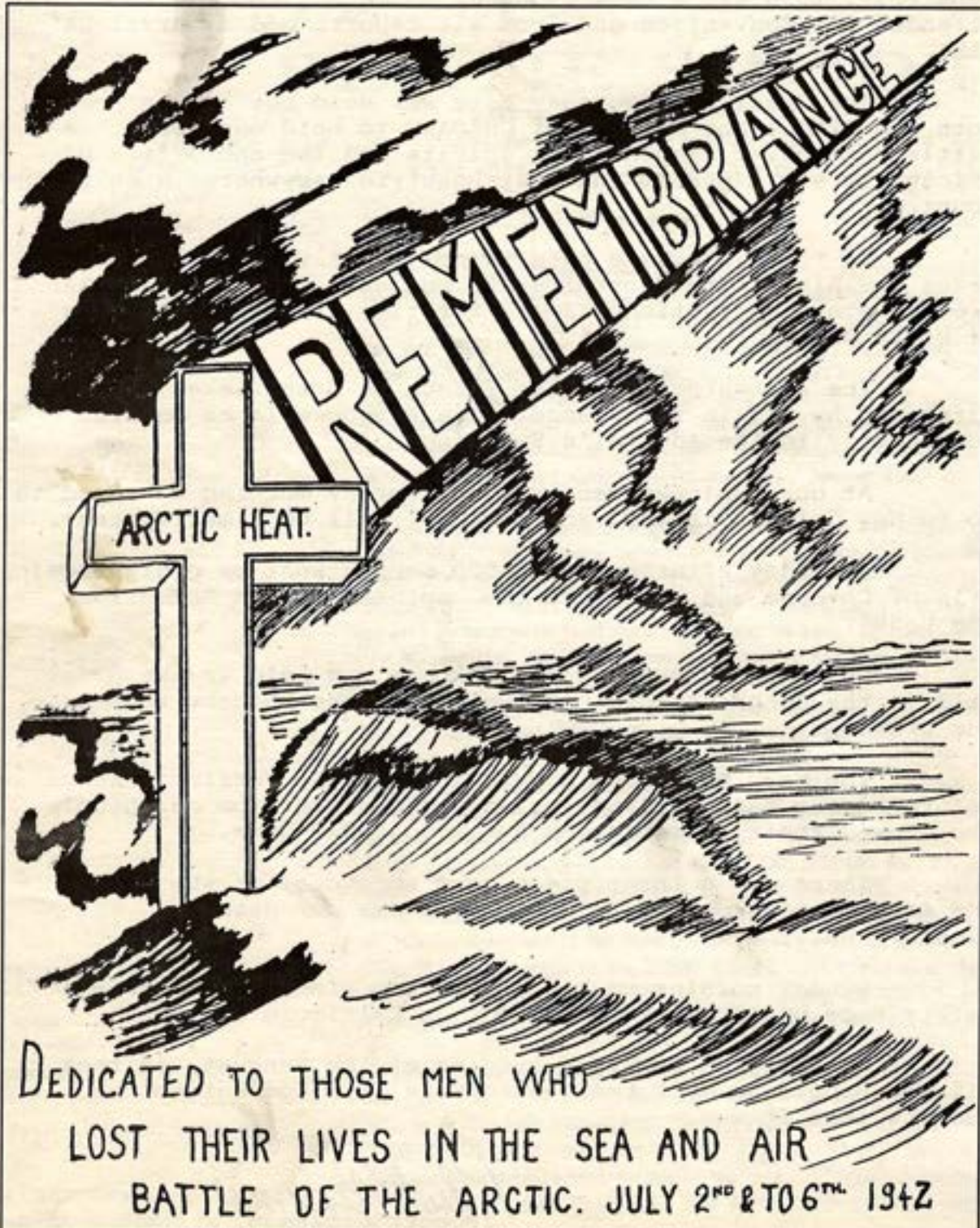


JULY 15, 1990

# THE INTER



The above was designed by Robert Thompson from the S.S. Carlton which was sunk July 5, 1942. It was drawn in a P.O.W. Camp by a British Navy P.O.W. It comes from Tommy's first page in his "LOG BOOK." cal



# U.S. Navy Armed Guard

## 9th National Reunion

### Chicago, Illinois

The 9th National Reunion held in Chicago from June 6-10, 1990 was a huge success. Some 804 men and women attended the Convention and from all reports had a marvelous time.

The Cruise on Thursday nite was sold out and we needed both the STAR 1 and STAR 11 of CHICAGO to hold our group. A little rain never dampened our spirits and the shore line of Chicago is still one of the most beautiful anywhere in this Country.

On Friday we were entertained royally by the Great Lakes Training Center Recruits who put on a special show that brought standing ovations time after time from the 'Ol Salts of World War 11.

The presentation of the Plaque at Great Lakes was witnessed by all in attendance. The Plaque will be mounted permanently in the Admiral's Building.

At our Business Meeting on Saturday morning we voted to go to New Orleans in 1992 and our Host will be Elmer Vincent.

Saturday afternoon over 500 people went on a Sightseeing Trip of Chicago and went thru the captured German Submarine, the U-505.

On Saturday evening the Banquet was held in the Great Hall in the Congress Hotel and we needed the Balcony to hold our crowd.

The Navy Band from Great Lakes played Patriotic Songs before Dinner and received a standing ovation from our people who showed their appreciation for a job well done.

There was a three piece Band and Vocalist who played and sang music from the 30's and 40's for our dancing pleasure until midnight.

Sunday morning we had Brunch and wished all well and safety home until we see everybody in Baltimore in 1991.

As I stated Saturday evening at the Banquet, it took all the people on my Committee to make this Convention the success that it was.

  
Robert Grossman,  
Chairman

RG/jm



# THE POINTER

## Officers for 1990

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

Alex and Edith Lombardi  
1991 Reunion Hosts  
14 Brookfield Road  
Montclair, NJ 07043  
1-201-783-7578

Lonnie D. Lloyd, Treasurer

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Don Gleason	KS
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## Chaplains

Lyle Kell	WA
Robert Aldrich	NV

## 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



# 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 Armed Guard Crew and Ladies:

July 15, 1990

To Bob and Peggy Grossman, our 1990 HOSTS, and to all the "Committee Crew", I would like to THANK YOU in behalf of all the Crew for an outstanding Reunion just held in Chicago, Illinois. The tour to Great Lakes Navy Training Center was just GREAT!!! The "Presentation Of The Flags", "Drill Team" and courtesy shown to the U.S.N. Armed Guard WW II Veterans was outstanding. The visit to the "Gun Training Sites" was one that only a select few get to see, I'm sure. They looked so "YOUNG"!!! And the food was an improvement over powdered eggs and the famous "S.O.S." of yesteryear!! Everything was timed perfect, "Y'all" It is now History and many wonderful memories!! Another tough act to follow!!

Many shipmates were reunited together after 45 years and Joseph Lafferty, our "WORLD WAR I" Armed Guard Veteran from San Francisco, Ca. attended his first Armed Guard Reunion. He asked me to extend "THANKS" for letting him be a part of the affair. He is still the oldest Armed Guard Santa Claus around. I hope he will be back with us at future reunions. We have "B" WW I Armed Guard on the mailing list. Would have been great to have had them all there.

Alex and Edith Lombardi, 14 Brookfield Road, Montclair, N.J. 07043 asks that the NEW ARMED GUARD HOSTS TELEPHONE NUMBER 1-201-783-7578 be used in all the telephone calls to him unless local. PLEASE make a note of it!! The NATIONAL ARMED GUARD telephone remains the same, 1-919-876-5537. Bob Grossman has removed his Armed Guard phone number. Lombardi may have some trouble in calls as he will be hosting a "September 21-23, 1990-ANNUAL-REGIONAL-MINI-REUNION" at (H.I) Livingston, N.J. followed by a PLAQUE CEREMONY Nov. 11, 1990 at Port Judith, Rhode Island, in HONOR to Crew of the S.S. BLACK POINT and to all the Armed Guard who served. The S.S. BLACK POINT was sunk May 5, 1945 with a loss of 1 Armed Guard and 11 Merchant Seamen and was the last ship in the Atlantic Theatre to fall victim to the U-BOAT attacks. All the crew of the U-853 were killed by depth charges from the USS ATHERTON and USS MOBERLY as they tried sneak away to deeper waters. More info on it at a later date.

Gerald and Lena Greaves R#1 Box 272, Foster, Rhode Island 02825 401-647-2212 will host the "PORT JUDITH--S.S. BLACK POINT" Ceremony and the Headquarters will be at the "NEW PORT-MARRIOTT", 25 AMERICA'S CUP AVE., NEW PORT, RI 02840 1-800-458-3066 with room rates at \$60., plus Tax. It will be held Nov. 11-13, 1990 and full details will follow in the next "POINTER" as to cost of meals, busing, etc. BE SURE TO LET THEM KNOW YOU'RE ARMED GUARD in reserving rooms.

Enclosed in this "POINTER" is a copy of a letter from a RICHARD D. SQUIRES of Liverpool, England. I ask you not to write him as I am in the process of get-



ting all the info possible through proper channels and informing him. I will not "JUMP-THAT-GUN" as I did with Mr. Watson of the Canadian Crew. I am as excited as you that you get this recognition as soon as possible. Meantime, if your ship carried any supplies to RUSSIA, send me a separate letter stating: Full Name, Service Number, Full Address and Zip Code, Area Code and Telephone Numbers of ship or ships, approx. Dates so I can have ready to send them. MARK a big "R" on the front left hand corner of address so I can identify letter. To those who wrote in their letters before, please send info again. I don't want to overlook anyone who is deserving the MEDAL.

I need to explain the "1991 REUNION" to be held in Baltimore, Maryland as to the HIGH HOTEL RATES. The S.S. JOHN W. BROWN will be at "INNER HARBOR" and you DO NOT HAVE TO PAY \$20.00 PER PERSON to travel to it by bus. You can go on-board as many times as you like and may want to ESCORT TOURS aboard her while she is there and tell them what you did as ARMED GUARD during WW II. If you will "imaginary" deduct it from your \$99.00 PER DAY HOTEL ROOMS, Plus Tax, it would be \$59.00 per day for 2 people which is not much higher than we normally pay. Alex has cancelled a bus trip to WASHINGTON, D.C. to the "LONE SAILOR" Memorial to cut expenses and to stay out of MEMORIAL DAY traffic. The SAILOR is worth going to see while in the area if you can. He is still negotiating!!

The building is beautiful and should be completed before the reunion. Writes U.S. Navy Memorial Foundation P.O. Box 12728, Arlington, Va. 22209-0728 or call 1-800-821-8892 for information on how you can get your name, or that of a deceased veteran's name included. Be sure to let them know you are a "U.S.N. ARMED GUARD WW II VETERAN." The rooms listed above; and also the S.S. JOHN W. BROWN sailing, will be on a FIRST PRY BASIC. I know that many of you are not happy with the dates over MEMORIAL DAY. This was the only time a MAJOR HOTEL was available and this was cleared approximately two years ago. You can not just walk in and have a gathering the next day. BE SURE to let all the Hotels know you are "ARMED GUARD" to get the "LOW RATES". This is up to YOU and THE HOTEL, not the "HOST'S PROBLEM!!" You'll enjoy every minute.

It may be that there will be a need for two cruises on the S.S. JOHN W. BROWN and this can be arranged, if enough participates. The schedule would be made to fill our needs. Approx. 750 can board at one time and this will be on "THE FIRST PRY BASIC". A complete schedule will be in the next "POINTER". Start on your schedule to attend and sign on early! It helps the HOSTS!!

In the NEXT EDITION of the POINTER will be an article from the "UNITED STATES NAVAL INSTITUTE PROCEEDINGS", December, 1960 issue, Volume 86 No. 12, titled: "LAST CHAPTER FOR U-853" by: Ensign D.M. Tollaksen. In behalf of the U.S.N. ARMED GUARD CREW, I wish to thank them for the article and allowing us to reprint this historic occasion as it closed out a final chapter in the Atlantic which the Armed Guard and the Merchant Marines were so involved. I thought it would be timely to print it due to the fact that on November 11, 1990, at the Port Judith Lighthouse, Rhode Island, a Memorial Service will be held, and a Plaque will be erected to the one Armed Guard and the eleven Merchant Seamen who died in the sinking of the "S.S. BLACK POINT" and to the survivors and all of the men who served in both branches of the most "FORGOTTEN HEROS" of WW II which totaled 144,970 Armed Guard and over 350,000 Merchant Seamen. This will be held in conjunction with both groups taking part. It is requested that all reservations to hotel, etc. be made early as possible. You'll be notified.

Alex Lombardi had approached me several times over the past years, concerning this matter and I had asked him to hold off, as it would involve honoring our brother, Whitson Lloyd, as he was the Armed Guard who fell victim to the sinking after orders had been sent out to stop actions against merchant ships. He reminded me that we did not have "many more years" left where we could travel long distances for such occasions, so after finding Alcester R. Colella, 928 Peach Hill La. #402, Chesterfield, Mo. 63017 who was one of the 5 Armed Guard survivors on Whitson's Gun Crew, it was decided to follow through on November 11, 1990 and plans began to be made. There will a NAVY, or COAST GUARD band along with an Honor Guard and hopefully, Capt. Charles Prior who was the S.S. BLACKPOINT's Merchant Seaman Captain at the time of the sinking.

A search is underway for other Armed Guard Survivors and the eleven Merchant Marine families and some of these Merchant Marine families have been located. We hope to find someone from each of these SPECIAL FAMILIES and other surviving members and their families.

At Chicago, it was brought before the members to designate a Chaplain for our crew and Lyle Kell, 1135 200th St. Apt. 305, Seattle, Wa. 98133 206-542-0253 and Robert Aldrich, 3719 Palos Verdes, A-22, Las Vegas, NV 89109 702-369-6127 were nominated and it was voted that both could serve in that capacity, so it gives me great pleasure to inform those not present that they have agreed to serve you in equal capacities. NO!! We do not have any "T.S. CARDS" to punch.

On June 19, 1990, I received a wonderful telephone call from Harold L. David 229 Alcovia St., Monroe, La. 70655. Harold was the shipmate who sent in the "EASTER GREETINGS FROM GUNNERY OFFICER TO MEMBERS OF THE CREW" from his S.S. BARBARA FRITCHE Gunner Officer, Lt. Norman Means Wilkerson. David called to say that he had located the 81 year old Commanding Officer in Greenwood, Ark.

and wanted me to know about it. He has been "WELCOMED" back onboard with the crew and I hope they can join in for the 1991 reunion in Baltimore.

I asked those in Chicago to accept the "By-Laws" and it's changes as was presented and a motion was made, seconded and passed. As I have told you in the past, these By-Laws were required to obtain a "NON-PROFIT STATUS" and copies were given to all who attended the Reunion. The major change was to keep anyone from sending out a mailout to collect money for any "Plaque" to be placed where he thinks one should be without approval of the Board, Trustees and the National Historical Society. It is my intent to look after the Armed Guard's welfare to the best of my knowledge, and keep it on an even keel as I have in the past. I ask you to "BEWARE" of those who have something "SPECIAL" to sale to you or to donate to. One Company is advertising as "YOUR SHIP'S PICTURE" for \$6.00 and shipmates for \$12.00. I think it's "SATISFACTION GUARANTEED" and you get a zerox copy of a ship and a few names and old addresses. If you will complain, you'll get your \$6.00 back in about 6 months. If you want a LIBERTY SHIP or DARGO type ship picture, send a check for \$10.00 to: "THE MARINER'S MUSEUM, NEWPORT NEWS, VA. 23606 and you'll get your picture if you will give the ship's name. THEY ARE TRUST WORTHY!! This includes postage and handling.

We have the "MOST" complete list of Ships that Armed Guard sailed on and over 7200 names and addresses. You sent them to me and "THEY ARE YOURS!! NOT MINE!! YOU CAN GET YOUR SHIPMATES LOCATED, by sending a "SELF-ADDRESSED-STAMPED ENVELOPE" to RALPH LUCAS, 1230 HAWAII, S.C. 29405 for I send to him a backup of the Computer "MEEXLY" and he gives of his time in assisting me in a task that is growing fast. His cost is "FREE" as mine is and he is there to send you a printout of shipmates located. Lucas is to be commended for his devotion.

I would like to thank the more than 600 who donated to the expenses since the last "POINTER". That is over "7" times as many as generally give. I may have enough to do two mailouts after I get the money back from the "DONATIONS" at the Chicago Reunion for caps, decals, etc. We gave out of A.S. sweatshirts. Billie and Richard Kohse, 2204 Linder Rd. Olympia, Wash. 98506 1-206-456-1946 still takes orders for "ARMED GUARD JACKETS" with the "EAGLE" on the back at \$30. Each. They come in sizes: Small, Large and X-Large. They will also take donation for caps at \$4.00 each. 1 "EAGLE"-EAST COAST INSIGNIA 2. U.S. NAVY MURMANSK RUN 3. U.S. NAVY SOUTH PACIFIC and 3 Just PLAIN U.S.N. ARMED GUARD. They come "WINTER and SUMMER" and adjustable. Also 3" EAGLE patches at \$3.00. And 6" EAGLE patches at \$6.00 each. All left over of donations goes into the National Bank Account. I appreciate their help. We are locating over 30 each month with caps, jackets and bumper stickers.

To those who have just signed on since the "Seattle Reunion of 1990", I would like to inform you of our "ANNUAL REUNION KEEPSAKE BOOK". Each year we have a photographer to take pictures of those who attend and also give those who can not attend a chance to get a snapshot of he and his lady into this book. This BOOK can be purchased for \$12.00 plus \$1.72 Florida State Tax so why not send a wallet size photo along with this amount and be a part of the crew so other people will be able to know who they are looking for at the next reunion. We have used LARRY FRENCH since our 1984 reunion in Texas and he has forced his own company now under the name of REUNION MEMORIES, P.O. BOX 161939, Altamonte Springs, FL. 32716-1939 Tel: 407-862-2311 and he says to feel free to call him for more info if needed. The more that get into the book, makes a better book and there is no cost to get in. The more buys the book, the more profit the ARMED GUARD (NOT ME) makes and this profit goes to the next years host.

Last year, 233 books were sold from the SEATTLE REUNION and a profit of \$612. was forwarded to Alex Lombardi to help defray 1991 expenses. Profits from the CHICAGO REUNION will go to Elmer Vincent, who, with his wife Doris, will host the 1992 REUNION at the "CLARION HOTEL" in NEW ORLEANS May 20-24, 1992. It is great to take out the book during the year to refresh your memory and to look over the faces and help you remember who you were talking to at the reunions of the past years or that shipmate you sailed with and didn't get a chance to be at the reunion with him so you can recognize him when you do see him next. It is to be treasured as a "KEEPSAKE" of our crew. The CUTOFF DATE to get in has been extended to AUGUST 15, 1990 due to the delay in getting the "POINTER" together and mailed. Larry will be taking pictures again at the Baltimore Reunion and I will tell you this in advance, to encourage you take your picture as many times as you care to and MAYBE ONE WILL LOOK LIKE YOU'RE SIXTEEN!! If you can not go, send that wallet size to that address and get into the book!! Bob Grossman and the Chicago Committee will put the "1990" book together.

To those who are in failing health, we hope that you will improve and be with us at a Mini or National Reunion. I like to hear from you. I do apologize to you wonderful people with "FAILING EYESIGHT" for the small print. If you or a neighbor will take it to a print shop, you can have it BLOWN UP, to the size you desire. It is cheaper on the printing to all on the list.

FOR YOUR PERSONAL RECORDS, SEND FORM-180 TO: #14 ADDRESS ON THE BACK OF FORM. BE SURE TO COMPLETE AND SIGN ALL PLACES DESIGNATED. THE RECORDS ARE FREE!!!! FOR YOUR SHIP'S "RUNTIME RECORD" IF DESIRED, WRITE TO: #6 ADDRESS ON THE BACK OF FORM-180 ASKING FOR "YOUR SHIP'S RUNTIME", GIVING CORRECT NAME OF SHIP AND DATE ON AND DATE OFF. THIS "WILL COST YOU" SO MY ADVICE IS TO SEND A CHECK OR



MONEY ORDER FOR \$25. PER SHIP FOR THESE RECORDS. ANY AMOUNT LEFT OVER WILL BE RETURNED TO YOU BY A GOVERNMENT CHECK. IT IS GOVERNMENT RUN AND YOU PAY ONLY FOR THE COST OF PRINTING. THIS SAVES TIME, AS YOU WOULD HAVE TO PAY THE SAME AMOUNT ANYWAYS. IF YOU WANT TO GO THE "LONG ROUTE", WRITE THEN ASKING FOR THE EXACT COSTS. USE THIS FORM ENCLOSED FOR ARMED GUARD. MAKE COPIES FOR OTHERS!

The person who gave me the "key ring, key and tags" printed- "RADIO OPERATOR" and another, "RADIO ROOM", please drop me a line to let me know who gave it, for it will go into the "MUSEUM" on the S.S. JOHN W. BROWN and I would like to give credit where due. Ken Niebahr from Madison, Wisc. gave me a weight while at Chicago Reunion which was used in sending down messages from a Blimp by a line. It was metal and shaped like a small "BOMB" with little fins on it and I would not dare get on a plane with it in the suitcase. I would still be in Chicago at the JAILHOUSE!! Ken took it back home and will send it UPS. I have not received it as of today. I hope Ken showed it to them before he shipped it. They may have called in the boob squad!!

Just located a letter from Robert Waters of Marcellus, N.Y. who had filed for and received his Philippine Medal and Ribbon of WW II. Many of you served on ships there and you can get yours, too. Here is how he received his. He made a copy of the back of his discharge #553 stating that he served there, with the dates, etc. showing this, and he wrote requesting that he receive these medals he was entitled to. He wrote to:

Office of the Adjutant General, CP General Emilio Aquinaldo, Quezon City, Luzon, Philippines. You may want to check with your Post Office for Zip Code. His returned letter stated:

Quote- "Dear Mr. Waters, In connection with your request for service in the defense/liberation of the Philippines during WW II we are pleased to send you one (1) set of Philippine Liberation Medal.

Enclosed also is the cheque of \$7.00 dollars you sent to pay for the medal. The medal is given free of charge to veterans who have fought and sacrificed for our freedom.

Sincerely, Yours, For: The Chief of Staff

Unquote-

Waters states that he sent in his request 1/31/90 and received it 6/6/90. He also said he found out about this at a "SAMPOON BOOT CAMP REUNION" last year and reminded me that they will hold another one there 9/8-10/1990

I received a phone call from Rear-Admiral Carl J. Seiberlich, USN Ret., 1510 Loudoun Dr., Haymarket, Va. 22069 202-331-1424, who was a Merchant Seaman on the S.S. Joseph Lykes (6/42-11/42) and the S.S. Morac Hawk (11/42-3/43), then volunteered to serve in the U.S.N. Navy and served on the USS MAYO (DE-422) 6/43-4/46, took Flight Training and became a Navy Pilot and Commanded a few ships and retired in 1980. His purpose in calling was to see if it would be O.K. to use the U.S.N. ARMED GUARD WW II on the BRONZE BAS that the Merchant Seamen are placing at the NAVY "LONE SAILOR" MEMORIAL on Pennsylvania Avenue in Washington, D.C., across from the Archives Building. It will Honor both of our groups showing a "LIBERTY SHIP" with their crew on their stations and our crew in the gunbuts and on the bridge at our stations.

In my opinion, this is my answer to my thoughts as we visited that site on the way to Baltimore in the "LIGHTING OF THE BOILERS" on the S.S. JOHN W. BROWN CEREMONY and those thoughts were: "It is a shame that the Armed Guard and the Merchant Seamen would not be recognized, because of lack of money, on a "BAS" at this place so dedicated to the UNITS that served, after giving so much of themselves". The Building that will house the Naval History is beautiful and generation to come will be able to see and know the Armed Guard and Merchant Seamen served. He is not asking for "MONEY". They have most of it raised and they see no problem in getting the balance of it.

I asked the crew about the ARMED GUARD buying a "BAS" in the "POINTER" prior to Oct. 13, 1987 official dedication ceremony to the U.S.N. Memorial and only approximately \$300. of the \$50,000. cost was donated to that cause. That money has been absorbed in the regular account for expenses and I think it would be in order to GIVE this to their fund and thank them for remembering us. If any more of you care to donate, I am sure they would accept any money in honor to our entire crew who served. The wording will be in the next "POINTER".

Should you be visiting the San Diego area, stop by to see the "STAR OF INDIA" which is the oldest "IRON" sailing ship afloat in the world. She was launched Nov. 14, 1863 at Ramsey in the Isle of Man. While onboard, introduce yourself as an ARMED GUARD and ask for Tommy Thompson, who will be wearing one of our caps with "U.S.N. ARMED GUARD MURKIN RUN". He just located LCDR John Snyder of San Diego who was on the S.S. GULFBIRD, RUFUS KING and FLYING "A", WW II. When this is printed, I will see all the mistakes and remember all the things you asked me to correct. Don't feel embarrassed with your constructive ideas. It makes a better POINTER and brings on more happiness to the crew. When you find a "NEW" Ol' Salt, be sure to get the correct address, ships, etc. please. Don't wait for him to send it in, he may loose the address!! By the way, if you did not receive the caps, etc. ordered, please let me know. If you FORGOT to send in your donation, there's no better time than now.

I received a call from Peter Gookin of "THE NAVAL INSTITUTE" Press and he is sending me a number of the books: "UNSUNG SAILORS-U.S. NAVAL ARMED GUARD" by: Justin Gleichauf on consignment to sell. Since I can not sell anything in NC without paying STATE TAX, you will have to make a \$29.95 check payable to: "U.S.N. ARMED GUARD WW II VETERANS" and at write: "BOOK-DONATION at FOR \_\_\_\_ on the bottom of the check. This will include shipping expenses. Send it to the regular Armed Guard address. My wife, Hilda, has volunteered to ship them to you. I don't have the time. These books will be at the MINI-REUNIONS too!! ALL DONATIONS over the cost of books go to THE ARMED GUARD BANK ACCOUNT!! We will have the book: "NORTH ATLANTIC RUN" available also at \$21.95. SAME DEAL

I apologize for the delay in this "POINTER". I had to wait for certain items of interest to save on doing back-to-back printing. Attend the Mini-Reunions in your area. Make plans now for BALTIMORE NATIONAL!! STAY HEALTHY. CAL

#### IN MEMORY OF OUR DEPARTED SHIPMATES

Alline	John	L.	Fort Myers	FL	?	1/89
Anderson	William	B.	Hebron	OH	Thelma	11/20/89
Berry	Bernard	J.	Jersey City	NJ	?	6/3/90
Bloom	John	M.	Hemet	CA	Alice	5/6/90
Bojar	Edward	M.	Perth Amboy	NJ	Anne	6/15/90
Broderick	Charles	R.	Indianapolis	IN	Marjorie	5/7/85
Burke	John		Brooklyn	NY	?	?
Butler	Edgar		Egg Harbor	NJ	Lee	5/1/90
Casey	Joe	?	Lincoln	NE	?	3/7/90
Connine	Clifford		Scott City	KS	?	1947
Cox, Sr	Charles	Victor	Hoodell	NJ	Shirley	7/1984
Di Guio	Rudy		Brooklyn	NY	?	6/90
Doble	Lejeune	R.	Yuma	AZ	Betty	1990
Felton	James	R.	Breewood	PA	?	1978
Fur	Clinton		Norfolk	VA	?	1989
Holley	Hyman	?	Palm Beach Grdns	FL	?	1990
Jacob	William	E.	Pearl River	NY	Marilyn	6/15/90
Kane ***	Forrest	E.	Jewett City	CT	?	?
Kipp	George	M.	Baltimore	MD	Rose	12/17/86
Leonard	Frank	L.	Gold Beach	OR	Renee	3/6/90
Lindeth	Jens					90
Lytle	C.T.	"POF"	Dearborn	MI	Pearl	1970
Maglaras	Bus		Spokane	WA	?	1990
Magnusson	Lloyd		Oxford	IN	?	1990
Mayfield	James	D.	Holtsville	CA	?	90
McCulloch	Bob		Lincoln	NE	?	6/10/89
McFarland	Pete		Russell Springs	KY	?	90
Meyner	Robert	B.	Princeton	NJ	Helen	5/27/90
Oprea	George		Chalacette	LA	?	1/90
Pruitt	Ronald	L.	Hurricane	WV	Pauline	9/10/89
Rabidoux	Jack		Nunica	MI	Betty	5/22/90
Roberson	Dudley	H.	Monrovia	CA	Joyce	5/90
Scanlan	Norman	?	Cleveland	OH	?	90
Sossamon	Gerald	D.	Mulberry	AR	Cassie	1/26/90
Truapeter	Louis	A.	Williamstown	PA	Mary	11/88
Thurman	Wilson	A.	Vera Dale	WA	?	1989
Maddell	Virgil	?	Enterprise	AL	?	2/9/90
Mariff	Arthur	?	Blodgett	OR	?	3/11/90
Weaver	Clyde	?	Manahan	SC	?	6/90
Young	Hunter	D.	Elyria	OH	?	4/90
Zaneto	Edward	?	Picatway	ND	?	??

\*\*\* RAY, OR ROY, SENT IN NAME RECENTLY. PLEASE ADVISE WHO SENT IN. MAIL WAS RETURNED POSTED "DECEASED".

#### In MEMORY of our departed Ladies

Farrell	Mary	Westbury	NY	Robert	4/90
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#### OUR SYMPATHY IS EXTENDED TO ALL THE FAMILIES

As reported and compiled since 4/1/90 "POINTER" through July 1, 1990. cal



"Red" Knight from somewhere in Kentucky. A great shot sent in by Norman White, Newport News, Va.



**UPCOMING REUNIONS, "MINIs and Regional Reunions."**

Carl and Thelma Minder 1734 Pilgrim Ave., Mountain View, Ca. 94040 415-967-6493 will host an Oct. 11-14, 1990 Armed Guard affair at the Comstock Hotel, 200 W. 2nd Street, Reno, NV. 89501 800-640-4866 & \$45. Room Rate. They plan to visit the HOSS CARTWRIGHT'S PENDEROSA on one of the days there. Carl said he would not be sailing the S.S. JEREMIAH O'BRIEN in October, 1990 as planned.

Farragut, Idaho BOOT CAMP Reunion Sept. 8-10, 1990. Contact: Bill Curnette 8587 Ridge Rd., Dittmer, Mo. 63023 (314) 285-2339. State Park!! ROUGH IT!!!

Saapson, N.Y. "BOOT CAMP" Reunions are being held. Contact: Thomas S. Forcino, Saapson WW II Veterans, 1 Magic Dr., Kingston N.Y. 12401 for information.

EIGHTH- NORTHEAST AREA REUNION!! ALL WELCOMED!! SEE PAGE ENCLOSED.

Mich-Ind-Ohio Tri-State Reunion. Contact Ray Bidar, P.O. Box 282, Cement City, Mich. 49233-0282 (517) 592-6941. It's Aug. 11, 1990 AT THE DAYS INN, 901 ROSE-HILL RD., JACKSON, MI. 517-787-1111 FOR ROOM RESERVATIONS. TELL ARMED GUARD!!

Milan and Bolly LeMarche 2170 Lakeshore Dr., Sagle, Idaho 83860 1-208-263-4271 are hosts to an Armed Guard Regional Sept. 11-13, 1990 at the Edgewater Resort Inn, 56 Bridge St. Sandpoint, Id. 83864 1-800-635-2534. ALL ARE WELCOMED!!

Walter and Jewell Myers 926 Curdwood La., Nashville, Tn. 37216 1-615-228-5693 will host a "Tn-Ky-Mo-Al" Regional Reunion Sept. 27-29, 1990 at the Ramada Inn, Spence Rd., (Airport) Nashville, Tn. All are welcomed! Check with Walt!!

Pittsburgh, Pa. crew meet for a third Sat. of the month NOON LUNCHEON at the Greentree Marriott. Contact Jack Cross, 119 Lycopine DR., Corapolis, Pa. 15108 412-264-8058 or Hilary Makowski 202 Wedgewood Ct., Carnegie 15106 412-429-8510

Richmond, Va. Crew meets at 1 P.M. for a Luncheon at Morrison's Cafe, 7035 W. Broad St., Richmond, Va. on the 2nd Sat. and hosted by Linwood E. Taylor, 7212 Alycia Ave., Richmond, Va. 23222 804-266-2303. DIRECTIONS!! 1-64 AT BROAD AND GLENSIDE EXIT-TURN LEFT ON BROAD-2 BLKS ON LEFT. THE LADIES ARE INVITED, TOO!

Norfolk, Va. Crew meets at Morrison's at Virginia Beach on each 4th Saturday at 1 P.M. Contact Robert Burrill, 5320 Brockie St., Virginia Beach, Va. 23464 1-804-479-4608. All are invited to attend.

DESA Association National Reunion will be held Aug. 26-Sept. 2, 1990 at the OMNI Hotel, 101 Fayette St., Baltimore, Md. Contact: Don Glaser, P.O. Box 680085, Orlando, Fl. 32868-0085 407-877-7671. Many Armed Guard were on DESAs in WW II.

LST ASSC. National Reunion will be held at the Clarion Hotel in St. Louis, Mo. on Sept. 26-30, 1990. Contact Mike and Linda Gunjak, P.O. Box 167438, Toledo, Ohio 43616-7438 1-800-228-5870. They have a great LST Newspaper, too!

Patrol Crafts Sailor's Assc., Contact: Joe Kelliher, P.O. Box 232, Cambridge, NY 12816-0232. Many Armed Guard served with this Unit and they have a paper.

Army Armed Guard Gunners should contact CSM Claude J. Backes, 822 Teton Cr., Livermore, Ca. 94550. He is seeking all Army Personnel who served as gunners until the U.S.M. Armed Guard Crew came onboard. Claude, we welcome you and the crew to join us in Baltimore, Md. for our 1991 National Reunion.

The "San Antonio, Texas Breakfast Club" will hold a quarterly meeting at 8:15 A.M. at Wyatt's Cafeteria, Loop 410 N.E. and Tesoro Dr. For those who would like to spend the night, arrangements have been made with "TOWNHOUSE WESTERN HOTEL" 942 Loop 410 N.E. S.A., Tx. 1-800-289-0165. Tell them ARMED GUARD! The Hosts are George and Francis Hastings 2611 Woodbury, S.A. 78217 512-824-3636 and Lloyd and Marilyn Tholen 6007 Archwood Dr., S.A. Texas 78239 512-657-2708. They will meet July 14, 1990 and skip to December due to other reunions.

Jimmy and Marie Rogers 3405 Lariat La., Corpus Christi, Tx 78415 512-852-3429 will host a Texas Regional at the Holiday Airport October 5-6, 1990. Contact them for further info. I would like to remind you that it would help all the hosts if you would send a self-addressed-stamped-envelope when inquiring.

Kansas Mini-Reunion "DATES HAVE BEEN CHANGED" to October 6, 1990 according to Don Gleason, 227 North Knox, Topeka, Ks. 66606 913-234-6087, the Host. Write or call him for time and place. They always have a great time, so would you!

NEBRASKA CREW will hold a "BULLSESSION" Aug. 26, 1990 with Hosts Hae and Jean Carlton, 6601 Benton St. Lincoln, Nebr. 68507 402-466-1058 as contacts. I am sure that Evert Gardiner will help and Bill Bartzatt will "hinder"! Bill was one of the 50 who met at the 1st Reunion in Winchester, Ky. Enjoy 'ee!! Yes! The women are welcomed to all!! They're part of us!!

T.C. Beatty 40 Teach Rd., Lake Park, Fl. 33410 305-626-0438 want to get those in a 50 radius together for a "BULLSESSION". I'm sure he'll let you in if it is over that if you'd contact him. Send him a S.A.S.E. if interested or call.

George Milk 449 St. James St., Port Charlotte, FL. 33952 813-627-6759 really has a ball with those in his area and visitors. They meet 7 PM, 2nd Friday of the month at 1st Federal Bank Bldg., Virginia and Taylor Rd. Punta Gorda, FL.

Leo Bullage 5709 Crafton Dr., Lakeland, Florida 33809 813-858-1126 will hold a Luncheon 12 O'CLOCK NOON Sat. Aug. 25, 1990 at the Lone Pale Country Club. He will have the "UNSUNG SAILORS- U.S. NAVAL ARMED GUARD" books and if all goes well, Justin Gleichauf will be there to autograph them. All are welcomed!!

Carlo and Adele Traficano 1359 S. Alameda Dr., Mesa, Ariz. 85204 1-602-926-3841 gets the Arizona Crew together Sept. 18-20, 1990 at the "RIVER QUEEN HOTEL" in Bull City, Az. 1-602-754-3214 & \$28.00 rates. The Sept. 20th Dinner is \$14.50 per Person and send check or M.O. to Ray Barba, 1441 W. Kilburn, Tucson, Az. 85705-9231 by 9/3/1990. A receipt will be sent to get in. Bring cancelled Ch.

National Assoc. "FLEET TUGS SAILORS", Robert L. Yates, Sec. Treas., 762 Mendocino Ave. #15, Santa Rosa, Ca. 95401 (707) 527-4415 is in search for all the crew. They will hold their "FIRST" Reunion Sept. 4-6, 1990 in Orlando, Fla. He also edits a paper, "THE TOWLINE". (Includes-ATF,ATA,ATR,ASR,YTS,SEI) -Other words, "TUGBOAT SAILORS"!

Merchant Marine Radiomen Veterans of WW II has invited all ARMED GUARD SPARKS to their August 2-5, 1990 Reunion at the Sheraton in Braintree, Ma. Contact: Nick "SPARKY" Wynside, 55 Prospect St., Ansonia, Ct. 06101. SHOULD BE GREAT!!

We still hold our 1st Sat. of each month breakfast at Griffin's. 1604 North Market Dr., Raleigh, N.C. Tel-878-0125 toll 4500 Block- Old Wake Forest Rd.

SPECIAL NOTICE: THE NAVAL INSTITUTE PRESS HAS AGREED TO SEND "UNSUNG SAILORS" BOOKS TO ALL MINI-REUNIONS AND YOU CAN PURCHASE THEM THERE AND SAVE ON YOUR SHIPPING CHARGES IF YOU HAVE NOT PURCHASED BEFORE HAND AND YOU'LL GET TO SEE THE "MERCHANDISE"!! On checks, please put "BOOK-DONATION" at FOR or MEMO: Make checks payable to: "U.S.N. ARMED GUARD WW II VETERANS"

- Books you may want to buy or borrow from the Library:
01. "SHIPS OF THE ESSO FLEET" by Standard Oil 1946
  02. "THE RUSSIAN COMVOYS" (paper back) by B.S. Schofield 1947
  03. "AMERICAN DIARIES OF WW II" by Donald Vining
  04. "THE DESTRUCTION OF PG-17" by David Irving
  05. "THE LIBERTY SHIPS" by L.A. Sawyer (purchased at S.S. JEREMIAH O'BRIEN)
  06. "LARGE SLOW TARGET" (LST) by Melvin D. Berger-Taylor Publishing Co.
  07. "P.T. BOATS" KNIGHTS OF THE SEA by Taylor Publishing Co.
  08. "DESTROYER ESCORT SAILORS ASSOCIATION" by Turner Publishing Co.
  09. "U-505" by Daniel V. Gallary
  10. "MERCHANTMAN OR SHIP AT WAR" by Charles Dana Gibson.
  11. "THE UGLY DUCKLING" by John Corley Bunker
  12. "GUNNERY'S GET GLORY" by LT. Bob Berry and Lloyd Mendt
  13. "THE BATTLE OF THE ATLANTIC" by John Costello
  14. "A NORTHERN SAGA" by Steve Lawrence
  15. "THE BATTLE OF THE ATLANTIC" by Samuel E. Morison
  16. "NORTH ATLANTIC RUN" by Marc Milner (NAVAL INSTITUTE Press)
- Call 800-233-8764 for Price list in case you care to buy. I hope that S.S. JOHN W. BROWN can sell them. (It's about Canadians DEMS)
17. "THE ATLANTIC CAMPAIGN" by Dan van der Vat
  18. "A CARELESS WORD-A NEEDLESS SINKING" by Capt. Art Moore RFD 1 Box 210, Hallowell, Maine 04347 (207) 623-9165. \$59.75 plus \$4.00 postage. It is highly recommended listing 757 sunken and damaged ships- where & when.
  19. "DIVE INTO HISTORY-U-BOATS" by Henry Keats and George Farr
  20. "TROOPSHIPS OF WORLD WAR II" by Roland W. Charles.

NAVAL INSTITUTE PRESS 2062 Generals Highway, Annapolis, Md. 21401 800-233-8764 has many WW II books they may be of interest to you or your friends. Peter Gaskin, Sales Rep. says for you to call for a listing. Tell thee-Armed Guard.

"SEA CLASSICS" 7950 Deering Ave., Canoga Park, Ca. 91304-1990 has a wonderful magazine and highly recommended. I picked up 25 new "OL'SALTS" from the last month's LETTER TO THE EDITOR" which they published. (HELPING EACH OTHER!!!) I plan to list other magazines names and addresses in the next "POINTER".

**ARMED GUARD TV DOCUMENTARIES**

"WAR ON OUR SHORES" by the Connecticut Public Broadcasting System which is of the "SINKING OF THE S.S. BLACK POINT" showing Capt. Prior and other important pictures and film of the time. It shows pictures of the sinking of the U-853 that took place on May 5, 1945. Check with your Public Broadcasting Station in your area. I was told it would be shown in the Raleigh, N.C. area 8/7/90.

"MYSTERY OF PORT CHICAGO" by ABC's 300 TV, San Francisco, Ca. This portrays the tragedy when, on July 17, 1944, 2 ships, the S.S. A.E. BRYAN and the S.S. QUINCY VICTORY were being loaded with ammunition at Port Chicago, California and the two ships exploded, killing 320 Military and Civilian and injuring 290 more. It should be shown on Nationwide hookup sometimes. Check with your local ABC TV Network for showing dates. Thirty Armed Guard were killed on the two ships and 67 Merchant Seamen. What started out to be an "HONOR DOCUMENTARY" to all who were killed and injured or suffered personal losses, has turned out to be, more or less, a film on "MUTINY OF THE Black Sailors" who refused to load ships after the tragedy. The Memorial placed at the site of the explosion took second billing to our intent and purpose. calloyd 1/17/90



## SPECIAL NOTICE

"UNSUNG SAILORS-U.S.N. NAVAL ARMED GUARDS" by Justin Gleichauf can be purchased by sending CHECK or MONEY ORDER for \$29.95 to, and made out to: "USNAG NW II VETERANS" 5712 Partridge Lane, Raleigh, N.C. 27609. On the check at: "MEMO" or "FOR" please write in "DONATION: UNSUNG SAILOR". We'll have these books on consignment and any donation over our actual costs, will go towards postage. My wife, Hilda, has agreed to package and return your books. A "TOTAL" number of books delivered will be given in the next "POINTER". These books can also be purchased at the S.S. JOHN W. BROWN and local book stores. She'll send them out as fast as you order and we can get them, so allow a few days, please.

## SPECIAL NOTICE



Rosalio Martinez, Casey Higgins, Justin Gleichauf (Author in tie), Peter Peters, Al Gonaes, Paul Copenbarger and George Creteau at the "Unsung Sailor" Meet the Author Celebrity "SIGN-IN" in El Paso, Tx.



Art Mac Laren, Justin Gleichauf and Herb Norch are all smiles. Through Herb, we found Justin to write the book!!



Lex Davis, Justin Gleichauf and Desmond Daniel showing off the "UNSUNG SAILORS - U.S. NAVAL ARMED GUARD" BOOK.



Lorretta Creteau, Mary Norch, Mary Gonzales and Vicky Martinez pose after "SHOPPING" for two Armed Guard books!!

5-17-90

HI CHARLES

HOPE THIS LETTER FINDS YOU ALL IN GOOD HEALTH. SEEING AS I CANNOT SHAKE YOUR HAND FROM WHERE I WOULD LIKE TO SAY 'GOD BLESS YOU, AND YOUR WIFE, FOR ALL SHE HAS TO PUT UP WITH, AND YOU, FOR ALL THAT YOU DO TO PUT THE POINTER IN PRINT. I ALWAYS LOOK FORWARD TO GETTING MY NEXT POINTER. AND WHEN I START TO READ IT TIME GOES BACK TO 1943, THAT WAS WHEN I FIRST WENT INTO THE NAVY. MY FIRST SHIP WAS THE S.S. ANDREW CARNEGIE, WE LOADED AT PIER 9 IN NEW JERSEY WITH YOU NAME IT AND WE HAD IT. RAILROAD TRACKS IN THE HOLD AND PT BOATS AND LUCKS (MOTORIZED) KIND FOR DRUG CARGO. WE FORMED IN A CONVOY THAT WENT TO SCOTLAND THESE JOINING MORE SHIPS WE WENT ON TO MURMANSK RUSSIA AND A SECOND TRIP TO FRANCE. MIKE MOLINARI WAS ALSO WITH ME ON BOTH TRIPS. I WILL HAVE TO GIVE HIM A CALL ONE OF THESE DAYS OR ANSWER HIS LETTERS. I AM LOOKING FORWARD TO WHEN I GET MY THIRD ARMED GUARD III W.W. II BOOK. I SUHRE ENJOYED THE FIRST TWO BOOKS. WELL, CHARLES I THINK I HEAR THE MAILMAN OUT FRONT, I HOPE HE BROUGHT ME ANOTHER POINTER. SEE YOU SOON AT THE REUNION.

Leo Ciskiewicz



LEO CISKIEWIC, NAVY RET.  
3056 MONROE AVENUE  
NIAGARA FALLS, NY 14303

P.S. This afternoon, I went to the corner book store, after they told me my book that I had asked for had arrived. WHAT BOOK? The Book "UNSUNG SAILORS" by Justin Gleichauf. Just looking and reading some of the pages gets me to thinking again!! I would recommend the book to all who were "ARMED GUARDS". This book is "OUR TIME IN HISTORY" !!!

Leo Ciskiewicz

ACTION IN THE NORTH ATLANTIC







Port Judith, Rhode Island Lighthouse where a plaque will be erected November 11, 1990 to the S.S. BLACK POINT CREW.

San Francisco Calif.  
June 12, 1990

Dear Lloyd:

I arrived home safely yesterday and want to thank you and all the others who helped to make the Reunion such a success and making me part of it, I enjoyed every minute of it.

Robert O'Brien wrote "Come grow old with me, The best of life is yet to be, I'll last of life for which the Lord was made," and that reunion sure gave those words meaning.

A long time ago I heard Will Rogers say "strangers and friends we have never met, well I met a lot I never knew I had at the reunion, and I even had my picture taken so many times in my life, and they made me feel like a celebrity and all I had done is grow old gracefully with a lot of fond memories and now I have a lot more.

Greeting to all my new friends and I hope they got home safely, am looking forward to seeing them again in Baltimore.

Sincerely,  
Lloyd L. Lafferty  
874 2nd St. San Francisco  
California  
Calif. 94110

Dear Charles:

We had a wonderful time at our Ninth 6-18-90 Reunion in Chicago. While there time went too fast. It was my first reunion. I never learned about the first 8. My shipmate below wrote me about #9 after I read the announcement in the VFW magazine. We don't plan to miss any more of them. The Chicago men & their wives and others on the Reunion Committee did a remarkable fine job. Will you send me and shipmate Dean Brinkley a final list of those attending reunion #9 along with their addresses. The list dated 6-4-90 passed out at the reunion of course wasn't 100% complete. also get me an Brinkley on your mailing list to receive the Pointer, The Plane Shaver and other things you might send out from time to time. In other words now that we've found you men who have brought the USN AG back to life we want to get back into active duty. We appreciate the good job you and all of the other hands are doing so that the memory of our USN AG will never be forgotten. Best wishes and we look forward to seeing you & all others at #10 in Baltimore.

Sincerely yours,

Marion T. Murray  
307 S Adams St.  
Baltimore, Mo. 64640

Dean L. Brinkley 7259  
34174 T.R. 363  
Warsaw, Ohio 43844



Dear C.A.

The photograph Jim Nagle is holding, taken in 1944 is of the same old men seen here, meeting for the first time in 46 years.

We were shipmates on a Liberty Ship the R.S. Wilson.

Standing from left to right are Jack Delfaver from McKees Rocks, Pa., Jim Nagle from Eighty Four Pa. and Sam Decker from Ketchikan, Alaska.

Thought it might be a good picture for the Pointer.

Jack Delfaver



## REQUEST PERTAINING TO MILITARY RECORDS

Please read instructions on the reverse. If more space is needed, use plain paper.

**PRIVACY ACT OF 1974 COMPLIANCE INFORMATION.** The following information is provided in accordance with 5 U.S.C. 552a(e)(3) and applies to this form. Authority for collection of the information is 44 U.S.C. 2907, 3101, and 3103, and E.O. 9397 of November 22, 1943. Disclosure of the information is voluntary. The principal purpose of the information is to assist the facility servicing the records in locating and verifying the correctness of the requested records or information to answer your inquiry. Routine uses of the information as established and published in accordance with 5 U.S.C. a(e)(4)(D)

include the transfer of relevant information to appropriate Federal, State, local, or foreign agencies for use in civil, criminal, or regulatory investigations or prosecution. In addition, this form will be filed with the appropriate military records and may be transferred along with the record to another agency in accordance with the routine uses established by the agency which maintains the record. If the requested information is not provided, it may not be possible to service your inquiry.

## SECTION I—INFORMATION NEEDED TO LOCATE RECORDS (Furnish as much as possible)

1. NAME USED DURING SERVICE (Last, first, and middle)		2. SOCIAL SECURITY NO.	3. DATE OF BIRTH	4. PLACE OF BIRTH
5. ACTIVE SERVICE, PAST AND PRESENT (For an effective records search, it is important that ALL service be shown below)				
BRANCH OF SERVICE (Also, show last organization, if known)		DATES OF ACTIVE SERVICE		Check one
		DATE ENTERED	DATE RELEASED	OFF- CER EN- LISTED
U.S.N. ARMED GUARD WWII				
6. RESERVE SERVICE, PAST OR PRESENT		If "none," check here <input type="checkbox"/>		
a. BRANCH OF SERVICE	b. DATES OF MEMBERSHIP		c. Check one	
	FROM	TO	OFF- CER EN- LISTED	
7. NATIONAL GUARD MEMBERSHIP (Check one): <input type="checkbox"/> a. ARMY <input type="checkbox"/> b. AIR FORCE <input type="checkbox"/> c. NONE				
d. STATE	e. ORGANIZATION	f. DATES OF MEMBERSHIP		g. Check one
		FROM	TO	OFF- CER EN- LISTED
8. IS SERVICE PERSON DECEASED			9. IS (WAS) INDIVIDUAL A MILITARY RETIREE OR FLEET RESERVIST	
<input type="checkbox"/> YES <input type="checkbox"/> NO			<input type="checkbox"/> YES <input type="checkbox"/> NO	
			If "yes," enter date of death.	

## SECTION II—REQUEST

1. EXPLAIN WHAT INFORMATION OR DOCUMENTS YOU NEED: OR, CHECK ITEM 2; OR, COMPLETE ITEM 3			2. IF YOU ONLY NEED A STATEMENT OF SERVICE check here <input type="checkbox"/>	
— SERVICE RECORDS, SHIPS NAMES, DATES ABOARD, MEDALS, —				
— RIBBONS, ETC. EARNED. —				
3. LOST SEPARATION DOCUMENT REPLACEMENT REQUEST (Complete a or b, and c.)	a. REPORT OF SEPARATION (DD Form 214 or equivalent)	YEAR ISSUED	This contains information normally needed to determine eligibility for benefits. It may be furnished only to the veteran, the surviving next of kin, or to a representative with veteran's signed release (item 5 of this form).	
	b. DISCHARGE CERTIFICATE	YEAR ISSUED	This shows only the date and character at discharge. It is of little value in determining eligibility for benefits. It may be issued only to veterans discharged honorably or under honorable conditions; or, if deceased, to the surviving spouse.	
c. EXPLAIN HOW SEPARATION DOCUMENT WAS LOST				
4. EXPLAIN PURPOSE FOR WHICH INFORMATION OR DOCUMENTS ARE NEEDED			6. REQUESTER	
FOR MY FAMILY RECORDS AND TO ENTER IN THE U.S.N. ARMED GUARD WWII VETERANS RECORDS TO LOCATE SHIPMATES I SAILED WITH ABOARD MERCHANT SHIPS AND OTHER TYPE VESSELS.			a. IDENTIFICATION (check appropriate box)	
			<input type="checkbox"/> Same person identified in Section I <input type="checkbox"/> Surviving spouse	
			<input type="checkbox"/> Next of kin (relationship) <input type="checkbox"/> Other (specify)	
			b. SIGNATURE (see instruction 3 on reverse side)	DATE OF REQUEST
5. RELEASE AUTHORIZATION, IF REQUIRED (Read instruction 3 on reverse side)			7. Please type or print clearly — COMPLETE RETURN ADDRESS	
I hereby authorize release of the requested information/documents to the person indicated at right (item 7).			Name, number and street, city, State and ZIP code	
VETERAN SIGN HERE <input type="checkbox"/>			TELEPHONE NO. (include area code) <input type="checkbox"/>	
(If signed by other than veteran show relationship to veteran.)				



# INSTRUCTIONS

1. Information needed to locate records. Certain identifying information is necessary to determine the location of an individual's record of military service. Please give careful consideration to and answer each item on this form. If you do not have and cannot obtain the information for an item, show "NA," meaning the information is "not available." Include as much of the requested information as you can. This will help us to give you the best possible service.

2. Charges for service. A nominal fee is charged for certain types of service. In most instances service fees cannot be determined in advance. If your request involves a service fee you will be notified as soon as that determination is made.

3. Restrictions on release of information. Information from records of military personnel is released subject to restrictions imposed by the military departments consistent with the provisions of the Freedom of Information Act of 1967 (as amended in 1974) and the Privacy Act of 1974. A service person has access to almost any information contained in his own record. The next of kin, if the veteran is deceased, and Federal officers for official purposes, are authorized to receive information from a military service or medical record only as specified in the above cited Acts. Other requesters must have the release authorization, in item 5 of the form, signed by the veteran or, if deceased, by the next of kin. Employers

and others needing proof of military service are expected to accept the information shown on documents issued by the Armed Forces at the time a service person is separated.

4. Location of military personnel records. The various categories of military personnel records are described in the chart below. For each category there is a code number which indicates the address at the bottom of the page to which this request should be sent. For each military service there is a note explaining approximately how long the records are held by the military service before they are transferred to the National Personnel Records Center, St. Louis. Please read these notes carefully and make sure you send your inquiry to the right address. Please note especially that the record is not sent to the National Personnel Records Center as long as the person retains any sort of reserve obligation, whether drilling or non-drilling.

(If the person has two or more periods of service within the same branch, send your request to the office having the record for the last period of service.)

5. Definitions for abbreviations used below:

NPRC—National Personnel Records Center PERS—Personnel Records  
TDRL—Temporary Disability Retirement List MED—Medical Records

SERVICE	NOTE: (See paragraph 4 above.)	CATEGORY OF RECORDS	WHERE TO WRITE ADDRESS CODE	
AIR FORCE (USAF)	Except for TDRL and general officers retired with pay, Air Force records are transferred to NPRC from Code 1, 60 days after separation and from Code 2, 150 days after separation.	Active members (includes National Guard on active duty in the Air Force), TDRL, and general officers retired with pay.		1
		Reserve, retired reservist in nonpay status, current National Guard officers not on active duty in Air Force, and National Guard released from active duty in Air Force.		2
		Current National Guard enlisted not on active duty in Air Force.		13
		Discharged, deceased, and retired with pay.		14
COAST GUARD (USCG)	Coast Guard officer and enlisted records are transferred to NPRC 7 months after separation.	Active, reserve, and TDRL members.		3
		Discharged, deceased, and retired members (see next item).		14
		Officers separated before 1/1/29 and enlisted personnel separated before 1/1/15.		6
MARINE CORPS (USMC)	Marine Corps records are transferred to NPRC between 6 and 9 months after separation.	Active, TDRL, and Selected Marine Corps Reserve members.		4
		Individual Ready Reserve and Fleet Marine Corps Reserve members.		5
		Discharged, deceased, and retired members (see next item).		14
		Members separated before 1/1/2005.		6
ARMY (USA)	Army records are transferred to NPRC as follows: Active Army and Individual Ready Reserve Control Groups: About 60 days after separation. U.S. Army Reserve Troop Unit personnel: About 120 to 180 days after separation.	Reserve, living retired members, retired general officers, and active duty records of current National Guard members who performed service in the U.S. Army before 7/1/72.*		7
		Active officers (including National Guard on active duty in the U.S. Army).		8
		Active enlisted (including National Guard on active duty in the U.S. Army) and enlisted TDRL.		9
		Current National Guard officers not on active duty in the U.S. Army.		12
		Current National Guard enlisted not on active duty in the U.S. Army.		13
		Discharged and deceased members (see next item).		14
		Officers separated before 7/1/17 and enlisted separated before 1/1/12.		6
		Officers and warrant officers TDRL.		8
NAVY (USN)	Navy records are transferred to NPRC 6 months after retirement or complete separation.	Active members (including reservists on duty)—PERS and MED		10
		Discharged, deceased, retired (with and without pay) less than six months, TDRL, drilling and nondrilling reservists	PERS ONLY	10
			MED ONLY	11
		Discharged, deceased, retired (with and without pay) more than six months (see next item)—PERS & MED		14
		Officers separated before 1/1/63 and enlisted separated before 1/1/86—PERS and MED		6

\*Code "1" applies to active duty records of current National Guard officers who performed service in the U.S. Army after 6/30/72.

Code "3" applies to active duty records of current National Guard enlisted members who performed service in the U.S. Army after 6/30/72.

## ADDRESS LIST OF CUSTODIANS (BY CODE NUMBERS SHOWN ABOVE)—Where to write / send this form for each category of records

1	Air Force Manpower and Personnel Center Military Personnel Records Division Randolph AFB, TX 78150-6001	5	Marine Corps Reserve Support Center 10950 El Monte Overland Park, KS 66211-1408	8	USA MILPERCEN ATTN: DAPC-MSR 200 Stovall Street Alexandria, VA 22332-0400	12	Army National Guard Personnel Center Columbia Pike Office Building 5600 Columbia Pike Falls Church, VA 22041
2	Air Reserve Personnel Center Denver, CO 80260-5000	6	Military Archives Division National Archives and Records Administration Washington, DC 20408	9	Commander U.S. Army Enlisted Records and Evaluation Center Fl. Benjamin Harrison, IN 46249-5301	13	The Adjutant General (of the appropriate State, DC, or Puerto Rico)
3	Commandant U.S. Coast Guard Washington, DC 20593-0001	7	Commander U.S. Army Reserve Personnel Center ATTN: DARP-PAS 9700 Page Boulevard St. Louis, MO 63132-5200	10	Commander Naval Military Personnel Command ATTN: NMPC-036 Washington, DC 20370-5036	14	<div> <p>Fill out, SEND to:</p> <p>↓ (FREE)</p> <p>National Personnel Records Center (Military Personnel Records) 9700 Page Boulevard St. Louis, MO 63132</p> </div>
4	Commandant of the Marine Corps (Code MMRB-10) headquarters, U.S. Marine Corps Washington, DC 20380-0001			11	Naval Reserve Personnel Center New Orleans, LA 70146-5000		



# EIGHTH-NORTHEAST AREA ARMED GUARD WW II VETERANS REUNION

AHOY MATES!!!

Holiday Inn of Livingston, NJ  
550 W. Mount Pleasant Av Rt-10  
Livingston, NJ 07039  
1-201-994-3500-LOCAL  
1-800-465-4329

AHOY MATES!

HI YOUSE Mates and YOUSE Ladies!!

July 4th, 1990

It is that time of year for our 8th NORTHEAST Area Reunion. Last year, we had over 400 to attend in Baltimore, Md. It was a great success, and all enjoyed visiting aboard the S.S. JOHN W. BROWN. We returned to Livingston since we'll be back there on MEMORIAL HOLIDAY WEEKEND for the 1991 "National Reunion" and we will take a cruise on her. This year, we are planning a "BUS TRIP" over to the Brooklyn Armed Guard Center Site for a Memorial Service, then have lunch at the U.S.S. INTREPID, followed by a tour of Manhattan.

Make your reservations by Sept. 6, 1990! Rate-single or Dbl \$56. plus 6% Tax.

\*\*\*\*\*  
Dinner Fri. 6:30 P.M. Sept. 21, 1990 @ \$14.00 EACH \$  
Breakfast Sat. 7:30 A.M. Sept. 22, 1990 @ \$ 6. EACH \$  
Bus Trip Sat. 9:00 A.M. SEPT. 22, 1990 @ \$10. EACH \$  
Banquet Sat. 7:00 P.M. Sept. 22, 1990 @ \$35. EACH \$  
Breakfast Sun. 8:30 A.M. Sept. 23, 1990 @ \$12. EACH \$

CHECK NUMBER

Totals \$

LAST

Name: , ADDR. ST. ZIP

LADIES TEL. ( ) HANDCAPPED (Y\_N) SMOKER (Y-N)

Make checks or M.O.s out to: ALEX LOMBARDI, 14 BROOKFIELD RD, UPPER MONTCLAIR 07043 1-201-783-7578. We are expecting an overflow crew, so make your plans now!! It sure helps with keeping records. C.A. Lloyd, National Chairman has promised to have ship and name LISTS updated and available at the Hotel.

YOUR CANCELLED CHECK IS YOUR RECEIPT!!

PLEASE BRING IT WITH YOU!!

ALL MEALS and TOUR RESERVATIONS "MUST" BE MADE BY SEPT. 14, 1990! THANK YOUSE

NOW HEAR THIS!!! \* ALL ARMED GUARD WELCOMED \* BRING-A-DA LADIES, TOO! alex

YOU DO NOT HAVE TO CUT UP THE POINTER. MAKE COPIES OR WRITE OUT NEEDED INFO

## HOLIDAY INN OF LIVINGSTON

PLEASE SEND CREDIT CARD NUMBER OR ONE NIGHT'S PREPAYMENT & 6% NJ SALES TAX. RESERVATIONS MUST BE MADE 2 WEEKS PRIOR TO ARRIVAL.

CC# TYPE EXP. DATE

GROUP NAME

SPECIAL RATE, FRI., SAT. SUN.-THURS.

ARRIVAL DATE: DEPARTURE DATE:

NAME:

ADDRESS:

TOWN STATE ZIP CODE

PHONE NUMBER:

## Holiday Inn of Livingston

550 West Mount Pleasant Avenue  
LIVINGSTON, NEW JERSEY 07039

ATTN: SALES OFFICE



AHOY SHIPMATES

AHOY SHIPMATES LADIES

ILLINOIS-WISCONSIN REGIONAL REUNION-

OCTOBER 12-14, 1990

All U.S.Navy Armed Guard WW I and WW II Veterans, Ladies and Friends, are invited to our Annual Mini-Reunion. We hope that you will attend and make this the best MINI-REUNION ever and all it takes is for you to be there. When you make your reservation, please tell them it is "U.S.N.ARMED GUARD" to get your reduced rates. All reservations "MUST BE" in by Sept.28, 1990. Those located one week prior to or after that date will be given SPECIAL ATTENTION ONLY!!

We are extending to our "neighboring shipmates" in Indiana, Iowa, Missouri a special invitation to join in with us and others who will come and be with us to do so. C.A. Lloyd will send an "UP-TO-DATE" printout of ships and names he has located at that time for you to look over. Better yet, write Ralph Lucas NOW for shipmates now and bring him with you if he has one listed!!

The "ROCK ISLAND PLAZA HOTEL", 17th St. and 3rd Ave., Rock Island, Illinois 61201 1-800-447-1297, in Il. 1-800-322-9803 or 1-309-794-1212 has been picked as HEADQUARTERS so call them for reservations. The rates are: \$36. single and \$44. double plus 9% Tax. No AARP DISCOUNTS AT THIS RATE!! Free parking will be at the Hotel and also across the street. Make reservations EARLY!!

\*\*\*\*\* NO NEED TO CUT-JUST COPY AND SEND IN \*\*\*\*\*

LAST NAME	FIRST	INITIAL	LADY
_____	_____	_____	_____
STREET_____	BOX_____	STATE_____	ZIP_____
TEL-(____)_____	HANDICAPPED- YES--NO	SMOKER? YES_NO (CIRCLE)	
_____	Person(S) at \$7.00 each Fri. October 12, 1990		\$_____
_____	Person(S) at \$18.00 each Sat.October 13, 1990 Banquet		\$_____
_____	Person(S) at \$7.00 each Arsenal Island Tour 9:30-11:30 AM		\$_____
_____	Person(S) at \$7.00 each Queen of Hearts Cruise 2-3:30 PM		\$_____
_____	Person(S) at \$5.50 each Sun. October 14, 1990 Brunch		\$_____
MAKE CHECK PAYABLE TO: USNAG-JOE KLIMSON		TOTAL	\$_____

YOUR CANCELLED CHECK WILL BE YOUR RECEIPT. BRING IT WITH YOU, PLEASE!!

Mail to your Hosts: Joseph and Paulette Klimson  
625 So. Genesee  
Morrison, Il. 61270

Tel-1-815-772-7156

We hope you can be with us. Have a safe trip here. And a safe trip home

KILROY WAS HERE OUR MOTTO WAS- "WE AIM TO DELIVER" -WE DID  
SORRY YOU MISSED HIM



Dear Mr. Lloyd:

May, 6, 1990

I am Gary Paul Williams, 3356 Stiles Road, Syracuse, N.Y. 13209 Telephone 1-315-457-3228 and the son of Marvin F. Williams, a former Armed Guard, who served, Feb. 1943-Feb. 1946 on the S.S. CHESTER O. SWAIN, S.S. MOLINE VICTORY and the S.S. WESTWIND during WW II. He was originally from Utica, N.Y.

My dad joined the Navy, in February 1943 and trained at Sampson, N.Y. I think he went to Little Creek, Virginia, or to Brooklyn, N.Y. I do remember that he used to talk about 5 inch guns as he was a "Gunner's Mate 2/C". He said that he went to Archangel; or Murmansk, Russia. He also served in the Mediterranean Sea area and in the Pacific. I know for sure that he was in the Philippines, as my uncle saw him there. My uncle served on an "Auxiliary Repair Dock #19" and they repaired damaged ships in the Battle of the Philippines. My dad told me that his gun crew shot down a Japanese plane, but I don't recall where.

It's been so long ago now. I was only 14 years old when he died. He died of a tropical disease he contracted during the war. The government "would not" give him a "service connected disability" status. He was a good sailor and a great father. I still miss him so. We're proud he served, especially in the Armed Guard, an "ELITE UNIT", if there ever was one.

I served with the U.S. Army in the Infantry in the Vietnam War-1967-68. I was in "B" Co. 2nd BN 60th Inf., Ninth Inf. Division. I know I served because my dad did. It is expected if the need be, and it's a family tradition. I would sure like to hear from someone who served with my dad.

Enclosed is a token of appreciation for expenses incurred.

Thank you,

Paul Gary Williams

This was copied with Gary's permission, in hopes of locating his dad's crew. I have sent the names that I have listed from the three ships above. If any one else of you served on these ships, contact Gary. I know he would like to hear from you. This is what it's all about!! Helping others!! cal

Dear Mr. Lloyd:

I am writing to inform you and the other U.S.M. Armed Guard Crew of the death of my father, Virgil M. Maddell, who died February 9, 1990 of a heart attack. Through "THE POINTER", a man named Eldon P. Begley, of Sebastian, Fla., wrote my father a letter a few weeks before his death. Dad and Mr. Begley were both survivors of the S.S. ELIZABETH which was sunk 5/20/42. Dad was intending to answer Mr. Begley's letter. He was very happy to hear from him and that letter sure made my father very happy and it refreshed his memory about the sinking. My dad sure enjoyed the "POINTER" and read every page, time and time again!!! He would set me down and tell me stories of seaports, towns, ships and sailors after he received the "POINTER". Mr. Lloyd, if I can be of assistance to your "ELITE" group of ARMED GUARD CREW, I would consider it an "HONOR". Thank you for the "POINTER" as it sure helped my dad. Please accept this check for the "POINTER" and "U.S.M. ARMED GUARD VETERANS" in MEMORY and HONOR of my father, Virgil M. Maddell. Sincerely, Bill Maddell, Rt 1 Box 608, Enterprise, AL 36330

FROM: THE LAFAYETTE JOURNAL-JUNE 1942 "LOCAL SAILOR BOY RELATES EXPERIENCES"

Virgil Maddell, son of Mr. and Mrs. Frank Maddell of Laverne was at home for a few days furlough after being granted a LEAVE OF ABSENCE from his duties as one of UNCLE SAM'S SAILOR BOYS. Virgil is entitled to a few days furlough as he is one of the survivors of a United States freighter that was shelled and torpedoed off the coast of Cuba in May. It is very interesting to listen to Virgil relate his experience and to note that he does it in a calm manner, of which is more than many of us could do after going through with his ordeal.

Virgil states that they sailed from Brooklyn, N.Y. on a medium sized freighter bound for Puerto Rico with a mixed cargo in May, and in trying to "dodge" the enemy submarines, they took a course which was 1200 miles out of the way. As they were halfway somewhere off the coast of Cuba, they received their first SOS warning from another United States freighter that had been torpedoed and not many miles from the freighter young Maddell was on. It was about 9:30 PM when the submarine gave the first warning which was "shelling" their ship. It was dark and no moon and the submarine could not be seen, only the flash from the guns could be seen. In a few minutes, another "warning" was given by the submarine and a torpedo was fired, making a direct hit on the ship, sinking it in a few minutes.

Young Maddell states that their gun crew fired on the submarine several times and a hit was thought to have been made. A crew of forty was aboard the ship with six lives lost.

Immediately after the ship was hit, all men rushed to the only available life boat, lowering it, and put to sea, just in time to avoid being caught in the suction of the sinking freighter. The other lifeboats and rafts were damaged by the torpedo and could not be used said young Maddell. Virgil and his mates were on the water for twenty two hours and finally reached shore where they remained for two days without much water and very little to eat. They forced

search parties, and finally found a lighthouse about twenty miles from where they had landed. They were taken by schooner, train and bus and finally landed in Havana, Cuba where they remained for a few days before being brought to the States again. Many of the boys were wounded which made the overloaded and overcrowded lifeboat a hard one, stated young Maddell.

Young Maddell is a second class seaman, enlisting in the Navy, January 13, of this year. He has made several trips on freighters to different parts of the world and will likely make more, he says. He will return to Brooklyn, NY to be assigned another ship to the port unknown. He says that he would not take any thing for his experience but would not like to go through it again. He is now ready to go back to sea, when he is called.

\*\*\*\*\*

Mr. C. A. Lloyd  
5712 Partridge Lane  
Raleigh, North Carolina 27609

July 25, 1988

Dear Shipmate & Brother-In-Arms:

It is with great interest that I receive "The Pointer" every time it is issued, and I also commiserate with all my ex-shipmates and "Armed Guardians" with whom we have all shared bad times, good times and experiences that are worth millions of dollars, but which not one will give 5 cents to live over again.

I write to you now to express something that I have not seen in "The Pointer" up to this point in time --- experiences of the Armed Guard in the South Pacific---!!!

My name is L.D. (Pee Wee) Hunter. I enlisted in the U.S. Navy on January 6, 1942, along with my brother C. E. (Emmy) Hunter. We were sent immediately, along with about 350 other enlistees, to the U.S. Naval Training Center in San Diego, CA. My brother and I were in Co 42-15, and, after a very short boot camp, were sent to the Destroyer Base. He was sent to the Electro-Hydraulic School and I, along with many others with no choice, to the Armed Guard Center.

With about 2 weeks of "4 Piper Duty" and several days of loading dummy ammo into loading trays, we were shipped out to the U.S. Naval Armed Guard "enter New Orleans, LA. There the fun began. I was sent to the S.S. Steel Trader, docked in New Orleans, for duty. They had (1) one too many in the gun crew -- allowance 9 -- I was number 10 -- so back to the base. The next day I was shipped to Galveston, Texas to complete the gun crew aboard the S.S. Pan American, a tanker. I caught the ship in the bay and we immediately weighed anchor. None of the crew - armed guard - had ever been to sea before, except the Bos'n 2nd and the Lt. (j.g.) -- who had been at Pearl Harbor at the time of the attack. Our weaponry - a 4.50" aft, a 3.23" forward, 2 - .50 cal water cooled machine guns on the bridge and the fiercest weapon known to man, 2 - .30 cal Lewis Guns aft.

Our course -- through the Caribbean and torpedo alley to the Panama Canal, through the canal and down the west coast of South America to the Ant-Artic Circle, across to New Zealand, Sydney, Australia and then to Noumea, New Caledonia and the

Coral Sea battle and refueling the fleet, back to San Pedro, CA with a total time in port of 15 hours, fueled, bunkered feed and back to sea and returned to the South Pacific and back to San Pedro by Sept. 1942 and a five day leave.

Then to another tanker, the M.S. Eastern Sun - the clown of the tankers. She couldn't go 20 days without breaking down in some way or another. One time we were broke down for 5 days, laying dead in the water. The Navy looked for us, the Air Corps looked for us, so the U.S. Government figured we were goners -- then when we were refueling one of the destroyers looking for us, they thought we were a ghost ship because, if they couldn't find us, no one could.

Back to the States, I have now gone from apprentice seaman to Gunner's Mate 2/C. From AGC San Pedro to AGC Treasure Island to pick up crew (all raw recruits) except for SM2/C and GM3/C and Lt. (j.g.) J. G. Tavernier - picked up new liberty ship, the SS Ring Lardner, at Sencela Arsenal, July 1, 1943, and headed for New Guinea with a total crew of 27 plus Lt. (j.g.). Armament: (1) 4.50 aft, (2) 20 MM aft, (4) 20 MM bridge, (2) 20 MM forward and 3.50 on the bow. You can see by this time that the armament is getting more prolific.

Anyhow, to Milne Bay New Guinea and up and down the East Coast of New Guinea running marines and ammo to the beaches. The last to Samarapur, New Guinea and then back to San Francisco in October of 1944.

Oh joy of joy -- shore duty at the AGC Treasure Island and an instructor of sight setting at the gun shed until Jan. 1st of 1945, then took a crew of 45 men to Portland, Oregon to pick up a troop ship and headed for Tinian. Left Tinian in Aug. 1945 and headed for Seattle with returning troops.

From Seattle to Manila -- the war was over -- to Shanghai, China -- to Seattle. Then 30 day leave in Denver then back to San Pedro to Long Beach Naval Hospital and discharge on medical survey. No, I was not sunk - although one tanker torpedoed, many air raids, 2 shrapnel wounds, many dirty drawers. The "men" I was with were mostly teenagers -- many went on to LST's, LCI's, LSM's, etc. and -- what I am getting at is the war in the South Pacific was as real as in the Atlantic, and the men I was with should be mentioned in "The Pointer" also!

With the Respect to all Armed Guardians,

L. D. (Pee Wee) Hunter  
L. D. (Pee Wee) Hunter

P.S. C. E. (Emmy) Hunter GM 3/C torpedoed & sunk on the U.S.S. Rowan #405 on 9-11-43.  
P.P.S. Never in 46 years have I put this down on paper.



War started for the United States with the Japanese bombing of Pearl Harbor at 07:55 A.M. Hawaiian time. War started for the 33 Merchant Seamen and 2 U.S. ARMY soldier passengers about 18:30 GCT on the S.S. CYNTHIA OLSEN when a shore radio picked up an SOS that they were being shelled by a surfaced Japanese submarine. The OLSEN was unarmed and was the first U.S. Flag Merchant Ship sunk in World War II by a Japanese Submarine's crew. THERE WERE NO SURVIVORS.

The S.S. CAPILLO was at anchor at Manila Bay on December 6, 1941 when it came under attack by Japanese planes and upon hearing that the United States had declared war on Japan, she was moved near Corregidor and came under attack on December 8 and was hit with bombs and strafing attacks, killing 1 crewman. She was not armed. The 33 other crewmen were captured by the Japanese on December 2 and 6 of the crew died while prisoner of war. Carl McGrillis was injured in the raid while serving on the S.S. Grant and was hospitalized, captured, taken prisoner of war and repatriated, September, 1945. There had been 59 Japanese planes that raided the unarmed ships in the harbor on December 8, 1941.

Many such incidents occurred in the Pacific before guns could be placed on the ships for any protection. The S.S. BENJAMIN HARRISON was deliberately grounded by her captain with 167 crewmen aboard. Twelve of these died in POW camps and three were killed when their lifeboat was sucked into the turning rudder. The Japanese salvaged her and she was later sunk on September 12, 1944 by submarine USS PAMPANITO in the South China Sea while enroute from Singapore to Japan with 900 Allied prisoners of war. Over 500 were saved by submarine rescues.

The ships were soon armed and U.S. Armed Guard crews were placed onboard to man the guns. Attention was mostly focused on the "North Atlantic Run" to England and Russia and little history was kept on the merchant ships or her crew until August 7, 1942 when the Allies began their first offensive at Guadalcanal. They had carried the supplies there with little action but the Marines and Army men ashore suffered a lot of casualties. The S.S. JAMES RAMEY reported 8 air raids while there but fired but one shell, but the danger was there. The S.S. WILLIAM WILLIAMS was torpedoed on May 2, 1943, abandoned, reboarded and sailed to port.

The big battle of the Pacific for Armed Guard Crews started October 20, 1943 in the "BATTLE OF THE PHILIPPINE ISLAND". The "BATTLE OF LEYTE" was comparable for the first time, to action to Murmansk, Russia. Once again, the merchant ships, merchant crews and U.S.N. Armed Guard gunners stood up to the worse the enemy could offer and came out in victory. The men were introduced to the "KAMIKAZI" pilots. The first Armed Guard reported wounded was on the S.S. JOSEPH KING and this was caused by falling flak. October 24, 1944, the S.S. DAVID DUDLEY FIELD was narrowly missed by a suicide plane and another hit the tugboat alongside of the S.S. AUGUSTUS THOMAS. A third plane hit the No. 7 gun tub of the FIELD and ripped off its wing. The loader on this gun had his shoe cut by the propeller but escaped any injury. As the plane passed over the ship, it swept away the ventilators and burned the gunners on No. 6 gun. Three Armed Guard were injured and other were hit by fragments.

The S.S. ADMIRAL JUSON and others survived fifty constant enemy attacks with some forty bombs dropped near her. The crew was credited with 2 planes before arriving and added 2 more and 4 assists before leaving on October 30. The S.S. CLARENCE DARRON reported 137 "RED ALERTS" and fired at the enemy in 19 days and shot down 2 planes and assisted on 3 more. The S.S. JOHN PAGE shot down 2 planes with 2 assists. The S.S. BENJAMIN IDE WHEELER took a lot of punishment with its Armed Guard having general quarters 333 times in 76 days before being hit by a suicide pilot on October 27, 1944 killing one Armed Guard and one merchant seaman while carrying 267 Army engineers and their equipment plus high explosives and gasoline. She sank in 36 feet of water and the gunners continued to down the 4 enemy planes according to Robert Norling, signalman onboard.

The S.S. THOMAS NELSON was hit by a Japanese suicide plane on November 12, 1944 as she was anchored in Dulag Harbor, Leyte. She carried bombs and gasoline and 633 U.S. Army troops plus 38 merchant and 27 Armed Guard. Three Armed Guard and 80 Army men were killed and 164 were injured. The plane was strafing the ship when it hit the jumbo boom. The impact exploded the bomb carried by the plane and started a fire which took two hours to put out. The Armed Guard gun crews were assisted by the "Army" volunteers, as most of the gun crews were in this area, and they were needed. The aft guns were put out of action but the others continued to defend the ship according to Ira Schaub, S/Sgt of Raleigh, North Carolina, one of the volunteer ammunition loaders. The ship was not abandoned. Doctors and medical supplies were rushed in from shore to treat the wounded and were taken ashore in small Navy crafts.

In a convoy for Mindoro on January 3, 1945 were the S.S. WILLIAM I. CHAMBERLAIN, ALLEN JOHNSON and the LEWIS L. DYDE. They were credited with several planes shot down and suddenly the DYDE was hit by a suicide plane and the ship just disintegrated, killing all personnel and also causing casualties on a nearby FLEET SHIP. The Armed Guard death toll for Mindoro was 63 dead and missing and 22 wounded. They were credited with eight enemy planes shot down and 16 assists plus possible 3 more credits. The S.S. ELMIRA VICTORY was hit at her water line

by a suicide plane at LINGAYEN GULF with flying fragments injuring six of the merchant seamen. A plane crashed on the S.S. OTIS SKINNER before arriving and the fire burned for 36 hours. January 12, a plane hit the S.S. KYLE V. JOHNSON in No. 3 hold after being hit by 20 mm gun fire. One Armed Guard was burned and there were 128 Army casualties. The S.S. KYLE V. JOHNSON had been named for a merchant seaman killed aboard the S.S. WAIDEN CREEK in the Mediterranean Sea on March 17, 1944. The S.S. EDWARD M. WESCOTT had 2 injured and others with minor wounds after being strafed by Japanese planes.

At Okinawa, Armed Guard were restrained from shooting unless directly attacked due to our superior air coverage and it stopped the risk of being shot down by their own guns. The Armed Guard had some close calls by having to endure the strain of the enemy attacking close by and could do nothing but wait. The first ships to arrive in the Okinawa area arrived at KERAMA RETTO BAY on April 6, 1945 were the PIERRE, LOGAN, HOBBS, HALAULA and GREEN BAY VICTORYs. An LST, loaded with ammunition was hit by a suicide plane about 1620 hrs and the LOGAN VICTORY was hit about 1647. One Armed Guard was listed killed, 3 missing and nine Armed Guard and others were injured. Two Armed Guard were killed when another plane hit the HOBBS VICTORY and 2 wounded. Five Armed Guard were injured when the S.S. MINUT VICTORY was hit. Two more were killed on the CANADA VICTORY when another plane crashed into No. 5 hold and twelve were wounded.

On May 11, the S.S. TJISADANE had a flaming plane to crash on No. 2 hold and four Army and Navy men were killed and nine were wounded. Three merchant ships fell victims of suicide planes on May 28. These ships, JOSHUA SNELLING, MARY A. LIVERMORE and the BROWN VICTORY. The LIVERMORE was hit at 0525 with 7 Merchant Seamen and 3 Armed Guard killed. Wounded were 3 Armed Guard and 4 Merchant Seamen but the other Armed Guard continued to fire the guns and one more plane was shot down and two assists before the morning was over. The JOSHUA SNELLING also received credit for two planes downed and one assist and another probably shot down. At 0900, a plane struck her in No. 1 hold and sent flames over the mast-head. Eleven aboard were wounded, 3 of these Armed Guard.

The BROWN VICTORY was then hit on "May 28, 1945" by a suicide plane and three Armed Guard were killed and 8 wounded. Killed were RAYMOND PETERS S/c 386-73-34 HAROLD C. BUCKRIDGE S/c 882 60 57 and MELVIN C. CARLSON 660-35-75 and these men would be the last Armed Guard to be killed and injured in action in WORLD WAR II. Official Archives Records show GORDON H. CARLSON of Elyria, Ohio as being killed but this was incorrect. Donald L. La Mont, Merchant Seaman AB also died in the hospital. One Army Security Officer was wounded and along with 5 Seaman.

The Japanese, who had brought on the war at Pearl Harbor by a sneak attack was no longer able to defend the land they had conquered. Their air power was gone. Merchant ships which were able to come through such brutal attacks and yet survive with so little damage was a tribute to the training and courage of these men, who, only a few months before, were mere boys, out of the factories, the fields and high schools of the North, the South, the East and the West. No such group of SPECIAL GUNNERS as the U.S. NAVY GUARD UNIT ever gave so much and come through battles so great, doing so much to an enemy who started something that they thought they could win, but their cause was not as justifiable as was the people of the UNITED STATES OF AMERICA AND HER ALLIES.

The dropping of the Atomic Bomb made the invasion of Japan unnecessary. August 6, 1945, a B-29 called the ENOLA GAY dropped the first atomic bomb ever used in a war and destroyed over half the City of HIROSHIMA, JAPAN. On August 9th, 1945 another Atomic Bomb was dropped on NAGASAKI, JAPAN and again, one half of a city was destroyed. Over 70,000 persons were killed and over 110,000 were injured. Should the bomb have been dropped? Would the world have a free society if they succeeded in their world domination? Which of our cities would have been leveled if they had developed the A-bomb first?

The "slaughter" started in Manchuria in the early thirties. It did not end for some of the Armed Guard Crew at the signing of the surrender treaty on September 2, 1945. They stayed on and mopped up the ones who were holed up in caves on some islands. Ask those who died at Pearl Harbor. Ask the 8,799,041 of our Allied soldiers, sailors, marines, merchant seamen, men, women and children and the 6,067,723 of our enemies who were killed to figure the score. Ask the total 25,000,000 or more wounded, crippled and maimed for life if the terror should not have been stopped in the shortest possible time. Ask the Mothers, Fathers and loved ones of those killed if it was justifiable. Ask the ones who started the war and those in a position to be killed. When you see the UNITED STATES OF AMERICA'S FLAG WAVING—ADMIRE IT!!!—NOT "FIRE" IT!!!

Thanks to the Navy Archives for most of the above facts and to James Sterling of Crisfield, Maryland for his research.

By Charles A. Lloyd

*Charles A. Lloyd 7/4/90*  
USN ARMED GUARD WWII VETERANS  
C. A. LLOYD, CHAIRMAN  
5712 PARTRIDGE LANE  
RALEIGH, N. C. 27609  
(919) 876 5537



# Memorial Day came early

Clinton Barr of Wilson spent nearly two years as a gunner aboard a Naval merchant ship during World War II in the arctic seaport of Murmansk. There, amid the thunder of gunfire in a land where darkness rules its winters, he saw many of his fellow soldiers die.

"Nobody goes there unless you have to go there," said Barr of the frigid seaport in the northwest area of the Soviet Union.

But after 45 years, Barr went back. He said he had to.

"I thought I should go back in respect to the soldiers and sailors that died up there," he explained.

Monday, as war veterans all over the country remember their fallen comrades, Barr will be remembering the special tribute he paid to his fellow soldiers and a land that has changed vastly since the German withdrawal on May 8, 1945.

"It was kind of a weird feeling going back to some place you were 45 years ago. And, it was so peaceful. So many things have changed there," he said.

About the only thing that stayed the same was the weather.

Barr and his wife Beatrice were the only Americans among a number of British who, as members of the Russian Convoy Club of Great Britain, returned to Murmansk to celebrate the 45th anniversary of Germany's withdrawal from the war. They were greeted not only by a Russian admiral, but also by temperatures in the teens and a vicious snowstorm.

"That's where I got this cold," he said with a shiver and a cough. "I stepped off the plane in a sport coat," said Barr, who expected the same mild weather that met the convoy when it landed in Moscow.

Barr, 63, and his wife, 66, flew to England on May 2, where they met up with members of the club for the trip to the Soviet Union. They spent some time visiting the museums and viewing the sites in Moscow before hopping a plane to Murmansk for the four-day reunion.

While in Murmansk, Barr and the others spent most of their time laying wreaths on the graves of those who died in the battle that was fought there. "The Russians took us out on a destroyer into Kola Bay [off the Murman Coast] and we spotted a ship that sank and we threw a wreath into the water," said Barr. "Everything sank up there."

But, he managed to find some time to sit in on a council meeting and tour some schools, where he found that from grade five on up, only English is spoken in school. "There was a sign that said: Past this sign, only English is spoken."

He said he found it ironic when the admiral who met the group and talked about a ship the United States gave Russia during the war. "When he saw me, he said 'You're the American.' And he said that our government gave Russia a ship named Allentown. That was a coincidence," he said. "I told him I lived only 16 miles from Allentown."

Barr said he became rather annoyed at the continuous questions thrown at him by a Russian lieutenant assigned to the group. He asked Barr about what kind of person President Bush was,

about British Prime Minister Margaret Thatcher's tax plan and he asked Barr's opinion on disarmament.

"I finally told him that I'm here as a veteran. I'm not here as a politician. I'm not going to talk about political views, I didn't come here for that and he finally left me alone. I don't know what he was up to."

But all in all, Barr said that the trip was a success and he was happy that he had the opportunity to pay his respects to the Americans who died at Murmansk.

Asked if he planned to attend the 50th reunion of the Russian Convoy Club, he said, "Well, I don't know. I'd have to think about that one. I know my wife won't go back at all. She enjoyed the sites, but as far as the cold weather, she couldn't take that."

"It was her first experience out of the country and I drug her right into a snowstorm. She became a member of the 'Blue Nose Club.' That's anybody who goes to the Arctic Circle," he laughed.

## THE BATTLE FOR THE MEDITERRANEAN SEA AREA

World War II had come early for the people in the MEDITERRANEAN SEA AREA, but for the U.S. Navy Armed Guard, their action started from the first ship to enter the Straits of Gibraltar until they cleared these waters. The MALTA CONVOY was forced consisting of six merchant ships in June of 1942 and Armed Guard Units were on the Dutch ship, TANIMBAR and United States flag ship, S.S. ORANT. Both of these ships were lost but they accounted for themselves, before going down. Armed Guard were also on the S.S. ALMERIA and S.S. SANTA ELISA and as their ships were sunk and they were rescued, they then joined the other gun crews on other ships. None of the Armed Guard crew was lost but three received serious burns when they had to jump overboard into flaming gasoline from their cargo.

The supplies had to be delivered to Malta and they faced a determined enemy to see that they did not succeed. They knew they were in for a battle for they had attended D.E.M.S. (Defensive Equipped Merchant Ship) Schools and added on more armament before leaving Great Britain on June 4, 1942. They were escorted by ten destroyers and two cruisers. The Convoy entered the Straits on the night of June 11 and as dawn was breaking on the 12th, these ships were joined by others making up a convoy of a battleship, two carriers, five cruisers, twenty one destroyers, four mine sweepers and six motor launches to escort fourteen armed merchant ships there, only five arrived. The launches were towed part of the way behind the other vessels in the convoy to conserve their fuel so they could be fully fueled against the possible dangerous of the fast E-boat attacks.

Ammunition was laid out on the decks so it could be used quickly. Only five of the fourteen merchant ships reached Malta and they had to fight all the way in from June 12 till arriving at Malta. Serious action began on June 14 when one reconnaissance plane dropped 3 bombs at 1015 hours. Decks were wet down on all ships and 1110, fifty enemy aircraft approached from the north three were shot down. Five minutes after the first attack, more planes attacked and twelve more planes were shot down but not before one flaming plane had unleashed a torpedo and sunk the TANIMBAR, it going down in five minutes without any Armed Guard being killed. The ORANT was strafed and the LIVERPOOL was hit. The tired gunners ate at their gun. At 1810, another attack came with near misses and one dive bomber was shot down and 4 hours later, forty dive bombers attacked with no success. They tried another attack at 2200 and another bomber fell.

The convoy was attacked at dawn on June 15th by two Italian light cruisers and three destroyers but did no damage. At 0709, dive bombers again began to attack and the ORANT was hit amidship blowing away part of her hull plating and other damage. She was carrying coal on her deck and coal dust was everywhere as the flame spreaded causing the crew to abandon ship. She and a British tanker was given coup de grace by the escorts. The Italian ships appeared again to attack the convoy at 0845 and British Spitfires appeared and they never came closer. Another air attack came in the morning and afternoon, but the Spitfires drove them off. Other attacks were made with little damage. As the battered convoy prepared to enter Valetta harbor, enemy mines claimed their toll. A Polish destroyer was sunk at 0115.

As the battered remnants of the convoy entered Valetta harbor, all the thankful people of Malta and the gun crews stationed high up on the fortification sites cheered while a band played "GOD SAVE THE KING" and the "STAR SPANGLED BANNER".

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Charles A. Lloyd 7/4/90  
USN ARMED GUARD WWII VETERANS  
C. A. LLOYD, CHAIRMAN  
5712 PARTRIDGE LANE  
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Ray Lonas, 20 Longhorn La, East Setauket, N.Y. 11733 writes that he was on the S.S. JAMES W. DOWER April 11, 1943 when sunk and he and 3 more Armed Guard plus 10 Merchant Seamen spent 26 days in a lifeboat before sighting the Coast of Spanish Morocco and spent another 6 days on the beach before being sighted by a British plane. They were picked up by the British Motor Patrol Boats the next morning and taken to a French and English Base. They were picked up from there by an Army Air Corp "BOOMER" and flown to Dakar, French West Africa and some were put into hospitals from injuries and others stayed in tents.

After seven days, they were assigned to the S.S. Alexander Ramsey since she was short on personnel and they sailed alone to South America, on to Trinidad and was in a convoy to New York City. They went for R. & R. in Deland, FL. He caught the S.S. KERMIT ROOSEVELT and then shipped out on the S.S. Shabonee for 7 months and given leave. A torpedo missed the SHABONEE just outside the Med Sea and hit another tanker on his port beam. After returning to the States, he sailed on the S.S. WASHITA and was in the Pacific when the war ended and he came home on the USS MARYLAND as many other Armed Guard did.

Now, I get the pleasure in letting him know he has shipmates, Arron Beck, 609 Hoover Dr., Lexington, N.C. and Arthur Benson 711 Cline St., Pittsburgh, Pa. on the list. This a short story but I'm sure that that was a long 32 days. cal

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Dear Lloyd:

I will try to tell you about my experiences in the U.S.N. Armed Guard during WW II. I joined the Navy in November, 1942 and went to "BOOT CAMP" at Sampson Naval Training Station, N.Y. I was in Unit F, Co. 433 and that was one of the first Units opened at Sampson.

We were sent to Little Creek, Virginia on Highway 60, outside of Norfolk, for Gunnery Training. We were then sent to the Armed Guard Center, 1st Ave. 52nd Street, Brooklyn, New York, but we didn't stay there long and went aboard the USAT AQUILION. I don't remember how many of us went aboard. I do recall that there were quite a few 20mm and 3"50s and a 4"50 and my gun crew was quartered on the stern beneath the gun tubs.

We forced a Convoy off Newfoundland and headed for England. I believe we lost a few ships from the Convoy going over. Our ship was near the middle of the Convoy since we had a few thousand troops onboard. A submarine was sighted in the middle of the Convoy though!! We arrived in Cardiff, England and put the troops ashore and sailed back to New York, sent to the Armed Guard Center for reassignment, which didn't take too long in those days!!

We were sent to Chester, Pennsylvania and boarded a "BRAND NEW TANKER"!! She was the S.S. PEROTE and I believe she had 8-20mm, 3-3"50s and a 5"38. We took her on a shakedown cruise and then we made a couple of Coastal Runs before we made a run to Aruba, an island off the Coast of South America. We took on a load of "HIGH TEST" gas for aircraft and headed for North Africa.

I can't remember all the events that happened on that ship, but we did travel alone because we were a new ship and fast enough to outrun the subs. We also made a few trips to Europe and returned to South America, picked up a load of diesel kerosene and sailed through the Panama Canal to Alaska. On the return trip back, the ship caught fire in the PUMP ROOM off the West Coast, not far from shore. Boats came out from shore and told us to vacate the ship.

I don't know what happened to the ship as it was burning pretty good and they took us to Treasure Island, our West Coast Receiving Station and they did not have room for us and they sent us to San Pedro, California "FEDERAL PRISON". The Navy had taken it over during the war. I do not know what they had done with the inmates!! They put us in their cells but they didn't lock the doors, of course!! From there, they shipped us by train across the United States to New York and "WHAT A RIDE!!" We had to sit in the seats for five days!!

When we arrived at the Brooklyn Armed Guard Center, they issued a new seabag "FREE" and we shipped out on the S.S. HARRISON G. SMITH whose crew had been issued a Battle Star of previous action from info I read in the "POINTER".

I was then assigned to the S.S. EUGENE HALE and stayed on her til the war was over. I made four trips across the Atlantic as I recall, and we lost some of ships from the convoy in the Mediterranean Sea. We went past Malta and up the East Coast of Italy to Bari. We also made a few runs while in the area over to Oran, North Africa to Naples and Leghorn, Italy carrying ammunition! As we were unloading ammo from the ship at Leghorn, some of us sailors went to see the "Leaning Tower of Pisa". You could see the Germans and the American heavy guns firing at each other. We did not stay long!! Meantime, the Germans had blown up the bridge that we came across and we had to catch a "BUMBOAT" back.

We left there with a few hundred German P.O.W.s to the "ROCK". THEY told us that according to "RULES OF WAR", our ship was declared "UNSEAWORTHY" for our P.O.W.s, and we left them. It was "GOOD ENOUGH" for us, so we left for Oran and back to Southern France and spent Christmas of 1944 there. We returned to the States and most of the crew got off. I was tired of going from one ship to another so I stayed onboard the HALE.

We took on cargo of planes, tanks, trucks, etc. and headed for the cold North Atlantic and I believe we were destined for Murmansk or Archangel, Russia. We lost quite a few ships to the "WOLFPACK" going over and they sent us to England instead. Going into the English Channel, we ran head-on to a Convoy coming out at night. We were rammed on the port quarter and the bow of the other ship smashed my 3"50 gun. It also did damage to the ship's stern and had to take her to Antwerp, Belgium for repairs. Many of the ships were sunk or damaged and this was kept very quiet. Many at the dock in Antwerp thought we had hit by enemy "shell fire".

While on the S.S. EUGENE HALE, I had a camera and I must have taken a hundred pictures of the trips I was on. I have pictures of Antwerp, Belgium; Beaches at Normandy and Northern France and of ships sinking in the North Atlantic. I have sinking of ships by aircraft at Southern France and pictures of a German Landing Craft made from cement. Some were taken at North Africa and in Oran's Harbor. I have some pictures of my friend at a German pillbox on the Northern Coast of France. They are all in my scrapbook and as I look at these pictures of back then, they sure bring back lots of memories.

I will leave you for now. I look forward to the "POINTER". I also have a ten page Diary I wrote on one ship.

Sincerely,

William F. Sullivan, 156 North 6th St., Fulton, N.Y. 13069 1-315-592-9216

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I can not print all the stories but I thought this one, you could all relate to and maybe you were in the same Convoy and got rammed. Let me know. calloyd



MOLE

Main Gate

U. S. NAVAL TRAINING STATION, GREAT LAKES, ILLINOIS  
REAR ADMIRAL, JOHN DOWNES U.S. NAVY, COMMANDING OFFICER

Herbert Hynes 80 Vernon St., Somerville, Ma. 02145 had his photo album at the Chicago Reunion and the picture above was in it and I thought it may bring your memory up-to-date for some of you Ol' Salts.



On December 4, 1941, the S.S. LARSEN left the Port of Boston on a trip that would take her to MURMANSK, RUSSIA. The Armed Guard crew aboard got it's first taste of battle when it fired it's guns three times at a surfaced submarine on Christmas Eve, scoring a possible hit on the sub with the second round. These few rounds were the first to be fired by the Armed Guard at the enemy but many more were to follow before the war ended. Some 347 merchant ships were sent to MURMANSK through April 26, 1945 and most of the 46 ships lost were sustained between January 5, 1942 and March 14, 1943. The Navy made every effort possible to give these ships all the armament and large quantities of ammunition and it paid off as expert Armed Guard crews gained experience, with plenty of targets.

Floating mines were spotted and a severe winter gale caught the convoy on March 25th and scattered all but 5 of the original 20 ships after the two day storm. On March 28, a German plane began shadowing the convoy while 5 other ships and a destroyer joined the convoy. The S.S. RACELAND was torpedoed or bombed on this date and the S.S. BATEAU was lost from unknown causes. Fortunately for others, four destroyers and a cruiser joined them on March 29th in time to protect them from a "SURFACE BATTLE" with German destroyers 150 miles northwest of MURMANSK. The battle was fought in a heavy snow squall with shells falling and exploding all around the ships. The escorts were damaged, but they also inflicted damage to the enemy which included the sinking of one of their destroyers. A enemy scout bomber dropped it's bombs into the sea after the S.S. DUNBOYNE opened fire with all it's nine guns.

On the morning of March 30th, the S.S. EFFINGHAM was torpedoed 150 feet astern of the DUNBOYNE but was able to launch two lifeboats. Some of these men died in the boats due to exposure. When the convoy was abreast of Kildin Island, some 20 miles North of MURMANSK, four bombs were dropped ahead of the S.S. ELBONA and two near the S.S. MORROW. Only nine of the original 20 ships were present as the entry was made into the Port of MURMANSK. Enemy subs were also in the area but were heavily attacked by the escorting vessels. The Russian planes and the effective firepower from the anti-aircraft guns in the hills around the City of MURMANSK were welcome sights to the battle weary men who had not slept in three days as they slipped through KOLA INLET and anchored on March 30, 1942.

The convoy was in MURMANSK until April 29th and was under constant attack. They survived 110 alerts and 54 actual bombings. The ELBONA crew was credited with shooting down three enemy bombers by the Russian Government and were rewarded with an extra month's pay. The DUNBOYNE was credited with two planes and helped on bringing down another. Raids were daily and on April 15th about 50 enemy and Allied planes were in the air at one time and later in the afternoon, 125 more planes were engaged in dogfights. On April 28, the long MURMANSK nightmare was over as they left for Reykjavik, Iceland where they arrived on May 7 after the Convoy faced mines, another aerial attack on May 1 and enemy surface ships.

Only two American ships, the S.S. YAWA and S.S. CHESWOLD, had Armed Guard crews onboard in PQ-14. They left Reykjavik on April 6 and many ships turned back due to fog and snow. The enemy "SHADOW" plane circled out of range on the 15th and escorts made contact with 3 enemy destroyers. Next day, a German plane appeared but left and at 1235, the Commodore's ship was torpedoed and sunk in about one minute. Rescue ships picked up 31 survivors from the icy waters. More bombs were dropped and torpedoes were seen and the escorts sunk a submarine ahead as they entered MURMANSK harbor on April 19. While in port, they shared in daily attacks that PQ-13 was receiving. The YAWA missed sailing when the convoy left on April 28 due to damage to her bow and propeller. On May 12 and 14, she was damaged again from near misses and on May 15, a bomb hit her No. 2 boiler. More bombs on May 27 missed the ship but bomb fragments on June 13 opened her deep tank and made 14 holes in her port side but her crew shot down one enemy plane. While in MURMANSK, the YAWA experienced 156 air raid alarms. Bombs were dropped on the city and ships 46 times and 19 times, the planes dropped no bombs. She was attacked five times and about 50 bombs were dropped near her.

PQ-15 included 16 American ships when it left Iceland for MURMANSK on April 26. These ships were: S.S.s ALCOA BARKER, EXPOSITOR, DEER LODGE, MORWACHIO, TENGAS, SEATTLE SPIRIT, ZERULON B. VANCE, WAYOU CHICO, PAUL LUCKENBACH, CAPSIA, HESTRA, LANCASTER, FRANCIS SCOTT KEY, ALCOA CADET, MORWACHY and the TOPA TOPA. Mines were encountered and enemy scout planes started on April 30 and on May 1, one of the 3 enemy planes were shot down, their bombs fell wide. On May 5, five or more planes sunk three merchantmen in rapid order. The attack took place after midnight and one plane crashed into flames. A few minutes later, a lookout on the S.S. EXPOSITOR sighted a conning tower in the center of the convoy, just a few yards off the starboard quarter. As the submarine changed course, the 4"50 gun on the EXPOSITOR was brought to bear and the top of the conning tower was blown off. A torpedo was avoided by backing the ship full speed. The USN Armed Guard on this ship consisted only of four gunners, a signalman striker and the officer, Lt. ROBERT B. RICKS of Gainesville, Georgia, who was awarded the first Silver Star Medal presented to an Armed Guard Officer. He had been assigned to the EXPOSITOR on February, 1942. They left Pier 98 in Philadelphia on March 4, 1942 and headed to New York where a cargo was taken on that heavy clothing gave no protection. The EXPOSITOR carried 5,000 cases of TNT. Most of the ships left MURMANSK on May 21 and arrived in New York, June 28. The ships left behind continued to receive constant bombings and it became worse. The EXPOSITOR delivered another cargo to Russia and was torpedoed and sunk February 22, 1943 in the North Atlantic in Convoy ON-144, taking the lives of six Merchant Seamen plus three U.S.N. Armed Guard. The 48 survivors were picked up by HMS TRILLIUM. One of these survivors, L. WHITSON LLOYD, Armed Guard was to later be killed in the sinking of the S.S. BLACK POINT, May 5, 1945 by the submarine U-603, just three miles off the Coast of Port Judith, Rhode Island. He was the last Armed Guard to be killed in the North Atlantic Theatre of War.

Convoy PQ-16 consisted of 35 ships which left Iceland on May 20. The S.S. MUNA KEA Armed Guard claimed four hits on a sub on April 3, blowing off the conning tower and presumed sunk, even before arriving in Iceland. The Convoy split up May 29, some to Archangel, but most to MURMANSK. The German attacks on this convoy was heavier than previous ones. There was no nights and the enemy could attack around the clock in daylight. On May 25, the S.S. CARLTON was hit and had to return to Iceland. Approximately 100 German planes attacked the convoy sinking six ships, left 3 were listing and two on fire. Many ships were strafed or damaged by near misses. Survivors of the S.S. ALANAR were rescued when sunk. The survivors from this ship was on the S.S. MOSGOW when it was sunk on the return trip after running into a "MINE FIELD" and 24 of the 36 were known killed. The S.S. JOHN RANDOLPH and S.S. HEFFRON were also sunk in the mine field along with some foreign ships.

In Convoy PQ-17, over three fourths of all merchant ships in the convoy were sunk due to the fact that the escorts were called away on July 4, 1942 to meet the larger ships of the German Navy and left the merchant ships at the mercy of the submarines and airplanes of the enemy. The Armed Guard shot down eight of the German planes but the S.S. CHRISTOPHER NEWPORT and S.S. WILLIAM HOOPER were sunk by torpedoes. The Armed Guard gun crew from the S.S. DANIEL MORGAN fired at and hit a torpedo only 20 yards from the CARLTON and saving that ship, to sink another day. On July 5, after being at general quarters for over 18 hours, the MORGAN crew witnessed the sinking of the S.S. FAIRFIELD CITY by bombs. They shot down two planes of the five that attacked her with bombs and was so damaged by the bombs that she too, sank. Others sunk on that day were the S.S. PAW KRAFT, the S.S. WASHINGTON, the S.S. PETER KORN, the S.S. HONOLULU and the S.S. CARLTON.

The crew from the WASHINGTON spent 10 days in their lifeboats. After seven cold days, they went ashore on NOVYA ZEMLYA and had "SEAGULL SOUP". Further down the coast, two days later, they snared 100 haddocks and had a feast with the survivors of a British ship. They came upon the S.S. WINSTON SALEN grounded on a sand bar and had their first good meal in 10 days. One third had frozen feet before they reached Archangel on July 24. Many of them survived the sinking and came back on other ships. Some of these ships were sunk again and unfortunately some the men were killed as these ships were hit. The 31 S.S. CARLTON survivors and five from the HONOLULU fell prisoner-of-war victims in the Germans camps and were liberated in 1945. Nine ARMED GUARD from the CARLTON were liberated.

Convoy PQ-18 left Loch Ewe, Scotland late in the evening of September 2, 1942 and carried war supplies. A total of eight American, two Russian and three of the total forty ships were sunk. Bigger and better guns were supplied to the gun crews and PQ-18 was the "LAWMAK" or turning point of the war. September 3 found the Convoy with the barometer falling and by evening, gales were high and the sea with 90 foot waves. September 5, with better weather, the first contact with the enemy was made and again on the 11th. On September 11, early in the morning, enemy scout planes appeared on all sides of the convoy and 0900, subs struck twice and two ships went down. Then in the afternoon, 20-30 planes came in for an attack and were painted black with green or orange wing tips, weird and awful to behold as they skimmed the water at about 20 feet and would dart up and down to confuse the aim of a thousand guns, blazing at them.

Thirty minutes after this attack, thirty five or more planes flew in dead ahead and from the starboard side. One of the bombers, on fire and rapidly losing altitude, flew his plane with it's deadly cargo on to the forward deck of the MARY LUCKENBACH which disintegrated upon impact. There were no survivors. The crew of the MARY LUCKENBACH was credited with five to seven enemy planes. Next day, the Convoy Commodore who was a British Rear Admiral sent the following message. "REVERENCE TO YOUR GUNNERS, YOU ARE TOPS IN YOUR CLASS".

On September 15th, 15 enemy bombers returned to drop bombs from a high altitude at the carrier and other ships. Wave after wave came over for three hours and forty five minutes and unload their bombs, perhaps 40-70 in each attack. The gun crews could only gaze upwards in hopes of hitting the planes and the men almost dropped dead at the guns from lack of sleep. One Armed Guard Officer reported had not slept 2 hours in 72 hours and did not leave the bridge for any food. It was 21 hours out of 24 on duty for the Armed Guard if they wanted to live. They arrived in Archangel on September 1942. More than 45 German planes were shot down by the Armed Guard gun crews but they had given up 13 ships. The bad weather was the ship's ally since it kept the enemy planes away.

A "TRIDOLE MOVEMENT" of ships was tried at the end of October, 1942 by sending out ten ships, five American and five British, who were to brave the hazards of the voyage to MURMANSK without escort. They left one ship at a time, at 12 hour intervals, so they could travel 100 miles apart. It was not tried again due to the high loss of ships and personnel.

Convoy JW-51A consisted of 16 merchant ships and equally number of escorts. It left Loch Ewe on December 15. Russian I.D. plane spotters were placed onboard merchant ships while in port due to shooting down two friendly Russian planes

Convoy JW-51B consisted of 15 ships plus escorts and left Loch Ewe on December 22. Among the ten American ships was one veteran of the ferocious German Sub attack ten days earlier. The ship was the JEFFERSON MEYER which was in a convoy from London to Hull when E-BOTS attacked it in "E BOAT ALLEY" east of Dartsouth on December 12. Five ships were sunk there. Many planes in this and other convoys to follow lost 10 to 20 pounds in a few days. Young men became old men in a short time. According to the Officer of the NICHOLAS GILMAN, "THE SUFFERING THEY ENDURED IS BEYOND MY POWER TO EXPRESS". Many other ships would sail to



Russian Ports and many suffered the equally or worse fates. Those men who did go and survive consider themselves very lucky.

There were many convoys such as SC-107, of November, 1942 that has never gained any recognition such as the MURMACK RUN. All Armed Guard in this convoy proudly wear the COMBAT STAR on their American Theatre ribbons for their work. Some 44 merchant ships loaded with vital war supplies were headed to Iceland when attacked by a wolfpack of U-Boats. Sixteen of these ships were sunk, of these, only one was American, the S.S. Nahr.

The S.S. OLNEY recorded she may have run over a submarine on November 3, 1942 and the entire bottom of the ship on the port side was found to be bent in numerous places. The S.S. L.V. STANFORD had a torpedo pass close by and later on fired the machine guns at a periscope and the sub dived and their was an oil slick. Many other episodes as this happened in the BATTLE OF THE ATLANTIC, on the way, to and from carrying supplies to Russia and England.

Seven proud warships of the United States Navy carried the names of Armed Guard officers for their heroic deeds of WW II. They were:

#### DESTROYER ESCORTS

SHIP	NAMED FOR	SERVED ON
USS BORUM	Lt(jg) JOHN R. BORUM	S.S. BRILLIANT
USS BRENNAN	Ensign JOHN J. BRENNAN	S.S. OTIS
USS HERZOG	Lt(jg) WILLIAM R. HERZOG	S.S. PAN NEW YORK
USS HUNTER MARSHALL	ENSIGN HUNTER MARSHALL	S.S. MERRINACK
USS WILLETT	ENSIGN KENNETH M. WILLETT	S.S. STEPHEN HOPKINS
	DESTROYER	
USS VESOLE	ENSIGN KAY K. VESOLE	S.S. JOHN BASCOM
	TRANSPORT	
USS WALSH	Lt(jg) PATRICK J. WALSH	S.S. PATRICK J. HURLEY

Most of the S.S. OTIS's cargo was tin and manganese which she was bringing back from the GOLD COAST when a torpedo hit and the Armed Guard performing bravely to the last to save the ship. This was the USS BRENNAN. The S.S. MERRINACK crew lived up to the traditions of the Navy when she was sunk on the night of June 9, 1942. She sank in 35 minutes and only one Armed Guard lived to tell the tale. All Armed Guard went to their own battle station and the order was given to abandon ship only after the sinking was imminent. Loss of life was heavy due to the fact the engines were not stopped and the ship was abandoned, at "FULL SPEED". Life rafts were released but were left far behind the stricken ship. The USS HUNTER MARSHALL carries his name. It was very dark on September 12, 1942 when the tanker PATRICK J. HURLEY was fired on by an enemy submarine and Armed Guard were swept by machine gun fire as they went to O.O. Lt(jg) PATRICK J. WALSH rushed to his station with blood gushing from a wound to the throat. The enemy fire was returned by the stern gun and machine gun fire. The enemy fired some 30 rounds into the ship before "ABANDON SHIP" was given. The Officer and two Armed Guard went down with the ship. FIRST AID was given by Seaman 2/C ERNEST B. TILLINGHAST to the 1st Asst. Engineer in an open lifeboat and probably saved his life. He, himself was suffering from an attack of appendicitis. One of the lifeboats were in the water for three weeks before the men were rescued. USS WALSH bears the Officer WALSH'S name.

Many merchant ships with Armed Guard gunners aboard served in the crossing of the Atlantic and off the Eastern and Gulf Coast States and were killed within sight of the United States. Many articles have been written of these ordeals. It is not the intent to not give these brave men credit for they gave their all wherever and whenever duty prevailed. To all those who served, the World owes them a respect and dignity forever.

Such action was what BASIL DOMINIC IZZI of South Barre, Massachusetts was to encounter after completing Basic training at New Port, Rhode Island in May of 1942. Little did he know when he was assigned to the U.S.N. Armed Guard Service as a gunner on a converted Dutch passenger liner, to a wartime cargo ship, that his ship would be sunk on November 1, 1942 as it was returning from a South African Port, bound for New York. On January 24, 1943, after 83 days on a raft, he and Cornelius van der Slot and Nicko Hoogendae (from the Netherlands) would be rescued by a PC BOAT whose officer was standing by with a shell in his hand in case they turned out to be the enemy. They had survived by eating raw fish, fowl and rain water which they manage to catch. BASIL had clung to debris for two days before spotting the raft with four men onboard that he was to survive on. One was Ensign Jimmy Maddox and another Armed Guard, George Beezley. These two shipmates would not endure the hardship.

Beezley lost sight in one eye and deafness followed on the 66th day. He then developed stomach pains which lasted two days and deliriously raved about his girl friend and died during the night. Ensign Maddox performed the funeral service, but he, too, went like Beezley on the 77th day as he murmured about his wife and fondled their wedding rings. The three buried him at sea, using

the prayers he, himself, had taught them. Basil returned the two wedding rings to Maddox's widow and spent many hours with those families and friends they had left behind.

And then there was W.B. ELDER from Freeland, Washington who was one of the two Armed Guard gun crew members of 24 who survived the sinking of the tanker S.S. WILLIAM P. FRYE on March 29, 1943. The merchant seamen losses were 35 of the 40 onboard. There were 37 ships that disintegrated in WW II, taking all lives of those onboard. One such ship was the S.S. PAUL HAMILTON which was carrying high explosives when hit by a torpedo. She carried a Merchant Crew of 47 men, Armed Guard crew of 29 men and 504 U.S. Army Air Force personnel. When all of socks cleared, there was no survivors, no debris. You did not have to be in a war zone to be in danger. The S.S. E.A. BRYAN and the S.S. QUINCY VICTORY were at the ammunition depot in Port Chicago, California being loaded with bombs and other high explosives when an explosion occurred, taking the lives of 320 men who were in the area. Eleven U.S.N. Armed Guard on LIBERTY survived from the Merchant and Navy crew of these two ships.

Thirty United States Flag Ships completely disappeared with all hands and never heard from or seen again with the exception of reports of the submarine crew. One such ship, the S.S. La SALLE, was "ATOMIZED" when hit, according to the log book on November 7, 1942 of the submarine that torpedoed her. Lt(jg) Carl F. Zeidler was on leave from his duty as Mayor of Milwaukee, Wisconsin after reporting for duty to serve his country. He was in command of a 56 man Armed Guard Gun Crew as the La SALLE sailed from the Canal Zone on September 26, 1942 and on November 7, 1942, about 350 miles South East of Cape of Good Hope, South Africa, a Captain of German U-boat U-159 spotted smoke on the horizon and they followed the La SALLE until 2000 hours when a torpedo was launched but failed to explode. Another torpedo was launched at 2250 hours and it hit it's mark. It took the lives of 13 Armed Guard and 39 Merchant seamen. The Submarine was sunk on July 15, 1943 by the aircraft from the USS SANTEE (CVE-29). None of the crew from the submarine survived.

#### "RUSSIAN RUN"

And when the S.S. EFFERNAN was sunk March 30, 1942 while on her way to the Russian Port of MURMACK, the Chief Merchant Marine Officer, LOUIS S. WATHAM who was in charge of the lifeboat, stayed at the main oar most of the time for 32 hours in the frigid weather when picked up by the H.M.S. HARRIER. Five men died in the boat and the survivors owe their lives to him for his courage and leadership according to The Senior Officer C.P. HENTON RN of the Sixth Mine-Sweeping Flotilla on April 11, 1942 who submitted that WATHAM was entitled to recognition beyond the call of duty.

The crew of the S.S. PINOCCHIO boarded the 1919 built ship at Hoboken, New Jersey for four days. Seamen KEN CLASEN and JAMES BLACKWELL cleaned and mounted a 4"50 surface gun that was so old, they were afraid to fire them. They set sail for Nova Scotia on April 13, 1942 and on to Scotland and Iceland in time to be in CONVOY PQ-17 to Murmansk, Russia via the Barents Sea, loaded with coal and TNT, at eight knots with thirty six other vessels. On July 2, the German planes from occupied Norway started circling the convoy to test the firepower of the ships. Axis Sally broadcasted that the planes were going to give them a good July 4th celebration. As promised, they showed up on America's Independence Day. As the planes circled the convoy, the submarines jockeyed for position and took aim on special ships. The Convoy's Commanders received orders to split up the convoy and proceed on their own to Murmansk and the escorts left, leaving the ships at mercy of the enemy. The PINOCCHIO survived the July 4th attacks and sailed north in colder waters near the ice floes with other ships. Due to the season and high latitude, the sun never set and the vessels were never cloaked in darkness and some crews camouflaged their ships by painting them white to look like big chunks of ice from the air and sea.

The following day, about 3:45 pm, Clasen reported that seven JU-88 divebombers attacked but only three dropped their bombs as he fired the .30-caliber weapons at them and hit them, only to see the expended bullets ricochet off the armored planes. The planes dropped their bombs and they hit near the starboard bow, in the compass next to the TNT and one hit midship. With coal all over the place and the ship split at the seams, the abandon orders were given and the PINOCCHIO had become another victim to the enemy on July 7, 1942. One merchant seaman was killed by strafing and one seaman, who had been hit by shrapnel, lost his grip and fell between the ship and lifeboat and was killed. The British ship, HMS LOTUS rescued them. When the attack was over, 153 Armed Guard and Merchant Seamen were dead and 23 Allied ships had been sunk. The Russians reported that the surviving ships had reached safely in the Port of Archangel, via the islands of Novaya Zemlya, and though they had suffered losses, it had delivered "a huge mass of planes, tanks, guns, food, medicine and machine tools for their hard-pressed people" and contributed to saving their country from the enemy invader.

For many ships that had delivered their goods safely, they had to worry about the return home as in Convoy QP-13 in which the S.S. JOHN RANDOLPH, S.S. HYBERT, S.S. NASSAWAN and the S.S. HEFFRON fell victims after being lead into an ALLIED MINEFIELD July 5, 1942 because of poor visibility and bad weather which prevented the Convoy Escort Commander to get a good fix before entering the mine field off the northwest coast of Iceland with the loss of many lives. Others had to face the U-boats on the way home. This was bad on the nerves due to the stress of the "uncertainty" of when they would strike. This was the case in the Convoy QP-146 in which the S.S. Chattanooga City and the S.S. Expositor was torpedoed before midnight on February 22, 1943 and the S.S. Jonathan Sturges and S.S. Hastings crew saw them hit and they were hit a few hours later. The STURGES crew were the only ones that were not picked up within minutes or an hour or two. It would be 16 days in the cold North Atlantic for Robert Leland, Armed Guard from New York, before they would be rescued by the USS BELKNAP (DD-251). One of the



Merchant Seamen died of exposure, huddled next to his one day before they were rescued. The other 17 of his crew who were in another lifeboat were not as fortunate for only 3 Armed Guard and 2 Merchant Seamen would survive a 41 day ordeal of bitter cold and the shortage of food and water.

Another big factor was the extreme bitter cold, rain, bad weather and turbulent seas, or the combination of them all. Many ships collided in the convoys due to these rough seas, continuous fog that limited seeing distance to a few feet. It was necessary to extend a 300 foot line, with a towing fog buoy attached from the stern of the ship to serve as a warning so the ones on the ship's watches, fore and aft, could see it if they closed in on a ship ahead. It was designed to send a pattern of water about five feet into the air.

Many ships that left the United States in December of 1941 and early 1942 which was destined for Murmansk were ill-equipped with suitable clothing and even the guns. Some crews even placed crescent poles, as a disguise, on the bow and stern until they could be replaced with real guns. Some guns were placed on the ship after they arrived in England. Most all small caliber guns were replaced there before going on to Russia and to face the enemy planes. All vessels were armed with what guns were available at the time. Due to the circumstances, the Armed Guard and the Merchant Crew were fortunate to not have lost more of their ships and personnel to and from the Russian Ports.

To the German, Italian and Japanese mothers, fathers and the loved ones of your fighting forces of World War II, our hearts pour out to you in the loss of your loved ones who gave their lives in a war that should not have been. The purpose and intent of your leaders may never be answered but it is the Prayers of our crew that never again will our ancestors be called on to sail, cripple and kill one another. There are no winners in a War.

TO THE UNITED STATES NAVY ARMED GUARD AND MERCHANT SEAMEN WHO SERVED, AND TO ALL THE MEN FROM ALL NATIONS WHO SERVED AND BROUGHT YOU PROVISIONS NECESSARY TO TURN BACK YOUR ENEMY TO SAVE YOU FROM THE AGGRESSOR, AND TO ALL THE NATIONS WHO TOOK A HEROIC PART IN THIS HARSHIP AND STRUGGLE TO RID YOU OF YOUR ENEMY, THE RUSSIAN PEOPLE AND THEIR NATION SHOULD ALWAYS BE INDENTED.

TO THE RUSSIAN PEOPLE WHO GAVE OF THEIR LIVES IN WORLD WAR II AND TO ALL THOSE WHO SACRIFICED THEIR ALL BRINGING TO YOU THE PROVISIONS OF WAR, THIS PARTICULAR SERMENT OF THIS BOOK IS SO DEDICATED AS A SHINING LIGHT TO WORLD PEACE.

*Charles A Lloyd*  
7/11/90

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Mr Charles A. Lloyd,  
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Dear Charles,

Help! S.O.S., Mayday. I hope you are the right person to come to my assistance.

Last month I took a party of 101 veterans and ladies back to Murmansk and the Kola Inlet. While we were there the civic and veterans authorities informed me that they would like to present medallions or insignia to the veterans of the convoys to commemorate the 50th Anniversary of the convoys, late in 1991. But, they would only undertake this if someone could produce a comprehensive list of those veterans who would qualify.

I have undertaken this task which must be 99% complete by the end of this year. I have now got more than 1,500 on the list from U.K. and New Zealand and I have been promised lists from Canada, Australia and Norway. There must be a large number who qualify in the States, not only from the Armed Guard, but from the Merchant and U.S. Navy veterans. Can you help me in any way? Perhaps a list of your members and also addresses of other Veterans Clubs.

You may receive a similar enquiry from one of your members. Clinton Barr of Easton, PA. Clint and his wife Beatrice were members of our tour party this year and I asked him to help me with addresses.

In anticipation, yours faithfully

*Dick*  
Richard D Squires.

*Angela  
Gargash  
UK*

Dear Mr Lloyd,

Further to my previous letter which I hope you received. Please find enclosed newspaper cutting regarding the issue of Russian Medals for Arctic Veterans. I thought you might find it interesting. I am handing it to you right away, as applications have to be in by the 30th August 1990. There would be nothing lost by you applying for me. I notice that this issue is being conducted by H.M.S. Centurion. That is where our search are held. I had to apply for mine to the Russian Embassy. This article was published by the Liverpool Daily Post on June 9<sup>th</sup> 1990. Would you please inform Hilary Hakowski about this Medal when you have time. Must sign off now to catch the outward mail.

With Best Wishes to you & yours,  
Sincerely,

*Roland (Reinhardt)*



Deland, Florida WWII U.S.N. Armed Guard "Rest Camp", owned by the Stetson Hat Company in WW II. Photo courtesy Florida State Archives. Sent in by Ralph Womeldorf, Virginia Beach, Va. (Site demolished - hospital now on property.)





Lone Sailor

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



## DEDICATION

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

THE U.S.N. ARMED GUARD WW I AND WW II VETERANS "10th" NATIONAL REUNION WILL BE HELD AT THE HYATT-REGENCY HOTEL, 300 LIGHT STREET, BALTIMORE, MARYLAND 21207, 1-800-228-9000 ON MAY 25-28, 1991. HOSTS WILL BE ALEX AND EDITH LOMBARDI, 14 BROOK FIELD ROAD, MONTCLAIR, NEW JERSEY 07043, 1-201-783-7578. BE SURE TO LET THE HOTEL KNOW THAT YOU ARE U.S.N. ARMED GUARD WHEN MAKING RESERVATIONS. MAKE YOUR RESERVATION EARLY, YOUSE GUYS!! YOUSES EARNED IT, Y'ALL!!



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