

JUNE 20, 1991

THE INTER

Holiday Inn Waterside - Norfolk, Virginia

U.S. Navy Armed Guard WWII Veterans

50th ANNIVERSARY

October 15, 1991



ARMED GUARD SCHOOL - 1944

Shelton (U.S. Route 60), Norfolk, VA (Adjoining Little Creek, VA)

THE POINTER

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THE PLANE SHOOTER

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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"

Dear Ol'Salts and the Ladies:

June 15, 1991

Our "MANY THANKS" goes out to Hosts Alex and Edith Lombardi, plus all those wonderful people who assisted them on putting together our 1991 Armed Guard WW II 10th National Veterans Reunion. The Memorial Service onboard the LIBERTY SHIP S.S. JOHN W. BROWN was worth the trip there. We made T.V. coverage for the Memorial Day Celebrations and many Armed Guard from the area saw it and came over and joined us.

Our "HATS OFF" to Walt Magalis 5010 Leeds Ave., Baltimore, Md. 21227 and to James Capley 402 Webster St., Bel Air, Md. 21410 and to all the other crew of the Armed Guard, Merchant Marine and Civilian Volunteers for getting the the S.S. JOHN W. BROWN in SHIPSHAPE after she came out of drydock. I, for one of many, was proud to see the work put towards the Museum. Just to see the 3"50 shell casing that Brother Whitson had brought home when he returned from a trip on the S.S. JOSEPH P. BRADLEY. The round had been fired at an enemy sub off of Madagascar.

The willpower of Andy Knapp attending the reunion was also rewarding. He did not let his health problem keep him away from all the friends he and Madelen had made over the years. "Andy, it was great you had the determination to be with us. You and Madelen have put in many hours of your time with the raffle tickets which helped Alex with costs."

Alex and I did all we could to get the S.S. JOHN W. BROWN anchored at "LIGHT STREET", near the Hotel. She was anchored about 5 blocks away and it was sort of tough on us "OL'SALTS". We were told that a foreign ship would be anchored there but she never showed. How many of you would like to be on the "BROWN" when she sails from Baltimore to Norfolk? Let me know so I can send information as soon as received as to how many, etc. WE'LL HAVE TO ROUGH IT ON FIRST COME BASICS. We need to know who can take the return trip back to Baltimore, too!!

It was great! Many shipmates were re-united and when you get 6 from the same ship together as William Snee did from the Langdon Cheves, it is quite a feat in itself. One of their shipmates, John O'Malley 21 Kittredge Place, Clinton, Ma. 01510 had just heard of the reunion the day before and flew down. He did not know they were there. They sure had a lot in common to talk over and they did. That is what it's all about and I regret that all of you were not there. Approx. 450 Armed Guard plus the ladies attended from 8000 on the roster.

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

Alex Lombardi presented me a plaque from all of you and THANKS, Y'ALL. Someday, it will hang in the Museum along side of the pictures, Purple Hearts, cigarette lighters with the insignia of the Eagle, Al Mohler's Russian medal given him when injured on the S.S. Campfire and other paraphernalia. Alcester "Chet" Colella, 149 Eldorado Pl. St. Peters, Mo. 63376 314-279-1663 and Henry T. Berryhill 605 Cairnridge Rd, Vicksburg, Ms. 39180 who were survivors of the S.S. BLACK POINT sinking were together for the first time since that terrible tragedy and Chet presented L.D. and I with 3 paintings by his brother, Paul, of our Brother Whitson and one was turned over to Gerald Greaves to take with him to be placed in the Lighthouse at Point Judith, R.I. where the Plaque was dedicated last year. Thanks Paul for a beautiful portrait. Words can not tell you of our feelings. It wouldn't be fair to leave out Calvin Baumgartner (MM) 7 Field St, Fairfield, Pa. also a survivor also of the BLACK POINT who came to be with them. It was emotional for all.

Our World War I Armed Guard, Joseph Lafferty, 374 San Jose Ave., San Francisco 94110 415-282-6188 was with us again and he gets younger. Joseph will be 94 years young comes December 5, 1991. Joseph was proud of the birthday cards many of us sent last year. When I am 94, I would like to get one from all of you too!! He sailed on the USS PENNSYLVANIA 6/16/16-5/12/17, USS NEW ORLEANS 6/17-9/17, S.S. Garnet 9/17-11/17 and the S.S. PAULSBORO 12/15/17-5/24/1918. I have 5 on a PAULSBORO in WW II.

It would not be justice to let the "50TH YEAR" of the ARMED GUARD go by with the crew not being given the chance to be where it all started officially on October 15, 1941. The place was LITTLE CREEK SECTION BASE at Little Creek, Va. which was out in the "BOONDOCKS" at the time. Only one building was standing and a tool shed, so I am told. Plans have been in the making for 3 years and I could not let it be known as it may have kept some from attending the National Reunion and Alex Lombardi and Crew had worked too hard to have his Reunion "SHOT OUT OF THE SADDLE". We owed him the courtesy and respect.

Enclosed is Hosts Robert and Margaret Burrill's itinerary and I hope it is self-explanatory. The Hotel will handle all the room and meal monies plus the tour costs to Little Creek and the Naval Base, better known to many as "NOB". I am sure many of you will want to see sites at Colonial Williamsburg while you are there or the other places that may interest you. We will visit "Camp Shelton" Site where many of us took our gun training. The training facility was moved there in the fall of 1943 and the Amphibs took over Little Creek. Norfolk now extends to Duck, N.C. or is it, Duck extends to Norfolk? It's all City now.

"SAILORS AND DOGS-KEEP OFF THE GRASS" were the signs in the yards in Norfolk during WW II. They had been changed to read: "WW II SAILORS AND THEIR DOGS ARE ALLOWED ON THE GRASS IF HE'S A WW II DOG, TOO!!" Norfolk welcomes us back as they immediately gave us docking privilege for the S.S. JOHN W. BROWN when we asked. We had a grand time there during our 1985 National Reunion held there. Margie Phillips, our Tour Guide then, will be with us again and she knows the ropes, what to do and how to do it. She and Robert Burrill will work together to make our stay an enjoyable one. We had 1901 listed at our '85 National and held there and we now have 8000 and the same 350 rooms. We hope those of you who plan to go will make reservations early so other rooms can be located. If things doesn't go 100 per cent to your desires, please be patient and if any of you can do better, we are always looking for "volunteers".

Winners of the Baltimore drawings were Clifford Holsapple, of N.Chatham, N.Y.; William Rairden, Indianapolis, In.; Frank Jablonski, Roseville, Mo. and Louis Kegel, Buffalo Grove, Il. Thanks Andy and Madelen for a job well done. Robert Burrill will be contacting everyone in the near future for the 50th Anniversary. I can assure you it helps take the burden off the Hosts! The "leftovers" from the Chicago raffle got me out of debt and paid most of a "POINTER MAILOUT".

In the next Pointer, the 1992 New Orleans itinerary will be included. I hope to have larger print in the future but if you see one of those 8X11 inch magnifying glasses at a "4 dollar store", buy it to be on the safe side! If you have read this far, you know that "YOU ARE WHAT KEEPS THIS SHIP AFLAAT". Many of you have not contributed anything and maybe you are not able. That is where many of you who has given graciously has filled

the void. I can assure you that IRS Returns were filed May 15, 1991 on time and an accurate record of all monies received and receipts are in order. * NO * salaries were paid to anyone and none were expected. The donations will pay for this "POINTER".

I wish each of you could read the wonderful letters from people "outside" the Armed Guard who are interested. Robert Marcotte, a Coast Guardsman, will be arranging OUR-ARMED-GUARD-POSTAGE-STAMP for the 50TH ANNIVERSARY. I will inform you more in the next POINTER. I ask you to stop somewhere along wherever you are this 4th of July and think of where you were on July 4th, 1942. Some of you were in Convoys from England to Murmansk and on the 5th, some of you came under attack from the air and sea. Some were captured and remained prisoner of war throughout the war and it has ruined many of you for life, and you did not get \$20,000. You were doing your job and was caught in a web. Hold your head high for: "WE ARE ALL IN THIS WORLD TOGETHER AND PROUD OF IT! FLY YOUR FLAG AND SALUTE IT AND HAVE A NICE 4TH OF JULY!! *BE PROUD TO BE AN AMERICAN*" CAL

REUNIONS

U.S.NAVY ARMED GUARD WW II "50TH ANNIVERSARY" will be held at the HOLIDAY INN-WATERSIDE Norfolk, Va. OCT. 13-16, 1991. A Dedication Ceremony will take place at the 2001 Building Site on the Little Creek, Va. Amphib Base at 11:00 A.M. with Military Honors. See the "POINTER NOTICE." Contact me or Robert Burrill for info. Robert is the Host and will handle tour money and the Hotel will handle Rooms, Meals and Base Tour. We will have backup Hotels nearby.

Norfolk, Va.-Robert and Margaret Burrill 5350 Brockie St., Virginia Beach, Va. 23464 still gets the Crew together at Morrison's in Virginia Beach the 4th Saturday of each month. Their attendance is now beginning to grow so if you're on vacation in the area, y'all are welcomed to join in.

Richmond, Va.-Clarence and Helen Durham 4813 Lowells Rd, Richmond, Va. 23224 are hosts for the crew at Morrison's Cafe at 1 P.M. on the second Saturday of each month.

The NORTHWEST PASSAGE Mini will be held at the Towne Plaza Hotel, N. 7th St. and Yakima Ave., Yakima, Washington 98901 Tel-1-800-572-9181 on Sept. 5-7, 1991 according to Billie and Dick Kohse, 2304 Lister Rd. Olympia, Wa. 98506 and Hosts will be Melford and Laura Vangstad 313 2nd Ave. Box 1326, Zillah, Wash. 98593 1-509-829-5576 and Co-Hosts Martha and Roberts, 9 South 55th Ave., Yakima, Wash. 98908 1-509-837-6637. They had 145 plus 3 guests at their last "GIT-TO-GETHER". Madelyn Rigg, our 1989 Seattle, Wa. National Reunion Host attended as did Carl and Thelma Winder, Hosts of the 1986 National Reunion held in San Francisco, California.

Carl and Thelma Winder will host a Brunch on 8/11/91 at the Holiday Inn in Visalia. He will also be in charge of a Memorial Service at Port Chicago Site on July 14, 1991 in Memory of those who were killed in the explosion of the S.S. GUINULT VICTORY and the S.S. E.A. BRYAN. He also informed me that the WEST COAST U.S.N. ARMED GUARD "WILL NOT!" sail the S.S. JEREMIAH O'BRIEN in OCTOBER as planned. Not enough interest by "CUTOFF DATE" to rent the ship. Now!! Y'ALL can take part in the 50TH ANNIVERSARY to be held at Norfolk, Va. on Oct. 13-16, 1991. COME OVER FOR GRITS!!

Walter Meyer of Nashville, Tn. "WILL NOT" hold a "MINI" in '91.

Ed Langlois, Shipyard Society, P.O.Box 161, Portland, Maine. 04112 207-773-7670 will hold a reunion at Verrillo's Restaurant Sept. 21.

Tony Spinazzola 96 Lane Rd. Raymond, N.H. 03077 603-895-3333 would like to get a group in his area to meet.

"FOUR STACKERS APD Veterans" are to contact Jack Pennock, 4001 Constellation Rd., Lompoc, Ca. 93436 805-733-3412 for reunion info.

American Merchant Marine Library Assoc., 1 World Trade Center-Suite 1365, New York, N.Y. 10048 (212) 775-1038 celebrates their "70th" Anniversary this year. Ernest H. Pigott, Executive Dir., informs me that they are in immediate need of books in excellent condition to replenish their supply of paperbacks, hardcover books and magazines to be recycled throughout their ships. Mail them 4th class directly to them. They collected 127,730 books last year. Over 3200 Merchantmen volunteered during Desert Storm to go back to sea. Most were over 65.

Colorado Crew and area are to contact M.H. Graham 25 Niblick Lane, Columbine Valley, Co. 80123 303-798-0086 for luncheon meeting.

Indiana-Ohio-Michigan Tri-State Reunion will be held 9/ 20-22/91 at the Rasada Inn-Downtown, Indianapolis, In. with Pete and Mary Dela Cruz, 5503 McFarland Rd., Indianapolis, Ind. 46227 317-783-6567 as Hosts, along with the Indiana crew pitching in.

Michigan's 8th Annual Mini hosted by Ray Didur, P.O. Box 282, Cement City, Mi. 49233-0282 517-592-6941 will be held at the Day's Inn, 901 Rosehill Dr., Jackson, Mi. 49201 517-787-1111 on 8/9-11/91 for the LOWER MICHIGAN CREW and he will host a UPPER MICHIGAN Reunion on Aug. 31, 1991 in Iron River, Mi.

Kansas Mini-Reunion will be held Oct. 26, 1991 with Don Gleason, 227 N.Knox, Topeka, Ks. 66606 913-234-6087 as Host.

Illinois-Misc."Regional Reunion" will be held the RAMADA INN, DOWNTOWN-MILWAUKEE, 633 W. Mich. St., Milwaukee, Wi. 53203 with CO-HOSTS: Virgil and Isabel Meeks 6119 W.Park Hill Av. Milwaukee,Wi 53213

414-258-0305
Robert and Dorothy Lizon 5 Cambridge Rd., Madison, Wi. 53704
608-241-0947
Robert and Adris Robinson 305 Spring St. Waukeesha,Wi 53186
414-542-6269

Robert "Bob" Grossman, "IL-Misc" Chairman, informs me that they will present a Plaque to be placed at the Veteran Memorial in Honor to Carl Zeidler, who was Mayor of Milwaukee and volunteered for duty and was the Armed Guard Officer onboard the the S.S.La Salle which was struck by a torpedo Nov.7, 1942. It will be to the Armed Guard and Merchant Seamen Crew who were also killed. Gerald Cheffer 700 Fairfield Ave., Lombard, IL 60148 keeps me informed on the crew and tells me that those interested are to contact Virgil Meeks. Y'all have your "BITTY BAG" packed and come to Norfolk, Va. for the 50th Dedication Ceremony. You may want to get your crew together and come to Norfolk on the 15 and ride the BROWN back to Baltimore when she goes.

AMERICAN MERCHANT MARINE MUSEUM FOUNDATION are planning their ANNUAL Reunion at the USMM Academy, Kings Point, N.Y. 11024 (516) 773-5515 on Saturday November 9, 1991. Frank Braynard, Curator, invites all A.G.s.

DESTROYER ESCORT SAILOR ASSOCIATION will hold their NATIONAL CONVENTION 8/25-29/91 in Las Vegas, Nv. Contact "DESA" P.O.Box 680085, Orlando, Fl. 32868-0085 Tel: 1-407-877-7671. FAX 1-407-877-8641

IWO Jima Veterans should contact J.R. Westbrook, Rt.10, Box 382, Vicksburg, Ms. 39180 for information on their 47th Reunion to be held in '92.

VETERAN WIRELESS OPERATORS ASSN. 46 Murdock St., Fords, N.J. should contact Edward F. Pleuler, Secretary for more info on Reunions.

SMALL CRAFTS SAILORS ASSN. CREW should contact PCSA NEWS, Mark Matyas, Editor 11610 Paso Robles Ave., Granada Hills, Ca.91344 (818) 363-2917.

Pittsburgh, Pa. Crew meets at the Greentree Marriot Hotel the 3rd Sat. of the month for a luncheon at NOON. Contact Hilary Makowski 202 Wedgewood Crt., Carnegie, Pa. 15106 412-429-8510. See their writeup on their Regional Reunion in this issue of the POINTER. I hope to be there.

Rudy Kozak of Newport Richey notified me that they would not hold any meetings there until the fall when the "YANKEES" go South!!

Anyone knowing of any US COAST and GEODETIC SURVEY CIVILIANS who served on the following USCG vessels: DERICKSON; EXPLORER; GILBERT; HILGARD;

E. LESTER JONES; LYDONIA; PATTON; SURVEYOR; MAINWRIGHT or the WESTDAHL from Dec.7,1941-May 8,1945 in the Atlantic and Gulf of Mexico, and from 12/7/41-8/14/45 in the Pacific and Alaskan Waters should contact C.E. Pedersen, 8049 Jones Ave. NW, Seattle, Washington 98117 as they were determined "ACTIVE DUTY" 4/8/91 and are eligible for Veterans Benefits under Public Law 95-202.

Each year the host puts together a YEAR BOOK with pictures of those who have their pictures taken at the Reunions and of any of you who care to have you and your ladies picture in the book if you could not attend. Those not attending should send a wallet size picture plus \$12.72 per copy desired. They are keepsakes and you can refer to the all year. It will contain many photos of the reunion and on the Brown. For the 1st 50 books sold, the Armed Guard makes no profit. For the next 50, they receive \$2.00 each copy. We make \$4.00 each on all sold over 100. The profit goes to support the ARMED GUARD expenses. (SEE FORM)

I have not been able to get an answer from Mr. Parshenko in the Russian Embassy in Washington, D.C. Those who did hear from them was asked to send a DQ-214 which is Merchant Marine Form. Some have written back to them explaining this and we'll see what their report is. I understand that 15,000 British Sailors who ran escort duty have applied. SO SULLY!

If you have requested labels, caps, books, etc. and have not received them, please advise me or I'll never know. Those of you who are earnest in getting your crew in your area together, let me know and I will see what I can do to help.

ARMED GUARD TV DOCUMENTARIES

"WAR ON OUR SHORES" by the Connecticut Public Broadcasting System which is of the "SINKING OF THE S.S. BLACK POINT" showing Captain Prior and other important pictures and film of the time. It shows pictures of the sinking of the U-853 that took place on May 5,1945. Check with your Public Broadcasting Station in your area. It was shown in the Raleigh, N.C. area May 25, 1991. They may show again.

"MYSTERY of PORT CHICAGO" by ABC's KGO TV, San Francisco, Ca. This portrays the tragedy when, on July 17, 1944, 2 ships, the S.S. A.E. BRYAN and the S.S. GUINULT VICTORY were being loaded with ammunition at Port Chicago, California and the two ships exploded, killing 320 Military and Civilian and injuring 390 more. It should be shown on Nationwide hookup sometimes. Check with your local ABC TV Network for showing dates. Thirty Armed Guard were killed on the two ships and 67 Merchant Seamen. What started out to be an HONOR DOCUMENTARY to all who were killed and injured or suffered personal losses, has turned out to be, more or less, a film on "MUTINY of the Black Sailors" who refused to load ships after the tragedy. The Memorial placed at the site of the explosion took second billing to our intent and purpose. This, is indeed, regrettable.

It was voted on and passed that our 1993 reunion would be held in Las Vegas,Nevada with Chet and Wanda Colella as Hosts. Hotels sites have to be booked 2-3 years prior so if you care to host one in '94, '95, '96, '97, '98, '99' just let me know. Washington, D.C. site for '94, with Hosts have volunteered but we have to vote on it or others in New Orleans. I will volunteer to host the one in the year "2000" if agreeable to the ones at the 1998 Reunion! Please remind me for I'll be forgot it by then!!!

For those who are interested in attending future Muransk visits, please let me know again and I will try to send to you information as I get it. Do we have an ARMED GUARD who would like to CHAIR THIS COMMITTEE? If not, I have a Merchant Seaman who has volunteered. I checked with American Airlines and found the going rates from Raleigh-Durham, N.C. roundtrip to Muransk, Russia today was \$1438.00 which could be more or less when you receive this. This is not to say they are cheaper, better or recommended. It is only to let you be aware of what to expect. Whether it could be arranged for 1 number of days layover in London or how many days in Russia is not known. If there are as as 10 or more who would like to go together, it could be arranged to go and stay together. cal

I guess I am due to report on one more thing that happened to me while at the Reunion. R.C. Bowman Rt.1 Box 303, Doswell, Va. 23047 804-227-3287 handed me a photo and asked if I recognized the ship. I told him it was the USAT J.W. McANDREWS and he handed me another photo of the McANDREWS with the bow ripped apart after it had been rammed by the French Aircraft Carrier BERNE off the Azores. He told me that 113 paratroopers were killed and 13 more were rescued by a D.E. later. I had worked with an Army personnel who was on the McANDREWS at the time and he told me that he would awake at night hearing the cry of those men as they passed by. I have placed that photo in this edition of the POINTER in Memory of those men who lost their lives that night and to Pallie Mies who joined them a few months later after telling me of the ordeal.

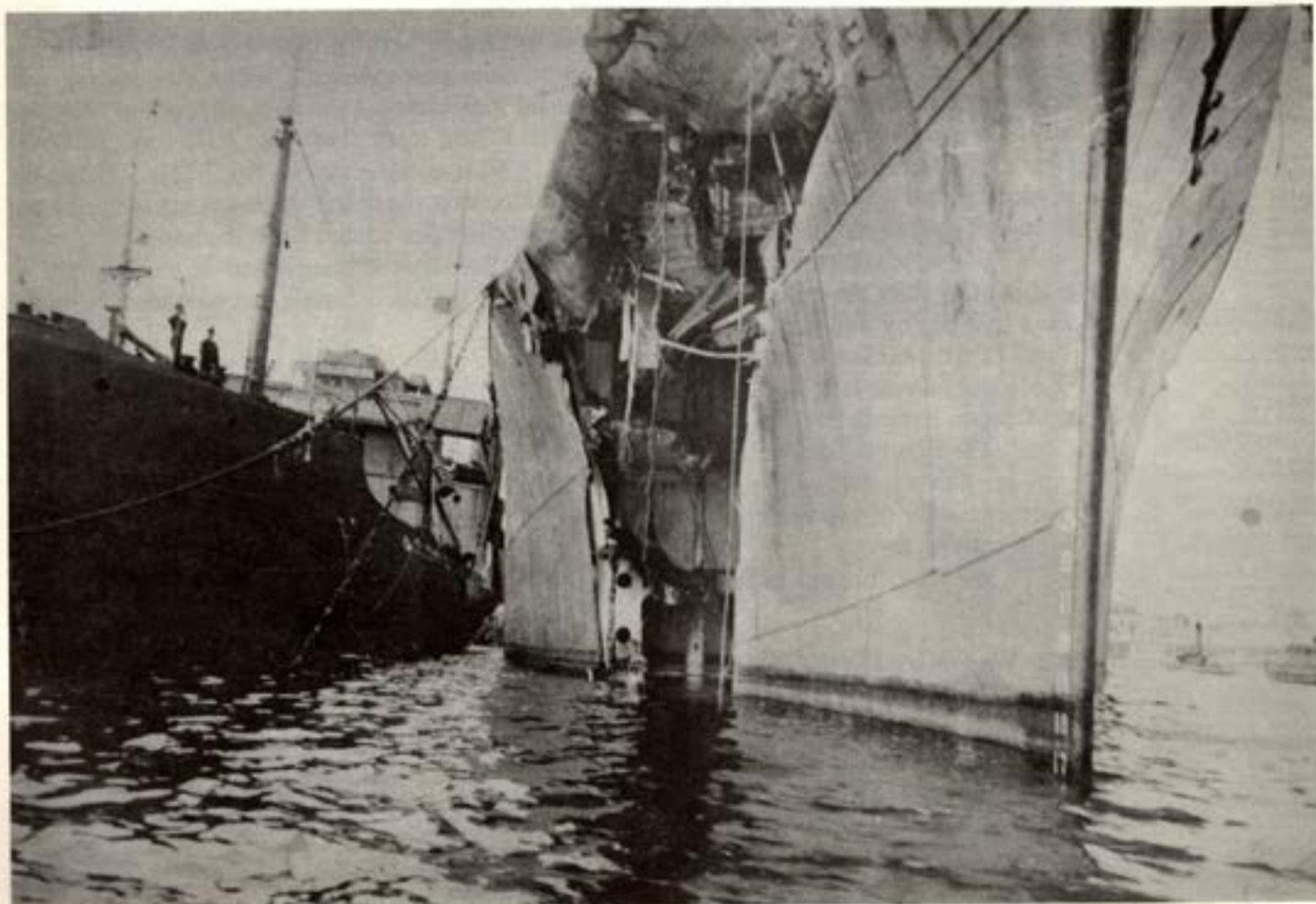


USAT J. W. McANDREWS at sea - 1944.
Photo Courtesy: Robert Bowman

L.D. and I both went aboard her in Little Brooklyn Drydock in Baltimore Maryland and they replaced the bow. The ship finally sailed to Newport News, Va. for provisions for troops in Naples, Italy destined for the Japanese mainland. They dropped the BOMBS and we brought the troops to Newport News. Now, talking about food, Bar-B-Que chicken, steaks, pork chops, freshly pulled watermelons, cooled to perfection, cantaloupes, bananas, boxes of FFV cookies and all the trimmings. The Army, who had spent the last 2 years of their lives in a foxhole, had hard scrambled powdered eggs and hashed browns for late breakfast and BAKED TO DEATH BEANS for their supper. (We call it dinner now) Oh! Yes!! The Army also served S.O.S every other breakfast. Memories that I had to tell.

As I was talking to Bowman, Rufus Foutz 5818 State Rd. Rt. 113, Berlin Heights, Oh. 44814 came up and wanted to shake my hand and as we talked, Bowman noticed the name and said-" You're from Ohio- I used to know a Rufus Foutz from a town next to me and we used to play football against each other. Foutz's face lit up and I left them on the 50 yard line. It is a small world sometimes. Ol' Rivals! Both served in the Armed Guard. This is what makes our reunions great!! BE AT THE NEXT ONE!! cal

USAT J. W. McANDREWS in an Azores Harbor with its bow ripped open after being rammed by the French Carrier BERNE.
Photo courtesy: Robert Bowman.





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UPDATE!

TO ALL HOLDERS OF CERTIFICATES FOR THE LONG-AWAITED MATRON VOYAGE OF THE S.S. JOHN W. BROWN

They say patience is a great virtue and you who hold Matron Voyage Certificates have certainly been exhibiting it in recent months! We haven't exactly kept you updated on a daily basis, but here is the latest news:

As you may know, it was necessary to abort our drydocking in August, 1990 due to the Persian Gulf crisis. The need to reactivate the ships of the Ready Reserve Fleet for use in the Gulf mandated that Bethlehem Steel's Sparrows Point Yard use all of its facilities in this effort. This meant that the JOHN W. BROWN repairs had to give way to more important considerations. The BROWN had to leave the shipyard and was returned to its berth at Pier One, Clinton Street. Since the return, much time, money and labor (a significant amount of labor by our many volunteers) has been spent on cleaning the double bottom fuel oil tanks. This is a critical task because no work that involves welding or burning in or around these tanks can be performed until the tanks are certified to be clean and gas free. While the cleaning was underway, we searched for a shipyard that would give us enough time on drydock to complete all the required underwater repairs. To make a long story short, the JOHN W. BROWN reentered Sparrows Point Shipyard on April 2, 1991 and undocked on April 18th. During the drydock period we concentrated on welding and renewing rivets and the rewelding of shell plate seams. The new rudder was fitted and other miscellaneous repairs were accomplished.

We now believe that everything necessary has been accomplished in the shipyard to enable us to make the cruise. Our engine room work is 90% complete and we should be ready for a trial trip by mid-summer.

This means that the Matron Voyage can take place sometime around Labor Day (this year!) Only a year late, but better late than never! Once the actual date is set, you will receive notification immediately - at least 45 days in advance of the date selected.

The first trip, on Saturday, was sold out long ago. If 200 people sign up for the second trip, on Sunday, we will hold that cruise as well. To date, about 50 people have made reservations for this second trip. We are sure that these voyages of the BROWN will have been worth waiting for.

We look forward to seeing all our friends while we are "Cruising Down Chesapeake Bay."

P.S. We owe over \$400,000. Donations really help.

Devish '91 Murmansk/Archangel Convoys,
Russia - Sept. 2nd, 1991. Contact C.A. Lloyd
now for latest update if interested in attending.

Sincerely,

Captain Brian Hope
Chairman, Project Liberty Ship

USS UNDERWOOD (FFG-36)
F.P.O. Miami, FL 34093-1491
February 15, 1981

April 4, 1991

Charles A. Lloyd, Chairman & Secretary
USN Armed Guard WWII Veterans
5712 Partridge Lane
Raleigh, N.C. 27609

Dear C.A. and Hilda:

As I read the Pointer from cover to cover each time one is received I appreciate more and more the work you do and have done to make this activity a wonderful keepsake for us who for one reason or another cannot seem to get our health in order to again look forward to attending the annual reunion.

Again this year we had already had our reservations confirmed at the Hyatt in Baltimore and once again had to cancel out our trip east.

It seems as you have said in the Pointer and Alex too has pointed out in his letter that us older Guards have health problems that just won't stop and we must face reality. This is what Mary Virginia and I have decided again this year that both of us would just not be well enough to enjoy this most wonderful get together as we would have liked to have done.

We are celebrating our 50th Wedding Anniversary on the 8th of June and our boys have planned several activities for us including a reception on June 8 and with all of this going on we are not good enough to do it all.

We would have liked to have said that we sailed the Jeremiah O'Brien and the John Brown but just maybe the health picture may improve later on and that we can make the trip over to Baltimore some day in the future.

We do know that you all will have a most wonderful time and we will be thinking about you. Bill Herman and Winnie from Miamisburg are coming and his friend from New Jersey and we would have liked to have been a part of it but it just is not in the cards.

Gail Pink and I have had some fine get togethers as she is assisting down at our Senior Citizens Center now and we do miss seeing you but she keeps us posted as much as possible.

Enclosing our check to help out wherever you need it. Best wishes to all our Guard friends --

Sincerely,

Carl & Mary V. Shade
Carl W. Shade
407 Early Dr. E.
Miamisburg, OH 45342
PHONE 513/866-4482 - HOME



U.S. NAVY ARMED GUARD
"WE AIM TO BELIEVE."

Dear Mr. Charles A. Lloyd.

I am writing this letter in memory of my father, SN 1/C Eugene Patrick Gorman, a former Armed Guard Veteran. Dad passed away January 28, 1980. He died at home in Inverness Florida, with all his family around him.

My Mother submitted my name and address as an address change for receiving 'The Pointer'. I guess I held off writing to you long enough. Every time I would start to write, I found myself lost for words, and turned the computer off. I have just finished reading the February 1981 issue, and felt inspired to write.

In 1988, while stationed at the Jacksonville Naval Air Station, Jacksonville, FL, I was reading a Navy magazine called 'Surface Warfare'. I found your advertisement regarding the desire to find lost Armed Guard shipmates. I took the magazine home to Dad in Inverness Florida. He immediately responded and mailed in his information. He continued with donations, and participated in the first run of the Armed Guard Veterans yearbook.

Every time I had a chance to go and visit dad, he would read some articles from the latest pointer and we'd look at the pictures together. Dad had progressive emphysema since 1974, and this seemed to be his greatest joy and our favorite conversation. He proudly displayed the U.S. Navy Armed Guard Veterans bumper sticker, along with my own ship's bumper sticker on his Mazda pick-up truck.

I don't know if it would be proper or allowed, but I would like to continue receiving The Pointer. If its not, you may still count on me for donations to support the organization in memory of my Dad.

God richly bless you for the joys you have given my father, and other proud U.S. Navy Armed Guard Veterans like him. If I may help the organization in any way, please let me know.

Kerry is now an
honorary member.

CAV

Sincerely Yours,
Kerry S. Gorman
Kerry S. Gorman
OCS(SW) USN

Unknown WWII vets reunite

By MARK KASINGER
Bulletin Staff Writer

The reunion of the "Unknown World War II Veterans" of the U.S. Navy Armed Guard has come to Brownwood, having started Wednesday and continuing through Saturday.

With it comes a rich firsthand history from the men who saw the war take unfold in the waters around them.

During the war, the Navy Armed Guard consisted of 144,000 men who were assigned to gunnery and communication duties aboard 6,236 merchant ships. Of that number, 710 of the ships were sunk and over 1,800 of the men were killed.

With modern computer driven technology in defense systems, Americans today saw an entirely different kind of war unfold in the Persian Gulf from what the Navy Armed Guardsmen saw. This year in the Middle East, the primary fighting tactic was from the air. "Smart bombs" were dropped on military targets in Iraq, rendering Saddam Hussein punchless.

During World War II, ships played virtually the same role that the jets play today, only the ships did not enjoy quite as much success. In his book "A Careless Word... A Needless Sinking," Captain Arthur R. Moore documents how 757 ships were destroyed through the course of the war, and over 6,000 seamen lost their lives — seamen of the Merchant Marines, Naval Armed Guard and regular Naval personnel.

Some records indicate that per ship, the Naval Armed Guard saw more sea duty per enlistment, more miles at sea, more action and participated in every theatre of war that was fought. Some documented reports show that Armed Guardsmen served in every invasion and in every body of water affected by the war, from the cold of the North Sea to the heat of the equator.

James Wells of Goldthwaite is one of the many veterans expected to attend the reunion. He served aboard the U.S.S. George E. Badger, which was sunk during the Normandy invasion. Wells and some of the other survivors of the attack, (there were very few), are planning a reunion of Normandy Invasion survivors for August.



Bulletin Photo by Mark Kasinger

Navy Armed Guardsmen reunited

Several states are represented at a reunion in Brownwood this weekend of Navy Armed Guard servicemen. From left are Jerry Frankseri, Kansas City, Mo.; Wilson Legget, Houston; R.E. Hicks, Orange; Elmer Vincent, Covington, La.; and Herschell Murray, Locker.

Wilson Legget, 70, and 12 more of his mates actually considered shooting themselves when they wound up stranded on a lifeboat for 13 days in the icy waters of the Atlantic. Their ship, the S.S. Charles C. Pinkney, was sunk by a German submarine. "The 13 of us were the only survivors from the ship," Legget said. "Our gun crew was credited with sinking the German sub that hit us first, but there was a second one that finished us off."

The second sub waited until all of the survivors were clear of the wreckage before sinking it with cannon fire. Legget said that he is sure the gun crew from the Charles Pinkney sank the first German sub as it otherwise would have fired upon the lifeboats. The time of the sinking, a memory Legget will never forget, was at 13 minutes before 8 p.m. on Jan. 27, 1943.

"On about the ninth or tenth night of floating, we had to ride out a storm, with waves 40 to 50 feet high at times," Legget said. He and the other survivors on the lifeboat talked about passing a .45 calibre pistol around. They found out later that the gun did not work anyway.

After drifting over the 13 day period, Legget and his friends were picked up by a neutral Swiss ship. Later they found out that the lifeboat they were in would not have sunk as

it contained special air tanks under the seats which allowed it to stay afloat. "I just thank the man upstairs that it all turned out like it did".

Legget, who now owns a machine shop in Houston, said that since the war he has seen only one of the men that were in the lifeboat with him, and that man died about two years ago. Legget went on to serve aboard the USS Wasp, an aircraft carrier which took him unharmed through another 27 battle engagements in the Pacific.

Several dozen veterans of the Armed Guard have come to the Brownwood reunion, reminiscing about the days of the war. This marks the ninth year that the group has gathered; however, a larger national reunion takes place each year in Maine.

THE COST OF CONVOY PQ. 17

<i>Alcoa Ranger</i>	5,116 tons	1919	US	Sunk	
<i>Aldersdale</i> (oiler)	8,402	1937	UK	Sunk	
<i>Azerbaijan</i> (tanker)	6,114	1932	USSR		
<i>Bellingham</i>	5,345	1920	US		
<i>Benjamin Harrison</i>	7,191	1942	US		
<i>Bolton Castle</i>	5,203	1939	UK	Sunk	
<i>Carlton</i>	5,127	1920	US	Sunk	4 killed
<i>Christopher Newport</i>	7,197	1942	US	Sunk	3 killed
<i>Daniel Morgan</i>	7,177	1942	US	Sunk	3 killed
<i>Donbass</i>	7,925	1931	USSR		
<i>Earlston</i>	7,494	1941	UK	Sunk	
<i>El Capitan</i>	5,255	1917	Pan.		
<i>Empire Byron</i>	6,645	1941	UK	Sunk	18 killed
<i>Empire Tide</i> (CAM ship)	6,978	1941	UK		
<i>Fairfield City</i>	5,686	1921	US	Sunk	6 killed
<i>Hartlebury</i>	5,082	1937	UK	Sunk	37 killed
<i>Honou</i>	6,977	1919	US	Sunk	19 killed
<i>Hoosier</i>	5,060	1920	US	Sunk	
<i>Ironclad</i>	5,685	1919	US		
<i>John Witherspoon</i>	7,180	1942	US	Sunk	1 killed
<i>Navarino</i>	4,841	1937	UK	Sunk	1 killed
<i>Ocean Freedom</i>	7,173	1942	UK		
<i>Olopana</i>	6,069	1920	US	Sunk	6 killed
<i>Pan Atlantic</i>	5,411	1919	US	Sunk	26 killed
<i>Pankraft</i>	5,644	1919	US	Sunk	2 killed
<i>Paulus Potter</i>	7,169	1942	Dutch	Sunk	
<i>Peter Kerr</i>	6,476	1920	US	Sunk	
<i>Rathlin</i> (rescue ship)	1,600	1936	UK		
<i>River Afton</i> (Commandore)	5,423	1937	UK	Sunk	23 killed
<i>Samuel Chase</i>	7,191	1942	US		
<i>Silver Sword</i>	4,937	1919	US		
<i>Troubadour</i>	5,808	1920	Norw.		
<i>Washington</i>	5,564	1919	US	Sunk	
<i>William Hooper</i>	7,177	1942	US	Sunk	3 killed
<i>Winston-Salem</i>	6,223	1920	US		
<i>Zaafaran</i> (rescue ship)	1,559	1921	UK	Sunk	1 killed
<i>Zamalek</i> (rescue ship)	1,567	1921	UK		



PORT RICHEY, FL.
6AM. 78°
APRIL 13th 1991

Dear Charles:

I've been meaning to write to you since I received your package with all the good information. Through you and Frank Wade I have been able to contact one of my most memorable shipmates. Mr. Richard Bertrand, Enfield Ct. I think we both cried a little when we talked. In fact the night I called him he was celebrating his 65th birthday. What a wonderful experience. We now exchange letters and pictures. It's like being born all over again.

I have many mementos of my time as an Armed Guard including a 3"50 cal shell casing we fired at German on April 11-12th 1944 in the Med. Boy oh boy the stuff I carried home. I have a hard time protecting it. You know how those women are, "What are you going to do with all this junk?" Now after she

sees how many of us there is she's changed her mind. In my garage I have my own space for my collection. If you have a VCR I'll make a video of it.

I think I may be among the very few still alive that was a PAL at the AGC in Brooklyn. (That's Bremer at large) I went on one of those long weekend passes but I didn't read the fine print about reporting for Muster every morning. Does anyone remember what that sign said? I have a load of stories to tell of all of the funny things that happened to me. If you think you like it I can do a video tape about them. It's much easier to talk than write.

Enclosed find an article I cut out of a magazine many years ago. You may already have a copy. Also some

pictures from my photo album (boy do I love em) You can keep em. I am

waiting now for my copies of the reports and logs from the National Archives. Took 101.50 out of my beer money but my wife (Diane) say it's o.k. I need these reports to back up all the War stories I've been telling for 47 years. I am gonna make a lotta people eat crow. (or seagull) Some of em said "Go on, how could you have been in all those places?" We Armed Guards were always on the move. I always said the war was hell (and lonely) but it was (I travel) worth a million bucks to me.

Charles! One of the pictures shows the correct spelling of the Haywood Brown. The Navy on my separation papers spelled it Haywood Brown. Maybe you can change it on my printout sheet?

Well the suns comin up and I've got grass to cut so I'll close for now

Good Sailing

Harold Caesar

P.S. In the Equator initiation picture that grease and eggs the merchant crew smeared on me. What a bunch of nice guys, huh!

ACTION IN THE NORTH ATLANTIC

U.S. NAVY -- Armed Guard - WW II



Memories . . .



Photos 1 - 6: Crossing the equator on the Haywood Broun

Photos 7, 8: Armed Guard School in Shelton, Virginia





4



5



7



6



3



8

Dear C.A. and Hilda:

Another year has gone by and we are another year older. Hope all is well. We are. Celebrated our 40th anniversary and 48th year since I joined the service.

I'm sending you a picture of 4 survivors from the S.S. E.A. BRYAN. They are, left to right, Floyce Waits, Concord, Ca. Pasqueli Guiliano, from Long Island, N.Y., E.C. Clark from somewhere in Kentucky and Francis Hugo "RED" Smith from a place called BROOKLYN, N.Y.!! Smith and Guiliano also sailed with me on the S.S. SANTA ISABEL. I am also sending you a clippings from the paper COSTA TIMES. I saw a close up of that bomb on Channel 7 News and it was the REAL THING!!

Thank Hilda for sending me the book-"UNSUNG SAILORS". It was great. Here's hoping all the best of health.

Floyce and Judy Waits, 1266 Linden Dr., Concord, Ca. 94520.

P.S. We will have a Ceremony again July 14, 1991 at Concord Weapons Station. (Port Chicago Plaque Site)

Bomb discovered in bay ⁹⁻¹⁹⁻⁹⁰ may be from 1944 blast

By John Koopman *Contra Costa Times*
Staff writer

For more than 40 years, a 1,000-pound bomb lay buried in the mud of Suisun Bay as ships passed unknowing overhead.

Last week, the Navy found the unexploded ordnance and transported it to the Concord Naval Weapons Station.

Anna Lou Proctor, a spokeswoman for the weapons station, said the Navy is still trying to determine where the bomb came from. One possibility, she said, is that it was hurled into the bay during the Port Chicago explosion of 1944.

At that time, a massive blast killed 320 sailors in the worst stateside military accident of the war. The explosion flattened the piers in Suisun Bay, destroyed two Liberty ships and several railroad cars.

The blast was noted on Richter scales in Nevada. It caused never determined and bits of iron and shrapnel still litter the tidal area of the weapons station.

Proctor said the Navy has determined that the device was a "general purpose" aerial bomb of the World War II era. The bomb, she said, is no longer in the Navy's weapon inventory.

The bomb was found Sept. 12 at 7:30 p.m. by a dredging crew clearing muck and silt from the bay near the Navy's Pier 2. The crew apparently saw a piece of metal in the mud that had been dumped on a grate after digging in the bottom.

The crew, Proctor said, notified the weapons station's command duty officer, who called the station's explosive ordnance disposal unit. Chief Petty Officer Alan Merriman went by boat to the dredging platform to investigate, she said, and identified the item as a bomb.

The bomb was then strapped to a small boat and transported to the Navy dock, where it was held overnight before being taken to a storage bunker.

Proctor said the bomb was dirty, but appeared to be in good condition without any cracks. The Navy, she said, will check the inventory of weapons being loaded on the ships at Port Chicago to see if it was thrown from there by the force of the blast.

Soon, she said, the bomb will be taken to the China Lake Naval Weapon Center east of Bakersfield. There it will be moved to an explosives range and detonated.

Rewriting history? ⁶⁻⁸⁻⁸⁹

Reader John Nattkemper (Times, May 29) complained that racial discrimination in the U.S. Navy during World War II contributed to 200 black sailors being killed during the 1944 Port Chicago (Concord Naval Weapons Station) ammunition explosion. He also implied that the 258 black sailors who apparently later refused to handle ammunition at Mare Island Naval Base were unfairly treated when they were court martialled.

Come on, get real! There were 16 million Americans in uniform during World War II, and many millions of them were regularly performing very dangerous jobs.

As a matter of fact, after what I saw during my first combat action as a Marine, I would gladly have traded places with any one of those 258 sailors at Mare Island. I would have been the happiest and best ammunition loader in the good old U.S.A.

You see, out there in the Pacific, we lost 34 ships at Okinawa, including two ammunition ships. Five thousand black, brown, yellow, red and white, fine American sailors were killed. On shore, my Marine battalion suffered more than 100 percent casualties (including replacements). I am equally certain that each of the 50,000 Americans killed or wounded at Okinawa would have rather been loading ammunition in sunny California than being maimed or killed on the water or in the mud at that bloody island, 350 miles from mainland Japan.

It seems to me that these days we are busily rewriting history in order to make the World War II generation of Americans look villainous.

Charles Leonard
Danville



Survivors of the S.S. E.A. BRYAN.



The LONE SAILOR gets a cleaning before Memorial Day (Pennsylvania Ave., Washington, D.C., across from the Archives Building). Photo by A.T. Terrell, Raleigh, N.C.



Seamen's wartime efforts honored by the Soviet Union

By William P. Coughlin
GLOBE STAFF

Almost a half-century has passed, but for Edward Giblin, 68, of Quincy, and Rodman L. Dickie, 70, an Arlington native who has retired to Wolfeboro, N.H., the memories of World War II convoy runs to Russia are as fresh as yesterday.

Those memories were stirred anew recently when the Soviet Union quietly issued medals to 117 former US Merchant Marine officers and seamen — including Giblin and Dickie — who made those wartime voyages in Liberty ships through the North Atlantic, North Sea, the Barents, Black and White seas, braving U-boats and mines.

The 40th Anniversary Commemorative Medal and Citation, signed by President Mikhail Gorbachev, was given in "recognition of your outstanding courage and personal contribution to the Allied support of the people of the Soviet Union who fought for freedom against Nazi Germany."

The issuance of medals to American seamen was the idea of Ian Millar, a 47-year-old North Carolina man whose British father died on a Vietnam-bound US merchant ship, and who has devoted himself to winning recognition for the forgotten American seamen who carried the material of war to Europe and the Pacific.

On learning that the Soviets had recognized British and Canadian seamen four years ago, Millar wanted the same for Americans.

"I wrote to everybody in the Soviet Union," Millar said. "I wrote to veterans groups, the Supreme Soviet members, plus numerous letters to the Soviet Embassy in Washington."

"They all went unanswered, until finally, one of my messages got through to Gorbachev. Then it [the medals] came through."

Millar observed: "Yes, it may be 40 years late in coming, but it's still a wonderful thing they have done ... You have to remember it took that much time for this country to recognize these guys even existed as veterans."

Millar said there are between 3,000 and 4,000 World War II merchant seamen living who served on the runs to Russia. He said the Sovi-

'We had no idea that a medal or anything would come out of what we did. At the time, we all just felt we were doing what we were supposed to do.'

RODMAN L. DICKIE
Former merchant marine officer

ets now have about 2,000 more names, including US Navy armed guardsmen who manned the ships' few five-inch guns. The Soviets are now processing 1,015 of the names. Millar expects that they, too, will receive the Soviet medals in time.

For Dickie, a ship's officer for 27 years, it was a "surprise" to be honored nearly 50 years later.

"We had no idea that a medal or anything would come out of what we did. At the time, we all just felt we were doing what we were supposed to do; We just had to go and do it," Dickie said.

For Giblin, who received his medal by mail in April, he said he "accepted it for all the dead seamen who should have gotten medals. I guess I took it for them."

Giblin, a mate on the SS Philip H. Sheridan, recalls how his ship, loaded in Boston with drums of high octane gasoline, locomotives and steel rails, was one of six that was cut out of a 60-ship convoy after arriving in U-boat-infested Mediterranean waters early in 1945.

"We were diverted to Sevastopol and Odessa, by way of the Aegean Sea, the Dardanelles and Black Sea," Giblin recalled. "We were the first convoy to go up there," he said.

Grim humor

Giblin recalled that the area near Gibraltar was where U-boat attacks were worst. He was watch officer one morning and had to order emergency course changes to avoid mines that had been seen, he said.

"We were all up on deck, engi-

neers and all, in case we took a torpedo. I don't know why we were up there, though, because we all had a grim joke that if we got hit, we didn't know if we would go up or down with all that gasoline and locomotives for cargo."

Dickie's worst days were as a young third officer of the SS Samuel L. Chase in July 1942. The Chase was one of only 11 merchant ships out of an original 36-ships which survived the fumed, ill-fated Convoy PQ-17 that weathered days of relentless pounding by German aircraft and U-boats in the Barents and White seas.

Formed off Iceland in July, it was the convoy that historians claim was deliberately abandoned by its British warship escorts and sent on its own through German-controlled waters to Murmansk and to Archangel in the Soviet Union, in the hope of luring the German battleship Bismarck and the heavy battle cruiser Prinz Eugen from hiding in Norwegian fjords.

"It was daylight at that time of year all day and night, so without air cover, the Germans controlled the air. July 4th was the climax of one attack by torpedo planes that sank only two of our ships," Dickie said. "We put up a remarkable defense."

"Then," he said, "the unthinkable happened. The commodore signaled for our convoy to scatter as we were steaming east in the Barents Sea. This was July 4th. ... All the fighting ships that made 15 knots turned and headed for England," he said.

"There was no place to go. We couldn't go north because an ice pack lay over the horizon. We couldn't go south because the Germans held Norway, and to the west lay too many miles of German-controlled ocean. So the only place to go was east toward the island of Nova Zembla," he said.

Narrow escapes

"Distress calls from ships under attack soon began to fill the airwaves," he said. "It was every ship for itself."

He remembered three escapes from what seemed like certain death.

"It had been beautiful weather, but suddenly the ship was enveloped in a cloud of mist. It was eerie. There

had been no sign of fog. Then I heard a chilling sound. Aircraft engines. Many of them. And close overhead. They were low," Dickie said.

Then he said the noise just as quickly receded as the attack bombers zoomed over his ship, hidden in the mist below. "You can call that luck. But I call it the Lord watching over us."

The second brush with death came as the Chase's crewmen watched horrified as a torpedo sped toward them, about to hit amidships. "Suddenly it changed course and passed close under our stern."

After that, Dickie said the Chase reached the island of Nova Zembla, and waited as other ships straggled in there. Then they formed up again, bound for Archangel, about 500 miles away.

They encountered fog and ice and were attacked again and again by dive bombers, he recalled. They still were two days from Archangel.

"So we diverted to a secret port of Molotovsk," he said.

Dickie said dive bombers continued to attack what was left of the convoy.

"Once I was sure the trajectory of a bomb cluster would hit our flying bridge. But at the last moment, the bombs split into two clusters, and exploded very close on both sides of us."

"The ship jumped. Her deck plates rippled. Steam lines burst and the ship lay dead in the water." But Dickie said "engineers finally made repairs and we got under way again."

"Still," he said, "the attacks kept up, and some of our ships were hit and sunk. But now we were entering the White Sea and we all breathed a sigh of relief when we saw our first Russian plane."

Dickie said all hands, except those on watch, finally were able to turn in. "We were exhausted," he said.

"I guess that was my toughest experience in 27 years at sea, no question about it," Dickie said.

I'm still trying to get the medal for Armed Guards.

CAL

As an ex-signaller, I find that you do not mention about the signaller and Radioman. We also served in the Armed Guard on ships as well as the gunners. I was in from Mar 1943 till October 1945 and served on 2 transports, 4 Libertys and 4 Cargo ships as signaller for Vice-Commanders.

We were taught how to operate the guns in case a gunner was injured and we were also "talkers" for gunnery officers during enemy action. I had learned how to operate the 30 Cal. machine gun, the 50 Cal. water cooled gun, the 20 MM, 3"50 and the 4"50. I could replace any of the gunners at their stations. I believe all the other signaller and radioman were taught the same. So! Gunners were not the only ones onboard the ships!! Thank you,
Zigand R. Birch (7087) 542 Abbott Rd., Buffalo, N.Y. 14220 716-826-0119.

P.S. Why don't we have membership cards made out for dues paid every year like other veterans groups?

Thanks Sig for your honest opinion letter. This is what I call CONSTRUCTIVE CRITICISM and it is welcomed. I think the April POINTER that was already in the progress of being printed covered their job aboard ships. I am aware Sig that Army and Merchant Marines were trained to take over and fire the guns in case of injury. In fact, many passengers assisted us in bringing up ammo if the need was there. It was survive or die. As far as the membership dues cards we have no dues and sending out cards are very

expensive and costly. We have sent out cards of membership to many but the supply gave out and more have just been printed and will be sent out by Robert Burrill soon. Story on "SKIVVY WEVERS" by Grand D. Link will be in this "POINTER". (paper-unknown-misplaced original) cal



Carl Mescher "Flags" and two sailors in Baltimore, 1943. Carl lives at 508 Wayland, Lansing Mich. 48823. "The Good Times."

Good and Bad Times Mix for WWII Skivvy Waver

By OFMAN D. LINK

EVERY NAVY MAN, no matter how short his duty span has some "good old days" to savor as he goes on to yet another duty station, or to civilian life.

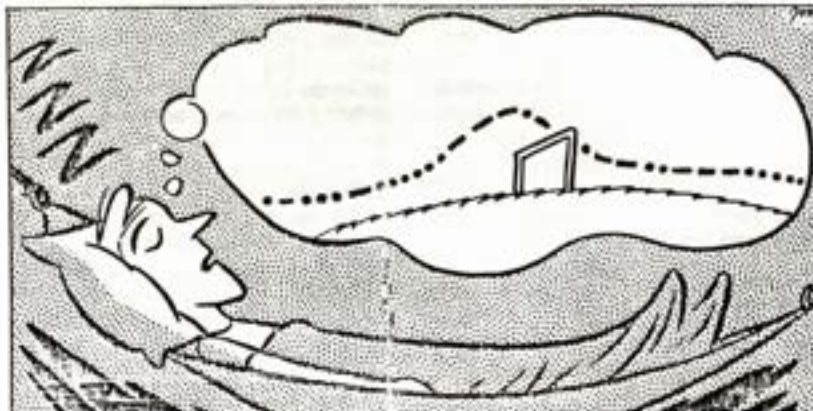
But for the Armed Guard Signaller who served during World War II, the good times and the bad times mixed together freely. And as the years pass, it sometimes becomes difficult to tell them apart. Like the time the German bombers skimmed low over the Mediterranean Sea so low as to be undetected by radar, and blasted about 20 ships of a 30-ship convoy of merchant ships. It sure was fun when they finally left.

It was easy to spot a sailor who had made the Murmansk run. They were never without their life jackets. In the sack, in the mess hall, on watch, they carried the jacket everywhere. It is estimated that only about one-third of the ships on that run got through to their destination. Of that number, only a third of the remaining ships made it back home. Leaving the United Kingdom and sailing wide along the coast of Norway, they headed to Russia with much-needed supplies.

The German Luftwaffe has all the time it needed to pound the merchantmen. If any ships got safely through the air strike, they were prey to the "wolf-pack" of German U-boats.

The Armed Guard came into being when President Roosevelt decided to arm the merchant ships hauling supplies to the United Kingdom. It soon became obvious that a ship sailing alone with three or four twenty millimeter and perhaps a twin three inch was no match for the enemy. The answer was to send the ships in groups with destroyers in company for added protection.

This plan was workable only if there was adequate communications between the merchantmen themselves and the destroyers escorting them. Enter the scene, the Armed Guard Skivvy Waver. At



least one was needed on each ship. With the needs of the fleet being crucial, the question came up as to where the signaller would come from. Why, from a signal school, of course.

As any sailor knows, a Signaller deals in Morse code, semaphore, and international code flags. The hardest to learn is the Morse code. If Morse can be mastered, the other things will fall in place. The solution was to see how many boats could learn the code.

How this information was gathered is a credit to Navy training methods. A frightened group of boats were headed into the main auditorium in Camp Lawrence in San Diego. They were given a piece of paper on which was printed one half inch squares. We were told to draw a line downward in one of the squares if we heard a dot, and to draw a line across the square if we heard a dash. Those who made reasonable scores were sent to a signal school that was hastily organized on the base. As simple as that!

It was a daily grind. But we knew that we had it made when we began to dream in Morse code, and when we no longer spoke to our shipmates, but used semaphore instead.

After we graduated, some were sent to the fleet, but most of us were designated, "Armed Guard Signaller." We boarded a train in San Diego early one morning not really knowing where we were going. Four days later we arrived in Norman Heights, Conn. It was "convoy school" as we soon learned. We were lined up as ships in a convoy, and sent messages "down the line," did flag hoists merclan fashion, and learned the code books used in convoy.

The advanced school lasted for a month. Thereafter we were dispersed to Armed Guard centers in New Orleans, San Francisco, and Brooklyn. Of course, those of us from the south opted for the New Orleans center.

From the centers, the Skivvy Wavers went to sea. It is probably true that not one of us had any sea experience. Unlike the gun crew, we took orders concerning our work directly from the merchant sea captain. For things relating to the Navy, we took orders from the Navy officer who was always aboard.

The type of ships we served on would make a fleet sailor wince. There were the ancient pre-war riveted ships, the Liberty ships, rust bucket tankers, sleek troop

ships owned by the Army, and former luxury liners.

There were different kinds of convoys, also. Some were made up of tankers carrying fuel for our tanks, planes, and other vehicles overseas. Some were made up entirely of the Liberty type ships that were almost totally cargo ships. These types of convoys used a "zigzag" sailing plan. This meant that they steamed 20 minutes on one course, then left 12 degrees for 15 minutes, then right 10 degrees for another 20 minutes. This was a attempt to elude the ever-present German U-boats.

But the best convoy duty was the troop carriers. Moving in groups of about 10, they steamed full speed (about 25 knots) ahead and in the company of cruisers, battleships, and enough destroyers to give crew members and troops a sense of security.

When "Flags" had a leave coming and wanted to take it, he was usually transferred off the ship and sent to an Armed Guard center from which he departed on leave and returned from leave for reassignment. The pleasure of being home was partially offset by wondering what kind of ship was in the future. Would it be a rust bucket, a sleek troop carrier, or a

foreign vessel? Yes, the Armed Guard Skivvy Waver also served on allied ships. Would the Murmansk run be offered? Or would it be that delapidated tanker running from Texas to Florida with aviation gasoline?

A story floated around the Armed Guard Centers concerning a French vessel. It was 1942 and President Roosevelt promised American mothers that their sons would eat turkey that Thanksgiving. The Navy crew talked it over with the ship's chief steward and he agreed. But he interpreted "turkey" to mean "meal," and on Thanksgiving eve was seen at the foot of the gangway leading a small donkey. Meal for the Americans!

In order to make the convoys workable, there must be a signaller on each ship. Because of the scarcity, there was often only one available. This meant 24-hour duty. Or in the case of two signallermen it meant four on and four off. In the case of allied ships the signaller had to look up the signal and point to it so that the captain could read it in his own language. Getting a blinker message across was often a disaster.

Often there was but one signal light that had to be carried by "Flags" to the other side of the flying bridge when needed. Sometimes there was a flag bag, other times the flag bag was a nearby life raft over which were draped the code flags. Semaphore flags were handkerchiefs tied to a stick.

But the advancement time between ratings was short. We could advance as soon as we could pass the test. Some of us were first class petty officers at age 22. Advancement was made easier also by the activity at the Armed Guard Centers. While awaiting reassignment the Armed Guard Signaller spent six to eight hours a day sharpening his communication skills.

The typical Skivvy Waver served on five ships if he started early enough in the war. We stood tall, and we served proudly.

2/27/91

Dear Charles,

Enclosed find check in amount of \$24.00 for 6 hats. We had a big patriotism parade here last Saturday Feb 23 in Charlotte County and 3 of our Armed Guard entered with cars and 14 members. It was terrific and really gay as when the crowd yelled "Go Navy, yea Navy" 64 Entries and more than 2000 viewers. It was a first for the Armed Guard here and was hope not the last. After the parade all the Entries were given tickets for food and drinks back down on the big Peace River at the Ecks, where there was a huge Cook out and lots of entertainment.

Some of our group were not available due to conflicts in schedules but the ones who attended are already signed up for next year. Quite a day indeed weatherwise too.

Our group is still growing and had many sign up who are part time residents.

The Christmas Party was well attended with 36 and lots of games, contest and fellowship. We have a lot of Comradary and are planning some park picnic, barbeque here during in the 70's as winter nothing will deter our

supporting group. Keep in touch, and enjoy hearing from you. Thanks for the list you sent me the group looks 'em.

Respectfully
George Wick
& Mary too



PARADE TIME!



REGISTRATION FORM
USN ARMED GUARD VETERANS WWII - Ninth Northeast Mini-Reunion
Pittsburgh, Pennsylvania

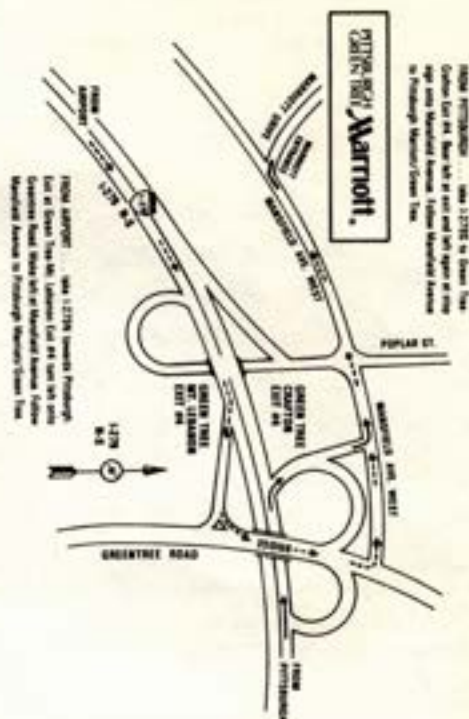
Thursday, Aug. 29 Early Bird Registration - Open Day - Hospitality Room Open, 1:00 p. m.
 Friday, Aug. 30 Boat Ride, Dinner and Dancing - Cash Bar @ \$35.00 x No.
 Saturday, Aug. 31 Continental Breakfast @ \$ 6.00 x No.
 Saturday, Aug. 31 Bus Tour of Pittsburgh @ \$16.00 x No.
 Saturday, Aug. 31 Banquet and Dancing - Cash Bar @ \$35.00 x No.
 Sunday, Sept. 1 Brunch & Farewell @ \$15.00 x No.
 Check or Money Order Number _____ Total = _____

Name _____
 Last First Initial
 Guest _____
 Last First Initial
 Street _____ RD/Box/Apt _____
 City _____ State _____ Zip _____
 Handicap facilities required. _____
 Dietary restriction _____

Bring Canceled check
 to document payment
 for refund.

All reservations must be made by August 8, 1991

All checks for Boat Ride, Bus Tour, Banquet-Dance and both Breakfasts MUST be made to and
 Mailed to U. S. N. Armed Guard WWII Veterans
 202 Wedgewood Court
 Carnegie, PA 15106 - 1540



8/21/91
 Dear C.A. (CRIS & CHARLES)

THANKS FOR ALL OF THE INFO YOU HAVE
 SENT ME

I HAVE WRITTEN 7 FORMER SAILORS. HEARD
 FROM 3 IN LESS THAN 10 DAYS. ONE NAMED
 -ALLEN COOPER- WAS ONE THAT I CORRESPONDED
 WITH UNTIL THE EARLY 60's WHEN HE WAS IN
 BALTIMORE, THEN LOST TOUCH. JUNE WAS A TRIP
 I WROTE HIM IN 8/13 IN ARIZONA. THE NIGHT
 OF 8/14 HE PASSED AWAY

ALSO HEARD FROM ANOTHER OF THE
 SAME SHIP. GAGE MAINE. WE LEFT BARNETT
 ARMO GUARD CENTER FOR THE FREDERICK H. BALTZER
 TOGETHER & STAYED TOGETHER TIL WE LEFT
 THE SHIP TOGETHER.

THANKS FOR THE INFO ON OUR FARMER
 JIM STYLES. SORRY TO HEAR OF HIS PASSING.
 HOPE TO DROP HIS SON A FEW LINES SOON

PLEASE CORRECT THE NAME OF A SHIP
 ON MY RECORD IT IS LISTED AS FREDERICK H. BALTZER
 IT SHOULD BE BALTZER. THE NAVY TYPEWRITER
 PROBABLY NEEDED CLEANING WHEN MY RECORD

WAS MADE AND THE 'E' CAME OUT AS 'L'
 I AM ENCLOSING A SMALL CHECK
 TO HELP DEFAY SOME EXPENSES YOU
 INCUR. DIDN'T KNOW HOW TO MAKE IT OUT
 SO AM SENDING IN YOUR NAME.

GOT YOUR LIST OF OLD ZIP CODES
 I CALLED "QUEEN" HERE IN WAYNESVILLE, NC
 HE WAS EXT. BUT HAD A NICE CAT WITH
 HIS WIFE, MAYING. WILL MAKE 5-10
 COPIES & FORWARD ON TO A FEW OTHERS
 ON THE LIST.

WOULD LIKE TO MEET YOU & WIFE
 BUT ITS A "FUR PIECE" FROM HERE TO THERE.
 WITH US COME THROUGH, WE DEFINATELY WILL
 STOP BY. THE MOUNTAINS ARE GREAT NOW
 & WILL BE EVEN BETTER IN OCT. WHY DONT
 YOU & HADA COME OVER THIS WAY. WE
 ARE CLOSE TO MINGUE VALLEY & CHEROKEE

KEEP IN TOUCH

Raymond's son another
 old sailor
 John G. Galt

RT 1, Box 645K
 SHUA, NC 28719

REUNION MEMORIES

QUESTIONS & ANSWERS REGARDING PHOTOGRAPHY & KEEPSAKE BOOKS

- Q. Why should I have my portrait taken?
- A. Your reunion committee wants everyone included in the Keepsake Book. No purchase is necessary to be included.
- Q. May I choose the pose to be used in the Keepsake Book?
- A. Yes! We will mail proofs to you 2-4 weeks after your reunion and you may select a pose for the Keepsake Book.
- Q. May I order personal pictures from these proofs?
- A. Yes! When you receive your proofs by mail, there will be an order form and price list included.
- Q. When will I receive finished pictures, if I choose to order personal pictures?
- A. You will receive them approximately 4-6 weeks after the deadline for returning the proofs that will be on the order sheet.
- Q. When will I receive my Keepsake Book if I order one?
- A. It take approximately 4-5 months from the reunion date, so please be patient.
- Q. Whose photos will be included in the Keepsake Book?
- A. All reunion members having their photos taken at our studio will be included in the Keepsake Book. Also, some members that do not attend might be included if they have submitted a photo for printing.
- Q. May candid photos that I take be included in the Keepsake Book?
- A. They might be. You would need to check with your reunion committee to offer them the use of candid photos that you took. Final selection is up to the committee.



U.S. NAVY -- Armed Guard - WWII

Mail To: REUNION MEMORIES--P.O. Box 161939--Altamonte Springs, FL 32716-1939
(Detach Here)

REUNION NAME U.S. Navy Armed Guard 1991 Date _____

MEMBER'S NAME _____ SPOUSE/GUEST NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

OCCUPATION _____

KEEPSAKE BOOK ORDERED (enclose \$12.72 each)

Yes _____ No _____

AMOUNT ENCLOSED \$ _____

P.O. Box #161939 • Altamonte Springs, FL 32716-1939 • (407) 862-2311

**U.S. NAVY ARMED GUARD WWII VETERANS 50TH ANNIVERSARY CELEBRATION
NORFOLK, VIRGINIA - OCTOBER 13 TO OCTOBER 16, 1991**

OPTIONAL TOURS

THE COMMITTEE HAS ARRANGED WITH "MILITARY REUNION TOURS" HERE IN NORFOLK THE FOLLOWING COACH - TOUR GUIDE - TOURS. COST INCLUDES ADMISSIONS, TAXES AND GRATUITIES.

SUNDAY - OCTOBER 13TH: MARINER'S MUSEUM & CASEMATE MUSEUM - FORT MONROE - COST \$22.00 PER PERSON

THE MARINER'S MUSEUM IS INTERNATIONALLY KNOWN AND TRACES 3000 YEARS OF MARITIME ADVENTURES. BOATS FROM AROUND THE WORLD, CARVED FIGUREHEADS, MINIATURE SHIPS, PAINTINGS, DECORATIVE ARTS, ETC. PHOTOGRAPHS OF YOUR SHIPS YOU WERE ABOARD ARE AVAILABLE. VERY INTERESTING MUSEUM. THE CASEMATE AT FORT MONROE ON THE RIVER IS A NATIONAL HISTORIC LANDMARK. IT INCLUDES THE CELL JEFFERSON DAVIS WAS IMPRISONED, COAST ARTILLERY MUSEUM, EXHIBITS COVERING 300 YEARS OF AMERICAN HISTORY. SURROUNDED BY A MOAT. LUNCH ON OWN AT A FAMILY STYLE RESTAURANT.

MONDAY - OCTOBER 14TH: COLONIAL WILLIAMSBURG - \$28.00 PER PERSON

A FULL DAY AT WILLIAMSBURG, PRESERVED, RESTORED CAPITAL OF COLONIAL VIRGINIA, TOURING HISTORIC HOMES, PUBLIC BUILDINGS AND 18TH CENTURY CRAFT SHOPS. LUNCH ON OWN IN FAMOUS TAVERNS OR IN MERCHANT'S SQUARE.

MONDAY EVENING OCTOBER 14TH: DINING, SIGHTSEEING, DANCING, ENTERTAINMENT

CRUISE ON BOARD "THE SPIRIT OF NORFOLK" AT WATERSIDE. SCHOOL TYPE BUS TO SHIP AND RETURN TO HOTEL. ALL FOR \$35.00 PER PERSON. TAXES AND GRATUITIES INCLUDED. CASH BAR. ALSO...

ON MONDAY EVENING A BUS TO VIRGINIA BEACH TO DINE AT FOGG'S RESTAURANT ON THE OCEANFRONT. DINE (FISH OF THE DAY OR CHICKEN) AND THEN STROLL ON THE BOARDWALK. \$24.00 PER PERSON. INCLUDES TRANSPORTATION, DINNER, TAXES AND GRATUITY. CASH BAR.

FOR THOSE SHIPMATES WHO DO NOT GO ON THE TOURS, NORFOLK AND THE SURROUNDING AREA OFFERS MANY ATTRACTIONS FOR ITS GUESTS. THE HOTEL HAS MANY SIGHTSEEING BROCHURES AVAILABLE. DOUGLAS MACARTHUR MEMORIAL IS LOCATED NEAR THE HOTEL. BUSH GARDENS, POTTERY FACTORY, JAMESTOWN, YORKTOWN, NASA LANGLEY, WAR MEMORIAL MUSEUM, AND MANY MORE.

FOR THOSE WHO WOULD LIKE TO ENJOY INDIAN SUMMER IN VIRGINIA BEACH YOU HAVE THE ATLANTIC OCEAN TO SWIM IN, THE SANDS TO SUN BATHE, FISHING, DINING, BOARDWALK TO STROLL AND WHATEVER. TO GET TO VIRGINIA BEACH TAKE THE NORFOLK-VIRGINIA BEACH EXPRESSWAY ROUTE 44 ALL THE WAY TO THE END (OCEAN FRONT). THE DRIVE IS ABOUT 30 MINUTES.

IF THE S.S. JOHN BROWN IS TIED UP IN WATERSIDE THE SHIP WILL BE OPENED TO THE PUBLIC.

.....
**PLEASE RETURN THIS FORM WITH PAYMENT NO LATER THAN SEPTEMBER 13, 1991 TO
ROBERT BURRILL, 5320 BROCKIE STREET, VIRGINIA BEACH, VA 23464**

THE HOTEL WILL NOT ACCEPT THIS FORM

- _____ SUNDAY OCT. 13TH - MARINER'S MUSEUM AND CASEMATE MUSEUM - FORT MONROE: **\$22.00 PER PERSON**
_____ MONDAY OCT. 14TH - COLONIAL WILLIAMSBURG. (MORNING AND AFTERNOON): **\$28.00 PER PERSON**
_____ MONDAY OCT. 14TH - (EVENING) DINNER - ENTERTAINMENT - CRUISE ABOARD "THE SPIRIT OF NORFOLK": **\$35.00 PER PERSON**
_____ MONDAY OCT. 14TH - DINNER ON THE OCEANFRONT - VIRGINIA BEACH: **\$24.00 PER PERSON**

NAME _____ TELE. _____

REGISTRATION: SATURDAY, OCT. 12TH - 1400 TO 1700 MONDAY, OCT. 14TH - 1000 TO 1500
SUNDAY, OCT. 13TH - 1000 TO 1700 TUESDAY, OCT. 15TH - 0800 TO 0900 AND 1500 TO 1700

ITINERARY FOR 50TH ANNIVERSARY CELEBRATION

SATURDAY - OCT. 12, 1991

1400 - 1700 REGISTRATION. EARLY ARRIVALS. VISIT
S.S. JOHN W. BROWN

SUNDAY - OCT. 13, 1991

1000 - 1700 REGISTRATION.
1000 - 1600 OPTION TOUR CASEMATE MUSEUM AT FORT
MONROE AND MARINER'S MUSEUM.
1830 - 2130 USO PARTY - BUFFET - BALLROOM - CASH BAR

MONDAY, OCT. 14, 1991

0730 - 0830 BUFFET BREAKFAST - BALLROOM
0900 - 1600 OPTION WILLIAMSBURG TOUR.
1800 - 2230 OPTION SPIRIT OF NORFOLK CRUISE/DINNER
1815 - 2100 OPTION DINNER AT FOGG'S RESTAURANT

TUESDAY - OCT. 15, 1991

0830 - 0930 BREAKFAST - BUFFET - BALLROOM
0930 - 1430 BOARD BUS TO 50TH ANNIVERSARY CELEBRATION
AT LITTLE CREEK AMPHIB BASE. LUNCH AND TOUR
OF NAVAL BASE.
1930 - 2400 BANQUET. GUEST SPEAKER - ADMIRAL HARRY T.
TRAIN II, U.S.N. (RET.) FORMER COMMANDER-IN-
CHIEF U.S. ATLANTIC FLEET AND NATO SUPREME
ALLIED COMMANDER - ATLANTIC. DANCING TO
MIDNIGHT. CASH BAR.

WEDNESDAY - OCT. 16, 1991

0730 - 0900 FAREWELL M.A.S.H. BREAKFAST COMPLETE WITH
HOTEL VERSION OF MAX KLINGER AND HOT LIPS
HOOLAHAH. SING ALONG. BALLROOM.

**U.S. NAVY ARMED GUARD WWII VETERANS 50TH ANNIVERSARY CELEBRATION
NORFOLK, VIRGINIA - OCTOBER 13 TO OCTOBER 16, 1991**

HOST & HOSTESS: ROBERT & MARGARET BURRILL
5320 BROCKIE STREET, VIRGINIA BEACH, VA 23464
TELEPHONE 1-804-479-4608

THE TENTH NATIONAL REUNION HELD IN BALTIMORE OVER THE 1991 MEMORIAL DAY WEEKEND WAS A SUCCESS. WE NOW TURN TO CELEBRATE THE 50TH ANNIVERSARY OF THE COMMISSIONING OF THE U.S. NAVY ARMED GUARD TRAINING CENTER, LITTLE CREEK, VA. THE CEREMONY WILL BE CONDUCTED IN THE OVAL GRASS COVERED AREA IN FRONT OF BUILDING 2001 AT LITTLE CREEK ON OCTOBER 15, 1991

LET'S ALL RELIVE THIS REMEMBERABLE EVENT BY ATTENDING THE THREE DAY CELEBRATION PLANNED. BESIDES THE CAMARADERIE, SEA STORIES, POOL, TOURS, ENTERTAINMENT, BANQUET, ETC, WE HOPE TO HAVE THE LIBERTY SHIP S.S. JOHN W. BROWN RECONDITIONED TO WARTIME CONDITIONS DOCKED IN NORFOLK WATERSIDE FOR THE EVENT. THE SHIP WILL BE IN WALKING DISTANCE FROM THE HOLIDAY INN. (TROLLEY BUS ALSO AVAILABLE.)

A HOSPITALITY ROOM WILL BE AVAILABLE TO US AT THE HOTEL. FREE PARKING AND ROOM TO PARK R.V.'S. COMPLIMENTARY AIRPORT SHUTTLE IS AVAILABLE.

THE "STARS AND STRIPES FOREVER" HOTEL PACKAGE PLUS OPTIONAL TOURS DETAILED BELOW AND ON FOLLOWING PAGES.

COME TO NORFOLK "YE OLD SALTS." ENJOY YOUR GOLDEN YEARS. HOPE TO HAVE THE PLEASURE OF YOUR COMPANY.

BOB & MARGARET AND COMMITTEE FROM TIDEWATER AREA

**HOLIDAY INN - NORFOLK-WATERSIDE AREA
700 MONTICELLO AVENUE, NORFOLK, VIRGINIA 23510
1-804-627-5555**

THE "STARS & STRIPES FOREVER" PACKAGE IS BASED ON SUNDAY ARRIVAL AND WEDNESDAY DEPARTURE. PRICE IS \$190.00 PER PERSON BASED ON DOUBLE OCCUPANCY, \$285.00 PER PERSON BASED ON SINGLE OCCUPANCY. ALL TAXES AND GRATUITIES ARE INCLUDED. THE PACKAGE INCLUDES THREE NIGHTS DELUXE ACCOMODATIONS. U.S.O. PARTY IN BALLROOM ON SUNDAY EVENING WHICH INCLUDES BUFFET, USO ENTERTAINMENT BY SAWYER SISTERS, MUSIC FROM THE FORTIES AND FIFTIES. CASH BAR. THREE BREAKFASTS (MONDAY, TUESDAY AND WEDNESDAY). TUESDAY BUS TO THE CEREMONY AT LITTLE CREEK, LUNCH, AND TOUR OF NAVAL BASE. IN THE EVENING DINNER DANCE IN THE BALLROOM. CASH BAR.

WHEN MAKING RESERVATIONS MENTION YOU ARE "U.S. NAVY ARMED GUARD." WE HAVE 300 ROOMS BLOCKED OFF AT THE HOLIDAY INN SO PLEASE MAKE YOUR RESERVATIONS AS SOON AS POSSIBLE. FIRST COME BASIS.

SATURDAY CHECK-INS WILL BE \$57.00 PLUS TAX. \$50.00 PER PERSON IS DUE WITH RESERVATION UNLESS CREDIT CARD IS USED. FOR LOCAL AREA ATTENDANCE THE PRICE IS \$100.00 PER PERSON. THIS INCLUDES THE COMPLETE PACKAGE WITH THE EXCEPTION OF THE GUEST ROOM. IF ONLY ATTENDING THE DINNER DANCE THE PRICE IS \$25.00 PER PERSON.

ALL PAYMENTS OF ABOVE ARE TO BE MADE DIRECTLY TO HOLIDAY INN.

PLEASE RETURN THIS FORM TO HOLIDAY INN NO LATER THAN SEPTEMBER 13, 1991

U.S. NAVY GUARD - OCTOBER 13 - 16, 1991

DEPOSITS: A \$50.00 DEPOSIT MUST ACCOMPANY THIS FORM FOR THE PACKAGE OF \$190.00 PER PERSON - UNLESS YOU WOULD LIKE TO GUARANTEE WITH YOUR ☐ MASTERCARD ☐ AMERICAN EXPRESS ☐ VISA

CREDIT CARD NO. _____ EXP. _____ (DO NOT SEND CASH)

NAME _____ TELE. _____

ADDRESS _____

ROOMMATE'S NAME _____

LOCAL AREA ATTENDANCE: \$100.00 PER PERSON. CHECK - CREDIT CARD INFO ABOVE.

BANQUET ONLY: \$25.00 PER PERSON - CHECK - CREDIT CARD INFO ABOVE.

A \$57.00 PER DAY (PLUS TAX) FOR EARLY ARRIVALS, OR MEMBERS EXTENDING THEIR STAY (UPON SPACE AVAILABILITY)



Lone Sailor

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



LATE NOTICE!

All personnel from PQ17 please contact Neil Duncinson, Chrysalis TV, Chrysalis Bldg., Bramley Rd., London, England W10 6SP, Telephone 011-44-71221-2213. They are doing a documentary and want to interview YOU!

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 WWI AND WWII VETERANS "11th" NATIONAL REUNION WILL BE HELD AT THE "CLARION HOTEL" 1500 CANAL ST., NEW ORLEANS, LA 70112 TELEPHONE 504-522-4500, FAX 525-2644, 1-800-824-3359 ON MAY 27-30, 1992. THE HOSTS WILL BE: ELMER H. AND DORIS VINCENT, 20181 CHANDELER ST., COVINGTON, LA 70433, 1-504-892-7537. MAKE YOUR RESERVATIONS EARLY. PLEASE TELL THEM YOU ARE AN ARMED GUARD VETERAN TO AVOID CONFUSION. YOU EARNED THIS LIBERTY! TAKE IT!



USN Armed Guard WW II Veterans
5712 Partridge Lane
Raleigh, N.C. 27609-4126
1-(919)-876-5537

ADDRESS CORRECTION REQUESTED



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Organization
U.S. POSTAGE
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Raleigh, N.C.

Remember Pearl Harbor!
December 7, 1941



Support The USN Armed Guard
WW II Veterans Reunions

JUNE 20, 1991