

APRIL 1991

THE INTER

It's Great to Get the Crews Together!
See Ya'll in Baltimore!



The crew of the S.S. Wm. T. Rossell, at the North East October, 1990 Reunion.

Front Row (Left to Right): Edward Atkucunas, C.A. Lloyd, Alex Lombardi, Conrad Will

Back Row (Left to Right): Anthony Pedata, George Kaul, Cleveland Stetson III, Clifton Martin,
Edward Mendyke, Hank Karamanski, Charles Kessler

Photo courtesy of Renunion Memories, P.O. Box 161939, Altamonte Springs, FL 32716, (407) 862-2311

THE POINTER

Officers for 1990

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

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

Lonnice D. Lloyd, Treasurer

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ATTENTION

You know where you are.

You know where we are.

We know where we are.

But we don't always know where you are.

Please notify us when you move.

Non-Profit Organization

Tax Exempt No. 74-2316668

AND

THE

PLANE SHOOTER

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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"



Dear Everyone:

APRIL 1ST, 1991

My birthday-age 65!!

As time runs out to make your reservations for the "10TH NATIONAL" U.S. NAVY ARMED GUARD WW II VETERANS REUNION in Baltimore, Maryland, I'd like to inform you that the ROOM OFFICAL CUTOFF DATE AT THE HYATT REGENCY HOTEL IS APRIL 30, 1991. Those of you that are staying elsewhere, please drop me a card, or call so I can mark the "NAME PRINTOUTS" to let others know that you are there with us. If you are there, we want you to meet your shipmate if he has registered. FOR THOSE "OL'SALTS" WE LOCATE AFTER APRIL 30th, we will try our best to work with you so you can be a part of this 10th Reunion. It is not an easy task to host a reunion so I ask Youse all to cooperate with our Hosts Alex and Edith Lombardi and their crew to take the enormous load off of them.

I get a weekly printout of those signed in at the "HYATT-REGENCY". I have put HR behind your last name to show you are there. (This shows on address label for this mailout, too). If you have one behind your name and "NOT SIGNED ON", please let me know as many names are similiar and I can correct it before the reunion. I will have 12 alphabetical listing and 12 zip code listings of all men's names located so far. I will have 12 listings (Approx. 230 pages each) of over 6300 ships with the names of those who sent in their ship info. About 1/4 of you never sent the ships names in. Maybe you don't remember. All you have to do is call your local Veterans Administration Office and ask for the FORM-180--REQUEST PERTAINING TO MILITARY RECORDS. Fill it out and be sure to sign all places and send in to #14 address on the back side. It is FREE!! If you want "RUNTIME" (actual time aboard a ship) of a ship you were on, send a request to # 6 address on the back of FORM-180. They will inform you as to the cost for ships records. The OLDEST next of kin can get a member of their family's record if service number is known. These can be obtained from their COURTHOUSE from the County they were born, or; living at the time of entering service. Your local Veterans Associations will assist you in this matter.

Many of you who never sent in your ships name and time on and on of it, here is what I need. FULL NAME, STREET, BOX AND APT. NUMBER, CITY, STATE, ZIPCODE, AREA CODE AND PHONE NUMBER, SHIPS AND APPROX. DATES ON AND OFF, (in order sure helps) IF SUNK WHILE ONBOARD, SERVICE NUMBER and BIRTH. Write this info down and put in your pocketbook so when you find an OL'SALT along the way, you'll know what info to get-FIRST TIME and YOU SEND IT IN!! HE MAY FORGET!!! Also, tell a merchant seaman to contact either of the LIBERTY SHIPS, or me!!

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

If you would like your name and photo in the 10th Annual Reunion Yearbook, send \$12.00 to Reunion Memories.

We would like to apologize for the high price of Meals and Hotel Rates. Also, I failed to notify you in the last "POINTER" that there is an additional 12 PER CENT CITY AND STATE TAX* on the ROOMS!! There is no getting around it but I hope you will sacrifice "something else" and apply it to this cost and come on to be in Baltimore with the ARMED GUARD CREW. We had to get a place large enough to sit as many people as possible and we still may run into trouble! I know many of you can not afford to pay this price and want to be with us. You can eat across the street if you so desire. Get lodging at another location. This is great!! WE WANT YOU IN BALTIMORE TO BE WITH YOUR "BUDDIES"!! THIS IS YOUR REUNION!!! NOT MINE!! YOU EARNED IT!! PAY LATER!!

The SHERATON INNER HARBOR HOTEL, 300 SOUTH CHARLES ST., BALTIMORE, MD. 21201 301-962-8300 will be our "BACKUP HOTEL" and we have others set aside with the cutoff date of APRIL 30, 1991. They will take you at the same rates, \$89.00 plus 12% tax AFTER CUTOFF DATE as long as rooms are available. BE SURE TO LET THEM KNOW YOU'RE U.S.N. ARMED GUARD WW II VETERANS!! We don't want you to be paying an even HIGHER RATE because you "FORGOT"! This is your responsibility. We will not have special buses this year for the handicapped. We can not pay that extra cost as we did last year but will do our best to accommodate you. I do hope you will understand. We have plenty of rooms available. If the hotel says they are filled — don't take NO for an answer.

Capt. Stansel E. De Foe, USNR (Ret) 4308 Osage Ave., Independence, Missouri 64055-4645 is doing research for "U.S.N. ARMED GUARD HISTORY" to be put in a BOOK at a later date and other information you will write to him about and to be placed onboard the three ships, S.S. JOHN W. BROWN, S.S. JEREMIAH O'BRIEN and the S.S. LANE VICTORY and placed among their Archives. I sent Stansel the micro-film from the Archives and he will put this information to use as Justin Gleichauf did with information supplied in authoring the wonderful book "UNSUNG SAILOR-U.S. NAVAL ARMED GUARD". Stan has informed me that he has made his reservations and would like to have a little time at the MIKE to let you know his findings. Justin Gleichauf will attend plus some "PROFESSIONAL SCUBA DIVERS" who will present slides of some ships sunk off the "EAST COAST". As of 4/1/91, approximately 375 has donated in some way for the publication of the "POINTER", postage and other expenses. I would like to thank each of you!!! I wonder how many of you feel as one Armed Guard, who had been on the mailing for quite sometimes felt, until he contacted a shipmate and after he talked to him for a while, he sat down and wrote a sizable check and at MEMO, he signed "CONSCIOUS MONEY". I thought for a minute and later called him. He said, "Yes, I thought it was a 'RIPOFF', until I talked to my shipmate." I had met his shipmate at the S.S. BLACK POINT Ceremony prior to his check. As I began to think of how many more of you who thought the same. His check was deposited and it's helping to pay for expenses that are too numerous to print and thanks to all of you who can afford to share the load to keep this "SHIP AFLOAT". If you are destitute, don't attempt to give. We have those who takes up the "SLACK"!! Those of you who will not be with us in Baltimore and would like to donate a little extra to Lombardi for hidden expenses, send it to him. For the ARMED GUARD AND ALSO WIDOWS OF A.G.s who I have not heard from in 2 or 3 years, I will have to take you off the mailing list until I get a post-card asking to remain on the list. I don't know who gets these when sent out and the expenses mount. You have a choice to make, not I.

I am so thankful that the "COALITION FORCES" were able to bring "DESERT STORM WAR" to an early end with the fewer than expected loss of lives. My heart is heavy to these men, their families and friends, who loved them dearly. We all should have the same feelings towards the IRAQI people who are being misled by someone who seeks to satisfy his own ego and have his own people suffer in agony for so long. This is his appreciation for what the U.S.A. did for them during WW II when another dictator was about to overrun them. Many of you've written to me that you were there in the extreme heat.

I appreciate the encouraging letters you send to me and the Historical Items for the Museum on the S.S. John W. Brown. I've a lot of small items and I am "GETTING THINGS TOGETHER" after APRIL 15th tax deadline to send to Baltimore for the S.S. JOHN W. BROWN. If you're in the Baltimore area and want to visit her, I'd call the ship by phone 301-558-0646 to see where she is tied up. It may be that she may be in drydock or on a "SHAKEDOWN CRUISE".

I had a phone call from my good friend, Don Glaser, P.O. Box 680085, Orlando Florida 32868-0085 407-290-5594 who is Chairman of the Destroyer Escort Assc. and better known now as "DESA". He informed me that he was sending me a book called "A SAILOR'S ODYSSEY" by Alvin P. Chester which is a "SPECIAL EDITION" for the Destroyer Escort Sailor's Association. I received it and that is one reason this "POINTER" is two more days late. Chapter 6, in particular, caught my fancy as the Author Al Chester was among the first to be inducted into the Armed Guard on the West Coast, assigned C.O. of the "S.S. MATSONIA" at the start of WW II and was in charge of installing the guns, Etc. I looked up the S.S. Matsonia in the Ship Computer Printout and there was Donald Shaw, 9611

Port Clyde Dr., Huntington Beach, Ca. 92646 who was aboard her 12/31/41-2/43. I also had 12 others who served on her later. To order: Send Check or Money Order for \$14, made out to "DESA" at Glaser's address above if interested. I highly recommend this book and it is well worth this amount.

Please excuse the small print if you've read this far. If you didn't read it, there's no use in apologizing. I hope you purchased a magnifying glass before to make it easier to read. It's bigger print than the stock market report. I have a number of great re-print articles for future "POINTERS" that you have sent to me. Forgive me if your's failed to be printed yet. I have pictures to be returned and please remind me and describe the pics in case it's unmarked.

May you have wonderful year and you will attend a "Mini-REUNION" in your area if you're not fortunate enough to attend the National. Best of health to all of you and I hope this "POINTER" brings back a few memories of the past. cal

UPCOMING REUNIONS, "MINIs and Regional Reunions." 1991

Victor E. and Martha Roberts, 9 South 55th Ave., Yakima, Wa. 98908 plans to host a Mini-Reunion 1st. week in September in that area with Barbeque Chicken Corn on the Cob, Baked Beans, Watermelons, Muskmelon (cucur melo cantalupensis) Cantaloupe and Homemade City Biscuits.

Two Jima Veterans!! Contact Jim Westbrook Rt 10 Box 282, Vicksburg, Ms. 39180 (601) 636-1861. ARMED GUARD and MERCHANT SEAPEN are included if participated.

Carl and Thelma Winder 1734 Pilgrim Ave., Mountain View, Ca. 94040 415-967-6493 will host their Annual Memorial July 13, 1991 at the Naval Weapons Station at Concord, California to the crews of the S.S. E.A. BRYAN and S.S. QUINCY (VI) and all others KIA or survived the explosion at Port Chicago. They will also be working with John Noyes from Tucson on sailing the S.S. Jeremiah O'Brien in October, 1991.

Farragut, Idaho 800T CAMP Reunions: Contact: Bill Curnette 8587 Ridge Road., Dittmer, Mo. 63023 (314) 285-2359. State Park!! ROUGH IT!!!

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.

Mich-Ind-Ohio Tri-State Reunion. Contact Ray Bidur, P.O. Box 282, Cement City, Mich. 49233-0282 (517) 592-6941.

Milan and Dolly LeMarche 2170 Lakeshore Dr., Sagle, Idaho 83860 1-208-263-4271

Walter and Jewell Myers 926 Curdwood La., Nashville, Tn. 37216 1-615-228-5693

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

Richmond, Va. Crew meets at 1 P.M. for a Luncheon at Morrison's Cafe, 7035 W. Broad St., Richmond, Va. on the 2nd Sat. HOSTS: Clarence and Helen Durhan 4813 Lowells Rd., Richmond, Va. 23224 804-233-6023. DIRECTIONS: I-64 AT BROAD AND GLENSIDE EXIT-TURN LEFT ON BROAD-2 BLKS ON LEFT. THE LADIES ARE INVITED

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

DESA Association National Reunion. Contact: Don Glaser, P.O. Box 680085, Orlando, FL. 32868-0085 407-877-7671. Many Armed Guard were on DES in WW II.

LST ASSOC. 6th National Reunion will at the Clarion Hotel, New Orleans, La.. 9/4-8/91. Infor Contact Mike and Linda Gunjak, P.O. Box 167438, Toledo, Ohio 43616-7438 1-800-228-5870. They have a great LST Newspaper, too!

Patrol Crafts Sailor's Assc., Contact: Joe Kelliher, P.O. Box 232, Cambridge, NY 12816-0232. Many Armed Guard served with this Unit and they have a paper. Their National Reunion will be held 4/18-21/91 at the Landmark Hotel, Metairie, La. ABC's Pierre Salinger is a member of this crew

*ARMY ARMED GUARD GUNNERS!! SPECIAL NOTICE: It is with deep regrets to inform the crew that Claude J. Backes who was to host their "FIRST REUNION" has gone to better SAILING ON HIGH, and in Honor of her father, to see that this FIRST Reunion is completed, Claudia Backes Beard, 213 Alondree La., Oakley, Ca.

"UNSUB 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 or "MEMO" or "FOR" please write in "DONATION: UNSUB SAILOR". We have these books on consignment and any donation over our actual costs, will go towards postage. Books delivered is now over "300". These books can also be purchased at the S.S. JOHN W. BROWN and local book stores. We'll send them out as fast as you order and we can get them, so allow a few days, please.

- Books you may want to buy or borrow from the Library:
01. "SHIPS OF THE ESSO FLEET" by Standard Oil 1946
 02. "THE RUSSIAN CONVOYS" (paper back) by B.B. Schofield 1947
 03. "AMERICAN DIARIES of WW II" by Donald Vining
 04. "THE DESTRUCTION OF PQ-17" by David Irving
 05. "THE LIBERTY SHIPS" by L.A. Sawyer (purchased at S.S. JEREMIAH O'BRIEN)
 06. "LARGE SLOW TARGET" (LST) by Melvin D. Barger-Taylor Publishing Co.
 07. "P.T. BOATS" KNIGHTS of the SEA" by Taylor Publishing Co.
 08. "DESTROYER ESCORT SAILORS ASSOCIATION" by Turner Publishing Co.
 09. "U-505" by Daniel V. Gallery
 10. "MERCHANTMAN? OR SHIP AT WAR" by Charles Dana Gibson.
 11. "THE UGLY DUCKLING" by John Corley Bunker
 12. "GUNNERY'S GET GLORY" by LT. Bob Berry and Lloyd Wendt
 13. "THE BATTLE of the ATLANTIC" by John Costello
 14. "A NORTHERN SAGA" by Steve Lawrence
 15. "THE BATTLE of the ATLANTIC" by Samuel E. Morison
 16. "THE ATLANTIC WAR REMEMBERED" by JOHN T. HASON (\$29.95)
Call 800-233-8764 for Price list in case you care to buy.
 17. "THE ATLANTIC CAMPAIGN" by Dan van der Vet
 18. "A CARELESS WORD-A NEEDLESS SINKING" by Capt. Art Moore RFD 1 Box 210, Hallowell, Maine 04347 (207)623-9165. \$59.75 plus \$4.00 postage. It is highly recommended listing 757 sunken and damaged ships;- where & when.
 19. "DIVE INTO HISTORY-U-BOATS" by Henry Keats and George Farr
 20. "TROOPSHIPS of WORLD WAR II" by Roland W. Charles.
 21. "THE FIGHTING LIBERTY SHIP" by Armed Guard-A.A. HOEHLING. Order directly from KENT STATE UNIVERSITY PRESS, Kent, Oh. 44242 (424.00)

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

"SEA CLASSICS" 7950 Deering Ave., Canoga Park, Ca. 91304-9980 has a wonderful magazine and highly recommended.

"MILITARY" 2122 28th Street, Sacramento, Ca. 95818 is another great magazine.

George Macey of Maryland reports a KDA campground 768 Cecil Av., Millersville Maryland 21108. The post card looks great. 115 sites, 13 miles to Baltimore.

94561 1-415-625-5445 will carry on and hold this reunion at the Quality Inn, San Francisco, Ca. 415-928-5000 on May 17-19, 1991. They will sail the S.S. JEREMIAH O'BRIEN on the May 18, 1991 sailing only. We wish you a successful gathering of the Army Banners on many ships before the U.S. Navy Armed Guard came aboard to relieve them. I have not learned as yet whether this ELITE gun crew suffered any casualties or not. Our sympathy is to the family.

The "San Antonio, Texas Breakfast Club" will hold a quarterly meeting at 8:15 A.M. at Wyatt's Cafeteria, Loop 410 N.E. and Tesoro Dr. For those who would like to spend the night, arrangements have been made with "TOMMYHOUSE WESTERN MOTEL" 942 Loop 410 N.E. S.A., Tx. 1-800-299-0165. Tell them ARMED GUARD! The Hosts are George and Francis Hastings 2611 Woodbury, S.A. 78217 512-824-3636 and Lloyd and Marilyn Tholen 6007 Archwood Dr., S.A. Texas 78239 512-657-2708.

Kansas Mini-Reunions:

HOSTS-Bon and Henrietta Gleason, 227 No. Knox, Topeka, Ks. 66606 913-234-6087 Saturday Oct. 26, 1991

Lee and Betty Logan 4526 Sycamore St., Wichita, Ks. 316-524-6166 hosts several "git-togethers". Contact him if interested.

NEBRASKA CREW: Hosts Moe and Jean Carlton, 6601 Benton St. Lincoln, Ne. 68507 402-466-1058

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

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

John and Joan Noyes 4651 East 17th St. Tucson, Az. 85711 602-294-1082 has been elected to Chair the Arizona Crew for 1991, replacing Ray Barba of Tucson.

Joseph and Mildred LeDuc 4233 E. Villa Theresa, Phoenix, Az. 85032 602-992-5771 will be holding meeting in his area and all are invited.

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. He also edits a paper, "THE TOWLINE". (Includes-ATF,ATA,ATR,ASR,VTB,SG) -Other words,"TUGBOAT SAILORS"!

Merchant Marine Radiomen Veterans of WW II has invited all ARMED GUARD SPARKS to their reunions: Contact: Nick Wynside, 55 Prospect St, Ansonia, Ct. 06101.

American Merchant Marine Veterans will hold their 5TH ANNUAL NATIONAL REUNION CONVENTION June 9-13, 1991 at the Union Plaza Hotel, Las Vegas, Nev. Contact: Carl Krietich, 70 Foss Dr., Redwood City, Ca. 94062. "Armed Guard Welcomed!"

NORTH EAST American Merchant Marine Veterans will hold their "FIRST" ANNUAL Regional Convention May 3-5, 1991. Contact: Joe Busi, 17 Fleeting Dr. Newburgh, New York 12550 914-562-1362. We wish the Merchant Seamen a large turnout as your WW I and WW II Merchant Crews ranks are increasing daily in age so enjoy them while you can. It's worth the time and effort!! ARMED GUARD WELCOMED!!

We still hold our 1st Sat. of each month breakfast at Griffin's, 1604 North Market Dr., Raleigh, N.C. Tel-878-0125 (off 4500 Block- Old Wake Forest Rd), behind RED LOBSTER! COME GET YOUR GRITS!!

SPECIAL NOTICE

(STILL AVAILABLE HERE)

SPECIAL NOTICE

IN MEMORY OF DECEASED SHIPMATES REPORTED SINCE FEB. 1991 "POINTER"

Last	First	Middle	City	State	Wife	Date
Alkins	Thomas	G.	Greer	SC	?	1/22/91
Beckes	Claude	J.	Livermore	Ca	Wax Army A.O.1	1/91
Beach	Thomas	E.	Columbus	Ga	Joyce	2/2/91
Bissett	Wallace	R.	Gulfport	Ms	?	3/7/91
Bodetka	Edward		Stamford	CT	Dorothy	91
Bonsville(OM)	Leland		Crisfield	MD	?	2/91
Brandon	James		Casper	WY	?	6/31/89
Cannatare	Richard		Farmington	VT	Josephine	1/16/91
Carter	Glen	W.	Roxana	IL	Donna	12/12/90
Chapman	Irvin	P.	Savannah	Ga	Wendetta	9/26/90
Church	William	G.	Madison	WV	Mary	2/90
Davis **	Jasper		Richmond Hill	Ga		(KIA-1944)
Doby *	Robert	L.	Torrington	WY	Frances	12/5/89
Dobovsky	Mike		Bayonne	NJ	?	1/91
Fleishman	William		East Chicago	IN	Irene	1/24/91
Flowers	James		Mo. City	TX	?	10/1/89
Forbes	Charles	A.	Georgetown	TX	?	?
Genke	Donald	L.	Grand Rapids	MI	Louise	2/9/91
Hacker	W.	M.	Saginaw	MI	?	9/7/91
Heavel	Clifford	Vanden	Green Bay	WI	Rose	1990
Hornburg	Lee	S.	Silver Creek	MT	?	11/91
Lann	Jack	A.	Waleville	AL	Ophelia	3/27/90
Lee	Ingrid	L.	Williston	ND	Heleen	1990
Lewis	Charles		Norfolk	VA	?	3/7/91
Mangan	John	A.	Lambertville	NJ	Gloria	2/4/91
Neff	Emmett	Lucian	Delray Beach	FL	?	12/90
Presley	Fred		Sandstone	MO	?	1/16/91
Rigg *	Robert	F.	Belton	TX	Sue	2/5/91
Russell	Fred		Knoxville	TN	Luella	1984
Sanson	R.	B.	West Fork	AR	?	3/29/89
Shultz	Herbert	R.	Siddell	MO	?	2/21/91
Snow	Leroy	M.	San Benito	TX	?	1/91
Snow	William	Earl	Oklahoma City	OK	Jennie	12/25/90
Turner	Lamar		Corpus Christi	TX	?	?
Vargo *	William	J.	Kirsaar	FL	Elaine	2/22/91
West	John	Francis	Dallas	TX	?	11/12/90
Tates	Howard	Miller	Hinson	TN	Cletia	9/5/90

- * Bob Rigg and Bill Vargo attended 1st reunion in Winchester, Ky. June, 1982.
- ** Jasper was George H. Perry's 1st cousin. They joined the Navy together on 1/19/1942. Jasper was buried in a cemetery in England according to George.
- + Joe Basset from Brush, Co. sent in obituary through R.C. Smith of La Salle. We did not have Doby on list.

(OM) Merchant Marine on mailing.

Shipmates wives who have crossed the Bar.

Boyd Aay Sumner Wa. Wa. Boyd 3/23/91

Our sympathy is extended to their loved ones. cal

The cartoons in this issue were sent in by
Armed Guardsman Phil Goettl, 1636 N.
Villa-Granada, Casa Grande, Arizona 85222

Mon., Jan. 28, 1991

Chuck.

I enjoy reading the war stories in the Pointer, but thought you might enjoy publishing an article with a lighter touch.



Neil MacKay

2697 S. Riviera dr.
White Bear Lake, Minn. 55110

P.S.: I shipped out on the William C. Ralston from San Francisco in Dec. '43 and returned there in Aug. '44. Back at sea on the Floyd Bennett in the Sept. or Oct. '44 and went around the world, via Australia, Calcutta, the Suez canal, the Mediterranean sea and hence to Norfolk, Va., in Dec. '45. Radio school was Farragut. I was discharged in Jan. '46 as a Radioman Second just a few days short of my third anniversary in service.

Are there any "The Liberty Ship" books available at this time. I mean the book that recounts the birth and death of every Liberty ship ever built. If it is available, tell me how I can get one, please.

Keep up the good work.

FOR RELEASE GRATIS

1/28/91

Neil MacKay
2697 S. Riviera dr.
White Bear Lake, MN. 55110

1,300 words

When I left San Francisco on my first Liberty ship in December 1943 as a Radioman Third Class attached to the gun crew, the Japs were the enemy we hoped to avoid. I learned during the next two years that boredom and ennui were equally deadly enemies and far more difficult to avoid.

Antagonisms between sailors mushroomed whenever we were forced to anchor for long periods in a harbor or roadstead. That it never reached homicidal levels is a tribute to all of us who sought outlets for anger through humor or vigorous exercise.

One such anti-ennui event was played out on and near the Floyd Bennett, my second Liberty ship, in the roadstead at Ulithi atoll in 1945. Aside from an afternoon when the Navy supposedly chased a two-man Jap submarine around and under the anchored shipping, the idle weeks we spent aboard our Liberty ship were BORING. Gradually, with each day we sat on the pick, cabin fever began to divide the guncrew. Poker and crap sessions became wide spaced, then non-existent. Bull sessions were reduced to two or three men in a group or no bull at all as sailors chose to sit alone looking out to the sea and contemplating God knows what.

Before the breaking point was reached, on a sun-baked morning, the junior bos'un, the junior gunners mate and I began building a boat. That might be putting on airs. It was more like a mortar box with a slanted bow and stern, built with scraps of wood salvaged from a past deckload and caulked with paint-soaked rags.

By mid-morning, the sounds of saw and hammer from the deck of the aft gun tub, became infectious. Other members of the guncrew joined us just to have something to do. Another shipwright project got under way on the main deck below and attracted most of the rest of the company.

Our simple goal was merely to complete our craft, but was that expanded into an expedition set for the next day to a tiny coral reef a couple hundred yards from our anchorage.

By late afternoon, Jezerney and Watterson and I, along with our non-vested partners who had pitched in with us, completed our craft. It spanned nearly six feet from bow to stern along its flat bottom, was almost three feet in the beam and was painted ship gray. We harbored no hopes that Yachting magazine would send a photographer to snap pictures, but the craft was seaworthy. Its ample freeboard permitted two lads to step aboard the next morning. Occasional bailing with an empty one-gallon fruit tin kept the bottom relatively dry.

The other shipbuilders produced a raft of boards and timbers lashed to four fifty-gallon drums. By comparison, our boat was a Chris Craft, but the raft, although ungainly, supported half-a-dozen worthies high and dry. Propelled by four paddles it moved through the water surprisingly well and rode high enough to safely carry a lunch of sandwiches provided by our gracious cooks before the expedition pushed off the next morning.

That evening I got myself restricted for arguing with our officer over whether he was going to go to ride to the reef in our boat the next day. To keep it brief, I didn't go ashore. But, neither did Mr. Haymaker.

The next morning, twenty gun crew members, the signaller and I leaned on the port rail and bid bon voyage to the liberty party. As we went about our business which wasn't much, we looked reefward now and then to monitor the shore party's success against the six-knot current hitting them square from the starboard side. By diligent digging into the sea with their crude paddles they finally gained the reef. Intermittently during the day we watched them slipping and sliding here and there and calling out to one another as they moved like ants across the tiny reef. Most wore only shorts and shoes, so the sun had a field day baking their hides. The routine was quite simple. Some collected chunks of coral souvenirs. Others sat or stood watching them. Whatever the choice, it was liberty and they enjoyed it.

A stiff breeze joined the current to hamper the return trip. After a while, it became a struggle and when the raft drew near, we tossed a line from the fantail and pulled them alongside like a hooked fish. Meanwhile, Watterson and Jezerney, churning the water with their paddles, gained way ahead only by dint of great industry. Failure, they were well aware, meant being swept out to sea.

They panicked before they could reach our line. As if directed by a silent signal they stood simultaneously and leaped into the sea. Right before my eyes, they abandoned their boat and mine.

My one-day confinement would be lifted at midnight and I had planned another shore party for the next day. The boat was vital to that plan. As my mates swam toward the Jacobs ladder, I stripped and dived from the fantail.

The sea was choppy. As I swept to the crest of a wave, I could see the boat, water-logged and wallowing, waiting for me a few yards downstream. I swam after it, grasped the painter and started back. When I was able to reach it, I grasped the line gratefully and boat and I were tugged to the port side ladder.

An uplifting tale should have a happy ending, but it was not to be. We secured the boat to a line and went to chow. When I turned in, the boat was riding well in a heaving sea, but by morning only a short length of frayed line remained. The heap, abraded by the rail and the action of the sea, had severed. Our little craft had drifted out to sea.

That was the end of the affair. The raft-owners, who had tired of it all, set their barrels and boards free. Most of us, by now involved in pinocle games or simply working our toothpicks following morning chow, didn't even bother to glance over the rail as the raft drifted out of to sea.

Malaise became especially deep in anchorages where the sun didn't shine. The worst was a period of sixty cloudy, sometimes rainy days spent on the hook in Milne Bay, New Guinea. We caught glimpses of the sun on two widely scattered days. In time, it seemed the gray unbroken ceiling was tickling the crew's nest. No one spoke to anyone else. If someone inadvertently asked a shipmate, "What time is it?" a typical rejoinder was a snarl or something like "Buy a watch!" (Expletives have been deleted. In fact, the entire reply has been rewritten to make it acceptable to a civilian audience.)

In that particular trying situation, a creative activity, which combined humor with interest, brought the ships company together again. Circumcisions became our anti-boredom device. That's right. Circumcisions.

Our lieutenant had a friend, a Navy doctor, on the beach. In a fantail conversation, our Gunner's Mate Second mentioned that it would be a good time for him to be circumcised, what with being away from his wife and all. So, after our officer made the arrangements, one morning the gunner and three other sailors (the idea was beginning to grow) took a whale boat ride to the beach and the hospital. That afternoon they returned, circumcised.

It's difficult in civilian life to think of circumcision as an encompassing topic of conversation, but that was the case on the William C. Ralston in Milne Bay in 1944. The fed fed on itself; a few days later, five more crewmen went under the knife. Prepping was done aboard ship the night before, which was hilarious as well as interesting--but that's another story.

The point is, the operations, the preparations and the unwellings created a diversion that brought our crew together again.

The Fighting Liberty Ships

A Memoir

A. A. Hoehling



Some 2,700 Liberty ships were built during World War II, merchant vessels that carried supplies to American forces in every theater of war. U.S. Navy personnel formed the "armed guard" or guncrews for these ships.

Dolph Hoehling was a gunnery officer on the *Tampico* and *James Harrod*. His duties took him into the Atlantic, the Mediterranean, to India, and eventually to Southampton and near death in the aftermath of a collision with another Liberty. The constant stress from possible attacks by German aircraft but most frighteningly from submarines was tempered by the boredom of long stretches at sea. Often the greatest danger was from the weather, like the "Great Atlantic Storm" of 1944.

Hoehling's memoir tells the story of his service, of young men of his command who died obscure deaths, and withal something of the history of the Liberty ships, the "ugly ducklings" that have long since disappeared. It is a compelling story, touched with wit that tempers an overlay of sadness about the events of the war.

From the book

Men began to scream and cry out. It was not in pain since, so far as was evident, none had been burned. They did not merely shout, they screamed from mindless, headlong, uncontrollable panic. Should an officer with a pistol have attempted to restore order, they would have paid him no heed whatsoever. They thought they were going to die, and were neither ready nor prepared. . . .

A. A. Hoehling, freelance editor and writer, is a former senior editor for the Congressional Research Service of the Library of Congress. Prior to that he was editor of the book program for Army Times Publishing Co. He has written 25 other books, including the recent *Damn the Torpedoes! Naval Incidents of the Civil War*.

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Merchant ships: Duty without bells

Dangerous work goes on for civilians

By Art Thomason
The Arizona Republic

One shovel of coal at a time, Donald G. Gibbs of Tempe fed the fiery boiler of the merchant ship SS Paul Hamilton Hayne as it steamed through the North Atlantic toward the Soviet port of Murmansk.

It was 1943, two years after the forces of German dictator Adolf Hitler invaded the Soviet Union. The Soviets desperately needed the food and war supplies that the Paul Hamilton Hayne and other lightly armed merchant-marine vessels were carrying past prowling German submarines and warplanes.

But despite the merchant seafarers' sacrifices, the U.S. government has shown little concern for their contributions during World War II, said Gibbs and Art MacLaren of Mesa, who was a midshipman on one of the vessels making the North Atlantic run.

"Our government didn't care," said MacLaren, 68, a real-estate broker and part-time teacher at Mesa Community College. "It kept virtually no records on the ships or the seamen who were lost during the war."

John Reilly, head of the ships-histories branch of the Naval Historical Center in Washington, D.C., said that the merchant vessels were owned and operated by private companies and that the Navy had no interest in keeping records on them.

Many records kept by commercial shipping firms were destroyed, he added.

But the Soviets haven't forgotten what seafarers such as Gibbs and MacLaren did for their country during the war. They view Gibbs, MacLaren and others who made the "suicide run" to Murmansk as heroes.

The Soviet Union showed its appreciation Jan. 31, presenting medals to 54 American civilian seamen, the two Arizonans among them.

And nearly half a century after the unsung glory days of the merchant marine, U.S. seamen transported cargo through the Persian Gulf as war raged.



Victoria Buckner/The Arizona Republic

Arizonans Donald G. Gibbs (left) and Art MacLaren were among 54 American civilian seamen who received medals from the Soviet Union for their contributions during World War II.

More than 100 American-flag merchant ships regularly have been ferrying military supplies to the gulf from the United States and NATO-nation ports, said Martin P. Skrocki, a spokesman for the U.S. Merchant Marine Academy at Kings Point, N.Y.

Ninety-five percent of all military cargo bound for the gulf war, from armored personnel carriers to ammunition and rations, was moved by sea, he said. The supplies on merchant ships represented the largest sea lift undertaken since the Vietnam War, Skrocki added.

Gibbs and MacLaren recently recalled their perilous voyages from New York, around Iceland, the North Cape and across the Barents Sea to Murmansk.

"It's called the Unknown War," MacLaren said. "It's an untold story."

"The problem is that our government didn't care. We had people who were sunk on ships and the government has no documentation to prove it."

MacLaren is president of the Desert Mariners, a Valley chapter of the American Merchant Marine Veterans Inc.

The group has recovered and preserved some records of U.S. merchant seamen and ships lost

during World War II. But it hasn't been easy.

"The biggest sin of all," Gibbs said, is the lack of documentation at the Navy records center in Washington.

"They hardly have any records on merchant marines," he said.

"I had an awful time getting my records," said John Forsberg, 64, of Apache Junction.

Forsberg, a cargo-ship radio operator in the Pacific during the war, needed the records to verify that he contracted scarlet fever while he was a merchant marine. The illness, he said, led to complications, including rheumatic fever.

The Desert Mariners group is pushing for congressional approval of a bill that would extend benefits to qualified merchant marines, he said.

In regard to the lack of files on merchant marines, Reilly said detailed records were not kept on many aspects of the war.

"People were fighting a war, not maintaining an archive," he said.

"There were no videotapes, no tape recorders, no word processors. The only way to get something down was to stop what you were doing and write it."

Although the North Atlantic route rarely was used in peacetime,

it was the most dangerous of the war, said Gibbs, 66. From outposts in northern Norway, the Nazis used U-boats, surface ships and planes to attack supply convoys.

"They would shake you up when you got to Iceland, with their planes and surface boats," Gibbs said.

"The attacks would come again as the ships approached Bear Island in the Barents Sea. They would come down (in planes) and give you everything they had before we could get in there."

"I was a fireman-water tender at the time. It was the best job on the ship. I was at the bottom, where it was warm. If you got hit, you didn't have long."

Despite the bitter cold, a branch of the Gulf Stream kept the waters to Murmansk free of ice. The Soviets had few such ports, making the North Atlantic run one of their most vital supply lines.

The Germans realized this and made every effort to send American and British supply ships to the bottom. One convoy, dubbed PQ-17, set out for Murmansk with 34 ships. All but 11 were sunk.

By the end of the war, about 730 merchant vessels bearing American flags had been sunk.

MacLaren said few of the old shipping firms are still in existence.

February 7, 1991

Dear Charles:

I wish to take this opportunity to thank you and the Armed Guard for including me on your mailing list. The publication has been informative and I particularly delighted in reading the most recent article, "Tankers at War", noting that two of my classmates at Massachusetts Maritime Academy '1939, were mentioned in the sinking of the Esso tanker E.G. Seubert, they being Captain Roger Stewart, deceased, and First Assistant Charles Bell. I spent nearly 6 years in the wartime Merchant Marine, serving from third mate through Master and, interestingly enough, also had classmates as shipmates in the torpedoing of the S.S. Heredia, 5/13/42 and the Cape Neddick in May of 1943.

I can not say enough for the young men who served in the Armed Guard under my command. We were unfortunate in losing the entire Armed Guard crew with the exception of one lad on the Heredia, but on a positive note, my sister married my gunnery officer, Ensign Richard Draine who served with me on the Cape Cod. I am a naval reserve officer, but still retain my 10th issue Master's license and am very active in maritime affairs.

The Boston Marine Society, of which I am past president, is made up entirely of current or former ship masters and has been in operation since 1742 and I would appreciate it if you would put them on the mailing list of your fine publication. Their address is: The Boston Marine Society, National Historic Park, Building #32, Charlestown Navy Yard, Boston, MA 02129.

If I, or the Society can ever be of help to you, please do not hesitate to be in touch with us. Naturally, we have a wealth of information regarding World War II veterans.

In closing, let me say that I served on the following vessels: Zacapa; Cape Cod; Cape Neddick; Sea Perch; Heredia; Black Warrior; Mary Cullom Kimbrough; Rolling Hitch and Macabi.

Cordially,

Captain Thomas E. Burke
30 Windy Hill Road, Cohasset, MA 02025

Thank you Captain Burke for an enlightening and informative letter. Working together, we may yet let the world know the Armed Guard and Merchant Seamen did not die in vain. cal



Had the pleasure to meet Cecil Leonard, 2220 Davis St., Woodruff, S.C. 29388, (803) 439-4685, for the first time at the March, 1991 luncheon at Camden, S.C., hosted by Jeff Haselden of Lugoff. To my surprise, his shipmate off the S.S. John C. Fremont, Holmes Holland from 207 Ferguson St., P.O. Box 665, Clinton, S.C. 29325 was with him and vouched for the story. Enjoyed the "Grits."

Copy 14 May 1945
(37-NL)

NAVY DEPARTMENT
BUREAU OF NAVAL PERSONNEL
Washington 25, D. C.

Pers-68-MPS
MM/552 36 14

17 November 1944

From: Chief of Naval Personnel.
To: CO, Receiving Station, Charleston Navy Yard,
Navy Yard "R", South Carolina.
Subj: LEONARD, Newton Cecil, Slc, USN -
Meritorious performance of duty.
Ref: (a) BuPers Manual Art D 8016.

1. You are authorized to make the following entry in the service record of the subject named man:

"Performed creditable service aboard the SS JOHN FREMONT when it was discovered that the Afab stevedores were pilfering ammunition while that ship was discharging cargo off Khorranashar, Persia on 1 June 1943. Six members of the Navy Gun Crew went below and, despite the darkness of the hold, subdued the stevedores after fierce hand-to-hand fighting and turned them over to authorities on shore, where they were prosecuted for selling stolen ammunition to enemy sympathizers who were harassing our truck convoy shipments of supplies to Allied nations. This entry made in accordance with approved recommendation of Navy Department Board of Decorations and Medals."

By direction of Chief of Naval Personnel.

/s/E. L. Stanley

Certified to be a true copy.



F. C. LEE, Lieut. Comdr., USNR.

E. L. STANLEY,
Ensign, USNR,
Officer-in-Charge,
Medals & Awards Section,
Enlisted Performance Division

Art McLaren called to express his desire to help gather historical information for both the Armed Guard and the Merchant Seamen and intends to write a book on the subjects. He attended the Arizona meeting recently and enjoyed the comradeship of those in attendance. Write him all you can on PG runs. He also wanted me to get you to search for 8-20MMs for the S.S. LANE VICTORY.



MARCH 8, 1991

U.S. ARMED GUARD

GREETINGS FROM THE CREW AND MEMBERS OF THE S.S. LANE VICTORY, OWNED AND OPERATED BY THE UNITED STATES MERCHANT MARINE VETERANS OF WORLD WAR II. FOR THOSE WHO ARE NOT AQUAINTED WITH OUR PROJECT: WE ARE RESTORING THE S.S. LANE VICTORY SHIP AT BERTH 52, SAN PEDRO, CALIFORNIA. THE SHIP WAS BUILT AT CALSHIP IN 1945.

IT WILL BE AN OPERATIONALSHIP, MUSEUM, AND TRAINING VESSEL. IT WILL BE RESTORED TO IT'S ORIGINAL CONDITION INCLUDING ALL ARMAMENT. IT WILL TAKE APPROXIMATELY 4 TO 5 TRIPS A YEAR, HOPEFULLY TO CATALINA ISLAND WITH COAST GUARD APPROVAL.

AS OF DECEMBER 14, 1991, WE WERE DESIGNATED A NATIONAL HISTORICAL LANDMARK. WE HAVE HAD A SUPERB TURN OUT OF VOLUNTEER WORKERS FROM DECK TO ENGINE ROOM. ALL RESTORATION WORK IS AHEAD OF SCHEDULE. WE EXPECT TO GO INTO DRY DOCK WITHIN (2) MONTHS. WE HOPE TO TAKE OUR FIRST CRUISE THE MIDDLE TO THE LAST PART OF 1991. WE ARE OPEN TO VISITORS SEVEN DAYS A WEEK FROM 9:30 A.M. TO 4:00 P.M.

WE ARE NOW FORMING AN ARMED GUARD CONTINGENT OR CHAPTER. WE HAVE APPROXIMATELY 10-12 ARMED GUARD NOW SPENDING WHAT TIME THEY CAN RESTORING THE 5"/38 GUN AND THE 3"/50. WE ALSO HAVE A 40M.M. POM POM FOR DISPLAY. THEY ARE ALSO WORKING ON A DISPLAY OF ARMED GUARD MEMORABELIA IN # 4 HOLD. WE HOPE TO HAVE THE ARMED GUARD ACTIVE IN THE DISPLAY AND OPERATION OF THE S.S. LANE VICTORY.

ANYONE INTERESTED IN VOLUNTEERING THEIR TIME, EXPERTISE OR DONATING MEMORABELIA TO THE RESTORATION, PLEASE CONTACT ME AT ADDRESS BELOW.

IF ANYONE READING THIS ARTICLE HAS KNOWLEDGE OF WHERE WE CAN FIND OR INQUIRE ABOUT 20 M.M. ANTI-AIRCRAFT GUNS PLEASE WRITE ADDRESS BELOW.

SINCERELY,

KENNETH KEITH 3RD VICE PRESIDENT
P.O. BOX 629
SAN PEDRO, CA 90731

THIS IS TO KEEP YOU INFORMED OF THE PROGRESS OF THE FORMING OF THE ARMED GUARD, ABOARD THE LANE VICTORY.

THROUGH YOUR MEMBERSHIP FILES I WAS ABLE TO CONTACT RODNEY RAYMOND IN CARSON CALIF. HE SEEMS QUALIFIED TO HELP FORM A CONTINGENT OR CHAPTER WHICHEVER THEY CHOOSE. THEIR HAS BEEN 10 TO 12 PERSONS SHOW UP TO WORK ON THE GUNS AT DIFFERENT TIMES. WE HAVE SENT OUT OVER 200 LETTERS FROM YOUR FILES AND AM AWAITING ANSWERS I FEEL WE WILL EVENTUALLY HAVE A GOOD GROUP.

I AM SENDING YOU A COPY OF OUR ANCHOR LIGHT ON THE BACK YOU WILL FIND A ARTICLE WHICH I TOLD YOU I WOULD RUN. I AM ENCLOSING A ARTICLE ON THE FORMING OF THE ARMED GUARD ON THE LANE VICTORY. ALSO SOME PICTURES OF THE GUNS POSSIBLY YOU CAN RUN IT IN YOUR POINTER.

I AM STILL LOOKING FOR 20MM GUNS HOPE YOU CAN HELP ME.

SINCERELY,

KENNETH KEITH 3RD VICE PRES.

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Visiting crew member, Dean Krueger, standing on the deck of the Lane Victory.

Lane Victory Chapter Be

Now that we have some of our armament (guns) aboard the Lane Victory, it is time we attempt to get the Armed Guard involved.

I have been in contact with Charles A. Lloyd, Chairman and Secretary of the National Chapter in Raleigh, North Carolina. He has been extremely helpful with information and advice. To my knowledge there is no local chapter of the Armed Guard in this area, so we will have to start from scratch, although Mr. Lloyd has supplied me with a computer print out plus labels for all of their members this side of the Rocky Mountains which consist of approximately 1,500 members. So as

THE ANCHOR LIGHT



U.S. MERCHANT MARINE
VETERANS W.W. II
P.O. BOX 629, SAN PEDRO, CA 90731
(213) 519-9545

The photos at right are of the WWII ship, the S.S. Lane Victory, at Berth 52, San Pedro, CA.



r, of Westfeild, WI, takes over the

Armed Guard ing Formed

you can see, that number plus their members in the middle and eastern states, they have a membership in the thousands. I did not realize the scope of their organization until I became involved in this project.

They put out a monthly magazine (The Pointer) which need not take a back seat to any other publication, magazine, paper book, etc. It has more true accounts, information, pictures, etc. than many other informational sources. I am going to attempt to acquire all of their back issues of The Pointer so we can display them in our library for the enjoyment of all.

They are having their 10th national reunion at the Hyatt Regency Hotel in Baltimore, Maryland on May 25 - 28, 1991. If you wish more information, call Alex or Edith Lombardi at 1-201-783-7578.

If any of our members are willing or know of anyone willing to work with us to form the Armed Guard (Lane Victory) please contact Ken Keith - ship 519-9545 or home - 432-9635.

Kenneth Keith, 3rd Vice President
USMMVWWII

guns aboard the historical
ictory, 839 Beacon Street,
SA) 90731.



ARMED GUARD CREWS WHO MADE THE MURMANSK RUN:

Write to: Mr. Nickolay Parshenko, First Secretary and Consul, USSR Embassy Consular Division, 1825 Phelps Place, NW, Washington, DC 20008.

Give full name, rank at time, address, telephone number, service number, Ship's name, dates, cargo and anything else of interest. Please be patient — allow plenty of time for an answer.

On a current note on military supply operations, according to Walter Oates, Public Affairs Officer, the Maritime Administration has turned over 68 Ready Reserve Force cargo ships to the U.S. Navy to support U.S. and Allied forces in the Middle East. More than 2,300 American civilian seafarers serve aboard these vessels.

The Niles Times, Feb. 7, 1991

Krenciprock and his medal from the USSR are cited in the Congressional Record

A tribute to a Niles-area man who recently received a medal from the U.S.S.R. has been read into the Congressional Record by U.S. Rep. Jim Traficant (D-Poland).

"Russell Krenciprock participated in the Murmansk Convoy, otherwise known as the suicide run, to deliver supplies to the Russian army during World War II," the Mahoning Valley congressman said on the floor of the House of Representatives on Jan. 23.

"The mission earned its daunting nickname from the seemingly insurmountable obstacles that faced its members, including the deadly German patrols, treacherous seas and bitter cold. Only 13 of the 25 ships that began the run (that Krenciprock sailed on) returned.

"Without the vital supplies brought

in by the mission, however, the Russian people could not have survived. Mr. Krenciprock passionately stated that he will accept the honor out of respect for all those who didn't make it—for all those who gave, especially his younger brother, who did not survive the war.

"Mr. Speaker," Traficant said, "I would like to take this opportunity to commend and congratulate Russell Krenciprock for his exceptional patriotic service to his country and his outstanding humanitarian effort to aid the Russian people.

"The recognition he is now receiving from the Soviets is extremely long- and well-deserved. Mr. Krenciprock's exceptional courage

and dedication are exemplary. I am truly honored to represent this outstanding individual."

During World War II, Krenciprock served as a U.S. Navy gunner on a merchant ship that sailed to Murmansk, a Russian port which lies above the Arctic Circle.

On Jan. 31, he was one of 54 Americans who received the "Medal for the 45th Anniversary of the Great Patriotic War" from the Soviet Union during a ceremony at the U.S.S.R. embassy in Washington, D.C. Sixty-three other U.S. citizens awarded the medal were unable to attend the ceremony.

Krenciprock resides at 1852 James B Dr. in Weathersfield Township and works at his son's Castle Color studio on Robbins Avenue.



Russell Krenciprock, 949-53-81, 1852 James B. Drive, McDonald, Ohio 44437, 1-216-530-3257 proudly shows off his Murmansk Russia Run medal bestowed on him on January 31, 1991 at the Russian Embassy in Washington, D.C. The photo at right shows the Russian Foreign Minister Sergi Chetverikov presenting the medal to Russ, and Russ's great-granddaughter, Brandy Bragg, who will have something to remember and tell her friends about the U.S.N. Armed Guard for years to come.





The Certificate and Medal pictured were also issued to Gustav Krell, 73 Old Mountain Rd., Upper Grandview, NY 10960, (914) 358-2547 and his shipmate, Clinton Barr, 2340 3rd St., Easton, PA 18042 (215) 258-3056 who were aboard the S.S. W.R. Grace 11/44 - 6/45. They all wanted you who sailed to Northern Russia to know that they were representing all the ARMED GUARD as they accepted the Medal and hope that you also will get yours.



INTERNATIONAL RE-UNION 1992

Chairman:
E. SKELTON
105 MELBOURNE AVENUE
DOVER,
KENT CT16 2JH

Secretary:
P. SKINNER
THE ANCHORAGE
BURSCOTT, HIGH CLOVELLY,
BIDEFORD, DEVON EX39 5RR

Charles A. Lloyd
U.S. Armed Guard.
5712, Partridge Lane,
Raleigh,
N.C. 27609.
U.S.A.

18th February, 1991

Dear Mr Lloyd,

In 1992 the North Russia Club will be organising an International Re-Union for all those who took part in the World-War II Arctic Campaign, i.e. Convoys to North Russia. You may have some among your membership, and we would deem it a great favour if you could bring this to the attention of your members.

The Re-Union will commence in Glasgow on 2nd July, move on to Liverpool for a few days, and finish in Southampton on 12th. At each venue visits to places of interest to Veterans will take place, and suitable functions will be held in the evenings. E.G. if there is sufficient interest shown by Veterans from America, a 4th July Banquet will be arranged.

We are arranging accommodation on University Campus, and as they book up very quickly, we would like to have some idea of numbers interested as soon as possible. A Brochure is being prepared which will give details and prices of all events & accommodation available, and as soon as we know numbers likely to be involved, we will send some to you.

This Re-Union may be of particular interest to survivors of convoy PQ 17 as 1992 will be the 50th anniversary of that unfortunate episode. It is our intention to hold a Memorial Service for those who perished, together with a Thanksgiving for survivors.

I look forward to hearing from you in due course, and hope that some of your members will be interested.

Yours sincerely,

Peter A. Skinner
Peter A. Skinner.
Re-Union Secretary.

"Veterans of World War II Arctic Campaign"

УДОСТОВЕРЕНИЕ

*Кренсун/рок
Рассел Чарльз*

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1941-1945 гг.“



*Кренсун/рок
Рассел Чарльз*

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В ВЕЛИКОЙ ОТЕЧЕСТВЕННОЙ ВОЙНЕ
1941-1945 гг.“



УЧАСТНИК ВОЙНЫ





February 22, 1991

C.A. Lloyd, National Chairman
U.S. NAVAL ARMED GUARD ASSOCIATION
5712 Partidge Lane
Raleigh, NC 27609

TRIDENT ARCHIVES
Ian A. Millar, Curator
1806 Bantry Trail
Kernersville, NC 27284

Dear CA:

Received my copy of the POINTER and thanks so much. I have had a bunch of calls from various Armed Guards wanting to know about the medal. To be very honest I don't have any confirmed info on this and I do not know that I can obtain any. But to try and help I have sent the enclosed letter to First Sec. Parshenko. I spoke with him at the Embassy and the Armed Guard was briefly mentioned and I asked if they were to be included and all he told me was that they were not sure as yet. So if I get any reply to this letter I will let you know. Bear in mind they are not famous for replying to letters. I have offered to help with the Armed Guard as I did with the merchant seamen so perhaps they will ask me to do so. If they do I will set up a procedure to be used so that I will not have to spend as much money again. It got outrageous at one point between postage and phone calls. I do not need to tell you about this as you go through the same thing.

One thing that you could tell Armed Guards when they ask about the medal is that there were three Armed Guard awarded the medal at the Embassy in that first large group so as an organization they were not left out of the picture. I did that on purpose so some would be included.

Considering the political problems of the world I will be pleasantly surprised if in fact any more medals are awarded in the future. They have 1015 more names they are sending to Moscow for approval but nothing is certain.

Hope to see you at the March breakfast as I intend to try to get down if my job does not require weekend work at the time.

All the best

Jan
Ian Millar

February 22, 1991

Mr. Nickolay Parshenko
First Secretary and Consul
USSR Embassy Consular Division
1825 Phelps Place NW
Washington, DC 20008

Dear Mr. Parshenko:

I am writing to ask your advice. The past two weeks I have been receiving numerous letters from former U.S. Navy Armed Guard Veterans who made the Run to North Russia. Of course they are wanting to know if they can apply for the 40th Anniversary Medal.

We mentioned this group briefly in conversation at your Embassy on January 31, 1991. These men as you may know were not merchant seamen but were sailors in the U.S. Navy. Their task aboard the ships were to serve the guns. Obviously they met all the same rigors of service in the Arctic as did the merchant seamen.

Has any decision been made about their applications as yet. I would like to be able to tell them one way or the other. I am more than happy to assist with their questions but at the same time I do not want to waste their time and mine if it is not likely that they will be awarded the medal.

Being a member of their National Organization I would like to be able to help. If you can give me any advice I will then be able to pass the word along to these veterans. I thank you for any assistance you might give me.

Most sincerely

Jan A. Miller
Ian A. Millar, Curator

KANSAS CITY, MO
JAN. 28TH, 1991

HELLO CHARLES; I'M ONE OF THE
"NEW OLD SALTS" YOU REFERRED
TO IN THE DECEMBER POINTER.
I NEVER HEARD OF THE USNAG
WWII VETS UNTIL JULY 1990
AND REGRET I DIDNT KNOW ABOUT
IT EARLIER.
I UNDERSTAND ONE OF THE REUNIONS
WAS HELD IN K.C. AND IT WAS MY
BAD LUCK NOT TO KNOW ABOUT IT.
THE POINTER IS ONE OF MY FAV-
ORITE PUBLICATIONS AND I READ
IT WORD FOR WORD FROM FRONT
TO BACK WHEN IT ARRIVES.
I'M ENCLOSING A DONATION TO
HELP A LITTLE WITH THE EXPENSES.
YOU MUST HAVE A BIG JOB ON YOUR
HANDS GETTING IT IN THE MAIL.
I HOPE YOU RECEIVED THE LETTER
I SENT YOU SEVERAL MONTHS AGO
RELATING MY ADVENTURES (AND
MISADVENTURES) SAILING WITH
MURMANSK CONVOY PQ18.

I NEGLECTED TO PUT AN "R" ON
THE ENVELOPE.

I WOULD LIKE TO RECEIVE THE
RUSSIAN COMMEMORATIVE MEDAL
AND HOPE YOU INCLUDED MY NAME
ON THE LIST OF MURMANSK RUN
VETS.
INCIDENTLY, I'M TRYING TO RUN
DOWN A GROUP PHOTO OF PQ17
AND PQ18 SURVIVORS THAT AP-
PEARED IN LIFE MAGAZINE DUR-
ING THE FIRST HALF OF 1943.
IF I LOCATE IT I WILL SEND YOU
A COPY.

P.S.
KEEP UP THE GOOD
WORK AND LONG
LIVE THE ARMED
GUARD

Jerry R. Leggett
3741 Main St.
Kansas City, MO
64111



On behalf of the **ARMED GUARD VETERANS**, I wish to thank William P. Coughlin and the Boston Globe for their continued stories involving the crews that were never told. I wish to thank all of you who sent identical copies from so many papers that also carried this story. I'm publishing Sloane's letter in preference to others due to the fact that he lost 2 ships. (See Art Moore's version from his excellent book, *"A Careless Word - A Needless Sinking."*)

Lost crew from 1943 naval ship

The crew of SS Sumner I. Kimball, who with 24 Naval Armed Guard, sailed from Boston in 1943, and never were heard from. The Navy men's names were not in government archives:

Ambler, William, messman, Reading; Arsenault, Charles A. (seaman) East Providence; Atkins, Harry, master, E. Boston; Barnes, Sherman L., seaman, Eastport, Me.; Barry, Leslie N., engineer, N. Dartmouth; Bell, Holman, 3d mate, Putnam, Conn.; Broderson, William M., Chief Mate, Rochester, Mass.; Bourque, Roland A., Allston; Brock, Nicholas P., deck, Jamaica Plain; Bunnell, Theodore J., fireman, Roxbury;

Cavanaugh, Marcus C., messman, Minneapolis, Minn.; Dagenais, Alfred, wiper, Boston; Decker, Roger I., wiper, Boston; DiLorenzo, Frank S., seaman, Chelsea; Foley, George A., seaman, Melrose; Hawthorn, Robert M., fireman, West Medford; Herlihy, William J., cook, Salem; Hiltz, Harold G., fireman, Braintree; Howe, Walter F., oiler, Medford; Irvin, Edmund J., 2d mate, Allston; Kennis, Joseph W., seaman, Kenmore, N.Y.; Kirk, Vincent, A., radioman, Boston; Lynch, John J., cook, Providence; Marks, John C., cook, East Boston; Meachen, Lee N., purser, East Orange, N.J.; Milkvy, Milton, utility, Palmer, Penn.; Minninger, Lloyd S., seaman, Limeport, Penn.; Mitchell, Gerald J., utility, Leominster; Mulvey, Dana R., oiler, Cambridge; Murphy, George M., 3d engineer, Indianapolis, Ind.; Paskowski, Antoni, messman, Vineland, N.J.; Patrinzi, Vincenzo, boatswain, Lynn; Remick, Lincoln D., seaman, Boston; Sheehan, Bernard M., chief engineer, Somerville; Sprague, Donald E., 2d engineer, Quincy; Valentine, Morris F., oiler, Portland, Me.; Vonberg, William E., 1st Engineer, Newton; Wahlberg, Oscar C., utility, Milton; Weeks, John W., seaman, West Quincy; Weetman, Joseph P., deck engineer, N. Weymouth.

Lost ship's missing log found after 47 years

By William P. Coughlin
Boston Globe

Forty-seven years ago Thursday, 40 seamen and 24 Naval Armed Guard gunners — nearly all from the greater Boston area — perished with their newly built, 7,176-ton Liberty ship SS Sumner I. Kimball in gale-whipped seas off Newfoundland.

They disappeared without a trace, sailors said. Despite a single SOS — "WDLU (Kimball's call letters) torpedoed 52-35N/35-00W" — being sent out, no one ever knew what became of the Kimball or its 64 men.

Until recently.

Capt. Arthur R. Moore of Hallowell, Maine, an author specializing in World War II merchant ship research, and a wartime ship's officer himself, has uncovered the only eyewitness account of the Kimball's fate — a German U-boat captain's logbook. It was found by chance in the National Archives in Washington, Moore said.

"It makes you mad to learn that our government didn't even know they had this information... to think these people, these families all these years were never told what happened to their loved ones," he said.

The meticulously kept record of U-960's exploits, written by Oberleutnant Gunther Heinrich, reveals an epic two-day struggle between SS Kimball, fighting for survival, and Heinrich's stalking submarine. It took seven torpedoes to finish off the stubborn Liberty ship.

The logbook, in German, was translated for Moore by Gerard Hasselwander of Montgomery, Ala.

It began at 4:20 p.m., Jan. 16, 1944, in 70-knot winds, heavy seas and hail squalls, 900 miles east of Belle Isle Strait, Newfoundland.

The Kimball, operated by the old

U-boat captain's words tell all

Boston-based Mystic Steamship Co., had straggled from a westbound convoy. Unescorted, it steamed unsuspecting across U-960's path. Capt. Harry Atkins of East Boston had been zigzagging to avoid submarines. He was bound for New York.

Government files show only that the newly launched, Portland-built vessel had sailed in convoy for New York in Convoy ON219 on Jan. 9, 1944. There's a "secret" notation that Kimball "straggled in heavy weather without being contacted," and a "confidential" note that the ship was "overdue NY... presumed sunk... on or about 1/16/44."

Atkins, about 45, was experienced, a veteran of the busy Mystic Co.'s coal fleet that ran between Lambert Point, Va.; Boston; and Searsport, Maine. But he was no match for that deadly sub, whose 24-year-old skipper, Heinrich, was intent on a kill. Heinrich, peering at the zigzagging ship, was sure his prey was an American Liberty, of which 2,695 were built to haul troops and war materiel to Europe, the Soviet Union, Italy and North Africa.

"To action stations," Heinrich ordered his crew. It was 6:05 p.m. — Newfoundland time.

But before he could align his U-boat to unleash a spread of torpedoes, the ship veered "directly at me," the German wrote. So Heinrich kept maneuvering, dogging that lone freighter, which he estimated was making 12 knots. It was blowing a full gale; phosphorescence sparkled in the sea as the U-boat splashed in the blackness.

Finally, at 6:35 p.m., he had U-960 aligned to fire a single magnetic

torpedo from No. 5 stern tube. It rushed at a depth of seven meters, aimed for the merchantman's midsection. The Germans counted. It hit in 38 seconds.

But to the U-boat commander's surprise, the steamer turned to starboard, and kept on. It had slowed, however, to seven knots.

The German could not position his sub ahead of the ship, now 800 meters away; the 120-degree angle between sub and target was too great. Nevertheless, Heinrich ordered two more torpedoes fired; both missed. It was 7:02 p.m.

Then, at 7:50 p.m., as Heinrich desperately tried to close on the ship to resume his attack, Atkins apparently ordered Kimball to turn suddenly toward the surfaced submarine. It was a desperate apparent attempt to ram the U-boat.

In the rush to avoid being rammed, Heinrich lost sight of his prey for 20 minutes. It was 8:30 p.m. when the target came into view at right angles to the submarine. This made it easier for Heinrich to attack.

Nine minutes later, in driving rain, Force 7 southwest winds and mounting seas, U-960 had the hapless freighter's bow lined up on the submarine's port side, barely 100 meters away, at a 50-degree angle.

The U-boat's logbook tells the story: Two more torpedoes gush from the tubes, and at 8:40 p.m. — a hit, 60 meters aft of the ship's midsection.

Then, the officers in the submarine's conning tower heard "an explosion after a 38-second pass."

Heinrich logged it: "This explosion presumably is result of first hit." He also observed that his "second torpedo probably is a miss."

Now, he observes, the ship had turned and stopped.

Then he heard Kimball's distress cry finally breaking radio silence: "Dit dit dit... dah dah dah... dit dit dit — WDLU torpedoed at 52-35N; 35 W." Three times, Heinrich heard Kimball's desperate plea leap from the pounding fingers of wireless operator Vincent A. Kirk of Boston, into the trackless ether.

But it was futile; there would be no response.

Now, on U-960, it is just past midnight, Jan. 17, Berlin time. On the Kimball, it is 9 p.m., the 16th. U-960 had submerged to reload, and surfaced again. A white light shone on Kimball's bridge, and then another torpedo — the sixth unleashed — slams into the Kimball, now dead in the water. It explodes 40 feet aft of the bridge. But, strangely, Heinrich observes: "There's no reaction. It doesn't even move."

Finally, at 2:03, by the German's clock, Heinrich ordered a seventh torpedo fired; this one he dubs the "coup de grace — a single torpedo fired from the port side." It rammed home in 23 seconds.

Climbing to his conning tower, Heinrich and his officers saw their handiwork. Fascinated, they watched the Liberty ship slowly break in two, amidships, with the stern and fore parts drifting apart.

It was the end. Heinrich closed to circle the shattered wreck, then made the grim, three-word notation "No survivors found."

Three words for 64 men; their only epitaph, written by their executioner, at 03:19 Newfoundland time.

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

Dear Charles,
Enclosed you will find a newspaper clipping out of this Sunday's Boston Globe.

It seemed strange after all these years to read about it and why the Navy did not have the names of the Armed Guard gun crew listed in their records. Maybe you know more about this ship.

This story was in the middle of all the Persian Gulf news.

Sincerely
Robert F. Sloane
15 Bowdoin St
Winthrop, Mass 02152

1942 Alcoa Rambler - Torpedoed - S. Atlantic
1943 William W Gerhard - 11 - Salerno, Italy
SK. 9/21/42

SS Alcoa Rambler

Company: Alcoa Steamship Company, New York, NY
Master: Ernest Henke (Alcoa Partner, Alcoa Prospector)
Built: 1919 @ Harriman, PA
Dimensions: 400' x 54' x 30'

Home Port: New York, NY

Gross Tons: 5500
Former Name: (a) MERCER VICTORY

The freighter, SS ALCOA RAMBLER, was torpedoed by the German submarine U-174 (Thilo) at 0100 GCT on December 14, 1942 about 200 miles Northeast of Natal, Brazil (3-51 South/33-08 West). She was en route alone from Trinidad to Santos, Brazil with 7243 tons of coal loaded in the U.S. Her complement was made up of 38 crew members and 17 Naval Armed Guard. One seaman was killed by the explosion. The First Assistant Engineer was badly burned and hospitalized at Natal. Photo courtesy of SSNRA Coll'n, U of B Library.

The first torpedo struck the ship at 0100 GCT, entering #3 hold on the port side and rupturing the bulkhead between #3 hold and the fireroom. The ship listed sharply to port and the fireroom flooded. A second torpedo hit the ship on the port side after the crew had abandoned. This caused the ship to buckle in the middle and break in two. The stern sank first and the bow followed at 0120.

The crew abandoned ship on the Captain's orders at 0105 in two lifeboats. Twenty-five survivors, including the Master and the First Assistant Engineer, who was seriously burned, were in #1 boat. The injured man was taken care of in the boat by the Armed Guard Commander who dressed his burns and gave him cigarettes and water. They reached Natal on December 17 at 1106 GCT.

Twenty-nine survivors in #3 boat reached Natal on December 17 at 2245 hours. Although they had been in the lifeboat for 62 hours, the survivors did not see a single patrol bomber.

The U-174 (Grandefeld) was bombed and sunk about 150 miles ESE of Sable Island off Nova Scotia on April 27, 1943 by a U.S. Navy Ventura based at Argentia, Newfoundland.

SS William W. Gerhard

Company: American-South African Line, Inc. New York, NY (Farrell Lines)
Master: Olaf J. Anderson
Gross Tons: 7176

Home Port: Baltimore, MD

Built: May 1943 @ Baltimore, MD
Dimensions: 441' x 57' x 37'

The Liberty Ship, SS WILLIAM W. GERHARD, was torpedoed by the German submarine U-593 (Kielbling) at 0830 GCT on September 21, 1943 about 45 miles south of Salerno, Italy while en route from Casablanca, French Morocco to Salerno via Malta. The ship left Malta on September 19 in a convoy. She was loaded with a general Army cargo including guns, gasoline, and ammunition stowed in the holds and a deck cargo of field artillery and mechanized equipment. Her complement consisted of 44 merchant crew, 30 Naval Armed Guard, and 193 US and British Army personnel. Two of the Armed Guard were lost, one was killed instantly and went down with the ship, and the other died on September 23 aboard HMS VITA, a hospital ship. Three crew members and 6 Armed Guard were injured and hospitalized.

At 0830 GCT, a torpedo struck on the port side at #1 hold, raising the bow out of the water and causing the ship to buckle just forward of the bridge. A large crack appeared on each side of

the ship extending below the waterline, flooding Number 1 and #3 holds. The ship was taken in tow by the USS MORENO (ATF-87) at 1200 GCT, but at 1445 fire broke out in #1 hold, which was fought by the USS NARRAGANSETT (ATF-88) and the Royal Navy tug HMS WEASEL. When the towing line parted, the USS MORENO assisted in fighting the fire. After two hours, the fire was reported out of control and continued to burn throughout the night. Explosions were heard during the night and at 0840 GCT September 22, the ship broke in two. The forward section sank at once but the after section had to be sunk by gunfire from the tugs.

After the torpedo struck, the ship was abandoned in lifeboats and rafts. The Escort Com-

mander ordered the Captain and part of his crew to return aboard the ship to determine if she was in any condition to proceed to her destination. The main engines were not damaged and could be operated, but the ship was settling more and more, and listing to starboard. The Captain ordered the men with him to stand by in the lifeboats and wait for the tugs. These men were taken back aboard the USS MORENO at 1200. Other survivors were picked up by escort vessels. All the ship's crew and Army personnel were landed at Salerno.

The U-593 (Kielbling) was sunk December 13, 1943 off Constantine, Algeria by USS WAINWRIGHT (DD-419) and HMS CALPE (L-71).

It was great to finally meet Art Moore at the S.S. Black Point Ceremony and have a picture taken with this crew to help my ego!! I thought those of you who received a copy of the history of your sunken ships that Art searched in the Archives and edited in his book, of which, he gave us permission to send, would like to know what he looks like. (Yes!! I was disappointed too!! HA!!) Left to Right: Gerald Greaves, Host; Alex Lombardi, N.E. Chapter Chairman; Captain Art Moore, Author of "A Careless Word — A Needless Sinking"; Charles A. Lloyd, National Chairman and brother L.D. Lloyd, Treasurer. Our Thanks go to Larry French, Photographer, Reunion Memories, P.O. Box 161939, Altamonte Springs, FL 32716-1939 (407) 862-2311.



"A CARELESS WORD...A NEEDLESS SINKING"

Capt. Arthur R. Moore

Published by the American Merchant Marine Museum,
at the U.S. Merchant Marine Academy Kings Point, NY.

1990 Edition with Addendum

A history of the tremendous losses in ships and personnel suffered by the U.S. Merchant Marine during World War II.

The author has compiled a list of over 800 ships from Navy and Coast Guard records and recorded each sinking and damage into this book whereby you can determine what happened to each ship. The ships are listed alphabetically in three categories: (a) Ships lost as a result of enemy action or other war related causes; (b) Ships damaged as a result of enemy action or other war related causes; (c) Ships lost as a result of collision, stranding, foundering, or unexplained explosions.

The names of personnel lost are listed alphabetically and by ship which can be used as a cross reference.

FEATURES OF THIS BOOK INCLUDE:

- A hard cover book 8½ x 11 size with 600 pages and over 550 photos.
- A condensed version of what happened to each ship including its home port, the owner or operator of the vessel, the Master's name (where known), dimensions, former name(s) of ship, when and where built, time, date, and position of the action, number of crew and Naval Armed Guard on board, number of crew and Armed Guard lost, how the survivors were rescued, name or number of submarine attacking the ship and the last name of the sub commander plus the ultimate end of the submarine.
- Names of over 6775 merchant crew personnel who lost their lives during World War II including those who died in POW camps.
- Several appendices including lists of seamen who were awarded the Distinguished Merchant Marine Medal, Liberty ships named after seamen killed in action, Merchant Crew members taken prisoner and repatriated, Cadet/Midshipmen from the U.S. Merchant Marine Academy lost while on sea duty.
- Many other interesting articles relating to the U.S. Merchant Marine during WW II.

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January 28, 1991

DEAR FRIENDS:

Plans are now essentially completed for the U.S. Army Sailors of World War II Reunion in San Francisco on May 17 to May 19. It is not easy to carry on without the knowledge and leadership of Claude J. Backes, but we -- Claudia Backes Beard, Claude's Daughter, Bill Winner and Steve Richard -- promised Claude that we would carry on and do our best to make this Reunion a successful one.

We three ask for your help in achieving this goal, and more importantly, your participation to insure the success of the Reunion. So shape up and call the Quality Hotel in San Francisco (415) 928-5000 and make your reservations if you have not already done so. Tell the Hotel that you are with the U.S. Army Sailors of World War II in order to receive the special Reunion rates. We need to have at least 10 confirmed reservations by April 17 or we lose our special group rates. If we do not have 10 confirmed by that date our rates will go back to regular prices and we will pay approximately \$16 more a night.

Beginning Friday May 17, from 10 am to 4 pm, we have the California Room in the Quality Hotel for our Reunion headquarters. Be sure to drop by when you arrive for Reunion registration to get your Reunion I.D. badge and to just get acquainted. Although we hope to see you earlier, at the registration, the Reunion officially kicks-off with a 5:30 pm Cash Bar Reception in the California Room on Friday May 17. At the reception we can make sure that everyone has a ride to the 8 pm dinner in the Prince Room of the NCO Club at the Presidio of San Francisco.

The next morning, Saturday, May 18, the S.S. Jeremiah O'Brien, one of two remaining, fully operational and armed World War II Liberty ships, sets sail for a five hour cruise, including a buffet lunch. You should receive very soon an O'Brien Newsletter giving you, your mate and others who may accompany you information about the cruise and how to order your tickets. Be sure to order tickets for the May 18 cruise, NOT the May 19th cruise. When making your ticket reservations make sure to mention that you are with the U.S. Army Sailors of World War II group. We really think you and yours will enjoy this cruise and the great shipboard views of San Francisco and the Bay Area.

The next morning, Sunday, May 19th, we will have a farewell buffet breakfast in the Presidio Room of the Quality Hotel.

We have made contractual commitments for the dinner and the farewell breakfast and eventually will have to make attendance guarantees and cash payments as stipulated by the contracts. Therefore, we would sincerely appreciate your check as soon as possible for a total of \$19.28. This represents \$15.00 for the dinner and \$4.28 for the breakfast. The price includes all taxes and gratuity.

Please make your checks out to U.S. Army Sailors of W.W. II and mail them to me, Claudia J. Beard, 213 Almond Tree Lane, Oakley, Ca. 94561. My telephone number if you need to contact me for any reason is 415-625-5445.

We look forward to seeing you in San Francisco for this "Once-in-a-lifetime-get-together and hope you will make every effort to attend. In the meantime, smooth sailing and good health.

Sincerely,

Claudia J. Beard

Claudia Backes Beard

William K. Winner

Stephen J. Richard

Dear C.A.

Sending you a brochure about the U.S. ARMY SAILORS of WW II having their First National Reunion in San Francisco, California May 17-19, 1991. In the first paragraph, you will read that the reunion will go on in Memory of and Honor to Claude Backes by his daughter, Claudia, who promised him she would fulfill his obligations to get his crew together. Will you please print her letter to the ARMY CREW? Thanking you, I remain,
Larry Loren 1747 Clarkstone Rd., Cleveland, Oh. 18235 (U.S. ARMY ARMED GUARD).

!!!!

Larry, I was aware of of Claude's desires and our sympathy is extended to the family and friends and we wish Claudia a rewarding success. cal

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