

FEBRUARY 1991

# THE POINTER

Thanks to Arthur Freitas for obtaining this photo.



Staff photo by Jack Iddon

Navy Armed Guard veterans are, from left, Horace Huyler, Tobias Perry, Thomas J. O'Brien, Ernest Pye, Arthur Freitas and Joseph L. Parreira.

**Navy Armed  
Guards will  
honor their  
brothers who  
manned the  
guns on WW II  
merchant ships.  
Hit by the  
enemy, there  
seldom were  
survivors.**

## Their mission: defend the undefendable

By John H. Ackerman  
Standard-Times feature writer

**T**hey called them the "unsung sailors," Navy armed guards who manned the guns on American merchant ships in World War II.

Those men were not only unsung; their job was to defend the undefendable.

The ships — thin-skinned, slow tankers carrying oil and gasoline, and slow freighters carrying tanks, artillery and ammunition — were sitting ducks and prime targets for German U-boats and planes. Hit by torpedo or shell, they dissolved in flames —

and there seldom were survivors.

Such was the fate of the Black Point, sunk four miles off Point Judith, R.I., in May 1945. The Black Point was the last U.S. merchant ship sunk in World War II and its attacker the last U-boat.

On Monday, the Navy Armed Guards of World War II Veterans will observe Veterans Day by honoring the Black Point and its 12 victims — including one armed guard. The group will cast a wreath in water above the wreck and a scuba diver will place mementoes from families of the lost men.

While the lost armed guard was not a local man, armed guard veterans from

Greater New Bedford, Fall River and Cape Cod — about 25 men, all in their 60s or older — will take part.

For these veterans, the ceremonies at the grave of the Black Point will evoke poignant memories of days and nights without sleep in the face of continuous attacks by German planes, submarines and surface warships — battleships, cruisers and destroyers — and deep gratitude that they survived.

□

Horace Huyler of Westport served aboard the SS Cardinal Gibbons, a freighter

(Continued on page 8)



# THE POINTER

## Officers for 1990

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1-919-876-5557

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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 Shipmates, Ladies and Friends:

February 1991

As we go into the year of 1991, and hoping to be around for the "CELEBRATION" of the year "2000", I hope this finds you in the best of health and that the year, "1990", was an enjoyable one. We were very successful in locating more of our Armed Guard Crew and the computer number now total over the \$200 mark, with a "MAIL CALL" to 7645, as of 1/26/91. If the "POINTER", or the info sent to you has brought you a moment of happiness, the time I have spent has been worthwhile. My personal "THANKS" go out to the approximately 1417 of you who were able to support by Check, M.O., Cash, donated through the book, "UNSUNG SAILORS" or a cap, etc., to keep this "SHIP" AFLOAT! All monies sent to and received by the NATIONAL has been deposited to the: "U.S.N. ARMED GUARD BANK ACCOUNT # 301-183839 and will be filed with the IRS. Monies sent to a STATE FLOTILLAS who uses the "NON-PROFIT ORGANIZATION TAX EXEMPT NUMBER" to claim donation deductions is responsible with "their own bookkeeping". If the total expenditures, receipts and monies donated are tallied and sent to me "prior" to April 1, 1991, I may be able to include with total balance here.

For those who contributed through the National, it is accounted for!! Monies sent to and through Alex Lombardi through Dec. 31, 1991 will be in the IRS Returns to be filed May 15, 1991. Those who sent in to help out with the 1991 Baltimore Reunion expenses but cannot attend, I personally would like to say "THANK YOU" and hope that things change so you, too, can be with us. I wish to thank Andy and Madelen Knapp for the work in the past and their continued effort to be helpful in raising funds for this year. Andy has had some health problems lately but is improving. Andy, we wish you a speedy recovery.

"SPECIAL NOTICE": HYATT-REGENCY TELEPHONE NUMBER "1-800-233-1234" IS TO BE USED IN MAKING ROOM RESERVATIONS FROM NOW ON! BE SURE YOU TELL THEM IT'S THE: "U.S.N. ARMED GUARD MAY 25-28, 1991 NATIONAL REUNION"

I failed to report in the Dec. 7, 1990 "POINTER" that the WREATH and PLAQUE to be attached to the S.S. BLACK POINT could not be placed there November 12, 1991 due to the rough seas and the 40-60 miles and hour wind. Gerald Greaves kept in contact with proper authorities and they placed it on the S.S. BLACK POINT Dec. 13th by professional UNDERWATER PHOTOGRAPHER AND SCUBA DIVER, JIM CAMPBELL, P.O. Box 8986, Warwick, R.I. 02886 1-401-737-2876 and his lovely Scuba Diving Co-worker. I am sorry to say that the "T.V. Photographer" became "SEASICK"---along with most of the others but took some great pictures of the delayed ceremony of November 12, 1990 Veteran's Day Plaque dedicated to the men who were killed and to the survivors and the ship's owners. In behalf of the U.S.N. Armed Guard, I would like to thank the local newspapers and the TV Stations for their wonderful coverage. We picked up approximately 50 more of the "LOST OL'SALT CREW" and they are now sending in those they know. We hope to have VIDEO showing at Baltimore for those interested. Alex Lombardi, who was the "BRAINCHILD" of the S.S. BLACK POINT and POINT JUDITH PLAQUE, attended again, along with Ray Quina, David Shepson, Gerald Greaves, and many more. A JOB WELL DONE WITHIN OUR LIFETIME!! OUR MARK IN HISTORY! For those of you who attended and paid for the boat trip, which could not be taken due to the BAD WEATHER, if you care for a refund, please write TO ME for it. Otherwise, the money will be used towards helping to pay for the plaque and expenses.

On December 15th, 1990, the T.V. Documentary, "WAR ON OUR SHORES" made by the Connecticut PBS was programmed to be shown at 10:30, but was substituted by a Documentary on the MIDDLE EAST. I regret that this was not shown. I am told that it will be re-scheduled in the future so you may want to scan your "PBS" T.V. Guide weekly. Better yet, call your PBS station and find out why it was not shown. Just maybe, it may speed up the re-scheduling date. Sometimes I do question as to where these TV stations put their "VALUES". MONEY??

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



At BATTERY PARK in New York City is a MEMORIAL to all the: NAVY, COAST GUARD, and Army Servicemen KIA in the Atlantic off the Eastern Shores of the U.S.A. - Whitson's name is among them, but not listed as "U.S.N. ARMED GUARD". It's a shame that the other 11 Merchant Seamen and the other thousands of Merchant Seamen's names are not listed there also. Our family didn't know of his name being placed there until 1986. Mom and Dad never knew. There is another Memorial Site at the "PRESIDIO" in San Francisco, Ca. to those KIA off the West Coast. In Cambridge, England, there is one for AMERICANS KIA in their waters.

I wish to thank you "TAMBER CREWMEN" in your letters of appreciation on the two Articles by author Ian Millar reprinted from "SEA CLASSICS MAGAZINE". I wish to thank Ian and Sea Classics for giving me permission to reprint. And to the Salisbury, N.C. POST, thanks for the story with E.G. "SKID" Harrison.

The 50th Anniversary Caps, in my opinion, was not what I expected and another one will be designed and made. Those of you who have ordered will get your cap when finished, so give me time to come up with a cap to be proud of. I deposited your check and it's safer than a S & L. I have the caps: 1. U.S.N. ARMED GUARD-WW II; 2. U.S. NAVY WW II ARMED GUARD-MURMANSK RUN; 3. U.S.N. ARMED GUARD-PACIFIC and the cap with the "EAGLE" insignia on the front. They are \$6.00 each and that includes: COST, SHIPPING, and BALANCE is "DONATION". The 50th year cap is \$10.00. We find about 30 each month with caps, decals alone.

I will again try to "CAUTION" you that it is unethical to take the "ROSTER" and try to sell your wares. I have tried my best to keep caps, books, pins, buckles sent to you whereby it would benefit the ARMED GUARD, NOT ME! For the above items that you donate, goes to buy stamps and pay expenses. If you care to come and check the records, come on!!! We will also go out and have some "GRITS", a few slices "COUNTRY HAM" and "BISCUITS". They also serve "S.O.S." and Ed Joy orders it every month. I am not going to "FLIM-FLAM" you.

It is great that you are holding MINI-REUNIONS and MONTHLY MEETINGS all over the U.S.A. It gives many of the crew a chance to meet with others and talk of the time they dedicated to mankind that the world has already forgotten or just plain never heard of it. I believe this was due to the fact that proper teaching exposure of WW II has never been explained except on TV and the kids had rather watch "HONEY-DOO" or "RAMBO". When I receive a letter from any different ones of the crew telling me he had attended a luncheon or dinner in Lincoln, Neb; Corpus Christi, Tex.; Pittsburgh, Pa. and many other places too numerous to mention, it encourages me to do just a "little more" to find just "ONE MORE" and let him join in with you. I hope that you will feel the same and pitch in and help. It's a GREAT FEELING!! TRY IT!! YOU'LL LIKE IT!!

It has also been brought to my attention that my NOTATION on applying for the "MURMANSK MEDAL" was overlooked by many on Page 2, Paragraph 1, in the Dec. 7th, 1990 "POINTER". So I will tell you what I would do since my letters to Mr. PARSHENKO were never answered. I would write to him personally. I look for a letter each day, to let me know exactly what to do in applying. Howard Long, P.O. Box 65, Bowling Green, S.C. 29703 wrote to Mr. Parshenko and was told to send in Form DD-214 which is for the "MARITIME SERVICE". Howard has replied to the letter of 12/14/90 telling him that he was U.S.N. ARMED GUARD and for Mr. Parshenko to send him, and to me, a Form to fill out concerning the Armed Guard. We await his will and pleasure. Russell Krenschick of Ohio called on me Jan. 14th to say he just received a letter from Ian A. Millar and he is to be in Washington, D.C. on Jan. 31, 1991 to receive his medal. I will get Russell to ask Mr. Parshenko to see that all of you who are qualified for this medal, get it. I wish this could have been cleared up before today. My suggestion is that you write Mr. Parshenko directly. I will try to put more info on this if it comes in by PRINTING TIME, which is already LATE! I was just notified that Clinton Barr and Gustav Kreil were notified too.

Howard Long also was a gunner onboard the S.S. CEASAR RODNEY in Convoy RA 64 44/45 and he wrote to Wm. Leonard Phillips, 8 Redgate, The Pippins, Northwich, Cheshire CW8 4TG England, Ex-Royal Navy, 40/46 on board the H.M.S. OPPORTUNE, and sent him a picture of 2 girls of the 49 Norwegian civilians they brought back from Russia on the "RODNEY". They had been originally evacuated from the Island of "SOROTA". Phillips placed an inquiry and photo in a Norwegian paper and the two ladies have been identified. One is: Ida Pederson, Astveitkogen 53, N - 5095 Ulset, Norway and Dagmar Pederson, Skyllerveien 15, 9600 Mannerfest, Norway. After arriving in Scotland, Ida began a search for her father who served on a ship between England and the United States, as they had lost contact over the "WAR YEARS". She later learned that he lost his life on the "S.S. JACAMIE" that carried fruit. Phillips also states that that "Pederson" fellow must have been some guy as everyone he has contacted had the name!!

Two more GREAT BOOKS involving the U.S.N. ARMED GUARD has been published!! I highly recommend them to the crew. "THE FIGHTING LIBERTY SHIPS" by AD Author, A.A. HOSKING, 4 Pine Ridge Way, Englewood, Fl. 34223 1-813-474-6422 and sold by KENT STATE UNIVERSITY PRESS, KENT, OHIO 44342-0001 1-216-672-7913 @ \$24.00 including shipping and the "AMERICAN MARINER" by HERBERT P. HARN 1672 Sumner Pl., Corona, Ca. 91720-2979 1-714-736-1983 @ \$29.95, includes shipping. For (California Residents add 7 % tax) With the book, "UNUSUAL SAILORS--U.S. NAVAL ARMED GUARD" by Justin Gleichauf and these two, our ARMED GUARD UNIT will go down in history--FIRST CLASS!! I have sent out approx. 200 "UNUSUAL SAILOR" books so far. Remember, they are \$29.95 and mark "MEMO"--- "BOOK: DONATION".

Capt. Stansel E. De Poe 4308 S. Osage Ave., Independence, Mo. 64055 Tel. 1-816-373-5890 has sent to me a list of names of Officers, who were part of the U.S. Naval Academy graduates of May 15, 1941, who reported May 26, 1941 for assignment to the RESERVE OFFICERS' TRAINING SCHOOL (DEPARTMENT OF OCEANOGRAPHY AND GUNNERY). He says that they finished the "SPECIAL COURSE" and waited for further instructions and 100 of these were sent to serve in the Armed Guard. The first official established Armed Guard Base was at Little Creek, Va., on Highway 60 on October 15, 1941 which was turned into an "AMPHIB BASE" in the fall of 1943 when the Camp Shelton Base, next door to Little Creek was opened up for training. If anyone of you know and can furnish verified dates of any other facility dedicated prior to 10/15/41, please send it to me. I am aware that we had men who had taken gun training at: San Diego, Spokane, Brooklyn, San Francisco, Etc., but were they officially declared Armed Guard Bases?

We have a "50-50" chance that we will not sail the S.S. JOHN W. BROWN at our Annual 1991 Reunion in Baltimore, due to "DESERT SHIELD" ships usage of the drydocking space. Our plans are to have it at "INNER HARBOR" for us to go on-board and see what has been done in restoring it. Luck be with us, we will

sail. We'll just have to wait and see. You will be notified as soon as possible to make your room reservation and send Alex Lombardi your Check or Money Order for the meals you wish to participate in. See the Form on page 18! For those of you who care not to cut up "POINTER", make a copy, or just write in the information needed. Alex will take care of the rest. Thanks.

On 1/17/91, I carried my computer and had it upgraded to a MS/dos 4.01 System which is the same as Ralph Lucas and Phil Bradley. If you will send me ALL NEW NAMES and ALL CHANGES of ADDRESS, SHIPS, ETC., to me "FIRST", it will save us time. I insert all "NEW INFO" that goes into the computer!! Once a week, I make a "BACKUP" of the system and send to them. YOU SEND TO THEM. A: SELF-ADDRESSED-STAMPED-ENVELOPE for shipmates located. Their Addresses:

1. Phil Bradley, 2207 Fox Hunt Dr., Monroe, N.C. 28110 - If your name begins with A-K
2. Ralph Lucas, 1220 Hawthorne Rd., Hanahan, S.C. 29406 - If your name begins with L-Z

Should anyone else who has a computer and care to help out, please advise. I have two others interested and will notify you when they're set up. We will "NOT TOLERATE" anyone using these names for their personal use to sale their wares. These people are willing to assist and I need that help. NOW!! When they send to you a shipmate from your ship who was onboard at the same time, please set down, write him or contact him by phone. You will be surprised to know how happy it makes him feel. "DO NOT WAIT UNTIL TOMORROW"!! Our TOMORROWS are running out fast and we have no control of it.

Many of you saw the plastic name tags which Ray Didur of Michigan had made up and some were interested in purchasing one. Send three dollars (\$3.00) check, cash or Money Order directly to BROOKLYN LANES, c/o BOB STAUB 11522 BROOKLYN, MI. 49230 1-517-592-2114 listing Name, City and State with your complete name and address for return. He will make up "INDIVIDUALLY" and ship directly to you. See Ralph Jacobs's sample. It's blue and white with EAGLE and pinned.



ORDER NAMEPLATES FROM  
BROOKLYN LANES, c/o BOB STAUB  
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BROOKLYN, MI 49230

For those of you who donated \$150. for the "MAIDEN VOYAGE" of the S.S. JOHN W. BROWN, I would like to let you know they are doing the best they can to see that it will sail during our "LIFETIME". Everything is being done that can be done to see that day happens and no one should be ridiculed on the project as Brian Hope, Walter Nagalis and Congressional Helen Bentley are hard at work to see that this Historical Ship sails someday. If you sent money to buy tickets for passage and never sail it, you still made one of the best investments of your lifetime. It is our way to let the World know that these ships were the LIFELINE of WW II and we should all do more to see that it is finished, as a Floating Monument to those who gave so much of themselves so that these most dis-respectable citizens can stand on steps of our Capitol, in this wonderful country and make a mockery of our form of Government. It may not be the best one to be had but it is not second to any others. I know of some who gave and are not with us anymore but I believe they will be in the hearts and minds of each one who goes onboard. They don't complain.

I have inserted some of the message on the S.S. Jeremiah O'Brien in San Francisco. For those who would like to donate to the restoration of the S.S. LANE VICTORY, please do so. You can do so by sending donations to S.S. LANE VICTORY 839 S. Beacon St Berth 52, San Pedro, Ca. 90731 213-518-9545. For any of you ARMED GUARD, MERCHANT SEAMEN, or anyone else who would like to take a part in Project, please contact Kenneth Keith, Chairman, 1187 E. Third St. #202, Long Beach, Ca. 90802 213-432-9635. He's looking for men to "MAN THE GUNS"!!

Joe Lafferty, our WW I Armed Guard member informed me that he was Santa Claus for the Hospitals in the Bay Area for the 43rd time and that he was 92 years of age on December 5, 1990. Joe, it was very thoughtful of you to remember us at Christmas and it is my wishes that you can bring happiness to those in the hospitals for many more years to come. He'll see us in Baltimore!!

The S.S. John W. Brown is berthed at Pier 1 on Clinton St. Baltimore, Md. The membership meets on the "FIRST" Saturday of each month between 9-10 A.M. The volunteers work on the ship each "Wednesday and Saturday". The ship telephone number is 301-558-0646. THEY NEED YOUR HELP AND DONATIONS TO CARRY ON!!

Y'ALL stay in "GOOD HEALTH" and make your plans to be with the crew at the "INNER HARBOR" in Baltimore. See Alex Lombardi's letter enclosed. You do not have out up the "POINTER" to send in for meals. Make a copy or just write down info required and send to Alex with Check or Money Order. CAL



## IN MEMORY OF OUR DECEASED SHIPMATES

Abbott	Edwin	Bell	Washington	DC	?	1/90
Akstad	John	R.	Sun City	Ca	Jean	11/28/90
Baxter	Dana		Castle Rock	Wa	Lorraine	90
Berman	Morris	?	St. Louis	Mo	?	5/15/90
Blaizer	Roy	?	Erie	Pa	?	1/10/91
Board	Fred	Samuel	Kansas City	Ky	Marilyn	88
Brick	Gordon		Trenton	Mo	Roberta	12/23/89
Brown	W.	James	Rocky Mount	NC	?	10/13/90
Browning	Lewis	B.	Roanoke Rapids	NC	?	12/15/88
Drzewiecki	Edward	Charles	Rochester	NY	?	2/27/89
Friese	Frank	?	Newberg	Or	?	2/19/90
Gaddy	Harshel	?	Liberty Hill	Tx	?	3/22/90
Gardner	Charles	T.	Glen Burnie	Md	B.V.	12/9/90
Garity	Richard	?	Aberdeen	Wa	?	3/90
Hallman	Paul	D.	Lake Geneva	Wi	?	5/21/90
Haus	Walter		Shaver Lake	Ca		11/30/90
Hillman	Ernest		Orr's Island	RI	Barbara	12/26/90
Holmes	John	R.	Cannon Falls	Mn	Helen	10/90
Houston	Glenn	?	Wichita	Ks	?	??
Keppler	Bob		Redondo Beach	Ca	Alyce	1/90
Koerber	Wendell	?	Somerville	Ma	Hazel	11/24/90
Kruger	Henry	?	Atkinson	Ne	?	??
Leyden	Jim	?	St. Paul	Mn	?	10/15/90
Lynch	William	E.	Lincolnton	NC	?	11/90
Mayfield *			Hallsville	Ca	Maebeile	1989
Mitchell	Irwin	L.	Naples	FL	Betty	9/17/90
Morphis	C.	T.	Greensboro	NC	?	8/10/90
Morrison	John	C.	Raleigh	NC	Frances	10/17/90
Neumann	Robert (DAV Chap.7)		Carson City	Nv	?	9/30/90
O'Shea	John	A.	E.New Market	Md	Pinky	10/20/90
Petersen	Herbert	B.	Eugene	Or	?	10/16/90
Ransom	Charles		Portland	Or	-	10/26/90
Shore	Henry	W.	Charleston	SC	Marjorie	12/16/90
Schultzman	Richard	?	Apple Creek	Oh	?	?
Shumaker	Frank	W.	Scottville	Va	Ruth	7/16/90
Spikes	Otis	C.	Picayune	Ms	*	12/27/90
Stephens	John	Clyde	Entaw	Al	Stella	1/19/89
Stoker	Ronald	?	Orlando	FL	Grace	12/4/90
Syron	Thomas	J.	Annandale	NJ	Joan	1/88
Troup	Howard	E.	Lavton	Ok	?	90??
Vail	Gordon	W.	San Diego	Ca	Betty	12/27/90
Van Decker**	John	M.	Casco	Me.	Helen	12/29/90
Webb	William	A.	Lincoln	Ne	?	6/85
Werner	William	?	So.Holland	Il	Gerry	9/15/90
Wilson	Howard	E.	Knoxville	Tn	?	8/90

\* Sent in by his shipmate, Lesland T. Luck of Colo.Springs, Co. who located Mayfield's wife 11/90.  
 \*\*Van Decker was originally from Ford, NJ and was at S.S.Black Point Ceremony

.. .. .  
 To all the families of the above deceased shipmates, our prayers and thoughts are extended to you. Some of your loved ones and I had the privilege to meet personally and others by correspondence. Many of you ladies have written to me saying that your husband had enjoyed the material and the "POINTED". This has encouraged me to continue in this endeavor to locate more and let them be aware of our organization and hear from his shipmates who he remembers from so long ago, yet seems only like yesterday in some cases. Please let me know if you wish to "REMAIN" on the mailing list. Many of you that lost your mates have not indicated whether or not you get the "POINTED". It is important that you drop me a card letting me know. God Bless Them.  
 (Names received and recorded since November 23, 1990 till 1/15/90.) CAL

January 12, 1991

Charles A. Lloyd  
 5712 Partridge Lane  
 Raleigh, NC 27609

Dear Mr. Lloyd,

I much appreciate the information you forwarded regarding former Naval Armed Guard members who served aboard the SS PETER SYLVESTER during World War II. I have written to the individual you listed and look forward to hearing from the gentleman. I have another project I'm working on...perhaps you might be able to give me a hand on it.

I am presently doing research on maritime incidents whereby a single individual survived the sinking of a naval or commercial ship due to combat operations, collisions, weather conditions, etc.

I have identified a few sole survivors during World War II, e.g., two German U-boat crewmen (U-521/U-183) and a US Navy submarine gunnersmate (SS-284).

Would you perhaps know of any incidents of sole survivors? Were there any instances whereby a Naval Armed Guard member was a lone survivor of a sinking?

Any assistance you might be able to render in this matter would be much appreciated.

Sincerely,  
 Captain James E. Wise, Jr., USN(Ret)  
 6118 Redwood Lane  
 Alexandria, VA 22310

*If you can assist  
 Captain Wise, please do so*  
*Cal*

Dear Charles:

December 10, 1990

Many thanks for your letters and material included. They were very interested and brought back many memories. I have enclosed the ship's form you requested and a brief resume. Incidentally, I was Chief of Air Pollution Training at the Research Triangle Park between Raleigh and Durham, N.C., 70176 near you.

I was commissioned on October 23, 1942 and reported to the FARGO BUILDING on 11/2/42 and assigned a room in a house on Marlborough Street off the Commons. From there I went to Little Creek, Va. and was eventually assigned to the USS General Anderson, a two week pre-commissioning detail. We rode the ship on to New York and to Philadelphia, Penn. and by train back to New York. Next, came a stint on the S.S. ELBRIDGE GERRY. One of my Armed Guard gun crew members accidentally shot and killed a shipmate. I had to testify at his court martial and fortunately, I had given more than adequate instructions on handling of the .45 weapon. As a Commanding Officer, quite a title for us young Ensigns, I was responsible until I had proved I had covered all bases. I had each man sign a statement that they had many hours of instructions--and I was excused.

The rest of my ARMED GUARD SERVICE was aboard the S.S. Francis Vigo, American South Africa Line. We were in convoys to the United Kingdom and back in 43/44. The last trip to the UK, we went on to Murmansk and Archangel, Russia. The White Sea was frozen over, so we followed a Russian Ice Breaker--one ship at a time. The Breaker would take us a few miles, then leave us to bring up the next ship!! By the time Breaker could pick us up again, we would get off the ship and walk around it on ice!!

Our deck cargo consisted of a locomotive--starboard forward with the tender on the port. A P.T. Boat was located center-aft and the deck was loaded with lumber. Below deck, we had the usual "GOODIES" our people at home could not get--grain, butter and all kinds of general cargo. We left the locomotive and tender at Murmansk and the rest of the cargo went to Archangel. We lost part of our propeller in the White Sea due to the ice and there was a possibility that we would have to stay there until the White Sea thawed but the ship was needed to transport a crew of Russian Sailors and Officers back to Loch Ewe, Scotland to take over the Italian Fleet which had surrendered. Improvised bunks were built below decks and four "heads" were built out over the water. Some heavy seas wiped out one "head". No casualties!!

We lost only one ship going to Murmansk. A sub, U-744, which was later identified "A KILL" by our escorts, was hiding under the ice and apparently fired a shot at a small carrier in the middle of the Convoy. The ship along side of us was sunk. The forward section went down quite quickly. The aft section was sunk by our escorts as she was a hazard to shipping. The temperature of the water was 29 degrees, so no attempt was made to save anyone.

After my Russian trip, I was detached at N.Y. and sent to a Destroyer Training School at Miami, Florida. I was then assigned to the USS MCNUTT DE-561 and we did convoy duty in the South Pacific and the South China Sea. I was taken by a high fever and lost from 195 pounds to 140 in a few weeks. They disqualified me for sea duty and I was in the P.I.s when the war ended as a Personnel Officer. I reached San Francisco, Ca. in 1946. I was released to inactive reserve in N.Y. until retirement in 1983.

Best Holiday Wishes to all. JOK

Frank J. King, P.O.Box 394, Helendale, Ca. 92342 619-952-1300

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

Dear *Mr. King*

January 8, 1991

This is to inform you that I have just recieved from the Soviet Embassy a listing of men to be presented the medal award from the USSR.

There is to be an award presentation ceremony at the Soviet Embassy in Washington DC. The tentative date for this event has been set for January 31 1991. This means that there is not much time for making plans. You are invited to attend this award ceremony.

If you wish to attend the Embassy ceremony you must let me know either by mail or by phone on receipt of this letter. The Embassy needs to know how many people to expect well in advance of the occasion.

If you cannot attend the award ceremony please also let me know so that I may let the Embassy know to send your award to you.

If you wish to call me regarding this matter my phone number is 1 (919) 869-8703. Please call only between 8:00 PM - 11:00 PM. If you call at any other time the people answering the phone will not have knowledge of this matter and will not be able to assist you.

If you reply by mail and you are going to attend I will contact you with further details as soon as I have them from the Soviet Embassy. Please include your phone number in your response.

I am sorry that this is so rushed but I have no control over this and I am told that the Soviet Embassy has a very busy schedule so this seems the best time as of this moment to make the awards to you.

There are many names of men that I sent in who are not on the list I have been given but I am writing to each of you who has been designated for the USSR medal.

This has been a very long time in coming and I do hope some of you will be able to attend the awarding of the medal so that I may have the opportunity to shake your hand. It has been an honour for me to have been able to do this little bit to bring recognition to you all for what you did for us during the war and for what you did to bring the supplies to the Russian people in their time of need as well. PLEASE LET ME HEAR FROM YOU SOON!!!!

Most sincerely

*Tom*  
 Ian A. Millar



Ol' Salts:

Many of you are curious as to how the Armed Guard Organization got started. The article below that was in the 1990 Chicago Reunion book tells it all, except that we have an ARMED GUARD BANK ACCOUNT #301-183839 with the Southern National Bank in Raleigh, and donations should be made out to: "U.S.N. ARMED GUARD WWII VETERANS" and sent to Return Address on the "POINTER." All MONEY donations are used for the U.S.N. ARMED GUARD ORGANIZATION ONLY.



Charles A. Lloyd, Chairman U.S.N. Armed Guard WW I AND WW II Veterans, has been instrumental in organizing the crew from its first Reunion held in Winchester, Kentucky and hosted by George Carpenter. He first heard of this Reunion through a notice placed in a Navy paper in Norfolk, Virginia area, and shown to him by Richard P. Kennedy, his brother-in-law, who had served in WW II on the USS Arkab in the Pacific who asked Charles (C.A.) if he was interested. A telephone call to his brother, Lonnie D., who was also Armed Guard and "SHIPMATE," to see if he would like to go and plans were made after a phone call to Carpenter. This was in January of 1982 with the Reunion to be held in June of that year.

C.A. contacted Dennis Rogers, writer for the Raleigh, N.C. News and Observer to see if he would write an article on the Armed Guard and he did. It was printed May 10, 1982 and many Armed Guard were located, with nine of the 52 Armed Guard from North Carolina attending this first reunion, with their ladies. They had a wonderful 5 day event and all the crew agreed to hold a Reunion each year and it to be held at different locations with the host for the year to be in charge of the reunion and the "TEXAS CREW" volunteered to host the 1984 reunion if the Lloyds and the North Carolina crew would host it in 1983 in N.C. It was agreed

upon and C.A. and Lonnie were designated to be in charge.

Wilmington, N.C. was selected as the site for October, 1983, with approximately 165 Armed Guard, plus their ladies, attending out of the additional 800 located that year. Austin, Texas was the June, 1984 site with Robert F. Rigg of Belton and John Shirley of Austin as hosts, and 500 more were added to the list making a total of 1350 on the mailing list. Addressing letters became a chore and time consuming and donations were asked for, and received by all to purchase a computer and printer so labels could be run for the mailings and lists of the men and ships could be collected, and shipmates found. The computer was set up to run off the names alphabetically and by zip codes, plus the ship list could be printed by their last names and list shipmates located on each ship. It worked!

C.A. and his wife, Hilda, volunteered to host the 1985 Reunion in Norfolk, Va. and visit the site of the "LITTLE CREEK," Va. Naval Base, where the Armed Guard was officially declared an Armed Guard Training Center on October 15, 1941. It was a great success and 1901 had been located and the computer had begun to pay off with many shipmates being located. At the 1985 Reunion, C.A. was nominated Chairman since a "NON-PROFIT-STATUS" had not been established in order to get a great reduction in postage rates and he had the computer and knew its need to carry on. The 1986 Reunion was held in San Francisco, Ca., with Carl Winder as host. Approximately 2850 had been located now and 465 A.G.s plus the ladies attended and all took a voyage under the Golden Gate Bridge on the S.S. Jeremiah O'Brien, the first "WW II LIBERTY SHIP" to be declared an "HISTORICAL SHIP" and she is docked at the Fort Mason Center, Bldg. A in San Francisco, 94123 for all to see.

The next Reunion was held in Kansas City, Mo. by Billy and Pat Hart of Kansas City, Kansas, with approximately 475 A.G.s out of 3700 attending. It was a wonderful reunion with a visit to the Truman Memorial and a cruise on the Missouri River. We lost a devoted Armed Guard soon after the reunion when Billy passed on. Our next reunion was held in Toledo, Ohio with Richard and Peggy Langenderfer hosts in June, 1988. Approximately 435 and the ladies attended in 104 degree weather. Trips to Puttin Bay, to the Ford Museum and a cruise on the Ohio River was enjoyed by all. Seattle, Washington was our next Reunion Site with Madelen Rigg as host (whose husband, Lee, had volunteered in K.C. but passed away three months later). Helping Madelen were Billie and Richard Koshe, and a wonderful crew from that area. Its highlights were "NO RAIN" and a beautiful cruise, in perfect weather to the great City of Vancouver. Approximately 5200 had been located before the 1989 Reunion.

It was now time for Chicago, Illinois crew with Bob and Peggy Grossman as hosts for June 6-10, 1990 to entertain and a tour of the Great Lakes Training Center planned with a visit to the "U-505" German submarine which is dedicated to the bravery of the United States Sailors in their quest to overcome an enemy force.

The Liberty Ship "S.S. JOHN W. BROWN" has been saved from the "FISHERMENS REEF" and is now docked at Baltimore, Maryland at Pier 1. It has also been declared an "HISTORICAL SHIP" and is being restored to WW II condition, as is the S.S. Jeremiah O'Brien. They both have the 20 MM, 3" 50s and 5" 38 guns on board, and the BROWN will serve as the OFFICIAL ARMED GUARD MUSEUM when completed. History of the ARMED GUARD, MERCHANT SEAMEN and the CIVILIANS who built her will be put on board her for the next generations to know who we were and what we did.

C.A. was born on a tobacco farm in Wake County, N.C. and entered service September 13, 1944, one day before his brother, L.D. They were both sent to Bainbridge, Maryland for boot camp and volunteered for the Armed Guard upon completion and both took gunnery training at Camp Shelton, Va., before being assigned to the S.S. Miaoulis to Antwerp, Belgium, via England and celebrated V-E DAY there. It was not until they returned to the States did they know their other Armed Guard brother, L. Whitson Lloyd, had lost his life in the sinking of the S.S. Black Point, May 5, 1945, just 2 miles off Port Judith, Rhode Island. Eleven Merchant Seamen also were killed. C.A. and L.D. volunteered again for sea duty and were assigned to the USAT J. W. McANDREWS.

C.A. was instrumental in getting a Plaque erected to the Armed Guard at Little Creek, Va. near the site where the Armed Guard was officially designated as a SPECIAL UNIT of the UNITED STATES NAVY in WW II. He is making plans now to hold a 50th YEAR CEREMONY at Little Creek on Oct. 15, 1991 in Honor to all 1810 who lost their lives from the 144,970 who served. His ambition is to locate as many of the Armed Guard as possible, send them information he has obtained, get all these shipmates together and assist other branches of service wherever possible so they can do the same and last but not least, let the World know that there was a Crew of Armed Guard and Merchant Marines who were not given credit for their heroic deeds performed during World War I and II.

All the above was not accomplished by Charles A. Lloyd, Chairman from 1985 'til 1990, but through the efforts of him and his brother, Lonnie, to start with, and all that took part since then, it was done. The trust you placed in him and his trust in you to help with expenses as they arrived is what made the above a real possibility. It has not been an easy task, nor was it easy for those brave men who fought the war on their way to Murmansk, Russia, the Med Sea, Indian Ocean, the Philippines, to and from England, off the Eastern Seaboard, the Gulf States, wherever they were sent. They faced great odds and an enemy who had no mercy.

**THE ENEMY WANTED A FIGHT—THE ARMED GUARD FOUGHT  
OUR MOTTO WAS—"WE AIM TO DELIVER"—WE DID**



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

Dear Mr. Lloyd:

I recently received the December issue of The Pointer which had the article "Tankers at War", by Ian A. Millar.

I was on the John D. Gill when it was torpedoed off the coast of North Carolina. Enclosed are some prints of the survivors and also Ed Cheney receiving the Medal from President Roosevelt. I have marked Ed to the far right and I'm next to him. I'm sorry I have forgotten the names of the other three men in the picture.

There was six naval sailors including Ensign Robert Hutchins, our officer in charge. Three men were lost and three were saved, namely Robert Hutchins. I don't know his whereabouts today; however, I do know the other man which was Garfield C. Potts. He currently lives in Fort Worth Texas.

Curtis H. Koch was killed on the Gill and was sent to the wrong parents for burial, which was later discovered - see attached reprint of picture.

We were in Gun Crew #10W. We trained on the U.S.S. Crane DD109 in San Diego, California prior to the start of WW II. If I can be of help, please let me know.

Sincerely,

*Floyd E. Ready*  
Floyd E. Ready

Enclosure

## Men Escape From Flaming Vessel Thursday Night

Ship Torpedoed Off Carolina Beach Was Clearly Visible Here As It Burst Into Flames Following Attack

### TALES TOLD OF HARROWING TIME

Men Saw Comrades Burned To Death, Saw Others Drown; Many Tales Of Heroism Are Re-counted

As night fell over this quiet and peace loving community Friday evening the final chapter of a sea tragedy that had unfolded almost before the very eyes of local citizens was written into the bloody record of World War No. II.

This marked the end of an all-day watch kept by Southport's citizens for the arrival here of survivors who had been aboard the huge tanker torpedoed early on the evening before off Wrightsville Beach. All night long the flames from the stricken vessel clearly visible from here, licked up at the skies; and so it was with dread certainty that a watch was kept throughout the day for the men who would be

brought in by rescue boats.

At noon there had been grim cause for cheer when eleven weary, oil-soaked seamen were landed at the government dock, to be rushed quickly to Doshier Memorial Hospital for treatment. At mid-afternoon buoyed spirits sank as when another boat came in. The reality of war was not felt until darkness was almost here and citizens of the town saw the bodies of more than a dozen men brought ashore from a coast guard boat.

Eleven young survivors, having received expert medical attention at the local hospital and having slept off the worst of their shock and physical exhaustion, told countless stories of miraculous escapes and matchless heroism. There was the little Filipino mess boy who surrendered his place in an over-crowded lifeboat, only to cling to the side of the ship until he was the worst-burned man brought in to Southport. There was the booming voice of Quartermaster who directed his mates to a life raft, then helping them abroad as they floundered about in exhaustion. There was the man who pulled off his life jacket and decided to end it all the quick way, then copied the example of his buddy who was swimming for dear life and finally reached safety.

There was the group of boys who were kidding as they had a late cup of coffee about what

they'd do if the boat were torpedoed — then proceeded to do anything else than what they'd planned. There were men, too, with black and blue whelps across their chest and abdomen where they had served as human corbels as their strudy mates pulled with mighty oars away from the burning oil. And there was the memory that one lad couldn't erase from his mind of two of his buddies standing high above the flaming ship, shouting and waving to each other while they waited for the flames to drag them down from their places.

It was a story of horror and shock, of a mighty blast that suddenly changed a safe and comfortable ship into a flaming inferno from which that only possible escape was into the oil coated water about her. And for most of the men this avenue of escape was shut off when the oil on the surface of the ocean caught fire.

There is a good story, and a lesson, too, in the manner that Southport citizens met the first crisis they have faced since the war began. Early in the morning came the terse order to the local hospital to stand by for the landing of survivors here. A full hour before the men reached the dock Miss Elizabeth Murray, Superintendent of Doshier Memorial Hospital, Business Manager Joe Loughlin and other members of the staff had everything in readiness. On hand and ready for their baptism under fire were the graduates of the Red Cross Class

for Nurses' Aids. (This class, by the way, is the first graduated in North Carolina since the program of defense education began. Mrs. L. C. Fergus was instructor.)

The men were landed at the government dock and most of them were able to walk to waiting ambulances. Singed by fire and beset with oil, their appearance bore mute evidence of the scrape they'd had with death and the harrowing night they'd spent on a life raft.

Once at the hospital, they were taken in charge by the town's two physicians, and with all hands, both volunteer and regular, pitching in for the job, they soon were cleaned up and given medical attention according to their various needs. One man was hurt internally, but most of the cases were treated for burns and exposure.

Soon the Red Cross was at work, and Mr. Loughlin, who doubles in the role of Home Service Chairman for the Brunswick County Chapter, phoned in an order for 11 outfits for the men, whose clothes were torn and burned to tatters. When the order arrived, it was discovered that some of the articles of wearing apparel weren't all that could be desired in the way of comfort and warmth, so the committee in charge of the Emergency Chest for the local chapter was called on, and this group responded nobly with suits, sweaters and other useful garments that were given to the men.

## Glad To Be Ashore Again



**SURVIVORS**—Above are shown several of the men landed here Friday by the coast guard after being picked up from a life raft upon which they had spent several weary hours after being forced to abandon their torpedoed ship the night before.



The Red Cross joined again with at least two other charitable organizations to see to it that the men received a bountiful supply of smokes and other refreshments after they'd reached the point where these things were more desirable to them than sleep.

One boy—he was in his teens—said that he was from Texas. "If I get back there," he vowed, "I never intend to leave the farm again. I'm going to spend my life raising cattle and children."

Another survivor declared

that the next time he goes to sea he intended to do the hunting, not be hunted. "I'm going to get in the Navy," said he.

As a matter of fact, three of the survivors, including an ensign, were members of a navy gun crew aboard the stricken vessel. Although the men manned their post and remained by their gun until long after they were imperiled by the flames the stalking sub failed to surface within their vision and no retaliatory shot was fired.

## Merchant Sailor Honored by F.R.



—AP Wire Photo

The first Merchant Marine Distinguished Service Medal of the war was pinned on the chest of Edwin F. Cheney, Jr., 25, of Yeadon, Pa., yesterday by President Roosevelt for his heroic feat of swimming under blazing oil to rescue 11 shipmates when his ship was torpedoed last March 12. Admiral Emory Land, center, witnessed the ceremony.

## PRESIDENT HONORS SAILOR WHO SAVED 11

Moorestown Captain of  
Torpedoed Tanker Praises  
Yeadon Man's Bravery

A Moorestown man, skipper of the tanker John D. Gill, which was torpedoed last March 12, today told how a 25-year-old member of his

crew saved the lives of 11 shipmates when the tanker burst into flames after the torpedo struck.

The captain of the tanker, Allen D. Tucker, praised the heroism of his crewman, Edwin F. Cheney Jr., 25, of Yeadon, Pa., who yesterday received the first Merchant Marine Distinguished Service Medal of the war from President Roosevelt.

Cheney was a former football star and basketball player at Yeadon High school. While the President was pinning the medal on Cheney, the seaman's wife, Lois, was petting her baby son, born in a Philadelphia hospital several hours before her husband left for the White House.



## Parents grieve sailor's death

In strange case of mistaken identity, body of Curtis H. Koch, 3935 N. Oak Park, who lost his life in Pacific, was identified as that of Charles H. Koch of St. Paul, Minn., and was buried by sorrowing parents of latter. Now, with correct identities established, Mr. and Mrs. John Koch are returning body of their son to Chicago for burial. Here they look over souvenirs Curtis sent them. (TIMES)



In relating the story of Cheney's bravery Captain Tucker said:

"Cheney was the quartermaster on watch when we were torpedoed. I ordered Cheney to his boat station to stand by... Almost immediately the ship caught fire, from amidships to the after end, and men at the after stations were trapped.

"Eleven men were saved from the after end, and conversations I had with the survivors leave no doubt that Cheney, by his coolness and clear reasoning, was chiefly responsible for saving them.

"Cheney realized that the lifeboats would have little chance of getting away safely, as the oil was burning on the water close around the stern and for a considerable distance aft of the ship.

"He tripped the starboard life raft on the poop and saw it go down in a blazing pool of oil. He ran to the weather side and tripped the port one. . . . The raft went down in the edge of the burning oil, and Cheney jumping after it, managed to push it clear of the flames by swimming under water. He was badly burned about the face and arms while doing so.

"When he had cleared the flames, he started calling the men to him who had jumped overboard. He personally dragged one messboy who was badly burned and helpless, on the raft. Then, seeing William Pryal, a seaman, in the water at some distance, he called to him to come over. Pryal was so exhausted he was unable to make it, so Cheney left the raft, swam over to him and supported him back to the raft.

"During the night Cheney, by his cheerful optimism, set a fine example for his shipmates, holding their morale high until they were rescued by a Coast Guard patrol about daybreak."

ELDER By Bill Kester  
You've heard of the G.I.s and the A.P.C.s  
And you've heard of the Grinners too;  
And you've heard of the Fast P.D.s,  
And some of the things they do.

Not, brother, if you're a minute to spare  
And feel in the need of a rap;  
Then sit right down and say I'll share  
Of the terrible rap.

They're a "G.I.," a "G.I.," a "G.I.,"  
Neither, ship nor barge, it's true;  
They're a joke to the fleet, I must confess,  
But not the poor dam crew.

She'll rock and she'll roll on the calmest of day  
She'll rock like a kangaroo  
And pitch in the most peculiar way;  
Though all is serene on the blue.

The engineers sit down in their hold;  
And can't even hear or think  
And the boys tape, as they creep with the roll  
Have after wished that she would sink.

The signalman sings to his light in the con  
While she heels over 90 degrees;  
And the helmsman struggles to hold her on  
Though it's blowing a very light breeze.

The cook in the galley, who's and seems  
As over the stove slips the stew;  
And the crew sets up a terrible howl  
And, as by the Grace of God, would you.

For the Navy don't care if we ever get fed  
They don't even know we're here;  
You can't blame us brother, for seeing red  
When the rest of the guys get here.

The Army help out with it's canned ration D  
Not nobody else gives a damn;  
It's a helluva life, I'm sure you'll agree  
And we're pretty well fed up with Spain.

And when we talk troops aboard  
To land on some enemy shore  
They look one look and say to the Lord,  
That they'll never see us any more.

They were built, I am told, of some rusty old junk  
And stuck together with glue;  
And the whole thing was planned by a homeward drunk  
As (sister, of "Annapolis")

But don't pity us, friend, and dry that tear  
Though we're thankful to you for your grief;  
But we've sailed these things for nearly a year,  
So, send us some dopamine relief.

RECORDED BY WILLIAM A. MURIN, P.O. Box 406,  
Branfordville, N.Y. 07008

SHIPSIDE WITNESS NO. 17 AND ONE MILLION 10-220 (42)  
S.S. A. GILBERT (4245); ROBIN THORP (42); WILLIAM A. (42)  
HUTLAND, THOMAS McCOMB (42); JAMES McCOMB (42)  
LAWRENCE, ARTHUR (42); JAMES McCOMB (42) AND (42)  
ONE MILLION (42); ONE MILLION, ONE MILLION (42) AND (42)



How're y'all doing down there! Here is an article that appeared in our local newspaper. I donated the book—"UNSUNG SAILORS-NAVAL ARMED GUARD" by Justin Gleichauf, to the "Falls of Schuylkill Library" but I wanted some of the other "Ol' Salt" in this area to get into the act, also. I had contacted five and three were able to be with me at the presentation on Friday, November, 2nd, 1990. Enclosed is a print of the photo by the editor of THE REVIEW.

Enclosed is a check for another "UNSUNG SAILOR" book so I can send to a friend of mine as a Christmas present who lives in Waterford, NM. I'd like to have it as soon as possible. Happy Holidays from an "Ol' Salt".

Pete Burke

I wish to "THANK" Burke for being so thoughtful in seeing that a part of the Armed Guard History has been placed so future generations may see. I also would like to thank THE REVIEW for allowing us to reprint the story.

The Review, East Falls PA, Wed., Nov. 28, 1990

## Donate Book to Falls Library:

# Naval Armed Guard Vets Relate Tales of Danger

By GEORGE BEETHAM JR.

No roses bloom on a sailor's grave.

-Anonymous

The specter of war hung over the world like a dark, malevolent curtain. Japanese planes brought the curtain down with a crash over Pearl Harbor, repeating the act in succeeding days over Midway and the Philippines.

President Franklin D. Roosevelt faced Congress to ask for a declaration of war, and young men everywhere dropped personal plans to enlist in the military services.

Between December 1941 and August 1945, millions of men and women served in the country's armed forces — the Army, Navy, Marines, and Coast Guard.

Many served in combat roles, directly facing enemy fire and tasked with actively fighting Axis forces.

For a group of men serving in an obscure branch of the Navy, the mission was less glamorous than storming Fortress Europe, or taking Pacific islands.

The Naval Armed Guard was given the task of serving on Liberty ships — freighters armed with deck guns that were no match whatsoever against heavily armed men of war — the cruisers, submarines, destroyers and battleships of the German and Japanese navies.

If the Naval Armed Guard was dealt out of the glory, it was hardly bypassed by danger and risk.

Of 144,970 Guardsmen who served during the war, 1,810 were killed in action or by unknown injuries.

Of 6,236 ships to which Guardsmen were assigned, 710 were sunk and many more damaged.

The Naval Armed Guard adopted the motto, "We aim to deliver." States a plaque commemorating the service of the guard, "We did!"

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Four of the once-young men who served in the Naval Armed Guard gathered recently to donate a copy of the book, *Unsung Sailors*, by Justin F. Gleichauf, to the Falls of Schuylkill Library. The group was brought together by C.A. "Pete" Burke of East Falls, who served as a signalman in the NAG during the war.

John Sexton of Erdenheim, who commanded an Armed Guard detachment before being reassigned to an escort vessel, John Kwartnik of Roxborough, and Larry Garvey of Northeast Philadelphia joined Burke for the afternoon.

Burke and Sexton contributed material, anecdotes, reminiscences, photographs and articles to Gleichauf and are quoted extensively in the book.

The four "old sailors," as Burke refers to the group, recalled their service during the war, escorting cargo that was vital to the Allied war effort from the United States to overseas theaters.

According to Gleichauf's book, there were three major routes that cargo ships followed, starting with a common leg from New York to Iceland. Then the three diverged.

Ships bound for Russia headed north, around the Scandinavian Peninsula to Murmansk in the Soviet Union. Cargos for England continued east to Scotland, while shipping to the Mediterranean turned southward.

The allied cargo ships were gathered into convoys for mutual protection, aided by naval escort ships. The degree of safety in numbers varied. German submarines became adept at picking off lone travelers, but developed the tactic of waiting for convoys in wolfpacks.

The Armed Guard was supposed to man guns emplaced on cargo ships. Early in the war the guns were old, and sometimes non-functional.

But even powerful guns were usually no match for the torpedoes launched by the U-boats, as German subs were called.

The Murmansk run was particularly vulnerable. Besides lying just outside the Baltic Sea, controlled by the German navy, the route took the convoys close to the polar ice cap. The route extended around Norway, occupied by the Germans and used as a naval base, and the harbor at Murmansk was within range of German bombers.

Besides that, Murmansk was a dismal place. The crews were only allowed to visit a few Spartan facilities ashore. One was a movie house where people stood en masse. One guardsman said it provided about the only warmth to be had in the northern city.

If Murmansk was too cold, the Mediterranean was hot — hot with Axis firepower. Italian frogmen attached mines to the hulls of ships in port, and air and submarine attacks erupted just about anywhere.

Service in the Naval Armed Guard was complicated further by the fact that the naval gunnery crews were assigned to merchant ships whose crews looked down on the young sailors.

Merchant captains often worked to circumvent the authority of Navy officers who commanded the gunners, and sometimes were unable to maneuver ships under attack to bring the guns to bear on their assailant.

The biggest problem, though, was the torpedoes.

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SHARING THEIR PAST...Four former members of the Naval Armed Guard donated a book describing the work of their organization during World War 2 to the Falls of Schuylkill Library. Presenting the book, "Unsung Sailors," to branch librarian Wendy Robinson were (from left) Larry Garvey, C.A. Burke, John Kwartnik, and John Sexton.

John Kwartnik was aboard the SS Hastings in February 1943, returning from Scotland to the United States.

The ship was carrying soft coal picked up in Scotland as ballast. It was in a large convoy somewhere in the North Atlantic when it ran into a German wolfpack — a large group of U-boats that concentrated on convoys.

"We got hit for five days," he recalled. "They hit us day and night, and I got hit on the third day."

The Hastings sank on Feb. 23 after taking a torpedo, and Kwartnik jumped into a lifeboat. The lifeboat, though, got hung up in the davits and was unable to get clear of the sinking ship.

The sailors jumped overboard and swam for their lives. Kwartnik saw a mast and reached out with his arms to hug it.

"Then I realized it was part of the ship, and it was going down," he said. "I jumped back into the lifeboat, and a big wave came and washed it clear."

He was picked up by a British naval ship, the HMS Chiliwick, but his battle wasn't over.

"I had to stay on that damned thing and help fight off the subs," he said.

Still, he counts himself lucky. "We were lucky to get picked up when we were. There were a lot of survivors out there, and some of them didn't get picked up."

In all, 29 ships of the convoy were sunk by the wolfpack. In a footnote, the German submarine that torpedoed the Hastings was sunk by an allied ship in May 1943 with all hands lost.

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John Sexton was one Naval Armed Guardsman who obtained a measure of revenge on his assailants. After service as commander of an Armed Guard detachment on a merchant ship, he was transferred to an escort ship.

His ship was to escort a convoy forming up just off the coast of New York. Merchantmen were coming out of the harbor in twos to form

(continued on page 13)

## CITY OF PHILADELPHIA



THE FREE LIBRARY OF PHILADELPHIA

Falls of Schuylkill Branch  
The Free Library of Philadelphia  
Warden Drive & Midvale Avenue  
Philadelphia, Pa. 19129  
November 10, 1990

Pete Burke  
3456 Tilden Street  
Philadelphia, Pa. 19129

Dear Mr. Burke,

It was so thoughtful of you to think of the library as a recipient for *Unsung Sailors* by Justin F. Gleichauf. We are always most eager to add items to our collection which mention East Falls residents, and we were especially glad to receive a book on a topic not yet represented in our library — the Naval Armed Guard in World War II. I know the book will find interested readers in our community; I'm looking forward to reading it myself.

I appreciated your arranging for *The Review* to photograph the dedication ceremony. The Guard members you invited told captivating stories and we enjoyed meeting them and hosting the event. As you know, we created a Veterans' Day display in our exhibit case highlighting your contribution.

Thank you again for supporting the library in such a special way.

Sincerely,

Wendy Robinson

Wendy Robinson  
Branch Librarian



## Veterans

(Continued from front cover)

carrying tanks and a PT-boat on its deck and ammunition below when it sailed in a convoy from Scotland's River Clyde on Dec. 12, 1943, bound for Murmansk, a Soviet port on the Barents Sea. Just two days out, the convoy was attacked by German planes, U-boat wolf packs and the powerful German battleship *Scharnhorst*.

"There were only three hours of daylight at that time of year and all we could see was the flashes of gunfire from the *Scharnhorst* and the British," Mr. Huyler remembered. "We could also see the starshells the *Scharnhorst* fired to illuminate the ships in our convoy. The only other light we had were the Northern Lights on some nights."

Manning a 20-mm anti-aircraft gun on the bridge, Mr. Huyler "couldn't tell who hit who, there was so much ack-ack up there."

The Allies eventually carried the day, sinking the *Scharnhorst* and leaving only eight survivors, Mr. Huyler said. But the convoy was dogged all the way to Murmansk.

Mr. Huyler saw action at Normandy on D-Day, where his ship took a hit but miraculously didn't sink and then shuttled between Normandy and Southampton, England, carrying ammunition and supplies.

"We slept at our guns for three months. I was torpedoed twice, but the ships didn't sink. We were frequently strafed and bombed, but I came through. I was a very fortunate man."

Thomas J. O'Brien of New Bedford was a Navy armed guard in the Atlantic and Pacific on cargo ships. "Sometimes we were in convoys, but if we were fast enough, we sailed alone."

He remembers heavy action off Iwo Jima in 1945, when his ship was hit by a bomb amidships. "The ship survived and we limped home to San Francisco. We got the Japanese plane."

When the cargo ships anchored off hostile shores, Tobias Perry of South Dartmouth recalled, they would fly barrage balloons from their decks to force enemy planes to fly higher and increase their chances of missing with a bomb. "It was very hairy, especially at night when we couldn't see what we were doing. But I survived."

Joseph L. Parreira of New Bedford also made the Murmansk run but remembers the landings at Anzio, Italy, as the worst.

"We had to land the troops in there and the

German planes came over all the time. ... Submarines were around, but we hung nets all around the ship to catch and stop any torpedoes the Germans fired."

"One morning, we pulled up the net and there was a torpedo stuck in it that would have hit us if it hadn't hit the net."

"You get a pretty funny feeling."

North Dartmouth's Arthur Freitas served in the Atlantic, Pacific and Mediterranean for three years during the war. The New Bedford native served on tankers carrying potentially explosive cargoes of oil and gasoline, on Army troop ships and on freighters.

"If you were pretty fast, you sailed alone, otherwise you were with a convoy. We sailed alone to Cairo, Egypt, and to New Guinea."

He counts himself lucky. While on duty in the Mediterranean, his ship came under heavy German air attack. In one convoy he sailed with, U-boats sank 18 of the ships; his was missed by a couple of torpedoes and survived unscathed.

In May 1945, the *Black Point* sailed from Newport News, Va., in a convoy carrying 7,500 tons of soft coal to Weymouth. She had

left the convoy at New York City and sailed alone up Long Island Sound, then considered free of U-boats.

On May 5, four miles southeast of Point Judith, R.I., a torpedo tore away 40 feet of its stern. The *Black Point* settled rapidly, rolled over and sank in about 15 minutes.

A Coast Guard frigate and two Navy destroyer escorts, about 30 miles from the scene, immediately began tracking the submarine. Their underwater submarine-finding gear detected the submerged German U-853 trying to escape to the open sea; the ships attacked with depth bombs. Its hull ripped open by the bombs, the U-boat sank with all hands about 3 miles off Point Judith Light-house in 127 feet of water.

Ironically, the German High Command, surrendering to the Allies, had issued orders on May 4 directing all U-boats to cease hostilities at once. It was never known if U-853 got that message.

The Navy guard lost in the sinking of the *Black Point* was Whitson Lloyd of North Carolina. Mr. Freitas said. His brother, Charles Lloyd of Raleigh, N.C., is the founder of the Armed Guard veterans group.

According to Mr. Freitas, Monday's ceremonies will be the first memorial service held for the men lost on the *Black Point*.

"It took the Armed Guards to sponsor this rite."

THE BOSTON GLOBE • TUESDAY, NOVEMBER 13, 1990

# In Rhode Island, the last U-boat victims are honored

By William P. Coughlin  
GLOBE STAFF

NARRAGANSETT, R.I. — A handful of aging Navy and Merchant Marine veterans braved biting cold and 30-knot winds here yesterday to honor 12 shipmates on a Boston coal freighter who were the last to die at sea during World War II, their lives lost just three miles from shore.

The ceremony marked the climax of a three-day reunion at Newport of 150 survivors of the US Navy Armed Guard — a little-known corps that manned weapons on heavily outgunned merchant ships against attack by German submarines. The U-boats, as they were known, claimed more than 6,700 US merchant seamen and 1,810 Armed Guardsmen — proportionately second only to the Marine Corps in the death rate for US services during the war.

As Veterans Day unfolded in bright sun yesterday, the unsung victims of S.S. *Black Point*, which was torpedoed on May 5, 1945, just hours before Germany surrendered, were finally commemorated.

Two survivors, Alcester Colella, 66, of St. Peters, Mo., a Navy armed guardsman, and the ship's second mate, Calvin Baumgartner, 76, of Fairfield, Pa., recalled the episode as 28-year-old Coast Guardsman Glenn Fogg, of East Greenwich, R.I., waded into the sea to hurl a red, white and blue wreath into the cold spume at Point Judith.

"We thought we were pretty safe sailing up here, so close to shore," said Baumgartner.

The *Black Point*, bearing 7,500 tons of soft coal, was steaming for Boston along what Capt. Charles Prior, now 84 and of Cape Elizabeth, Maine, believed was a submarine-free route when its stern was blown off by U-853 at 5:30 p.m. in calm seas. The submarine had been operating undetected off Block Island since April 1945. It was the war's last sinking and came a day after the German high command had ordered cessation of hostilities.

"I was in my room on the poop deck near the No. 2 lifeboat. No doubt about it, when that thing hit, it really banged," said Baumgartner.

**'I was in my room on the poop deck near the No. 2 lifeboat. No doubt about it, when that thing hit, it really banged.'**

CALVIN BAUMGARTNER  
S.S. *Black Point* second mate

The second mate recalled becoming entangled in lines and being dragged under the sea as his ship "went down in about 60 seconds."

Baumgartner said "someone cut that rope" and saved his life. He said he had hoped to meet that person at the reunion, but had no luck. "I wanted to thank him after all these years," he said.

Colella said he was at breakfast when the torpedo hit, killing the shipmate who had just relieved him at the stern gun.

Whitson Lloyd of Raleigh, N.C., "was on the stern when it was blown away. ... This memorial to him today and those others lost is long overdue," Colella said, adding, "It was 45 years coming."

Charles A. Lloyd, 64, also of Raleigh and one of Whitson Lloyd's two brothers, said he was moved "to be so close to where my brother was killed. It was touching. He was only 25 years old, and when he died he had already survived the convoy runs to Murmansk, in Russia, and had lived through the sinking of another ship, the S.S. *Expositor*, off Newfoundland in February 1943."

George Duquette, 68, of Attleboro, Mass., a Navy armed guardsman from 1942 until 1946, summed up the feelings of many men and their wives here:

"It's nice and about time that some of these guys were remembered for what they did."



# The S.S. Black Point

The S.S. Black Point was built in 1918 at Camden, New Jersey as a coal collier. She was owned by Sprague Steamship Co. of Boston, Mass. and was 367' long 55' at the beam and was carrying 7500 tons of coal. Captain Charles Prior was Master with a complement of 81 men: 17 merchant seamen and 64 U.S. Navy Armed Guard gun crew. Eleven Merchant Seamen and one Armed Guard were killed when a torpedo struck the aft magazine, and tore away 40 feet of the stern section at 1200 hrs, and sank the S.S. Black Point at 1700 hrs. The S.S. Karen, which was in the area, sent an SOS, and the signal was picked up at 1742 hrs by the frigate USS Mohanty (FF-43), and was joined in the search for the enemy by the USS Adolphus (DD-188) and USS Antrim (DE-168). At 1930 hrs their spot illuminated the submarine. The S.S. Karen and U.S. Coast Guard vessels in the area rescued the 64 survivors.

The ship was torpedoed at by the German submarine U-853, in 95 feet of water at Lat/Long position: 41-19-30 N/71-25-40W (Green C position: 14456.2943938 S, 8.2 nautical miles from the site. The U-853 was sunk in a water depth of 127 feet, 8.7 nautical miles from this site at Lat/Long position: 41-13-31 N/71-24-85 W. (Green position: 14472.9438948 S, as she tried to escape into open sea, but at 2029 hrs, 12 magnetic depth charges were dropped on her by the USS Adolphus (DD-188), and at 2343 hrs, she dropped a pattern of hedgehogs, and



State June: May 5, 1945

As you look straight out to sea, you are looking at the location (1.2 miles from there) where the U.S. Black Point was sunk, ending the battle of the Atlantic.

the USS Mohanty (FF-43) dropped hedgehogs at 0200 hrs, at 0625 hrs, the ZNP Minos K-34 and K-15 from Lakeshore, New Jersey arrived and dropped a sonobouy into the oil slick. They heard a hammering sound on water. About 10 minutes later, "A long, short, short" sound was heard, hammering stopped, and all was silent.

Later, an attack was made from one of the bibles with 7.2 rocket bombs and at 1941 hrs the U-853 was officially declared sunk with no survivors. A diver from the U.S.S. Penguin (SSAN-12), who followed a buoy line down to the hull to verify the name, reported bodies were strewn about inside. The sub's hull was split from the depth charges and hedgehogs, a terrible price to pay for aggression.

The German High Command had issued orders on May 4, 1945 to cease hostilities at once. Whether the U-853 had received the orders is unknown.

To the men who lost their lives, to their families and loved ones, to the men of the ships that sank the U-853, to the men who rescued the survivors, to the crew of the U.S.S. Co., dedicate this plaque to others in the future may know the facts.

## IN HONOR OF:

The 144,930 U.S.N. Armed Guard and 256,852 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 where they came.

## IN MEMORY OF:

The S.S. Black Point and crew: The last ship sunk in the Atlantic Theatre of War, on May 5, 1945 (1740) (PWT).

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Interior of the U-853 that torpedoed the S.S. Black Point over 45 years ago. Photo taken by Jim Campbell, professional photographer.



Gerald Greaves receives the S.S. Black Point Plaque.

C.A. (right) and L.D. Lloyd (left) with wreath in honor of their brother Whitson who was the last Armed Guard K.I.A. in the Atlantic Theatre. Whitson was killed in the S.S. Black Point sinking.





# Last Chapter for U-853

By  
Ensign D. M. TOLLAKSEN, USA

A sunken Nazi U-boat in 20 fathoms of water a few miles south of Newport has aroused keen interest in skin-diving circles in Rhode Island. During the past year, newspapers headlined the exploits of various teams of skin-divers who removed the hatch in the conning tower and made their way into the submarine, identified as U-853. The divers brought up six life rafts, clipped off the upper eight inches of the periscope for a souvenir, and removed a number of human bones, including one complete skeleton, from the World War II submarine. Plans have been announced for the return of the human remains to Germany, and many questions have arisen concerning the sinking of the U-boat fifteen years ago within sight of Point Judith. The story of that kill is the subject of this article.

During the closing months of World War II, Grand Admiral Doenitz sent many of his U-boats to operate off the coasts of the United States and Canada. These boats kept up their attacks on enemy shipping until the final hours before Germany's surrender. U-853, which was a type-IX-C, 740-ton snorkel boat, reached her operating area off southern New England late in the month of April. She remained undetected in her patrol area off Block Island until the afternoon of 5 May, at which time she torpedoed and sank SS *Black Point*, a small collier with a load of soft coal bound for Boston.

*Black Point* was taking a well-travelled route from New York City to Boston via the coastal waterway of Long Island Sound, Rhode Island Sound, and the Cape Cod Ship Canal. The collier was without escort and was not zigzagging, for those waters were considered free of enemy submarines. As she was about to enter the western end of Rhode Island Sound, some four miles southeast of Point Judith, an explosion tore away about 40 feet of her stern section. Twelve men lost their lives when the ship sank, several of them dying immediately in the after section when the torpedo hit. A total of 34 men, including three injured, were rescued by ships which soon converged on the scene. *Black Point* settled rapidly by the stern, rolled over to port, and capsized at 1755, about 25 minutes after the explosion of the torpedo. One of the merchantmen which was in the area to pick up survivors, SS *Kansas*, sent out an SOS report of torpedoing and information regarding the location of *Black Point*.

This signal was picked up at 1742 by the radio operator of *Mohely*, a Coast Guard frigate, travelling in company with two Navy destroyer escorts. These ships, which were about 30 miles south of the sinking, were remnants of Task Group 60.7, an escort group which had just delivered the merchant ships of convoy GUS-84 to Norfolk, Philadelphia, and New York City. A fourth warship, the destroyer *Ericsson*, was far ahead en route to Boston, having already entered the Cape Cod Ship Canal. Embarked in *Ericsson* was CTG 60.7, Commander F. C. B. McCune, USN. All the ships were headed for the Boston Naval Shipyard for much needed repairs and provisions. Lieutenant Commander L. B. Tollaksen, USCG, commanding officer of the Coast Guard frigate, was the Senior Officer Present of the three vessels, *Amick*, *Atherton*,

and *Mohely*.<sup>1</sup> He immediately notified the two destroyer escorts of the situation. As *Atherton* was in the lead, she was directed to proceed to the scene of the sinking and then to sweep south from that position. *Amick*, being next in column, was to examine the Block Island Sound area on the westward approaches to the sinking, while *Mohely* would examine the eastern approaches to this area, and thus box in the enemy submarine. All three ships were to maintain extreme sonar alert and evaluate possible contacts as they went to their assigned areas.

At this time an attempt to communicate with Commander McCune in *Ericsson* was made, but to no avail. When contact was established shortly before 1900, information was exchanged between CTG 60.7 and *Mohely*, and the commanding officer of *Mohely* was designated Officer in Tactical Command until *Ericsson* would reach the scene. *Ericsson* had turned around in the Cape Cod Canal on orders of CTG 02.1 at 1840 and was heading back to join in the search. Meanwhile, the other three ships reached the area of the sinking about 1930 and began to work themselves into a scouting line to sweep to the south from the northern tip of Block Island. They took station about 3,000 yards apart on a line abreast. *Atherton*, because of her excellent sonar team and equipment, was assigned to what the OTC determined was the most likely escape route of the enemy submarine. *Mohely* took the eastern position as guide, and *Amick* was assigned the central position. (See chart.)

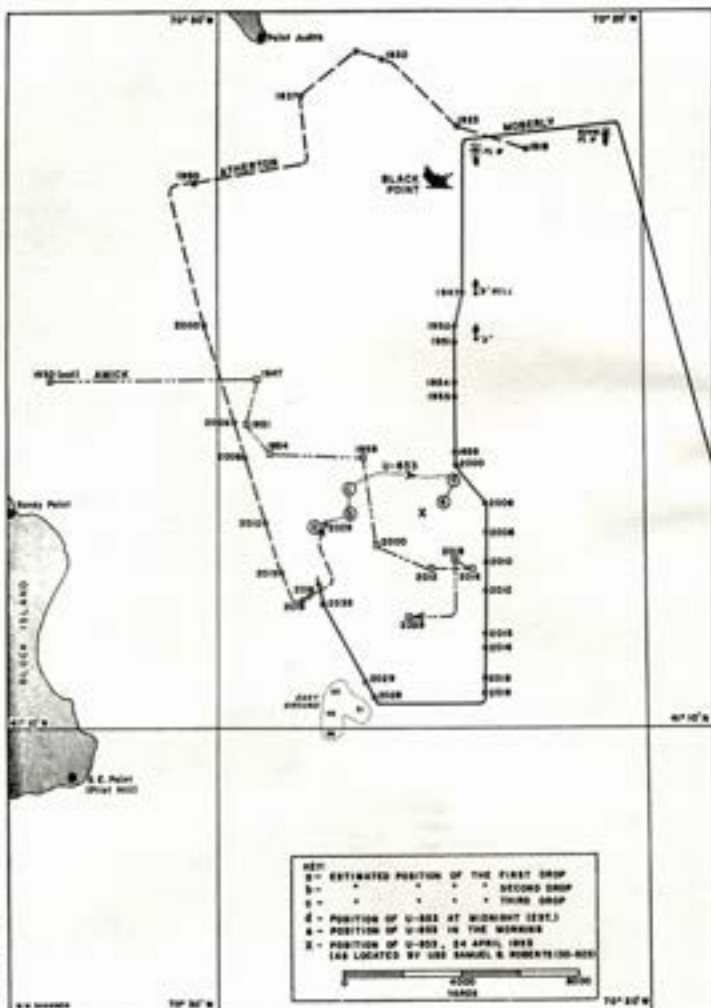
The search was planned on the assumption that the submarine would try to run out of the area at high speed until her skipper felt he could safely lie on the bottom for the night. It was believed that she would not get very far as she would want to keep a reserve charge in her batteries. About nine miles to the south of the sinking of *Black Point* was an area which might be chosen by the submarine as an excellent place to hide. In this area,

<sup>1</sup> USS *Amick* (DE-168) LCDR E. L. Baranowski, USN;  
USS *Atherton* (DE-169) LCDR L. Jellin, USN;  
USS *Ericsson* (DD-448) LCDR C. A. Baldwin, USN;  
USS *Mohely* (PF-63) LCDR L. B. Tollaksen, USCG.

known as East Ground, there is a steeply rising shoal alongside of which a submarine might be able to lie and escape detection of any searching destroyer. In addition there was the possibility of a wreck in the area which would further confuse the search. Such tactics were the latest in use by German U-boats. Once the above course of action was deemed most likely for the German submarine skipper to follow, the search plan was set up to sweep across this area and back.

Shortly before the three ships were in position to begin their sweep, at 2014, *Atherton* picked up a sonar contact right along the track laid out by the OTC as the most likely escape route for U-853. The returning echo was unusual and unfamiliar, but *Atherton* became more and more confident that this contact was the submarine on or near the bottom. In order to prevent interference to *Atherton*, the two other ships ceased pinging and listened to *Atherton's* echo ranging, while the sonar operators of the three ships discussed the characteristics of the signal over the TBS voice radio. When all the operators were satisfied that they could recognize this unfamiliar type of echo, *Atherton* began attacking. The submarine's screws were heard by the sonar operator. It was also determined that contact was moving slowly along a course of 090 degrees true and the returning echo revealed a slight down doppler.

At approximately 2029, *Atherton* dropped 13 magnetic depth charges, one of which



A U-BOAT HUNT JUST OFF THE ENTRANCE TO NEWPORT, RHODE ISLAND

exploded, but it could not be determined at the time whether the explosion was a result of attacking the submarine, or a wreck which possibly was in the area. It was at this point that *Amick* received word to leave the scene and join *Bostk*, another destroyer escort from Task Group 60.7, which had been detailed earlier to escort a merchantman from New York City to Boston via Cape Cod. This left *Atherton* and *Mohely* alone, with *Ericsson* not due to arrive for nearly an hour. *Atherton* made a second run with hedgehogs this time which resulted in a large explosion two or three seconds after the last of the hedgehogs was fired and about one hundred feet to starboard of the pattern. This explosion was considered the result of countermining by the hedgehogs of one or more of the depth charges dropped in the first run. A second hedgehog attack followed immediately, but it was not certain whether these charges hit the submarine or simply exploded on the bottom. *Atherton* lost contact on her run in and could not regain it, due to the extremely disturbed condition of the water in the area. Since doubt existed as to whether *Atherton* had actually been attacking a submarine or one of the wrecks nearby, it was decided to continue the search for the submarine in case she had slipped by the group. *Atherton* dropped a lighted marker buoy in the general area where her three attacks had taken place, for future reference, and then the two ships began their night search.

The situation was discussed with CTG 60.7 on board *Ericsson* via voice radio, and it was decided that if the contact were a submarine it was damaged enough to hold for awhile. Shortly thereafter, Commander McCune arrived on the scene and took over as OTC, but *Ericsson* did not join in the attacks. Several vessels had been dispatched to the area to assist wherever possible in preventing

the submarine's escape and reported to the OTC for orders. He assigned *Ericsson* and the other assisting ships<sup>2</sup> to barrier patrols.

When contact had not been regained by 2200, *Mohely* suggested that *Atherton* search an area several miles to the north of her last contact while *Mohely* would search an area the same distance to the south. *Atherton* headed north and soon picked up a radar contact which she felt could be the snorkel of the German submarine. Arriving in the vicinity about 2235, she turned on her searchlights and discovered that instead of a submarine it was only a small unlighted buoy.

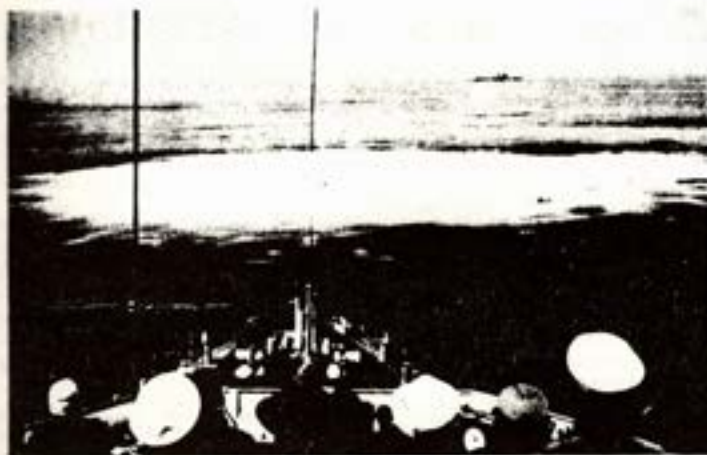
*Atherton* resumed her search, and on her final leg, picked up a sonar contact presumed to be the submarine, which was estimated to be lying dead in the water at a depth of one hundred feet with her propellers silent. This position was about 4,000 yards to the east of the first group of attacks. *Atherton* fired a pattern of hedgehogs at 2343 and, soon after this attack, bubbles of air, oil, and pieces of broken wood rose to the surface indicating the submarine might have been hit. *Atherton* picked up the contact again after this attack

<sup>2</sup> USS *Adrian*, USS *Benny* (DD-149), USS *Breidow* (DD-148), Flagship of DesDiv 54, USS *Baldy* (DD-150), USS *Napier*, USS *Reidley*, USS *Sennet* (AG-24).

and held it for about 20 minutes while circling the area. There was no noticeable movement of the submarine, no doppler or noise from her screws. CTG 60.7 ordered *Atherton* to cross over the spot with her fathometer in order to determine the exact position of the submarine. This was done at 0020 and it was decided the submarine had not moved. Commander McCune ordered *Atherton* to make another attack in an attempt to split the submarine's pressure hull. She did so shortly thereafter, increasing her attack speed to 15 knots and dropping a pattern of depth charges

GRADUATED from the U. S. Naval Academy in the Class of 1960, Ensign Tollaksen is currently First Lieutenant in USS *Leah* (DE-1022). Last year in preparing his term paper for the English, History, and Government Department, USNA, he selected the story of the kill of U-853 in which engagement his father had been commanding officer of the U. S. Coast Guard frigate *Mohely*. Later he submitted his revised paper to the U. S. Naval Institute.





SHALLOW WATER COMPLICATED THE PROBLEM FOR THE U-BOAT KILLERS

which were set to explode at 75 feet. This shallow setting was used, for it was feared that if set for one hundred feet, the charges might cause to rest on the bottom before exploding. The water in this area was 104 to 128 feet in depth. After the attack, it was noticed that air bubbles and oil were still welling to the surface.

The runs were now discontinued until shortly after 0100 while *Moholy* and *Athens* searched the area for wreckage or debris that might have come to the surface. Turning on their searchlights, they discovered that the water was covered with oil, bits of wood or cork, dead fish, and other miscellaneous debris. At this time, *Athens* recovered a pillow, a life jacket, and a small wooden flagstaff.

As *Athens* was still in contact with the submarine, which had not moved since the midnight attacks, she made the first run when the order was given by the OTC to resume depth charging. This attack was identical to the last one, except that this time she was not able to clear the area of the exploding depth charges without damage. She was shaken up and her dead reckoning tracer was knocked out. *Moholy* then picked up the contact and moved into the area while *Athens* made necessary repairs which were not completed for nearly an hour. *Moholy* expected to find the submarine in the same place where *Athens* had been attacking. However, as she closed the submarine, she estimated that it was moving across her course at a speed of four to five knots. This unexpected movement threw off *Moholy's* solution of the attack, but she went ahead and fired her depth charges anyway. In order to reduce the probability of damage such as *Athens* had just received from the shallow-exploding depth charges, *Moholy* further increased her attack speed over set doctrine to 18 knots. Even with this increase, she was damaged temporarily and had to stand off to make repairs. *Athens* was still having trouble with her sonar gear and so, while *Moholy* labored to regain her steering control, the attacks were discontinued. *Moholy's* repairs were completed about 0200, and she began a deliberate hedgehog attack on the submarine. A slight up doppler was noted, and the target judged to be moving about two to three knots. This run was made using only hedgehogs in order to avoid the damage mentioned above. However, a casualty nullified the attack because the firing panel came off at the last moment, strong evidence of the pounding being experienced in the shallow water. The contact which had just been evaluated at 75 feet seemed to "boomer" at the end of this run. Doppler indications disappeared, and contact was lost in the reflections from the bottom and was not regained immediately.

Commander McCune in *Ericson* now assigned various ships to search areas for the rest of the night. *Athens* was assigned the area centered over the last contact with the submarine. No further attacks were made until about 0530 that morning. It was felt that the submarine was badly damaged as she

appeared to be bleeding oil and air bubbles heavily. *Athens* circled the area every 20 to 30 minutes in order to keep track of the position of the contact and to hunt for more wreckage that might have come to the surface during the recent attacks. At 0241 she reported that there were three pools of oil coming from the submarine which were spaced about 30 feet apart. *Moholy* reported that an oil slick and much debris extended half a mile from the position of the last attacks. With the coming of daylight, *Moholy* and *Ericson* discontinued search in their assigned areas, and with *Athens*, began searching for evidence of the submarine's destruction. The ships found a large number of German escape lungs and life jackets, several life rafts, abandon ship kits, and an officer's cap which was later judged to belong to the submarine's skipper. Two ZNP type blimps, K-16 and K-58 from Lakehurst, New Jersey, arrived on the scene between 0540 and 0605 and reported to the OTC. They were directed

K-16 Ltjg J. T. Clark, USN  
K-58 Ltjg M. "P" Zaher, USN

to assist in identifying the oil slicks in the area, to photograph the area, and to mark the position of the submarine with smoke and dye markers. In carrying out these orders, K-16 searched the area of the oil slick and soon came up with a strong contact with her MAD gear. She marked this position on several successive sweeps and reported that the target was stationary.

Commander McCune then decided that further attacks were necessary to crack the hull of the submarine in order to bring up more debris to the surface. The attacks, therefore, continued with the three ships employing combined hedgehog and depth charge attacks. A methodical, but rather unusual, plan was used at this time. As one ship panned over the submarine, dropped her charges, and "drifted off" for repairs, a second ship in the

circle would move in to attack. She would attack and stand off to be followed by the third ship. By the time this ship had finished her attack, the first ship was repaired and could begin the cycle again. From time to time the attacks would be discontinued and boats lowered to pick up more wreckage. *Ericson* recovered a chart desk, a life raft, a rubber hood for foul weather gear, and some bits of cork.

One of the blimps dropped a sonobuoy on an oil bubble which was still coming to the surface. The sonar operators in both blimps heard sound which they described as a "rhythmic hammering on a metal surface, which was interrupted periodically." About ten minutes later they heard a "long, shrill shriek and then the hammering noise was lost in the engine noise of the attacking surface ships." The blimps were very helpful in marking the exact position of the submarine and in conning the surface vessels over this position. They photographed the area, pointed out debris to the searching whaleboats, and made attacks on the submarine with their 7.2" rocket bombs. At 1045 CTG 60.7 declared that the "submarine was sunk and on the bottom." Both blimps left the area at this time following orders from their base.

An experimental vessel, *Somex* (AG-24), was given permission to enter the area where the attacks had taken place in order to use her new XQH-1A sonar on this "bottomed submarine." Marker buoys were dropped into the oil bubbles and practice hedgehog runs were made by the vessels under almost perfect conditions. At 1224 the position of the submarine was marked by *Ericson* with a buoy line and attacks were discontinued. Commander McCune issued orders that his ships were to proceed to Boston and that the rest of the ships in the area were detached.

Later that afternoon, a diver from *Progen* (ASR-12) followed this buoy line down to the battered U-boat and landed on the conning tower. He identified the submarine as U-853 and reported that there were bodies strewn about inside. The side was split and the hull damaged from the hedgehogs and depth charges.

The main interest of this article lies in the fact that this was the last German submarine to be sunk by U. S. forces in World War II. Certainly this action shows the latest tactics in use by both sides. It was the first "bottomed submarine" destroyed by the forces of CINCLANT.

*Athens* was credited with the kill of U-853 with *Moholy* assisting in the destruction. Lieutenant Commander Lewis Iselin, USNR, commanding officer of *Athens*, was awarded

\* The final buoy was dropped into the air bubbles which were coming up through the center of *Moholy's* last hedgehog pattern.

the Legion of Merit for the sinking. Lieutenant Commander L. B. Tollaksen, USCG, commanding officer of *Moholy*, was awarded the Bronze Star with combat "V" for his original analysis of the situation and for se-

ting up the search which located U-853.

The effect of dropping depth charges in shallow water was made painfully clear to the attacking ships. In order to avoid damage from these depth charges, attacks were made at speeds several knots higher than doctrine at the time. However, it was not until the depth settings on the charges were also increased that the damage to the destroyers decreased. Hedgehogs were particularly effective, although it was difficult to assess hits on the submarine, since many exploded on the hard bottom.

It is interesting to note that at no time during these attacks on the submarine did she attempt to surface or fire torpedoes at her attackers. It is possible that she was damaged by the first depth charge attack and could not surface. In any case, it seems that her skipper decided to try to inch away on the bottom, hoping the attacking ships would be convinced of a kill and leave. They were persistent, however, and would not give up until positive evidence of the submarine's destruction was found.

#### THE FANTLESS GUNNER OF THE PANAY

(When the U. S. S. PANAY was attacked in Chinese waters by Japanese dive bombers, one of the crew rushed to his battle station minus his pants.)

Commend me to that noble soul  
Who, in the battle's hour,  
Rushed to his post without his pants,  
The bomber's dive to meet;  
Who stood upon the rocking deck  
In careless disarray,  
With shirt tail flaunting in the breeze,  
To deal out fire for fire.  
Old glory's color deepened  
As she floated on the sea—  
The man who had no time for pants  
But plenty for big gun.  
Come, name a million heroes,  
But to me there'll never be  
A finer show of nerve and grit  
On any land or sea—  
Then dwell upon your epic  
Should you feel an urge for chants;  
Recall the sinking of the Panay  
And the gunner minus pants!  
—Vaun Al Arnold.

Sent in by  
JOE M. SMITH  
1001 ASHLAND WIRE RD.  
ASHLAND, OH. 44806

AND, William Charles  
All 15 03 No. 8020 V6 (14)

See Report About 3 August 1944

Phil Trane, Solomons, Md.

USA LOT (L) 655

3 November 1944: Following entry made this date:

\*performed creditable service as member of the Armed Guard Crew of the SS EDWARD RATES when that vessel was torpedoed by German aircraft off the coast of Algeria on 1 February 1944. Although the abandonment order had been given and the vessel was listing badly and flooding fast, the Navy Gun crew remained at their battle stations for another hour, destroying one enemy plane and assisting the convey in driving off the others. This entry made in accordance with approved recommendation of Navy Department Board of Decorations and Medals.

AUTH: BuPers Ltr. Pers-68-MDS NM/ 611 15 03 dated 30 October 1944.

Done Transferred: R. W. DUFFIN, ENS, USN  
To: Asst. Personnel Officer.



FATAL HITS BROUGHT UP THE SUBMARINE'S DIESEL OIL IN LARGE BUBBLES



(continued from page 7)

up when the U-550 got into the formation and sank a big tanker.

"We finally located it with SONAR," he recalled. "We dropped depth charges, and when it came up we rammed it."

"They came out fighting, but we had the firepower and they went down."

C.A. "Pete" Burke was assigned as a signalman serving on the flagship of the convoy commander. If the business of war was serious and bloody, it also had its lighter moments.

In Murmansk, his ship was laying in port during Christmas. The monotony of ship-board life — at least between German attacks — contrasted with the pallor of the Russian port.

Burke got an idea, and before long the crew put the idea into action.

A mop handle was the trunk; the branches and ornaments were whatever else could be scrounged from around the ship. It might not have been much, but to the sailors spending Christmas in the squalor of Murmansk in the middle of a bloody war, it was a perfectly beautiful Christmas tree.

Burke found himself on the hot end of Atlantic action as well. It was in a Casablanca bar that Burke's ability to speak German came into play.

The bar was crowded with servicemen from around the world, but a soldier at the end of the bar had a different uniform.

It turned out it was a German serving in the French Foreign Legion, so Burke and his companion decided to cheer the man up.

The three conversed in French, German and English, then sang some German drinking songs.

In a bar full of allied soldiers and sailors, the German was reluctant to join in the German drinking songs, but Burke and his friend persisted.

The next day the German posed for an automatic photo machine picture that Burke still has to this day. He never heard from the man again.

Garvey also had a ship torpedoed from under him. Sexton was serving in a convoy

headed to Murmansk, while Garvey's ship was returning empty from the Murmansk run.

The German battleship Tirpitz and a supporting fleet left Scandinavian ports to intercept Sexton's convoy, and British naval forces were dispatched to search for the Tirpitz.

The Germans, learning the British were after the Tirpitz, pulled their surface fleet back to keep it from harm.

The British naval fleet escorting the convoy broke off because it was no match for the Tirpitz, leaving the merchant ships unprotected.

The convoy scattered, but a Luftwaffe bomber force intercepted it and sank many ships, including Garvey's.

"We were going the other way, and they were looking for you," Garvey reminisced with Sexton, who won a medal of commendation for his actions in the battle.

They were boys when they were called to serve — 16 to 17.

Sexton, who was slightly older, said those who were younger are now turning 65 and retiring. "They're trying to find some interest, and they are grasping with their past," he said.

For many of the "old sailors," including Burke, the effort includes attending reunions of the Naval Armed Guard — researching actions and looking up old buddies.

Sexton remarked that the process sometimes includes running across old Germans who then were the enemy.

"They are people who fought against each other, but when they get together they forget everything and become acquaintances," he said.

The remembering comes with laughs, smiles, kidding, and a sense of camaraderie. Still, Sexton pointed out there was a price that was paid.

"In the winters it was cold. If you were in a lifeboat, there was not much of a chance to survive," he said quietly.

Many did not, but telling of their service is one way the "old sailors" memorialize their comrades' sacrifices.

## Armed Guards Aboard SS Carlton Sunk in July, 1942, Return to U.S.

Nine Armed Guard men from this center, who left Philadelphia on Mar. 13, 1942, arrived in Boston on Monday, May 28, 1945, after they had been liberated by Allied armies from a German prison camp in mid-April. They received next higher ratings and ninety-day leaves.

The SS Carlton, a 5,000-ton merchant ship, after riding out a North Atlantic storm on the first leg of her journey and withstanding a German dive-bombing attack on leaving Iceland, was torpedoed by submarines on July 5, 1942, in the Arctic Ocean.

The Carlton was bound for Murmansk with ammunition, tanks and tank ammunition. It survived a torpedoing on July 4, the day before it was sunk.

Eight of the Armed Guard men were picked up by German planes. Two others and the fifteen survivors of the merchant crew tried to get to Murmansk by lifeboat, but were picked up on the Norwegian coast. All were taken to German prison camps.

The only man injured when the torpedo struck, splitting the Carlton in two, was Carl Thompson, Sic, of Pritchard, W. Va. He was walking between two holds filled with ammunition and suffered facial burns.

The nine men were sent to Marnagmilag Nord, a German camp east of Bremen. There the diet was meager, and conditions grew steadily worse as the days dragged on. The men slept as much as possible to avoid boredom.

No beds were provided, Paulsen,

Sic, of Roslyn Heights, L. I., reported. He said they obtained 480 German marks from Russian prisoners; with these they bought several boards to make a wooden bed.

Cigarettes were given them by the Red Cross.

Williams, SM2c, could not take ten months of this life. Since he had a rating, he did not have to work. He switched papers with a British prisoner who had to work and could thus leave the camp area. Williams escaped, but was captured and sent to a punishment camp at Lemburg, Czechoslovakia.

Later he was sent to Stalag 2-B, East Russia, where he became acting assistant chaplain. "I led the singing," Williams said, "and played the accordion." Two Army men also were chaplain's assistants. There were some 5,000 Americans in the camp, he reported, and the acting assistant chaplains were allowed to go out into the field where the men were at work and conduct services. A German officer who understood English always stood by.

From Feb. 15 to Apr. 15, when he was liberated near Hannover, Germany, the men marched 720 miles. At one point they moved twenty-five miles a day with a small piece of bread as their only food. He saw a Wehrmacht soldier shoot and kill an American soldier for "going to a kitchen." That was the German's explanation after the shooting.

The Armed Guard Pointer

June 8, 1945

Sagle Idaho  
2170 Lakeside Drive  
11-19-90

Dear C.A.

These four men attended  
Boot Camp and then Radio School  
at Farquhar, Idaho in 1943.

They had not seen or heard  
from one another until  
the Sandpoint Reunion  
Sept 11-13, 1990.

We wanted to pass this  
information on to you and  
are including a picture  
if you would like to  
publish it. Sincerely

Milen + Dally LaMarche



L - R: Jimmie Dee Chastain - Sagle, Id.; Jack Winkler - Spokane, Wa.; Charles Doubek - Minneapolis, Mn; and Bill Brakken - Sumner, Wa.



December 10, 1990

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

Dear Charles:

In the September 20, 1990 issue of "The Pointer" I was very interested in the article with pictures of the S.S. Alexander Ramsey written by Walter K. Seiffert. I was a member of the First Armed Guard Crew for the Alexander Ramsey.

The Armed Guard Center (Pacific) Treasure Island in San Francisco Harbor must have been more strict than any of the other Armed Guard Centers because every ship that I was attached to, it was a General Court Martial offense if you were caught with a camera. Even the Merchant Marine Crews were not allowed to have cameras aboard ships.

I enlisted in the Navy October 2, 1942 at the U.S.N.M.S., Seattle, Washington. Transferred to U.S. Naval Training Station, San Diego, CA. for Recruit Training. November 16, 1942 reported to the U.S. Destroyer Base San Diego for Armed Guard Gunnery School. December 12, 1942 transferred to Armed Guard Center (Pacific) Treasure Island San Francisco, CA. Detached from A.G.C. December 14, 1942 to the SS Alexander Ramsey. We boarded the ship in the Richmond Shipbuilding Corporation (Kaiser's subsidiary), Shipyard, Richmond, CA. The next day we moved to a pier in San Francisco, CA. to load. The merchant Marine crew was Moore McCormick Line. December 23, 1942 we undocked and moved to an anchorage in the middle of the Bay (reason), to keep Merchant Marine crew from leaving ship, because we sailed under the Golden Gate Bridge December 24, 1942 at 1700 hours.

About three days out of San Francisco during a muster of the armed crew the ship's Commanding Officer asked if any of the Gun Crew had ever taken a First Aid Course. I said I had taken First Aid in Scouting and also in Military School. He gave me the key to the Medical Locker because he said the Purser had not taken a First Aid Course and that should have been one of the prerequisites of qualifications for a Purser.

We zigzagged across the Pacific Ocean without escort or convoy for twenty nine days to Sidney Australia.

After three days in Sidney we zigzagged across the Indian Ocean to Aden, Arabia where we picked up a pilot for the Red Sea up to Suez, Egypt where we spent the better part of a month unloading our cargo with the desert people acting as stevedores. If you were able to stand off at the side you would see the ship change color as they walked from the bow to the stern, everything disappeared.

We left Suez, leaving pilot off at Aden, Arabia, then stopped at Mombasa, Kenya East Africa. We loaded sacks of cement in each of the lower holds, I guess for ballast.

We left Mombasa and stopped in Dar Es Salaam, Tanzania, East Africa.

After four days at Dar Es Salaam, we proceeded south down through the Mozambique Channel between East Africa and Madagascar. Somewhere between the 25° & 30° Parallel we picked up survivors of a torpedoed South African freighter that had been in their life boats and rafts approximately ten days.

The ship was traveling from Australia to Durban South Africa. The Second Mate had married in Australia so there were 47 men and 1 lady. The Armed Guard Commanding Officer surrendered his Stateroom to the Second Mate and his wife and another officer doubled up to make room for other officers. The surviving crew members were made comfortable on top of #5 Hold. There were several people injured. The worst was a deep burn on one man's leg. They had shot a flare pistol at night about 5 days after the sinking. The flare traveled about 20 feet and fell back in the boat, it landed on the man's upper leg and burned down to the bone. After the flare was out they stuffed gauze in the hole and then wrapped a bandage to hold it. Five days later when we got them aboard the ship, I gave him a shot of morphine, removed the gauze and scab and observed a hole approximately 4" diameter. We had sulfanilamide powder and paraffin wax for burns, so I sprayed the flesh with the compound and covered and continued this procedure every day until we reached Capetown South Africa. There were others with broken bones and all I could do for them was to make splints. We arrived at Capetown about 8 days later and all of the survivors including the man with the burned leg walked off the ship.

Three days later the South African Shipping Co. Representative and officers of the torpedoed ship made a thank you visit to the Alexander Ramsey bringing silver plates for appreciation. I believe there were 4 plates and according to some of the crew survivors the gun crew was supposed to get one, but we didn't. I think the Purser received ours.

We left Capetown with a 150 ship convoy heading up the west coast of Africa. Third day out we lost them. I guess we were too slow. When we left Capetown two of the Merchant Marine Crew were missing so two of Armed Guard Crew filled in with their jobs as Oilers/Wipers in the Engine Room. The rest of the Gun Crew picked up on our watches and duties.

We went up the Belgian Congo River eighty miles to the city of Matadi, Belgian Congo. While there we loaded a narrow gauge locomotive engine and tender, they worked two days loading and strapping then changed orders and unloaded same before leaving Matadi. The river had a 4 knot current so that's probably the fastest the Alexander Ramsey has ever gone.

We proceeded up the west coast of Africa and on April 13, 1943, we stopped at Freetown, Sierra Leone, West Africa to transfer gun crew members Eugene Ingram and myself to an English Military Hospital because we had both been infected with Malaria. We were attached to a U.S. Navy Construction Battalion located at Freetown. After being in the hospital for 1 week the C.S. Commander had us discharged from the hospital because the Battalion was being transferred to a North African location. After boarding the troop ship "Monterey" with the Battalion, the Commander attached Ingram and myself to the Monterey Armed Guard crew.

The Monterey pulled into the harbor of Dakar, French West Africa. I was standing watch near the Flag Bag with the Armed Guard Signaller when I spotted a Liberty Ship leaving the harbor and I recognized the flag hoist as the call letters for the Alexander Ramsey. I told the Signaller on watch to call that ship and tell them that Hall and Ingram were aboard this ship. The Alexander Ramsey returned to their anchorage until we could be transferred back with our original Gun Crew.

One day later we sailed from Dakar, French West Africa. We crossed the Atlantic Ocean to Paramaribo, Dutch Guiana, South America where we loaded bauxite ore.

Left Paramaribo and stopped at Port of Spain, Trinidad. Arrived at New York, N.Y. June 20, 1943. Detached from S.S. Alexander Ramsey June 23, 1943. Report back to Armed Guard Center (Pacific) Treasure Island San Francisco, CA. on July 13, 1943.

Around the world in 182 days.

Enclosed is a copy of the orders from the U.S. Naval Armed Guard Center, Brooklyn, New York. All of the crew were given leave and travel time to 20 days reporting back to Treasure Island on July 13, 1943, except Pohlman, Edwin Walter, 648-25-64 SPO/C. June 24, 1943 at Brooklyn, New York he was given a commission LTjg. U.S.N.

As you can see, the serial No.'s of all the men are very similar. We all went through bootcamp about the same time.

*William James Hall*

William James Hall  
1953 South Terrace Drive  
Napa, CA 94559  
(707) 255-6057

#### OTHER SAIPS

Detached 7-14-43 to U.S.A.T. Sea Pike  
Reported 2-12-44 from U.S.A.T. Sea Pike  
Detached 5-1-44 to S.S. Peter Lassen  
Reported 3-31-45 from S.S. Peter Lassen  
Detached 6-21-45 to S.S. Louis Weule  
Reported 2-20-46 from S.S. Louis Weule

Dear Charles

11/28/90

I should have sent you this check in Sept but I am a guy that has never been in any hurry to do anything.

I first got in touch with you in Aug or Sept 89 & since got in contact with five (5) men that I served with on the same ship S.S. OSCAR

C. HAPPELL 11/22/43 to 7/5/44

Phoned Lt Leeming in Phila. PA & Lt. Marcine from Oron. Del.

Had a good Bull session also called Bob Kelly from

Omaha Neb. who was the first man I had contact with.

also met John Paul Trotter in Chicago & again in Livingston

N.J. Had a good long talk while Dr. Livingston met Sam

Lattimore. It was a great reunion when the three of us

got together. I want to thank you for making it all

possible without the Armed Guard Veterans Assn. it wouldn't

have happened. I am looking forward to the May 91 meeting

in Baltimore. Make sure to visit Bob Kelly.

Thanks again C.P. See you in Baltimore.

John Blackburn  
9710 E. Idlewood Dr.  
Twinsbury, Ohio 44087

*John Blackburn*



SHIP'S SERVICE DEPARTMENT (Recreation Building)  
U. S. NAVAL TRAINING STATION  
Great Lakes, Illinois

RECRUIT MEMORANDUM  
Required Articles

Co. No. 284 112 Pay No. 45125

The following articles are required for each recruit which will be purchased with Ship's Service coupons except for such items already in his possession:

1	Bluejacket's Manual	\$1.40
1	Book 3c stamps	0.37
1	Portfolio stationery	0.18
1	Bottle liquid shoe polish	0.23
1	Tooth Brush	0.15
2	Bars laundry soap	0.10
2	Bars toilet soap	0.18
1	Soap box	0.21
1	Tube tooth paste	0.10
		<b>\$2.90</b>

Coupons are detached from your Canteen Book as follows:—

Canteen Book (\$0.05 for picture of bag layout  
(\$2.90 for the required articles mentioned above  
(\$0.40 for necessary alterations and other work performed on uniforms in your original outfit. This includes manufacture of your dittybag, sewing of watch marks and stripes on jumpers, sewing of name in jersey and watch cap, etc.

Barber, Laundry and Tailor Book (\$0.25 for first haircut

Total .....\$3.60

If these services are not performed you will be reimbursed for the uncompleted work at the Ship's Service Office located in the Recreation Bldg.

I acknowledge the receipt of one Ship's Service Department Coupon Book in the value of seven dollars (\$7.00) less the amounts shown above.

I promise to pay Ship's Service Department seven dollars (\$7.00) my first payday.

It is further understood by me that the \$7.00 for these coupons is a personal indebtedness and is not deducted from my pay by the Paymaster but MUST BE PERSONALLY PAID BY ME.

Signature of Recruit

Henry Peroy Shrawder  
(First) (Middle) (Surname)



HUMOR-ETTES  
for little laughs

"Do you know the Electrician's Mate?"

"No, I didn't even know he was married."

First Sailor: "Do you play a musical instrument?"

Second Sailor: "Oh I used to fiddle around with a violin some when I was home."

First Eskimo: "What do you think of the weather?"

Second Eskimo: "Not so hot."

"How many girls have you kissed, all told?"

"Everyone of them, darn it!"

The modern girl isn't as bad as she's painted. But she's certainly painted.

What makes a cross-word puzzler cross is to encounter a word like RHEA (meaning ostrich-like bird).

"Is your friend ambitious?"

"Not very. If he had to walk a mile for a camel, he'd try to hitch hike instead."

"My wife is from the lake country so I gave her an outboard motor for Xmas."

"Mine's from the mountain's so I gave her a range for Xmas."

"Did you ever do any boxing before?"

"Well, I worked in a shipping department once."

Wifey: "I wonder if I'll ever live to be a hundred."

Hubby: "Not if you remain 30 much longer, dear."

Don't be afraid of getting weak eyes from looking on the bright side of things.



Shipmate decking a Rubber Lifesaving????? suite during WW II, September 1942 (Renamed Rubber Drowning Suit)



H. L. Shrawder GM3/c, S.S. E. R. Kemp Sinclair Tanker, September 1942





*Navy veteran,  
here's your  
Memorial.  
All it needs  
is your name.*

THE  
LONE SAILOR  
© 1985 Stanley Bleifeld



United States Navy Memorial, Pennsylvania Avenue between 7th and 9th Street, NW, Washington, DC

## Enroll now in the U.S. Navy Memorial Log.

The new Navy Memorial in Washington is *your* Memorial. Enroll your name in America's living Memorial to all who serve or ever served in the Navy. Let future generations know that you played a role in preserving their legacy of freedom. Enroll before October 13, 1990 in the Navy Memorial Log and be recognized as one of the Memorial's Plank Owners.

The exterior, with the Lone Sailor statue looking out over a global projection of the world, is complete. Construction is underway on the Visitors Center. It will contain the Log Room where the names and service information of those enrolled in the Log will be continuously scrolled each day on a large computer screen. The names and dates can also be seen on individual consoles and be available as instant print-outs.

Enroll in the Log for a minimum contribution of \$25, fully tax deductible. Fill out and mail the enrollment coupon and

contribution today, or enroll with your VISA or MASTER-CARD by calling toll-free, day or night, (800) 424-2733, ext. 9012. Need more information? Call (703) 524-0830, Mon.-Fri., 9:00am-5:00pm Eastern time.

## It's *your* Memorial.

The United States Navy Memorial honors all men and women who serve in the United States Navy — past, present and future — the gallant Americans who went down to the sea or served ashore, the warriors and the watch standers, the people who waited in lines and the ones who formed them. From 1775 to the present and beyond, regular and reservist, wartime conscript and volunteer, retired and mustered out, fleet admiral to boot seaman — all are commemorated in this Memorial.

Authorized by Congress in 1980, with the stipulation that funding come solely from private contributions, the Memorial was dedicated in 1987. The adjacent Visitors Center is under construction.

### DEAN HAMMOND—U.S.N. ARMED GUARD UNSUNG HERO

Shipmate Charlie Lloyd:

I would like to tell you a story to be placed in the "POINTER". I would like one copy for myself and one for the Armed Guardsman's wife, to whom the story is about.

His name was DEAN E. HAMMOND from Tooele, Utah. Dean and I shipped out on two ships together. The last was the S.S. CHRISTOPHER GREENUP, a "LIBERTY" which was converted to a TROOP TRANSPORT. She was a "DOO"!! We loaded on 1100 Army Troops aboard at Pier One, Seattle, Wash. and took inside passage to "DUTCH HARBOR", laid over three days, taking on some supplies and fuel. We set out for ATTU. Between ATTU and KISKA, we were attacked by six Jap Aircraft. The Japs were evacuating KISKA and ATTU at the time.

Dean was on a 20 MM gun on the Forward-Starboard and I was on a 20 MM on the Portside. We had a 3"50 gun on the Bow. Dean downed 2 KATE torpedo bombers with his 20 MM and the 3"50 gun crew got one KATE and one ZERO. Our D. E. Escort got the last one. Upon arriving at ATTU, we unloaded half the troops and was then "TOMED" to KISKA and unloaded the rest of troops. We called Dean the "HERO" of saving the ship and her crew. We had only three wounded and I had to be one of them. We were "TOMED" to DUTCH HARBOR for temporary repairs. We made it back to a drydock in Seattle.

I was sent to the Seattle Naval Hospital for treatment and when discharged, I was given twenty days leave and went home to "Sacramento". I reported back to Treasure Island at San Francisco. I was assigned to the S.S. ZOE LLYNKS to

the South Pacific. After nine months, we came back to the States and I was given fifteen days leave and I again went home. I reported back to T.I. and shipped out on the S.S. SEA CAT till the end of World War II, and was given my discharge on November 24, 1945.

After the war, I tried for years to find "Dean Hammond", to find out where he went after we separated and what happened to him with no success. Early this year, my wife, Viola and I, attended the Mini-Reunion held at Bullhead City, Arizona. I talked to Ray Barba from Tucson, Arizona who was the Host. I asked him if any one was there from Utah and he said, "Yes, Maurice H. Murphy hails from TOOELE, UTAH." I found Maurice and his wife, Irene, in the "Hospitality Room". I talked with them for quite a while and they said that when they got home that they would check the phone book for Dean's name. It was in the book and he and Irene went to the Hammond's house. Mrs. Hammond was home but they were informed that Dean had passed away eleven years ago with a heart attack. He was fifty-four.

It saddens me very much as we were such good "buddies" during our service in the U.S.N. Armed Guard. And he saved our ship and our lives. This is why I'd like this story told in the "POINTER" for others of the Armed Guard who knew him as I did and others to read about and know what happened, so long ago. I would like to have this story be called, "DEAN HAMMOND—UNSUNG HERO—ANOTHER ARMED GUARD GUNNER WHO WENT TO SEE THE BIG DIPPER IN THE SKY".

Captain Don "Hooks" Sowles, 5869 Worman Way, Sacto, Ca. 95822 1-916-424-2131

\*\*\*\*\*  
Thanks Captain "HOOKS". I re-copied your letter and made a copy for all the men who served on the S.S. Christopher Greenup.  
cal



# U.S. NAVY ARMED GUARD WW II VETERANS

## 10th National Reunion - Baltimore, Maryland

### May 23 to May 28, 1991

"Ahoy Mates" and welcome aboard your ship, the *"S.S. John W. Brown."*

Host and Hostesses: Alex and Edith Lombardi, 14 Brookfield Road  
Upper Montclair, N.J. 07043 1-201-783-7578

Dear Shipmates, your Lovely Brides, and Guests:

Our 9th National Reunion was a huge success in Chicago thanks to the hard work of Bob and Pedgy Grossman and their dedicated committee. Now we are a few months away from our 10th National which our northeast crew hopes to make everyone's stay very pleasant.

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Our main hotel will be the gorgeous Hyatt Regency on the inner harbor —  
300 Light Street, Baltimore, Maryland 21202 1-800-233-1234 or 1-301-528-1234

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Room rates are \$89.00 per day single or double, from May 22 to May 29, 1991. Please, when making reservations mention you are "U.S. Navy Armed Guard" or you may be charged their regular room rates (\$185.00 or \$195.00 per day.)

We only have 400 rooms blocked at the Hyatt, so please make your room reservations as soon as possible, as everything is on a "first come basis."

Parking - current rate .....	\$7.00 per day (next door to Hyatt and rate is for Hyatt guests only.)
Airport shuttle - current rate .....	\$6.50 per person
Railroad shuttle - current rate .....	\$4.00 per person

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We are very sorry that we will not be able to take the S.S. John W. Brown out on a cruise due to very expensive dry dock repairs that have to be done. However, the ship will be at the inner harbor from Thursday morning May 23th to May 28th. Everyone will be able to go aboard at their leisure and enjoy her. To date, the Brown has all her guns (8 -20mm, 3 -3"50's, 1 -5"38), Armed Guard Mess Hall, quarters, and hopefully most of our "Armed Guard Museum" will be ready for you. If you have any memorable item to donate to your museum, please tag it with your name, address, etc., and bring it with you. To date, this is the only museum we have to show what our branch of the U.S. Navy contributed to WW I & II. Project Liberty Ship needs all the support we can give, financial or otherwise. As you know, the co-chairman of the project is Walter Magalis - **Armed Guard**. This shows what a great part we have with the S.S. John W. Brown.

As you notice, there are only two bus tours planned for outside the inner harbor. There are two reasons for this. One, we are trying to keep expenses down as much as possible. Second, there is very much to see and do at the inner harbor and downtown Baltimore. Almost everything is within walking distance of the hotel. We would like everyone to be able to have enough free time to relax and enjoy everyone and everything there is in beautiful Baltimore.

We will also have two hospitality rooms. One will be at the Hyatt Regency and the other on board the S.S. John W. Brown. The hours we have been open at our northeast reunions has been from the day we get there to the day we leave. Please do not drink and drive.

As we all know, we have reached the "Golden Years" of our lives and many of our buddies or spouses have been taken away from us. And also, physically, our bodies dictate to us what we can do and cannot do. So **please** let's try to **enjoy** each other, any reunions, get-togethers and every day that we can **now**.

We all look forward to being with you all and make your stay in Baltimore very memorable and pleasurable. Please try to stay in good health till we meet.

Sincerely yours,  
Alex & Edith Lombardi and Committee

P.S. — Our backup hotel will be the Sheraton Inner Harbor Hotel, 300 S. Charles Street, Baltimore, MD 21201  
\$89.00 per day (single or double)



**U.S. Navy Armed Guard WW II 10th National Reunion 1991**  
**Hyatt Regency Hotel, 300 Light Street, Baltimore, Maryland 21202**  
**1-800-233-1234 or 1-301-528-1234      May 23 to May 28, 1991**

**Registration:**    Friday, May 24    12:00 PM TO 5:00 PM  
                          Saturday, May 25    9:00 AM TO 5:00 PM  
                          Sunday, May 26    8:00 AM TO 9:30 AM then 11:30 AM to 5:00 PM  
                          Monday, May 27    9:00 AM TO 2:00 PM

**Our Itinerary for Reunion 1991 will be as Follows:**

Thursday	May 23	Morning watch or help bring the S.S. John Brown to inner harbor. Day on your own. Enjoy being with early arrivals, the Brown and the beautiful inner harbor.
Friday	May 24	Open
Saturday	May 25	Day on your own. Relax, enjoy what Baltimore has to offer — very much to see and do within walking distance of hotel.  6:00 PM to ??? "Party Time" aboard the S.S. John W. Brown. Buffet dinner, cocktails, good music, and a trip down memory lane.
Sunday	May 26	10:00 AM Memorial Service to honor our buddies who were not fortunate enough to be with us. Service aboard S.S. John W. Brown. 1:00 PM to 4:00 PM "Baltimore City Bus Tour." 7:00 PM Casual Dinner. Good chance to enjoy each other's company and to meet old buddies. Cash Bar.
Monday	May 27	9:00 AM to 11:00 AM Business Meeting. 1:00 PM to 4:00 PM Bus Tour "Beyond Inner Harbor." 6:00 PM to 7:00 PM Cocktail Hour . . . Cash Bar. 7:00 PM Dinner and Dance to a great band . . . Cash Bar.
Tuesday	May 28	8:00 AM to 11:00 AM Hyatt's Grand Breakfast Buffet.

**Registration Form:**

Saturday	May 25	Buffet Dinner Party, Open Bar on board the S.S. John W. Brown Cost per person \$18.00 .....	TOTAL \$ _____
Sunday	May 26	Baltimore City Bus Tour Cost per person \$16.00 .....	TOTAL \$ _____
Sunday	May 26	Casual Dinner Cost per person \$28.00 .....	TOTAL \$ _____
Monday	May 27	Beyond Inner Harbor Bus Tour Cost per person \$16.00 .....	TOTAL \$ _____
Monday	May 27	Dinner Dance Cost per person \$32.00 .....	TOTAL \$ _____
Tuesday	May 28	Breakfast Buffet Cost per person \$18.00 .....	TOTAL \$ _____

**Your check or M.O. No.** \_\_\_\_\_ **TOTAL AMOUNT ENCLOSED \$** \_\_\_\_\_

Last Name \_\_\_\_\_ First \_\_\_\_\_ M \_\_\_\_\_ Mate \_\_\_\_\_

Street \_\_\_\_\_ Box \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone: (    ) \_\_\_\_\_ Handicapped? ☐ Yes ☐ No Make check or M.O. to

USNAG 1991 Reunion and send to: Alex Lombardi, 14 Brookfield Rd., Upper Montclair, NJ 07043, 1-201-783-7578.

You may pick or choose any of the meals or tours above. Everything is on a "first come basis."

**"On to New Orleans in 1992"**





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 21202, 1-800-233-1234 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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