

THE POINTER (4)

Officers for 1987-88

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Raleigh, N.C. 27609
1 (919) 876-5537

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1988 Reunion Host
2601 Wyndale Road
Toledo, Ohio 45613
1 (419) 475-3118

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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"



May 18, 1988

Dear Armed Guard Shipmates and Ladies:

It saddens me to inform you that our 1987 National Reunion Host and Shipmate Billy Hart, 1116 S. 36th Street, Kansas City, Kansas passed away, March 31, 1988. Our sympathy is extended to Pat and the children. Billy gave his all last year to see that everyone who attended the Reunion had an enjoyable time. He was an "ALL AMERICAN ARMED GUARD," having joined at the age of 15 and served on the S.S. Asa Grey, S.S. Pam Penn, S.S. Fisher Hill and S.S. Booker T. Washington.

This edition also carries a list of our other deceased shipmates that we have located since 1982 and our sympathy is extended to their loved ones. Should you be listed in error, please notify me for a correction. It is impossible to do a complete obituary on each deceased shipmate but our prayers go with them. Should you have a loved one that we have overlooked, or should the occasion arise that a loved one passes on, please contact me and express your wishes as to whether you would like to remain on the mailing list. Many of you ladies are "One of the Family" now and it is my wishes that all of you will take a part of helping contact others of the crew. We will send you the "POINTER" as long as we get donations to cover expenses. Someday, there may be a "SONS AND DAUGHTERS OF THE USN ARMED GUARD OF WW II," like the "SONS AND DAUGHTERS OF THE CONFEDERATES." They may not let them fly the flag, though.

Corrections on the March 1, 1988 "POINTER." Carl Winder notified me that the "NAVY DAY-FLEET WEEK" is October 15-21, 1988 instead of October 8th. Contact him (415-967-6493) for more details. He needs approximately 100 more couples for the S.S. Jeremiah O'Brien Sailing Party. I hope they enjoy the cruise as much as I did at our 1986 National Reunion sailing. SMOOTH SAILING, Y'ALL!!!!

The Armed Guard was represented in the "LONE SAILOR DEDICATION MEMORIAL BOOK" with Leo Gullage carrying the sign — "U.S. ARMED GUARD OF FLORIDA." My sign with — "U.S.N. ARMED GUARD WW II" was almost out of the picture but a good shot of the Armed Guard cap with the Eagle was very plain. The costs of these books are \$36.95, INCLUDING POSTAGE for hardcopy, or; \$26.95 "including postage" for the soft copy (Virginia residents, add 4.5 cents sales tax) and can be ordered by: sending check or money order to: "U.S. NAVY MEMORIAL FOUNDATION," P. O. Box 12728, Arlington, Virginia 22209-8728. All profits goes to the Building Fund Memorial which is going to be beautiful and across the street from the Archives Building on Pennsylvania Ave. and 8th Street. The Dedication Ceremony took place October 13, 1987. Wish y'all were there!!!! Was really beautiful.

(continued on page 2)

Officers - Gunners - Signalmen - Radiomen - Medics - Waves - Boatswains - Coxswains - Ship's Company - Radarmen

There will be 22 large bronze "Bas-Reliefs" depicting any NAVY UNITS at a cost of \$50,000 each. This will be a permanent Memorial and one that we hope will remain at this location forever. Should we try to tackle this enormous project? I would like to hear your comments, pro or con. We can share with another unit at approximately half cost, if you come up with one. My suggestion would be to join in with the Merchant Marines and have a scene with a "Liberty Ship" on the sea with it's guns, crew and deck cargo showing. The wording would be:

"USN ARMED GUARD and MERCHANT SEAMEN — We sailed together, We fought together, We Delivered — for you to live in Peace."

The Armed Guard Plaque at Little Creek Virginia, dedicated October 15, 1986 has been corrected from "PUDUCAH" to "PADUCAH." The Museum will be moved off the Amphib Base but the Plaque will be left and hung at the flagpole as we had previously planned as soon as the construction is over. The LST Memorial plus some guns will also remain. Thanks to Ralph Womeldorf, 1400 Garwood Ave. of Virginia Beach, Va. 23455 for his efforts in getting this completed.

We are over the 5200 mark on the mailing list and let's continue to find more of the crew. Leonard Carlson of Shoreview, Minn. has forwarded approximately 100 of these lately from placing ads and writeups in different papers in case some of you that answered his notices wonder how I got your name. Thanks, Leonard, and keep up the good work. To all the others that sent in names, I'm sure those shipmates appreciate it for it's been a long time since many of you were on the "MURMANSK RUN," "SOUTH PACIFIC," "TORPEDO ALLEY," you name it!!

I underestimated the printing cost on the last mailout but our thanks to the approximately 100 who donated enough to keep us afloat with what was left over in the account is why you're receiving this copy which is over due again. Do not wait for the others to bear all the costs. Postage rates have gone up also and especially the first mailouts to a "NEW OL'SALT." You "NEW OL'SALTS," the Form 180 that was sent to you can be filled out and sent to #14 address for your personal service record and is free. To get a specific ship's log, make a copy, fill out and send to #6 for costs, usually it's around \$20. per ship.

Mini-Reunions in the makings: Contact hosts for more info!!!

- 01. New Jersey — Oct. 28-30, 1988 — Alex and Edith Lombardi, 14 Brookfield Rd., of Montclair, NJ 07043, (201) 746-6361. Bus tour to Statue of Liberty planned.
- 02. South Carolina — Oct. 21-23, 1988 — Robert D. Floyd, 3710 Devereaux Rd., Columbia, SC 29205, 803-254-6573 and William J. Warlick, 260 Quail Walk Trail, Chapin, SC 29036, (803) 345-3531. Another wonderful crew "GITTING TOGETHER."
- 03. California — Oct. 14-16, 1988 — Carl Winder, 1734 Pilgrim Ave., Mtn. View, CA 94040, 415-967-6493. Sail the S.S. Jeremiah O'Brien again!!!!
- 04. Washington State — Will be held in Portland, Oregon in Sept. 1988 with Billie and Dick Kohse, 2304 Lister Rd. NE, Olympia, WA 98506, (206) 456-1946.
- 05. Indiana, Michigan and Ohio — Sept. 23-25, 1988 at the Atkinson Hotel in Downtown Indianapolis, IN with Pete and Mary DeLa Cruz, 5503 McFarland Rd., Indianapolis, IN 46227, (317) 783-6567 along with Ralph and Helen Jacobs, 1400 Hollaway Drive, Lafayette, IN 47905, (317) 474-5981 as hosts.
- 06. Farragut Boots Reunion, Sept. 10-12, 1988, Cavanaugh Hotel, Spokane, WA, Host, Doug Drugger, 1332 South 1st W., Missoula, MT 59801.
- 07. LST Assc., 8/30/88-9/5/1988, at Hyatt Regency, San Francisco, CA. Hosts are: Mike and Linda Gunjak, P. O. Box 8769, Toledo, OH 43623, 1-800-228-5870.
- 08. Destroyer Escort Assc., 9/2-6, 1988 at the Sheraton Hotel, St. Louis, Missouri. Contact: Don Glaser, DESA Chairman, P. O. Box 31572, Orlando, FL 32862-1572. (407) 290-5594 Notice: area code change (15,000 members).

These are given to you now so as to make plans in advance and not to take away from the National. Regardless how wonderful a State Reunion may be, there is no substitute for the National. I am sure that Dick and Peggy Langenderfer will have a reunion for us that will be dear to all of us. I understand that the Dinner Theatre, Dinner Cruise and Lake Cruise are filled as of May 1st, 1988. The Ford Museum tour will be exciting to all those that choose to go. You should see this while in the area if you have never seen it. I've been three times and did not see it all then. It's unbelievable and worthwhile.

Dick will have his computer at the reunion to locate shipmates. I will have a complete printout of names and addresses of those approximately 5300 Armed Guards located so far and approximately 4900 ships with one or more of the crew aboard. I was in hopes that I could have sent to you all of shipmates but I just did not have the time.

I still have some of the Vol. I Armed Guard History books left and they will remain at the original cost of \$48. if you would like to order one. All of the profits from this book goes to the Armed Guard and can be ordered from the return address on the outside of the "POINTER." The Vol. II is to be ordered by sending check or M.O. as shown on the order blank. After the 1988 National Reunion in Toledo and the Vol. II orders are in, a brochure on Vol. III will be sent out with an order blank and information on the procedure to follow.

Reunions, Inc. will be taking photos and orders for the ANNUAL ARMED GUARD PICTURE BOOK at the Toledo Reunion. Those of you that cannot attend the Reunion and would like to be in the book, send a clear "pocket size" photo and \$12.00 to: "REUNIONS" INC., P. O. BOX 876, ORLANDO, FL 32802-0876. The profits from this book goes to next year's Reunion Hosts who next year will be Madelyn Rigg, wife of the late Leland Rigg, 1623 S.W. 166th, Seattle, WA 98166, 206-431-9553 and Co-Hosts Richard and Billie Kohse, 2304 Lister Rd., Olympia, WA 98506.

Hoping many can go to Toledo. You'll never regret taking a few days out of your regular life to be with the best group of people in the world. You, the people, make the reunion a success. Try to be on deck for "Roll Call."

Charles A. Lloyd

Charles A. Lloyd

ARMED GUARD ACCOUNT
INCOME AND EXPENSE REPORT
1987

Balance 12/86 =	\$3,287.03	
Income 1987 =	\$18,589.36	
Interest Income 1987 =	\$111.07	
		\$21,987.46
Expenses:		
Computer =	\$ 3,720.60	
Programming =	\$770.00	
Maintenance & Repairs =	\$300.00	
Supplies (Paper, Disk, Toner, etc.) =	\$1,239.86	
Postage =	\$2,382.12	
Printing =	\$1,840.00	
Labor (Computer & Mail-outs) =	\$260.00	
Telephone & UPS =	\$900.35	
Bumper Stickers =	\$951.59	
Emblems =	\$1,192.00	
Lapel Pins =	\$900.00	
Caps =	\$1,949.00	
Balloons (Reunion) =	\$247.03	
Plaque Photos =	\$370.65	
Treasure Island Pictures =	\$367.50	
Reimburse (History Book) =	\$98.39	
Reunion Book (Andy Harm) =	\$10.00	
Miscellaneous =	\$330.00	
Bank Service Charges =	\$184.82	
Total Expenses: =		\$18,013.91
Balance 12/87 =		\$3,973.55

HISTORY BOOK ACCOUNT
INCOME AND EXPENSE REPORT
1987

Balance 12/86 =	\$15,912.08	
Income 1987 =	\$19,543.13	
Interest Income 1987 =	\$1,150.25	
		\$36,605.46
Expenses:		
Taylor Publishing Company =	\$33,593.04	
Refund (Book) =	\$50.50	
Total Expenses =		\$33,643.54
Balance 12/87 =		\$2,961.92

April 11, 1988

Shipmate Lloyd:

Received all your info about the Armed Guard books so here's my check for Vol. I and hope there is one left.

This is as good a time as any and here's hoping you won't mind me bending your ear a little. Just 3 days before we were on a trip to the East Coast, I received a card from you with the name and address of one of my old shipmates, Grant Skinkle, who was living in Monrovia, Maryland. We sailed together on the S.S. Exmouth from 12/43 til 7/29/44 when she was sunk off the coast of Dundee, Scotland. Anyway, here we are talking up a blue streak at his home when I asked him if he was, or had been in touch with anyone else in the crew and he said he had and when I asked him-"How long ago?" and he said-"thirty years!!!".

Now hear this!!! He got up, went to the phone, called information and got a number for a Salvatore Volpe in Glen Burnie, Md. He dialed it and handed me the phone and when a man answered, I asked him if he had been in the Navy in WW II. He said yes. I asked him if he had been on the S.S. Exmouth when she was sunk. He got excited and said_"YES"!!! Can you imagine? He thought I was dead all of these years!! We were in the same lifeboat and even rowed next to each other!!

Well!! Sal and wife, Mary, got into their car and drove over and three lucky "Ol'Salty" shipmates had one very fine and emotional time together. I can tell you, what a wonderful afternoon and evening we had.

Maybe sometimes, when the time involved in the Armed Guard activities starts to "getting you down" or "snowing you under", you might give a passing thought to the pleasure to three shipmates who lost touch with each other so many years ago. Thank you!!

(Reprinted by permission)

Leroy Fowler
6510 Costello Ave
Van Nuys, Ca. 91401
714-780-0839

And from George Diller, 948 Shaffer Rd., Newfield, NY 14867, one of the few survivors from the Port Chicago, Ca. explosion on 7/17/44. He and some shipmates were on "Liberty" from the S.S.E.A. Bryan which was demolished.

Dear Charles,

March 18, 1988

"Yeah", today I received the "POINTER" from you, that was more welcomed than a letter from "HOME" at mailcall. In 1986, when I returned from Frisco Reunion, I went downhill fast. I became bedridden and I changed doctors and luckily I got built back up and he sent me to a hospital, which is like a Mayo Clinic but here in the East. Here, they probed and finally decided to operate on my legs. They put new joints in my 2 knees on December 19, 1987 and it took me till April of '87 to learn to walk again. I am out of the wheelchair and walking on my own again. It is wonderful to walk again. Thanks again for the "POINTER". Take care, God Bless. George Diller (reprinted-in part)

Shipmates and ladies, the above two letters are priceless. It is a great feeling get the crews back together again. To see Diller in his wheelchair and to know he had come from New York to California to be with the Armed Guard Crew was an inspiration in itself but to read of his will to walk again and to know it has happened, I hope will encourage others should they, too, ever have to face an ordeal such as this. Thanks to you both and the many others who write.
C.A. Lloyd

Home Port: New York, NY

Company: American Export Lines, New York, NY (Farrell Lines)

Master: Captain Casey

Built: 1920 @ Hog Island, PA

Dimensions: 390' x 54' x 28'

Gross Tons: 4979
Former Name: (a) BLUE TRIANGLE

The Freighter, SS EXMOUTH, was mined on July 31, 1944 off Fyffness, Scotland (56-33 North/2-12 West). There was no loss of life. Photo courtesy of SSUSA Coll'n, U of B Library.

The EXMOUTH left Boston on July 1, 1944 and arrived Loch Ewe via Halifax in Convoy HX-298 on July 18. She arrived Hull, England on July 22 via Methil, Scotland. After discharging cargo, she departed Hull on July 28 bound for a U.S. port via Loch Ewe. The ship struck what was assumed to be an Allied mine and sunk. No information available as to how survivors were rescued.

SS Exmouth



IMMIGRANTS OF OUR DEPARTED CREW

ARMED SAVED FINAL VOYAGE
(DECEASED)

Last	First	City	State	Wife	Clarence	Bradenton	FI	Billie	Neslan	Donald R.	Clinton	MI	Pauline
Arnold	Gene	Miami	FL		Toni	Newburgh	NY	Billie	Neslan	Donald R. <td>Clinton</td> <td>MI</td> <td>Pauline</td>	Clinton	MI	Pauline
Ardito	Domnick	Deerpark	NY		Clover	Spanaway	OK		Neville	Thomas E. <td>Cary</td> <td>NC</td> <td>Catherine</td>	Cary	NC	Catherine
Baker	Tibee	Zebulon	NC		Andy	Fuquay-Varina	NC		Newman	Edwin B. <td>Wilmington</td> <td>NC</td> <td>Josephine</td>	Wilmington	NC	Josephine
Ball	Charles E.	Miamisburg	OH		Richard D.	Middletown	NY		Newstead	Theodore <td>Newburgh</td> <td>NY</td> <td></td>	Newburgh	NY	
Barratt	Paul	Dunmellon	FL		Freddie	Rhinehart	IL		Novak	John A. <td>Chicago</td> <td>IL</td> <td></td>	Chicago	IL	
Barratt	Roscoe	Raleigh	NC		J.H.	New Kensington	PA	Ellie Vee	Novitsky	John <td>Coaldale</td> <td>PA</td> <td></td>	Coaldale	PA	
Bass (M)	D.H.	Eureka	CA		Lloyd H.	Kinston	NC		Orlando	Patric V. <td>Solesia</td> <td>NY</td> <td>Rose Ann</td>	Solesia	NY	Rose Ann
Blake	Ferneer M.	Cliffwood Beach	NJ		Billy	M. Miami Beach	FL		Olivic	Robert L. <td>Boca Raton</td> <td>FL</td> <td></td>	Boca Raton	FL	
Blankenship	Norman	Franklin	IN		Jack	Holt	MI	Pat	Perry	Dennis Lloyd <td>Michia Falls</td> <td>TX</td> <td>Sybil</td>	Michia Falls	TX	Sybil
Bonino	William M.	Chelsea	MA		Arthur	Kansas City	KS		Prindster	William <td>Colton</td> <td>CA</td> <td>Anita</td>	Colton	CA	Anita
Booe	William	Salt Lake City	UT		Robert B.	Vancouver	WA	Willie	Proctor	Carlos R. <td>Cannelton</td> <td>IN</td> <td>Dorothy</td>	Cannelton	IN	Dorothy
Boris	Charles	Salt Lake City	UT		Walter	Forest Lake	MN	Mae	Pueford	Alfred E. <td>Saginaw</td> <td>MI</td> <td>Verna</td>	Saginaw	MI	Verna
Bougis	Robert	Pinellas Park	FL	Pat	Raymond	Pala Springs	CA	Olivia	Putan	Billy E. <td>Marietta</td> <td>GA</td> <td>Alice</td>	Marietta	GA	Alice
Brice	John	Bridgewater	IL	Betty	Tom	Ne. Brunswick	NJ	Jacqueline	Reid	James <td>Heliston</td> <td>NY</td> <td></td>	Heliston	NY	
Brown	Robert M.	Panama City	FL	Ruth	H. Clifton	Fridley	NO		Riddle	Clarence D. <td>Jerome</td> <td>Id</td> <td></td>	Jerome	Id	
Brown	Maurice (M)	Tulsa	OK		Charles L.	Tarboro	NC		Rigg	Leland <td>Seattle</td> <td>WA</td> <td>Maddlyn</td>	Seattle	WA	Maddlyn
Brown	R.M.	Prosperity	SC		Thomas L.	Denver	CO		Rogers	James Hill <td>Rosedale</td> <td>IN</td> <td>Julia</td>	Rosedale	IN	Julia
Bulluck	James	Noody	TX		Basil Dominic	Belleaire	OH		Sawyers	Clyde <td>Mansfield</td> <td>OH</td> <td></td>	Mansfield	OH	
Burgess	William	Fuquay-Varina	NC		John J.	So. Barre	MA	Ester	Septer	Ray <td>Cadiz</td> <td>OH</td> <td>Josephine</td>	Cadiz	OH	Josephine
Byrd	Clyde	Wilmington	NC		Arnold	Aptabula	OH	Evelyn	Shankin	Lyle <td>Butte</td> <td>NE</td> <td>Fern</td>	Butte	NE	Fern
Cain	Herschell	Beckley	WV		Max	Apes	TX		Shamlin	Bale <td>Murray</td> <td>NE</td> <td></td>	Murray	NE	
Callahan	William	Tyler	TX	Guen	Thomas	Eloise	TX		Shoppard	Frank L. <td>Marron</td> <td>OH</td> <td>Ruth</td>	Marron	OH	Ruth
Callough	Alvin E.	North Adams	MA	M I	E.E.	Amarillo	TX	Frances	Shrika	Charles <td>Perth Amboy</td> <td>NJ</td> <td></td>	Perth Amboy	NJ	
Carpenter	Walter	Danville	VA		Ernest E.	Cape Elizabeth	ME		Shunkwiler	Lyle E. <td>Mason City</td> <td>IA</td> <td></td>	Mason City	IA	
Chatfield	Richard I.	Potosaw	IL		Art	Kelso	MA		Skahill	James L. <td>Deaha</td> <td>NE</td> <td>Marcella</td>	Deaha	NE	Marcella
Clayton	Lloyd	St. Augustine	FL		John	Baltimore	MD		Smith	Harrison <td>Garden City</td> <td>KS</td> <td></td>	Garden City	KS	
Cogger	Paul	Port Orange	FL		Fred R.	Caldwell	TX		Smith	Howard <td>Horsehead</td> <td>NY</td> <td>Betty</td>	Horsehead	NY	Betty
Cohen	Norman	Panama City	FL		L. Jean	San Francisco	CA		Smith	Howard L. <td>Seneseo</td> <td>NY</td> <td>Mable</td>	Seneseo	NY	Mable
Coleman	Ed	Philadelphia	PA		Michael	Sun Valley	NV		Smith	James <td>Johnstown</td> <td>PA</td> <td></td>	Johnstown	PA	
Collins	Albert	Maco	TX	Ester	George W.	Alton	IL		Smith	Richard <td>Crystal</td> <td>IN</td> <td>Aurora</td>	Crystal	IN	Aurora
Collucci	Domenic	No. Hollywood	CA	Byrnlce	Keneeth M.	Baltimore	MD	Hope	Soldat	George <td>Little Falls</td> <td>NY</td> <td></td>	Little Falls	NY	
Conner	Keneeth E.	Schenectady	NY		Julius C.	Vancouver	WA	Shirley	Spotts	Willis H. <td>Pottsville</td> <td>PA</td> <td></td>	Pottsville	PA	
Corran	Joseph L.	Paducah	KY	Grace	Jack	Jacksonville	FL		Sprouse	Bennie B. <td>Union</td> <td>SC</td> <td></td>	Union	SC	
Corrigan	Edwin J.	Orange	TX		B.K.	Millbrae	CA		Stirl	Dysart <td>Lincolnton</td> <td>NC</td> <td></td>	Lincolnton	NC	
Crandall	William R.	Etna	CA	Dorothy	Clarence	Des Moines	IA	Marie	Strange	E.D. <td>Permy</td> <td>CA</td> <td>Ruth</td>	Permy	CA	Ruth
Croceau	Norrand	Hannibal	MO	Mary	Nicholas	Affton	NO	Josephine	Strickland	Corbin <td>Jacksonville</td> <td>CA</td> <td></td>	Jacksonville	CA	
Curtis	Bob	Tipton	MO		H.M.	Los Angeles	CA	Edith	Sullivan	Emmett <td>Engadine</td> <td>MI</td> <td></td>	Engadine	MI	
Dale	Floyd E.	High Point	NC		L. Whitson	Denton	TX	(KIA)	Sullivan	Pat <td>Leviton</td> <td>PA</td> <td></td>	Leviton	PA	
Daugherty	David	Richmond	CA	Eloise	Richard	Youngsville	NC	Edna	Sullivan	Robert F. <td>Green Valley</td> <td>AZ</td> <td>Lynn</td>	Green Valley	AZ	Lynn
De Bolt	Carl	Bearing	GA	Lois	Robert	Austin	TX		Thompson	H.B. <td>Greenville</td> <td>GA</td> <td>Jane</td>	Greenville	GA	Jane
Decker	Henry	Winchester	IN	Margie	Eddie	Farmington	OK		Thompson	Lawrence <td>West Sundry</td> <td>PA</td> <td>Edith</td>	West Sundry	PA	Edith
DeJorco	Lewis	Shady Side	OH	Pauline	E.K.	Oklahoma City	OK		Tucker	Phil R. <td>Kendallville</td> <td>IN</td> <td></td>	Kendallville	IN	
De Paolo	Fredrick	M. St. Paul	MN	Mary	Albert	Minneapolis	MN	Catherine	Turner	R.S. <td>Pocasset</td> <td>MA</td> <td>Loise</td>	Pocasset	MA	Loise
D'Erano	Anthony J.	Le Mont	IL	Maria	Frank	New Kensington	PA		Wallace	John <td>Cornwall</td> <td>NY</td> <td>Kingna</td>	Cornwall	NY	Kingna
Dickerson	Bruce	Girard	OH	Rosalie	John J.	Harvey	IL	(KIA)	Ward	R.H. <td>Raleigh</td> <td>NC</td> <td>Rennie</td>	Raleigh	NC	Rennie
Dippel	John M.	Oxford	NC		Douglas	Upper Sandusky	NC		Webster	Daniel <td>How River</td> <td>NC</td> <td></td>	How River	NC	
Dube	Joseph L.	Menasha	WI		Henry	Southern Pines	NC		Williams	R.C. <td>North Augusta</td> <td>SC</td> <td></td>	North Augusta	SC	
Eicher	Donovan	Kenosha	WI		Thomas	Dover	NJ		Wilson	Howard <td>Hampton</td> <td>VA</td> <td></td>	Hampton	VA	
Ellis	Wesley	Drville	OH		Marvin	Monroe	MI		Wilson	William J. <td>Seawen</td> <td>VA</td> <td></td>	Seawen	VA	
Feeley	William	L'Anse	HI		Dante	Neebis	IN	Ethel	Winklean	Warren <td>Coatsville</td> <td>PA</td> <td></td>	Coatsville	PA	
Finn	Thomas	Orange	NJ		Eugene	Passiac	NY	Theresa	Wilson	Jesse <td>Sanford</td> <td>PA</td> <td></td>	Sanford	PA	
Foss	Joseph	Upper Mountain	NJ		William J.	Bracknridge	PA	Helan	Woodrich	Donald <td>South Bend</td> <td>IN</td> <td>Jeannette</td>	South Bend	IN	Jeannette
Foster	L.J.	Menoville	NJ		T.P.	Arnold	MD	Miami	Wood	Virgil <td>Lillington</td> <td>NC</td> <td>Maxine</td>	Lillington	NC	Maxine
Fuchs	Paul E.	Brownville	TX	Juanita	James	Jacksonville	FL	Nacel	Wulf	Norris <td>Ajo</td> <td>AZ</td> <td>Nacos</td>	Ajo	AZ	Nacos
Garvey	Thomas J	Long Beach	CA		E. Diane	Rapid River	MI	Patricia	Yadkus	John <td>Burlington</td> <td>NJ</td> <td>Jerry</td>	Burlington	NJ	Jerry
		Framington	MA		James M.	San Jose	CA		Zipp	Gerald A. <td>Appleton</td> <td>WA</td> <td></td>	Appleton	WA	
						Fullwood	FL		Zion	Robert <td>Burbank</td> <td>CA</td> <td></td>	Burbank	CA	

These are those that were...
 (KIA) = Killed in Action



Richard Lyon - Lake Villa, IL poses in Viletta, Malta with Hall, Ski, & Lederer 1945



Song of a Gun Crew

Oh, are we bound for London Town, for Sues or for Crete?
 Will the ancient sands of Egypt next support our eager feet?
 Are we headed for the Guinea Gulf, down where the Niger flows?
 What's our destination, gents?

Chorus: The Lord only knows!

Do we sail for Casablanca, Buenos Aires or battered Malta?
 Will Brisbane be our stopping place—do we anchor at Gibraltar?
 Is the compass course for Arctic seas or where the trade wind blows?
 Where's the damned ship going, gents?

Chorus: The Lord only knows!

Do we carry ammunition—are the holds all jammed with powder?
 Is that TNT in Number Three or nicely packed clam chowder?
 Do we cart tanks and trucks equipped for work on Russian snows?
 What the hell's our cargo, gents?

Chorus: The Lord only knows!

Are those the shores of Iceland or the snow-white cliffs of Dover?
 Do we get it in the pumpkin coming back or going over?
 Are we nearing the Equator—do we need our winter clothes?
 What is our position, gents?

Chorus: The Lord only knows!

Will the beer be fit to swallow—will the liquor be expensive?
 Will we get ashore for long enough to make our stew extensive?
 Is liberty to six o'clock or 'til the barrooms close?
 Where do we hoist 'em next?

Chorus: The Lord only knows!

Will the trip be long or short, my lads?—for one month or a year?
 Will we pay off at whiskey rates or be confined to beer?
 Are they waiting there in Brooklyn—good old Nellie, Gert and Rose?
 Do we rate a leave when we get back?

Chorus: The Lord only knows!

—ANONYMOUS



5" 38 gun at the Nimitz Museum at Fredericksburg, Texas



Both good & bad memories brought back behind the 20 mm at the Nimitz Museum in Fredericksburg, Texas.



Isa A. Millar, Maritime Historian
1806 Bantry Trail
Kernersville, NC 27284
U.S.A.
(919) 869-8703

March 19, 1988

Dear C.A.:

Thank you for the recent issue of the *PUNTER/PLANE SHOOTER*. I realize that space is limited in the newsletter however I am in the process of researching for a book to be published on the awards of the U.S. Merchant Marine. On the surface that seems far removed from the men of the Naval Armed Guard. But one of the awards of the Maritime Commission is that of the Gallant Ship Citation and this was awarded to both the merchant crew of ships so designated and the men of the Naval Armed Guard who were aboard the ships at the time of the action. There were nine ships awarded the Gallant Ship Award and I would like to contact any of the Armed Guard who might like to assist me in the project and who served aboard any of the ships. The nine ships that were designated as Gallant Ships were:

S/S STEPHEN HOPKINS
S/S VIRGINIA DARE
S/S STANVAC CALCUTTA
S/S MARCUS DALY
S/S SAMUEL PARKER
S/S CEDAR MILLS
S/S WILLIAM MOULTRIE
S/S ADONIRAN JUDSON
S/S NATHANIEL GREENE

I feel that it is very important to include the Armed Guard in this section of the book and will of course mention them anyway but I would like to include the personal account photo etc. of at least one U.S. Navy recipient.

Things are a little quieter here I have been deluged with requests for information on the recently granted veterans status for our men. I hope now that they will enjoy the success that you all did when you got your association going.

Hope that all is well with you and yours.

Sincerely

Jan

For those who did not receive this:

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A Perfect Companion to Your Volume One History

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Phone: (_____) _____	



Crew of the S.S. Hastings (sunk Feb. 1943)



sent in by: Joe Di Giorgio
60 Hill Ave.

Morrisville, PA 19067

Home Port: Mobile, AL

SS Hastings

Company: Waterman Steamship Corp. Mobile, AL

Master: Richard O. West

Gross Tons: 5401

Built: 1920 @ Pensacola, FL

Dimensions: 401' x 54' x 30'



At 0635 GCT, a torpedo struck the ship on the port side at #5 hold. The explosion sprung the bulkheads between #4 and #5 holds and #4 hold and the engine room. This caused the engine room to flood immediately. The steering gear was destroyed, as was the main radio aerial. The main engines were secured at once. The ship sank in 7 minutes, going down stern first.

The ship was abandoned immediately. The sur-

The freighter, SS HASTINGS, was torpedoed by the German submarine U-186 (Hesemann) at 0635 GCT on February 23, 1943 in the North Atlantic (46-30 North/36-23 West) while en route in Convoy ON-166 (#12) from Milford Haven, Wales to New York in ballast. She carried a complement of 41 crew members and 20 Naval Armed Guard. Of this number, 9 crew members were lost. Photo courtesy of Mariners Museum, Newport News, VA.

vivors took to lifeboats and rafts. They were picked up 20 minutes later by HMCS CHILLIWACK (K-131) and landed at St. John's, Newfoundland.

The U-186 (Hesemann) was sunk north of the Azores on May 12, 1943 by HMS HESPERUS (H-57). There were no survivors.



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Managing Owner

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(NAVY REST
CAMP)
Aug 1944

43 years later, U.S. to honor soldiers

749 recognized who died in secret exercise on beach in England

By MATTHEW C. VITA
Cox News Service

SLAPTON SANDS, England — For 18 years, local innkeeper Ken Small has been haunted by the ghosts of 749 U.S. soldiers who died in Slapton Sands, England, in one of the forgotten tragedies of World War II.

Walking the windswept beaches along the scenic but lonely south Devon coast, he often would gaze at the water, conjuring images of what came to be called "the night of the bloody tiger" and wondering why it had been swept under the rug of history.

"I often sensed there was a feeling in America, at least on the part of the government, not to memorialize its defeats or setbacks," Small said. "I just wanted to honor those men."

Due in large part to Small's efforts, the United States on Nov. 15 will commemorate for the first time the Americans killed at Slapton Sands 43 years ago. The ceremony will be held along the beaches of Slapton Sands.

For Small, 53, it will be the culmination of a crusade that has taken him to Washington and cost \$25,000 out of his own pocket.

"The story of their deaths can finally be told," Small said.

On the night of April 27, 1944, more than 30,000 U.S. soldiers conducted a mock assault on Slapton Sands, a crescent-shaped English Channel beach strip not far from Plymouth on the southern coast of England.

The exercise, code-named Operation Tiger, was a dry run for the D-Day landings at Normandy six weeks later. Slapton Sands was chosen because its geography resembled that which the Americans were to encounter at Utah Beach on the coast of France.

But in a combination of poor planning and bad luck, the exercise went seriously wrong.

German motorboats torpedoed three of the landing craft, sinking two of them. In the panic and confusion, U.S. GI's, many experiencing their first taste of combat, opened fire on their own boats, thinking they were shooting at Germans. Others, unaware they had been given live ammunition, thought the explosions and flames were part of the drill.



When dawn broke, hundreds of soldiers were found floating upside down in the water. Lacking proper instruction, they had incorrectly placed their life vests around their waists instead of under their arms. The weight of their gear had forced their heads down and they drowned.

The men were from the 4th Infantry Division, the 279th Combat Engineers and the 70th Tank Battalion of the U.S. Army.

Operation Tiger had resulted in one of the single largest losses of U.S. life in the war since Pearl Harbor. The number killed was more than four times the 179 GIs who died at Utah Beach on D-Day.

In the secrecy surrounding the D-Day preparations and the flush of success as the Allies drove to liberate Paris in the months ahead, the men killed at Slapton Sands were forgotten.

"The biggest tragedy was that it was decided to forget them," Small said.

Details of the disaster went unreported for more than three decades and few Americans have heard about it.

Some bodies were never found and local residents circulate stories that they are buried in an unmarked mass grave nearby.

Dr. Ralph Greene, a pathologist in Chicago, was stationed in nearby Dorset with the U.S. Army Medical Corps in 1944 and treated the victims of Operation Tiger. He and the other doctors and nurses on duty that day were never told the cause of the injuries and were ordered to maintain secrecy under threat of court martial.

Years later he set out to find out what had happened. He published his findings in February 1985 in American Heritage magazine. "When most of the remaining secrets of World War II were lifted in 1974 through the Freedom of Information Act, the entire story [of Operation Tiger] became available," Greene wrote. "But nobody bothered to report it."

In January, Congress passed a resolution calling for recognition of the men, and on Nov. 15, U.S. officials will dedicate a plaque on Slapton Sands honoring them.

The walls of Small's inn bear testimony to his efforts. There are signed photographs of him at the Pentagon with Deputy Defense Secretary William Taft and at the Capitol with Rep. Beverly Byron of Maryland, and a letter from Charles Price, the U.S. ambassador to Britain.

Ms. Byron, a member of the House Armed Services Committee whose father was a naval aide to Gen. Dwight D. Eisenhower and witnessed Operation Tiger, sponsored the resolution calling for a memorial.

Small's campaign began in 1969 as he walked the beaches one day after a severe winter storm. A one-time police officer whose only memories of the war are of "huddling in an air raid shelter" with his family, Small had moved to Devon the year before.

"All the shingle and stones had been washed away from the beach, and I started finding spent and live cartridge shells, shrapnel, U.S. Army insignia, men's gold signet rings," he recalled.

He was uncovering the remnants of Operation Tiger.

Three years later, a local fisherman told him about a submerged tank a mile off shore on which fishing trawlers regularly snagged their nets. His curiosity aroused, Small hired a diving team to investigate.

On the channel floor, 60 feet beneath the surface, the divers found an American Mark V Sherman tank, its gun facing the shore. The amphibious tank had sat there since 1944, when it sank during Operation Tiger.

Small later learned that its five-man crew had survived. In 1965, he met the tank's commander, Orris Johnson of Leeds, North Dakota, at a 70th Tank Battalion reunion in Harrisburg, Pa.

Small decided to raise the tank, but first had to settle the question of ownership. The Pentagon said it was still U.S. property but agreed to sell it to Small for \$50, and in 1974 he became the owner.

It took 10 years, but Small brought the tank to the surface on May 31, 1984.

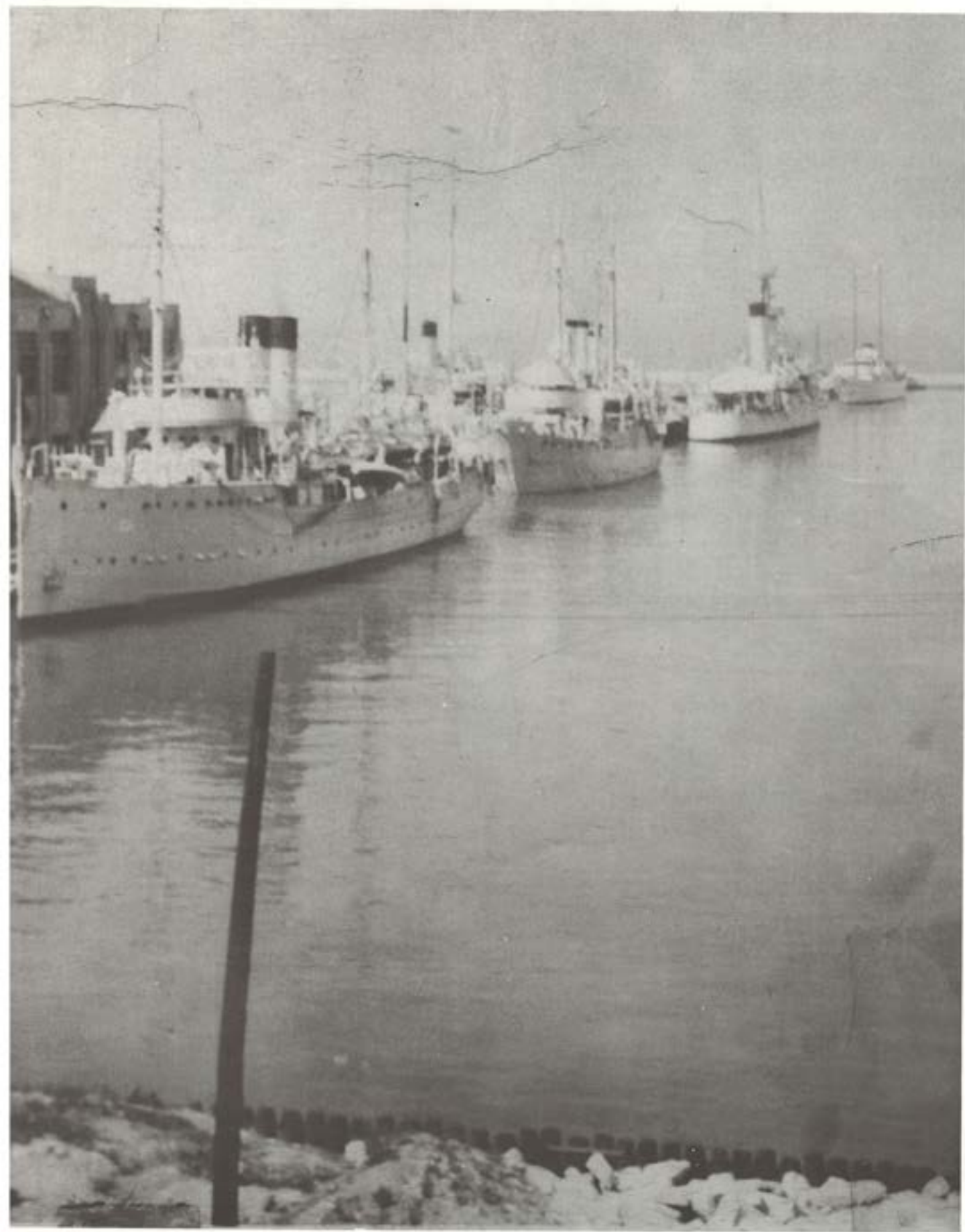
Small has placed the tank across the street from the Slapton beaches and created his own monument to the U.S. soldiers. In November it will be recognized as a war memorial by the United States when a plaque being cast in Colorado will be placed at the site.

*Let me know if
you were involved
in this episode.
Thanks.*

USN ARMED GUARD WWII VETERANS
C. A. LLOYD, CHAIRMAN
5712 PARTRIDGE LANE
RALEIGH, N. C. 27609
(919) 876-5537



Armed Guard School & Traini



ng Ship — Chicago, Illinois



ARMS FOR RUSSIA . . . A great convoy of British ships escorted by Soviet fighter planes sails into Murmansk harbour with vital supplies for the Red Army.

Navy Tells of Saving Tanker

Lone Jack Still Afloat After Collision Because Repair Crew Wouldn't Give Up.

1945

Washington, Aug. 22 (A. P.).—A collision-damaged tanker laden with high octane gasoline was saved in the middle Atlantic last March by a naval repair crew that refused to accept defeat.

Slowly Sinking.

The Navy, telling the story today, identified the stricken ship as the Lone Jack. It and another merchant vessel, the Frontenac Victory, radioed for help after colliding. Both reported themselves in imminent danger of sinking. Their appeal was intercepted by a westbound convoy 150 miles away. Two destroyer escorts, the Hammann and R. E. Peary, were sent to their assistance.

The damaged ships were sighted about daybreak, March 3. The Frontenac Victory had a 30-foot hole in her bow, but was not in immediate danger. She still had power and control.

The Lone Jack was in bad shape. A 30-foot hole in her side had opened her engine rooms to the ocean. Water poured in with every wave, and she was without power. She was slowly sinking.

The destroyer escorts came close enough to rescue the crew. The Peary escorted the Frontenac Victory to the nearest United States port, while the Hammann stayed alongside the Lone Jack. Her chance of survival appeared slim, but Lieut. John J. Yelvington of Newton, Ill., the Hammann's damage control officer, went aboard with a party of volunteers to make emergency repairs. After hours of work, Yelvington reported that more water was being pumped out than poured in.

Finally the salvage tugs Klowa and Escape arrived, and at two knots an hour, the journey to port began. Now the Lone Jack is back in operation.

SENT IN BY:

M. & J. Higginbotham
680 W. Rogers Rd.
Bloomington, IN 47401



GRAF SPEE - 1942



GRAF SPEE - 1942



GERMAN FUNERAL



OFFICERS OF GRAF SPEE - 1942



CREW OF THE S.S. CHUNG TUNG

(was given incorrectly in Vol. I as the S.S. Moultrie---
& flew the Chinese flag)

sent in by:
Nicholas Tito
839 Marion Rd.
Cheshire, CT 06410

The day the war came close to home for the Shore area

By E. BURKE MALONEY
Press Correspondent

FORTY-SIX YEARS ago on Feb. 28 Shore area residents got their first taste of World War II when a German U-boat torpedoed an American oil tanker within sight of land.

The Standard Oil tanker R.P. Resor was struck late in the evening less than five miles off Manasquan. Only two of the 38-man crew were saved. Hundreds watched from the beaches through the cold night as the oil-fed flames lit the sky like the aurora borealis.

The story of how a little Coast Guard pocket boat plowed to with a few feet of the white-hot sides of the tanker seeking survivors was added to the annals of Coast Guard heroism.

The picket boat, commanded by the late Chief Boatswain John D. Daisey, pulled the two survivors from the slimy waters.

"The oil on the sea was so thick that it looked like tar," Daisey said.

After shivering most of the night on the beach at Belmar, I drove to Coast Guard headquarters at Point Pleasant Beach where I joined a half dozen New York photographers and newsreel men. I was a reporter for the Asbury Park Press and carried a Speed Graphic camera. At dawn we chartered a small fishing boat for an anticipated 30-mile round trip. We returned seven hours later after going more than twice that distance.

When we sighted the still-burning

ship, it was about 30 miles offshore, having drifted south and east during the night.

Next day I wrote: "After two hours of unceasing running in an increasing rough sea, we were shaken out of idle talk by a shout 'There's a body.'"

Capt. Andrew Larson, the skipper, turned toward the floating body. It was coated with oil.

"Twenty minutes later we were still trying to get a rope around it with no success. The life jacket made it more difficult. Twice we got a rope around it and started to pull it over the gunwale when it slipped into the icy water again. . . .

"So reluctantly we watched the dead seaman float away, bobbing up and down in the high waves.

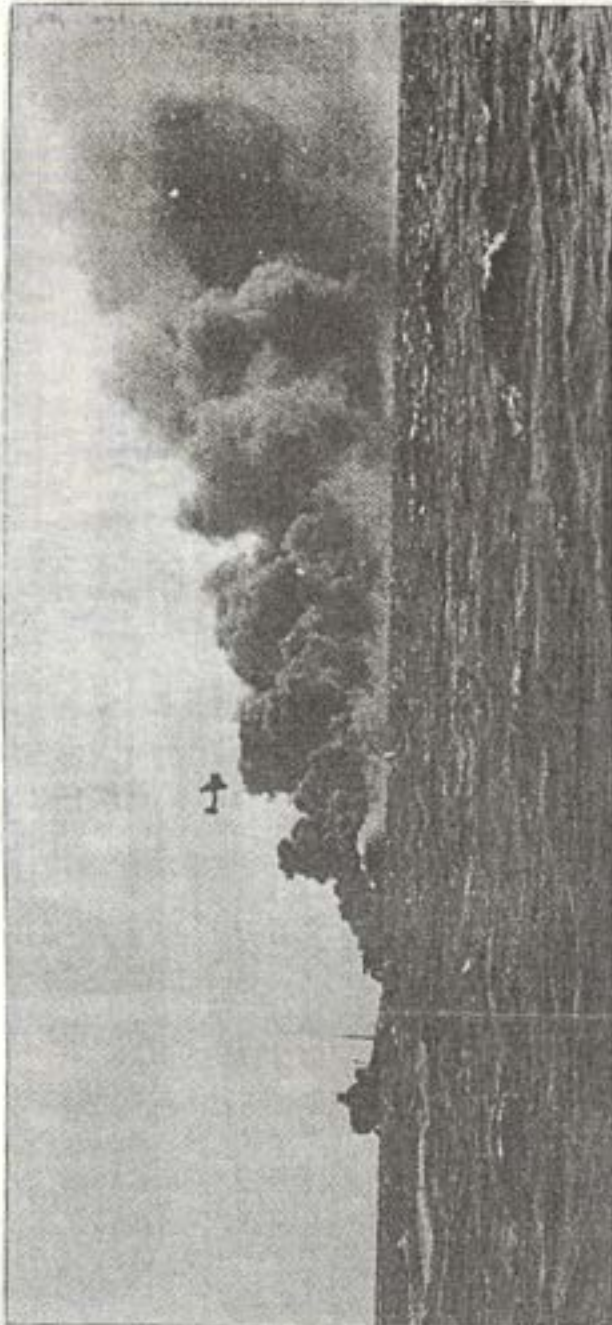
"No one said much for a while until there was another shout 'There's another one!'

"We looked and wished we hadn't. The man was burnt like roast beef.

"We didn't even try to get this one. The seas had not become rougher and one had to hang on to something to stay board.

"We still had to see the ship although the smoke, turning from a gray haze to black sooty columns as we neared it, guided us. There was a blimp above the horizon and suddenly several warplanes. . . .

"Two more oil-caked bodies drifted by. The oil sticks grew bigger and more numerous. Then other things floated by: two life rafts, bits of



This is the tanker R.P. Resor burning off the Jersey Shore after being torpedoed by a German U-boat late in February 1942. The New Jersey Press Association judged it the best news photo of the year. It was taken by E. Burke Maloney, a Press reporter at that time.

us from seeing exactly where she had been struck on the port side. Besides, we could not draw nearer because the sea surface there was like a cauldron of burning oil.

"The Coast Guard cutter approached and warned us to back off.

"It made us feel unimportant and useless as we surveyed the corpse of the 435-foot craft which a few hours ago had been throbbing with life. We thought of the final anguish of the 36 men who perished in the icy sea and the excruciating scars of the flames.

"Naturally, we had been taking pictures, which in itself was a feat. The only man able to work in an erect

position was the thoughtful one who wrapped his arm around the single mast. The International News man was so deathly sick that he was unable to take a single shot. (I took some for him and they appeared in all the Hearst papers and in several news magazines.)

"We were alone out there at last. The planes and the blimp had gone and the Coast Guard cutter had moved on toward a freighter coming up from the south."

What was left of the R.P. Resor was later sunk by the Navy as a menace to navigation. During the war several other ships were torpedoed off New Jersey but none so near land as

the R.P. Resor.

the Resor. And the public did not learn of those sinkings until much later, sometimes not at all because of censorship.

Press readers wondered also why one of the two Resor survivors was not identified in the caption of a Press photo, as was his companion.

It seems that the nameless one was a member of the five-man Navy gun crew assigned to the tanker. It was the peculiar thinking of military intelligence that by leaving the survivor nameless, no one would know what that the United States had armed its merchant ships.

But the Germans knew it. And so did everyone else who looked at the sun at the stern of the R.P. Resor.

sent in by:

John F. Szabocsik
300 Johnson Avenue
Union Beach, NJ 07735

Those of you who made the convoys to Malta, they're in search of you.

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Regimental Drill Hall



U.S. soldiers abandon the U.S.S. President Coolidge after it hit a mine in the South Pacific. Only two men out of 4000 lost their lives.
(story in National Geographic, April 1988)



Japanese torpedo plane crashes in flames as a result of carrier anti-aircraft fire in Saipan action.
(taken by U.S.S. Kitkun Bay photographer)



Domain of Neptunus Rex

To all sailors wherever ye may be: AND TO ALL MERMAIDS, SEA SERPENTS, WHALES, SHARKS, PORPOISES, DOLPHINS, SKATES, EELS, SUCKERS, LOBSTERS, CRABS, POLLYWOGS, AND OTHER LIVING THINGS OF THE DEEP, BLUE SEA. **Ye** KNOW YE THAT THERE APPEARED WITHIN THE LIMITS OF OUR ROYAL DOMAIN, THE

S.S. President Tyler, LONGITUDE *101.22.00"* LATITUDE *000.00.00*
 THE SAID VESSEL, OFFICERS AND CREW THEREOF, HAVE BEEN INSPECTED AND PASSED BY OURSELF AND ROYAL STAFF. **Be it known:** BY ALL YE SAILORS, MARINES, LAND LUBBERS AND OTHERS IN HIS PRESENCE, THAT

Joe M. Smith, Sea. 26, U.S.N., ON THIS DAY OF *February 8, 1912.*
 HAVING BEEN FOUND WORTHY TO BE NUMBERED AS **One of Our Trusty Shellbacks,** HAS BEEN GATHERED TO OUR FOLD AND DULY INITIATED INTO THE SOLEMN MYSTERIES OF THE ANCIENT ORDER OF THE DEEP.

Be it further understood: THAT BY VIRTUE OF THE POWER INVESTED IN ME, I DO HEREBY COMMAND ALL MY SUBJECTS TO SHOW DUE HONOR AND RESPECT TO HIM WHENEVER HE MAY ENTER OUR REALM. **DISOBEY THIS ORDER UNDER PENALTY OF OUR ROYAL DISPLEASURE.**



W. L. Lane
 MASTER
 AMERICAN PRESIDENT LINES

RULER OF THE RACING MAIN





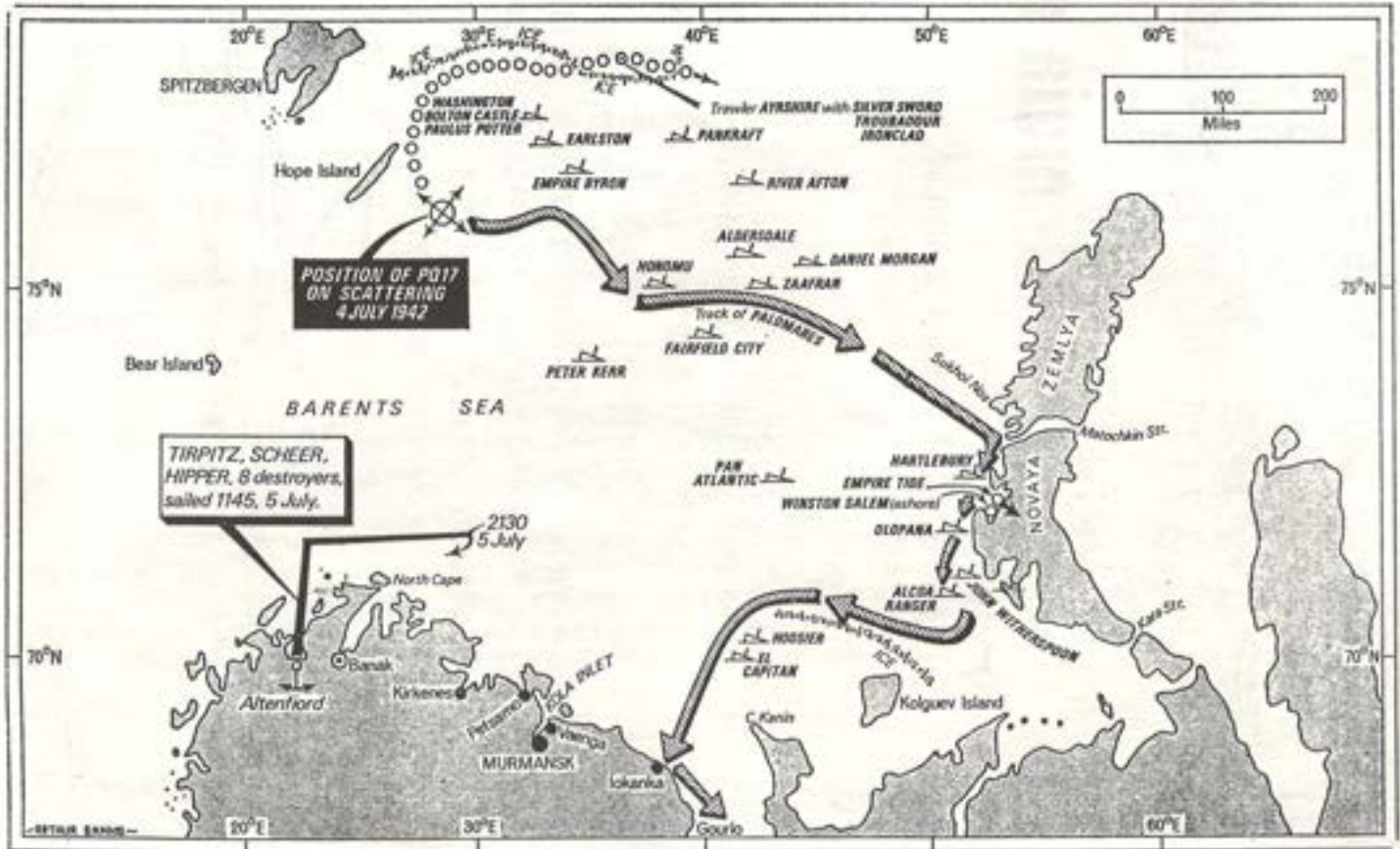
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Nick Tito - Cheshire, CT
 Vern Dobson - Des Moines, IA
 return from Archangel and have their picture taken together.
 Iowa crew - find Vern.



The massacre of Convoy PQ17, July 1942

SS Jonathan Sturges

Home Port: New Orleans, LA

Company: Mississippi Shipping Co. New Orleans, LA
Master: Thorbjorn Leerburg (Lost)
Gross Tons: 7176

Built: November 1942 @ New Orleans, LA
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS JONATHAN STURGES, was torpedoed by the German submarine U-707 (Gretschel) at 2220 local time on February 23, 1943 in the North Atlantic (46-15 North/38-11 West) while en route from Liverpool, England to New York in

Convoy ON-166 in ballast. She carried a crew of 42 and an Armed Guard of 31. Of this number, 29 crew members and 21 Armed Guard were lost.

The ship had straggled from the convoy and was proceeding alone. At 2220 local time, two torpedoes struck at #2 hold and just forward of midships, causing immediate flooding. She went down bow first, sinking rapidly, almost broken in two forward of midships. The ship was last seen with her bow under and about 10 feet of the stern above water with the screw still visible. In the morning she was gone.

from the Dutch SS MADOERA on February 27. Since the Dutch lifeboat only contained 3 survivors, all the men were divided equally between the two boats. They were picked up by the USS BELKNAP (DD-251) on March 12, 1943 and landed at Argentia, Newfoundland on March 14. One crew member died of exposure. The lifeboat containing 17 survivors, in charge of the Master, was picked up 41 days later, with only 5 men still alive, two crew members and 3 Armed Guard.

The ship was abandoned on orders of the Master immediately after the attack. Three boats and four rafts were launched, but one boat was smashed. All the survivors were taken aboard the two lifeboats, 19 in one and 17 in the other. The boat containing 19 men met up with a lifeboat

The U-707 (Gretschel) was bombed and sunk off the Azores on November 9, 1943. There were no survivors.



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UNITED STATES NAVY

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for service as set forth in the following
CITATION:

"For professional achievement in the superior performance of your duties while serving as a member of the USS LA SALLE (AGF-3) Rescue and Assistance Team dispatched to render assistance aboard USS STARK (FFG-31) following the Iraqi missile attack on 17 May 1987. You performed admirably and tirelessly in contributing to the massive and heroic damage control effort aboard the burning and heavily damaged ship. Under demanding and extremely dangerous conditions, you worked long hours to help shipmates extinguish fires and dewater flooded compartments. Your outstanding skill and significant contributions both individually and as a member of the Damage Control Team were critical to saving the ship. Your zealous performance and dedication to duty reflect great credit upon yourself, your command and the United States Naval Service."

H. J. BERNSEN

Rear Admiral, United States Navy
Commander Middle East Force



Lone Sailor

U.S. NAVY MEMORIAL
Washington, D.C.



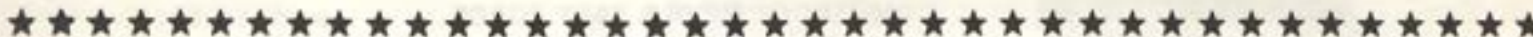
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especially to those who lost their lives, and to
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