

SEPTEMBER 20, 1990

THE INTER



ARMS FOR RUSSIA . . . A great convoy of British ships escorted by Soviet fighter planes sails into Murmansk harbour with vital supplies for the Red Army.
(Courtesy of British Information Services, 30 Rockefeller Plaza, New York City)

THE POINTER

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1991 Reunion Hosts
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AND

THE PLANE SHOOTER

Our Motto: "We aim- To Deliver" and "We-Did"

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"

Dear Armed Guard Veterans and Ladies:

September 20, 1990

I hope this finds you in good "HEALTH and SPIRIT". With the summer behind us and the fall season upon us, we wonder where those last 8 months went!!! We know that Ol'Man Winter is just around the corner, as the leaves on the trees starts to display their many colors. After looking at all those sandpiles in Saudi Arabia, one wonders why we complain about cutting the grass. I believe most of the Army Personnel there would be happy to be cutting grass. All our prayers are that the crisis is over before you receive this. If the guns are fired, may we be victorious with little casualties on our side. If the world can not whip one country, I dread to see the final results.

I would like to correct a "FEW ERRORS" in the last "POINTER" of July 15, 1990. One was that it is "POINT JUDITH", Rhode Island, instead of "PORT", as the site where the "Plaque" is to be dedicated on November 11, 1990, to the Coal Collier "S.S. Blackpoint" and it's crew who were killed and to her survivors, when she was sunk May 5, 1945 by the submarine, U-853, which I had previously mistakenly numbered U-803. I failed to put Ralph Lucas's street name on Page 3, 2nd column in writing for printout of shipmates we have located so far. I send him an update weekly and it is a great help to me. Send a self-addressed to: RALPH LUCAS, 1220 HAWTHORNE RD., HANAHAN, S.C. 29406 for shipmates! SEND ALL "FIRST TIME" info to us first so it can be entered into the computer so it can be included in the backup that I send to him.

Our deepest sympathy is extended to Metaxi Alford and to her family in the lost of husband, Daniel, and a devoted Armed Guard Veteran who left our midst on Aug. 21, 1990. Dan had attended many reunions and had volunteered to Chair the South Carolina Flotilla this year, replacing Robert Floyd from Columbia, S.C. who had held that position for 4 years. Dan had contacted, and was to be with 14 shipmates at the Livingston, N.J. reunion this year and was to host a S.C. Mini-Reunion in Charleston, S.C. in October. Our sympathy is extended to all the families of our deceased crew, or their deceased loved one. I regret if any deceased has been omitted. I ask all the widows to let me know if you elect to stay on the mailing list.

Many of you have written to say: "How about a story on the TANKERS?!!" I have included one article by Ian Millar, Curator of the Trident Archives, 1806 Bantry Trail, Kernersville, N.C. 27284 on "TANKERS", and taken from the great magazine-"SEA CLASSICS" 7950 Deering Ave., Canoga Park, Calif. 91304 and I do appreciate them for allowing us to do a re-print. I have to re-print Part II in this edition of the POINTER, as I left my July Edition in Chicago and will get another one. Ian also wrote an article on "Doc" Franklin Williams, Rt-3

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

Box 3206, Burgaw, N.C. 28425 which I will insert in it's place. Ian served in the Coast Guard during his tour of duty. Ian's father was one of the American born BRITISH MERCHANT MARINE survivors of the "EARLY MURMANSK, RUSSIA RUN", Convoy SE-42 in which his ship, the S.S. GYSGUM QUEEN was sunk on Sept. 10, 1941 while serving in the British Navy as a volunteer from English Heritage.

It was my pleasure to sit and break bread with Ian and Mr. Sverre E. Karlson of Frostvedtveien 30A, Larvik, 3250 Norway, who was a gunner onboard the D/S VESTLAND that had stopped to rescue the survivors from a sunken ship. Ian had searched to find someone from the ship who saved his dad's life. His search had ended as he found such a wonderful man and encouraged him to come to the U.S.A. for a visit. Ian brought him to be with us Saturday, Sept. 1, 1990 at our monthly U.S.N. Armed Guard breakfast here in Raleigh, N.C. and really was a interesting to hear them talk on the dark days in early 1941 for that part of the WORLD as it seemed no other countries wanted to help them. Sverre has a sister who lives in Minnesota. Ian stated that if it were not for Karlson, he probably would never been in this world!! Think about it!! We spent over three hours at my house together and it was just great to be with them.

Justin Gleichauf, Author of the "UNSUNG SAILORS-U.S. NAVAL ARMED GUARD", OUR BOOK!! has asked me to apologize to the Florida Flotilla for not being there to sign the book due to pressing obligations.. If you would send the book to him, JUSTIN F. GLEICHAUF, 222 Shadow Mountain Dr. El Paso, Tx. 79912. He will sign and return it. You can order one at \$29.95 from here by sending a check or Money Order payable to our return address. Please mark at "FOR: DONATION-BOOK". They are printing 6,000 more and maybe that 6,000 will show it OFF!!

I am happy to announce our "NATIONAL TREASURY" has received a check from Bob Grossman and his 1990 Chicago Reunion Committee for a total of \$14,698.59 as they closed the books and their account. I had a received a check for \$4500. from them since the reunion, to pay for items necessary to make that reunion such a success. I wish to thank them in behalf of all the crew for doing such a marvelous job. Now I can replenish the "WINTER CAPS" and have available to all whose head gets cold with the summer ones. I would like to report to you that \$5000. has been sent to 1991 HOST Alex Lombardi for "UP-FRONT-DEPOSITS" required for different events. I can "breathe" a little better in paying for this "POINTER" and another one before Christmas and for the "UNSUNG-SAILOR" books sent to me on consignment. I need Robert Wolf from Oaklawn, IL. to keep the books as he did last year for Grossman. My thanks to both "BOBS". I was down to approx. \$2500.00 so now you get another "POINTER"!!

I want to thank those who donated since the last "POINTER" and if I failed to put a / (slash-mark) behind your name, I was so busy and failed to do so. You have been given credit in the records. Let me know if it's not there. For the "NEW-OL'SALTS" who has just signed on and in the future, we do not access any dues and we operate strictly on donations and all monies are accountable for and the IRS NON-PROFIT STATUS INCOME TAX FORM is filed every year. Donations from the crew in the past is why we existed this far and it "FOUND YOU"!! It bought the computer to store your names and ships in, the printer, copier and all the things bought in the past. I have an obligation to fill. You have a job to do. You know that feeling when you saw that bumper sticker, cap or a reunion notice saying "ARMED GUARD". So it's up to you to place a sticker on your vehicle or wear a cap. We should have over 10,000 stickers and 3000 caps out there in RADIO and T.V. LAND!! DISPLAY THEM!!! If you find one, don't get excited as I do and not get all the info on him. FIRST, MIDDLE AND LAST NAME, LADIES NAME, ADDRESS, BOX, APT., CITY, STATE, ZIP, AREA CODE, SERVICE NUMBER BIRTH, IF INJURED, SHIPS, IN ORDER AND DATES, ON AND OFF, AND IF SUNK.

Susan McDonald wants me to assure you that the Volume III Armed Guard book is being printed. I hope you get it before October 15th, but if you don't, just be patience as you have in the past, you'll get it. If they do an overprint, I will notify you in the next "POINTER" and let you know. Susan is the Sales Rep. for Taylor Publishing Co. and they're producing a "Sub Vet Book" in case you are interested. They have published many for other Veteran's groups.

I need your ships info if you had not sent them to me. There is no way I can locate a shipmate otherwise. You may not know him, but he may remember you. I have a: ANDREW LUBITCH who served on the SS Edward Bates when it was sunk. If any of you sent in his name, please send me info on him again, as I have only the name. I do have a Wilbur Hill in Marshallburg, N.C. No street or box. It has been brought to my attention that many of you have had change of address, Area Code Telephones and zip codes. Please help me correct these. Many of you migrate NORTH and SOUTH and maintain two homes and the mail is returned to me as "TEMPORARILY AWAY" at a cost of \$.30. per piece and you may miss a copy. IT adds up when you get back 80 per mailout. AS OF THIS "POINTER", you will be removed from the list until I hear from you. If you don't get the POINTER at least every 4 months, you had better contact me. If you are too busy to let me know, I surely am too busy to search you out later. There are 7500 more!!

I just put Victor Westerling of Florida back on, as Leo Gullage gave me his new address. I sent him the last POINTER and he called to say the Post Office just changed his street name again and was happy to give me the update. This

time to "LLOYD" DRIVE. I just completed looking over the list of deceased of the past 5 years and many of you are still on the mailing and no word from you or the family. You may or may not be receiving the POINTER. It has now become necessary to advise you that a postcard can keep you on the mailing. If no word is heard from you before the next mailout, those names will be removed. I do hope you understand the problem. We wish God's speed, otherwise.

The "RUSSIAN CONVOY CLUB" will have tours going to Murmansk, Russia next year and contact Richard Squires in England, if you're interested. His address is R.D. SQUIRES, 28 WESTBROOK ROAD, GATEACRE, LIVERPOOL L25 2PX England. Tele: 1-(051) 487-9567. What a HISTORY MAKING EVENT it would be if the S.S. JOHN W. BROWN, the S.S. JEREMIAH O'BRIEN and the S.S. LANE VICTORY could make that journey in our lifetime. Maybe it can be at on "NORMANDY'S 50TH CELEBRATION!"

I have received notice that if you request info of a ship, send INQUIRY to addresses below and list your name, address, zip, telephone, service number, ship's names and approx. dates and what you want to know. Let me know of your results. I hope this will get better results!! Still send the FORM 180 on to St. Louis, Mo. for personnel records. The Form 180 can be obtained by calling your local Veteran's Administration Office, also.

Ship's info: (there is a fee-they will tell you) ASK FOR "RUNTIME" of DATE? NAVY HISTORICAL CENTER, SHIP'S HISTORY DIVISION, C/O OPERATIONAL ARCHIVES, BLDG. 57, WASHINGTON NAVY YARD, WASHINGTON, D.C. 20374-0571

INQUIRY FOR "AWARDS" ENTITLED TO:

WRITE: P.A. RYBERG, AWARDS CLERK N-314, C/O NATIONAL PERSONNEL RECORDS CENTER, 9700 PAGE BLVD. ST. LOUIS, Mo. 63132. Give all your info "FIRST TIME" to SAVE TIME!! I hope it WORKS!! Please advise!! I don't have time to check out!!

Alex Lombardi advises me that "THE MARINER'S MUSEUM", NEWPORT NEWS, VA. 23606 will be closed until after the first of the year in getting a picture of your ship. When they re-open, an 8 X 10 black and white photo of your ship will be \$12.00. I checked it out and Alex was correct and Mr. Tom Crew advised of the price increase. You may order from "PEABODY MUSEUM" EAST INDIA SQUARE, SALEM, MA. 01970 508-745-1876 and an 8 X 10 is \$15.00 if they are in their immediate files. If they have to research it, an additional \$20.00 is required. Send it to the ATTENTION of: Kathy Flynn. And additional charge is for the NON-GLOSS picture so you get your exact cost before ordering. "DON'T BLAME ME IF I HAVE ERRORED!!" I am just letting you be aware of it's availability.

You're all wonderful people and I do hope you enjoy the "POINTER" as much as I do in getting it together. Write your service time history down and send it in. It may not get in the "POINTER" but maybe what you write will complete a story for someone on the ARMED GUARD in many years from now. Think about it!! I have yet to write mine—but I have an excuse!! BLESS ALL OF YOU!! cal

U. S. NAVY ARMED GUARD VETERANS OF WWII
NINTY ANNUAL REUNION

FINAL FINANCIAL STATEMENT
At August 17, 1990

	This Period	Last Report	To Date
Receipts:			
Donations	.00	3,469.20	3,469.20
Sweatshirt sales	.00	1,590.00	1,590.00
Reservations:			
Dinner cruise	.00	25,110.00	25,110.00
Great Lakes tour	.00	24,756.00	24,756.00
Museum U-505 tour	17.00	7,206.00	7,223.00
Saturday banquet	.00	18,250.00	18,250.00
Sunday brunch	.00	7,545.00	7,545.00
Other Income:			
Chance books	.00	4,804.72	4,804.72
Book sales	.00	1,250.00	1,250.00
Bar proceeds	(58.00)	2,428.40	2,370.40
Sale of hats, pins, etc.	.00	1,359.00	1,359.00
Advance from National Hdqrs.	(4,500.00)	4,500.00	.00
Total receipts	(4,541.00)	102,268.32	97,727.32
Disbursements:			
Stationery and printing	.00	867.59	867.59
Office supplies	.00	84.78	84.78
Telephone	6.54	514.47	521.21
Postage and express	10.00	667.50	677.50
Star of Chicago dinner cruise	.00	19,102.38	19,102.38
Bus services	19,022.00	1,898.98	20,920.98
Promotion expenses	.00	938.41	938.41
Congress Hotel-dinner and brunch	.00	23,664.06	23,664.06
Prizes-Saturday banquet	.00	750.00	750.00
Miscellaneous expenses	378.52	697.35	1,075.87
Great Lakes tour	.00	15,007.00	15,007.00
Reunion book-extra pages	800.00	.00	800.00
Total disbursements	20,217.06	64,192.72	84,409.78
Interest on NOW account	228.61	1,014.44	1,243.05
Balance at August 17, 1990	(24,529.45)	39,090.04	14,560.59
Accounts payable (Due Samuel S. Fair)	138.00	.00	138.00
Balance closed out			16,698.59

Check # 22447

\$14,698.59

Received 8/24/90 by Certified mail P 177 009 636

Charles & Gullage 1990 Chairman

TANKERS AT WAR!

By IAN A. MILLAR

Part Two/Conclusion

Seldom receiving proper credit for the wartime services they performed, the men who manned America's merchant tankers and their Naval Armed Guard counterparts fought the sea and the enemy with a determination that saw their vital cargos of oil delivered despite the dangers of sudden death in flame wracked ships

Closer to home Holberg Aspelund had signed on the SS *Mobiloil* as Chief Steward. It was his third trip aboard this vessel and they had departed from New York in ballast bound for Caripito, Venezuela. She carried 500 drums of high octane fuel on her foredeck. It was a clear moonlit night when the peace and solitude was shattered in the great roar of a torpedo explosion. Captain Farrow took immediate evasive action to get away from the submarine. The U-108 surfaced and her gun crew manned the forward deck gun. At the

same time the men of the Naval Armed Guard aboard the *Mobiloil* were at battle stations and cleared for action. The Navy lads sent a dozen rounds off at the German submarine, indicating to her Captain that a surface action with this tanker was not going to be a sure thing. It would cost him more torpedoes.

After the first tin fish hit the *Mobiloil*, Holberg ran from his room through the companionway to get aft and up on deck. En route he collided with a Greek pumpman who was on his way to work the pumps to try and

get the ship back on even keel. It was not long before the Commander of U-108 sent another torpedo into the *Mobiloil*, striking on the starboard side of the number four tank just aft of the midship house. The number one lifeboat was demolished in the explosion. Knowing that it was but a matter of time, Holberg made trip after trip from the galley with provisions for the lifeboats. At least he reckoned if they had to spend any time in the open boats they would have the food with which to sustain themselves. Obviously after the second torpedo struck no one was wanting to tarry about. Still not wanting to give up, Holberg got one man to go with him to help with the heavy reefer door. Everything inside was a jumble, but even so Holberg knew about where everything had been stowed and shortly found bread, butter and a crate of eggs. In spite of the obvious danger, Holberg, thinking of his shipmates, continued his provisioning of the boats.

At 1050 a third torpedo struck the SS *Mobiloil* and this was her death

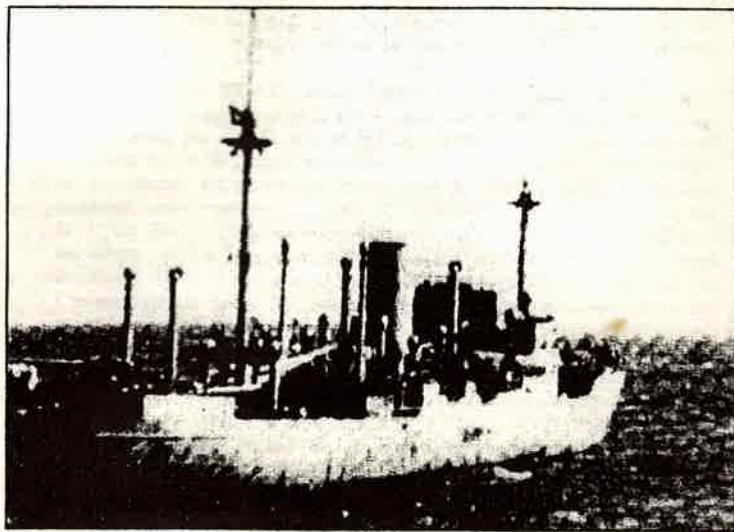
everyone was out. As the ship was in danger of breaking up, they pulled away and later retrieved the junior engineer who had cut loose a raft for his own survival. The *Mobiloil* broke in two and sank with the bow and stern pointing skyward. Happily, all hands survived the attack and were picked up by the USS PC-490 on May 1, 1942. Perhaps few noted the quiet courage of the Chief Steward, but his gallantry was not forgotten. He received a letter from the Socony-Vacuum Oil Company, the owners of the *Mobiloil*.

"On behalf of the management I want to extend our congratulations to you for your heroic conduct after the enemy action against SS *Mobiloil*."

Captain Ambrose "Terry" Murphy was a pre-war seaman who had first gone to sea aboard the SS *Agwistone* in 1926. As with many other seamen, events like the 1935 Longshoreman's strike put him on the beach where he set out on a course of adventure only to return to the sea when his country needed him in 1941. On December 13, 1941 Terry signed on the tanker SS



Water breaks high on the sides of an Esso tanker as she pumps fuel to a light carrier in one of the many fueling-at sea operations that made long range strikes against the enemy possible. When this picture was taken, heavy swells had brought the two ships close together. Slack on the hose astern had been taken up smartly, but the hose forward still is dragging in the water. August 11, 1945.



The German Raider *Stier*. Her harmless merchant ship appearance belayed her heavy guns and torpedoes. With few exceptions, merchant ships had little chance against such a heavily armed adversary. (Jurgen Herr)

blow. The enemy was determined that this tanker was going down no matter the cost in torpedoes.

Right after this last torpedo struck Captain Farrow ordered the ship abandoned. At this time, Holberg was aft with some of the engineers and crew, and they busied themselves with lowering one of the boats. This took time as the stern of the tanker was now angled up in the air a bit. At last they got it waterborne and the crew went down the man ropes. The junior engineer hollered to them to stand by, that he was going to make one last check of the engineroom to be sure

Esso Boston at Portland, Maine. He recalls that one of his first jobs was to turn to with the deck crew to paint the ship from stern to stern in wartime gray. They sailed on a short coast-wise trip, then they were off on a voyage to Cartagena, Columbia to load 85,881 barrels of crude oil for the Argentine. In due course they returned to Venezuela and loaded 88,000 barrels of crude oil for Halifax, Nova Scotia. The *Esso Boston* sailed alone and unarmed through waters now frequented by German submarines. For a long time the German submariners had been most frustrated by the inability to attack American ships. Although we were not at war prior to December 7, 1941, our warships actively aided the British to locate and attack German submarines. Now the German commanders were not burdened with such

restraint and they were to embark on their second "Happy Time," or what would later be called "The American Shooting Season." It was into this war-torn sea that the *Esso Boston* was to make her last voyage.

They were some four days out of Trinidad when the torpedo struck the starboard side between the forward wing tanks. The torpedo had been fired from the U-130 under the command of Captain Ernst Kals, Germany's Iron Knight of the Sea. The *Esso Boston* caught fire and quickly the ship was engulfed in the acrid smoke of burning oil. The crew of the *Esso Burton* were more fortunate than many who sailed

care or if they needed water. Captain Kals advised them that they were about 240 miles from the Virgin Islands. Terry recalls that the Captain spoke to them before leaving. With his red hair and beard Kals looked like a fierce Viking to the men in the boat. He said, "Don't take it too hard fellows, this is war." Terry says that although Kals was the enemy at the time, he was also a gentleman and a true mariner.

Then as the submarine was ready to depart an incident took place that could have ended in tragedy. The Chief Cook from the *Esso Boston*, also in Terry's boat, opened a carton of cigarettes and threw the packs to the Germans



The reality of the merchant seamen's war. From the blistering heat of a blazing tanker to the sub-zero temperature of winter at sea. Many died of exposure. (Painting by Anton Otto Flecher, an official wartime Coast Guard painter)

the tankers during the war, they survived.

The general alarm was sounded and the engines reversed in order to take the forward momentum off the ship. Captain Johnson ordered the ship abandoned. There were no guns aboard the ship with which to fight back. The ship was afire and listing badly to starboard and down by the head. The starboard boats were afire and another boat was damaged beyond use. The Captain, Second Officer Wood, and the Radio Operator, Robert Callan, remained aboard the flaming ship. Callan got off an SOS by which time the fire was getting worse and the men might be engulfed at any moment. The three men left the *Esso Boston* by way of number three boat which was standing by for them. The men in the number two and number four boat, including Terry, had their own private hell to contend with. They were manning the oars with all the muscle they could muster to row out of the burning oil that was now all around them. At this point the *Esso Boston* was a floating crematorium and had anyone been left aboard they would surely have been incinerated.

Captain Kals waited until the lifeboats had cleared the *Esso Boston* then he ordered his gunners to shell the ship. About 25 rounds whistled across the water, hitting the tanker in the engine room, the after deck house and along the water line. After the gunners ceased fire the U-130 made its way over to the number four lifeboat. The men in the boat were asked the name of their ship and the tonnage. They were also asked if anyone needed medical

in the conning tower of the U-130. The Germans thanked the cook but for a moment things were tense. For how could the Germans know that when the cook stood up and drew back to throw the cigarettes that he was not tossing something more explosive? No one got trigger happy, but it could have



Navy gun crews like this one came aboard the merchant ships but in spite of their courage and proven gallantry, the lack of Navy escorts resulted in their names being added to the casualty lists. (Author's collection)

been a tragic end for the cook and possibly others.

The crew of the *Esso Boston* were picked up by the USS *Biddle* the next day and although the precious cargo was lost, the crew survived to sail again in harm's way.

Not all tankers involved oil or high octane fuel. According to Captain Edward C. March, the ships of the Cuba Distilling Company of New York were good ships to sail in, so much so that there was very little crew turnover. Indicative of this was the fact that the Chief Pumpman aboard the SS *Catahoula* had been aboard since the ship was built some twenty years before. The SS *Catahoula* was a Hog Island freighter which had been converted to a tank ship to carry molasses from the Dominican Republic.

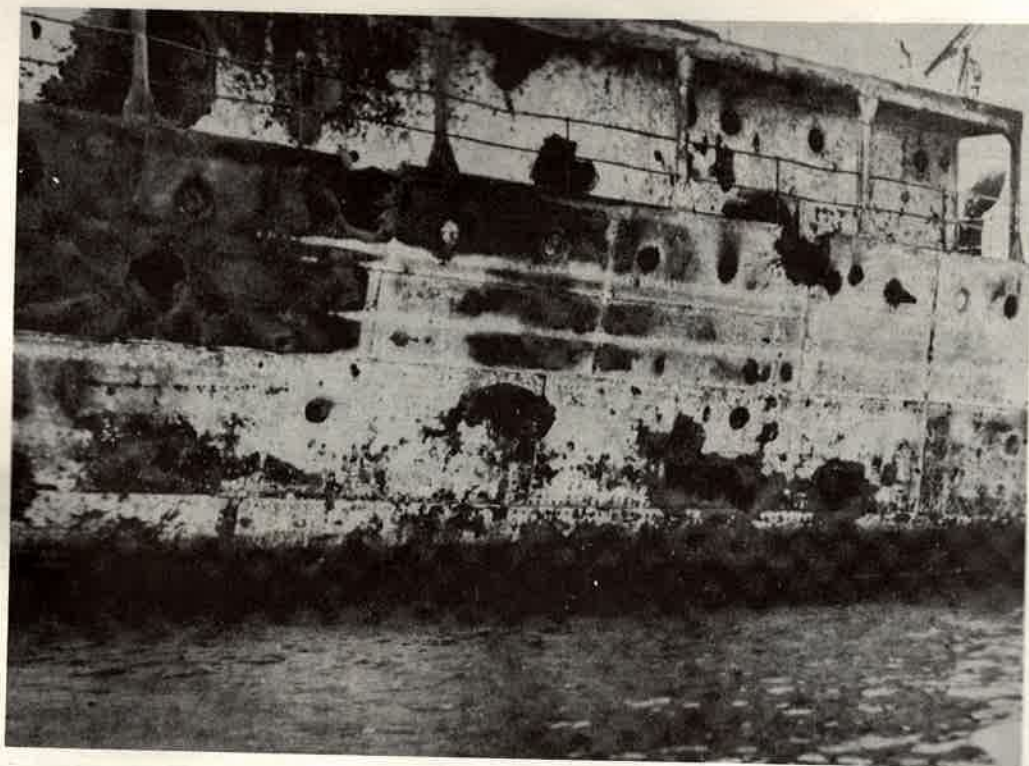
Ed March had sailed in the SS *Carabelle* also of the same company but left her in the fall of 1941. Later that ship was torpedoed by the German submarine U-106 with only 18 of her

crew of 40 surviving. As he was anxious to get back aboard any of the Cuba Distilling Company ships he took a job aboard the *Catahoula* as an Ordinary Seaman. It was April 1942 and regardless of how good a ship was to sail in there were other aspects to the life of a merchant seaman that could very quickly change the best of times to the worst of times in very short order.

The *Catahoula* was on a voyage from the Dominican Republic with a full load of molasses to New Jersey when she became another victim of the Battle of the Atlantic. Aside from her crew she also carried members of the Naval Armed Guard. It was almost 5:30 on the evening of April 5th when the quiet of the ship sailing alone was shattered by the explosion of a torpedo. The *Catahoula* was not alone and her 5030 tons were soon added to the tonnage score of Lt. Commander Walther Kolle's U-154. The first torpedo hit at the number four tank on the port side. The resulting explosion des-



Here aboard a tanker in the Pacific Alan W. Adams, a merchant seaman, passes shells to shipmates in the Naval gun crew. On some ships short on gun crews the merchant seamen often manned guns aboard the Gallant ship SS *Starnac Calcutta* (Captain Louis V. Caffero)



The burnt and shell holed stern section of the SS Esso Boston. (US Navy)

stroyed the catwalk and seriously wounded an AB by the name of Whitey who was actually on the catwalk at the time of the explosion. Ed recalls that this man was the most seriously wounded of all. A steel rivet had lodged in the man's eye socket, a gruesome sight indeed. The man, who was of course in extreme agony, was expected to die at any moment but his desire to survive outwitted the call of death and he was still alive when the survivors reached San Juan and placed in the hospital. Ed March and others were also wounded in the action.

The torpedo explosion had also caused deck plates to blow up as well as to rupture between number four tank and the engine room. This resulted in the flooding of the engine room. The U-154 was sighted and in the confusion of the incident one of the merchant crewmen manned one of the machine guns as another torpedo tore into the *Catahoula* on the starboard side just forward of the bridge. About one minute later the *Catahoula* made her last plunge rolling over and crushing the number one lifeboat and killing five of the crew. An additional two men were also killed in the first torpedo explosion. The naval gun crew of seven were all saved.

The order to abandon ship was given by Captain Johannesen just after the first torpedo explosion. Three of the lifeboats were in the process of being lowered when the second torpedo exploded. The number two lifeboat got away safely with 25 survivors and 13 others found refuge aboard a lifeboat, many of them from the swamped number one lifeboat. The survivors were picked up on April 6, 1942, by the American destroyer USS *Sturtevant* (SS-240) and put ashore at San Juan. The U-154 was lost later in the war with all hands. Ed March went back to

sea and ended up as a Master Mariner. Due to their cargo the crew of the *Catahoula* were spared the usual hot inferno that was common to many tanker sinkings.

The Esso tanker SS *E.G. Seubert* was running along at about nine knots when the enemy found her. Second officer Roger A. Steward was on the bridge when the torpedo struck. Captain Boklund came to the bridge and told Mr. Steward to trim the ship which had taken a list. The Second Officer went aft and along the way noticed that the number four port lifeboat had been demolished in the torpedo explosion. He ordered the men at number three boat starboard side to hold the boat for further orders. He attempted to trim the ship but due to excessive smoke and oil he was unable to do so. Just after the torpedo hit the alarm was sounded and all hands turned out. The engine was stopped and boiler valves closed. A huge flash was seen on the port side between the cross bunker and number ten tank. Oil spouted high into the air and fell on the after decks and a fire started on the port side aft. Chief Engineer Paul Christ recalls the incident well. He was asleep in his

bunk and awakened with the thought that the ship had been in a collision. Without dressing he ran out to open the engine room door and saw his Second Assistant Hugo Werner coming out. He told the Chief that the ship had been torpedoed and that the engine room and fireroom were filling with water. He had just stopped the engine in response to a telegraph signal from the bridge. He was on his way to get the First Assistant Charles L. Bell, who was already out of his bunk. They went around to close the line stops, per instructions. The Chief Engineer went to look at the engine room which was flooding rapidly. He then sent off for his boat at number one boat and with Pumpman George Tridone and Bosun Ralph Blanchard assisted to lower number three boat which was fully loaded. Then they moved forward. Chief Christ informed Captain Boklund that the engine room was being flooded. Captain Boklund had hoped that the ship could be saved. After ordering the Chief and the other two men to the number one boat he returned to the bridge.

Elsewhere ship's Clerk Harold L. Myers was taking part in a most touch-

ing story. He had been sleeping in his room amidships when he was awakened by a terrific crash and was thrown from his bunk to the deck. Parts of the heavy wooden bulkhead came down around him. He heard his dog whimper amid the debris. The dog was a Persian Deerhound which Myers had bought at Abadan. He pushed his way through the wreckage and found the dog wedged between the screen door and the bulkhead. After getting him loose he put on his life jacket and tried to open the screen door which did not give way without a lot of force. More of the bulkhead fell on him and splinters cut his legs. He freed himself and buckled on the dog's collar and leash, picked him up and carried him to the bridge.

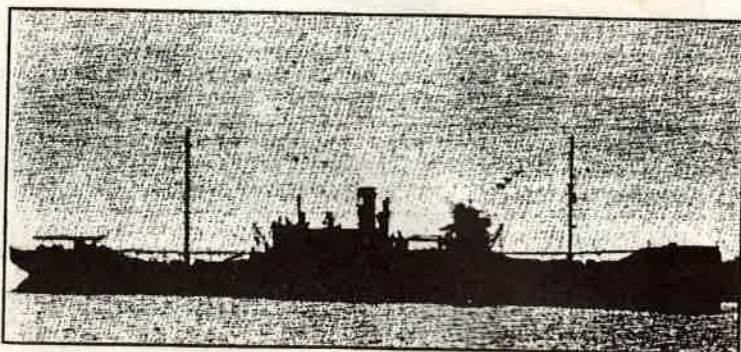
When he arrived, Captain Boklund told him to run up a red lantern to warn other ships but they could find no matches. The Captain then ordered Myers to go to the number one boat and assist there. When he got there he put his dog in the boat and assisted the other crew members by the falls. By this time the ship was sinking fast and then she gave a sudden lurch and the lifeboat came up suddenly toward the men lowering it. Myers grabbed the main rope and dropped into the lifeboat. It was impossible to free the boat from the falls so he grabbed the dog's



Radio officers like this man are seldom ever mentioned in connection with the war at sea yet many of them remained at their posts when their ships were under heavy enemy attack and many lost their lives in the process. (Author's collection)

leash and pulled him over the side with him to avoid being taken down with the ship.

Myers and the dog swam for their lives, the dog went ahead and Myers followed as best he could with the leash wrapped around his wrist. Swimming was difficult due to the several inches of oil on the surface of the sea. When Myers first went into the sea fuel oil filled his eyes and ears. He tried to wipe it from his eyes but without any lasting success. He knew he could not see a lifeboat or raft nor hear anyone calling to give him directions. He had no idea where they were going and his leg throbbed with pain. A great sense of helplessness set in but still he was concerned for the dog and that caused him to draw on inner strength. The night was clear but dark and Myers could hear nothing for the fuel oil plugging his ears. Perhaps the dog was able to hear voices of men in boats or on rafts. Unknown to Myers they were only a few yards away from a raft.



SS *Catahoula*, a Hog Islander converted to a tank ship for the purpose of carrying molasses. (Mariners Museum, Newport News, VA)

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Down below men of the "Black Gang" never knew when a torpedo would crash through and explode in the engine spaces. Many never made it out when engine rooms were turned into living hells of fire and live steam. (Author's collection)

The men aboard the raft heard the dog panting and gasping and reached over and pulled him aboard the raft. Myers felt the pulling on the leash and amid a feeling of hopelessness, salvation was at hand and soon he was also pulled up on the raft. Myers kept the dog with him and upon return to New York sent the dog to his mother in St. Louis. He did not want the dog who had saved his life to go to sea again during the war. The survivors were picked up by the HMAS *Tamworth* and the HMIS *Orissa*. Three of the crew, Chief Officer John G.M. Humsjo, Steward John P. Millar and Bosun Ralph N. Blanchard were lost with the ship. Also lost were Elden F. Bowers, Ensign, Albert L. White SM2c and Lloyd H. Wilkinson SM2c members of the naval gun crew. Captain Boklund remained with the ship on the bridge as she went down but was washed overboard with some others and later picked up. He had remained with his ship to the bitter end.

The SS *Stanvac Calcutta* sailed under the Panamanian flag but she carried a crew of Americans and a naval gun crew of nine men under Ensign Edward L. Anderson USNR. She was to become one of only nine ships to gain the coveted honor of "Gallant Ship" during the Second World War—it was a distinction that was gained through heroism and sacrifice. She was sailing alone about 500 miles off the coast of Brazil on a voyage to Caripito, Venezuela from Montivideo when disaster struck.

Captain Gustav Karlsson was sitting with Chief Officer Aage H. Knudsen in the messroom. At a few minutes past 10:00 am their conversation and coffee were interrupted by the sound of shell fire. Both men ran to the bridge. They could see another vessel emerging from a rain squall about four miles away. The other vessel, unknown at first, was the German raider *Stier* under the command of Captain Horst Gerlach. Gerlach had not attacked a ship manned by American merchant seamen and gunners up to that point in his voyage. He was to find in *Stanvac Calcutta* the same spirited defense as when later he would do battle with another "Gallant Ship," the SS *Stephen Hopkins*. He found in the Americans a critter that would bite back and bite they did.

Chief Officer Knudsen could not make out the stranger's ensign but he could see the flag hoist ordering him to stop his engines. Captain Karlsson had the engines put to slow ahead while Knudsen took a closer look through his glasses leaving no doubt as to the identity of the ensign flying from the mainmast. Knudsen told the Captain, who ordered the engines full ahead, then turned and ordered AB Nelden Okander to bring the helm over hard right. He gave orders to the merchant seamen on the forward gun to open fire and ordered the Jr. Third Officer to carry the same message to the naval gunners on the after gun. Moments later the rounds were leaving the gun muzzles and heading toward the distant German warship. Then all hell broke loose aboard the *Stier* as the broadside guns and weapons fore and aft opened fire in retaliation. The German rounds found

their mark first amidships directly under the bridge, forward at the break of the fo'c'sle head and along the water line. Undaunted, the merchant seamen and naval gunners continued to serve their guns. They got off 25-30 rounds from each gun and two rounds struck the *Stier*; the first went through the forward mast and the second entered the crew's quarters aft by No. 5 hatch where it exploded wounding two men. *Stier's* response was devastating and the shells hit the *Stanvac Calcutta* in various places.

The tanker took a list which rapidly increased so Knudsen, in a move that may have saved his life, went down to the main deck to shift ballast in an attempt to correct the problem. A brief time later Knudsen noticed that the ship was lying still in the water and out of commission. Looking up at the bridge he noted no activity so he went up and found Captain Karlsson lying in the starboard doorway of the wheelhouse, dead. He did not die alone. Also killed in action was the AB Nelden Okander and Radio Officer Phillip A. Heath, who had remained at his post to get off a signal.

Meanwhile the *Stier* had ceased fire when it was evident that *Stanvac Calcutta* finished with her guns. Gerlach brought the *Stier* in and picked up the survivors of *Stanvac Calcutta's* gallant crew. Twelve merchant seamen and two naval gunners who were seriously wounded in the duel were taken aboard the *Stier*. Ordinary Seaman Martin W. Hyde was so badly wounded that he died later aboard the *Stier* and was accorded a seaman's burial at sea with the Stars and Stripes draped over him. After six days, seventeen merchant seaman and seven Armed Guard were transferred from *Stier* to a supply tanker thence to the German *Doggerbank* which took them to Japan and imprisonment at Camp Fukuoka. The wounded men were kept aboard the *Stier* until July 27th when all but one, Saedie Hassan, were transferred to the supply tanker which had returned to fuel *Stier* and they, too, ended up in Japan, "guest" of the Emperor at Camp Osaka. Hassan was suffering from a complicated fracture of the left leg and a number of flesh wounds and it was decided to take him back to Germany. He was still aboard the *Stier* when she was surprised by the SS *Stephen Hopkins* which had emerged from a rain squall. This time there was no doubt about who was aboard as the Stars and Stripes flew from the *Hopkins's* mast. Gerlach had met his Waterloo in the South Pacific. The survivors of *Stanvac Calcutta* spent the duration of the war as POWs with the exception of First Assistant Arthur W. Mont who perished and was buried at Camp Fukuoka in March 1944. Saedie Hassan ended the war at Marlag und Milag, the German camp for merchant seamen POWs.

This brings to a close our glimpse at the merchant seamen and naval gunners who manned the tankers during World War Two. These incidents were repeated many times by many men, most of whom went unrecognized. Of course, not all voyages nor all tankers were in battle every time they sailed, but the potential for terrible suffering and death signed on with

each merchant seaman and naval gunner when they went up the gangway of ... The Tankers at War.

ABOUT THE AUTHOR

Ian A. Millar is the founder and curator of the Trident Archives, an organization dedicated to memorializing the deeds of America's wartime Merchant Marine. He presently resides in Kernersville, North Carolina. SC



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"Of course Becky will continue to have all the good things you've provided—we'll be living here along with you two."



Sent in by Dick Squires, Editor

REUNIONS!

UPCOMING REUNIONS, "MINIs and Regional Reunions."

SEPT-DEC.

The South Carolina Flotilla will hold a quarterly meeting October 20, 1990 in the beautiful City of Charleston at the "NAVAL BASE" from 12 to 3 P.M. at the "CHIEF PETTY OFFICERS' MESS" according to their newly elected Secretary, Jeff Haselden 120 Richardson Blvd, Lugoff, S.C. 29078 803-438-1491. Jeff asks that you contact Al and Kay Parler, 5307 Smokey St., Charleston Height, S.C. 29418 803-552-2453 for price and further info as to what gate to enter, etc.

The OREGON-WASH-NORTHWEST MINI-REUNION will be held April 2-4, 1991 in Eugene, Oregon at the RED-LION HOTEL with LESTER and MARY LODIEN 8797 Thurston Road, Springfield, Or. 97478 1-503-747-2956 as HOSTS. Madelen Rigg, Billie and Dick Kohse, and others will assist. (They're learning fast!!)

Carl Winder 1734 Pilgrim Ave., Mtn. 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 800-648-4866 @ \$45. Room Rate. They plan to visit the "HOSS" CARTWRIGHT'S PONDEROSA on one of the days there.

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

Pittsburgh, Pa. crew meet for a third Sat. of the month NOON LUNCHEON at the Greentree Marriot. Contact Jack Cross, 119 Lycoming DR., Corapolis, Pa. 15108 412-264-8058; or Hilary and Dot Makowski, 202 Wedgewood Court, Carnegie, Pa. 15106 412-429-8510. Their plans are to host to the NORTHEAST (N.J.) Reunion in Pittsburgh, Pa. in the Fall of 1991. Date and place Pending.

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. "OUT-OF-TOWNERS", visit the MacArthur's Museum downtown.

Destroyer Escort Association's 1991 National Reunion dates can be obtained by Contacting: Don Glaser, P.O. Box 680085 Orlando, FL 32868-0085 407-877-7671. Many Armed Guard were on DEs in WW II when they needed "EXPERIENCED GUNNERS".

LST ASSC. National Reunion will be held SEPT. 2-9, 1991 at the CLARION HOTEL in New Orleans, La. Contact Mike and Linda Gunjak, P.O. Box 167438, Toledo, Ohio 43616-7438 1-800-228-5870. They have a great LST Newspaper.

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. They will hold their 4th National Reunion 4/18-21, 1991 at the LANDMARK HOTEL in Metairie, La. (New Orleans is a suburb--I'm told!!)

Army Armed Guard Gunners should contact CSM Claude J. Backes, 822 Teton Crt., Livermore, Ca. 94550. He is seeking all Army Personnel who served as gunners until the U.S.N. 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. Dec. 8, 1990 at Wyatt's Cafeteria, Loop 410 N.E. and Tesoro Dr. They may have something planned for evening of "PEARL HARBOR DAY" December 7, 1990 and for those who would come over and spend the night and be with them, "BUNK-OUT" at the "TOWNHOUSE WESTERN HOTEL" 942 Loop 410 N.E. S.A., Tex. 1-800-289-0165. Be sure to tell them ARMED GUARD! The Hosts are George and Francis Hastings 2611 Woodbury, S.A. 78217 1-512-824-3636 and Lloyd and Marilyn Tholen 6007 Archwood Dr., S.A. Texas 78239 1-512-657-2708. REMEMBER PEARL WHO???

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 hope you get this in time to be reminded to go and have fun with them if you are in the area. YOU EARNED YOUR "LIBERTY"!!

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!

Oklahoma Mini will be hosted by Olan and Lillian Mitchell 3628 S. Parkview Ave Oklahoma City, Okla. 73119 405-682-1989 at the Southgate Motel, SE-Sist-I-35 in Oklahoma City. He has 39 in town who should attend and talk ARMED GUARD!!

The Nevada Crew should contact Paul and Sydelle Hirsch 4917 Evergreen Glen Dr Las Vegas, Nv. 89130 702-658-6959 and plan a "GIT-TO-GETHER" and start your crew on a great friendship of ARMED GUARD "TOGETHERNESS". All it takes is a little effort to help him find a private place to tell SEA STORIES while all eat and go shopping. What else is there to do but enjoy yourselves. TRY IT!!

NEBRASKA CREW will hold another "BULLSESSION" in the future, so call Moe and Jean Carlton, 6601 Benton St. Lincoln, Nebr. 68507 402-466-1058 if you are in the area. They can you bring you up-to-date.

T.C. Beatty 40 Teach Rd., Lake Park, Fl. 33410 407-626-0438 wants to get those in a 50 radius together for a "BULLSESSION". His area code has been changed from what appeared in the last "POINTER". He will hold a "LUNCHEON" but the date, etc. is pending at this time so contact him.

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. They also "GIT-TO-GETHER" for dinners at other times so contact him!!

Leo Gullage 5709 Crafton Dr., Lakeland, Florida 33809 813-859-1126 will hold another 12 O'CLOCK NOON "LUNCHEON" at the Lone Palm Country Club in the near future. He will advise those on his list, of dates. For those who will be in the area and would like to join in, you are in for great BULLSESSION. Justin Gleichauf asks me to apologize to those who attended the last luncheon there for not attending to sign the "UNSUNG SAILOR" book he authored. He had some pressing business that could not wait. If you would like your book signed by Justin, send it to: JUSTIN BLEICHAUF, 222 Shadow Mountain Dr., El Paso, Texas 79912 and he will sign and return it. His telephone is 1-915-584-6290

Carlo and Adele Traficano has a new address and telephone number since the last "POINTER". It is 2055 E. Broadway, Apt 160., Mesa, Arizona 85204 602-464-9277. Please make a note of it. He and Ray Barba, 1461 W. Kilburn, Tucson, Az. 85705-9231 gets the crew there together for CACTUS AND "GRITS"!!.

National Assoc. "FLEET TUGS SAILORS", Robert L. Yates, Sec. Treas., 762 Mendocino Ave. #15, Santa Rosa, Ca. 95401 (707) 523-4415 is in search for all the crew. They held their "FIRST" Reunion this year. Contact him for the location and date for the 1991 event. He also edits a paper, "THE TOWLINE". (Includes-ATF, ATA, ATR, ASR, YTB, SG) -Other words, "TUGBOAT SAILORS"!

Merchant Marine Radiomen Veterans of WW II has invited all ARMED GUARD SPARKS to their Reunions. Contact: "SPARKY" Wynnide, 55 Prospect St, Ansonia, Ct. 06101 if interested in catching up with your DOT-DOT-DAT DOT-DUUUUH-huh!!.

We still hold our 1st Sat. of each month breakfast at GRIFFEN'S 1604 North Market Dr., Raleigh, N.C. Tel-876-0125 (off 4500 Block- Old Wake Forest Rd). You're invited to be with us for "GRITS, HAM, GRAVY and NO GRITS!!

SPECIAL NOTICE

SPECIAL NOTICE

"UNSUNG SAILORS-U.S.N. NAVAL ARMED GUARD" by Justin Gleichauf can be purchased by sending CHECK or MONEY ORDER for \$29.95 to, and made out to: "USNAG WW 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. We have over 150 in your hands now and more to come. I understand that 4000 were printed and 4000 are in circulation somewhere and they are printing more. It has been very successful WE ARE BEING RECOGNIZED AT LAST!! THANKS TO JUSTIN.

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 Gookin, Sales Rep. says for you to call for a listing. Tell them Armed Guard.

WAVES NATIONAL California Director Mary M. Bauer, 1220 Johnson Dr., Sp. 152, Ventura, Ca. 93003 805-644-2483 is in search for all the WW II WAVES, so if you know the whereabouts of these wonderful ladies, please contact her. Mary was an ARMED GUARD WAVE and her husband, Cyril, was a RM1/c of the A.G. crew.

Attend the Mini of your choice. Go while you can and enjoy the brotherly love and friendship among the best crew who ever sailed the waters. The ladies are to encourage him to take part!! You've carried him this far!! GET HIM TO THE REUNIONS!! If I have left out anyone who holds meeting with the crew, let me know and you will be counted in the next time. Give me place, date and how to get there!! I can send to you addressed labels of those in your area desired at your request if you'd like to get them together. PLEASE! DO NOT MAKE PLANS FOR A REUNION THE WEEKENDS OF OCTOBER 12th, OR; 19th ON THE EAST COAST, UNTIL

YOU CHECK WITH ME! (cal) As Ol' Salt Robert Buys, who is still sailing and is soon leaving on the "MILITARY SEA-LIFT" Says: "MAN CANNOT DISCOVER NEW OCEANS UNLESS HE HAS THE COURAGE TO LOOSE SIGHT OF LAND". SMOOTH SAILING, ROBERT!!

Those of you attending the "S.S. BLACK POINT CEREMONY", we have a scuba diver who has volunteered to dive down, attach on any mementos from you to the ship and we plan to cast a wreath over the S.S. BLACK POINT SITE. The Coast Guard will do the Honors, in case of bad weather. It has always been pretty so far at all our functions. I was looking at T.V. recently and saw three beautiful homes in Newport, Rhode Island that we hope to visit while there. Seeing the homes is worth the visit in itself. Maybe we can go to see them on the tour. I hope to have the ship and name lists for you to look over of those we have located so far, at the "NEWPORT MARRIOTT HOTEL". If you'd like to donate to the Plaque, send it to: Gerry Greaves, 143 East Killingly Rd, Foster, RI 02825.

The R.C.N.A.-D.E.M.S. will return to THUNDER BAY, Ontario, Canada for their 37th Annual Reunion May 17-20, 1991. Contact: 37th R.C.N.A. Annual Reunion, P.O. Box 1087, Thunderbay, Ont. P7C 4X9 (807) 622-3038. This is the hometown of our good "ADOPTED" friend, Tom Anderson (DEMS) who has attended 9 of ours. As I read their newsletter, I noticed where Tom has some health problems but is now back to driving. Get well Tom for we want you to be with the crew on the S.S. JOHN W. BROWN. Doug Sephton of Thunder Bay, keeps me on their mailing list and I noticed that they had some good reminders listed, such as; DO YOU REMEMBER: That August of 1945 was a busy month that changed lifestyles immensely. A. August 6th, the atomic bomb was dropped on HIROSHIMA. On August 6th, another was dropped on NAGASAKI. On August 15, 1945, the D.E.M.S Office received a message: SPLICE THE MAIN BRACE

1. H.M. Government has announced that the Japanese have surrendered.
2. All offensive operations are therefore to cease forthwith.
3. Some time must elapse before the actual instrument of surrender is signed and before it is clear Japanese forces have received and intend to carry out the instructions of their high command according to danger of attack by individual enemy surface crafts, U Boats and aircraft may persist for sometime to come.

It was Sept. 2, 1945 that the surrender document was signed on the Battleship Missouri (BB-63).
(Armed Guard Patrick R. Barry from W.Springfield, Ma was onboard at the time.)

IN MEMORY OF OUR DEPARTED SHIPMATES

Deceased since July 2, 1990 mailing of the "POINTER".

Alford	Daniel	Myrtle Beach	SC	Metaxia	8/21/90
Almond	Thomas W.	Hurt	Va	Clarice	1990
Beckendorf	Adolph John	Hammond	La	Mrs.	7/18/90
Calcapino	Anthony	Syracuse	NY		1990
Carler	Marvin (Buck) J.	Fredericksburg	Va	Charlotte	'86
Cimino	Samuel	Silver Creek	NY	KIA ##	1942
Cook (WW-1)	Frederick L.	Miami ###	Fl	Edna	3/13/90
Deurmier	Leo	Tyndall	SD	Evelyn	1987
Di Guio	Rudy	Brooklyn	NY	?	8/90
Fowler	Edward W.	Baltimore	Md	Eleanor	5/12/90
George	William	Milford Center	Oh		?1980
Hammond	Dean K.	Toole	Ut		1979
Hardin	Clayton	Jasper	Al		1990
Kerr	Raymond B.	Port Ritchie	Fl	Marion	3/89
Kimmerle	Hermann H.	Pacific	Mo	Delores	5/3/90
Knopf	Edward Ervin	Portland	Or	Jean	7/31/90
Melton	Lan S.	Hawthorne	Fr	Vivian	8/7/90
Miller	William L.	Britton	Mi	Virginia	8/90
Olsson	Larry	Danvers	Ma	Yvonne	8/90
Paul	Robert G.	Charlotte	NC	?	6/23/90
Pioli	John Albert	?	??	KIA AMPHIBS	1944
Plazzo	Dominic	Endicott	NY		1985
Politicchio	Tony	Oxenhill	Md.	Jean	6/90
Polifrone	Nicholas	Lakeland	Fl	?	1/30/90
Sentelik	William	Akron	Oh	?	? 7/90
Sharlow	Roy J.	Massena	NY	?	3/90
Stevens	John C.	Eutaw	Al	?	89
Turner	Robert B.	Lawrenceburg	Ky	Helen	8/8/90
Wilson	Robert L.	Clovis	Ca		1986

* Shipmates of John Herner, Indianapolis, Ind.

###Cook was born in New Orleans, La. His ship, Schooner MADRUGADA was sunk by German submarine shells August 5, 1918.

IN MEMORY TO OUR DEPARTED LADIES

Cady Ruth Pleasant Valley NY #MIKE 8/90

OUR SYMPATHY IS EXTENDED TO ALL THE FAMILIES

AS REPORTED AND COMPILED SINCE JULY 1, 1990

cal

CHARLES A. LLOYD
U.S.N.A.G VETS CHRM.

August 18, 1990

I read in THE POINTER that you were trying to locate someone that gave you some tags for Radio Room and thought that I would share a memento that I have had for the last 47 years on my keychain.

It is a keyring tag for the GUNNERS MATES locker that I scrounged from the ship as a reminder of my time aboard the SS ALEXANDER MARTIN.

I joined the Navy on my 17th birthday in 1943 and took Boots at Sampson N.Y. After boot leave we were sent to Norfolk for AG gunnery training. After 4 weeks of that we were sent to the ARMED GUARD CENTER at 52nd and 1st Ave. in Brooklyn N.Y. There we received orders and were shipped to N.O.B. in Norfolk to go aboard the ALEX. MARTIN. It was then that I discovered Murphies Law, that anything that could go wrong would go wrong. She was one of the first Liberties built and in heavy seas she creaked, she groaned and she moaned and sang a song that would chill most any sailors heart, especially one that was a civilian just a few months ago.

We hit the effects of a hurricane that had left Bermuda and for 4 days I was so sick that if I could have crawled to the side, I just may have decided to swim for it. But as fate would have it, at the end of 4 days, I was over it and have never been seasick again.

As we approached the Straits of Gibraltar, we had to form columns of two to pass through. It was about the blackest night that I have on memory and at about midnight, something rammed our starboard bow. It was never determined what it was. Speculation ranged from a sub to an Army Barge. None the less our bow had a slit in it about 20 feet long and 3 feet wide. We were forced to pull into Algiers for repairs which took several weeks. It was there that I learned a lot about the French people.

After repairs we proceeded to Naples which was our destination and off loaded our cargo. After that we made a series of shuttle runs here and there and wound up back in Naples loading ammo and supplies which although we did not know it, was destined for the ANZIO BEACHHEAD.

We reached ANZIO on the 27th of Jan. at dawn. As we were pulling into the "harbor" I spotted tiny sparkles directly overhead at what must have been about 20,000 feet. They were only visible when they banked and the sun reflected off the bottom of their wings. There was only a skeleton crew at the forward 3"50 gun so the three of us loaded and waited. When they dove, it was on the beach and so far away at that time. Being the pointer, I was waiting for something to enter my sights. As it turned out, not one shot was fired and I later took a ribbing calling me anything from "Back fever" to "Chicken s---t". I told them that when I had something to shoot at, I'd shoot. I was informed later by the Gunners Mate that a target was not important, a barge was, after all the taxpayers were paying for the AMMO. I had no problem after that.

On the 2nd day I experienced one of the most fantastic sights of my career. A gunner named Ralph "Robbie" Robinson made me a believer. A Messerschmidt came down low and made a pass quite a ways from our ship almost as if in defiance. We had orders not to fire until given orders but Robbie just couldn't pass this one up. He let out about a 3 second burst from his 20mm and just as sweet as you please clipped the port wing from the plane at about the wing root. I can almost imagine the pilot being as surprised as we were. "ROBBIE" never got chewed out for that breach of orders.

On the third day, the 29th, all was pretty much the same, raids, coffee and sandwiches, raids. At times, it was almost a raid every 20 minutes, then at about 2 in the afternoon, about five planes came out of the sun and down on the Liberties that were anchored off the beach. As each pulled up he dropped a stick of bombs. As I was on the crew of the 5"51 which was no good in an air raid, I was able to watch as the raid progressed. Right before our eyes as we watched in horror, one of the bombs went right down the smokestack of the Liberty on our starboard side. Together with the boilers under pressure, the bomb totally disintegrated the ship. There was not enough left to leave a hole in the water. She was carrying 9,000 tons of AMMO. We were told that the name of the ship was the "SS SAMUEL HUNTINGTON". Then as if that was not enough, at dusk a bomber class plane was slowly circling the perimeter, visible but out of range. We fired anyway. Suddenly the belly of the bomber seemed to burst in flames. We cheered. Our cheers were short lived. The flaming object under the bombers belly left the plane and headed right for us. We thought we were nuts because the bomber was still there and there was a small plane on fire heading straight for us. It flew about 3 hundred feet over our masts and went straight for the BRITISH CRUISER, HMS SPARTAN anchored on our port side. It must have hit the AMMO magazines because it sank in less time than it takes to tell about it. God! all those men in one afternoon.

We were there 7 days and 6 nights before we were unloaded and were able to sail back to Naples. Our only wound came from a shell that landed on the bridge area and exploded injuring several men, none seriously. From the fragments, it was later determined that the shell was an AMERICAN one.

We returned to the States and left the ship in April 44. I have carried the tag since that time but feel that it belongs to the U.S. NAVAL ARMED GUARD. Use it to the best advantage.

WITH SINCERE REGARDS,

Leonard M. Kerry
LEONARD M. KERRY S1/c GUNNER
4311 23rd PKWY.#206
TEMPLE HILLS, MD.
20748
PH: (301) 423 7924

I would welcome any and all letters from anyone who sailed with me and who would care to write, and WILL answer them!!!!
L.M.K.



A Long Overdue Tribute to Naval Armed Guardsmen
Who Served on Liberty Ships and Other Merchant Vessels in WWII
Unsung Sailors:
The Naval Armed Guard in World War II
By Justin F. Gleichauf

Some 144,000 Americans served in the U.S. Naval Armed Guard in World War II protecting merchant ships and their precious cargoes, yet few people have ever heard of this branch of the Navy, and fewer still of its significant contribution to the war effort. As radio operators, signalmen, gun crews, and mechanics these so-called stepchildren of the U.S. Navy were assigned to 6,000 merchant ships.

This dramatic history of the Naval Armed Guard is based largely on interviews and correspondence with 150 former guardsmen. Their firsthand accounts of seagoing action around the globe are effectively mixed with historical analysis to present a complete picture of life and death aboard Liberty Ships. While focusing on World War II, the book includes background information on the armed guard's activity in World War I and events that led to its reactivation in April 1941. A thoughtful epilogue considers the lessons learned from these experiences and evaluates the service's potential in future conventional wars.

1990 (Publication date: April). 680 pages. 28 photographs. Annotations. Bibliography. Index. 6"x9". ISBN: 0-87021-770-4. List Price: \$29.95.



WE HAVE IN
STOCK. CALL
USNAB Veterans

DEDICATED
IN HONOR OF THE

144,970 U.S.N. ARMED GUARD AND 250,652 MERCHANT SEAMEN OF WORLD WAR II WHO SERVED ON TANKERS, CARGO, TROOPSHIPS AND VARIOUS TYPES OF VESSELS, CARRYING VITAL WAR MATERIAL, MEN AND WOMEN TO PORTS THROUGHOUT THE WORLD AND BACK TO THE PLACE, WHENCE THEY CAME.

IN MEMORY OF

THE S.S. BLACKPOINT AND CREW, THE LAST SHIP SUNK IN THE ATLANTIC THEATRE OF WAR ON MAY 5, 1945 (1740 ENT).

KILLED WERE:

U.S.N. ARMED GUARD:

LONNIE WHITSON LLOYD 656 20 68 BM2/C RT1 YOUNGSVILLE, N.C. BM2/C,

(The following addresses are from 1945)

MERCHANT SEAMAN:

WILLIAM ANTILLEY	Z-560607	RT 5, ABILINE, TEXAS	(LOCATED)
GEO.P.BALSER	Z-491747	9927 215TH ST.QUEENS VILLAGE, NY;	
LEO H.BECK	Z-340190	2027 RUSSELL ST. ST.LOUIS, MO.	
MILTON MATTHEWS	Z-340191	1413 S.8TH ST. ST.LOUIS, MO	
LAUREL F. CLARK	Z-660554	BRINKMAN,OKLA.	(LOCATED)
CLEO HAND	Z-586169	RT 5 HAZELHURST, GA.	
ROBERT L. KORB	Z623302	1199 HORNET CIRCLE NEWPORT NEWS, VA.	
ANSEY L. MORGAN	Z-622706	VIRGINIA-NO OTHER ADDRESS GIVEN	
MARVIN A. MERTINEK	Z-532427	WARDA, TEXAS	(LOCATED)
RICHARD C.SHEPSON	Z621600	HIGH ST., SO.BOUNDBROOK,NJ	
REINO LINDSTROM	Z-386814	FINLAND-NO ADDRESS GIVEN	

OWNED BY: SPRAGUE STEAMSHIP CO. BOSTON, MA. CHARLES E. PRIOR-MAINE, MASTER
(LOCATED)

ARMED GUARD SURVIVORS:

ALCESTER R. COLELLA	S1/C;	50 CHERRY ST, MAULDIN MA.	(LOCATED-IN MO.)
STEPHEN SVETZ	S1/C;		
HARRY T.BERRYHILL,	S1/C		
GUSTAV A. VOGELBACHER	SM1/C	NEW YORK CITY (DECEASED)	(WIFE-MAY)

MERCHANT SEAMEN SURVIVORS:

CLAIR V.BERRY,	CHIEF MATE	1 LONGFELLOW DR. CAPE ELIZABETH, ME.
L.P. PELLETIE,	Z-107825	138 BRADLEY ST., PORTLAND, ME.
HOMER P. SMALL	Z-288805	EAST MACHIAS, ME;
CALVIN BAUMGARTNER	Z-??????	2809 GRINDON AVE. BALTIMORE, MD.
GLENNEEN W.RYAN	Z-614659	PORTAGE DES SOUX,MO.
RUFUS K. NASH	Z-622674	645 29TH ST.,NEWPORT,NEWS VA.
MARCUS L. ROWE	Z-424396	606 CAVALIER BLVD.,ALEX PARK, PORTSMOUTH VA.
JOHN N.SMITH	Z-105332	MESSICK, VA.
GORDON NELSON	Z-533784	ORYRANO, MN;
THOMAS P. MELLO	Z-317558	174 COMMONWEALTH AV.,W.CONCORD,MA.
EARL CAMPBELL	Z-500932	20 WESTMINSTER ST.,ST.HYDE,VA.
JOSEPH J. THARL	Z-339336	287 UNION ST, FRANKLIN, VA.
PATRICK N.LEARY	Z-564196	32 TAYLOR ST. S.DORCHESTER, MA.
LAWRENCE DRAYTON	Z-82886	2 LINCOLN ST.,S.DARTSMOUTH, MA.
JOSEPH W. KELLY	Z-358910	McKINLEY MAINE
FRANCIS E. CURRAN	Z-443906	207 BROWN ST., WALTHAM, MA.
JOSEPH R.DESOURDY	Z-439007	251 MECKANIC ST., SO.BRIDGE, MA.
FRANCIS L.KELLY	Z-191950	279 CHESTNUT ST.,CHELSA, MA.
JAMES N.LANE	Z-415485	174 COMMONWEALTH AV.,W.CONCORD,MA.
JOHN E. SHOUFF, JR.	Z-619579	MORADO DWELLINGS, BEAVER FALLS,PA.
JAMES DAVIS	Z-98707	GLOUCESTER, VA.
STEWART M.WHITEHOUSE	Z-424396	26 FRANKLIN ST., ARLINGTON, MA.
JAMES C.FOWLKES	Z-660554	MILTON, N.C. (NOT IN AREA??)
HOWARD A.LOCKE	Z-616576	REYNOLDS, GA.
RIVARD NEHLS	Z-619710	419 UNION ST. WATERTOWN,WI.
SANFRED NAVMA	Z-425382	YMCA BROCKTON,MA.(FINLAND)
JOSEPH S.PIRES	Z-82881	2 LINCOLN ST., SO.DARTSMOUTH, MA.
ABEL GOMEZ	Z-202652	48 FREMONT,ST PROVIDENCE, RI (OF PORTUGAL)
ARGVRIS P.ECONOMOU	Z-438354	701 E.160TH ST.,BRONX, NY (OF GREECE).

THE CREW OF THE USS ATHERTON (DE-169) AND USS MOBERLY (PF-63) SUNK THE GERMAN SUBMARINE U-853 MAY 6, 1945. THERE WERE NO U-BOAT SURVIVORS.

MAY ALL THESE MEN REST IN PEACE FOREVER

IF YOUR ARE FROM THESE AREAS, PLEASE TRY TO LOCATE AND NOTIFY THEM OR ANY OF THEIR RELATIVES AND HAVE THEM TO CONTACT THE ARMED GUARD. LOOK IN YOUR LOCAL TELEPHONE BOOK, THEY MAY HAVE MOVED TO YOUR LOCATION. THANKS. (cal)

Rudy Kozak is getting his area together for breakfast on October 13, 1990. He can be contacted at 4950 Dory Drive, Newport Richey, Florida 34652, (813) 847-4038.

U.S.NAVY ARMED GUARD AND U.S. MERCHANT MARINE WW II VETERANS
MEMORIAL SERVICE AND PLAQUE DEDICATION CEREMONY

NOVEMBER 11-13, 1990

TO HONOR THE CREW OF THE S.S.BLACK POINT-THE LAST SHIP SUNK IN THE ATLANTIC
THEATRE IN WW II ON MAY 5, 1945, 3.2 MILES OFF POINT JUDITH, RHODE ISLAND

MAKE YOUR HOTEL RESERVATION DIRECT TO THE NEW PORT MARRIOTT, 25 AMERICA'S CUP
AVE, NEWPORT, RI 02840 1-800-458-3066 OR 401-849-1000. BE SURE TO LET THEM
KNOW IT IS LISTED UNDER "U.S.N. ARMED GUARD" AND "U.S. MERCHANT MARINE" WW II
VETERANS WHEN CONTACTING HOTEL TO GET OUR ROOM RATES. THIS IS IMPORTANT!!!!

ROOMS RATES ARE \$60.00 SINGLE OR DOUBLE. FIRST NIGHT'S DEPOSIT IS REQUIRED.

NOV.11,1990 SUNDAY DINNER-----6:30 PM AT MARRIOTT HOTEL-----	\$19.00 EA.
NOV.12,1990 MONDAY BREAKFAST--7:30 AM " " "-----	\$ 7.50 EA.
NOV.12,1990 BUS TRIP**-----9.00 AM (TO POINT JUDITH)-----	\$10.00 EA.
**BOAT TRIP TO S.S.BLACK POINT FOLLOWS POINT JUDITH CEREMONY--	\$14.00 EA.
NOV.12,1990 MONDAY DINNER-----7:00 PM " " "-----	\$32.00 EA.
NOV.13,1990 TUESDAY BREAKFAST-8:30 AM " " "-----	\$14.50 EA.

**BUS TRIP INCLUDES TOUR OF NEWPORT, RI AFTER CEREMONY. THOSE ELECTING
NOT TO TAKE BOAT TO BLACKPOINT WILL STAY AT POINT JUDITH TIL OTHERS RETURN.
PARTICIPATE ONLY IN WHAT YOU DESIRE. MARK BELOW AND RETURN TO HOST-GREAVES.

MAKE OUT CHECKS FOR MEALS, BUS AND BOAT RESERVATIONS TO:

"GERALD GREAVES-USNAG" 143 E.KILLINGLY RD. FOSTER RI 02825 TEL-1-401-647-2212

CUT, COPY, OR WRITE WHAT YOU DESIRE FROM BELOW. CHECK IS YOUR RECEIPT.
<----->>>-----<<<-->>-----<<<--<>

PLEASE RESERVE:

			TOTAL
11/11/90 SUNDAY DINNER	\$19.00 EACH	-----	\$-----
11/12/90 MON.BREAKFAST	\$ 7.50 EACH	-----	\$-----
11/12/90 BUS TRIP	\$10.00 EACH	-----	\$-----
11/12/90 BOAT TRIP	\$14.00 EACH	-(DOES NOT INCLUDE A MEAL)-	\$-----
11/12/90 MON. DINNER	\$32.00 EACH	-----	\$-----
11/13/90 TUESDAY BREAKFAST	\$14.50 EACH	-----	\$-----

CHECK NUMBER_____

TOTAL AMOUNT ENCLOSED\$_____

CUTOFF DATE IS OCTOBER 20, 1990. ANY RESERVATIONS AFTER THIS DATE WILL DEPEND
ON AVAILABILITY SO PLEASE MAKE YOUR RESERVATION NOW. THE PARKING WILL BE FREE
FOR ALL THOSE STAYING AT THE MARRIOTT. EVERYTHING IS "FIRST COME-FIRST SERVE"

LAST NAME _____ FIRST _____ MIDDLE _____

LADY _____

GUEST(S) _____

STREET _____ RFD _____ BOX _____ APT _____

CITY _____ STATE _____ ZIP _____ TEL(____) _____

RV,S, CAMPERS, ETC. WILL HAVE TO MAKE THEIR OWN ARRANGEMENT, BUT YOU CAN TAKE
A PART IN ANY OR ALL ACTIVITIES LISTED ABOVE.

OUR MOTTO WAS "WE AIM TO DELIVER" WE DID

VOYAGE UPDATE

MATRON VOYAGE SOLD OUT - SECOND TRIP TO BE OFFERED

BECAUSE OF THE GREAT DEMAND, WE HAVE DECIDED TO OFFER A SECOND TRIP FOR THOSE WHO WERE UNABLE TO GET RESERVATIONS FOR THE FIRST TRIP. PROVIDED SUFFICIENT RESERVATIONS ARE RECEIVED BY MID-AUGUST, THE SECOND VOYAGE WILL TAKE PLACE THE DAY AFTER THE MATRON VOYAGE. RESERVE YOUR SPACE TODAY!

LATE DRYDOCKING DELAYS VOYAGES

DIFFICULTIES IN SCHEDULING SUFFICIENT DRYDOCK TIME TO COMPLETE ALL THE WORK REQUIRED TO PUT THE SHIP IN STEAMING CONDITION HAVE FORCED A DELAY IN THE MATRON VOYAGE PAST THE TENTATIVE DATE OF SEPTEMBER 8TH.

AFTER THE DRYDOCKING IS COMPLETED ALL TICKET HOLDERS WILL RECEIVE 45 DAYS NOTICE BEFORE THE SCHEDULED SAILING DATE.

PROJECT VOLUNTEERS ARE WORKING HARD TO ENSURE THAT ALL TICKET HOLDERS WILL EXPERIENCE A SAFE AND ENJOYABLE TRIP, ONE THAT WILL BE WORTH WAITING FOR! WE APPRECIATE YOUR PATIENCE AND SUPPORT.

RESERVE YOUR SPACE TODAY!!

YES! I want to make this historic voyage. Donation for one guest..\$150, for two guests..\$250, for three guests..\$330, for four guests..\$400, additional guests at \$100 each.

name _____ address _____
zip _____

☐ Check enclosed in the amount of _____ for _____ reservations. Make checks payable to "Project Liberty Ship".

☐ Charge _____ VISA _____ MASTERCARD for _____ reservations.

Card Number _____ Exp. date _____ Signature _____

If the voyage is fully booked when my reservation is received, place me on the standby list _____ or, sign me up for the second voyage _____.

MAIL TO: PROJECT LIBERTY SHIP, P.O. BOX 8, LONG GREEN, MARYLAND 21092

"DOC" WILLIAMS, NAVAL GUNNER

IAN A. MILLAR, OMSA #3495

Readers will no doubt be well aware of my rather tenacious penchant for writing on various aspects of merchant seamen at war. This time, however, I would like to salute, through the experiences of one naval gunner, the Naval Armed Guard. To these gallant sailors fell the assignments of manning the guns aboard merchant ships. Assignment aboard a merchant ship carried only one main guarantee, and that was that you were going to be the main target of the enemy's destructive might. Indeed, often merchant seamen augmented the gun crews, but the story of the Naval Armed Guard is one that has been forgotten over the passing years. At this point in time, serious historians are more than well aware of the long-standing policy of the government to eradicate the merchant seamen from the pages of our history. Sadly for the men of the Naval Armed Guard, their assignments aboard merchant ships have also caused them to be left out as well. Obviously, the assignments of the sailors in the Armed Guard were not the envy of the Naval Service. Their lot was not the sleek tin cans nor battle wagons that many perceived as the "real" Navy. They arrived at piers and went up the gangways of merchant ships. They sailed quietly, no brass bands playing "ANCHORS AWEIGH", and for some 1810 of them the voyage was one to eternity. Of the 27 of them who were POWs, 13 paid the full measure. Their's was unselfish service and more often than not, seemingly thankless service.

The only award of the United States Merchant Marine that was extended to the men of the U.S. Navy was the Gallant Ship Citation Bar. With only 207 of these awards to men of the U.S. Navy, it must rank as a very scarce award to that service. "Doc" Williams, Bosun USNR was one of those brave 207 men.

Doctor Franklin Williams, "Doc" to his friends went up the gangway of the brand new liberty ship VIRGINIA DARE in June of 1942. He was to make a passage that would be so etched in his mind that he clearly remembers the cold cruel sea and the blistering enemy fire to this day. "Doc" was going on what was regarded as a suicide run, the bloody run to North Russia.

While en route from Philadelphia to Hoboken, the DARE went aground. She was put into drydock to repair any damages. Her cargo was unloaded and then later re-loaded upon leaving drydock. Then the Russian agents came aboard and ordered all the cargo off-loaded again. All the food and other miscellaneous cargo came off. The Soviets were against the boards and, although short of food, they did not want a square foot of cargo space used for anything but tanks, guns, and ammunition. The DARE was loaded with crated aircraft, tanks, trucks, small arms ammunition, smokeless powder, and 1200 tons of TNT. The only consolation for the crew was that if she went up, the end would be quick as a blinding flash of light vaporized the ship. If there was any doubt in anyone's mind where they were bound, the girls in a local gin mill told them not only their destination, but also the route they would take. The use of copper nails was a give-away that the cargo was to include munitions. The local bar was later closed, but so much for wartime security.

With her holds bulging with high explosives, the lightly armed liberty ship pointed her bows to the North Atlantic. Just prior to their arrival at Sydney, Cape Breton a periscope was spotted, and "Doc" and his gun crew had only time to send two rounds whistling in the direction of the submarine. Nothing further took place, and they proceeded to their anchorage at Sydney. Due to their cargo, they were anchored as far out as possible. The harbor was filled with ships flying the flags of many Allied nations. In due course, the DARE sailed for Iceland and a long wait before going on to North Russia. The time in Iceland was monotonous for the gunners, for unlike the merchant seamen who had to maintain the ship, they did not have all that much to do. Going ashore was not permitted, but where there is a will, there is a way, and under the guise of lifeboat drills, some of the crew and gunners got ashore for softball games.

Then came the day when word spread like wildfire among the ships in the harbor. Radio operators could hear the calls for help from bombed and torpedoed ships. They were the cries from the abandoned merchant ships of Convoy PQ-17. It was a tremendous blow to morale to learn that the Royal Navy and the U.S. Navy had run in the face of the enemy, abandoning the convoy to certain destruction. However, let us bear in mind that the orders came from on high and how it must have gnawed at those Naval officers who had to comply with such an order. Most would have preferred to take on the TIRPITZ even if the odds were not so good.

In time, the DARE and others got their sailing orders for Scotland and then to form up into Convoy PQ-18. It was not going to be any cakewalk either. The Germans had tasted blood and another juicy convoy would help up the tonnage score for the U-Boats and aircraft.

On the 12th of September, the first enemy plane was sighted. It stayed well out of the range of anti-aircraft fire and headed back east with its joyous news to the rugged Norwegian coast. "Doc" and the others knew this plane was the forerunner of death and destruction. They did not have long to wait. On the 13th the enemy came from the sky and from the sea. The battle started and planes from the escort carrier were launched to meet the enemy but soon returned. The guns aboard the DARE were manned and ready. A vessel was torpedoed in the outer column of the starboard side of the convoy, and she went down in about eight minutes. Those of her crew that survived got away in the boats. Then one of the liberty ships was hit and sunk. By now the enemy was attacking in earnest, and bombs were falling all over the convoy. Four bombs

straddled the DARE, but luck held and none scored a hit. It was then that the EMPIRE STEVENSON was hit while carrying a load of munitions. She blew up and vanished taking 40 of her crew and 19 gunners with her. For "Doc" in his gun tub and others, it was a moment to think fleetingly of the potential bomb they were defending. When the smoke cleared, there was nothing left of the EMPIRE STEVENSON save for some very small bits of flotsam.

At about 1055, a submarine periscope was sighted on the port beam. The helm was put hard over and a torpedo sped across the DARE's bow. One of the grey wolves had found the DARE. Around 1100 another torpedo was seen heading directly for the ship, but for some reason it veered off and missed. Small groups of planes were seen overhead and were fired upon. Then the torpedo planes were spotted screaming into the convoy at about 100 feet above the sea off the starboard bow. As they came into range, the gunners opened fire with all they had, trying to put up a curtain of death for the enemy planes to fly through. But the Germans were not easily discouraged, and they pressed home their attacks. Then one, seemingly pluckier than the rest, came at the DARE at about 75 feet above the water and met with a blistering hail of fire. The plane started to smoke, having been hit, but the pilot released his torpedo before falling into the sea astern of the ship. The torpedo missed the DARE, but caught the ship directly behind her. The battle waged on, and the DARE's gunners brought down another enemy plane. Hurricane fighters from the escort carrier were aloft and chasing the German planes, and no small amount of credit should be given those brave fliers who often chased the enemy through friendly fire pressing home their attacks. Their courage was unsurpassed in this battle. The battle went on all day until the crew secured from General Quarters at twilight.

Early in the morning of the 14th, the British tanker ATHEL TEMPLER was torpedoed by a submarine, but failing to sink, she had to be finished off by a British destroyer. General quarters was sounded at 1230 as 15 torpedo planes appeared on the horizon flying very low, as was their habit. The escort ships opened with a withering fire which caused the formation of planes to scatter. They re-grouped and came into the attack in pairs from directly forward and from the port side of the convoy. "Doc" and the rest of the DARE's crew were ready for them. The planes came in, and as they passed, the ships opened fire with their machine guns straffing the decks. One plane was shot down by one of the forward 20 mm guns and another exploded when hit by a round from the forward 3 inch gun. A third plane was leveling off to attack the DARE broadside when she was hit by one of the DARE's gunners. The hit caused the plane to try and gain altitude to clear the bow of the DARE, but in so doing, the plane crashed into the side of the MARY LUCKENBACH. A tremendous explosion penetrated the #4 hatch cover and finally lodged two feet from 400 tons of TNT in that hold. Pieces of metal fell all over the ship. These were parts of the MARY LUCKENBACH.

On the 15th, some high level bombing was done by the Germans, and submarines again moved in for the kill. The DARE was missed again. From then to the 20th, the crew of the DARE were more often at General Quarters than not. All hands were exhausted from the long battle, but the DARE was a lucky ship for her crew as not one man was killed during the passage of PQ-18. This was, of course, due in no small part to the tenacity of the men of the Naval Armed Guard and the merchant seamen who fought side by side to keep their ship afloat.

Later, "Doc" received a Letter of Commendation from the Secretary of the Navy. I would like to include this as it shows the over-all devotion to duty that was the norm of the men of the Naval Armed Guard during the war.

THE SECRETARY OF THE NAVY takes pleasure in commending you for exceptional bravery and endurance in defending the United States merchantman (VIRGINIA DARE) aboard which you were a member of the armed guard unit during an extremely dangerous winter voyage through the North Atlantic war zone.

A report of the experience reveals that the convoy of which your vessel was a member was bombed relentlessly from the air during clear weather at all hours for an entire month and throughout the succeeding month was forced to battle stations on 52 occasions. Yet the men of the Navy gun crew in the midst of falling bombs, torpedoes and flying shrapnel engaged their opponents with such terrific barrages of unflinching deadly fire that they successfully saved their ship from destruction and prevented many aircraft from even venturing within bombing range. When a Messerschmitt 109 suddenly dived over some objectives on a nearby beach and before a warning could be sounded you and Seaman First Class Senn instantly put forth from your gun a bombardment of accurate withering fire which sent the plane into a flaming crash. Your courageous, aggressive fighting spirit on the above occasion was in keeping with the best traditions of the Naval Service.

After leaving the VIRGINIA DARE, "Doc" Williams went aboard the EXECUTIVE where his luck ran out. The ship was torpedoed in the icy Arctic Ocean between Bear Island and Spitzbergen. "Doc" survived and went regular Navy after that. He served in the Pacific Theatre and attained the rank of Chief Bosun Mate.

Today "Doc" Williams can be found haunting his favorite fishing spots, but from time to time, he cannot help but think back on those dark days of World War II when he survived the suicide run to North Russia.

Plans are to delay Visitors Center completion keyed to fund raising

The U. S. Navy Memorial's Visitors Center is here, folks—well, almost here. If the Visitors Center was a ship, you could say there's a keel, some ribs, longitudinal and some bulkheads.

But we're still away off from main engines, scotchboats, bright work and burnt oiler in the crew's mess.

With adequate funding, construction of the Visitors Center will be restarted.

The basic shell is finished for the northwestern building adjacent to the Navy Memorial which forms our leased-space, 22,000-square-foot Visitors Center in the ground floor and first level below ground (we'll call them the Quarterdeck and Gallery Deck).

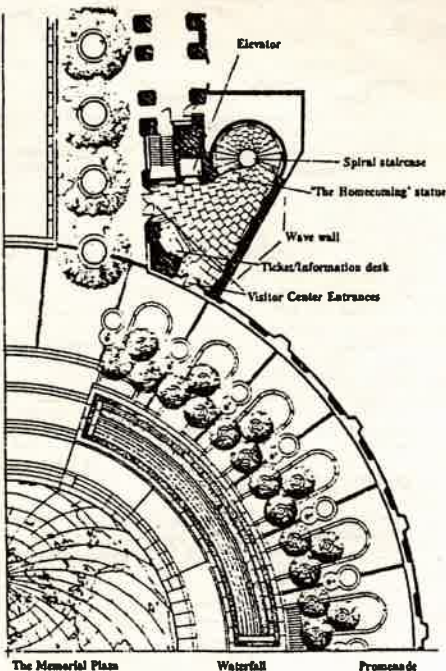
As the Visitors Center takes shape, the interior bulkheads will form the other principal features: the Quarterdeck lobby, the grand spiral staircase to the Gallery Deck below, the theater, the Ship's Store, a few office spaces and the Navy Memorial Log Room.

One of the first things a person will see when entering the Visitors Center will be the Homcoming statue. It sets the tone with its depiction of a warm reunion of a Navy family after a long deployment.

For now, midway between the highest overhead and the lowest deck, both of reinforced concrete, is a gaping hole into which will be built the 250-seat motion picture theater and all of the other special rooms.

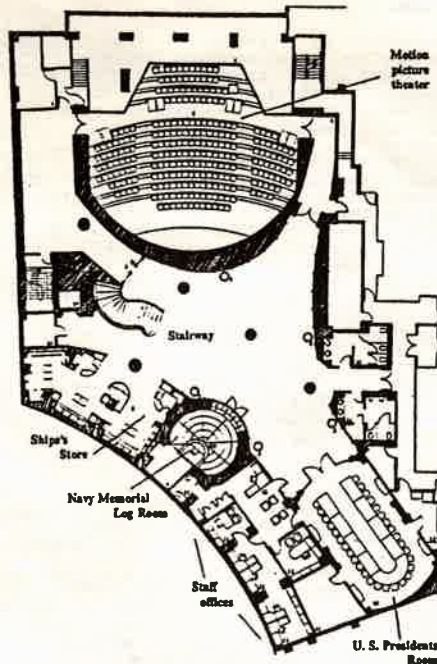
Today a concrete cavern, the space one day will ring with the excitement of visitors making or relearning important discoveries about the U. S. Navy and the people who have made it great throughout America's history.

Navy Memorial Visitors Center Ground Level in relation to the Memorial



THE OUTSIDE PLOT—Layout for the Visitors Center in relation to the Memorial's granite map of the world.

Navy Memorial Visitors Center Lower Level—The Gallery Deck



THE INSIDE STORY, DOWNSTAIRS—Layout for the Visitors Center Gallery Deck, one level below the ground floor. At lower right is the U. S. Presidents Room, honoring the eight American Presidents who served as part of the U. S. Navy. (Who are these Presidents? See Page 7 for the answers.)

Heart of the Navy Memorial Adventures, Tributes in the Visitors Center

"In many ways, the Visitors Center is the heart of the Navy Memorial," says the Navy Memorial Foundation's President, Rear Admiral William Thompson. Here will be seen special video presentations, the Navy Memorial Log Room, the Ship's Store and the motion picture "At Sea."

The wide-screen, high-technology, action-packed 70-millimeter film spectacular will be the Navy Memorial's tour de force for millions of visitors to Washington. In February,

In the Log Room will be the names of people who served in the Navy, with all the sacrifice, dedication and love of country which that entails . . .

our film crew started rolling the cameras in their first "on location," embarked in a task group lead by the aircraft carrier USS Constellation. We are excited that the motion picture team we have working on this project is the same one that produced the phenomenally successful "To Fly," the flagship film exhibited at the National Air and Space Museum for the last 14 years.

The Navy Memorial Log Room is where you, your friends, relatives and descendants will be able to see your name "up in lights," on any of a half-dozen computer displays placed around this hallowed room . . . that is if you're among the 150,000 names, thus far, of those who served in the Navy and have contributed to the Memorial or have been enrolled in affection and appreciation by others.

May 15, 1990

ALL HANDS NOTICE.....important, important!!

Our POST OFFICE BOX has not been closed.

Thanks to alerting phone calls from scores of supporters and Navy Log members, we found that the Post Office had wrongly returned mail addressed to Box 96570. The envelopes returned to senders were marked "Box Closed for Nonpayment of Rent, Washington, D.C."

The box rent had been paid by the bank that handles our mail.

We have no idea how much mail was returned. The Post Office has apologized but can not tell us how long this has been going on or how much mail is involved.

Unfortunately, we know from your calls that badly needed contributions to the Visitors Center Construction Fund were returned.

If your donation was returned, please send it back. We regret any inconvenience to you.

W. Thompson
President

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Cff

W. Thompson

W. Thompson
President

As teen-age sailor, San Diegan survived Murmansk run, POW camp

R.H. Growald

At 16 Robert T. Thompson went to war.

At 19 he came home, a veteran of the bloodiest convoy duty of World War II and of 2 years, 9 months and 16 days as a German prisoner.

"I'm a survivor" say the words on his blue T-shirt.

He more than survived.

Germans torpedoed his ship in Arctic waters. Germans were coming. His commanding officer ordered him to toss his revolver into the water. "Go to hell," the gunner's mate second class told the ensign.

In Germany he tried to escape. He raised a U.S. flag inside Adolf Hitler's Third Reich.

Germans bayoneted Thompson. They smashed his head with a rifle butt. They repeatedly locked him into solitary confinement. The teenager's weight fell from 145 to 97 pounds. At 64, he smiles.

"The only thing I really lost was pride," Thompson says.

"I never noticed," says his wife, Rae.

Thompson touches his silver flaring mustache and his short beard. It's the kind of hair the British like to see on their naval heroes.

He joined the Navy at 16 in Miami the day after the Japanese attacked Pearl Harbor and brought America into World War II. "I coerced my mother into signing a paper that I was 18.

"I wanted to kick the Japanese. I never saw one. But I saw enough German troops to fill a nightmare," he says.

German submarines began savaging U.S. ships off the East Coast. "The Navy gave 500 of us three weeks' boot camp and three weeks' gun training and put us on freighters and oilers as gun crews."

On Friday the 13th of March, 1942, he sailed on the freighter Carlton. It carried 18 tanks, tons of ammunition, more tons of TNT, food and other war supplies for the Soviet Union.

"I hadn't even heard of Russia. I was a kid of the Great Depression; I worked, not schooled. I'd never been to sea before. I was so excited," Thompson says.

The thrill didn't die when the crew's gun — it fired shells four inches in diameter — broke during test firing. It didn't die when the 5,000-ton Carlton passed partially submerged hulks of other U.S. merchant ships that U-boats had torpedoed.

He was enjoying life. The 10 Navy men aboard the Carlton saw the 34 civilian crewmen. But Thompson



The San Diego Union/Michael Darden
Robert T. Thompson holds tag he wore while in POW camp.

says they never saw on ship their commanding officer, a new ensign.

"He stayed down in his cabin. Seasick. Or something."

A mid-Atlantic storm destroyed one of the four lifeboats. Thompson helped destroy a German mine with machine-gun fire. At night they saw distant flashes and heard explosions; the U-boats were hitting.

The ship was 400 miles off the Norwegian coast, heading north for Murmansk, Russia. A German plane dropped four bombs. They exploded alongside. The engine died.

A trawler towed the ship back to Iceland. On June 27 the Carlton tried again. She joined Allied convoy PQ17. PQ17 sailed into a horror of history.

PQ17 included 34 ships on the Murmansk run. Germans U-boats and planes sank 23. The Carlton was one of the 23.

"The Royal Navy said the German heavy cruiser von Tirpitz was coming for us. The commodore told all ships to scatter. That was 9 p.m. or the Fourth of July 1942.

"Eleven hours later a German torpedo hit us amidships."

The blast tossed Thompson out of bed. A metal door slammed on his arm, trapping him. He wrestled free. Flames, smoke and steam slowed his path to the deck.

On deck he found his mates abandoning ship.

"At last I saw the ensign. He was going over the side."

The blast had killed two merchant seamen. Another died jumping overboard. The rest reached the one sur-

living lifeboat and four life rafts. "We had to. We knew you'd live only five or six minutes in the Arctic water."

The German U-boat surfaced. It circled the survivors. They watched the Carlton sink, nose first. The U-boat vanished.

German seaplane bombers landed. They carried most survivors into captivity. The rest reached German-occupied Norway on a raft.

"When the Germans came, the ensign tossed his gun into the water. He knew I, too, had a revolver. 'Toss it,' he said. Go to hell, I said," Thompson says.

But to get the Germans to fly to shore the one injured gun crewman, Thompson had to drop his weapon.

At first, in northern Norway, Thompson says the Germans lodged the sailors in a camp full of starving Russian prisoners.

"The Germans gave us Americans a weak barley soup. With bits of whale blubber or something. We gave what we could to the Russians. They fought for it."

In Germany, his captors grilled the 16-year-old. He was one of the Germans' first American prisoners. He gave the Germans only his name, rank and serial number. The Germans gave him solitary.

At a POW camp near the German port of Bremen, his captors ordered Thompson and 12 other Americans to help clear the city of Allied bombing rubble. Nein, said the 13. The Geneva Convention is supposed to bar POWs

doing war work.

"A guard bayoneted me. Still have the scar on my right leg. And we got 30 days' solitary."

In 1944 Thompson and two others bribed German guards. Red Cross parcels for German money and maps. They got a compass and civilian clothes. They'd escape!

"A British POW ratted on us. Here came the Gestapo. They tore apart our barracks room. They grabbed everything.

"Later we beat the hell out of the British rat," Thompson says.

For 1944's Fourth of July he helped steal a German sheet. "We POWs slept on hay with our lice." They used red and blue paint.

"We made Old Glory. We hung it out at roll call on the Fourth. A British friend sounded colors on a bugle. God, was the German camp commandant furious.

"Back to solitary."

"I weakened only once. A month before my liberation. A Nazi guard told me that America's 'pig Jew president' — Franklin D. Roosevelt — had died. I wept."

Later Thompson tried to sneak out of the barracks during an air raid. "What was left of me had this awful dysentery. The Germans caught me coming out of the latrine.

"One clubbed me on the forehead with his rifle."

Thompson, after the war a Navy procurement official for 30 years, was half-conscious in the POW hospital on April 16, 1945. A fellow POW and friend, Richard Vaughn, shook him awake.

"The British army's here," Vaughn said. "We're free."

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25 January 1990

John Brown
1820 6th Avenue, North
Lewiston, ID 83501

C.A. Lloyd
5712 Partridge Lane
Raleigh, NC 27609

Dear Charles:

Thank you for your letter and the packet of information on your organization. I was not aware that there was a national association of former USN Armed Guards. I will try to answer your specific questions and explain why I have a special interest in the USN Armed Guards.

First, no, I was not born in Britain, but in New York City. My parents returned to Scotland with me in 1932 in a futile attempt to escape the great Depression of that time, and I grew up in Glasgow. When war came, the Glasgow area was not "blitzed" as London and other cities endured, but we managed to get our share. The bombing raids began for us on about July, 1940 with a daylight raid on a local Rolls-Royce factory that was producing parts for aircraft engines. Later came the night raids on the shipyards and the Clydebank dock district. The night raids were not very accurate, most of the bombs fell in the tenement row houses of the shipyard workers, resulting in about 170 deaths on one particular raid. The attacks then shifted to the refineries and ship anchorage at nearby Greenock. Then, except for nuisance raids and reconnaissance aircraft, "Jerry" left us pretty much alone. This was during what is now known as the "Battle of Britain" phase of the war. The Royal Air Force (RAF) gets well deserved credit for winning the Battle of Britain. However, history has since shown that Britain was still being starved into submission, and that the final outcome of the war was decided by the men who sailed in the convoys during the "Battle of the Atlantic."

I attended a Catholic elementary school in those days and we did a lot of praying for the lives of the men who sailed in those convoys. Hymns were sung daily and masses offered up for their safety. A common saying in Glasgow on dark stormy nights was "God help the sailors on a night like this." (I learned later that it was the calm, moonlit nights that the sailors dreaded as the U-boats seldom attacked during stormy weather!) There must be thousands of my generation who remember offering up those prayers and who are still grateful to the "Yanks." Yet, in spite of all the prayers and masses, the newsreels of the time continued to show the bodies of men from the torpedoed ships being plucked from the ocean; men who must have died horrible deaths as they choked on the thick oil. Looking back, I still find it difficult to imagine the courage of the men who sailed on tankers carrying thousands of gallons of gasoline, or on ships loaded with ammunition and explosives. Regardless of the type of cargo, it must have taken great courage to sail in any Atlantic convoy in those days. I doubt if men of that special breed could be found today. Jetting in oceanfront across that wild expanse of ocean in a few hours, today's traveller has little or no concept of the murderous dramas that unfolded miles below during WWII.

(Charles, I began this letter intending to tell you how I formed a special attachment to the USN Armed Guards. Please forgive the above digressions and I'll try to get to the point.)

As I mentioned earlier, I had been born in New York which qualified me for American citizenship. So, at the age of fifteen I began to beg the American Consul in Glasgow for a chance to work my passage to America. He advised me that because of my age and experience there wasn't much chance of my getting a job on a ship. But my persistence paid off. In a few weeks he told me that there was a ship lying at Cardiff, Wales, that was in need of a messboy. So, armed with a sealed letter from the Consulate office addressed to "The Master, S.S. Pennsylvania" I headed south for Cardiff in the closing days of the war.

There were two messboys on the "Pennsylvania," one for the civilian crew, and one for the eleven man USN Armed Guard gun crew who were in charge of a young ensign. I was given the job of gun crew messboy. They were a cheerful, happy-go-lucky crew who were looking forward to returning to the States now that the war in Europe was nearing an end. From the start I was more or less adopted by that gun crew who nicknamed me "Scotty." Their first act of kindness to me was to loan me a pea coat (several sizes too big, but, my God, it was warm) and a woolen watch cap. Although the civilian cooks were my official supervisors, it was the gun crew who taught me my duties aboard. It was the gun crew who taught me the American slang terms that I didn't understand. It was the gun crew who taught me how to count in American money—how dimes and nickels magically became "four bits" (Goddamit, Scotty, pay attention. Two four bits are not eight bits. Two four bits are a "buck" for Chrissake!). It was the gun crew who, after their helpless laughter at my clumsy efforts, tried to teach me how to manage an oar on a lifeboat bobbing alongside the ship during a lifeboat drill while we waited for the convoy to form up near Belfast. (I learned later that this was the last westbound Atlantic convoy of the war.) It was the eleven man gun crew who came up with ten different cures for my seasickness that didn't work, and one that did (dry crackers). Later, when the convoy ran into a dense fog, and in the ensuing melee of ships and foghorns the "Pennsylvania" was rammed twice by other ships, it was one of the gun crew who checked the fastenings of my life jacket and put a fresh battery in that little red light that dangled from it. He also stuffed a waterproof carton of cigarettes inside my

life jacket, explaining "Hang on to that, Scotty. You might wind up in a raft with some guys that smoke."

After the convoy broke up, the "Pennsylvania" put into drydock at Baltimore for repairs of the collision damage it had sustained. I remember that evening, leaning on the rail as I watched the city of Baltimore explode into a riotous carnival of light, in sharp contrast to the grey days and blacked out nights of wartime Britain. The lights seemed to be beckoning me to a new life in a new land yet I felt only sadness at leaving my Yank "big brothers" in the gun crew who, in their carefree way had introduced me to a new culture. I was happy that they would soon be reunited with their families, but leaving that ship was, to me, just like leaving a happy home.

It was a small notice in our local paper, by Milan and Dolly LaMarche of Sagle, Idaho, announcing a mini-reunion of the USN Armed Guard that triggered these memories. Even though I was probably the world's worst messboy, I still consider it a privilege to having been allowed to serve that gun crew.

Charles, the Scottish poet, Burns, once said:

"Oh, would that God the giftie giv'e us,
Tae see oursel's as ither see us."

If you think that these reminiscences of mine would help former Armed Guards to see themselves as others saw them, then feel free to print all or any part of this letter in your magazine "The Pointer."

Sincerely,

John Brown
John Brown (Scotty)

Mr. C. A. Lloyd

Just a note of a memory, and a contribution.

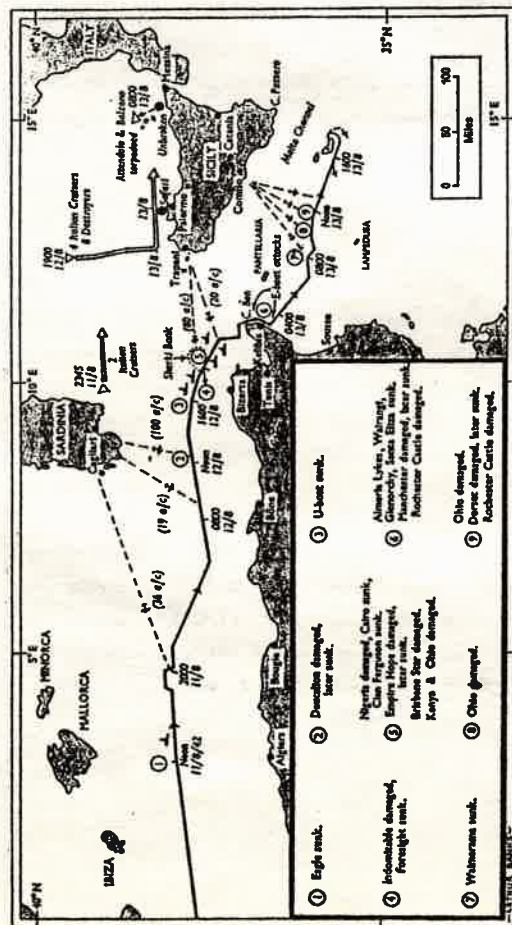
It was early morning in July 1943 when our ship was sailing through the Great Barrier Reef along the coast of Australia to continue on to the Coral Seas. This particular morning we were standing our regular G.Q., my watch being at the 5.38 gun mount, at the stern of the ship. It was my habit, being the gunners mate, after G.Q. to check our weapon along with the striker to see if any work had to be done on it during the day. Shortly after G.Q. was over a report came from the forward watch that several ships were on the horizon, and would pass us on the port side. As the distance closed between our ships I could see that there were three American destroyers in a single line. I remembered reading in the A and M at boot camp that lowering the colors to a passing warship was a salute. Our flagstaff was mounted just forward of the 5.38 gun tub; I waited as the first ship was passing us and lowered our flag and then ran it up again just to see what would happen, and to my amazement each destroyer as it passed, dipped its colors to us.

This small incident has always stayed with me because of the mutual respect between merchant ship and warship. I know that all the men on watch that saw this take place were proud of our flag, and to be part of the U.S. Navy.

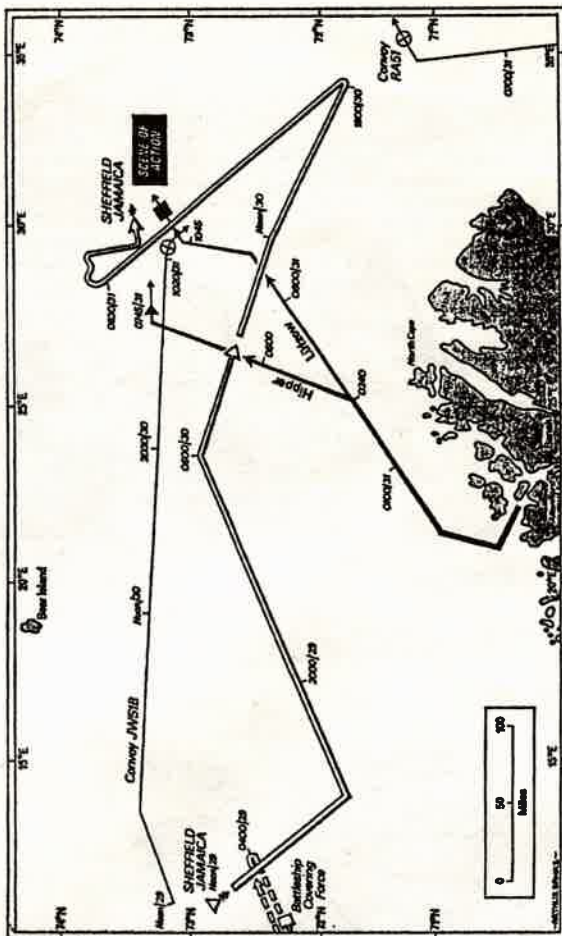
Our Liberty Ship was the John S. Sargeant

HAROLD E. CARSON
25 HALCOURT DRIVE
PLAINVIEW, N.Y.
11803





Operation 'Pedestal', 11 - 13 August 1942

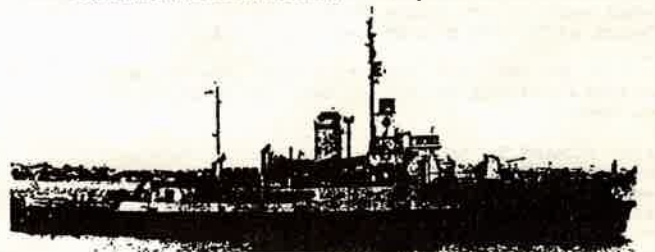


Regulus of German Surface Squadron, 31 December 1942

HMAS *Whyalla*: Built at BHP's Whyalla Shipyard in South Australia *Whyalla* (Lieutenant L.N. Morrison, RANR(S)) commissioned at that port on 8 January 1942. She completed her 'working up' period, running her trials, and proceeded to the eastern coast where she served on escort duty until December 1942.

In the meantime she had been in Sydney Harbour during the Japanese midgeet submarine operation. On 12 June, in company with the destroyer USS *Perkins*, *Whyalla* had escorted an eight-ship convoy from Newcastle to Melbourne, and en route a straggler — the Panamanian vessel *Guatemala* — was torpedoed and sunk.

Whyalla served with the Lilliput operation during the Buna campaign; in January 1943 she was engaged on coastal survey work with HMA Ships *Stella* and *Polaris* during a bombing attack on Cape Nelson Peninsular in McLaren Harbour, New Guinea. This incident was described earlier. Surveying under difficulties continued,



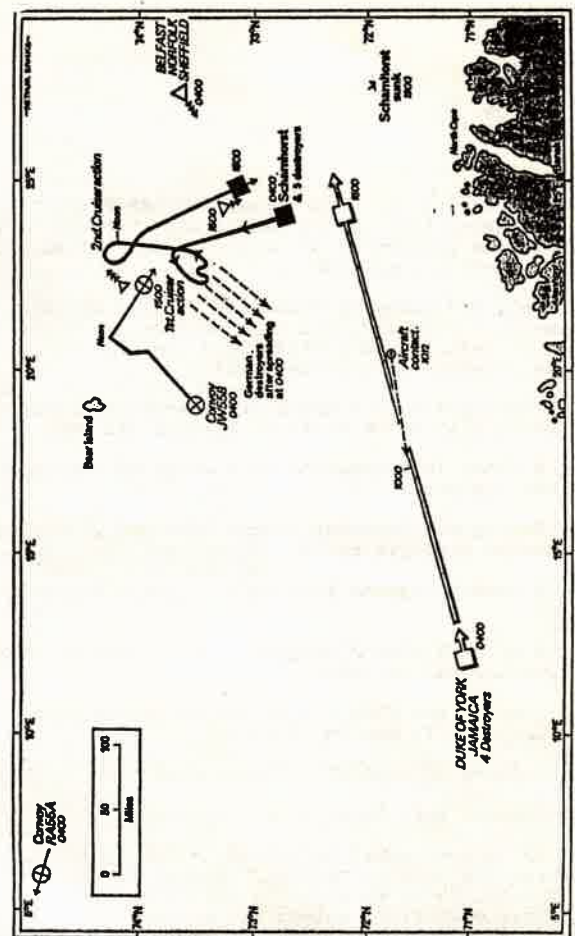
HMAS *Whyalla*

and towards the end of April HMAS *Shepparton* came steaming in to relieve her. *Whyalla* returned to Australia in June 1943 and underwent an extensive refit before proceeding to the east coast to engage in convoy escort once more. This service continued until 1944, and it included weeks off Sandy Cape. In December Lieutenant-Commander N.R. Read, RAN, assumed command, and *Whyalla* became a unit of the 21st Minesweeping Flotilla, British Pacific Fleet. From March until May she continued her anti-sub patrol and escort duties between Manus and the Philippines, assisting also in the servicing for the Okinawa assault.

Following a refit in Australia in June 1945, *Whyalla* returned to Manus on 2 July, and to her escort duties in the area. After the war, with Lieutenant G.L.B. Parry, RANVR, in command, she served for a short period on minesweeping and anti-piracy patrols in Hong Kong waters.

On 16 May 1946 *Whyalla* paid off at Brisbane, and nine months later on 10 February 1947, she was purchased by the Victorian Public Works Department, and on 8 November was taken in tow at Brisbane by the tug HMAS *Reserve*. She reached Melbourne 6 days later.

Whyalla was re-named *Rip*, honouring a former vessel, and very soon she was operating as a lights maintenance ship for the Victorian Ports and Harbours Department. According to report *Rip* is still in service maintaining navigation lights in Port Phillip Bay.



Destruction of the *Scharnhorst*, 26 December 1943

June 15, 1989

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

Sir,

After reading the last version of THE POINTER, I did some digging into my old photographs and negatives and found some concerning the Liberty ship "Alexander Ramsey", of which I was AGC.

The pix are numbered from 1 to 7. I've written short captions for each, and then some longer descriptions for some of them. You may find these pix and captions useful as possible POINTER material.

1. Manning a 20mm - one of my favorites because of its sharp silhouette contrast against the sky.

2. A 2-man Jap submarine on a barge at Tacloban in the Philippines.

3. Rowing an Alexander Ramsey lifeboat in Naples harbor during lifeboat drill.

4. A comade convoy Liberty on a rough Atlantic voyage.

5. A general view midships of the Alexander Ramsey taken from the forward mast.

6. Some of the 1993 Jap prisoners hauled from Cebu to Tacloban in the Philippines.

7. Members of Armed Guard crew at 3"-50 bow gun.

Additional info to numbered captions:-

2. As we approached Kwajalain Island to get directions to an unloading port in the Philippines, we weretold to head for Cebu. There we unloaded our cargo from Naples, Italy. After completing unloading, we were told to take 1993 Jap prisoners to Tacloban, several hundred miles up the coast. They were crowded into the empty cargo holds. They were unloaded several days later and we were ordered to stand-by for orders. Later we went up the coast to take on water for our last voyage back to California. This was shortly after the Japs surrendered.

3. On our trip to Naples, the Alexander Ramsey had a deck cargo of steam locomotives and tenders. Since only one off-loading crane in the harbor could handle these loads and was very busy, we had to wait several weeks at anchor. During this time, we had life boat drills, soft ball (so called) games with other Liberty crews and trips in Navy trucks to nearby shore areas including Toulon, Arles, Avignon, Bandol and Cannes. The "soft ball" games were rather rough as members of the crew came aboard with torn shirts and scratched faces.

7. On its last voyage, number 10, the Armed Guard crew was reduced to eleven men. Included were (not in any order):

Berg, Howard T. BM 2/c
Davenport, Warren W. GM 3/c
Gregurich, Joseph M. S 1/c
Grizzle, Aubrey P. SM 3/c
Jankiewicz, John J. S 1/c
Morris, Darrell D. S 1/c
Soash, Charles E. SM 3/c
Stollings, Robert N. S 1/c
Updegraff, George W. GM 3/c
Wildermuth, George F. S 1/c
Wilson, Joseph. E. S 1/c

Hope you can make use of this material. It was fun to think back of those days! Please return pix when finished.

Cordially,

W.K.S.

Walter K. Seiffert

R.D. 2 Box 1252
Lancaster, Va. 22503

804-462-7731







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!!



USN Armed Guard WW II Veterans
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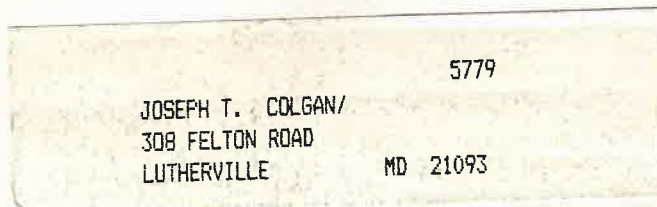
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