinner of Lee, Mass.; and eight grandchildren.

The funeral will be held tomorrow at 8 a. m. from the Anderson-Winfield Funeral Home, Rte. 44 Greenville Common, Greenville, with a Mass of Christian Burial in St. Michael's Church, Farnum Pike, at 9. Burial, with military honors, will be in the Rhode Island Veterans Cemetery, Exeter.

: How close we come to locating our crew!!
: According to "A CARELESS WORD-A NEEDLESS
: SINKING" By Captain Art Moore, this was
: the S.S. Roger B. Taney (see reprint from
: his book) sunk February 7, 1943 in the
: South Atlantic. As I just took time to
: look this up and found the name of the
: ship, I search my ship list & find one of
: his "Life Boat shipmates", James A. Birch-
: er, 2768 Berell Ave., Columbus Oh. 43211

Dear Mr. Lloyd,
I'm sending this note to inform the Armed Guard Vets that one of our shipmates, Joseph L. Dube has passed on. He had an incredible experience while aboard a liberty ship name not mentioned in the article. I don't know if Mr. Dube was a member of the Armed Guard Vet Ass., but maybe some of his shipmates who were with him at that time and all members would appreciate knowing that he passed on and would pray a silent prayer for him, as we should too. His late address was 56 Farnum Pike Smithfield, R.I.
Respectfully,

Mr Eugene Cappee
29 Dayton Ave
Warwick, R.I.
02889

NAME : BIRCHER JAMES A.
WIFE : HARRIET
ADDRESS : 2768 BERRELL AVE.
CITY/ST/ZIP : COLUMBUS OH 43211
TELEPHONE : 614-471-4320

SHIP 1 : S.S. ROBERT B. TANEY #9/42-1/7/43 SK
SHIP 2 : S.S. ROBERT L. LEWIS
SHIP 3 : SEA GOING TUGS
SHIP 4 : LST 233 45
SHIP 5 : WAS ON LIFTBOAT 42 DAYS.
SHIP 6 :
SHIP 7 : OUTDOOR RESORT ORLANDO FLA
SHIP 8 : RT-5 BOX 620 TRAILER 978
SHIP 9 : CLAREMONT, FL. 32711
SHIP 10 : 305-424-2542

Treasur

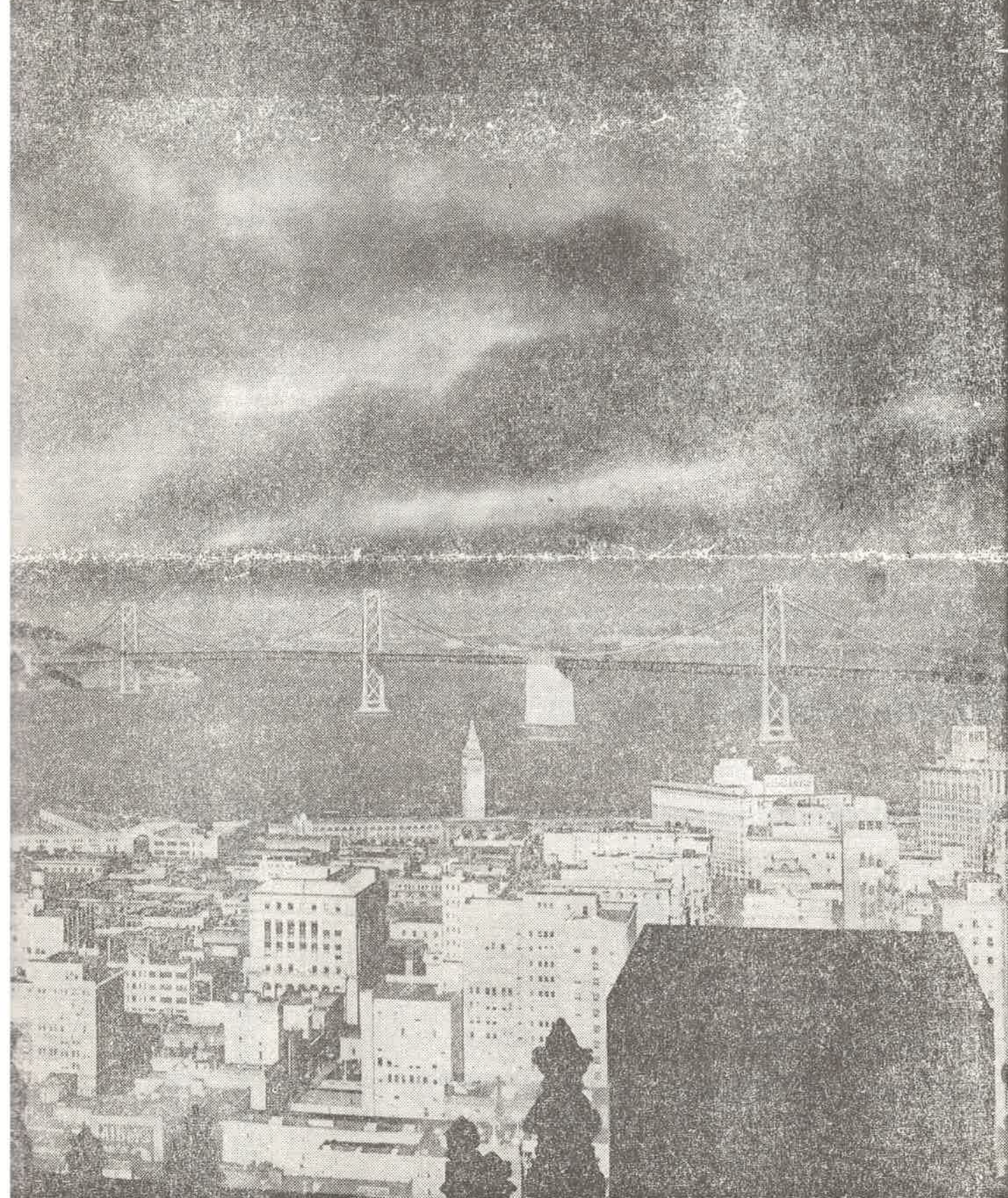


This is a panoramic view of yesterday's fire on the Navy's Treasure Island from the top of the Mark

Hopkins Hotel looking to the northeast. Silhouetted in the foreground are segments of the

Island Fire!

SAN FRANCISCO CHRONICLE,
FRIDAY, APRIL 11, 1947



By Chronicle Photographers Ken McLaughlin, Barney Peterson, Joe Rosenthal and Aaron Rubino, directed by Clem Albers.

hotel's roof. The mighty column of black smoke which rose high into the sky is drifting south-

ward and later became dense enough to impair visibility and slow traffic on the Bay bridge.

Cement City man instrumental in getting memorial for veterans



There are three words yet to be inscribed on the plaque of the veterans' memorial: "We did deliver".

"That sums up what we did," says Raymond Didur, Sr., BM 2/c USN retired. The Cement City man served with the U.S. Navy Armed Guards of World War II and donations from veterans of that unit have paid for the monument.

The wording of the plaque states "To the officers and men and all who sailed the ships of World War II, especially to those who lost their lives, and to their families." Didur explained the wording is due to the fact the Army was involved in the Navy Armed Guard at the beginning of World War II. "At the time we had the ships; they had the men," he said.

Didur places great store upon his service time and has pursued keeping the memory of those years alive for other veterans. It was through his perseverance that the memorial was acquired and he will be on hand May 29 when it is dedicated at Fort Custer National Cemetery in Augusta. Other events are being planned for that day and one of them is a reunion dinner for members of the Navy Armed Guards.

The U.S. Navy Armed Guard Veterans of World War II is a national organization. Didur belongs to the tri-state section of Michigan, Indiana and Ohio, which have combined for the

reunion. It has no dues and he has absorbed most of the mailing costs of the unit. He has gone to considerable effort to get in touch with as many of the veterans as possible, and says his reward is in seeing the pleasure it gives others to be reunited with those who had been a part of a great endeavor.

Only once, he said, did he find a man who wanted nothing to do with it — he just wanted to forget the whole thing. "I understand" Didur said, "but that's the whole point — we mustn't forget. We mustn't let others forget. We must remember so that we don't let it happen again."

Didur joined the Navy soon after Pearl Harbor and served until July 1961. The first reunion of his group was held in 1982 in Kentucky, but has been an annual event. "We are tentatively planning one in '88, though," he explained, "perhaps in the upper peninsula."

An excerpt from one of the letters he received in October shows the circumstances under which the servicemen and women did deliver, said Didur. It also graphically illustrates how poorly the United States was prepared to defend itself.

Neal Gertz, brigadier general retired, of Illinois, wrote: "The [our] unit was based at Fort Lawton (Seattle) and furnished gun crews to ships which sailed from Seattle, mostly into the north Pacific. The first ship to

leave Seattle with an Army crew was the SS North Coast. Our armament consisted of two 37mm anti-tank guns which were welded to the deck (one forward and one aft and one on opposite sides of the ship) and two water cooled .50 cal. machine guns on anti-aircraft mounts sited so as to alternate with the 37mm's. These, plus some WWI British Enfield rifles and a few other individual weapons, constituted our anti-submarine defenses.

"The North Coast was a combination freighter and cruiser ship which had been a WWI German raider. It burned coal and we left a plume of black smoke all over the Pacific. As a result, we always sailed alone as other ships never wanted to be anywhere around us.

"Additional personnel, most from other anti-aircraft regiments, joined us and were assigned to other ships. I was part of the original Army crew on the North Coast and later served on the Coventry and finally on an ocean-going steel tug where I was the entire (and only) Army gun crew.

This duty came to an end when the Navy finally had enough trained crews to replace the Army personnel."

Another letter, from Lt. Shanker in Florida, said: "I've been exactly 45 years at that...we were relieved of our duties on the USAT Brazil and believe it or not, I cried like a baby. I just loved that type of duty, and thinking that we were participating in a war that was only a couple of months old and out on the 'high seas' seeing the world. Of course living through it made it a lot easier....I still get misty-eyed whenever I think of those days..."

"As I'm writing this I'm thinking that around this date, 1942, we were getting ready to leave Gourock, Scotland to make the North African invasion go into Oran on November 8. After then heading back to the States with the crew prisoners off a U boat sunk outside the harbor and captured. Oh — there's many memories!"

Didur is interested in getting in touch with anyone who was involved in the U.S. Navy Armed Guard. He may be reached by phone at 592-6100 or through P.O. Box 200, Cement City 43003.



DEDICATED MAY 30, 1988

TO THE OFFICERS AND MEN WHO SAILED
THE SHIPS OF WORLD WAR II, ESPECIALLY
TO THOSE, WHO LOST THEIR LIVES, AND TO
THEIR FAMILIES.

INDIANA-MICHIGAN-OHIO ARMED GUARD VETERANS

U.S.N. ARMED GUARD WW II VETERANS NEW JERSEY CHAPTER

Subject: Armed Guard Jackets with 5" Eagle Logo

Date: 1/25/88

Many have been asking Chairman Charles Lloyd and myself when orders for the Armed Guard Jackets would be opened up again, like the ones we did before that so many liked that placed their order. We have to have as many as 100 PREPAID to place an order with same company and if all of you that have called, written or used the "Grapevine" asking about these would order, we would have 100 and I could start immediately. As in the past, in case, for some reason, the 100 is not met by date set plus 30 days, all monies will be returned. I'm happy to say that this has never come to pass.

For you "NEW OL'SALTS", the Jackets are made of a blue #200 Denier Oxford Nylon outer shell, with a light quilted lining. It will have our Eagle Logo sewn on the left side. The logo is embroidered in "FIVE COLORS". Your First or Nickname will be monogrammed on the right side, neatly done. Any money left over from the sale of these Jackets will be divided between the New Jersey Chapter and the S.S. John W. Brown Liberty Ship Project. The monies sent to "Project Liberty Ship" will be given in the name of the "ARMED GUARD NATIONAL ASSOCIATION" so everyone can receive credit. This is in agreement with Charlie and also our N.J. Chairman, Alex Lombardi. We had no complaints before, I don't see why we would have any this time.

This is the last time I will be able to keep the cost at the original \$30. with shipping included. If you'd like to have one, order now so I can get the orders started and delivered as soon as possible. The closing deadline for ordering of these Jackets will be March 31, 1988. This allows for the slow delivery of the NON-PROFIT National mailing and give you time to think it over.

Ted Heumann, Sr.

FILL OUT AND ORDER NOW!! SEND CHECK OR MONEY ORDER!! NO CREDIT CARDS OR CASH!!

Send a stamped, self addressed envelope and check or Money Order Payable to:
"Ted Heumann, Sr." and address it: Ted Heumann, Sr.

56 Woodstock Drive

Tel: 1(201)286-0643

Toms River, N.J. 08757

*** REMEMBER!! LETTERS MUST BE POSTMARKED BY MARCH 31, 1988 TO BE COUNTED IN ***
***** CUT HERE AND RETURN *** PLEASE PRINT OR TYPE *** CUT HERE AND RETURN ***

-----"Make copy requested"-----

Name On Jacket: _____ CHEST SIZE: _____

YOUR HEIGHT: _____ FT. _____ INCHES <-> REGULAR STOCK SIZE: Small to XXX LARGE: _____

Your U.P.S. Shipping Address: Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Cost: \$ 30. Check or; Money Order # _____ Enclosed

***** DO NOT WRITE BELOW THIS LINE PLEASE *****
DATE RECEIVED _____ REFERENCE#: _____

CONFIRMED BY: _____ MISC: _____

U.P.S. "WILL NOT" Deliver to a Post Office Box Number!!!

Please contact Ted Heumann ONLY on Jackets, Thank You,

Summit native Frederick DePaola, who survived WWII sub attacks, dead at 70



Taken in Africa on
December 29, 1942.

Joseph Di'Giorgio
60 Hill Ave.
Morrisville, PA 19067

Frederick H. DePaola, 70, who was born and raised in Summit, was a retired police sergeant in Lemont, and who survived the sinking of two Allied ships within hours during World War II, died last week at Hines Veterans Administration Hospital, Maywood.

During the war, DePaola was a seaman gun crew member aboard the *William C. Gorgas*, a ship engaged in convoy duty in the North Atlantic.

On Mar. 10, 1943, German submarines attacked a convoy and scored a direct hit on the *Gorgas*. The ship was abandoned, but DePaola and fellow crew members clambered aboard a lifeboat.

One of the submarines surfaced and German officers, speaking perfect English, asked for the

captain of the sunken vessel. Since the captain had died perished with the ship, DePaola and his fellow survivors ignored the question.

The submarine submerged, leaving them to die in the water, but the American seamen soon were picked up by the British destroyer *Harvester*.

A few hours later, however, the *Harvester* itself was attacked by enemy submarines. Again there was a direct hit and the *Harvester* went down. DePaola was blown overboard by the explosion and spent nearly 10 hours in the icy Atlantic water in a semi-conscious state, clinging to a dying sailor and a kitchen cutting board from the ship's galley.

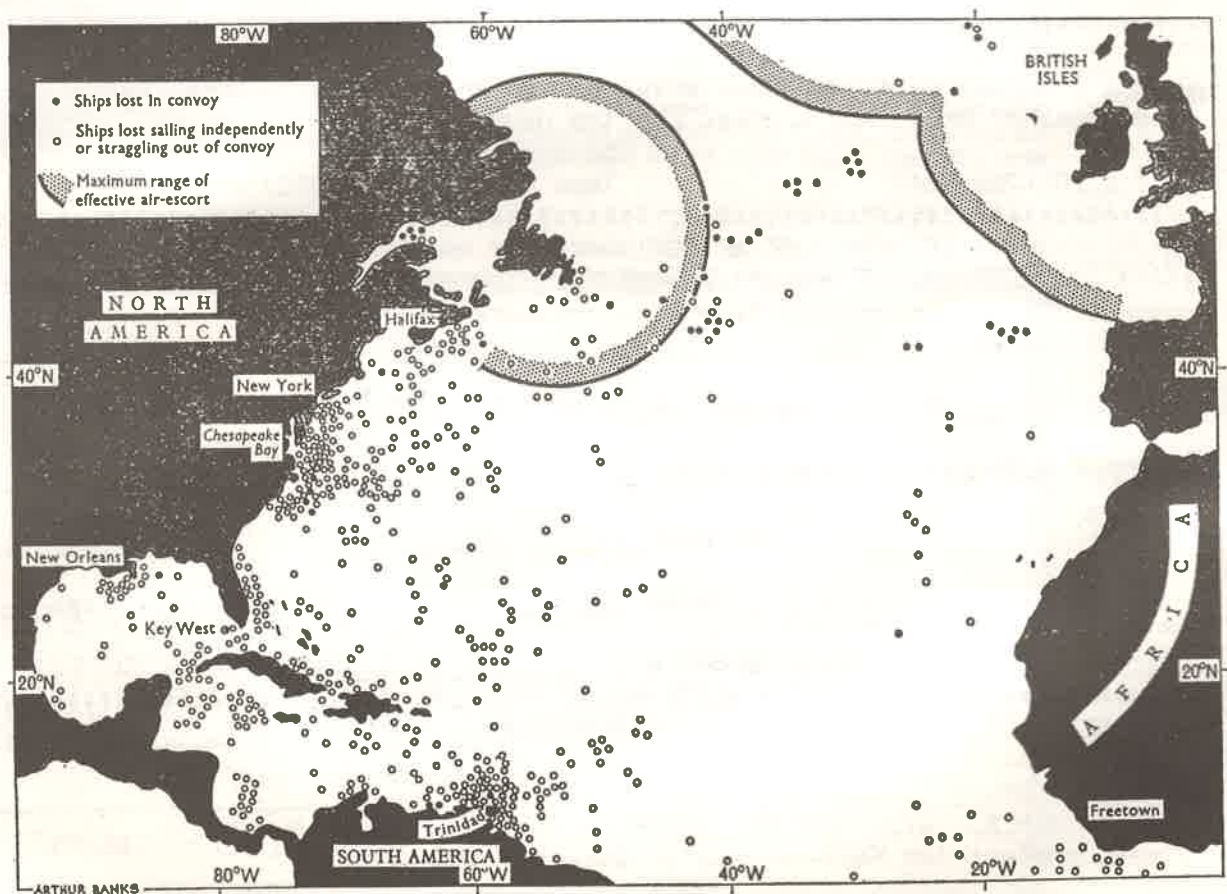
The French corvette, *Aconit* picked up some

surviving Britons and DePaola, who was the only remaining survivor of the *Gorgas*. The *Aconit* later destroyed the two enemy submarines.

The U.S. Navy awarded DePaola three Bronze Stars and the Purple Heart.

In 1957, he joined the Lemont police department as a patrol officer and soon rose to sergeant, the rank he held until he retired in 1972.

Survivors include his wife, Mary; three sons, Gary, Frederick and Thomas, two daughters, Mary Lou Stern and Marcella Parker; three sisters; 15 grandchildren and four great-grandchildren. Memorial Mass was offered at St. Alphonsus Church, Lemont, with burial at Holy Sepulchre Cemetery, Worth.



The U-Boat's second 'Happy Time', 1 January - 31 May 1942



S.S. PRESIDENT MONROE #7-E Dec 1, 1941

left to right

(top)

(bottom)

Ralph Migett

Slim Harrell

James Owens

Robert Hughes

Richard McDonald

Pete Daniel

Paul Camdon

Floyd Jones



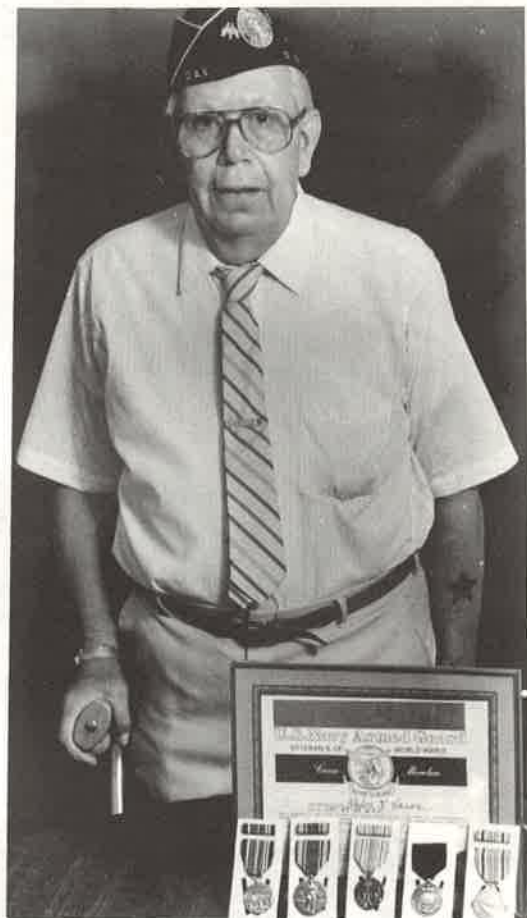
1942 aboard the S.S. HASTINS (sunk)

sent in by:

Joseph Di'Giorgio

60 Hill Ave.

Morrisville, PA 19067



Ralph Gaona displays ribbons & metals received after 45 years.

LST ASSOCIATION 3RD NATIONAL REUNION: AUGUST 30 TIL SEPTEMBER 5, 1988 AT THE HYATT REGENCY, SAN FRANCISCO, CA. CONTACT: MIKE AND LINDA GUNJAK, P.O.BOX 8769, TOLEDO, OHIO 43623 1-800-228-5870. (DUES \$15. YEARLY)

DESTROYER ESCORT ASSOCIATION 13TH NATIONAL REUNION: SEPTEMBER 2-6, 1988 AT THE SHERATON HOTEL, ST. LOUIS, MO. CONTACT: DON GLASER, DESA CHAIRMAN, P.O.BOX 31572 ORLANDO, FLA. 32862-1572 TELEPHONE-1 (305) 290-5594. DON HAD A WRITE UP IN THE NOV.-DEC. EDITION OF DESA NEWS TO LOCATE ARMED GUARDS. WE'RE STILL GETTING NEW OL'SALTS FROM IT!! THANKS! DON. WE'RE "WORKING TOGETHER, TO BE TOGETHER".(CAL)



THE TEXACO STAR

Artist's View From The Air In The Convoy to Malta With
The Attack On The S.S. OHIO Tanker.

Dear Shipmates and Gunners; February 2, 1988.

With each day the time for the reunion, here in Toledo, draws near. Remember the dates are June 22 thru June 26, 1988. Dismissal will be about 10:30 am on the morning of the 26th. for those of you who are wondering about your transportation connections home.

DINNER THEATER

If you are planning on attending the Dinner Theater on Wednesday evening, plan on getting to Toledo early enough to get registered and get your admission tickets for that event. (There are still about 100 seats left within the theater.) All of the times have not been set as yet but I would guess we will leave the hotel about 5:30pm and board the busses for the trip to the theater. The response to this event is overwhelming, so you had better hurry as the space is limited.

HOUSING

The hotels report that everything is going smoothly and all of the bugs are worked out of the room registration process. If there are any of you who do not intend to attend because of the rate for the hotel rooms, please contact me. I can work something out for you as I have contacted a motel that is close by. Please don't stay home because of this. We can work something out. To those of you who will use the RV parks, I know you will be satisfied with what they have to offer. Transportation to and from the RV park will be on your own but you will find that the time involved is not long. Don't forget how to make your hotel reservations,, Radisson Hotel, dial 1-800-228-9822. Holiday Inn, write ::Holiday Inn , Summit and Jefferson Ave., Toledo, Oh., 43604.

MAPS.

I have over 1000 maps of downtown Toledo and the surrounding area printed. I intend to send them out to all those that have pre-registered along with instructions for you upon your arrival in Toledo. If you aren't sure if you are coming and maybe there is a chance you will come, send me a self addressed, stamped envelope and I will send you the maps.

SOUVENIR PROGRAM BOOK.

We have received a few more ads since the last mail but the program is still in trouble. Because of this and because we would like to have enough profits, from this venture to donate Armed Guard Memorial Plaques at New Orleans and San Francisco Armed Guard Bases, I urge you all to get behind this effort and put it over the top. It is necessary for me, to extent the date for the ads to be in, to no later than May 1, 1988. This is absolutely the last day the printer can wait for your ad. He must put it all together and set it to press in time for the reunion and he needs this time. Please support this project, as your help is indeed needed.

If you can't sell an ad maybe you can take a gold patron for yourself. If you don't have a contract blank please contact me and I will fill it

out for you. Space will just not permit us send another one along to you.

DINNER AND LAKE CRUISES.

There are still about 175 places on both of these cruises but I expect they will fill up soon. If you are interested, make your reservation as soon as possible. Remember if the Lake Cruise fills up, I will transfer you to the Ford Museum trip and refund the difference to you. So far there are about 75 persons going to the museum and I should think there will be a lot more.

BANQUET AND BRUNCH.

As usual, these two events pretty much take care of themselves. The menu for both is well planned and I know you will enjoy these gourmet meals. There will be a surprise for you at the banquet. Don't forget.

BELOW IS A RESERVATION BLANK. FILL IT OUT AND MAIL TO:::

DICK LANGENDERFER
2601 WYNDALE RD. TOLEDO, OHIO 43613.

TEAR OFF HERE AND MAIL RIGHT AWAY

RESERVATION BLANK
TOLEDO REUNION

Name _____

Address _____

City _____

State _____

Phone _____

Wednesday, June 22, 1988.

Dinner Theatre. \$25.00 per person

Thursday, June 23, 1988.

Dinner Cruise \$25.00 per person

Friday, June 24, 1988.

Lake Cruise. Put-In-Bay \$50.00 per.

Friday June 24, 1988.

Bus Trip to Ford Museum \$20.00 per.

Saturday June 25, 1988.

Banquet (Wiener Schnitzel with all
the rest that goes with
this fine meal) \$25.00 per

Sunday June 26, 1988.

Brunch \$10.00 per person

TOTAL

Amount enclosed _____

Check number _____

Your canceled check will be your receipt. Bring it with you to uphold the fact that you have already paid. It is just too costly to send a receipt to everyone.

Dismissal will be right after the brunch on Sunday morning and I can assure you that you will be on the road home by 10:30am.

Remember, "LET'S MAKE A DATE FOR 88"

Tear off and mail to::: Dick Langenderfer

2601 Wyndale Rd.
Toledo, Ohio 43613





DEDICATION

To the Officers and Men who sailed the ships of
World War II,
especially to those who lost their lives, and to
their families.

THE U.S.N. ARMED GUARD WW II VETERAN'S 7TH NATIONAL REUNION WILL BE HELD JUNE 22-26, 1988 AT
THE "RADISSON HOTEL TOLEDO," 101 NORTH SUMMIT ST., TOLEDO, OHIO 43604 1-800-228-9822. PLEASE
LET THEM KNOW IT'S FOR THE ARMED GUARD REUNION WHEN MAKING RESERVATIONS!!!!!!

"NOTICE"

YOUR HOSTS: DICK AND PEGGY LANGENDERFER, 2601 WYNDAL RD., TOLEDO, OHIO 43613 (419) 475-3118



USN Armed Guard WW II Veterans
5712 Partridge Lane
Raleigh, N.C. 27609
1-(919)-876-5537

Address Correction Requested



Non Profit
Organization
U.S. POSTAGE
PAID
Permit No. 2322
Raleigh, N.C.



Support The USN Armed Guard
WW II Veterans Reunions