

NOV 1988

THE INTER

UNITED STATES NAVAL ARMED GUARD CENTER

16 Pages

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Dec. 24, 1943

REMEMBER PEARL HARBOR

DECEMBER 7, 1941



THE POINTER

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ATTENTION

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

Please notify us when you move.

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THE PLANE SHOOTER

Our Motto: "We aim- To Deliver" and "We-Did"
USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"



Dear All Y'All:

November 10, 1988

Hope this finds all of you well and getting ready for a "MERRY CHRISTMAS" and looking forward to a "Happy New Year". Can not believe the year has passed so fast!! It seems only yesterday that I was taking back shirts too small!! I will try to play "catchup" since the last "POINTER" on items of interest. Where were you December 25, 1941? '42? '43? '44? '45? '46? Refresh your memory!!

The middle of July, 1988, I was informed that 5 of the Armed Guard crew would be allowed to sail the S.S. John W. Brown to Baltimore, Maryland, in tow from Norfolk, Virginia, where it had just been put in drydock after laying up in the James River since it had been brought down from New York about 4 years before. I was thrilled to know that the "LADY" would be eventually saved from the reef. After a weeks delay and many phone calls, 5 more were added to this list and it was to sail 6 A.M. on the 12th of August and arrive in Baltimore on the 13th at 10 A.M. at Pier 1 with full honors. Since Alex Lombardi had attended all of the meetings and represented the Armed Guard, he was given the honor to round up the other 5, which he did and they came down by bus from Baltimore with about 45 Merchant Seamen who worked like Trojans all the way up in a beautiful, hot windy day. Now, I can't say that the Armed Guard hurt themselves!!

I believe the "wind" knew she was going home for it blew at about 12 knots and the flag was ahead of the staff for 22 hours. She arrived off Annapolis, Md. 2 hours ahead of schedule. She arrived in Baltimore with all the flags out and the Fireboats were spraying it's water high and many other boats there saluting Her. The Armed Guard personnel aboard were Alex Lombardi, Walter Magalis, Ted Heumann, Dale Beltzner, James Kearns, Harrison Joyner, Raymond Quina, Thomas O'Brien, Lonnie D. Lloyd, Jr. and Charles A. Lloyd. Since there were no facilities "working" onboard, steaks were cooked on the grill by Kearns who operated the galley! Did you ever try cooking hash browns and eggs on a grill? In the wind? Without a pan? "OR GRITS!" It was a trip to always remember and I just wish all of you could have been along. We slept in the guntubs and counted the stars, and our blessings. Yes!! They are still "CHOMHOUNDS"!!

To leave out the next story would be unthinkable!! As we sailed the middle of the Chesapeake Bay, out of a blue sky comes one of our crew, Phil Bradley, from Richmond, Virginia in his plane to take pictures. Our only regret was that the guns had not been installed yet and no ammo aboard for we would have tried our skill to see if the crew had been bragging or not!! Phil, I think you would've been safe. All we needed were the "CRESOTE POLES." He looked better to me than the Blue Angels for he was one of us!! Thanks for the pictures Phil.

The Merchant Seamen did a great job on casting off the lines and tying us up again. The Armed Guard Crew salutes them for a job well done!! I still don't see how they stayed below in the engine room in all the heat but I guess the "HEAT" for that crew was when the depth charges would explode near his ship during WW II. It took a nerve of steel and a determination to do their part. Speaking of honors, I think that honors should go to Mr. and Mrs. John Gosnell of Cockeysville, Md. for the refreshments upon arrival at Baltimore and after the rededication ceremony. You were at the right place at the right time!!

I will close the S.S. John W. Brown story to say that as we were casting off the lines and the "MORAN" tugboats "TUGGINS", I heard a voice giving a play-by-play account of the activity. It was Jim Conway from Station FM 93.1 WPOC and he did this every 30 minutes to Baltimore. After his second broadcast, I asked Jim if he had ever heard of the U.S.N. Armed Guard of WW II and he informed me that he had not and wanted to know. I told him that we were the gunners in the gun tubs behind him. Needless to say, I gave him facts as fast as I could and

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



Onboard the S. S. John Brown 8/13/88
L to R: Jack O'Brien, Alex Lombardi
C. A. and Hilda Lloyd



Flag Pole Rededication Ceremony at 1st Ave 52nd
Street WW II Armed Guard Center Site.



L to R
Alex Lombardi and Ray Guina of NJ; Lou Ritter,
Mike Molinari and Milton Crane of NY attended
Rededication of the original 1st Ave 52nd St.
Armed Guard Center Flag Pole June 29, 1988 at
original Armed Guard Center Site.

In his next broadcast, many people knew who we were, what we did, how many had served and how many had given their lives. Jim Conway is one guy that always will be on our mailing list and I will always be indebted to him. I began to look him up when we went back up on September 5th at the Rededication Ceremony at the Dundalk Marine Terminal in Baltimore. He was the Master of Ceremony and he again did us justice. Thanks, Jim for your news coverage. In behalf of all the Armed Guard, I wish to thank all those wonderful people who gave so much, with so little notice to make those over 1200 people attending feel that they are wanted in this historical endeavor to save the S.S. John M. Brown. To the wonderful, Honorable Congresswoman Helen Bentley who rededicated the ship, to the staff who has worked so diligently and to a person like Mike Gillen who has labored so hard for so long to save the S.S. John M. Brown, WE SALUTE YOU ALL!! The new address is: S.S. JOHN M. BROWN, PROJECT LIBERTY SHIP, P.O. BOX 8, LONG GREEN, MD 21092. It is at Pier 1 at the end of Clinton Street. Walter Magalis 5010 Leeds Ave., Baltimore, Maryland 21227 (301) 242-4375 (ARMED GUARD) has been appointed Vice President on the BROWN. Walt has been working hard to get a spot aboard this ship for the Armed Guard Museum. More later!!

It's a long way from Raleigh, North Carolina to Madison, Wisconsin but Hilda and I had promised Bob Grossman that we would attend the Illinois reunion in 1988 and they combined with Wisconsin and in a way, I'm grateful that he did. I will get a chance to go to Illinois in 1990 and this gave us the honor to be in the presence of more wonderful people and to get to visit and tour the Capital Building which is a "MUST" to see if in the area. It is simply beautiful. Four of us of the Crew went over one day early and we were fortunate to have our picture taken with the new bell of the Battle Ship Wisconsin and the Captain of the ship. The City is beautiful, the people are wonderful and the Wisconsin Cheese is not made in "Taiwan!!" To hosts Nick and Gloria Kuzulka of Maunup and Ken and Jackie Niebuhr of Madison. (as Richard Lyons wrote me) that act is hard to follow. To Robert and Margaret Grossman of Chicago, Illinois thanks for inviting us over. To all that treated us so nice, THANKS Y'ALL!!

As I looked at the news for the "PRINCE OF SHIPS" October 15, 1988, I really got a "thrill" when I saw the "PROTESTERS" boat instead of the S.S. Jeremiah O'Brien, the Carrier and the other ships. This is a T.V. sense of value these days. Not one word was said of the time and labor of those who worked so hard to put on a show of this kind. Or the tribute to 56,000 Sailors who did not return in WW II. Oh! Well!! Carl Winder reports that he filled up on the number to sail the O'Brien and will sail again next year. (check with him!)

The New Jersey-Northeast Reunion was a thriller. It was great to be with those "YANKIES" again. With Hosts Alex and Edith Lombardi and the help of Ted and Pat Neumann, Dottie and Ray Quina, and Jack O'Brien. GREAT!! There were 375 people and everyone had a great time at the tune of the 40's as played by Alex's brother's band. Joseph Madeja of Pittsburgh was taken ill and hospitalized. Joe was a crew member of the S.S. Francis Scott Key in the famous "Forgotten Convoy" at Murmansk, Russia. We had talked about this on the evening before and he was happy to talk with someone about it. His address is 2025 Eccles, Pittsburgh, Pa 15210 should you want to write to him. He is to go home Nov. 3rd. A tour of the Statue of Liberty in five buses, in sunny weather was fantastic. A Ceremony was held and all walked down to the water's edge and a wreath was laid in honor to all 144,970 Armed Guard and 286,000 Merchant Marines who served and the 1810 of our crew and 8765 of their crew who did not return.

Alex Lombardi asked that I extend thanks to the 600 Merchant Marines for their hospitality shown to him, Raymond Quina and Jack O'Brien when they attended the Merchant Marine Academy Annual Reunion at King's Point, N.Y. on Oct. 22, 1988. I had asked Alex to represent the Armed Guard in my behalf and yours. To Frank O. Brumard and Dana Gibson, I thank you for the open invitation to all of our crew to be with you each year. I can assure you that these three were happy to

have been a part of your reunion and wreath ceremony honoring both our branches of service and the job they did. Frank, did they rob the refrigerator??

Bro L.D. reports that you can still buy a year book from "Reunions", Inc., P.O. Box 876, Orlando, Fl. 32802-0876 by sending "Reunions" a check or money order for \$10.00 and you get to see what those who sent in their pictures looks like so you may recognize them at the next reunion. All of the crew's names we had listed as of Oct. 24, 1988 will be included in this book. This will be the last year that all names will be in the book and the cheapest way to obtain approx. 5600 names, so if you buy, hang on to it. It may be that we can update all of those located from 10/24/88 forward and do a printout on them. It will take 2 months for this year's book to be sent to you, a little late this year. Those of you who have written and called concerning this, this my answer to you. AND!!! PLEASE REMEMBER!! THIS BOOK HAS NOTHING TO DO WITH THE HISTORY BOOKS published by Taylor Publishing Co. through Susan McDonald, which are Vols. 1, II or III.

Susan McDonald has moved into a larger home with a work place. Her new address is 104 Bolton Place, Chapel Hill, N.C. 27516 1-(919)-929-1694. The Vol. II book can still be ordered for \$29.95, directly from her. You will receive your book 2 weeks after the first of the month sent in. I did a misprint as to the number of Vol-I and I have 84 left as of today and they will remain at \$48.00. All of the profits goes back into the bank in the account #301-173-246. Susan will be taking orders from now on for Vol. III and it will take approximately a year to get it together, publish it and get it back to your house. Please take a part into this endeavor to once again place more of the ARMED GUARD HISTORY among the Archives. We are open for suggestions for this is YOUR BOOK AND NOT MINE!!

Each time I get a "NEW OL'SAL", I send to him two Packets with a postage of \$.45 each, or: \$.90 plus the cost of paper, copier ink, repairs, etc. It takes your financial support to keep these men receiving this material and I believe most of you enjoyed what you received. Would you believe that less than 10 per cent contributes back to help. Many of you have receive the "POINTER" for over 4 years and some of you never correspond. You are not obligated to contribute to help with expenses but I will have to take time and stop mail to those that I have no record of contributing. I will ask those who have received any money to furnish the person's name donating. We will have to draw the line unless a brave man steps forward and say that "he will bear the costs". I have dropped most of the pictures from this edition so we can survive and get you a "MERRY CHRISTMAS" message out to those of you that are not as fortunate as others. Bob Grossman says he skips the second paragraph in the "POINTER" for he already knows what is in it. This time, I dropped it way down in case you did the same. Let me know if you care, by doing your share. Let's not let the unfortunate ones down!! They did not let us down!! Every \$ sends 2 packets. An "EXTRA" few bucks to the S.S. JOHN M. BROWN also keeps her Afloat for the next generation.

I want to congratulate Mike Molinari and Al Lowe of Brooklyn, N.Y. and Louis Ritter of Rockaway Point, N.Y. for their desire to place an Armed Guard Plaque in Brooklyn, N.Y. near the 1st Ave and 52nd Armed Guard Building site. I met with them at the NEW JERSEY Reunion and encouraged them to carry through as they saw fit for they are there and it's their project. It will be placed in the new Sanitation Building which was made from the bricks of the old Armory. I believe each man who went through those doors and survived this long, will help in any way he can. Any donation you care to make can be sent to me and I can forward at the proper time. Make checks payable to: U.S.N. Armed Guard WM II and you can mark FOR: ARMED GUARD PLAQUE. We will take on these projects of the PLACES, one at a time, till we get one at Treasure Island, California, Algiers, Louisiana and one aboard the S.S. Jeremiah O'Brien and the S.S. John M. Brown. The Brooklyn plaque will have the wording of their choice with the EAGLE and the Motto of the East Coast, WE AIM-TO DELIVER.

I encourage all of you to send any changes of addresses and box numbers to me as soon as you get one. When you locate a "NEW OL' SALT", remember to get all the information possible, such as: 1. FULL NAME 2. WIFE NAME 3. STREET AND BOX # 4. CITY AND STATE 5. ZIP CODE 6. TELEPHONE CODE AND NUMBER 7. SHIP'S NAME AND ADDRESS 8. DATES ABOARD 9. LIST IF KNOWN DATE SUNK. For those who "DID NOT" receive REQUEST FORM 100 for you to fill out and send for your personal records in St. Louis, call your veteran's Administration and they will send you one. If you want to send for your ship's log, get two, or make a copy of the same. They have an 800 number and you earned a right to know. Also, if you never received your ribbons or medals, they are there to help you. I can not help you with this. If you were injured in service and you need a witness, I may be of help if I have someone from your ship listed. An example of this was recently when a shipmate of Brover Cleveland, Hefflin, Ga. (originally - Orla.) signed on. He is Laurence Hyder of McMinnville, Oregon and they served on the S.S. John R. Quigg 4/25/44-9/21/45. Hyder remembers Grover and is willing to sign an affidavit. I received a phone call from Grover to express his thanks!! It made my day!!

We prosper by helping one another. In the August 5, 1988 "POINTER", I put in a copy of the S.S. Mary Livermore and her tragedy. Leroy Derigo was a Merchant Seaman Oiler onboard and was killed. He was a shipmate of Cosby Newsom from Norwalk, Ca. who I have corresponded with over a period of time and one who I have great admiration for. He was saddened to know but called me to say thanks for letting the world know that his shipmates did not die in vain. As far as I know, these men were the last to be killed in action of the U.S.N. Armed Guard Crew and the Merchant Marines during World War II. Newsom also was aboard the S.S. Jeremiah O'Brien sailing in October and was thankful he had a chance to be aboard with our crew again. He has sent me Armed Guard names too.

"WANT TO KNOW IF WE HAVE LOCATED A SHIPMATE?" If so, just send a self addressed stamped envelope to Ralph Lucas, Jr., 1220 Hawthorne Road, Hanahan, S.C. 29405. He is disappointed that no more of you have written him. I send him a backup of all names and ships and he is waiting for you to do this. Only about 50 had written him out of the 5700 plus that we have. Many hours have been put into this and let's not let time slip us by. He has the free time and it relieves my burden. This only costs you a \$.25 going and \$.25 on the return. It is the best system so far and all we need is your cooperation if interested.

Any Armed Guard donation should be sent to the return address on the outside of the "POINTER" unless you are donating to a State Chapter, to Madelyn Rigg, our next year's hostess, or to the "LIBERTY SHIPS". I am only responsible to the money that I receive. I now have Armed Guard caps lettered: "U.S.N ARMED GUARD WW II" and one that reads: "U.S.N. ARMED GUARD WW II-MURHANSK RUN". They are \$7.00 each including postage. Bumper stickers and Eagle Decals are \$2.00 each.

I have been asked for you to contact your Congressman from your District for support of Bill H.R. 4987 introduced by Congresswoman Helen Delich Bentley of the 2nd District of Maryland. It is to release money to help support the S.S. John M. Brown Restoration. The S.S. Jeremiah O'Brien received \$800,000 from the same funds but has been cut out since then. I have called mine. Call Yours!!

REUNIONS IN THE MAKINGS:

1. The Florida "December 3rd Reunion" has been cancelled due to lack of enough to sign on by cutoff date according to Leo Gullage in Lakeland.
2. Destroyer Escort Sailor's Association Reunion, Sept., 1989 Charleston, S.C. Contacts: Edw.L. Lesniak, 8311 Osceola, Niles, IL. 60648 312-967-7655 or Don Glaser, DESA P.O.Box 31372 Orlando, FL. 32862-1572 407-290-3594
3. S.S. Jeremiah O'Brien sails May, 1989. Writes S.S. Jeremiah O'Brien, Ft. Mason Center, Bldg. A San Francisco, Ca. 94123-1382
4. Washington-Oregon State Mini-Reunion Billie and Dick Kohse, 2304 Lister Rd., Olympia, Wa. 98506 (206)456-1946 March 31 thru April 2nd, 1989 at the Tye

Hotel, 500 Tye Drive, Tumwater, Wa. 98502. This will be a "GIT-TO-GETHER" for finalizing the National Reunion June 21-25, 1989 in Seattle.

5. Pittsburgh, Pa. has a breakfast the 3rd Saturday of the month. Contact Jack and Sally Cross 119 Lyscom Dr., Coraopolis, Pa. 15108 412-264-8058. They are assisted by Hilary and Dot Makowski 416 Arabella St., Pittsburgh, Pa. 6. Ray and Norma Barba 1461 W. Kilburn St. Tucson, Az. 85705 plans a meeting in his area. Contact him for time and place.
7. Patrol Craft Sailors Assoc. are asked to contact Joseph F. Kallher, P.O.Box 232, Cambridge, N.Y. 12812-0232 (518) 677-3808 in San Diego, Ca. April 1, 1989. These are the PC, LCI, AM, AO, PCE, PCS, SC, VMS VB, VMS AND OTHER SMALL CRAFTS.
8. The South Carolina Crew should contact William and Joan Marlick, 260 Duail Walk Trail, Chapin, S.C. 29036 (803) 345-3531 for their next gathering.
9. The Michigan-Ohio-Indiana Mini Reunion will be held in Cincinnati, Ohio in the fall of 1989 and hosted by Bob and Dorothy Ober, 7115 Dunn Rd., Cincinnati, Ohio 45220 (513) 231-3181.
10. Breakfast at the Bar-B-Que Lodge #1 North Raleigh, N.C. the last Saturday of the month. Except when it falls on a Holiday Weekend like this year.
11. Tin Can Sailors, New Jersey State "BULLSESSION". April 1, 1989. Being Born on April Fool's Day. I'd advise you to check out! -CALJ The Chairman is: Ken Williams, 12 John St., Rockaway, N.J. 07866 1-(201) 627-5656
12. Carl Minder 1734 Pilgrim Ave., Mt. View, Ca. 94040 (415) 967-6493 has many events coming up on the West Coast and contact him for info.

It is with great pleasure to list these reunions along with our's for they too, are helping us as we help them in finding shipmates. This also gives you time to plan your agenda for the year. With this, I leave all of you with a wish of the best of "HEALTH AND HAPPINESS" and I wish each and everyone of you a very "MERRY CHRISTMAS" and "A HAPPY NEW YEAR".

Sincerely,

Charles A. Lloyd

Charles A. Lloyd, 1988-89 Chairman
U.S.N. Armed Guard WW II Veterans
3712 Partridge Lane
Raleigh, N.C. 27609-4126

Call between 8am & 10pm EST
Armed Guard Tel. (919) 876-5537

ARMED GUARD COMMANDER
S.S. SANTA ELISA

From: Ensign Gerhart S. Supplier, Jr. D-416, USNR
To: Vice Chief of Naval Operations, Washington, D.C. September 29, 1942
Via Port Director, New York
Subject: Report of voyage of S.S. Santa Elisa

1. Description of Ship: The S.S. Santa Elisa was built 1941 in Kearney, New Jersey. The ship was registered at Wilmington, Delaware and is owned by the Grace Line, Inc. The ship was a U.S. Army Transport, and used three Army radio operators. The Santa Elisa was 460' long with gross tonnage of 8,300 tons. It was powered by steam turbine engines, 6000 H.P., with single screw. The ship had a Merchant Marine crew of 53 men. When I boarded ship May 7, 1942 at Army Base, in South Brooklyn, New York, she was equipped with the following guns:

- 4- 20 mm Bofors anti-aircraft guns mounted amidships
- 2- 30 calibre Browning machine guns on after resistor house
- 1- 4 inch low angle deck gun mounted aft.

Captain V. Carmesco was Master of the vessel.

2. Chronology of events:

5/6/42: At the Armed Guard Receiving Station, So. Brooklyn, N.Y., I was assigned to S.S. Santa Elisa and the following Armed Guard Crew:

Parlier, Irwin Woodrow,	268-15-01, Cox., USN.
Hayden, Oliver,	342-44-29, A.S., USN
Hayes, Elmer,	634-13-10, A.S., USNR.
Heath, Kenneth Drville,	316-88-26, A.S., USN.
Hertbeck, Harold Edward,	287-42-03, A.S., USN.
Hess, James David,	276-95-09, A.S., USN.
Rill, Carl Evans,	316-88-28, A.S., USN.
Howard, Ma. Spear,	622-48-57, A.S., USNR.
Johnson, James Frederick,	622-13-01, S2/c, USNR. (Signalman)

5/7/42: At 1500 I reported aboard S.S. Santa Elisa to T.R. Thomson, Chief Mate, with my Armed Guard Crew. The Captain of the vessel was not aboard then but I met him the next day. Immediately after reporting, we took an inventory of various materials assigned to the Armed Guard and stowed away our gear. That afternoon, A.S. Heath was injured carrying a box. He received a deep cut on his left hand and was sent immediately to the Naval Hospital, Brooklyn, N.Y. A.S. Heath was substituted by Usery, James Oscar, A.S. USNR. On inspecting the armament of the ship, I saw that there was no provision for water drainage on the 4 inch gun deck, and that the door to the aft magazine on the main deck did not close properly. They were reported and before we sailed, were corrected. I also saw that the Navy gun crew had no life jackets; this was reported and they were provided before sailing. The Santa Elisa was being loaded with cargo, United States Army equipment including tanks, scout cars, trucks, jeeps and some food supplies.

5/12/42: At 1100 forty United States Army Troops and two United States Army Officers boarded the ship as passengers. At 1200 the ship left the Army Base dock headed down-stream and departed at 1400. At 1700 we picked up 16 boxes 20 mm ammunition at Graves End Bay. After receiving

ing the ammunition, the ship passed through Hell's Gate and we entered Cape Cod Canal.

5/13/42: At 1700 we anchored at Boston Harbor. While proceeding from New York to Boston, Captain Carmesco, who had just recovered from a serious illness, was examined by 1st. Lt. Nicholas Gabriel, MC, USA who suggested that the Captain was not in good enough physical condition to make the voyage. At Boston, Captain Carmesco went ashore where he notified the Grace Line authorities of his poor physical condition. The Grace Line authorities relieved him of his command, promoted T.R. Thomson to Captain of the vessel and sent aboard Mr. Carl England to be Chief Mate.

5/16/42: At 1700 we left our Boston anchorage, proceeded to open water alone, unescorted, to Halifax, Nova Scotia. Our ship was intended to go out earlier that day but we received warning that an enemy submarine was sighted outside the harbor. Naval aircraft flew to dispose of the submarine. On way to Halifax, we fired all guns and found them to be working satisfactorily.

5/18/42: At 0600 We anchored at Halifax, Nova Scotia, inner harbor. That morning D.E.M.S. authorities boarded the ship, inspected our armament and provided us with six smoke floats. On 5/23/42 I attended Convoy Conference with Captain Thomson and learned that our ship was to proceed in a thirty ship, nine knot convoy for Belfast, Northern Ireland.

5/24/42: At 1200 I left Halifax with other ships in convoy and proceeded into Atlantic Ocean. The escort vessels consisted of two Canadian Corvettes and two British Destroyers. All ships in the convoy were British except our's, one American and one Panamanian ship. We had five days of fog after leaving Halifax, one night almost collided with ship ahead. Immediately after getting under way, I stationed gun watch and proceeded to train the American soldiers in anti-aircraft gunnery. There were no enemy attacks in crossing, but we had a submarine scare day before anchoring in Belfast. At this time, the escort vessels dropped about 20 depth charges, and after landing in Belfast, I learned that they succeeded in sinking two German submarines.

6/5/42: At 2300 anchored Belfast, Northern Ireland harbor.

6/6/42: At 0800 tied up Belfast dock. There the troops were immediately discharged and our cargo was unloaded. I reported to Lt. Cochrane, Keene, U.S.M.L.O. Belfast, Northern, Ireland. While at Belfast, Navy gun crew and six of the ship's crew attended a D.E.M.S. gunnery course.

6/10/42: At 2000 I left Belfast docks and proceeded in small convoy with R.A.F. fighter protection overhead to Newport, Monmouthshire Basin. Our ship laid at Newport Basin forty-six days. During that time, cargo was loaded on board on two different occasions, and this same cargo was again discharged; our berth in the Basin was changed six times. D.E.M.S. officials and various other British Army and Naval Officials frequently boarded ship to inspect it thoroughly. Our Captain and other members of the crew could not ascertain their intentions until the Captain traveled to London where he learned that our ship had been turned over to a United Nations shipping pool, and we were to take on a cargo of British Army war stores. While at Newport, our armament was increased tremendously. We were provided the following additional armament from D.E.M.S.

1-Belars 40 mm anti-aircraft gun, was installed on a forward gun

Hi Charles:

Thanks to you and the Armed Guard Association, I have located a few of my old time shipmates!! From the Reunion Book, History Book and a few telephone calls, I located 3 buddies from New York. We met at a restaurant in Buffalo, New York recently and we had not seen each other in 45 years!! It was a great reunion!! They hope to go to the National Armed Guard Seattle Reunion in June. Please put their names in the computer

#5729 John Dolinic, 8 Hertel Av., Apt 1209 Buffalo, N.Y. 14207

#5729 Simon Eashak 117 Wellworth Place, Cheektawaga, N.Y. 14225

#5730 John Danahy 8157 Erie Road, Angola, N.Y. 14006

All three were on the China Mail from 1943 to 1944. Thanks again for your help.

Your Armed Guard Buddie

Charles J. Ebner

246 29th Street NW

Barbertown, Ohio 44203



Front Row L to R: Dolinic & Danahy

Back Row L to R: Ebner & Eashak



This bracelet was given by Ewing W. Hess of 105, Gould Avenue, Bedford, Ohio 44146 (216)232-2347 to Charles A. Lloyd, Chairman to go into U.S.N. Armed Guard Museum to be aboard the "LIBERTY SHIP" S.S. John W. Brown in Baltimore, Maryland. Hess served on the S.S. Moreac Moon 7/42-3/43, S.S. Florida 3/43- and the USS Bowditch (AG-54) 12/43-7/45

IN MEMORY
U.S.N. ARMED GUARD WORLD WAR TWO
FINAL VOYAGE

LAST NAME	FIRST	CITY	STATE	WIFE	YEAR
Adams	William	Townsend	Me	Win	88
Bottcher	Edmond Allard	Lincoln	Ne		77
Brady	Thomas S.	Laguna Hills	Ca	Alice	88
Buckridge	Harold C.	S.S. Brown Victory		killed in action	5/27/45
Carlson	Melvin G.	S.S. Brown Victory		killed in action	5/27/45
Caldwell	Herbert V.	Roach	Mo.		88
Cioccio	Vincent	Avenel	NJ	Barbara	86
Constantino	Anthony	Munson	Ma		86
Dailey	Lawrence W.	Lake Wales	Fl.		88
Davis	Earl	Brooklyn Park	Mn		85
Deyton	Elmer J.	Lolita	Tx	?	88
Dutton	Glen	Maquoketa	Ia	?	?
Faltsek	Les	San Diego	Ca	Edna	88
Flowers	Sherman H.	Irving	Tx	?	88
Frederick	Walter	Warren	Oh	?	?
Savitt	Edward P.	Dudahy	Ca	?	88
Golden	Robert "Musty"	Woodbridge	NJ	?	88
Grewald	Harold	New Braunfels	Tx	?	85
Guard	Evan	Las Vegas	Nv	?	88
Hacker	Walter	Roast	Ca.	?	?
Holechek	Boyd King	Jackson	Mn	?	?
Kangas	Robert	Fairport Harbor	Oh	?	?
Kilgore	James C.	Macon	Ga.	?	88
Kordich	Emil	Fairport Harbor	Oh	?	?
Hancock	Robert Paul	Hendersonville	NC	Joan	88
Kawasaki	Samuel	Gardner	Ma		86
Hirzel	Ray	Oklahoma City	Ok	Claudina	88
Ishoof	John	West Lake Village	Ca	Grace	88
Johnson	Howe V.	Redding	Ca	Olive	84
Levato	Nickolas	Pico Rivera	Ca	Josephine	88
McBride	Thomas	Monroe	Hi	?	88
McHugh	Michael	Indianapolis	In	?	88
Miles	Kappy	Tulsa	Ok	Elizabeth	88
Molnar	Robert	Fairport Harbor	Oh	?	?
Newbern	Henry Cecil	Cocoa	Fl.	S.S. Marcus Daly	44
Novak	Ed	Pittsburgh	Pa	?	88
Oliphanti	Donald	Lafayette	In	Louise	88
Paolillo	Anthony	Port Richey	Fl	Rose	88
Parks	Clarence	Springfield	Il	?	88
Peters	Raymond	S.S. Brown Victory		killed in action	5/27/45
Pitner	Eugene	Seattle	Wa		88
Quill	Gardner C.	Frederick	Md	Mary Alaa	88
Sisk	Robert G.	Max Meadows	Va.	?	88
Smith	Marvin	Matsonville	Ca	Pauline	?
Stevens	Neil C.	Athens	Hi	Marguerite	88
Thompson	William P.	Betty	Il	Betty	88
Vines	R.J.	Dumas	Tx		88
Vogelbacher	Gustav	Hewlett	NY	May	73
Walden	William G.	Westboro	Ma	Rita	88
Waldon	M. Joseph	Grafton	Ma		87
Walker	William R.	North Hollywood	Ca	Christine	88
Whiteley	Frank	Wagoner	Ok		88

The following were listed killed in action aboard the S.S. Mary A Livermore on April 10, 1945 from a Japanese suicide plane.

1945 addresses

Balish, Thomas Joseph SI/C 922-15-81 Address not known at this time
Kratz, Jerrold Bern SI/C 246-87-24 454 Locust Ave. Philadelphia, Pa.
Lookado, Hubert Franklin SI/C 971-30-73 Mooresville, N.C.
Malinowski, Richard John SI/C 759-01-52 1307 Calvert St., Baltimore, Md
Seven Merchant Seamen killed, Captain James A. Stewart, Troy J. Garner, Robert E. Blake, Leroy Berigo, Jack Schoener, Jack C. Montgomery and Charles M. Spencer. We have Henry J. Fournier, Toes River, N.J. listed who was aboard at the time.

LIST BEGINNING..... MAY 9TH, 1988 through November 4, 1988

Compiled for your information by:
Charles A. Lloyd 1988-89 Chairman
U.S.N. Armed Guard WW II Veterans
5712 Partridge Lane
Raleigh, N.C. 27609
919-876-5537

* Please inform me of any error *
* Notify me of any Deceased *

sunk by a British Destroyer. This evening, we had 3 more aircraft attacks.

Stuka dive bombers appeared for the first time. There were also Junkers in the air which dropped about 20 parachutes with aerial mines attached but no ship hit these mines. During this evening's attack, one destroyer was hit and damaged by bombs and two more merchant were sunk by dive bombers. With the last attack at nightfall was tremendous display of tracers from the gun fire of the ships. I noticed during these aircraft attacks, that it seemed as most of the bombers were aiming at our ship because bombs were falling uncomfortably close with some off them straddling the ship. I thought they were sighting on the black and yellow checkered deck of our R.A.F. crash boat cargo. At my suggestion, Chief Mate Englund instructed some of his deck hands to cover this launch with a tarpaulin and thereafter, our ship was not singled out.

8/12/42 We had several aircraft attacks throughout the day and did not leave action stations. Stuka dive bombers, Junkers 88's, Junkers 87's, Messerschmitts and Italian torpedo carrying planes took part in these engagements. At 1145, four Junkers 88's flew across our bow from port to starboard. Our Bofors commenced firing and hit one in the tail and it began smoking. One minute later, it crashed into the sea about five miles off our starboard quarter. At 1600, H.M.S. Victorious was hit on her flight deck by three bombs. Fire broke out on board enveloping the ship in smoke and flame. Most of the escort vessels stood by her while the merchant ships, two cruisers and a few destroyers proceeded on toward Malta. We learned later that this battle fleet had received word that the Italian fleet had left their bases in Italy to intercept the British fleet. Thus all escort vessels except the ones that had proceeded on with the merchant ships, turned towards Gibraltar to meet the Italian fleet. At this time, many people aboard my ship expressed sorrow that the large escort vessels had left us because it was evident that most of the protection we had was from fighter planes based on carriers. Our hopes rose upon learning that Spitfires from Malta were flying out to intercept the Axis bombers.

After the main body of the escort vessels had left, we were engaged again by enemy bombers and also attacked by submarines. At this time, the H.M.S. Manchester, a British Cruiser was hit and sunk by torpedoes. This day we saw the first appearance of Italian torpedo carrying planes. They approached the ships from a distance, coming in at nightfall, very low over the water. During one attack, I saw a dozen fly in on the port side skimming the water, but a barrage would cause them to turn off. I only saw one Italian torpedo plane manage to drop its torpedo. This was at a cruiser off our port bow and the torpedo missed apparently because he dropped it out of range. During one torpedo attack this evening, a plane which had turned off before dropping its torpedo, but which did come close to our ship, was fired upon by W. Hodgekies, (A.B.). He was stationed at a 20 Calibre Browning machine gun, port side aft. He hit the plane in the tail and it was smoking after it passed. At approximately 2000, one more freighter was sunk by dive bombers and a stick of bombs straddled our ship. The explosion drenched many people on board with water.

At 2100, was the most concentrated attack of all. Three more merchant ships were sunk by bombs. One ship astern of us was hit, exploded violently and it burst into flames. We thought this to be the other U.S. ship, the S.S. Elaira Lykes. On the other two ships which were sunk, there were only 5 survivors. During this attack, a Junkers 88 dropped a stick of bombs on us, again they straddled our ship. We shot down another enemy plane during this attack. The Second Mate Fred Larson, stationed at a 20mm Oerlikon gun amidships, shot a plane down at about 1000 yard range. It crashed into the sea on our starboard beam, about a ship's length off.

During this big engagement, all of the merchant ships and escort vessels spread out, by then nightfall had come. Suddenly a large merchant ship came

along our starboard side and it's Captain shouted over to us, "Steer course of 120 degrees!" This ship was proceeding about 5 knots faster than we, and then suddenly for no explainable reason, cut across our bow. We had to give "HARD LEFT RUDDER" and FULL SPEED AHEAD to avoid hitting her. Ten minutes later, another ship cut across our port bow and we again narrowly missed her. On both occasions, our gun crew forward, ran aft and we missed these ships by less than 25 feet.

We were proceeding on a course of about 090 and were abreast of Cape Bon about five miles to the south of us. A large beacon on Cape Bon was flashing on us revealing our ship in the sea. Also, there was a ship which had been torpedoed, flaming astern of us, lightening us up. At this time also, we could see large white flashes on the other side of Cape Bon., which we took to be shore batteries firing on the ships ahead. Earlier that evening, we received a message to be on the lookout for Italian "E" boats stationed around Cape Bon waiting for our convoy to pass. At that time, I went down into the chart room to look at our position. Soon afterwards, Captain Thomson and Cochrane, Beines entered the chart room. They decided to head west, out into the open sea, towards Pantelleria, instead of around Cape Bon and south as was our designated course. This would take us out of range of "E" boats and coastal batteries, but would take us into a mine field near Pantelleria. We decided to risk the mine fields instead of the others. I then went aft and mustered my Naval crew. I told them that some of the guns needed cleaning and repairing, and more ammunition to be brought out of the magazines. After that I went down in the after magazine and supervised the carrying of additional ammunition topside. Then I went to the forward gun position to inspect conditions there. I was told by Sgt. Jones that we had about 400 rounds of Bofors ammunition left and one of 20 mm Oerlikon guns wasn't working properly. After leaving there I went to the top bridge and supervised preparations including loading ammunition for action we knew we would receive at daybreak. I instructed my gunners to carefully inspect all the machine guns and make sure they were in operating condition.

Then I went down to the radio shack to smoke a cigarette. While there one of the British signal ratings, apparently on Cochrane's order, broke radio silence and made two attempts to get in contact with the cruiser guide ship for orders, but there was no answer.

Soon after that, one of our ship's engineers and two of my gunners came to me with one of the 20mm gun barrels. It had become overheated from firing and the spring lock had softened. It prevented the barrel from staying in a locked position when the gun was being fired. They reported to me that two other barrels were in a similar condition due to concentrated firing. I then instructed them to see if they could find a new spring or take a spring that would fit in the barrel. After that I inspected all the guns and gun positions again and saw that everything was in as good operating condition as was possible. I warned everyone stationed at guns to be on the lookout for "E" boats.

It was about 0330 August 13, 1942 at this time. I remained on the top bridge for a while, then about 0500 went down to the central communication system in the wheel house again to give a warning to keep a sharp lookout for "E" boats. Very shortly after that a lookout aft sighted the wake of some fast moving launch. The gun crew stationed there loaded four inch gun, but did not fire it at launch because the gun could not be depressed enough. At the same time lookouts stationed on the top bridge saw its wake and heard the roar of the launch's engines. The general alarm was sounded. Then we opened fire on it with our port 20 mm guns. It fired back at us with a machine gun but we continued firing at it until it stopped firing. During this action I saw a flash over No. 3 hatch. I called Chief Mate Englund's attention to it, and he said that it might be a fire and would send the ship's boatman to investigate. (Later on I learned that the flash was caused by an M.E. round

from one of our own guns which had hit the rigging). Then at about approximately 0505, there was a terrific flash and explosion forward. Instantly a large amount of water came up over the ship and into wheel house where I was standing. The ship took a starboard list of about twenty five degrees. I heard someone say, "We're hit, let's get off before she explodes". Everything was lit up and on fire. I glanced out of the wheel house window and saw coal bags which were stacked on No. 2 hatch burning fiercely. I didn't attempt to go out the starboard wing of wheel house because we had starboard list and water was still rushing in there, and I couldn't go out the port wing of the wheel house because flames blocked the passage. I followed helmsman T. Kirkwood, A.B. and J. Third mate Henry Logan out the alleyway from the wheel house and went to the port side of the boat deck. There was not any "abandon ship" signal on the general alarm, nor "abandon ship" on the ship's whistle given but I observed that the ship was burning fiercely, was listing to the starboard badly and No. 2 and No. 4 lifeboats were fully loaded and had been lowered half way down the ship's side. I then jumped into the aft end of No. 2 lifeboat. There was some difficulty being encountered in lowering the lifeboat because the davits had not been swung all the way out. Also because of the starboard list the boats were scraping the port side of the ship. Then I heard someone say, "Is the plug in? Can't find the plug." I handed my flash light to the 1st Asst. Engineer, J. Simpson, who was forward of me, to look after the plug. After a short while the aft end of the boat which I was in hit the water but the forward end was up at about a 30 degree angle and for some reason could not be lowered any more. I heard the order, "Release the falls", and attempted to release the aft fall, but had to force it loose with my 45 automatic. The forward fall was not released at this time. The overboard discharge was rapidly flooding the boat and with the help of some others I attempted to push the boat with an oar away from this flow of water. The boat wouldn't move and was being flooded. Then some people jumped out of that boat into No. 4 boat which had been successfully launched astern of us. I jumped out and attempted to reach No. 4 boat but could not lean far enough and fell into the water. The ship was still making slight headway. I drifted along the side of the ship and could see the propeller still slowly revolving ahead of me. There was burning gasoline in the water all around. I swam as hard as I could to avoid hitting the propeller and succeeded in missing it by about two feet. Then I drifted about 1000 yards astern of the ship and could see three lifeboats in the water moving away from where I was. I shouted as loud as I could and in about an hour's time, No. 4 lifeboat, which contained Captain Thomson, made its way toward the direction of my voice and picked me up. They next picked up three other survivors who were in the water, and after about forty-five minutes a British destroyer, H.M.S. Penn, came up and rescued all who were in the lifeboat.

All confidential and secret papers and codes went down with the my ship. After we were taken aboard this destroyer, about 0730, a wave of five bombers flew over. H.M.S. Penn circled about our sinking ship to fight off the dive bombers, but one bomb struck the ship at No. 5 hold and she went down by the stern, sinking in about seven minutes. Then this destroyer picked up other survivors in the water. After that our destroyer caught up with the rear of the remaining ships in the convoy. The end ship was an American built tanker, the British ship S. S. Disco. This tanker had been torpedoed the night before but was still capable of making about four knots. We stood by the tanker.

Soon there was another air attack and another merchant ship was hit, exploding violently. There were no survivors. With the next air attack, a bomb dropped through the tanker's engine room skylight disabling its engines. The tanker crew abandoned ship. After circling the tanker for another short period of time, fighting off another wave of bombers, the Captain of our destroyer decided he would take the tanker into tow and attempt to bring it to Malta. After dark, (night of August 13, 1942) a line was made fast from the destroyer to

the tanker and several unsuccessful attempts were made to tow her. Survivors on board the destroyer helped handle the tow line. This line parted once, the tanker's steering gear had been disabled, the load was too great for the destroyer but our destroyer still remained tied up to the tanker. The only other ship in sight was a destroyer circling a disabled merchant vessel about three miles distant. All through the night we attempted to tow the S.S. Disco in, in submarine and "E" boat inflated waters. (I learned that night from one of the Penn's officers that her submarine sound detection device was not operating).

Shortly after dawn, August 14 a British destroyer relieved the destroyer which was standing by the merchant ship. We secured a line to the stern of the tanker from our destroyer, while the destroyer which had been standing by the merchant ship secured a line to the bow of the tanker to make another attempt to tow her. By this method, the Captain of our destroyer thought that he would be able to steer the tanker. Some of the members of my gun crew including Coxswain Parker and SGT Hess, some of the tanker's gunners and some of the other survivors volunteered to go aboard this tanker, whose guns could still be manned. There were no aircraft attacks that day but we had action stations on several occasions. By this time Spitfires had flown out from Malta, which was approximately seventy miles distant, to intercept enemy bombers.

This method of towing the tanker was not satisfactory; lines were not holding and no headway was being made. That evening our destroyer and the other destroyer both made fast alongside the tanker, to try to tow her by this method. Some tugs had come out from Malta to aid in the towing. A line was made fast from the bow of the tanker to one old, side wheel tug. This method of towing was working more satisfactorily and the tanker and two destroyers were making more speed than the tug was capable of making. We were catching up with the tug and the tug could not release the tow line. Then the tug secured to the tow line swung around to the starboard side of the tanker, the side on which our destroyer was made fast. This tug was rapidly creeping around to our destroyer from the starboard side; for some reason the line could not be released. Suddenly the tug crashed into the aft end of our destroyer, breaking a hole twenty-five feet long, five feet high and one foot above the water line in the position of the destroyer's wardroom. Fortunately, we were able to see it approaching in time to move and no one was injured. After that the tug succeeded in releasing its line, then a large mine sweeper made fast to the bow of the tanker. We towed all that night. In addition to the ship's company aboard the Penn, there were survivors of our ship and a sunken British ship. Because the Penn's crew were at action stations continuously, we only had tinned beef and biscuits to eat. But naturally, we did not expect more and this ordeal would not have been as harrowing if we had had something to occupy our minds, instead of remaining huddled on the Penn's deck.

At 1000 August 15, 1942, we arrived Valletta, Malta harbor. As we passed into the harbor the people of Malta and gun crews stationed high up on its fortifications cheered the ships. A band played "God Save the King" and the "Star Spangled Banner". The crew and the officers of the Penn deserve special merit. They stayed in their action stations, gallantly defending the convoy and tanker continuously for over a week and at all times were calm and uncomplaining. We survivors were landed at the Naval Dock Yards at Malta and immediately taken into a cave where the Admiralty Offices and Workshops are located.

I saw to it that three of my gun crew, SGT Hayden, SGT Howard and SGT Usery, were given medical treatment for they had received burns about the face, arms and neck after our ship had been hit and they jumped over board in flaming gasoline. They had, of course, received first aid treatment on the destroyer, and in Malta they were sent to the 9th General Hospital for further treatment. (An R.N. medical officer reported to me that these men had received

second degree burns and would require hospitalization.) M. Powers, wiper, and Santos Colon, mess boy, of our ship had also received burns and were sent to 9th General Hospital at Malta. All who were on board the S.S. Santa Elisa were brought to Malta except: Dr. Taylor D.E.M.S., missing, Dr. Fairclough D.E.M.S., drowned and Twiford R.A.O.C., British Army, missing. 1/800. McLaughlin R.A., British Army was shot through the neck but will recover and Dr. O'Donohue, R.A., British Army was severely injured and not expected to recover. The latter two were also hospitalized in Malta.

We had not been on Malta twenty minutes when the island suffered another air raid. At Naval Dock Yards all survivors were given a change of clothes, allowed to bathe and ate a hot meal. At 1400 all of my ship's crew, except the U.S.A. radio operators and the Naval Armed Guard, were taken away to stay at hotels in Sliema, Malta. The first night on the island, we who remained at the Naval Dock Yards slept in a cave shelter.

Admitted British losses sustained by this convoy were as follows: H.M.S. Eagle, (aircraft carrier), R.N.S. Manchester, R.H.S. Cairn (Cruiser) H.M.S. Foresight (destroyer) sunk. I believe that one or two more destroyers were sunk, or severely damaged and one more cruiser was severely damaged. There were two British Naval oilers which refused destroyers in the Mediterranean Sea and I believe they were sunk. Five out of fourteen merchant ships arrived in Malta: S.S. Rochester Castle, S.S. Brisbane Star, S.S. Melbourne Star and S.S. Port Chalmers. The Ohio was towed in and the other four arrived under their own power; all of the five had been damaged by enemy action except the Melbourne Star.

8/16/42: The only thought in everyone's mind is how soon are we going to leave Malta. My Armed Guard crew and the three Army radio operators felt that they had been discriminated against because ship's crew were given the quarters in hotels and they were left to stay in uncomfortable quarters in this cave shelter. The Royal Naval authorities were debating as to how to dispose of us and I explained to them that we were part of the ship's crew and deserved the same kind of treatment as the others who had been sent to hotels. Therefore, this afternoon, they moved us to Tac H. Houses at Sliema where the rest of our ship's crew were staying.

8/18/42: Captain Thomson received sudden orders that we were all to report to the Customs House, Valletta, this afternoon at 1500 and would be allowed to leave Malta. When we arrived there we were told by the Captain of the Port that three destroyers would take all the survivors back to Gibraltar. We were not told that we would have to go, but we were told that it would be advisable that we go now or we might have to remain on Malta six months before there was other transportation out. All survivors left except Captain Thomson and Chief Engineer Melgaard, who were flown to Gibraltar five days later.

I insisted to the Captain of the Port that I did not wish to leave the island without three members of my gun crew who were in the hospital. He stated that they would be sent away when practical. Then I contacted Mr. M. Matthews, Director of the British Sailors Society, Malta, who stated that he would look out for these three members of my gun crew, and assured me that they would be sent back to United States as soon as possible.

At 1700 I boarded H.M.S. Penn with my gun crew and thirty-five others from our ship. The remainder of our ship's crew were put on another British destroyer that was to leave at the same time. At 1920, the three destroyers left Malta and proceeded to Gibraltar. We could only travel at 15 knots because one of the destroyers in this convoy was low on fuel oil and could not travel full speed. During the trip to Gibraltar we received no attacks but we were shadowed continuously by an Italian type seaplane with French markings.

8/21/42: At 0600 arrived Gibraltar. There we reported to Captain of the Port. The officers of our ship and myself were sent to the Rock Hotel, Gibraltar, and the rest were sent to hotels and rooming houses at Gibraltar. I reported to Comdr. K. P. O'Brien, US. U. S. N. O., Gibraltar. Comdr. O'Brien gave me orders dated August 20, 1942 to proceed with my gun crew "via first transportation the British Admiral in command of the Naval Forces at Gibraltar was able to furnish to the United Kingdom, and from the United Kingdom on the first available Government transportation to a port in the United States".

8/27/42: At 1030 I boarded S. S. Llanstephan Castle with my gun crew and other survivors. The S.S. Llanstephan Castle of the Union-Castle Mail Steamship line, Ltd. is a 15,000 ton British troopship built 1913.

8/28/42: We sailed from Gibraltar in convoy with twenty small size cargo ships and escort and anchored in Greenock, Scotland 9/9/42. On 9/10/42 boarded train at Glasgow, Scotland to Londonderry and plane to Bourch. There we were met and taken aboard the Queen Mary to the United States unescorted. Reported 9/20/42 to Comdr. M. J. Cookley, Armed Guard Center, South Brooklyn, N.Y. At that place I made our reports, saw to it that my crew were given clothing, paid and given leave.

THOSE WHO DESERVE SPECIAL MENTION

1. Parker, Cosmain, who after abandoning ship, managed to keep about twelve survivors in a small group in the water. On different occasions, he swam out and brought struggling survivors to the group. He made a small raft from pieces of driftwood lashed together with his belt, to which survivors could hold. When rescued and taken aboard the destroyer, Com. Parker was the first to volunteer to aid with the ammunition even though he had taken his wet clothes off and had to be carried to his post over the hot deck. When our destroyer was standing by the disabled Tanker S.S. Ohio, Parker volunteered to go aboard the Ohio and man its anti-aircraft guns.

2. Hess, S2/C who after abandoning ship, swam out in the darkness toward a voice crying for help, and rescued Santos Colon, mess boy, who could not swim and was severely burned. S2/C Hess carried Colon to Parker's group. S2/C Hess also volunteered to go aboard the Ohio and man its anti-aircraft guns.

3. Wipers Callahan and Powers displayed exceptional gallantry and effort in helping handle ammunition and running guns forward.

4. Chief Engineer Melgaard remained in the engine room continuously after ship entered the Mediterranean Sea. He displayed exceptional foresight in keeping two engineers on watch at all time. When the ship was struck by a torpedo, Chief Engr. Melgaard stopped the engines on his own initiative and did not leave the engine room till the last man left.

5. Sgt. Jones exercised cool seamanship and gallantry in pointing Bofors gun and supervising at the forward gun position. Sgt. Jones also volunteered to go aboard the Ohio and man its anti-aircraft guns.

Officers and crew of the S.S. Santa Elisa

There was no panic or hysteria on board while our ship was being attacked and when we abandoned ship. All Officers and crew were at their battle stations and made a gallant effort to defend the ship. While under way, everyone had their work to do and things ran smoothly. But lying at Newport Forty-six days and the idleness after we had been torpedoed led to dissatisfaction, criticism of others and drunkenness. Captain T.R. Thomson Master of the vessel, proved

himself a skillful handler and seaman. He showed good judgement in times of emergency. The man, about 35 years of age and this, being his first voyage as Master, possibly accounted for his lack of aggression, dignity and domination on certain occasions.

Respectfully submitted
Gerhart S. Suppiger, Jr.

===== 11/12/88 =====

This report on this Voyage is a Tribute to the Officer who kept such accurate, up-to-date records of an Historical time in History of the INFAMOUS CONVOYS to Malta when people needed assistance and to the brave men who went there with the supplies and laid their lives on the line to help those in distress and those who were destitute.

This Voyage report is documented among the records of the Naval Archives in Washington, D.C. and is no longer listed as "CONFIDENTIAL." It was slightly altered and re-written to save space in the "POINTER" Charles A. Lloyd

===== Gerhart S. Suppiger, Jr., 31 Oak Knoll, Belleville, Illinois is a member of the Malta Convoys Association =====



TEAR OFF HERE AND MAIL RIGHT AWAY

THE U.S.N. ARMED GUARD WW II VETERANS SALUTES ALVIN J. SNIFF, RETIRED SENIOR MASTER GUNNER'S MATE

Alvin J. Sniff was born in New Orleans, Louisiana on March 25, 1925 and on the 12th of December, 1942, he enlisted into the U.S. Navy and was sent to San Diego California for "Boot Training", upon completion of boot camp, he was selected for Gunners Mate "A" School and graduated. He was sent to Armed Guard Center in San Francisco, California on July of 1943. On November 11, 1943, he was assigned to the "LIBERTY SHIP", S.S. Teasdale and for a voyage to the South Pacific for 6 long months before returning for 30 days leave and the same ship out for 5 more long months before returning to the West Coast.

After being promoted to BM2/c, he was assigned to the S.S. Hood, a T-2 Tanker and on January 5, 1945, they left the States again for a 11 months journey all around the world with many stops in between. His last port of call overseas in the Armed Guard service was at Okinawa, just in time for the infamous Typhoon of 1945. On January 16, 1946, Al was discharged at "NOLA" and joined the Naval Reserve. In 1948, Alvin married Marie and they have two girls and a boy.

Sniff was called to active service for 14 month during the Korean War and was advanced to the rank of BM2/c and in April, 1958 Alvin was promoted to Chief Gunners Mate. In August of 1961, Al was again called back into active duty during the Cuban Crisis for one year and it was at that time, he shipped over to the regular Navy and served at various shore duty stations and the following ships: USS Woodson (DE-359), USS Turner (DD-834), USS Bellin (DLG-26), USS Albany (CG-10), USS Puget Sound (AO-38). Al remained in service until he was forced to retire as of July 1, 1968, a total of 45 years. He was the last Armed Guard WW II Veteran to leave the service. A Retirement Ceremony was held on June 17, 1988 at which time he was "PIPED OVER THE SIDE" of the Battleship Wisconsin. (BB 64)

In behalf of your Armed Guard Shipmates of World War II, Alvin Sniff, Retired, we are proud of your service in the Armed Guard and the time you served over the years since. We wish you and Marie many years of Health and Happiness. Be proud of your service to your country for we know it was people like you that has kept the enemy from our shores.

The U.S.N. Armed Guard WW II Veterans



Al and Marie Sniff bids Farewell with a salute from his shipmates

Alvin Sniff-1943

Name _____ Wife/Friend _____

Address _____

City _____ State _____ Phone _____

No. Attending _____

Wednesday, June 21, 1989. Longacre Race Track. \$29.00 per person _____

Thursday, June 22, 1989. Victoria, B.C. Cruise. \$60.00 per person _____

Friday, June 23, 1989. A.M. Emerald City Tour. \$14.00 per person _____

Friday, June 23, 1989. P.M. Indian Salmon Dinner. \$32.00 per person _____

Saturday, June 24, 1989. Banquet (Chicken, Seattle) \$25.00 per person _____

Sunday, June 25, 1989. Brunch. \$13.00 per person _____

Total _____

Amount Enclosed _____ Check Number _____

Your cancelled check will be your receipt. Bring it with you to uphold the fact that you have already paid. Dismissal will be right after the brunch on Sunday morning and BON VOYAGE until CHICAGO 1990!

Tear off and mail to : Madelen R. Rigg, 1623 S.W. 166th, Seattle, WA 98166, Telephone 1-206-242-9293

No.



Miss C. Smith & family
1312 16th Pl. SW
Birmingham, 7,
Alabama

To: M. Smith & Co.
(Sender's Name)
To: Armed Guard
(Sender's Address)
Treasure Isle,
San Francisco, Calif.
(Date) 12/24/42



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A SAIL INTO THE PAST
by P.J.Dovle
Addr. Judge (Ret.)

One could almost sense the nostalgia and the anticipation when the huffing togs assisted the "Liberty Ship", the S.S. Jeremiah O'Brien, away from her home berth at Pier 3, Fort Mason Center, San Francisco, Ca., that Saturday morning, on October 15, 1988. Soon the O'Brien would slip into the misty waters of San Francisco Bay to join in the celebration of FLEET WEEK.

Aboard were over 700 former members of the U.S.-Armed Guard, their families and friends. Now well organized on a National basis, it was these very men of the Armed Guard who so valiantly and effectively protected the Merchant Marine and their cargo throughout the perilous days of World War II. This day, they were to pay tribute to their "BROTHERS" and those "Mariners" who never made the last voyage home.

The O'Brien, with engines humming and all flags flying, was in "TOP BROOM" condition - thanks to the thousands of volunteer hours of labor and love expended on her since she was first rescued from the ad-hoc fleet in 1979; saved from the scrap-iron fate which befell many of her 2710 sister ships. Now she will remain alone as America's last unaltered Liberty ship. All of which seemed most appropriate in view of her combat record since first being launched in mid-1943 at South Portland, Maine. Aside from many convoy trips in the Atlantic, the O'Brien survived eleven shuttle trips during the invasion of Normandy.

She wallowed only slightly when crossing the currents outside the Golden Gate Bridge. There, with due solemnity and a broadcast prayer, a wreath was cast upon the silent seas - in memory of those who never returned; and, on this particular occasion, in memory of the recent passing of her first skipper-Merchant Marine Captain Oscar Southard and Armed Guard - John J. Lehot.

Then, seemingly with a sense of pride, the O'Brien steamed to her pre-assigned station on line with the incoming Navy "FRODO" of SHIPS. Ships which looked large and formidable through the foggy shroud - hardly the least of which was the Aircraft Carrier, the USS Ranger. And, had one not known better, it seemed as if the O'Brien was happy to see these and proud to be among them.

Back under the Golden Gate Bridge and into the Bay, this cargo ship, whose valued contributions once seemed so much-taken-for-granted, received a tumultuous ovation (as did all the ships in the line) from the thousands of small craft which formed a miles-long corridor. And, even after the "FRODO" had concluded, the O'Brien received yet another surprise; this time from the whistles, waves and cheers of the hundreds of shore-bound sailors lining the flight deck of the U.S.S. Ranger.

Many hours later, around 1500 hours - and after an extended and most enjoyable trip throughout the Bay, with good food and superb companionship, the O'Brien returned to dockside from her sail - however brief - into the past. Once berthed, she seemed a ship aglow with justifiable pride. And somehow, at that moment, it was not difficult to imagine her namesake, "JEREMIAH O'BRIEN" - who defeated the British Schooner, the "HMS GAMBETTA", in the first-ever U.S. Naval Battle in the spring of 1775 was sailing somewhere - from one broad beam to the other.

PJ

=====

This letter was written to Carl Kinder, Host for the Voyage of October 15, 1988 which is added: Carl: Hope you like the write-up. It really was a good and most worthy trip. "PJ" (P.S. Are you growing larger or am I growing smaller?)

=====

In behalf of all the Armed Guard everywhere, we thank you both. - C.A.LLOTT

October 19th, 1988

Dear Carl, Thelma and Chris,

I want to thank you for a most enjoyable week-end. You knowingly and unknowingly, provided the perfect week-end.

GLAMOUR

ANXIETY

INTRIGUE

SUSPENSE

UNCERTAINTY

PAIN

DELIGHT

HUNGRY

WORTH

JOY

SORROW

KNOWLEDGE

FELLOWSHIP

PRIDE

LOVE

-FRISCO IT'S SELF
-FRISCO IT'S SELF
-WILL "ME" MAKE IT TO THE SHIP ON TIME-
-THAT'S SAYING IF THE CABBIE EVER FINDS THE SHIP
-WILL NOW HAVE TO PAY THE \$32.00 CAB FARE- IF HE FINDS
THE SHIP? I KNOW SHE MIGHT- I'D JUST HER ARM FIRST!
-WILL WE GET LUNCH -SINCE WE MISSED BREAKFAST
-THEY NEVER DID GET THE COFFEE MADE. FOR ME THAT'S
A PAIN!!!
-ONE OF THE CREW MEMBER'S SAW MY DISTRESS AND SHOWED ME
THE LOCATION OF THE CREW'S COFFEE POT.
-THE LOOK ON THE CREW MEMBER'S FACE WHEN HE DISCOVERED
ALL THE COFFEE WAS GONE- I MADE ANOTHER POT.
-THE ENGINE ROOM, AND ALSO,
-THE GROUP-IT'S SELF.
-A TRIP ON A SHIP JUST LIKE MY DAD WAS ON.
-OH, THE "STORIES" DAD WOULD HAVE TOLD, HAD HE
BEEN THERE WITH US.
-THE NAVIGATOR TOOK ME TO THE CHART ROOM AND I LEARNED
A SHIDONON ABOUT NAVIGATION. I WAS IMPRESSED.
-AS A "GROUP" - THE UNITED STATES ARMED GUARDS ARE A
GREAT PEOPLE. I KNOW THAT-
MY DAD WAS ONE!!!!
-WHEN MY MOM WAS ON THE PODIUM AND GAVE HER SPEECH,
SHE WAS GROWN ALOT.
-ALOT OF IT THIS WEEK-END.

THANK YOU SO MUCH,

SINCERELY,

Engel Spillman

*(Madelen Liggett favorite
oldest daughter)*

position with which the ship was equipped before leaving R.Y.
2-20 mm anti-aircraft guns were placed on this forward gun position
after it had been enlarged.

2-30 calibre twin anti-aircraft guns were mounted on the forward
resistor house.

4 P.A.C. projectors were installed on the top bridge.

2 Depth charges chutes and rigs were installed aft.

3-300 lb. depth charges and fittings were provided.

(a). Bombs were installed in the engine room, with which
to scuttle the ship if necessary.

(b). Extra ready ammunition lockers were installed at all
the gun positions.

5-Additional sack floats were provided.

The D.E.M.S. also provided us with the following materials:

3000 rounds 20mm ammunition.

6000 rounds 30 calibre ammunition.

5 rounds 4 inch strapless ammunition.

100 rounds .303 rifle ammunition.

16 snowflake rockets.

8 P.A.C. cables and rockets.

1000 rounds 40 mm ammunition.

At my insistence, our 30 calibre Browning machine guns which were mounted at
unhappy position on the after resistor house, were moved to new gun positions
on each side of the 4" gun. The 4" gun was bore sighted and equipped with de-
pression and training stops. While at Newport, I sent my gun crew to another
D.E.M.S. anti-aircraft gunnery school, and also succeeded getting thirty of
the ship's crew to attend this gunnery school. On 7/25/42, the following men
were provided by the D.E.M.S. as additional gunners:

Lt. Jones, A.C.; Lt. Crosse, V.; Br. Hughes; Br. Isard; Br. Harting
Br. West; Br. Hendy; Br. Cates; Br. Fairclough and Br. Taylor.

The first six men were members of the Anti-aircraft Maritime Regiment, British
Army and the last four were D.E.M.S. Deep Sea Teams. Our cargo loaded at New-
port was as follows: 81 Hold-100 Octane Aviation Gasoline, 42, 43, 44 Hold-
ammunition, explosives, war stores, and some food supplies and the 45 hold
contained Kerosene.

7/27/42: At 2200 we left Newport Basin. Our sailing date had been post-
poned several times for reasons unknown to us, but the last time sailing date
was postponed was because an American ship, the S.S. Henry R. Mallory, had
crashed into the Lock Gate leading to Newport Basin. This gate had to be re-
paired before the Mallory could be brought in and our ship let out. At 2300
we anchored at Barry Roads in the Bristol Channel. Soon thereafter, a D.E.M.S.
officer came aboard to test our guns. This man found them to work satisfac-
torily, but upon examining the 20 mm which we obtained at Newport, he found it was
of the wrong type. We were given U.S. tracer 20 mm and British 8.E.20 mm ammu-
nition and the officer told me that these two types of ammunition could
not be mixed because the British ammo caused the gun to recoil less than the
American ammo, thus causing stoppage.

7/29/42: At 0500 we sailed Barry Roads proceedings out of the Bristol
Channel, and headed North into the Irish Sea. There, we joined small convoy of
merchant ships, escorted by British "Sloops".

7/31/42: At 2100 ship anchored at Greenock, Scotland inner harbor.

8/1/42: A D.E.M.S. official boarded our ship to inspect the armament.
I informed him of ammunition difficulty and reported that we needed new

ammunition. He stated that he would provide with it before sailing. At 1500
I proceeded to shore to report to Lt. CROON, Roswell Miller, USNR, U.S.N.L.G.
at Greenock, Scotland.

8/2/42: At 1900 A lighter came alongside our ship and unloaded 500
rounds of 40 mm, 6000 rounds of 30 Cal., and 3000 rounds of 20mm ammunition.
The 20 mm ammunition was of the same type that we had been provided in Newport
but it was too late to change so I accepted it as it was. Shortly afterwards,
Captain Thomson returned from convoy conference. He called me in his cabin and
showed me a pamphlet classified as "SECRET". The heading was "MILITARY COMMO".
That was the first that anyone on board our ship knew of going to Malta. Cap-
tain Thomson reported to me that a British Admiral addressed the Conference
with the following words: "It is our unbounded pleasure to come to the aid of
the people of Malta". An R.A.F. crash boat and a landing barge were loaded as
deck cargo at Greenock. These additional passengers embarked:

Lt. Comdr. Raines, Rn. Naval Observer

Lt. Smith, RMNR, S.T.O.

1 Naval landing barge tender

1 British Army medical orderly

4 RN. Signal ratings

9 6802 ratings, Br. Army

6 RN. rating Army

At 2000 sailed Greenock, Scotland and joined convoy. Convoy was made up of the
following vessels:

12 cargo ships

2 tankers

2 Battleships, H.M.S. Rodney and H.M.S. Nelson

5 Aircraft Carriers, H.M.S. Argus, H.M.S. Eagle, H.M.S. Furious,

H.M.S. Indomitable and H.M.S. Victorious

8 Cruisers

20 to 30 Destroyers

7 screen of British submarines.

The merchant ships and the escort vessels of the convoy were all British with
the exception of our ship and another American ship, the S.S. Elmira Lykes
with a U.S.N. Armed Guard crew aboard. This convoy sailed around the Northern
Coast of Ireland, heading out into the Atlantic Ocean, West, at about three
hundred miles, then proceeded Southward. During our passage, the convoy pre-
sented various types of battle maneuvers. Fighter planes flew off at frequent
intervals from the carriers in patrol and on one occasion, all the planes
dived and flew past the merchant ships for identification purposes and to give
us practice in sighting with our anti-aircraft guns.

8/10/42: At 0200 we passed through the Straits of Gibraltar and enter-
ed the Mediterranean Sea.

8/11/42: At 0900 had our first aircraft attack consisting of 5 Junkers
88's, and at 0920 an attack by 7 Junkers 88's. (The statistics which I quote
hereafter were taken from the official log of the H.M.S. Penn, a British des-
troyer, which was part of the escort fleet and which rescued me after my ship
was sunk.) At this time one cargo ship was sunk by bombs. At 1030 the H.M.S.
Eagle was hit by three torpedoes. She sank in seven minutes and I learned later
that 900 of her crew were rescued. A few of her planes were in the air at
the time, but most of the which was on the flight deck, slid off into the sea
when the ship listed before going down. We remained at our stations two hours
but there were no more sub attacks then. I later learned that several Axis
submarines were lying in wait for the convoy. A German sub which aided in the
sinking of the H.M.S. Eagle was sunk by depth charges from a British Destroy-
er, and an Italian sub that aided in the sinking of the Eagle was rammed and

Charles A. Lloyd
5712 Partridge Lane
Raleigh, N.C. 27609

September 20, 1988

Dear Charlie:

Saw your letter in the DMV Magazine about the "ARMED GUARD 6466". I had quite a bit to do with the Armed Guard during the war. My unit stood Anti-Submarine Patrol during the worst times in the "Eastern Sea Frontier." Also, escorted the convoys and I can tell you that it was the last place you'd want to be under the circumstances. I saw all too many ships go down and the crews never had a chance. Many a Merchant Seaman we saved from drowning, floating to death or being eaten by sharks. Most of the Armed Guards we brought aboard were dead ones. All of these were young boys.

On one occasion, a ship was loaded with ammo and it was rained by a tanker. All persons on the ammo ship were killed and all the crew from the tanker were lost except the Merchant Seaman in the engine room and the Armed Guard Officer, who was on the bridge and he was horribly burned. We were a little over a mile from the blast and the sky lit up so that we could read a newspaper on deck but we never heard the noise or felt the concussion. It went right over us!!

We later went aboard the tanker while it was still burning to see if we could find anyone else aboard but the only ones we could see were some bodies that would glow like embers when a flame would sort of rise at times. They were on the "CATALANES". A few days later, we were running foam to see if we could save the ship and as we were casting off, the Armed Guard Officer was being escorted soon to the pier. They sent him out to see if he could salvage the 3" gun. We told him to lay down on the pier and we would let him know the status of the gun. He wouldn't have any part of that so we took him out but would not let him climb the "JACOBS LADDER" to board a burning tanker. We threw the 3"50 ammo we could find overboard but couldn't do anything with the 20 mm that was going off all over the place. That Officer was bandaged like a "mummy" and he fainted on us going back in for more foam. That was only "ONE" of the many times during these trying times that will remain with us forever.

Three years later, we were relieved of that duty as we were sent to New York for new orders and our crew were put on into a Unit that was formed and called "PTC FLORILLA ONE" and sent to the South West Pacific and was known as "Advance Base Defense Force, 7th Fleet Philippines Sea Frontier, or "ABDF". We were then loaded on a Victory Ship and the Armed Guard aboard were taken off and we then became the "ARMED GUARD" with four of our units lashed on deck. This gave us quite an "Anti-aircraft" screen as we had 20 mm of our units available too.

We "ARMED GUARD" throughout the Pacific and was under the jurisdiction of the U.S.Navy for four years and what they did to us can't be put into words!! The war for us did not end when they said it did and we were there until June, 1946 trying to end it. The "SAGA" of that Flotilla and duty is a story in itself. Our thirty units were turned over to the Philippine Government to form the nucleus of their Navy. Can you believe that!!

We homeported at the Little Creek Frontier Base when we were in the Atlantic. I hope you accept me into your group and I also hope that you have something to hang over my desk, identifying the group. Quite a gang of young men and they were so young. I'll never understand why everyone thinks the Coast Guardsmen spent World War II digging clams at Long Island.

Sincerely

Charles Lloyd
U.S.Navy Armed Guard MM II

October 26, 1988

Dear Charlie:

I was very happy to hear from you concerning the letter that I had written to you regarding the Armed Guard. I must be the only Coast Guard member that you have listed. Actually, the Coast Guard was integrated into the Navy, back in 1941 but very few people know that fact. If you want some strange reading for the "PIONEER", I can give you quite a bit.

We ran out of "Little Creek Section Base" before it's name was changed to the "Frontier Base." We never were in long enough for me to know much about the base. The Armed Guard trainees were about 10 to 20 men at the time and looked no older than 20 years of age. (a few, lol)

For instance, did you know that there were 350 Navy Ships manned by the Coast Guard during MM II? Also, 250 Army Ships, 76 LSTs, 30 Destroyer Escorts, 75 Frigates and a Flotilla of LCIs. I can tell you a story of an Armed Guard Crew who lost all it's men except the Officer and he wasn't worth anything after his experience. You wouldn't believe the absolutely coldness to that man by the our Navy. It is a story never been told. I can only hope the man has survived but we would not let him do what he had orders to do as he was physically or mentally able to do it, so our Coast Guard covered for him and sent him to a hospital where he belonged in the first place. I have never forgotten that man's face, wrapped in bandages, standing on our deck crying and I openly admit that I cried for him.

Many Armed Guard Men were rescued and many Armed Guard bodies were in for a decent burial. I always thought there was never nothing colder than a body that was floating in the Sea, uncoffined, unknown, and it left me cold inside to see those bodies on our deck, not knowing where they came from; one never forgets those memories and we were all so young.

I served on AGM Patrol and Escort of convoys from 3/7/42 till early 1945. Then, a Victory ship with Units of USOS PTC Flotilla One ABDF, Southwest Pacific to Larkle Gulf and to 14 Islands until eight months after the war ended. It was the first time I had taken a good breath for 4 1/2 years. I came out with 1 Purple Heart documented and one undocumented. Please send me anything you have on your group. I thank you for what I have received. Yeah! We really "ARMED GUARDS" for a 11,000 mile or more journey and we almost shot down one of our own planes and that poor guy never knew how close he came!! AM!! MEMORIES!! AND I REPEAT!! WE WERE ALL SO YOUNG!! In comradeship and "HANGING IN THERE!!!"

Tony Stolze, 35 Grandon St., Melville, N.Y. 11747 516-423-6392

Dear Crew: I reprinted this as a story, recognizing the U.S. Coast Guard for it's heroic service to their country and to their fellow man during World War II and to show that you don't have to be hit with a bullet to leave a scar that lasts forever. In behalf of the U.S. Navy Armed Guard Veterans, we salute you and your outfit, Tony!! (CPL)

This is to remind all the "ARMED GUARD of WWI and WW II Of the 8th ANNUAL REUNION to be held in SEATTLE, WASHINGTON, JUNE 21-25, 1989 at the RED LION INN, SEA TAC, 18740 Pacific Highway South is "ONLY 7 MONTHS AWAY". The "TOLL FREE" number is 1-800-547-8010, and the Direct Line is 1-206-246-8600 for your convenience. "BE SURE TO TELL THEM YOU ARE WITH THE ARMED GUARD" and "ASK FOR A CONFIRMATION"!!! The RED LION has "500 ROOMS RESERVED" for us. The rate is \$60.00 a night. Also, bring your "AARP CARD" for 10 per cent discount in their "COFFEE SHOP". This HOPEFULLY will be the best attended Reunion yet with over 5000 on the mailing list and C.A. Lloyd informs me, "THE LIST GROWS, Y'ALL"!

"ANOTHER IMPORTANT ITEM"

"FOR THOSE FLYING IN"

Upon arriving at "SEA TAC AIRPORT", and "AFTER YOU HAVE CLAIMED YOUR LUGGAGE", the RED LION INN WILL PICK YOU UP, IF you go in the vicinity of the car rentals and use "TELEPHONE # 1".

If you are driving, there will be no charge for parking at the Red Lion parking lot. Recreational vehicles can use the Red Lion's parking facilities but NOT FOR LIVING PURPOSES. Campers and motor homes can go to the KOA campground (5801 S. 212th, Kent, WA 98032—telephone 206-872-8652) which is about 4 miles away. We would suggest you contact them as soon as possible because they fill up real fast.

"DECISIONS!!" "DECISIONS!!" Which events are you going to select? ONE OR ALL? The events are listed below:

AN EVENING AT THE RACETRACK —

- Roundtrip motorcoach transportation from your hotel
- Club House admission
- Reserved group seating in the Paddock Club
- A complete Prime Rib buffet dinner
- A race named in honor of your group
- Program recognition
- First-timer's kit

Paddock Club will only hold a maximum of 450. So those of you who are interested send your money in first.

VICTORIA, B.C. CRUISE —THIS IS AN ALL DAY TRIP! Sailing time will be early morning. There will be a "brunch" on the ship with plenty time to SWAP TALES!! Places to see in VICTORIA, and all sights are in walking distance, except the "Bushardt Gardens." 1. CRYSTAL PLACE. 2. Wax Museum 3. Bchart Gardens On the return trip, there will be a "Buffet Dinner".

DELUXE EMERALD CITY TOUR—Historical and modern architecture exist side-by-side in Seattle and you will see it all on this tour, from towering SKYSCRAPERS to carefully preserved buildings of brick. We will travel down FIFTH AVENUE to the Historical Pioneer Square and Pike Place Market. You will see the University of Washington Campus, the Arboretum (Seattle's Premier Park for Floral Display), and the beautiful waterfront homes along Lake Washington Blvd. Our next stop is the Hiram Chittenden Locks. The Locks separate saltwater Puget Sound from fresh water Lake Washington. It is a fascinating viewing destination at any time of year, complete with stops at lookout points where the views of Puget Sound and Seattle stretch as far as the eye can see. You'll love it!!

TILlicum VILLAGE— SALMON DINNER— After a short cruise, you arrive at Tillicum Village on Blake Island where you will be greeted with steamed clam and nectar. Buffet of Aldersmoked Salmon and Indian Bread is the main course, plus dessert. A live show of native Northwest Indian Dancers will acquaint you with their ancient culture as they interpret traditional folklore through a series of costume dancers. After the show, you can walk along the nature trails on Blake Island. The island itself is the birthplace of Chief Sealth, name slightly changed, was chosen to mark a little pioneering town founded in the 1800's known as Seattle. Even if you don't, or can't take the planned events, come and relax and enjoy the company of your Armed Guard shipmates and maybe find one of your shipmates that you haven't seen in a FEW years. Write to Ralph Lucas as listed elsewhere in this "POINTER", get that "BUDDIE" to come join in the fun!! We will have a real treat for you on Saturday night with DOUG DUBBER, from Montana who will be there to give us a "LITTLE MINI-GRAND OL' OPRY". You don't want to miss "Minnie Pearl's" boyfriend, do you? He's also the Farragut BOOT CAMP organizer.

If there are any questions, you can contact me, Madelen Rigg, your Host, on my U.S.N. ARMED GUARD Tel. NO. 1-206-242-9293, especially installed for this 1989 National Armed Guard Reunion to serve you OL'SALTS and Ladies.

God Bless and keep all of you till we meet in 1989. "HAPPY HOLIDAYS TO ALL".

Sincerely

Madelen Rigg
1623 S.W. 166th
Seattle, WA 98166
1-206-242-9293



U. S. NAVY ARMED GUARD WW II VETERANS

WILL HOLD THEIR ANNUAL MINI REUNION IN EL PASO, TEXAS AT THE RODEWAY INN, 6201 GATEWAY WEST, MAY 4, 5, 6, 7, 1989. A LOT OF TIME, WORK, TELEPHONE CALLS, LETTER WRITING, EFFORT AND MONEY IS BEING PUT INTO THIS REUNION BY THE EL PASO ARMED GUARD CHAPTER REUNION COMMITTEE. ALL WE ASK OF YOU IS A LITTLE COOPERATION TO HELP US PUT THIS REUNION TOGETHER. ALL ROOMS ARE 30 DOLLARS A NIGHT, SINGLE/DOUBLE AND THE PRICE REMAINS IN EFFECT FOR THOSE THAT WANT TO COME OR STAY TWO DAYS BEFORE OR AFTER REUNION. ENCLOSED IS A REGISTRATION CARD FROM RODEWAY INN THAT MUST BE MAILED BACK FOR RESERVATION AND DON'T FORGET TO LET THEM KNOW THAT YOU ARE WITH THE U. S. NAVY ARMED GUARD. FOR MORE INFORMATION CONTACT HERB NORCH, 74 SUTTON PLACE, EL PASO, TEXAS 79912. (915) 581-1553.

WELL, WE DID OUR JOB, THE REST IS UP TO YOU. YOU DON'T NEED TO GIVE US ANY REASON FOR NOT COMING TO THE REUNION. BUT AT LEAST LET US KNOW THAT YOU ARE ALIVE AND WELL. ONE THING THAT IS IMPORTANT, WE MUSTN'T FORGET THAT OUR SHIPMATES WIDOWS ARE MORE THAN WELCOME TO COME TO THE REUNION AND BE PART OF THE FAMILY, THAT'S WHAT THE ARMED GUARD WAS ALL ABOUT IN WW II. . . AN ANNOUNCEMENT WILL BE IN THE ARMED GUARD NEWSLETTER, DAV, VFW, AMERICAN LEGION AND OTHER MAGAZINES.

RODEWAY INN

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- ☐ 1 Bedroom—King or twin double

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NOTE: Arrivals after 6 P.M. must be prepaid
(1 night in advance incl. tax)

Please State Number of Nights _____

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Name _____

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City _____ State _____ Zip _____

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What's missing from the first two volumes of *The History of the United States Navy Armed Guard Veterans of World War II*? Not the Stilinovich brothers. Are you missing? If so here is your last chance to see your own personal history preserved forever in this highly-acclaimed volume set: *History of the United States Navy Armed Guard Veterans of World War II*.

Because so many of you are missing we're doing it again — publishing the *History of the United States Navy Armed Guard Veterans of World War II Volume III*, beautifully bound to match its companion volumes and the perfect addition to your home library.

SAMPLE BIOGRAPHIES RECEIVED FOR ARMED GUARD HISTORY BOOK

(Use As a Guide in Writing Your History)

— 350 Words —



JOSEPH ANTHONY STILINOVICH

Joseph Anthony was born to Guy and Matilda Stilinovich on November 30, 1921, in Hibbing, Minnesota. He enlisted in the Navy on November 17, 1942, and trained at Great Lakes, Illinois. From Great Lakes he was sent to the Armed Guard Center in Brooklyn, New York.

He was assigned to a gun crew aboard the SS Harry Luckenbach in convoy HX-229 from New York. The Luckenbach had a crew of fifty-four and twenty-six Armed Guard.

On the night of March 17, 1943, the Luckenbach came under attack and was hit by two torpedoes. There was a tremendous explosion with considerable smoke and flame. The Luckenbach sank in four minutes.

It is a known fact that three lifeboats got away from the ship with survivors. It is not known how many were killed by the explosion and resulting fire. The lifeboats were seen by three and possibly a fourth escort vessel at various times. However, the survivors were not picked up. The HMS Beverley (H-64) was the first to see the lifeboats. They were also spotted by the HMS Volunteer (I-71) and the HMS Pennyworth (K-111) and possible the HMS Abelia (K-184) on her way to St. Johns, Newfoundland to join the convoy. None of the men from the Harry Luckenbach were ever seen or heard from again.

Joseph Stilinovich's life ended in the waters of the Atlantic but he will always be remembered by Armed Guard brother William Stilinovich.



WILLIAM JOSEPH STILINOVICH

William Joseph was born to Guy and Matilda Stilinovich on March 26, 1924, in Hibbing, Minnesota. He enlisted in the Navy on November 17, 1942, and trained at Great Lakes, Illinois. From Great Lakes, he was sent to the Armed Guard Center, Brooklyn, New York.

He was assigned to the gun crew of the SS Irene Dupont on convoy HX-229 from New York. The Dupont had a crew of forty-nine, twenty-six Naval Armed Guard and nine passengers. On the night of March 17, 1943, the Dupont came under attack and was hit by two torpedoes. Orders were given to abandon ship. William was in a lifeboat that was being lowered to the sea with twenty other members of the crew, when it cap-sized. The sea was very rough, some of the men had to jump overboard because of the faulty releasing mechanisms on the rafts and lifeboats. The nine of them left in the lifeboat drifted by a ship that seemed to be standing still. Someone on the deck yelled down to them that they would get those in the lifeboat on board. The lifeboat didn't have oars so they drifted away. A burning ship nearby lit up the night.

The SS Irene Dupont was still afloat in the early morning hours after the attack. The Corvette, HMS Anemone (K-48) fired 4" shells and a depth charge to sink her, but she continued afloat. In the afternoon of the same day the German sub U-91 discovered the ship still afloat and sank her.

A British destroyer spotted William's lifeboat and got them on board. The destroyer took them to Glasgow, Scotland, and from Glasgow they were returned to the United States on leave. Seven crew members, five Armed Guard, and one passenger were lost in the attack.

William served on two other ships following the sinking of the Dupont, SS George Leonard, and the SS Samuel Gorton. He served in the European, African, Middle Eastern and Asiatic Pacific areas. He was discharged on January 28, 1946.

He married Gladys L. Aho on June 30, 1951. They have five children, Lynn Marie, Guy, William, Michael and Robert.

Prior to his retirement on January 30, 1986, he was employed by the Mahoning Ore and Steel Company and Transferred to Hibbing Taconite Company in 1974.

In addition to your personal history please send any historical photos, unforgettable stories, maps and memorabilia that you think should be considered for publication in Volume III. All items will be catalogued and returned at the end of the project. If possible, have professional copies made of any irreplaceable pictures, and then send the copy.

The book will again be published by Taylor Publishing Company. So don't miss the boat . . . write your history today.

HERE'S WHAT YOU NEED TO DO:

- Type your personal history in 350 words or less, double spaced please.
- Send black and white photo (then and now).
- Complete the book order form and send with your check.
- Send all items to our address on the order form.

SAMPLE BOOK



Mail materials, order form & payment to:

USN ARMED GUARD BOOK III

c/o S. McDonald
104 Bolton Place
Chapel Hill, NC 27516

Please reserve my copy of "U.S. Navy Armed Guard
WW II Veterans, Volume III at the special pre-
publication price of just \$ 49.95
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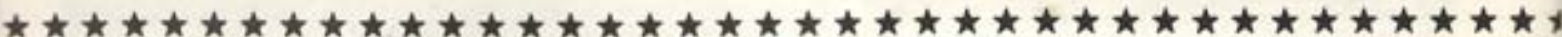
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