

THE P O I N T E R

JAN/MAY 2010 EDITION



This **POINTER COVER** is dedicated to the 38 Bedford, Virginia boys who went ashore D-DAY at Normandy on June 6, 1944. Of these, 19 were killed that day. Four more were to die during the war. Our belated condolences are extended to the families and friends who knew them.

The **USN Armed Guard/Merchant Marines** were in all the invasions of WW II; plus, the oceans to and from the battles.

See Page 4.



BRENHAM, TEXAS ARMED GUARD REUNION MARCH 2010



C.A., Liz and I had a great drive to Brenham, Texas for the reunion. When I walked into the hospitality room, I spotted a rather "GOOD LOOKING" woman and I said, "You must be Debbie Wade?" And she said, "You must be Dan Mock and I am so glad you are here and I will pick your brain!" And I received a wonderful hug and kiss. Now, C.A., that gal of about 50 years of age, must drink rocket fuel. She had the after burner on all the time. The hall was beautifully decorated, all tables with blue covering, and a wooden merchant ship on each table. The food tables had many kinds of cookies spread out. I said, "I brought my REUNION SUPPLIES with me, so where's the bar!" We set it up, I had an Igloo so I put my sodas and beer in it and she got the ice. She designed the name badges with red/white/blue ribbons that was a work of art. She registered everyone, issued door prize tickets and sold raffle tickets. We became a team.

Hilmer Schmidt who was the official host for the event is now committed to a wheel chair with oxygen. Debbie looked after him as if she was his daughter. He came in several times a day and stayed for about an hour and that was his limit. I will send Debbie a letter of appreciation for she made the reunion. Our first tour was to the Blue Bell Ice Cream Factory. This was amazing and at the end of the tour, we were treated to any flavor we desired. What great ice cream.

Our next tour was to the birthplace of the Republic of Texas. They had a library and a hugh museum so I went up to the information desk and said that the first military unit in the Republic was called the WASHINGTON GUARD. It was organized to guard the new capital, WASHINGTON ON THE BRAZOS. I told her that the Washington Guard Heritage was transferred to Company A, 1 st Bn. 141 st Infantry , 36 th Inf. Division. I commanded the Washington Guard for 4 years. She said, "Wait a minute!" and she brought out a copy of the roster of the first Washington Guard and gave it to me.

Our next tour was to the George W. Bush Library and Museum. The Library is restricted, but we toured the museum. We could take pictures of everything but the Oval Room. There, the Museum took a group picture of the Armed Guard behind President Bush's desk, of which, the room is the exact copy of the Oval Office of the White House. Ken Kittinger from Tennessee is shown seated. We were well received.

At the business meeting, no one stepped forward to volunteer to host another reunion and Debbie and my two daughters went out and came back in and they volunteered to host the 2011 reunion in Wichita Falls, Tx. And it brought on a good cheer. More on this at a later date.

Daniel M. Mock, 8810 Silent Oaks, San Antonio, Tx. 78250-6267

THE POINTER

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 Ones: Jan. I-May I, 2010



I had to shut down my computer for about two weeks after Christmas due to a bout with the Flu, Pneumonia, Virus and a 4 days stay in the hospital. All's well now and I am improving with age. During this time, I got far behind and as I had told you, "I am not as fast as I used to be." A lot of you will have a "T" behind your last name on the label to indicate that you have donated in 2010. ("T" for '10) Others may still have number behind your name such as: "09" for 2009 or other numbers to indicate the year you last donated. Hope you understand.

Do have a great Spring and summer and stay well. If I can be of help, feel free to let me know. Many of you have never donated and since we do not accept dues and there is not a number behind your name, you may not get another POINTER until I hear from you. If you are in a bind due to the economy, advise and I will not put you on HOLD. I have about 12,000 I have put on HOLD over the last 2 years and IF you know another who does not get the POINTER, he may be one of them.

If you are in an area where they hold meetings, do go and join in with them. If you would like to start a meeting in you area, let me know and I'll send those names in your area. I will have an update in this POINTER which you may not get until into May. If you would like to share your service time in the Armed Guard of important episodes, write 8 or more pages and send to me. You know what you saw, I don't for I was not with you. Many say they are going to write them but I never get them. Save the Armed Guard History that you were involved in.

I received a book, "BOOT CAMP AND BEYOND" and inside was written, " Dear C.A., I hope you enjoy this book as much as I did writing it. It brought back many memories, An old Armed Guard Friend- C. Lloyd Ostervold" and was dated 10/7/03. I read a few pages and set it aside to read later and I forgot about it as it vanished! It showed up among other things in February and I started to read again. This time, I read it all the way through and the next day I called the telephone number and it said it was not in service on a tape. I used the COMPUTER SEARCH and I saw the name and a Don Ostervold so I called and it was his son and told him who I was and that his dad had sent the book and he informed me his dad had passed on in 2006 and that his mom's phone number was the same as he just finished talking to her. After talking to Don, I called his mom and extended my belated condolences and how bad I felt in not letting others know of it's existence. It was a 111 page Hardback and out of print.

As always, it is good to receive enough donations each time to replenish the Armed Guard checking account to publish another POINTER. I send about 75 each time to people, museums and Historians outside the U.S.A.. They tell others of your great deed in bringing peace to a troubled world. I wish I was young enough to enlist today.

calloyd

Officers for 2010

Charles A. Lloyd, Chairman
& Sec. Treas. 1985-2010
115 Wall Creek Drive
Rolesville, N.C. 27571
1-919-570-0909
clloyd@nc.rr.com

Ron Carlson
616 Putnam Place
Alexander, VA 22302-4018
703-549-5908

Board of Directors

C.A. Lloyd NC
John Stokes CA
Don Gleason KS
Clarence Korker FL
Joe Colgan MD
Gerald Greaves RI
Al Sniff FL
Kenneth Sneed IN
Ralph McNally OK
Joseph Benedict MN
Richard Hudnall AZ
Zed Merrill OR
Joe Esposito IL
Bernard Stansbury ... VA
Forrest Flanagan WV
Hilary Makowski PA
Arnold Latare IA
Bob Ober OH
J.F. Carter LA
Howard Long SC
Mike Molinari NY
Tom Dufrense MA
William F. Isabell AL

Trustees

C.A. Lloyd NC
Theo Schorr PA
John Shirley TX
Arthur Fazzone NY
Louis Tew CT
Johnny Stanley GA
Al Colella MO
Jay Wildfong WI
Henry Harrison WA
Mervil Yarbrough ... NV
Neal Vermillion MD
Wm. A. Carter DE

Chaplains

Lyle Kell WA
Buck Donaldson TN

ATTENTION

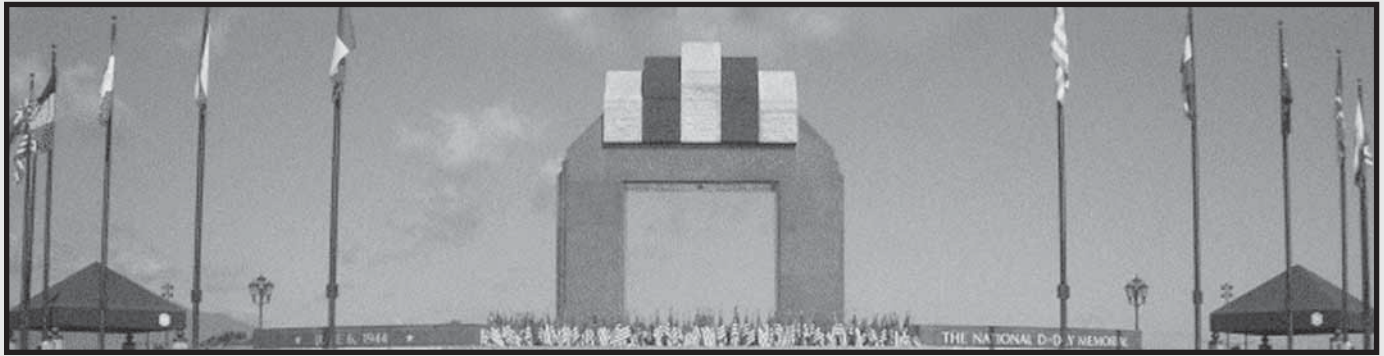
You know where you are.
You know where we are.
We know where we are.
But we don't always know
where you are.
Please notify us when you move.

Non-Profit Organization
Tax Exempt No. 74-2316668

*Remember, I "STILL" can't move
as fast as I did when I was in my
twenties! When you call, let the
phone ring so I can get to it! -CAL*

LETTERS FROM THE CREW...

National D-Day Memorial Foundation



We are presently creating a database to collect the names of those who participated in Operation Overlord and Operation Neptune on June 6, 1944, the initial day of the Normandy Invasion. This includes those who participated in D-Day but died after June 6 and before the end of the war, those who died since the end of the war, and those who are still living.

If you were a participant in the D-Day Invasion of Normandy, or if you had a family member or friend who was a participant, please

download and complete the following form with as much information as possible, and return it to:

National D-Day Memorial Foundation

Attention: April Cheek-Messier
106 East Main Street, P.O. Box 77
Bedford, Va. 24523
(540) 586-DDAY
(800) 351-DDAY
Or Fax it to: 540-586-7200

★ ★ ★ ★ ★ ★ ★

I found this letter from the late Tom Bowerman who put the USN Armed Guard Website together that Ron Carlson now keeps going. I get letters all the time from people who say they do miss Tom alot as he informed them of their needs. Yes, I, too, miss Tom a lot. Ron Carlson has also been a great asset to the crew. (cal)

*Tom,
In behalf of all the Armed Guard Crew, I would like to express THANKS from all of us. You don't know, and will never know in this lifetime, how much joy you have brought to so many. I know that I have been helped enormously over the years. When I asked for assistance, you always were there, both day and night. I could have had a plaque made to you many times but they would have been to large to go into your home. You have helped many people all over the world and the Web Site you put together will go on, hopefully, forever and a day.*

*I know you will not turn the computer off as long as you can assist someone. You and I have to have something to do, so we carry on as long as we are able. I wanted you to know my thoughts so stay healthy as possible for we still need you.
(Cal)*

Sent: Monday, May 28, 2007 11:42 PM
Subject: Re: USN ARMED GUARD WW II Veterans

Thank you CA. This means more to me coming from you than anyone in the whole wide world. I took the liberty of posting it to the message board. Remember, you were always there for me also and I will appreciate it forever. Your email is a plaque unto itself, no other plaque could say more.
Tom

★ ★ ★ ★ ★ ★ ★

Dear Cal,
A month ago, I called and gave you some very good info about the Armed Guard. It was about my first talk about the Armed Guard and I was proud to talk about my old unit. And Cal, the big old Eagle and my Liberty Ship with the 20 MM cannon and my old swab with his seabag seemed to get a lot of attention. We had about 65 old Veterans and their wives. When we get together. the "STUFF" really flies. I just wanted you to let you know that my 3 years in the Armed Guard is time I will never forget and I was glad to tell

them. A school teacher asked me if I would talk at her school and another asked me to speak at a military museum and I did, so I spread the word. Enclosed is the Eagle again with my Liberty Ship, me and my Armed Guard cap you sent and some photos in the background of my WW II days.
Yours truly
Robert E. Fitz 34 Sunnysdale Ave.,
Bristol, Ct. 06010 860-582-0851

★ ★ ★ ★ ★ ★ ★

Dear Mr. Lloyd,
I am an 81 year old Merchant Marine WW II veteran, 4/45-1947. My first ship was the S.S. BUCKNELL VICTORY to the Marshall Islands with ammunition for Admiral Bull Halsey's 3rd Fleet. The heat was terrible. We were there for 8 months. We returned to New York by the way of the Panama Canal.

I spent the next 17 months sailing across the Atlantic to bring our boys home and to take back the POWs to Germany. We sailed through some rough storms in our crossings. We came into New York one time with 6 inches of ice frozen to every thing on

LETTERS FROM THE CREW...

NEW YORK STATE MEDAL OF MERIT

My father, John M. Kreimeyer, had seen a video about WWII Navy Armed Guard. In the video, the author recieved the NYS Medal of Merit which is for all New York State Armed Guard Veterans. After many letters and with the help of the local Assemblywoman Roann D'Stito, on October 16, 2009, he was awarded the medal. They had a small ceremony with local TV News Media and a small article in the local paper. He was very proud and humble to recieve the Medal. My Father served in the Navy Armed Guard from 7-21-1943 to 12-3-1945. He served on many ships as a gunners mate. He served on the SS CHARLES ROBINSON, SS WEBB MILLE, and SS SANTA BARBARA for which I was named. His gunnery training was at a base in Norfolk , Va and he enjoyed going to his Great Grandson's 3rd grade class in Virginia Beach, Va one day to talk about his World War II experiences. A friend has taken him fishing in the area that used to be the base and the bay that used to be his target area. It is now condo's and resort area. Somtimes we are bored with hearing the same stories over and over . Other times we are amazed that these young men left family, friends and area they knew to go off to countries they had only heard about . Many of these boy's had never traveled on a train, let alone get on a huge ship, to go on an Ocean. My Father lives to get his Pointer and relive the most important time in his life. I am very proud of him and happy I was able to give him the dream of recieving this Medal. Too many Veterans recieving

medals after they have passed away and his one wish was too be alive to get this medal. I know he would enjoy seeing this published in the Pointer. Thank You, Barbara Kreimeyer Fredel (Dad-John M. Kreimeyer, 6107 Cavanaugh Rd., Marcy, N.Y. 13403 315-736-3546)



deck. We chopped the ice off with fire axes for two full days.

I belong to the V.F.W. 3336 East Haddam, Ct. and am Senior Vice Commander at the present time. Another member who was in the U.S.N. Armed Guard brought in a copy of the POINTER for me to read. I have read it three times already and the stories are great. This is why I am writing to see how I may receive the POINTER and what is the cost and to whom I make the check out to. I would like to hear from anyone on my ships, especially the S.S. BUCKNELL VICTORY that sailed out of San Francisco, June 1945- 2/46. Thanking you in advance.

Joseph P. Stewart, 137 Old Salem Rd., Colchester, Ct. 06415 860-537-4191

Needless to say, Stewart is on the mailing list now. A very happy ol' Salt indeed. (cal)

Charles,
Just a donation and to say that I enjoy the POINTER. I just had a talk with Walt Kostanski whose article was on page 46 of the Aug/Dec. 2009 POINTER. Walt was a fast baseball pitcher of Turner's High School and struck me out 3 times in 1941 when I was playing for the Westfield High School. Needless to say, we lost!! I did pretty good in the Armed Guard. I survived two trips to Russia on the S.S. DANIEL WILLARD 8/44-5/45. I sailed on the S.S. APPOMATTOX 3/44-4/44 and the S.S. WAGON BOX 4/44-8/44 and on the USS FLORENCE NIGHTINGALE 9/45-10-45 and ended up in Japan 10/45-4/46. I think I was very lucky. I was SM 3/C. Thanks again what you have done for all of us Old Salts.

Albert Midgley, 929 Shaker Rd., #D-10, Westfield, Ma. 01085. 413-562-9580

Carol Applegate-Navy Seabee 82/93, Lead Volunteer, Freedom Park, 6711 Mine Lusa Blvd Omaha, Ne. 68112 402-455-0930, Carol_Applegate@cargill.com is currently volunteering at the Museum at FREEDOM PARK which is the home for the USS HAZARD (AM-240) and a 1/3rd size Korean era sub, the USS MARLIN (SST-2). If you have anything for her to display in her Armed Guard section, contact her for any input, expertise which will be greatly appreciated.

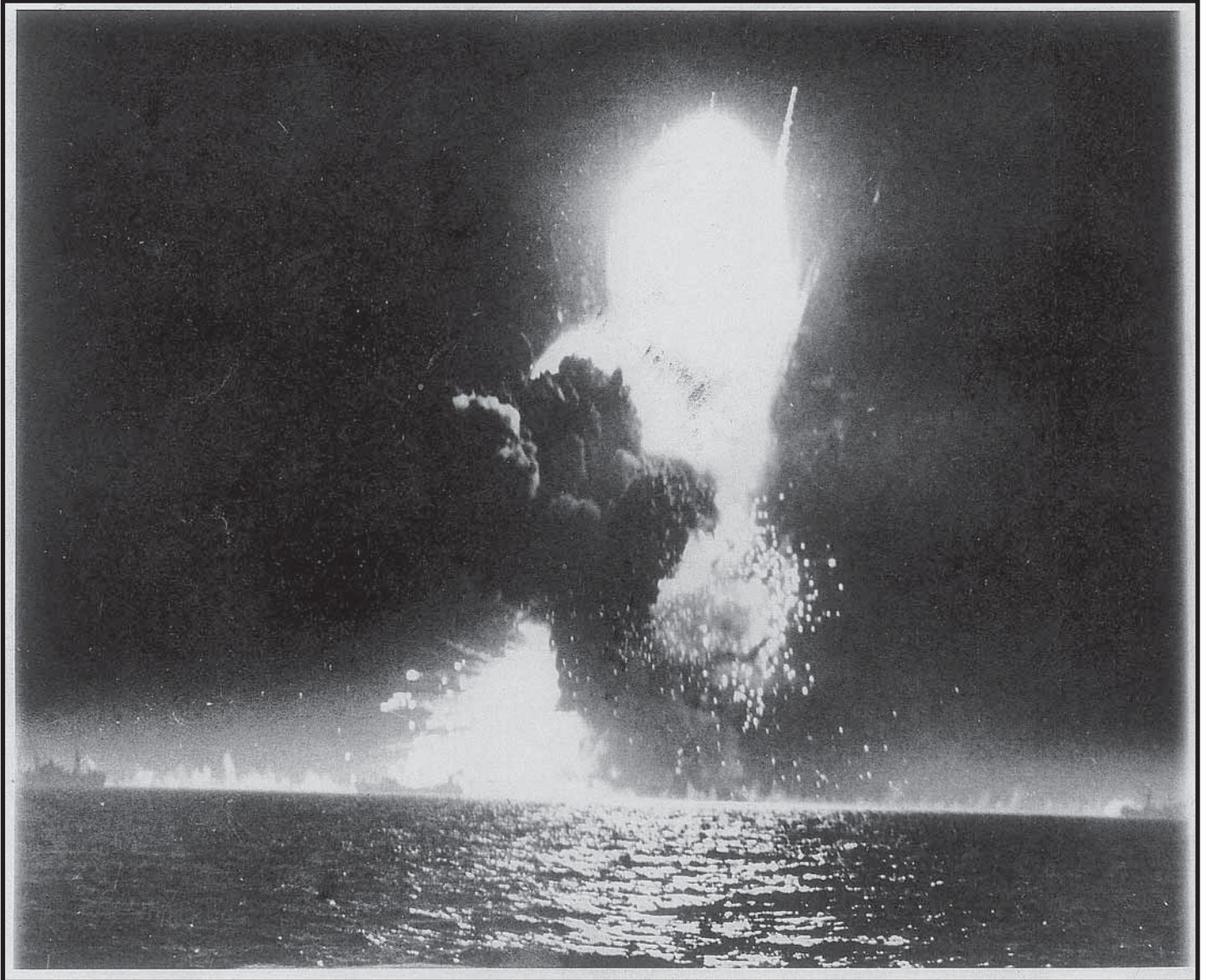
★ ★ ★ ★ ★ ★ ★ ★

Dear Charles,

While looking through a drawer in our spare bedroom this winter, I came across this picture and it brought back some memories I thought might be worth sharing. My first ship, the S.S. JOSEPH McKENNA and our first trip was in 1943 to the Persian Gulf.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

LETTERS FROM THE CREW...



Our Gun crew stood watch, four on, four off our entire trip. Our first port was Oran, North Africa. Then Algiers, Port Said, Sudan and Aden, Arabia. Coming back, we stopped at Bahrain Island, Nador, North Africa and Casablanca; still, four on-four off.

Our second trip was back to the Med Sea. When we arrived, in Algiers, we were joined by several ships going to Naples, Italy carrying troops from North Africa to Italy. The ship next to us had several troops on deck and I will always believe it was loaded with Ammo.

My gun was a 20MM on the starboard side of the bridge. The bridge had a

long glass which I was using. Our escorts were twin engine planes, as well as a few destroyers and destroyer escorts.

It was just getting dark when the escort planes left. I was watching the troop on the deck of the ship next to us when a twin engine plane was headed directly towards it, and us, flying very low. I saw a bomb, or; torpedo fall from the plane and made a direct hit on the ship I had been watching. It is hard to describe the blast because it was devastating. We got a few rounds off. I think we hit it. The plane went down very quickly. After general quarters, several of the crew and I went to our lockers to get our bibles and said a prayer for the

people who were lost. A couple of days after the attack, our gunnery officer told us that a Times Magazine reporter in the convoy was taking some silhouette pictures of the ships when he, by accident, caught the explosion with his camera. He also told us that maybe we could contact Time Magazine after the war was over to get a picture. I did just that and wrote the date and position of our ship. They sent me a picture that I have enclosed. I think our ship is the one on the left of the explosion. I don't know how many ships was lost that night but the talk was 5 or 7 ship. I'll never know.

We were in Naples for several days. The harbor, as well as the city, were

LETTERS FROM THE CREW...

"A BEAUTIFUL SHIP" BALTIMORE LIBERTY SHIP, SS JOHN W. BROWN

Ernie Imhoff 1626 Bolton Street, Baltimore, MD 21217

Thanks for your interest in publishing the following in The Pointer.

A new DVD, "A Beautiful Ship", about the Baltimore Liberty Ship, SS JOHN W. BROWN, can be ordered from Project Liberty Ship, Inc., P.O. Box 25846, Highlandtown Station, Baltimore, MD 21224-0546. The 37-minute DVD costs \$15 with an extra \$3 for mailing. All proceeds from sales support the non-profit SS John W. Brown which honors the merchant seamen and U.S. Navy Armed Guard of World War II who operated and guarded the BROWN and other Liberty Ships in the war. I, Ernie Imhoff, of Baltimore, ordinary seaman on the BROWN, shot most of the 200 color pictures and wrote the words for the DVD. My wife, Hilda Imhoff, narrated the DVD. The producer was Bernard J. Wulff, a retired architect, whose Bell Tower design was one of six finalists for the World War II Memorial in Washington. I wrote "Good Shipmates: The

Restoration of the Liberty Ship John W, Brown, 1942-2006, Volumes One and Two", 2006, 2007, Glencannon Press, Palo Alto, CA. The books also support the Brown. Most of the DVD pictures are new photographs not in the books. The ship, under Capt. Rick Bauman, will begin its 2010 sailing season with a six-hour cruise for passengers on the Chesapeake Bay on May 8. The BROWN plans to sail to Providence, R.I. September 20, 2010 for a stay in Providence Sept. 22 to Sept. 27, said Michael J. Schneider, a 24-year U.S. Navy veteran, who is chairman of Project Liberty Ship Inc.. The trip completes the BROWN's aim to visit all seven East Coast ports where Liberty ships were built. The Walsh-Kaiser Yard built 11 Liberty ships as well as 21 patrol frigates (called PFs) and 32 attack cargo ships (called AKAs). Joseph Carbo, who sailed around the world 14 times as an engineer in the merchant marine, is chief engineer. Again, thanks, C.A.. Ernie Imhoff 1626 Bolton Street, Baltimore, MD 21217 ernimhoff@aol.com

smoked out every evening as German planes would come over the mountains and drop it's bombs quite often in the evening. The rest of the trip was uneventful. Our next ship was a Greek Lend-Lease Liberty Ship, the S.S. MICHAEL ANAGNAS to La Harve, France and we were loaded with ammo. Luckily, were not hit!!

My last ship was a T-2 tanker, the S.S. ALTOONA out of Chester, Pa.. We hauled aviation fuel to the United Kingdom until the end of the war in the European Theatre of operation.

After that, I went to AIR SEA RESCUE in the 13th Naval District in Washington State,

Whidby Island Queleutte Air Base at Forks, Washington. I know this is not the most exciting story ever told by an Armed Guard gunner but we're running out of stories and not getting any younger. Keep up the good work.

Sincerely,
Jack D. Shinabarger, 1351 Holland,
Michigan, 49423-4408

Jack, The ship was the S.S. PAUL HAMILTON owned by the Black Diamond Steamship Corp. N.Y, N.Y. with

Robert Govett Winans as Master and was torpedoed by German aircraft at 2055 GCT on April 20, 1944 off the Algerian Coast. She was carrying 29 Armed Guard, 47 Merchant Crew, 504 Army Air Force personnel and tons of high explosives. When hit, she disintergrated. Their were no survivors. We can all say a prayer or two now. Thanks for story and photo. See page 6. (calloyd)

★ ★ ★ ★ ★ ★ ★ ★

Dear Bro Lloyd,
Thanks for the 2009 copies of the POINTER. Each copy brings back it's own group of memories and questions such as: 1. Who remembers the name of the WOODEN SHIP at the rear of the Brooklyn AGC? 2. What was the name of the elderly C.P.O. there? All of his hash marks, etc. were gold. One of the officers there told me that he didn't know it for a fact just how long he had been in the navy but that he was a "HASH MARK SEAMAN" 2nd Class in 1916 and he had adopted two sailors as his sons. 3. I never saw a POINTER magazine until you sent me some copies a few months ago. I do remember "ALL HANDS". 4. Why could some AG/MM crews have cameras and radios aboard? We didn't have any on the 4 ships I was on.

Enough for the questions. Now "FOR THE MEMORIES"! My first week on the drill field, the C.P.O. accused me of talking in the ranks. I said, "No Sir, I wasn't talking"! He asked if I was calling him a liar and I said, "Sir, if you say I was talking, you are a (censored) liar." The Battalion Commander gave me 68 hours of extra duty. I was listening to the radio in his office of the Navy making the landing in North Africa, November 8, 1942.

Other memories were: My first air attack. My first sub attack. My first big storm and the waves. My first ship sinking. My first Christmas in a foreign country; Basra, Iraq. My seeing the Statue Of Liberty when I came back into the New York Harbor from my first trip as an Armed Guard. There are many, many memories, some good, some not so good. Until next time, hope you and yours the best of health. John Laster, Box 94, Dallas, Ga. 770-445-0209 P.S. I really wasn't talking in ranks. It was Donald Lonzo.

Answer: 1. USS NEWTON 2. 3. Brooklyn AGC was the only Center that put out the POINTER during WW II. I name the ones you get from that name and magazine which many can be seen on the Armed Guard Web Site www.armed-

LETTERS FROM THE CREW...

guard.com and click on POINTER. 4. Cameras were forbidden on ships at the start of the war for security reasons.

Some did slip them on board and were not caught. After 1944, the rules were not as strict.

It depended mostly on the Lt(jg) in charge. (cal)

★ ★ ★ ★ ★ ★ ★ ★

Thank you for your nice Christmas greetings. We also received a Christmas greeting from Secretary of State Hillary Clinton. The State Dept. has decided to take over all APO's located in US Consulates & Embassies worldwide and in the course of this deny ALL retired military and widow's of retired military the use of the APO's as of DEC. 31st, 2009. They say it's a cost cutting exercise, even thought only effects about 5800 military retirees & widows worldwide. Since 1978 we can only receive letters and magazine and send or receive anything weighing over 15 ounces so we're not talking about any great volume of mail in fact 900 of these 5800 lives in Panama, mostly widows of retired military.

As a result of this Christmas present from Frau Clinton I must change my address for The Pointer (which gets better with every issue and which I also share with WW II members of the US Merchant Marine and the Australian Merchant Navy Assoc.)

My new address is: David L. Raymond 60 Gurney Rd. Chester Hill NSW 2162 AUSTRALIA realize this will cost more postage for you so let me know roughly how much it would be for a couple of years issues and I'll send you a check plus some extra for the "coffee fund".

In addition to the inconvenience of having to use international postage

rates she (The State Dept.) will not allow those who are disabled, even 100% because of military service, to receive any medication thru the APO's too. The rub here is the various US Armed Forces will only send this medication to APO's not a foreign address.

Have a Merry Christmas
David Raymond

★ ★ ★ ★ ★ ★ ★ ★

Mr. Lloyd, I am trying to find information on my father's ships and got your contact information from the Armed Guard site. My father, Eugene O. Kuntz, was on the following ships: S.S. MONTOSO, Lawton B Evans, Henry Willard and the Alfen Besse. He retired from the USNR as a Lieutenant Commander, all I know about his time on these ships was that he was the C.O.. I know the COs weren't high in rank and, they and their crew, were usually very young men. I am just glad he returned safely to be my Daddy!! If you are not the proper contact for information, could you please point me in the proper direction? I appreciate any assistance you can give. Karen Kuntz Maloy dennis.maloy@sbcglobal.net

Karen, You have the right person. Is your dad still with us. Hope so. Need full name, Service number Address Tele.# ...

Karen, You know how to run the computer so you are in good shape to get info. For his ship's Log and crew names since you have his ships and hopefully dates on the ships and off of each one, then you can E-Mail MODERN MILITARY RECORDS in College Park, Md. inquire@nara.gov tomorrow between 10 A.M and 3 P.M. and ask for the VOYAGE REPORT, SHIPS LOG and crew list for each ship and they will tell you the cost of each.

You can get a photo of each ship from Mariner's Museum in Newport News, Va. Phbinson@MarinersMuseum.org and Patti

*can tell you the cost of each ship. Hope I have been of service. I have a ship's list in the computer and I will enter your dad's name under each ship and place an asterisk * behind his name to indicate he is deceased. Did he ever talk much about his service time; as to whether he made the "RUSSIA RUN", etc.? cal*

Mr. Lloyd, WOW!! you're fast on the return! Thank you so much!! No, Dad isn't still with us. He died 11/11/95 (Veteran's Day, how fitting!) after a five year duel with Non-Hodgkins Lymphoma. He always said it wasn't a disease, just an inconvenience. Never let it keep him from living life to the fullest to the very end. His full name is Eugene Oscar Kuntz (believe it or not there are two who served in WWII!!). Would his service number be his SSN? Which address and telephone do you need? I have his service records, received them from the National Personnel Records Center, so can hopefully come up with whatever you need.

Thanks again!
Karen Maloy

★ ★ ★ ★ ★ ★ ★ ★

WOW thanks!

Yep, he made the Russia run. In fact, just today I framed a needlepoint double collar type thing (at least it looks like what the Russian women would wear on a shawl collar) that Mom had in a box and has almost thrown away dozens of times. I snatched it!!! He was iced in at Murmansk and the town had all of them in for a big dinner and presented them (or at least Dad) with the needlepoints. Mom said it would have been 1944, that's all I know. Mom is 92 and I really must get a recorder and get her talking. She starts with stories (told my husband the one about how she and Dad met while I was boxing stuff) and I never have paper or recorder handy. I've told her she needs to get it down on the computer, she always says, "Oh, it doesn't type up

LETTERS FROM THE CREW...

INFO FOR VETERANS

Here's a new way to get a copy of your DD-214

Here's a new way to get a copy of your DD-214 if you have "misplaced" it. It's official; DD-214s are NOW Online. The National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214s online: <http://vetrecs.archives.gov/>

This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents.

Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized.

The new web-based application was designed to provide better service on these requests by eliminating the records centers mailroom and processing time. Please pass this information on to former military personnel you may know and their dependents. (cal)

To get your 65th YEAR Medal,
address your request with copy of DD-214 and your ship's names and dates to:
Your Excellency Sergey I. Kislyak
Ambassador of the Russian Federation in the USA
Russian Cultural Centre • 1825 Phelps Place NW • Washington, D.C. 20008

(Example) - Dear Sir:
I'd like to get the 65th Anniversary Russian Medal as I was on the S.S. etc.

well." I'll tell her, "Oh, Mom, your grandchildren and great-granddaughter will want to know this some day and I will never remember it all!!!" She is very active and spry and alert at 92, she drives a 2000 Mustang and got a tattoo for her 85th birthday, just never can seem to find the time to get everything in print for me! She is bound to know more about all of Dad's ships and destinations, I must get it out of her! Again, THANKS!!
Karen Maloy

★ ★ ★ ★ ★ ★ ★ ★
***SCAN MY TIME IN THE US**
Hello C.A. and Hilda, 2/28/09

Hope all is well with you all. Sorry that I am slow in getting a donation to you but the economy is going to pot here. My San Bernardino City Fire Department pension comes from there and I got a letter saying, "Due to the bad economy, your pension is being reduced". I hope yours is not effected. We have over 1,000 foreclosures in my county. Two years ago, they doubled our property tax and now, people are

loosing their homes. Well-so much for problems here. I am sending a short article about my time in the USN Armed Guard. I was very lucky to have been assigned to eight ships that sailed all over the world and saw many things and places that most Armed Guard never saw. Here goes:

I took my Boots, Signal School and Gunnery School from Jan. 1942 to June 1942. Then we sailed on the S.S. R.J. HANNA, Standard oil tanker from Richmond, Ca. to Ketchikan, Alaska, to Estro Bay, Ca. and back to Richmond, Ca. from 6/29/42 to 8/23/42. Then, I caught the Liberty Ship S.S. WILLAM H. SEWARD on 8/29/42-to 1/5/43. We left from Portland, Or. To Long Beach, Ca. and from there to Wellington, New Zealand. From there to Aden, Arabia, Suez, Egypt and to Cape Town, South Africa where I was detached from the ship to the Royal Naval Hospital at Simonstown, Africa, 15 miles from Capetown.

I was released from the Hospital and

assigned to the S.S. FITZ-JOHN-PORTER on 1/19/43 and left Capetown and sailed to Bahia, Brazil where we stayed for 3 days. Then left in a convoy of 30 ships and on March 1st at 45 minutes past midnight, one torpedo was fired at us. I was in the Forward gun tub and it went under me and missed the ship about 4 feet. I called the captain on my battle phones and told him that I just saw a torpedo go by and he said it was probably a porpose and I wasn't happy with the answer so I left my gun tub and went down and woke the officer up. He sent all men to battle stations. I went back to my gun tub which had 2-20mm cannons. I loaded the one on the port side and at 3:05 AM, a second torpedo came alongside of the ship and missed us about 20 feet. At 3:15, a third one came directly broadside at us and hit us in # 5 hold. It knocked our gun off its mount and blew away Louis Acklen who was sleeping on the hatch. We never found him. The sub surfaced for about 5 minutes at which time I fired one magazine from my 20MM, Then,

LETTERS FROM THE CREW...

My Time In The U.S.Navy Armed Guard

January 1942 to June 1942

Boot Camp- Signal school-Gunnery School

1- S.S. R.J.Hanna -Standard Oil Tanker 6-13-42 to 8-23-42

Departed Richmond Calif. To Ketchikan Alaska to Estero Bay, Calif. To Richmond Calif

2-S.S. William H. Seward- Liberty Ship 8-29-42 to 1-5-43

Departed Portland Oregon to Long Beach Calif.-to Wellington New Zealand- Aden Arabia- Suez Egypt.-Cape Town South Africa; Detached from ship sent to Royal Naval Hospital at Simonstown So. Africa 15miles from Capetown.

3-S.S.Fitz-John Porter- Liberty Ship 1-19-43 to 3-1-43

Was released from Hospital and assigned to this ship; Left Capetown sailed to Bahia Brazil spent 3 days in Bahia Then left and joined a convoy of 30 ships. On March 1st at 45 minutes after midnite one torpedo was fired at us, I was in the forward gun tub and it went under me and missed the ship by 4 feet. I called the Captain on my battle phone and told him I just saw a Torpedo go by. "It was probally a porpoise" I wasn't happy with his answer so I left my gun tub and went down and woke our officer up. He sent all the men to their Battle Stations. I went back to my Gun Tub which had 2 - 20mm Cannons. I loaded the one on the port side, At 3.05 am a second Torpedo came along side the ship and missed us by 20 ft. At 3:15 a third one came directly broadside at us and hit us in no. 5 hold, It knocked our aft. Gun off its mount and blew away Louis Acklen who was sleepin on the hatch. We never found him. The sub surfaced for about 5 minutes at which time I fired one magazine from my 20.mm Then we were ordered to abandon ship.

I was one of the last ones to leave with the Captain and our Armed Guard officer and five merchant seamen, One life boat had been destroyed and the other two had left; We were picked up the next day by a Brazilian Corvett, Later that day were transferred to an old Brazilian Freighter, Eventualy we were taken to San Salvadore Brazil.

When we arrived at the dock the Police were there and took us to Jail, We were wearing cut off jeans, and nothing else and they didn't know who we were as we had no papers.

The next day our officer got a hold of the American Navy and they sent a bus and took us to a Navy port. We spent the nite there (I don't even Know where)

Then we were taken aboard the American Cruiser U.S.S. Milwaukee and given some clothes and shoes. Later that day they put us aboard the Destroyer U.S.S. Kearney D.D.432 which took us to the Charleston Navy Yard In So. Carolina.

After two days there we were put aboard a train and sent to New York arriving there we were put on a bus and went to the Brooklyn Armed Guard Center

We were issued a complete sea bag of new clothes. They told us if we lived West of the Mississippi River we could go back to Treasure Island Armed Guard Center in California if we paid our own way back, Or would have to stay and ship out of New York. Five of us paid our train fare \$37.50 and went to California, We were given a 30 day survivors leave then told to report to Treasure Island for our next assignment. Then on to my next ship

LETTERS FROM THE CREW...

4- S.S. Waipio-W.W.1 Hog Island Freighter -4-10-43 to 2-19-44

Left Seattle to Mukilteo Washington loaded ammunition. To Dutch Harbor-St. Paul Island-Nome-Wales-Shismaref-Deering-Kivalina-Pt. Hope-Pt. Lay-Wainwright-Pt. Barrow-Kotzebue-Little Diomedes Is.-King Is.-Akutan All Alaskan Ports. Then back to Seattle, Loaded up with Army supplies then to Kiska and Attu., Returned To Seattle Was detached from ship sent to Treasure Island and assigned to another ship

5—S.S. Richmond Standard Oil Tanker 2-20-44 to 4-28-44

Left Richmond Calif To Seattle Wash. To El Segundo. Calif. —San Pedro-to Richmond to El Segundo Calif to Richmond Calif. Then off the Ship

6—S.S. Gilbert M. Hitchcock Liberty Ship 5-2-44 To 2-13-45

From San Francisco to Milne Bay-Finnschhafen—Port Morsby New Guinea- Manus Island in The Admiralties-Manila-Leyte Philippines—Guam-Saipan-Ulithi-Eneweta-Kwajalein—Then to Hawaii.

7—U.S.A.T. Alcoa Polaris U.S. Army Transport. 3-12-45 to 10-30-45

We left San Francisco to Pearl Harbor-Eniwetok-Ulithi-Guam-Saipan-Milne Bay-Hollandia-Finschhafen—New Guinea Manila-Leyte-Philippines- Iwo Jima- Okinawa- Then to Yokosuka Navy base in Japan,

8 – U.S.S. Arlington APA 174 10-31-45 to 12-?-45

I was assigned to this ship after the war was over I went from Japan to Seattle where we unloaded troops and I put in for a discharge as I had enough points to get discharged and I didn't like all the regulations on a regular Navy ship.

I was discharged December 22- 1945, This was the greatest experience of my life

Larry La Fontaine

We were ordered to abandon ship. I was the last one to leave with the captain and our Armed Guard officer and five merchant seamen. One lifeboat had been destroyed and the other two had already left.

We were picked up the next day by a Brazilian Corvette NAVIO MIME CARIOCA and about 1 hour later, they were transferred to a Brazilian freighter and taken to Recife, Brazil. We were eventually taken to San Salvadore, Brazil. When we arrived at the dock, the police were there and took us to jail. We were wearing cut-off jeans and nothing else and they didn't know who we were because we had no papers. The next day, our officer got

in touch with the American Navy and they sent a bus and took us to a Navy port. We spent the night there. (I don't know where) We were taken aboard the Navy Cruiser USS MILWAUKEE and given some clothes and shoes. Later that day, they put us aboard the Destroyer USS KEARNEY which took us to the Charleston, S.C. Navy Yard.

After two days, we were put aboard a train and sent to New York and when we arrived, we were put on a bus to the Armed Guard Center in Brooklyn. We were issued a complete sea bag of new clothes. We were told that if we lived West of the Mississippi River, we could go back to Treasure Island

Armed Guard Center in California if we pay our own way back, or we would have to stay and ship out of New York. Five of us paid our train fair, \$37.50 and went back to Treasure Island. Ca.. We were given a 30 day survivor leave and told to report back to T.I. for our next assignment.

My next ship was the "HOG ISLAND" freighter, the S.S. WAIPIO from 4/10/43-2/19/44 and went to Seattle, Wa. and sailed to Mukilteo, Wa. and loaded ammunition. We sailed to Dutch Harbor-St Paul Island-Nome-Wales-Shismaref-Deering-Kivalina-Pt. Hope-Pt. Lay-Wainwright-Pt. Barrow-Kotzebue-Little Diomedes Island-King Island-

LETTERS FROM THE CREW...

S.S.Fitz-John Porter

It was on March First 1943
Twelve Months I had been at sea
As I stood watch in my Gun Tub
We were Torpedoed by a German Sub
Three Torpedoes came our way
One hit and Two went astray
At three O'Clock in the morning
We were sunk with out warning
I loved this New Liberty Ship
This was her first trip
Under the waves she started to slip
We got in life boats and rowed away
Hoping to fight another day
I lost my friend Louis Acklen that day
He has gone to a better place I pray
We were picked up by a Brazilian Ship
Who had gave the German Sub the slip
This was my Third Ship
I sailed on Five more
As a Gunner till the end of the War
Discharged in 1945
I was glad to get home alive.
Became a Fire Fighter for thirty years
Many good days, Many with tears
Now that I am Old and Grey
I will soon Sail Away
Larry LaFontaine

Akutan. They were all Alaskan ports. We then sailed back to Seattle, loaded up with supplies and returned to Kiska and Attu. We returned back to Seattle, sent to T.I. and on 2/20/44, was assigned to the Standard Oil tanker, the S.S. RICHMOND in Richmond, Ca. and we sailed to Seattle, to El Segundo, Ca., San Pedro-Richmond, El Segundo-Richmond and off the ship, 4/28/44.

I was assigned to the Liberty Ship S.S. GILBERT M. HITCHCOCK in San Francisco on 5/2/44 to Milne Bay-Finnchhafen-Port Moresby-New Guinea-Manus Islands in the Admiralties-Manila-Leyte-Phillipines-Guam-Saipan-Ulithi-Eneweta-Kwajalein- Hawaii and back to San Francisco on 2/13/45. Then, I went on the U.S.A.T. ALCOA POLARIS, an Army transport to Peart Harbor-Eniwetok-Ulithi-Guam-Saipan-Milne Bay-Holandia-Finschaffen-New Guinea-Manila-

Leyte-Phillipines-Iwo Jima-Okinawa and then to the Yokosuka Navy Base in Japan and removed from ship 10/30/45 and assigned to the USS ARLINGTON (APA-174) on 10/31/45 and we sailed home to Seattle from Japan where we unloaded troops and I put in for a discharge as I didn't like the regulations on a regular fleet ship. I was discharged 12/22/45. This was the greatest experience of my life. The war was over.

Larry La Fontaine 7402 Fairview Rd. SW, Olympia, Wa. 98512

Thanks Larry for your time and places in service. Hope I spelled the names corret. (cal)

★ ★ ★ ★ ★ ★ ★ ★

Hello C.A.

I give you permission to print all or any part of the letter I sent you. I just hope someday people will realize the difficult times our generation went through. From the Great Depression through WW II. Also our service in the U.S.Navy Armed Guard in WW II Take care and keep up the good work. Stay healthy, our time is getting short. Larry LaFontaine

★ ★ ★ ★ ★ ★ ★ ★

Hi Cal, Without you, I doubt if anyone would have ever known we existed as a force to protect our WW II shipping of war materials. I served on the S.S. FRANCIS E WILLARD 43/44 and the S.S. HENRY WYNCOOP44/45. Thanks again.

Ray Fitch,
1037 Village Dr., Hastings, Mi. 49058
517-275-8386

Everyone has played a part in this. Thank you for serving and your comments. (cal)

★ ★ ★ ★ ★ ★ ★ ★

Subject: My dad

I don't know where to go or who to contact. Admittedly it's a little late to

get info as probably most have passed away. My father was Roy Garland Greenlow #803-88-73 from Gloucester, Ma. and was in the USN Armed Guard during WW II and was aboard th S.S. JAN W. VAN DYKE. I believe it was an oil tanker. He was on "Liberty" had spent time with shipmates before heading to a dentist appointment. On the way he came in contact with a Panamanian citizen, Carlos Saldana. They had a disagreement and my father was killed. This was April 9th 1945 around 7 pm. He is buried at The Corazel Cemetery there. Mom said he was buried there in Corazel as the military only flew bodies as far as the West Coast. I would like to contact anyone who could help me find any information about this case, including newspapers. Thanking you even if you can't help me. Ronald A. Greenlow-(His son) POBOX 241, Concord, NH 03302.

Ronald,

I would like to extend a long belated condolence in the death of your dad. I do not know of anyone to my knowledge at this time who was on the ship at the time. I will check the computer again and I will also get back to you. Is the Corazel Cemetery in the Panama Canal area? I am at lost at this time of it's location. I am glad our paths has crossed. Hope I can be of help. calloyd

I want to thank you so very much for the copys of the "POINTER" you sent me. This is a world I did not know existed. When reaching out for help, I did not realize I had gotten in touch with someone who was so knowledgeable and at the top about the Armed Guard. Do you think it might help if I were to tell my story and send it to the "POINTER". I was thinking it couldn't hurt. What do you suggest. Thanks again for the books. Ron Greenlow

I found some pictures of my dad today and a letter mom had received from

LETTERS FROM THE CREW...

WITHOUT THE MERCHANT NAVY, WE WOULD HAVE DEFINITELY LOST THE WAR - BILL ANDREWS MN THE ROYAL NAVY & THE MERCHANT NAVY WERE ONE BROTHERHOOD, ONE NAVY

Today, 18th September 2009, I received an email from Bill, who has been living in Australia since 1953 and had been a Merchant Seaman for 45 years. He survived everything that Adolph and his mates could throw at him and has written a book, *Under The Southern Cross*, in an effort to highlight the 'forgotten sailors' who, without them, we would never have won World War 2. This sailor, a merchant seaman, a civilian, took part on invasions and never had a gun to shoot back. He was at the Sicily landings, the Salerno landing too. He has looked the enemy in the white of his eyes and survived where many thousands had lost theirs. 55000 merchant sailors lost their lives in 11000 ships in WW2, around the world.

Today, in these modern, politically correct times, it has been frowned upon to glamorize or glorify war. Those that took part have been denied their rightful place in history for the ultimate sacrifice they made to ensure that we are sitting here today, writing or reading these words, in English and not German. Indeed, if it were not for Bill Andrews and his work, these same critics would not have a voice, they would not even exist. A right wing fascist government would have silenced them permanently and concentration camps would border each large town or city.

Bill Andrews, and his mates, are owed a debt we can never hope to repay BUT we can acknowledge their sacrifice in the correct manner. I was not born until 1949, I grew up watching the USA decimate a tiny country called Vietnam. Their soldiers were also shunned when they came home; but the politicians who sent them, were not. To blame the many for the action of a few is oh so easy to do. The USA invaded Vietnam to allegedly stem the evil flow of communism. The fact that this country now flourishes under a unified communist government speaks volumes for the sometimes misguided aims of a politically opposed superpower. Not that I support communism, I do not, but it proves a point.

Remember our Merchant Navy of WW2, crewed by men from all over the world, many of whom died, not even recorded, because they were Lascars or some other nationality. The Merchant Navy was part and parcel of a floating fleet which, along with the men and ships of our Royal Navy, kept us free and fed throughout the longest battle in history, the Battle of the Atlantic 1939 - 1945. The Merchant Navy was not recognized as such simply because they were civilians. But these were civilians in the front line! Why were they not recognized for so long? When a civilian sailor had his ship blown up beneath him, and he was lucky enough to survive and be rescued, he would land on shore to find that his pay had been stopped from the moment he lost his ship! He would not get another penny until he signed on board another. Many of these surviving seamen would be rescued, only to be torpedoed again and find themselves back in the water, rescued again, and blown up again!! And no pay! Criminal!

You can see Bill talking about his life, and his book, most eloquently, on the following two videos:

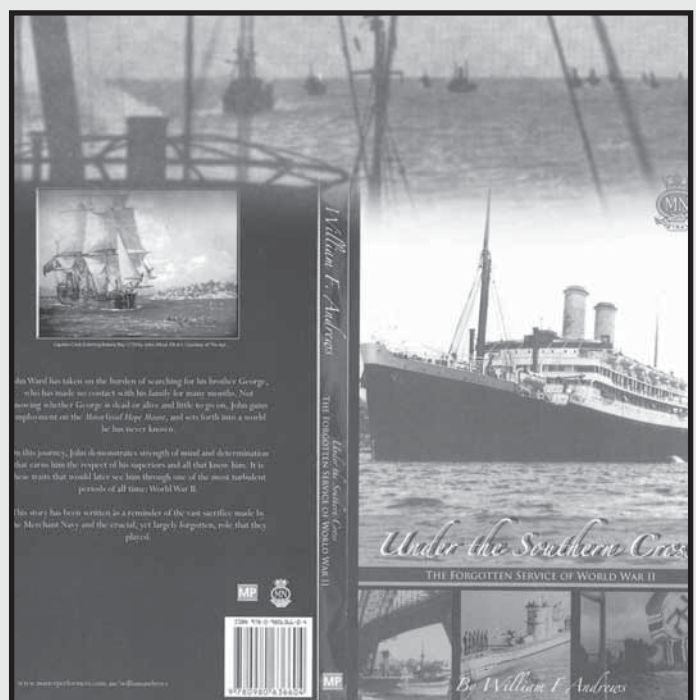
<http://www.youtube.com/watch?v=HukGGLAP-uo>
Part One

<http://www.youtube.com/watch?v=85cmFIebyzw&feature=related>
Part Two

Bill has had his book published and you can buy it here in the UK from the following source:
<http://www.lulu.com/content/paperback-book/under-the-southern-cross---the-forgotten-service-of-world-war-two/7625904>

It is also available in Australia from
admin@masterperformers.com.au
£14.37 Ships in 3-5 business days

John Ward has taken on the burden of searching for his brother George, who has made no contact with his family for many months. Not knowing whether George is dead or alive and little to go on, John gains employment on the Motor Vessel *Hope Mount*, and sets forth into a world he has never known. On this journey, John demonstrates strength of mind and determination that earns him the respect of his superiors and all that know him. It is these traits that would later see him through one of the most turbulent periods of all time: World War II. This story has been written as a reminder of the vast sacrifice made by the Merchant Navy and the crucial, yet largely forgotten, role they played.



LETTERS FROM THE CREW...

dads Commanding Officer. He was H R Jones Lt(jg) USNR. Do you have him listed anywhere. Just a thought. I have made arrangements to connect at next N.H meeting with Bob Norling although I will see him before then as he is only a few miles from me. I'm going to listen to sea tales. Take care. Ron.

★ ★ ★ ★ ★ ★ ★ ★

Dear Mr. Lloyd:

First of all I want to thank you for publishing my dad's memoirs, "The Recollection of Richard Lowe on the Murmansk Run", in the last Pointer Magazine. It meant a lot to have his words heard after all these years. Also, due to the publication of his memoirs in the last Pointer Magazine, a Navy Armed Guard buddy call him. His buddy had read the article in the Pointer. They had not talked to each other in over 64 years. Wow!!!! They talked for hours. My dad was on cloud 9 after hearing from his friend. Thank you so much. Your publishing his memoirs brought he and a friend together after all these years. For this reason, I also hope you will publish another article in the next Pointer Magazine about the painting that my dad and 3 other men painted for the Armed Guard School in Algiers, New Orleans. I am not having any success finding this painting or finding anyone old enough to remember anything about it. I have only been able to talk to young men around the age of 24. Hopefully, by you publishing an article about it and the picture that I sent you earlier, someone will read the article or see the picture and will have some information about it whereabouts. I have attached a copy of the painting for you to use. You may want to enlarge the copy. You can see and read the article under the picture better. Again, many thanks for all the work that you do. My dad and I both really enjoy reading the POINTER. Sincerely,

Dayla Newton David Newton 410 Broadwell Ct., Roswell Ga. 30075 770-992-0926 dadenew@mindspring.com

I have Alexander Forbam listed but on HOLD. Who was this person who contacted your dad? I need to know today as I am getting the POINTER ready to put together. Meantime, I'll look for Forbam. cal

Thank you very, very much for sending me this website. Here is the letter I wrote to him, and his response. What a great man, and son. Tks, again, Cal. Arnie

Thank you very much for sharing your Dad's web site. That is an almost unbelievable story, and he is a true hero.

I spent all of my Navy career in the Armed Guard after completing signal school, and made six round trips across the North Atlantic, one ship a Liberty tanker carrying fuel oil to various ports in Great Britain, and the other a Liberty cargo ship, carrying supplies to Great Britain and one trip to France. My third ship as an ammunition ship, hauling a load to Italy, offloading in Naples, being loaded with 6700 2000 lb bombs, hauling to Saipan in the Pacific. No experiences close to what your Dad endured.

Every time we left New York to cross the Atlantic I was hoping we were bound for Murmansk. You know, young and invincible and wanting "adventure". How lucky I was in not getting my wish. This was a bit later in the war and the trips were not as hazardous as your Dad endured.

He is a true hero. I noted his picture on his Honor Flight last year. I was fortunate enough to go on one in August of 2009.

Thank you for sharing his experiences. I sincerely hope he is still alive. Please express my thanks to him, too, for sharing.

The grandson of one of my crewmates here in Iowa is in the process of writing a



book setting out the history of the US Navy Armed Guard. I will forward the web site to him, as he wants as many stories and Armed Guard careers as he can get.

By the way, I am host of the Iowa-Minnesota-Dakotas area of the Armed Guard, and have been since we organized in 1993. We meet monthly for fellowship, scuttlebutt, and lunch, and have an annual reunion in September.

My best to you and your father. Arnie Latare, former Armed Guard SM1C. 4400 E.P. True Pkwy Unit #59, West Des Moines, IA, 50265

Dear Arnie, Thank you so much for all the kind words about my dad (who is still alive now) and the web site. You know, in my eyes he is my hero, but I feel all of you veterans of WWII are heroes especially the ones in the Naval Armed Guard. I hope that you have taken the time to sit down and write your memories down on paper. That is the younger generations history. You need to tell your story.

You mentioned that you wished that you could go on one of the Murmansk runs, but now glad you didn't have to go. There is a song that states that sometimes God's greatest gift is unanswered wishes and prayers.

LETTERS FROM THE CREW...

WE LEFT ENGLAND FROM THE RIVER CLYDE IN SCOTLAND IN MAY 1942

Charles

We left England from the River Clyde in Scotland in May 1942 and we sailed on a ship called the Munago which was an American trooper in company with the USS New York, battleship. Ten days and we reached Boston with no incidents on the way. I think the Munago became a hospital ship in the Pacific later on. Then from Boston to New York entrained Boston to New York, based in the USS Armoury in Saker 2, Brooklyn. Then by train across the USA via Chicago to Mendocino and then into San Francisco Treasure Island. HMS Stalker, ex USS Hamlin, Escort carrier commissioned Dec 1942. Sailed from SF in Jan 1943 via Panama Canal to Norfolk, Virginia, back to New York, Staten Island full cargo of P39's Lockheed Lightnings and delivered it with an American convoy to Casablanca. Offloaded two days and sailed via Gibraltar to Chatham, UK.

Left UK July 1943 took part in the Avalanche Operation in Salerno with the US Army under General Clarke. Then on to Bizater, Tunisia, then to Algiers then back to Malta joined with USS Tulagi and Kasenbay in company at Operation Dragoon landing in Southern France with American Army again.

Back to Gib and on to Liverpool UK. for 8 weeks refit. Then to Plymouth for 1 weeks leave then on to Gib again this is Jan. '44,

then went out to Alexandria, Egypt and took part in the Greek Island raids. When that was over, I sailed through the Suez Canal to Trincomalee, Ceylon (now Sri Lanka) various operations on the Burma coast covering the invasion and retaking of Rangoon and then Malacca Straits for the re-taking of Singapore. Surrender Ceremony with Mountbatten VJ day. Return to Colombo in Ceylon, Ships Company paid off and Stalker returned to UK and then on to USA to be returned as lend lease.

I remained in Ceylon until discharge to UK in Feb 1946. Remained in the Reserves for the Korean War for 5 years. I saw action at Malta air raids at sea. Saw Algiers attacked by torpedo planes and an American destroyer hit. Was at Gibraltar when attacked by Condor aircraft with bombs. (no hits) I saw a hospital ship hit at Salerno. In raid from Scapa Flow, Scotland with aircraft carriers and escorts to rain the Tirpitz in Norway. Before my Navy service, I was in the Blitz at Liverpool in 15-16 air raids. Ships sunk in the Mersey River by mines and an ammunition ship blew up in the docks killing one person in a car going pass. I look forward to my visit to San Francisco, USA in March.

Gerald Bertram

Sent by: Anne Schnoebelen V P Treasure Island Museum Association <http://www.treasureislandmuseum.org>
Mobile 650 796 0520

Yes, my dad did get to go on one of the Honor Flights from Birmingham last July and I got to go as his guardian. That was the most moving trip I have ever been on. I was caught off guard by the crowd of people greeting us as we arrived into Baltimore and on the return flight into Birmingham. Wow, I couldn't stop crying.

You mentioned that a friend's grandson was writing a book about the US Navy Armed Guard. I would love for my dad's story to be published. Please forward the web site and encourage him to contact me and then I can get him in touch with my dad. He could communicate with him through e-mail or by phone. My dad is a very hard of hearing, so to talk to him he has to be on a special phone in the house. No problem though. He would love it, I would appreciate it, and that would make him feel so important.

Also, I would appreciate it if you, as

host of the Iowa-Minnesota-Dakotas area of the Armed Guard, would tell you buddies about the web site. Dad's group is now down to about 6 men left, but they meet quarterly for lunch and have a good time. A lot of the times my mother attends the meeting with him.

Again, Arnie, I have enjoyed hearing from you and all your kinds words.

Sincerely,
Dayla Newton

★ ★ ★ ★ ★ ★ ★ ★

Dear Mr. Lloyd,

I spoke with my dad and he said that he did not ever know his real name. He was called by a nickname they had given him aboard ship. They were on the Army transport ship, the USAT HENRY T. GIBBINS together. My dad gave him his e-mail address so hopefully in a week when his friend can get help from his son about how to use the E-Mail, they will

be able to correspond with each other that way since both are hard of hearing.

My dad did say that his friend is in New Jersey. His friend had been calling all over Texas for many years trying to locate my dad not knowing that he was in Alabama. My dad understood that his friend read the article in the Pointer magazine that my dad had written and called you for my dad's phone number. Sorry, that I can't give you his real name.

Warmest regards,
Dayla

★ ★ ★ ★ ★ ★ ★ ★

Dear Sir,

In the Pacific, during WW II, we were together as one brotherhood of the sea; thanks to America we were victorious.

I hope you like my attachment. To get a complete picture, go to YOUTUBE: William Andrews Merchant seaman. (Con't on page 16)

LETTERS FROM THE CREW...

COROZAL AMERICAN CEMETERY AND MEMORIAL

The American Battle Monuments Commission assumed responsibility for the care and maintenance of the Corozal American Cemetery in Panama in 1982. At this 16-acre cemetery are interred 5,364 American veterans and others. A paved walk leads from the Visitor Center to a small memorial that sits atop a knoll overlooking the graves area. The memorial consists of a paved plaza with a 12-foot rectangular granite obelisk flanked by two flagpoles on which fly the United States and

Panamanian flags. Engraved on the obelisk in English and Spanish is the following inscription:

THIS MEMORIAL
HAS BEEN ERECTED BY THE
UNITED STATES OF AMERICA
IN HUMBLE TRIBUTE TO ALL INTERRED HERE
WHO SERVED IN ITS ARMED FORCES OR
CONTRIBUTED TO THE CONSTRUCTION,
OPERATION AND MAINTENANCE OF
THE PANAMA CANAL

The cemetery is open daily to the public from 9 a.m. to 5 p.m. except December 25 and January 1. It is open on host country holidays. When the cemetery is open to the public, a staff member is on duty in the Visitor Building to answer questions and escort relatives to grave and memorial sites.



(From page 15) We had so much in common in WW II regards to all our American friends. Please be free to pass on my attachment and film around America. Truly, WFA MM Down Under.

Writing wrongs of WW II History "We were all together" by Kelly Ryan

Righting a decades-old wrong has seen 85 year old "Bill" Andrews put pen to paper and write a book. In it, the story of Australia's Merchant Navy, the long unheralded, so-called "fourth branch" of the armed forces without whom the Allied war effort would never have succeeded. Consisting of hundreds of civil ships and their crews enlisted into service. The Merchant Navy lost more men than any other service and Andrew's book is a trib-

ute to the many mates who died in World War II. "Not one of their names is on the Cenotaph in Canberra and my book, Under the Southern Cross, is to ensure their legacy lives on forever." Andrews said, "If it hadn't been for the Merchant Navy, the war would never have been won. They carried the troops and all their equipment and armament but, classified as civilians. They were never considered part of the armed forces, and until last year, had not been recognized. They were on the ships laden with tanks, trucks and other heavy equipment and when they were fired upon, would sink like a stone to the freezing bottom of the waters of the North Atlantic. No sailor could survive long in those conditions."

The great-grandfather took six years to pen a part-fictional, part-historic

action packed adventure about a seaman who sets off in search for his missing brother. The British-born battler said he grew up believing the Royal Australian Navy and the Merchant Navy were a brotherhood and should be held in the same high regard. Andrews moved to Melbourne, where he spent years on the tugs and working within the Maritime Union. Andrews lobbied hard for decades for overdue recognition of the Merchant Navy. He wrote to Kevin Rudd, when he was then Opposition Leader, and Mr. Rudd promised to address the issue. "It had been more than 60 years since the end of WW II and still the Merchant Navy was ignored." But, true to his word, one of Mr. Rudd's first acts soon after becoming Prime Minister was to declare today, September 3rd,

LETTERS FROM THE CREW...

CAPTAIN ALBERT TERRANCE MASTIN - MASTER
BORN PLAISTOW, LONDON 1905. PASSED LIVERPOOL 1930, STEAMSHIPS.



Saxon Queen
Foam Queen, attended the Dunkirk beaches, taking 1,200 men from France on at 3am on the 1st June 1940. Master till September 1942
Devon Coast 12.09.42; MBE LL 03 05 44, Lloyds Medal LG supplement LG 25 05 45
Stuart Queen (44) 27.01.45

which caused considerable damage. Another ship was also hit and, burning furiously, drifted alongside. Violent explosions took place in this vessel and flames from the fire on board quickly enveloped Captain Mastin's ship, forcing the crew to abandon her. The master and four members of the crew boarded a raft, but this was damaged and it up-ended and threw all the occupants into the water. They swam to the safety of the quayside and the master and the chief officer at once went to help in the rescue work. While they were so engaged, a man was seen in the water between the two blazing vessels, and the master and chief officer again boarded the damaged raft and brought the man safely ashore. Captain Mastin showed exceptional coolness and leadership in extremely difficult and dangerous circumstances. The chief officer acted with great courage and coolness."

Captain Mastin (picture right) and Chief Officer Thomas H Fairhurst of the Devon Coast, were awarded the Lloyd's (of London) Medal for saving lives during the 2nd December 1943, at Bari, Italy. Captain Mastin and the Chief Officer also received the MBE. The following has been taken from the London Gazette and printed in the Shipbuilder and Shipping Record of 1944:

"The ship was lying in harbour when a heavy air attack developed. She was hit by a bomb and there were several near misses

The War Record of the "Queen" Boats states Capt. Mastin and Chief officer 'returned to make rescues of as many of the survivors from other ships as they could reach, and repeated the operation several times.'

For D-Day and the week following Captain Mastin was Master of Stuart Queen, storeship military to the USA 5th April 1944 to 23rd June 1945.

Merchant Navy Day. Members and fans will assemble at the Shrine at 12:45 PM ahead of a wreath laying service at the Shrine Forecourt.

William Frederick Andrews
8 Raven Close, Carrum Downs 3201,
Victoria, Australia
wfrederick@optusnet.com.au
Merchant Marine Down Under
WW II

★ ★ ★ ★ ★ ★ ★ ★

Subject:
Raid on Bari and your photo of Bari

I've been researching a shipping company's history and one of the vessels shown by this photograph I believe to be motor vessel SS DEVON COAST. In one of the books it states that the vessel was bombed, but the vessel SS Lom (Norwegian) was bombed and burning, and this threatened DEVON COAST and Captain abandoned the vessel due to

the heat and bomb damage. I believe the ship afloat is the SS DEVON COAST, is there any way of getting a close-up, the photo appears on: <http://www.armed-guard.com/ag40.html> Is there access to further photos? I've had a quite a of a job looking for DEVON COAST, MORAY COAST, WELSH COAST and DORSET COAST in their wartime role.

The hold deck of each vessel had six cylinders of High Gas (fuel for MTB, HL and various small craft) in on book it states DAVON COAST having 50 tons (I'm not certain how many cylinders that would fill). Their role was to support small craft in various theatres of North Africa, Sicily Salerno etc. Glenn B Infield's excellent book Disaster at Bari



LETTERS FROM THE CREW...



only shows a page of ships outlines and numbers in Bari harbour but no identification, so if there is a harbor layout showing the ships that would be cool to know. Regards

Michael Meras

★ ★ ★ ★ ★ ★ ★ ★

Cal;

I received my copy the past week and want to congratulate you on the fine work you are doing. I had not been looking at the web site very often. I was surprised to see all the changes. I liked it that the printed copy since August 2008 is available in PDF. I do want to mention a couple of "cosmetic" errors that might be corrected in future issues if they appear again. Page 17, BOOKS, AMBUSHED UNDER THE SOUTHERN CROSS."

Just this week, I received a Flyer in the mail about this book by someone who purchased it and was recommending it highly. He had copied the ad and included it. I noted the author's middle initial is "W" instead of the "C".

You mention, also, any dummy can figure this out--the phone number area code is confusing the way it is printed-- Tel 603 -and then it appears like maybe a capital "O" instead of o and then the rest of it is printed correctly. Wendell Benson #7711

"Wendell, my printer's system will automatically print an O that way. Thanks for all errors in past POINTERS--and future ones."
(cal)

★ ★ ★ ★ ★ ★ ★ ★

Hi Cal, **SEE STORY Page 24**
It was good talking with you on the telephone several days ago. At that time, I told you that I would send you a hard copy of the typed article on the Anzio invasion during WWII. Unfortunately, I had previously sent



LETTERS FROM THE CREW...

you the only copy I had. That copy I had printed directly from the web site which I just can't find again. I've been searching for it off and on since yesterday without success. If you're still interested on publishing an article in "The Pointer" about the Anzio invasion regarding the Merchant Marine and the Armed Guard participation, I found another article that might be better than the first one. If you would search google for "If This Be Glory: Anzio-The Invasion That Nearly Failed", you can decide yourself whether it would be of interest to our members."Dee" D'Oria

★ ★ ★ ★ ★ ★ ★ ★

Dear Mr.Lloyd,
Thank you very much for your letter. We are offering this trip only to 4 distinguished veterans from the USA including George Bush senior and Bill Carter. So unfortunately we cannot take more veterans on this trip. On the other hand we are going to honor American veterans with a Russian medal "65 years of Victory in WWII". Probably you can help us announce this information to veterans. In order to apply for the medal veterans need to send information about themselves to the Russian Embassy or Russian Cultural Centre :
Russian Cultural Centre
1825 Phelps Place NW
Washington DC 20008
Thank you very much again. Cordially,
Evgeny Agoshkov Director, Russian Cultural Centre

Dear Mr. Evgeny Agoshkov,
March 8, 2010
Bill Carter forwarded your E-Mail to him regarding the Moscow trip for the 65th Anniversary of the end of WW II. It stated that you have invited be, and his daughter to attend and that the Russian Government is paying all of their expenses. You stated that you are interested in others who made the "Russian Runs". Would "all expenses paid" apply to others I may be able to locate? I am in the process of

having another POINTER printed and could put a notice stating you are in search for them. I would say several may be interested.

How many you could afford would be up to you and the Russian Government. I await your will and pleasure and if O.K. to insert your E-Mail in the next edition. You can click on: www.armed-guard.com and then click on POINTER to see the type of magazine it would be entered in. Through the POINTER, I got over 800 people to the Russian Embassy for the 50th Anniversary Medal there in Washington. No! I did not go to any of the RUSSIAN RUNS but my brother Whitson was there on the S.S. EXPOSITOR loaded with ammo in 1943. The ship was sunk Feb. 22, 1943 off of Newfoundland. He survived the sinking but was killed May 5, 1945 3 1/2 miles off the coast of Point Judith, Rhode Island in the sinking of the S.S. BLACK POINT. "Y'ALL" take care of Bill Carter and don't encourage him to get into the Vodka.
Charles A. Lloyd

★ ★ ★ ★ ★ ★ ★ ★

Dear Cal,

I want to THANK YOU for the several copies of the Aug/Dec POINTERS you sent of the USN Armed Guard Fighting Song Record. I carried that record from my Liberty Ship, the S.S. MARY LIVERMORE when I got back from Normandy in 1944. My ship pulled into the Boston Navy Yard for repairs. I stayed on the ship as I didn't live but about 7 miles away and I got to go home every day and it didn't count against my "Leave Time". I took the record home on the subway and was careful not to break it. My ship went to Okinawa and got hit by two suicide planes that killed half of the gun crew including the Officer and 7 Merchant Seamen. The ship was repaired and got to sail and serve again but she was sold later to some company in South America. I was removed from the ship and sent to the Philadelphia Marine Hospital and got a medical discharge. I later moved to California and I

carried the record with me. When I got your note and found out your interest, I sent it to you. Thanks for your interest.

Arthur Fosso, 757 VIA Acapulco, Palm Springs, Ca. 92262
LibertyGunner@aol.com

★ ★ ★ ★ ★ ★ ★ ★



Dear Mr Lloyd,
With this letter I confirm the receipt of 2 books of your magazine "The Pointer". Thank you very much.
Sincerely yours
Anatoly Lifshits

Prof. Anatoly Lifshits
Tel./Fax: +7 812 234 5633
Mobile: +7 911 905 0345
E-mail: Anat.Lifs@gmail.com
55 Kamennostrovsky Prospekt Apt69,
St Petersburg, 197022, Russia

**His story will appear in the next
POINTER**

★ ★ ★ ★ ★ ★ ★ ★

Mr. Lloyd:

Thank you for your time yesterday and your wonderful commitment to the NAG/MM plaque at the Memorial. I am exceptionally encouraged that we can move forward on this.

I have attached a photo of the Naval wall and one of the WAVES plaque. That latter will give folks a general idea of the layout for the narrative plaques. When

LETTERS FROM THE CREW...



U.S. Navy Women's Reserve Women Accepted for Volunteer Emergency Service "WAVES"

Facing a shortage of men to build additional ships and create new bases and facilities in the wake of the 7 December 1941 bombing of Pearl Harbor, the Secretary of the Navy petitioned the U.S. Congress in January 1942 to establish a women's reserve. On 30 July 1942, President Franklin D. Roosevelt changed the course of naval history when he signed Public Law 689, the Navy Women's Reserve Act, creating the Women's Reserve of the Navy. The organization's official name became Women Accepted for Volunteer Emergency Service expressed by the acronym WAVES. Although the word "emergency" was intended to denote the temporary nature of the women's service, the WAVES were unique among the other emergency women's armed services in that its members had the same full military status as male reservists.

Between June and August 1942, with 1.5 million GIs steaming for Britain to prepare for D-Day, Axis submarines sank more than six hundred Allied ships. Even before the invasion of Poland on 1 September 1939, Polish, French, and British cryptanalysts had been working hard to break the codes they feared the Axis commanders would use to organize and carry out attacks on Allied shipping. As the D-Day build-up intensified, the need to break the German Enigma code became increasingly urgent and Project Ultra was launched.

Starting with information gleaned from an intercepted commercial Enigma machine, the Ultra team began breaking the code. After the Royal Navy captured several newer machines from German U-boats, the decoding effort expanded to include 600 WAVES who, at Dayton, Ohio, assembled super-speed code readers called Bombes. At Bletchley Park, England, a contingent of the Women's Royal Naval Service, WRENS, operated the Bombes and fed information to Colossus, the first programmable electronic computer. As messages were decoded, WAVES and WRENS also plotted enemy submarine positions, which were in turn reported to Allied ships, thereby facilitating their safe passage to Britain, the build-up for D-Day, and eventual Allied domination of the Pacific.

Ultra's neutralization of Enigma was vital to the build-up for and outcome of the D-Day invasion. General Eisenhower credited women in uniform as an essential component in the successful planning and execution of Operations Overlord and Neptune. As stenographers, typists, translators, legal secretaries, cryptographers, telegraph and teletype operators, radiographers, and general clerks, WAVES assisted in the preparation for and planning of D-Day as well as subsequent naval operations. The Allied struggle against the Axis Powers in both theaters required thousands of WAVES to perform previously atypical duties in the fields of aviation, military law, medicine, communications, intelligence, science, and technology.

By war's end 8,000 commissioned and 76,000 enlisted WAVES were still on duty, with 8,000 more in training. WAVES proudly performed a wide variety of duties, sometimes at the risk of their lives, to help safeguard the principles of democracy. They have a noteworthy place in American history as a unique group of pioneers who led the way in the eventual incorporation of women into the military establishment of the United States.

Given by the Family of Ivey Courtney Stone of Martinsville, Virginia, to honor her especially and all women who served in the Allied Armed Forces during World War II. She was a naval communications officer in Washington, DC, from 1942 through 1944.

you look on the Naval wall, the WAVES plaque is positioned far left.

As I mentioned, the NAG/MM plaque will have each insignia at the top. Otherwise, the layout will be virtually identical to the WAVES.

Hope this is helpful sir.

Best regards,

Jeff

Jeffrey R. Fulgham, CFRE

Director of Development

National D-Day Memorial Foundation

P.O. Box 77 • Bedford, Virginia 24523

540.586.3329

Fax 586.7200

jrfulgham@dday.org

www.dday.org

★ ★ ★ ★ ★ ★ ★ ★

LETTERS FROM THE CREW...



Mr. Lloyd,
My father, James Strawn, is a veteran of the USN Armed Guard in World War II. He has been a member of the Association, but is not receiving The Pointer. His address is: 3018 Leech Avenue, Sioux City, Iowa 51106. Could you please check and make sure that he gets a copy? My dad is 89 years old and we have tried to get him to relate some of his experiences. Mostly he served in the Caribbean and on the Atlantic convoys, but he also docked in Marseilles, France with a load of aviation fuel. A German torpedo just missed his ship. He said that if the torpedo had hit them, he's still be flying in the air! They were followed into port by a German U-Boat who had decided to surrender. My dad spent his leave on the Riviera with members of the 82nd Airborne. He always talks about how tough the Screaming

Eagles were, even on leave. One of his last gun crews were evenly split with sailors from New York and Texas. My dad has photos of his shipmates and we have tried to scan the photos along with the names of the sailors. If we get them scanned, would the Pointer print these photos? My dad doesn't know where any of his shipmates are located. How could he find some of them? Do the sailors from the different ships ever get together? Thank you.

Mary Marquardt
10098 Lincoln Avenue
Clive, Iowa 50325

Her dad is back on the mailing list with a new address. If you don't let me know, you may miss some POINTERS or other info. I also sent Mary some back POINTERS which she appreciated. (cal)

★ ★ ★ ★ ★ ★ ★ ★

Hi Cal,

Question: How can we get our book "Maritime Tales of the Sea" added to the next issue of Pointer? I see on pages 17 & 18 you have a number of books listed. We can mail it in the U.S. for Soft cover books \$25.00 + \$5.00 S/H. Hard cover version \$35.00 + \$5.00 S/H
Title: "MARITIME TALES OF THE SEA". Authors Pen Name: Al D'Agostino and Willard Byrd
www.Trafford.com ISBN/SKU (order direct from Trafford) 9781425123482 7x10 Perfect Bound Softcover 9781425178529 7x10 Casebound Hardcover Thanks for your help.

Best regards,

Al D'Agostino -

AMMV Skipper SS STEPHEN HOPKINS Chapter, 4029
Appian Way, Arlington, TX 76013

817-299-0833

dag299@tx.rr.com

★ ★ ★ ★ ★ ★ ★ ★



GET YOUR NAME-RANK-PHOTO AND STORY INTO THE NAVY MEMORIAL

CONTACT: MARK T. WEBER-CURATOR

US NAVY MEMORIAL FOUNDATION

701 PENNSYLVANIA AVENUE NW, SUITE 123

WASHINGTON, DC 20004-2608

202-380-0723

E-MAIL: MWEBER@NAVYMEMORIAL.ORG

WEBSITE: WWW.NAVYMEMORIAL.ORG

REUNIONS

USN ARMED GUARD MEETINGS AND REUNION 2009-2010

PLEASE NOTICE!! MANY CHANGES OF ADDRESSES, TEL.#, E-MAILS, Etc.
MANY MAY MAKE CHANGES ON DATE AND PLACES SO IT'S UP TO YOU TO FIN OUT.
REGIONAL---MINI-REUNIONS ---GET-TOGETHERS-- MEMORIALS, ETC
SUPPORT THESE LOCAL MEETINGS

NOTICE: Hosts Names, Addresses, Zip Codes, Telephone;., E-Mails may change anytime so it's up to you and them to keep each notified. Any changes will be in the next POINTER. If your group is not included or need corrections, advise NOW for the next POINTER. If your meeting was in the May/Aug. POINTER, it will not be in this one unless it has changed.

The Rudy Kozak Chapter of the U.S. Merchant Marine and Armed Guard Veterans still meet at 1 P.M. on the 2nd Wednesday of each month except July and August at the American Legion Post No. 53 in Sanford, Fla.. Contact: Richard McCamy, 26002 Zinna Lane, Astatula, Fl. 34705 352-742-1394 marymccamy@embarqmail.com. Sure is good to get back into the POINTER. We have a great crew of MM/AG who enjoy swapping our sea stories. We invite you to come join in while we are able.

Our Joe Colgan, AG on the S.S. JOHN W. BROWN asked me to remind all of you of the ship's cruises and especially to Providence, RI. Sat. Sept. 25th. 2010. Get your tickets now to be sure of the cruise. This may be the last time many of you can get to see another Liberty Ship in your area.

Southern California - San Fernando Valley COCO's California Room. Armed Guard and MM WW II, meet the 3rd Sat. of the month at 11 A.M. for breakfast for laughs and conversation. We have never missed a month in the last 7 years. JOIN IN. AG---MM WW II and ladies WELCOMED.

Rhode Island and Eastern Ma. Chapter Host, Gerry Greaves, 1287 S. Broadway, E. Providence, 02914 401-431-0011 USNAG@aol.com asks his crew to keep in contact him as he has changed their meeting place to the first Thursday in April and first Thursday in Oct. 2020. It will be held at the Corner of Broad St. and Rhodes Pl. in the Imperial Room at #1 Rhodes Pl.

Cranston, RI. 02905. Also, keep in mind that the S.S. JOHN W. BROWN will visit Providence next Sept. 25, 2010. See Flyer in this POINTER.

Il/Wi meetings for 2010 will be: Feb. 9; April 13; June 15; Aug. 17 and Nov. 16. at Sturtevant Driftwood Restaurant. Hosts are Jay and Jane Wildfong 13211 Durand Ave. Sturtevant, Wi. 53117 2 6 2 - 8 8 6 - 2 9 6 6 WILDFONGJ@cs.com

US Navy Armed Guard & Merchant Marine Veterans of WW II. Meet every third (3rd) Saturday of the month, except June, July and August at Marsh Landing Restaurant at 44 North Broadway, Fellsmere, FL. For information contact C.F. "Korky" Korker 772 571-0230 E-Mail korkyko-rker@aol.com

The LOGANSPOUT, IN. AREA meets at the VFW POST 1024 Erie Ave. on the last Friday of each month at 11:30 except December. Hosts are William and Betty Zwyers, 9239 N State Rd 29, Frankfort, In. 46041 765-258-3353 They welcome all to attend.

The Rochester, N.Y. Area AG/MM meet on the 2nd Tuesday 11 A.M. at the JAY'S DINER 2612 W. Henrietta Rd., Rochester, N.Y. 585-424-3710. Hosts John Shevlin 585-467-2057; Walter Mace 585-394-7165, Frank Hutter 585-473-8103 & Joan Lucci 585-388-0576 says to come on and join them.

Albany, NY Area Armed Guard/Merchant Marine WW II meet the 4th Thurs. of month at Schyler Inn, 545 Broadway, Menands NY at 11:30

AM. Host are Art and Marion Fazzone 3936 Albany St., Schenectady, NY 12304-4371 (518)374-5377 mamoon3@aol.com and Peter Falasco, 49 Monroe Ave., Latham, NY 12118 (518) 785-7890

Patrol Craft Sailors Assn. Reunion will be held April 28-May 1, 2010 at the Long Beach Hilton Hotel, Long Beach, Ca. Host: Duane Walters, 103 Cross Rd., Camillus, N.Y. 13031 315-487-2623 buckypcsa@twcnr.com

NORTHERN NEW ENGLAND Armed Guard Veterans of WW II will hold their 2010 Spring Meeting Wednesday May 12 at noon at the RED BLAZER Restaurant in Concord N.H.. RSVP by MAY 8, 2010 to Bob Norling 603-224-4927 E-Mail Uppa1924@aol.com

WVA Armed Guard Merchant Marine WW II Veterans will be Sept. 25, 2010 at the "Ranch House" Restaurant in the Conference Room Rt. 55 Craigsville, WV. 304-742-6117. Hosts are Forrest Flanagan PO Box 119, Craigsville, WV 26205 304-742-3160 OR Robert Wheeler, 203 Hunt Ave. Beckley, WV. 25108 304-255-0897

The American Merchant Marine Veterans Chapter called the SILICON VALLEY MARINE CHAPTER would like for any of you of the Armed Guard WW II in California to join them for lunch in the back room of CARROW'S RESTAURANT at 3180 El Camino Real, Santa Clara, Ca. on the 4th Friday of each month (except Nov/Dec) at 11:30 A.M.. They take in the Santa Clara Veterans Day

REUNIONS

Memorial Services at the Memorial Park and would like to have many Armed Guard to come join in the comradary and show their AG Colors. Contact: Perry Adams, 5100 EL CAMINO REAL Apt 303, Los Altos, Ca 94022 650-967-3696. Or any MM/AG groups who would like to join in to talk ol' salt talk.

The Merchant Marine WWII will hold their 24th National Reunion at the Las Vegas Riviera Hotel 1-800-270-3574. Host for the event will be Roy Mahan, 82 Scorpio Island St., Henderson, Nv. 89012 702-558-0643 California El Cerrito Area. Leroy Schoenenberger 1215 Elm St. El Cerrito, Ca. 94530 510-232-3955 Schoenenberger@comcast would like to get a crew together.

Cleveland, Ohio Chapter still hold their meetings at Denny's W 150th Exit off I-71 4331 West 150th St. Cleveland. Contact Bill Joyce 440-937-6487. bjjj@eriecoast.com

SEABEE HISTORY

This comes from the "SEABEE HISTORY" on their Web Site in Davisville, R.I. where they first started as a Unit. It starts out with the following statement of their history and I quote:

"Convinced that war was coming, the U.S. Navy realized that fighting in theaters halfway around the world would present new challenge in logistics and would require a vast interstructure. Beginning in 1940 they began a program of building bases on far flung Pacific islands using civilian contractors. When the United States officially entered the war, the use of civilian labor had to stop. Under International Law civilians were not permitted to resist enemy military attack. If they did they could be executed as guerillas.

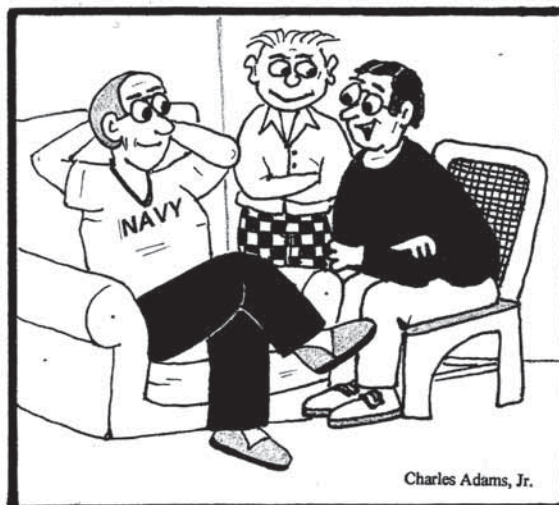
On December 28, 1941, REAR ADMIRAL BEN MOREELL, Chief of the Bureau of Yards and Docks (BUDOCKS), requested specific authority to activate, organize, and man a unique, very special organization that would support the Navy and Marines in remote locations and defend themselves if attacked – the Naval Construction Battalions. On January 5, 1942, he was given that authority and the original Battalions were formed at a new Naval base in Davisville, R.I."

My question is this—since Merchant Marine were declared CIVILIANS at that time, would it have been legal for them to have been executed when they were captured? (cal)

★ ★ ★ ★ ★ ★ ★ ★

Nobody teaches volcanoes to erupt, tsunamis to arise and flood the land, hurricanes to sway and twist around, no one is taught how to choose a husband natural disasters just happen.

★ ★ ★ ★ ★ ★ ★ ★

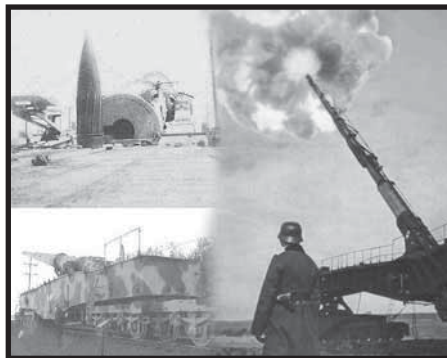


POP, YOU SAY THAT LIFE BEGINS AT FORTY, SO DID ARTHRITIS. IT'S WHEN YOU GET-UP-AND-OH!

ANZIO, ITALY CAMPAIGN 1944



Country of Origin: Germany
Caliber: 11.02 inches (280 mm)
Barrel Length: 70.08 feet
Overall Length: 135.28 feet
Weight in Action: 214.59 tons
Elevation: 0° to 50°
Traverse: 2°
Shell and Weight: HE; 563.38 lbs
Muzzle Velocity: 3,700 fps
Maximum Range: 38.64 miles
Notes:



This was one of the best workaday railway guns ever built. The K5(E) formed the background of the German railway artillery force during World War II and saw wide use. Two examples of the K5(E) survived World War II. One K5(E) is on display at Cap Griz Nez in France, the other "Anzio Annie" (above) is on display at the Aberdeen Proving Grounds Museum, Aberdeen Maryland. This particular gun is the one that was used in the shelling of the US troops during their landing at Anzio, Italy.

If This Be Glory: Anzio-The Invasion That Nearly Failed

Cal,

I recently sent you some articles about the battle of Anzio during WWII, and the humongous German railroad gun that raised havoc on the battlefield and harbor. Our American troops named it ANZIO ANNIE. I also mentioned that I was there in the harbor aboard the S.S. EMMA WILLARD shortly after the invasion shuttling troops and military cargo.

Since the front had moved many miles inland while we were there, and while the ship was offloading cargo and

troops, two of my shipmates and I went ashore to explore the beachhead looking for souvenirs. It seemed like the more we looked the further we walked. I remember that we were constantly walking uphill until we came to some railroad tracks which we followed until spotting this immense gun mounted on railroad cars. We climbed on the car and were surprised at the size of the breach and chamber compared to the 5in 38cal gun aboard our ship that I had been accustomed to. Unfortunately, we couldn't stay too long being concerned about the ship leaving without us. Unfortunately, neither of us had a camera to record what we had seen. Having developed tinni-

tus from standing in the gun captain's pedestal behind the 5in 38cal. gun while it fired, I could just imagine the effect on one's hearing when the railroad gun fired.

We left and went back to the ship just before it was ready to sail, so in that respect we were very fortunate.

I'm trying to recall some of the other details of that day during our excursion ashore, but I cannot, other than what I've already mentioned. As a matter of fact, I don't even recall the names of my shipmates who were with me at the time. But, of course, it's only been 66 years ago.

Now that I have a computer and have access to the Internet, I've done some research on the big gun named Anzio Annie. I learned that actually, there were two RR Guns that shelled the Anzio Beachhead and Harbor. The Germans named one Robert and the other Leopold. The Americans, thinking that the big shell that caused so much devastation on the battlefield was coming from one gun, they named it Anzio Annie. When the allies broke out of the Anzio Beachhead, both guns were moved to Civitavecchia which was just north of Rome. This is where the article gets a little fuzzy. If both guns were moved by the Germans to Civitavecchia, what was the gun that we saw at Anzio? The only explanation I can think of is that it's possible that since our ship also moved up to Civitavecchia after that city was captured, perhaps it was there that we took our souvenir finding excursion and saw the gun. With my poor memory of the facts, it's not only possible, it's more than likely correct.

The article also goes on to say that the Germans tried to spike the guns with explosives at Civitavecchia. When the Americans captured the city, and the two guns, they moved Leopold, which was less damaged than Robert, and

Continued on page 29

VETERANS DAY PARADE

SAN DIEGO VETERANS DAY PARADE - 2 OLD SALTS



George Kost and Porter Wooten



Wooten, Grace, & Kost getting ready to march in the parade. Woo '86 • Grace '91 • George '93



Marching in the parade for the AG. People were coming out for the sidewalks to greet us, as well as standing ovations from the viewing stands.



On the Tram with WWII Widows the "Eagle Wings". The widows always give George a bad time "squan that woo!"



Mark T. Weber

US Navy Memorial Foundation • 701 Pennsylvania Avenue N

E-mail: mweber@navymemorial.org

S NAVY MEMORIAL



er • Curator
NW, Suite 123 • Washington, DC 20004-2608 • 202-380-0723
g • Website: www.navymemorial.org

THE UNITED STATES NAVY MEMORIAL



Hello Cal: I just heard from Tom Camarda about the nice letter on the Memorial that was in the latest issue of the Pointer. Here are a few photos of the flag being flown over the Memorial. Again, thank you for your support of YOUR United States Navy Memorial Best wishes for 2010. Mark T. Weber Curator

US Navy Memorial Foundation

701 Pennsylvania Avenue NW, Suite 123

Washington, DC 20004-2608

1-202-380-0723

E-mail: mweber@navymemorial.org

Website: www.navymemorial.org



ANZIO, ITALY CAMPAIGN 1944



shipped it to the States aboard the Liberty Ship Robert R. Livingston. It has since been renovated and is parked for public viewing at the Aberdeen Proving Grounds in Maryland.

Since the subject of Civitavecchia has come up, it jogged a few more of my remaining brain cells and I might as well mention another exciting excursion with the same two shipmates whose names and facial features I still cannot recall. Since we were scheduled to wait a day or two for unloading the ship, someone suggested that since we were so close to Rome we should try to hitch a ride into the city on one of the military vehicles going south. Walking to the road to Rome, we caught a ride in a British military vehicle which dropped us off in the heart of Rome. Rome was almost deserted other than an occasional military vehicle passing, but virtually no civilians. The further we walked into the city we began to see some civilians. One elderly woman

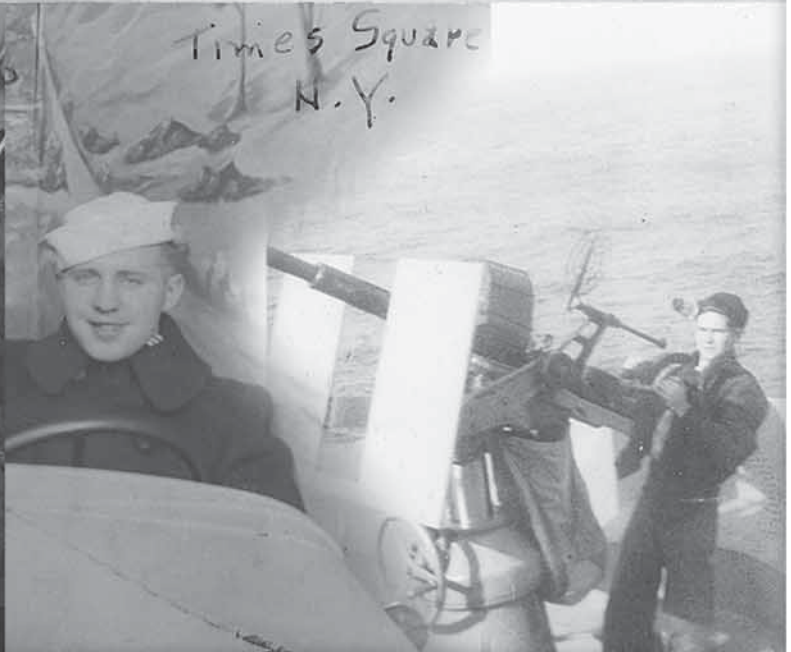
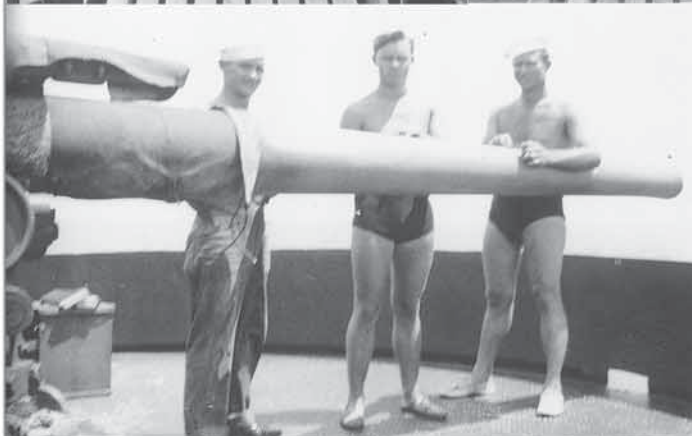
walked up to us and in Italian, which I could just barely understand, warned us that the Americans were in the city. Since we were in dress blues, she probably thought we were German sailors. We walked up and down the river, went into St. Peter's Cathedral, bought a soft drink from a vendor that tasted like pink chalk and walked back to the road to Civitavecchia and caught another ride back with a British military vehicle.

As you know, Rome was declared an open city, once the allies broke through the line at Anzio and began heading north straight for Rome. It therefore did not sustain the type of damage that other major cities did during the war.

In conclusion, Cal, I would like to make a confession. During my almost 4 years of Naval service during the war, I complained frequently about having been transferred into the Armed Guard service which I didn't consider to be the

real navy. When I enlisted, I had hoped to serve on a destroyer, cruiser, or anything except a Liberty Ship. But the longer I stayed in the more I began to see the necessity and the urgency of the Armed Guard Service to protect the ships that were transporting the material that was needed to fight the war. After awhile, I also began to realize that being in the Armed Guard Service gave us more opportunities to see more of the world than other branches of the navy. During my many months of sea duty, if I discount the short periods of stress under combat conditions, I traveled to at least 14 countries, numerous ports within those countries, 3 oceans, several seas and saw and experienced different cultures that I never would have experienced otherwise. I now feel, as I hope others in our Armed Guard Service do, that we did our part in defeating the evils of the axis powers and at the same time broadened our experience and knowledge of the rest of the world.

STEEN'S SCRAPBOOK



STEEN'S SCRAPBOOK

Photo's sent in by Claude D. Steen P.O. Box 270329 • Tampa, FL 33688-0329





Remembering Normandy

The Sixty-Fifth Anniversary of the D-Day Landings

Philip Hartigan
and
Patricia Ann McNair

THE rolling, green Normandy countryside sweeps away from the waters of the English Channel, its fields crisscrossed by winding two-lane roads and dotted with small French villages that were originally settled centuries ago. There are cows and sheep in the fields and horses grazing behind long, low fences. The scene is pastoral, tranquil, idyllic. A warm breeze comes in through the open windows of your car, and the sky overhead is calm, vast, and blue.

Such was not the case sixty-five years ago when, in the early hours of June 6, 1944, the D-Day landings of World War II began.

A Morning to Remember

World War II seemed to some people a struggle that would not end, but the Allied forces of the United States, the British Commonwealth, and Canada were unwilling to see it that way. As the Germans spent months constructing a coastal defense system, the Allied Expeditionary Forces conceived and forged Operation Overlord, a plan to overtake the Nazi occupiers of France and to liberate the French citizens of Normandy. On June 5, 1944, after months of continuous consideration, deliberation, and plotting, General Dwight D. Eisenhower launched the operation with these words: "OK, we'll go."

Originally, the D-Day landings were to take place on three beaches between the city of Caen and the Cotentin Peninsula. These beaches were code named Omaha, Juno, and Sword. However, the scope of the landings began to appear too narrow, and the Allies recognized that they

JUNE 2009

REMEMBERING NORMANDY



Today, cattle calmly graze in the lush Normandy landscape that was once the backdrop for some of the fiercest battles of World War II.

PHOTO: CORBIS

would also need a deepwater harbor to offload vehicles and men in order to succeed. Utah Beach, near Cherbourg and west of the three landing places originally designated, was added, as was Gold Beach, which was situated between Omaha and Juno Beaches. The expanse of the new landing areas covered sixty miles of the Normandy coast. Operation Overlord called for the US troops to land on Utah and Omaha Beaches, the British troops to land on Gold and Sword Beaches, and the Canadian troops to land on Juno Beach.

Before the landings themselves, US paratroopers began their inland invasion in the still-dark, early morning of June 6. Their mission was to cut communication lines and block roads, as well as to secure routes so the Allied forces could make their way up from the beaches into the occupied territory.

At 6:30 a.m., the Allied troops began to come ashore.

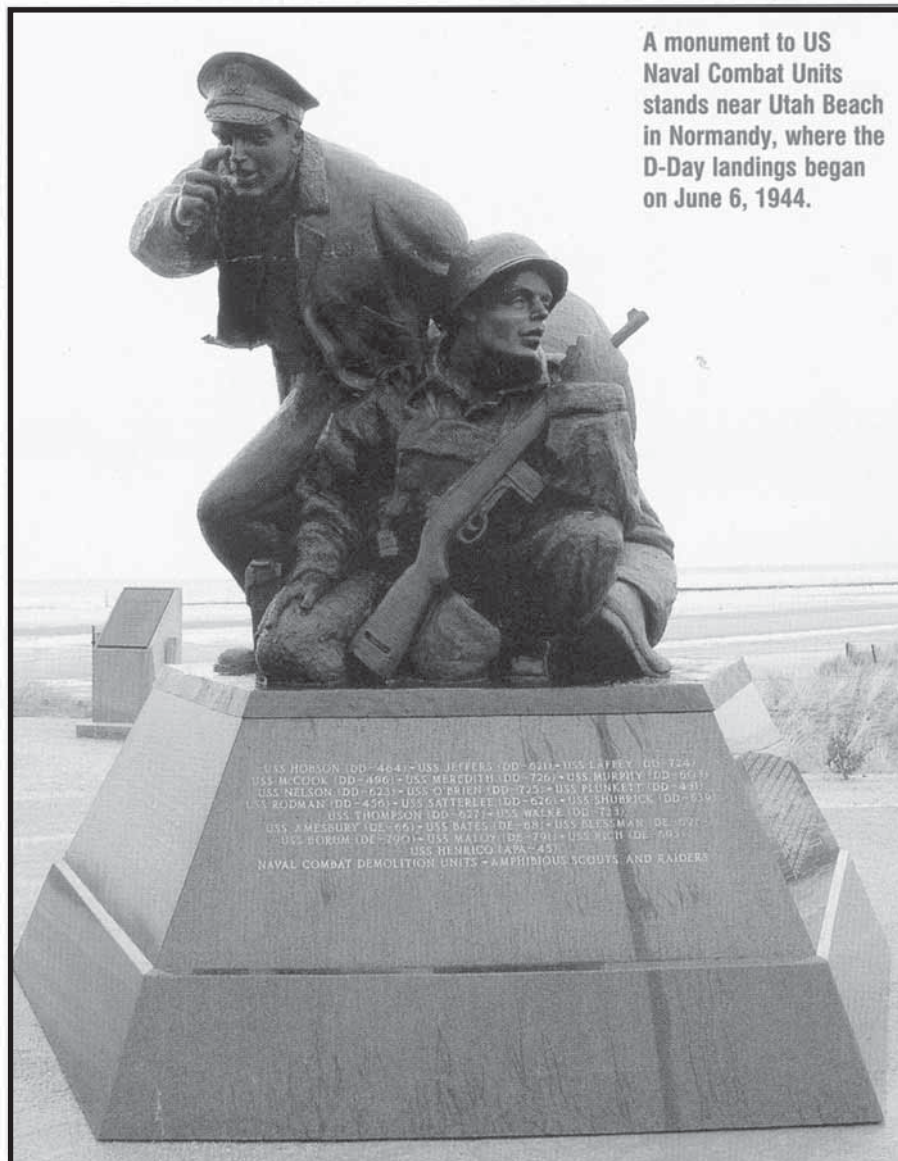
Utah Beach

At Utah Beach, where there was little opposition to the US attack, it was discovered that the troops had landed about a mile and a quarter away from their intended destination. "We'll start the war from here," said Brigadier General Theodore Roosevelt Jr. In contrast to the battle losses elsewhere, the light resistance that the Americans encountered at Utah Beach resulted in the survival of 19,803 of the 20,000 men landed.

The Utah Beach Landing Museum stands on a dune overlooking the now-quiet beach, surrounded by monuments to the American servicemen who fought there that day, as well as by old artillery and a Sherman tank.

Like most of the private and state-owned museums near the beaches where Allied troops landed, the museum's exhibits tell the tale of D-Day through models, newsreel films, collections of landing craft and other military hardware, as well as touching displays of letters, uniforms, and personal effects donated by veterans.

If you drive about six miles inland from Utah beach toward the N13, you arrive at the village of Sainte-Mère-Église. It is a small place, with its central square dominated by reminders of its status as the first town to be liberated on D-Day. In one corner of the square is the Musée Airborne, the Museum of the 82nd Airborne. This museum is housed in two buildings



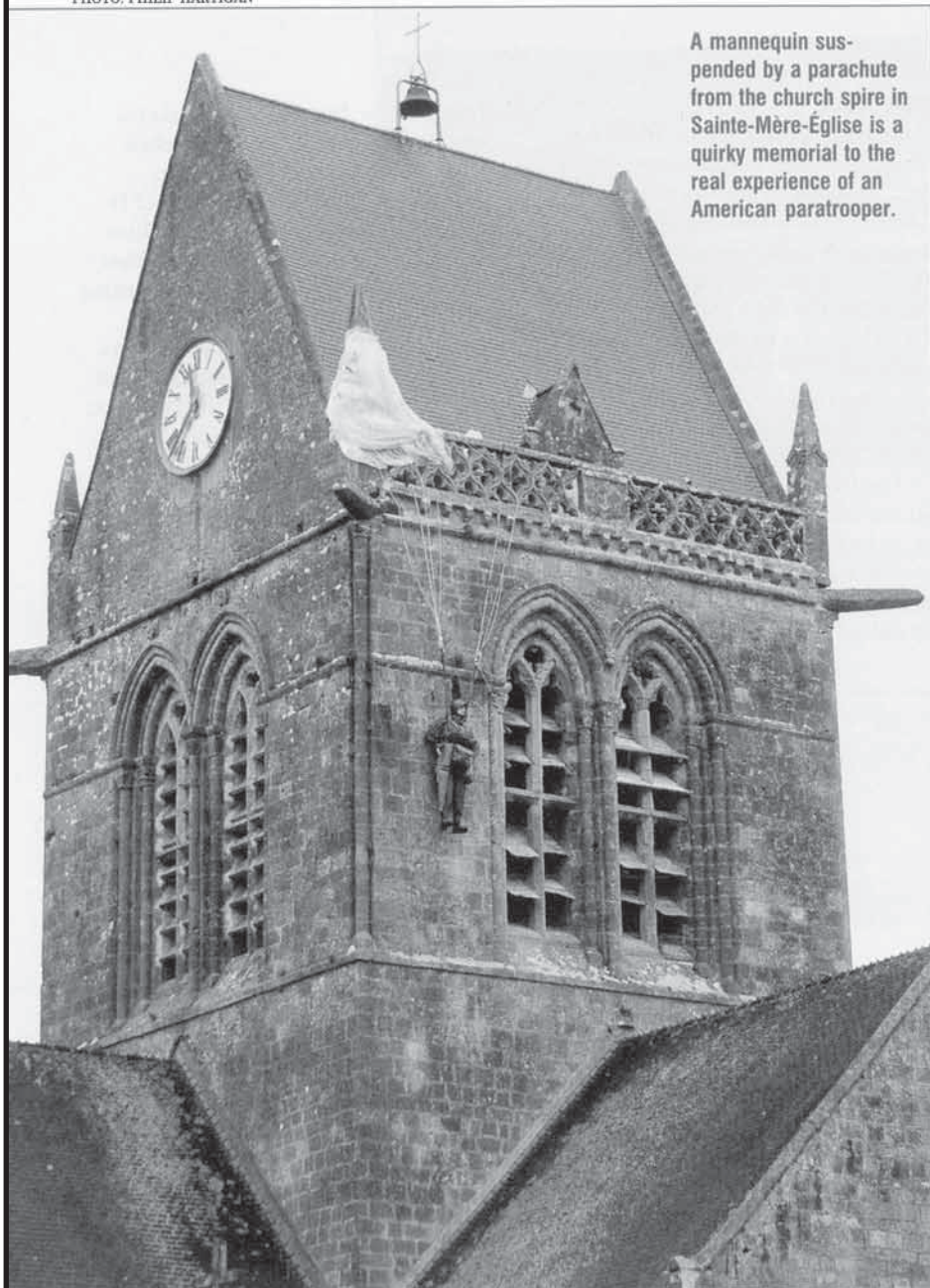
A monument to US Naval Combat Units stands near Utah Beach in Normandy, where the D-Day landings began on June 6, 1944.

USS HORSON (DD-464) • USS JEFFERS (DD-620) • USS LARLEY (DD-726)
 USS MCCOY (DD-496) • USS MEREDITH (DD-726) • USS MURPHY (DD-567)
 USS NELSON (DD-623) • USS ORRICK (DD-725) • USS PLUNKETT (DD-431)
 USS RODMAN (DD-456) • USS SATTERLEE (DD-626) • USS SHURBICK (DD-639)
 USS THOMPSON (DD-627) • USS WARE (DD-721)
 USS MESBURY (DE-661) • USS BATES (DE-88) • USS BRECKMAN (DE-627)
 USS BORDEN (DE-790) • USS WALTON (DE-791) • USS WICH (DE-685)
 USS HENRICO (ATA-45)
 NAVAL COMBAT DEMOLITION UNITS • AMPHIBIOUS SCOUTS AND RAIDERS

PHOTO: PHILIP HARTIGAN

REMEMBERING NORMANDY

PHOTO: PHILIP HARTIGAN



A mannequin suspended by a parachute from the church spire in Sainte-Mère-Eglise is a quirky memorial to the real experience of an American paratrooper.

Remembering Normandy

that were designed in a shape reminiscent of the parachutes used by the 82nd and 101st American Airborne Divisions. The museum exhibits include photos and letters and personal artifacts, as well as a genuine C-47 Dakota plane and a Waco CG-4A glider.

Shops and cafes on the other sides of the square still display phrases in

English such as "Welcome to Our Liberators" in their windows.

In the middle of the square is a medieval church, and if you look up, you will see a mannequin in a paratrooper's uniform suspended from the church's spire by his parachute. This display commemorates the real experience of John Riley, from the US 505th Parachute Infantry Regiment, whose parachute became entangled around the church spire in the final moments of his descent, and who survived the fighting below him by pretending to be dead. The campaigns

of the paratroop regiments during World War II are commemorated in a stained-glass window on the northern side of the church.

Pointe du Hoc

Continue east on the N13 for about twenty miles and then join the D514 going north. Keep going on the D514 through the town of Grandcap-Maisy, and follow the signs toward the Pointe du Hoc. The high cliffs of land jutting out into the sea offer an unobstructed view of Utah Beach to the west and Omaha Beach to the east. In 1944, the German gun emplacements there were perceived by the Allies as a clear threat to the landings. On D-Day, three companies of the US 2nd Ranger Battalion scaled the sheer walls of the cliffs in a daring assault on the position. Although the Germans had moved the heavy guns farther inland before the invasion, the Rangers still had to fend off several counterattacks.

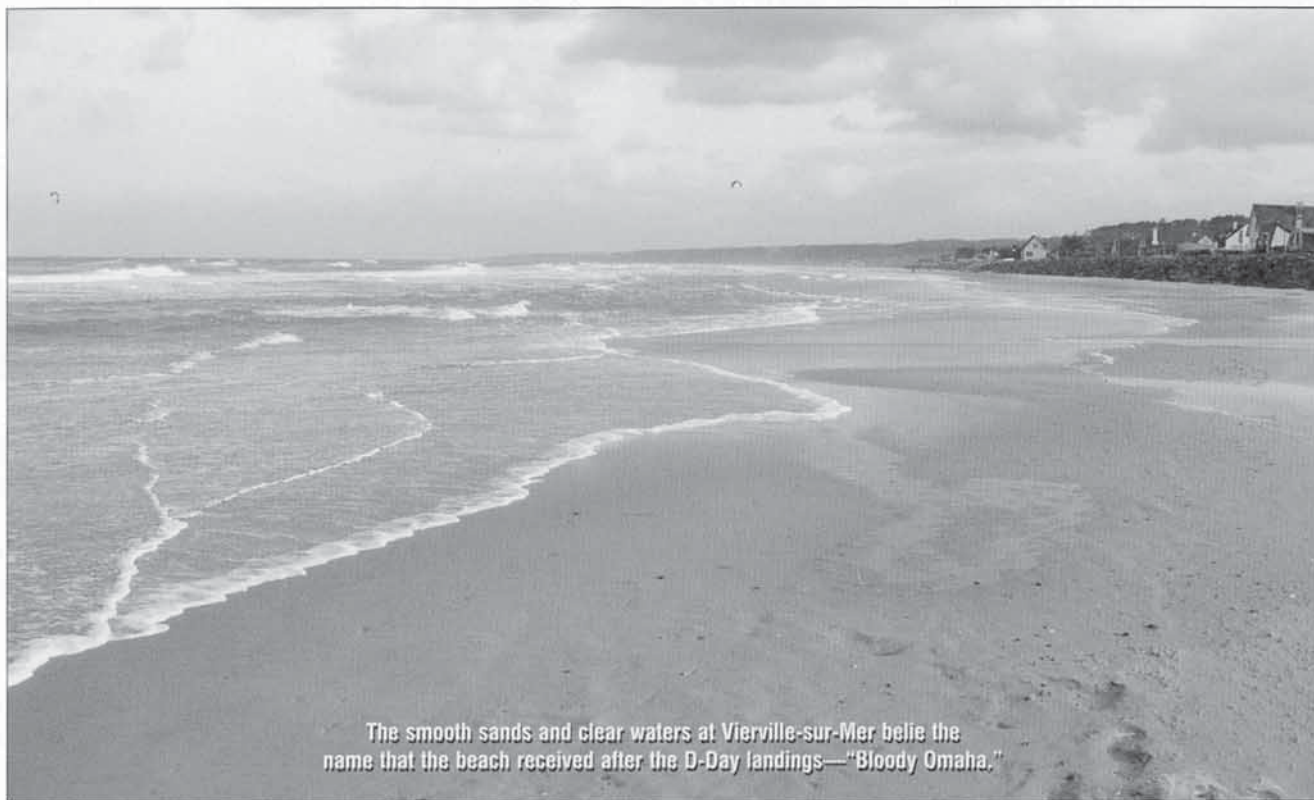
The evidence of the titanic forces used by the opposing armies is all around you, from the massive stone bulwarks of the gun post, to the deep craters created by the Allied bombardment. It is remarkably moving to stand in the shifting sands and the sea grasses on a windy summer day and imagine the devastation of an attack that would leave such scars on the otherwise gentle landscape.

As you return to the D514 and continue east, the road becomes the main coastal route that takes you past the other beaches of the Normandy landings. Stop at any point, and you will see a long curve of beautiful sand, populated by people walking along the shoreline, children flying kites, and one or two paragliders hovering in the strong channel breeze. How different the scene must have been on the morning of June 6, 1944. The hundreds of yards between the water and the dunes would have been obscured by obstacles put in place by the Germans—heavy steel fences called Belgian gates, lines of logs planted diagonally in the sand, antitank ramps, and giant crosses of iron known as hedgehogs.

Omaha Beach

Separated by bad weather and encountering unexpectedly heavy defensive fire, the US forces landing

REMEMBERING NORMANDY



The smooth sands and clear waters at Vierville-sur-Mer belie the name that the beach received after the D-Day landings—"Bloody Omaha."

PHOTOS: PHILIP HARTIGAN

on Omaha Beach suffered particularly heavy casualties. The long, open beach provided very little cover for the Allies, and perched on the higher ground of the surrounding cliffs, the Germans had an easy time mounting a deadly defense with small-arms fire. Of the thirty thousand troops trying to land at Omaha Beach, almost one thousand were killed, some before they ever reached the shore. There are several museums in the area that tell the story of the D-Day landings in general and of the bloody sacrifice at Omaha Beach in particular—the Musée D-Day Omaha at Vierville-sur-Mer, for example, and the Big Red One Assault Museum, named in honor of the 1st Infantry Division of the US Army, between Colleville-sur-Mer and Saint-Laurent-sur-Mer.

In Commemoration

The enormity of the human cost to the US troops during the D-Day landings and ensuing battles is perhaps most fully evident at the Normandy American Cemetery and Memorial in Colleville-sur-Mer, which directly overlooks a mile-wide stretch of Omaha Beach. Administered and maintained by the American Battle

Of the thirty thousand troops trying to land at Omaha Beach, almost one thousand were killed, some before they ever reached the shore. There are several museums in the area that tell the story of the D-Day landings.

A small stone marker at Saint-Laurent-sur-Mer commemorates the temporary cemetery established near Omaha Beach by the US 1st Infantry Division.



REMEMBERING NORMANDY



PHOTO: PHILIP HARTIGAN

The graves of 9,837 American servicemen are marked by simple crosses at the Normandy American Cemetery and Memorial.

Remembering Normandy

Monuments Commission and Superintendent Daniel L. Neese, former member of the Spokane Valley, Washington, Lodge (now the Greater Spokane, Washington, Lodge), the cemetery and memorial attract more than one million visitors annually, only one-third of whom are Americans. This speaks to the worldwide recognition of the important role played by American forces in this complicated chapter of World War II.

Nearly ten thousand US soldiers are buried here, their graves marked by white crosses, and the occasional Star of David, all of which face westward toward the United States. The rectangular cemetery area is crossed by main paths laid out in the form of a Latin cross. The white markers stand stark and proud against the lush, green grass backdrop, and the mood of the visitors standing amidst the crosses is quiet and contemplative. Many of the sites are regularly visited and tended by

members of a French volunteer organization called *Les Fleurs de la Mémoire*, or "the Flowers of Memory." As a sign of respect and gratitude, these volunteers "adopt" American troops' graves to care for.

The cemetery is open daily (except Christmas Day and New Year's Day) from 9 a.m. to 5 p.m., and a worthwhile first stop is the informative

visitors center. Also on the grounds is an elegant, semicircular memorial structure of columns sheltering a bronze statue reaching toward the sky called *The Spirit of American Youth Rising from the Waves*. In front of the statue is a reflecting pool, its still waters dappled with lily pads. Behind the memorial is the Garden of the Missing, marked by a low, curved wall



Two photos of Pvt. William Clark, who was killed on Omaha Beach, are held by Lota Park, Clark's cousin, at a memorial service in 2007.

PHOTO: ASSOCIATED PRESS

REMEMBERING NORMANDY

engraved with the names of more than fifteen thousand American soldiers who died during the invasion and whose remains have not yet been found.

To this day, remains from the battle continue to be uncovered and discovered, and the names on the wall reflect this. Inscribed in French and English on the wall is this passage: "Here are recorded the names of Americans who gave their lives in the service of their country and who sleep in unknown graves. This is their memorial, the whole earth their sepulcher. Comrades in arms whose resting place is known only to God."

A circular chapel stands in the center of the cemetery, and inside, a mosaic on the ceiling commemorates America sending her troops to battle and France honoring the dead with a laurel. "These endured all and gave all that justice among nations might prevail and that mankind might enjoy freedom and inherit peace," is in-

scribed on the outside of chapel, and inside, among other inscriptions, is this: "Think not only upon their passing / remember the glory of their spirit."

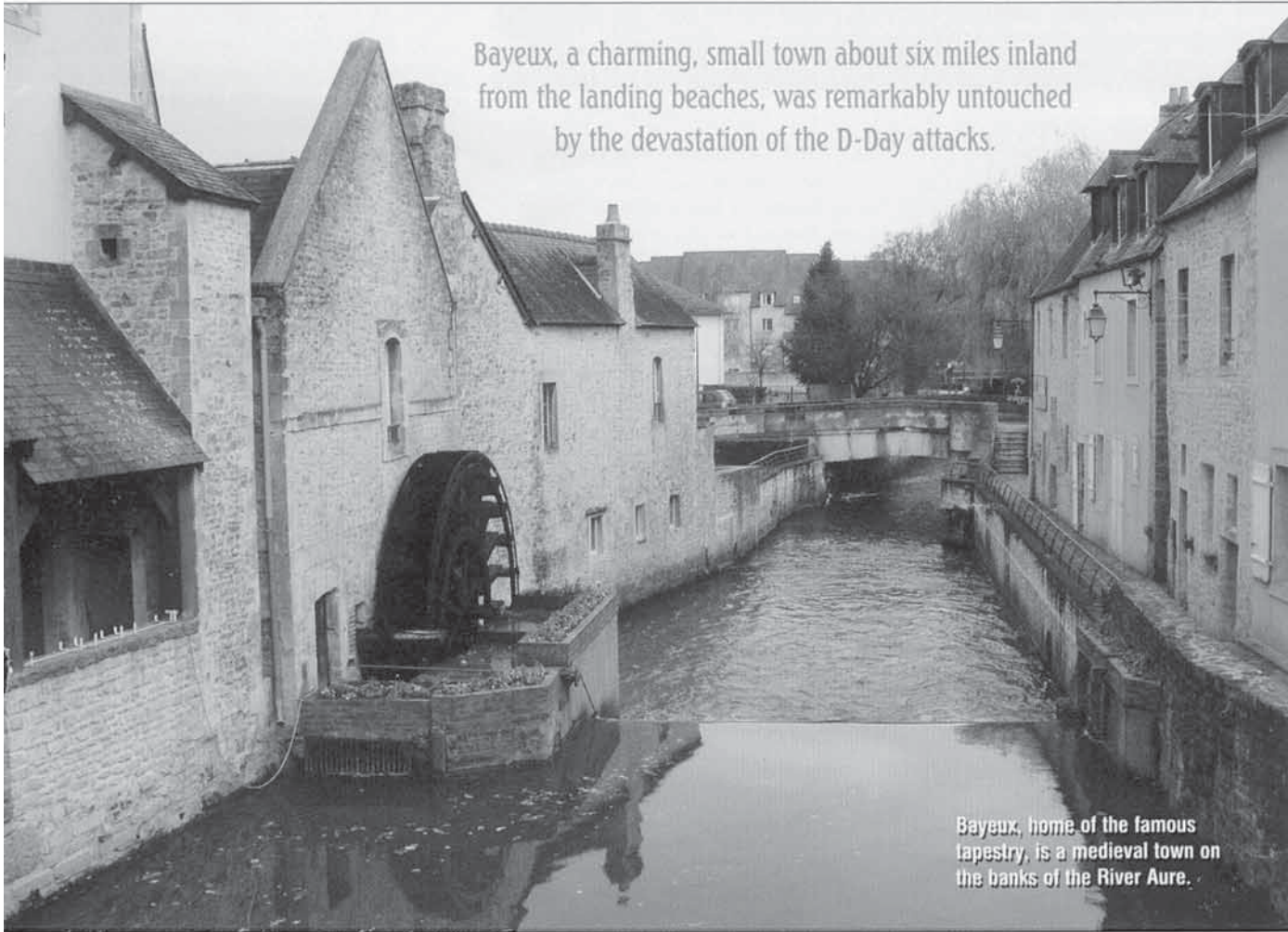
A City Intact

Bayeux, a charming town about six miles inland from the landing beaches, was remarkably untouched by the devastation of the D-Day attacks. It was the first sizable town to be liberated during Operation Overlord and was named the capital of Free France for a brief period. While Bayeux honors the events of the liberation at various sites, including at the Mémorial du Général de Gaulle in the Hotel du Gouverneur and at the Musée-Mémorial de la Bataille de Normandie, the city offers visitors an opportunity to discover more of the area's history and culture as well.

Over two thousand years ago, Bayeux was a Gaulish settlement that became a Roman town, later to be

invaded by Saxon raiders in the fourth century. No stranger to invasions and occupations, the city and its people have persevered through battles and hard times. Today its pretty streets and historic architecture draw hundreds of thousands of visitors a year, many of whom come to view the Bayeux Tapestry.

The origin of the tapestry has never been absolutely determined, but it is thought that Odo de Conteville, the Bishop of Bayeux and half-brother of William the Conqueror, may have commissioned the piece in the late 1000s. Fifty-eight panels of linen make up the tapestry's nearly seventy-seven yards of embroidered figures that tell the story of William the Conqueror's invasion of England. The tapestry is of exquisite quality; its stitches, despite having been sewn nearly one thousand years ago, are still taut and their colors are still vibrant. Displayed under low lights in a circular room of the Musée de la

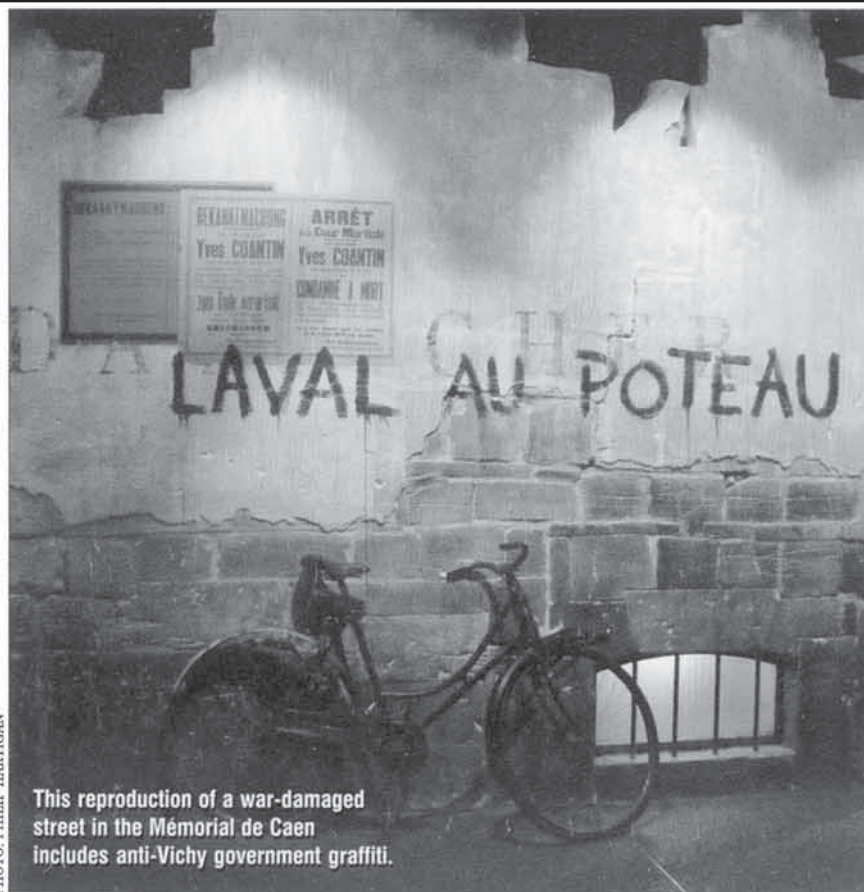


Bayeux, a charming, small town about six miles inland from the landing beaches, was remarkably untouched by the devastation of the D-Day attacks.

Bayeux, home of the famous tapestry, is a medieval town on the banks of the River Aure.

PHOTO: PHILIP HARTIGAN

REMEMBERING NORMANDY



This reproduction of a war-damaged street in the Mémorial de Caen includes anti-Vichy government graffiti.

PHOTO: PHILIP HARTIGAN

Remembering Normandy

Tapissérie in Bayeux, this UNESCO designated “Memory of the World” can be viewed at your own pace. The tapestry is a fine example of an intersection of art and history, and the museum offers other exhibits that consider the tapestry in a broad and relevant context. While the Bayeux Tapestry is not directly related to the Normandy landings, parallels with much earlier battles are suggested and explored in the museum, and one can’t help but recognize the patterns and repetitions of our world’s history.

A Place Worth Remembering

As you head east of Bayeux on the D12, the hard-won peaceful landscape of Normandy opens around you. Miles and miles of grassy fields appear untrammelled, and simple stone buildings, estates, and homesteads remain standing despite the challenges of many centuries. There are

tiny hamlets and an occasional bed and breakfast like the Ferme de la Rançonnière, a fortified farm with some parts of its structure dating back to the 1200s. It is the quiet here that overwhelms you; the sounds of battle a muffled and distant memory. You can follow the narrow country roads (D12 to D22) over the countryside southeast toward the city of Caen.

Caen

No town in Normandy was as heavily damaged as Caen during the Allied invasion. Because of Caen’s size and strategic location, both sides in the war had a strong impetus to control it. Here a battle raged from June through August 1944, after which most of the medieval city lay in ruins.

The Mémorial de Caen is not only a museum that documents the history of the Battle for Normandy; the museum building itself is a war memorial—its facade consists of a horizontal wall of stone with a jagged gap in the middle, as if it had been cleaved in two by a sword. Established in 1988, it is

considered by many to be the best World War II museum in France.

Items in the museum focus on the events leading up to and following D-Day. Visitors walk through several presentations about the origins of World War II, the Battle of Normandy, the Cold War, and the contemporary movement for peace. Included in the museum’s impressive collections are tanks, a Russian MIG fighter jet, letters and facsimiles of writings from soldiers engaged in the liberation, authentic uniforms and personal artifacts, propaganda posters and publications, and many other bits and pieces of historical merit, large and small.

The scope of the museum is wide, allowing the events of the Normandy invasion to be seen in a broad context. Displays even highlight contemporary concerns as they relate to the struggle for peace and freedom. Recent and permanent exhibitions and activities include an International Human Rights Competition for Lawyers, the Nobel Peace Prize Gallery, and an exhibit entitled “September 11, 2001: A Global Moment.” By educating visitors about the world at war and at peace while considering the events of D-Day, the Mémorial de Caen serves as an authentic memorial, one that encourages people to see the past in light of the present and the future and to think about today while remembering yesterday.

Standing in the Nobel Peace Prize Gallery of the memorial—a long, white corridor built on the site where the headquarters of General Wilhelm Richter, commander of the 716th German Infantry Division at the time of the D-Day landings, once stood—it is hard not to feel the enormity of the sacrifices made by so many sixty-five years ago. It is difficult, too, not to remember, once again, the events and their outcome memorialized in the inscription on the chapel wall at the Normandy American Cemetery honoring those who were lost: “These endured all and gave all that justice among nations might prevail and that mankind might enjoy freedom and inherit peace.”

So much was lost here on the beaches of Normandy, but more importantly, so very much was won. ■

此ノ勸降狀ノ内容ハ諸君ハ人道的
待遇ヲ受ケテ食料清潔ヲ享受且又
手厚イ医館ノ看護ヲ受ケルヲ證明スル
デテル米國兵士ニ此ノ勸降狀ヲ
持参スレバ可ナリ。

I SURRENDER

ATTENTION
AMERICAN
SOLDIERS

THIS LEAFLET GUARANTEES HUMANE
TREATMENT TO ANY JAPANESE
DESIRING TO SURRENDER, TAKE
HIM IMMEDIATELY TO YOUR NEAREST
COMMISSIONED OFFICER

BY ORDER C.G. U.S. FORCES

〇〇へ付て米軍降参可也

此ノ勸降狀ノ内容ハ諸君ハ人道的
待遇ヲ受ケテ食料清潔ヲ享受且又
手厚イ医館ノ看護ヲ受ケルヲ證明スル
デテル米國兵士ニ此ノ勸降狀ヲ
持参スレバ可ナリ。

此ノ勸降狀ノ内容ハ諸君ハ人道的
待遇ヲ受ケテ食料清潔ヲ享受且又
手厚イ医館ノ看護ヲ受ケルヲ證明スル
デテル米國兵士ニ此ノ勸降狀ヲ
持参スレバ可ナリ。



SGT Ron Ryan, US Marine Corps, CSM Bill Ryan, US Army

Recently, I had the honor and privilege of visiting the French Foreign Legion Barracks at Lille, France. Accompany me were nine (9) active duty soldiers, from the First Infantry Division, Fort Riley, Kansas.

My friends, Adjutant-chef Jean-Pierre Buÿse, and Sergeant-chef Thiel and their comrades, went out of their way to extend their hospitality to our group. The young American soldiers had served in Iraq and Afghanistan, so it was only a matter of time before these soldiers and the legionnaires started to compare their combat experiences. I can say, without fear of being contradicted, that the "yanks" were overwhelmed, after hearing about the exploits of both past and present Legionnaires. As a result of these conversations, a strong bond of friendship was established, between the soldiers and the Legionnaires.

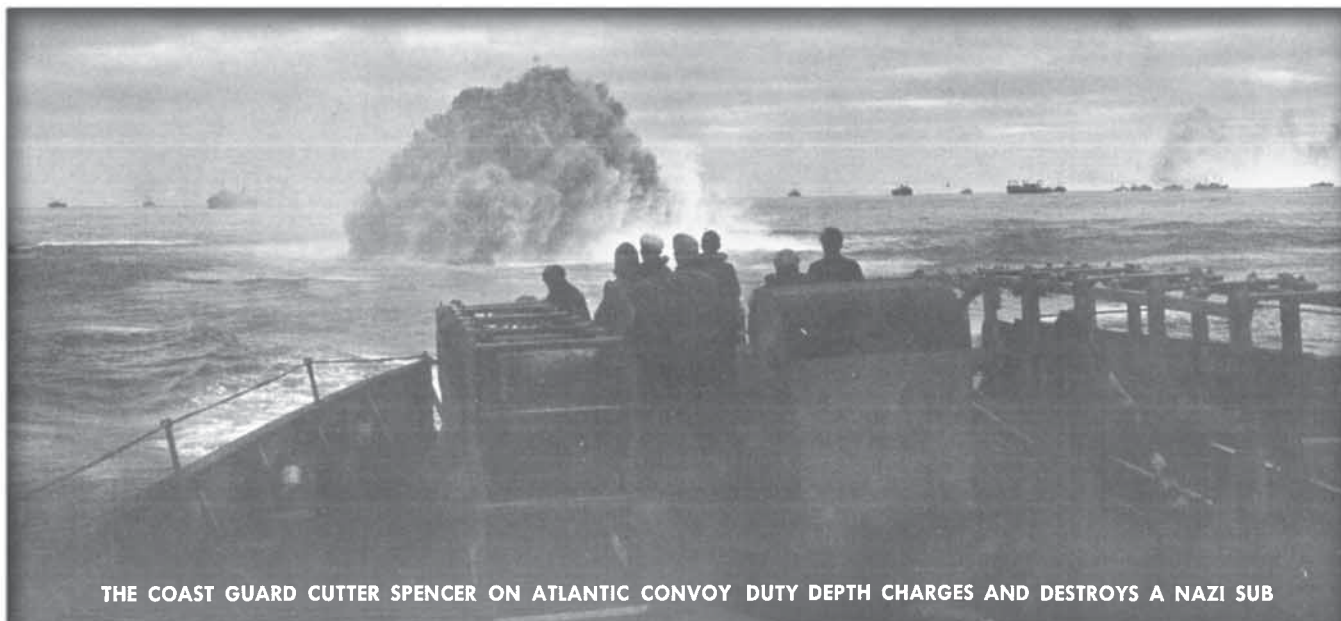
Before we departed, gifts were exchanged. We were given a bottle of wine, that had been specially prepared to commemorate the 147th Anniversary of the Legion's famous battle, that took place at Camerone, Mexico. During this battle, forty eight legionnaires held off a force of two thousand Mexican soldiers. The battle ended with a bayonet charge by the remaining legionnaires. The Mexican officers were so impressed with the bravery of these legionnaires, that they allowed them to live.

When I returned to the States, I showed the bottle to a friend of mine, who was also familiar with the Foreign Legion. Sergeant Don Ryan, US Marine Corps, was a member of the Marine Security Detachment, guarding the American Embassy in Paris, France. During his tour of duty, he became friends with members of the Foreign Legion. He was invited along with the other Marines, to a Bistro. that was owned and operated by retired members of the Legion. We both agreed that I should save the bottle of wine, and use it to toast the 179th Anniversary (9 March 1831) of the founding of the Legion, and the 147th Anniversary (30 April 1863) of the battle of Camerone.

I am looking forward to renewing my friendship with my Legionnaires mates, during my upcoming visit to Omaha Beach, for the 66th Anniversary of the D Day landings.

LEGIO - PATRIA - NOSTRA

US NAVY WAR PHOTOGRAPHS



THE COAST GUARD CUTTER SPENCER ON ATLANTIC CONVOY DUTY DEPTH CHARGES AND DESTROYS A NAZI SUB



INVASION SUPPLIES—EVERYTHING BUT THE KITCHEN SINK



HIS BATTLE STATION

They delivered — and were forgotten

FORCE: Merchant seamen served valiantly, but were denied military benefits.

By DENISE M. CHAMPAGNE

dchampagne@messengerpostmedia.com

They delivered during World War II — in so many ways — yet were forgotten or ignored after the war ended.

After much of the American naval fleet was destroyed Dec. 7, 1941, at Pearl Harbor, the government relied heavily on non-military Merchant Marines who gladly transported supplies, equipment and troops around the world in commercial ships, suffering heavy casualties.

"We had a larger death rate proportionately than any other branch of the service," said Bill Hutten of Pittsford, who served from 1944-1946, signing

up when he was just 17. "I was on the Atlantic (Ocean), went to the Mediterranean and Middle East. If it wasn't for the Merchant Marines, they wouldn't have won the war, really."

Hutten, who also lived in East Rochester for 20 years, served on freighters, making about three trips to Europe and another to India, getting smashed up in 1945 on the way back from India.

"I was on two or three different ships," he said. "We were in the English Channel one night. There were about 16 (enemy) subs all around us. You could hear them torpedoing ships. Many people died. You didn't have much chance when you got torpedoed."

Hutten counts himself among the lucky ones, having survived, although

See FORCE, 11A



DENISE M. CHAMPAGNE/MESSENGER POST

Lyle Dupra of Perinton looks through the many maps, letters and other documents he's gathered over the years in his quest to bring proper recognition to U.S. Navy Armed Guard units and Merchant Marines who served during World War II.

By the numbers

250,000

Civilians served as Merchant Marines

6,236

Ships carried them all over the world

6,600-plus

Lost their lives

731

Ships were sunk

465

The number of merchant ships as of 2006.

FORCE

From Page 1A

11-11-09
he was in grave danger a number of times. More than 6,600 Merchant Marines died, some brutally slaughtered by enemy soldiers after their ships were sunk or captured. They were sometimes referred to as America's "fourth arm of defense," alongside the Army, Navy and Marine Corps. They didn't carry guns, but trained on guns and often took over the guns of their fallen mates.

But when they returned home, they were denied military benefits. Their enlisted counterparts went to school under the GI Bill. They went to work, often having to find a new job because their positions weren't kept open.

"It was pretty rough," Hutten said. "We weren't recognized at all. We didn't get the GI bill or anything. We've been trying to get compensation from the government."

He believes Merchant Marines would have been acknowledged much sooner, had President Franklin D. Roosevelt not died shortly before the end of the war. Instead, it wasn't until 1988 that President Ronald Reagan granted them veteran's benefits.

One person who didn't forget the Merchant Marines was Lyle Dupra of Perinton, who's spent much of the post-war years fighting to get them due recognition, along with members of the U.S. Navy Armed Guard, which he considers other "unsung sailors of World War II."

Dupra served on the liberty ship, S.S. John Alden, alongside merchant seaman as a member of the Armed

Guard, seeing first hand their valiant efforts to deliver weapons, troops, food and water for the government. He said the Armed Guard of World War II was established before the war to train men to serve aboard the poorly armed Merchant Marine ships, which were often in peril on the winter seas or at the hands of a brutal enemy.

"We helped them with everything we could," Dupra said. "They were our friends. Our government was short of real good men. We were running the gauntlets and fighting between ships. We slept in the same ship, ate the same food, fought the same war and loved the same country."

When the Armed Guard was dissolved in 1945, Dupra was again sent overseas, this time as part of the regular Navy, for which he served for the duration of the war. He said his worst battle was the invasion of Leyte Gulf in the Philippines, the largest naval battle of the war.

"We had kamikazes (Japanese suicide planes) coming at us all day," Dupra said. "The Japanese were coming in to annihilate us. They had a huge fleet. We all shook hands and did our best."

They didn't expect to survive, but Adm. William Halsey's Third Fleet came to their rescue. Dupra said when the war ended, Congress made the Merchant Marines stay in service until the end of 1945, while other troops were sent home.

"That was a hell of a bad blow," he said. "Here, they get back home and they can't see their loved ones."

Dupra, who served four

years in the Naval Reserve after the war and then aboard a mine sweeper during the Korean War, has traveled more than 30,000 miles, speaking in many large cities, in his quest to get the sailors recognized. He has written many articles and authored the book: "We Delivered! The U.S. Navy Armed Guard in World War II," published in 1997.

Dupra, who has lived in Perinton with his wife, Theresa, for more than 25 years, has also received many honors, including the Purple Heart, numerous other medals, ribbons and battle stars, a Philippine Presidential Unit Citation Badge and signed letters from presidents and high-ranking military officers. He worked at Kodak for 20 years, retiring in 1980.

Hutten's been married for 53 years to Marjorie (Dorfer) Hutten, who was originally from Victor. They have three grown children and 10 grandchildren. He later served as a fireman in the Navy, performing duties similar to those on the merchant ships. He is also a member of the American Merchant Marine Veterans, which has tried to get the Merchant Marines recognized. He gave out the music to the Merchant Marines' song, "Heave Ho My Lads," to several bands, but the only one to play it is the Pittsford Fire Department Band.

Hutten was pleased in May when the East Rochester American Legion Post 1917 added a Merchant Marine recognition plaque to its World War II monument at the Station of Heroes in Edmund Lyon Park in East Rochester.

"It was nice of them," he said, noting he educated Commander Richard Bird.

"I hope it encourages other communities to recognize them as well," said Bird. "To give them the recognition and honor they deserve for making our country the greatest in the world, with our freedoms and to help keep the world safe for democracy."

FAIRPORT-EAST ROCHESTER

POST

ESSO WILLIAMSBURG

ESSO WILLIAMSBURG

Hi Cal, 8th March 2010
The following concerns the ESSO WILLIAMSBURG a fast modern motor ship tanker built 1941 sunk by U-boat U-211. There are no details who the occupants were in the lifeboat, except as morse code was being used on medium wave on the international distress frequency of 500 Kilocycles (600 metres) then it must be reasonably assumed the Radio Operator was the sender. Possibly the Master or one of the Mates may have been in the lifeboat as positions have been given. No one lived to tell the tale but there were 42 Crew and 18 Naval Armed Guard. Only one lifeboat radio would have been carried, but you will note some times the word lifeboats is used in the exchange of signals, whether this is a typo error in the first place I have no idea, but I print the text as I find it in the Admiralty files held at the National Archives in Kew.

Captain Arthur Moore in his book "A Careless WordA Needless sinking quotes extracts from U-211 KTB (War Diary). When first sighted by U-211 on 21st September at 1740 (Central European Time Berlin) 1540 GMT (Greenwich Mean Time). The ESSO WILLIAMSBURG was doing 15 knots steering 20°. Attacked at 22/9 0116 CET 2316/21GMT firing a two torpedo spread and it was claimed two explosions were heard on the submarine and was seen to stop. However visibility closed in and it was lost from view, and when it cleared it was nowhere to be seen. Upon diving and listening on the hydrophones and a bearing taken it was still moving at about 10 knots. Next day it was sighted at 1119 CET, and U-211 proceeded at full speed to get ahead, so as to get in a favourable position to attack. Attacked at 0026/23 firing 1 torpedo which struck WILLIAMSBURG amidships causing a violent explosion and set it on fire. A weak distress was heard from tanker on 600 metres wave. A further torpedo at 0036

was fired which missed. 0046 another explosion was heard aboard the tanker spreading the fire to the after part of the housing and now had a severe starboard list. At 0105 minutes another torpedo was fired hitting amidships starboard side causing the entire ship to be a blaze of fire, a column of thick black smoke reached 300 ft and the two masts commenced to tilt towards each other, ship breaking in two and drifted apart. The after part still burned and it was impossible to read the name on the bow or the stern. The funnel black with no marking, and an empty raft was sighted. U-211 then left the scene at 0200/23 (0000/23)

The following is from the Admiralty Archives. It should be noted the times quoted Z denotes GMT and 1530 zone time + 2 means 2 hours have to be added to the zone time 1530 to convert to GMT hence 1730 GMT.

On the 24th September 1942 a message was sent out by the Commanding Officer Atlantic Coast Command (COAC) was sent out at 1854Z/24 "DISTRESS SIGNAL FROM LIFEBOAT 53.10N 41.00W" and was received by the escorts of convoy ON.131 which was westward bound, among the escorts were two Canadian destroyers HMCS SAGUENAY and SKEENA, (both ships having two funnels) the latter ship having contaminated fuel problems, due a leak in a fuel tank by seawater during bad weather. At 1530/25th zone time +2 SAGUENAY closed in the fog ordered SKEENA to return to St. John's, Newfoundland, for fuelling and rejoining of the the convoy. Great difficulty was still being experienced whilst trying to burn the contaminated fuel. at 1830, it was decided to steer course 270° so as to pass through position of a lifeboat reported in 53.10 NORTH 41.00 WEST the fact being reported to SAGUENAY. A signal was also made by SKEENA to the Commanding Officer, Atlantic Coast (COAC) to encourage lifeboat to trans-

mit, it being considered unsafe for the ship to transmit on 500 Kcs due to the proximity of the convoy. At dawn (26th) the lifeboat was heard transmitting urgent appeals for help. During the night by pumping considerable quantities of contaminated fuel over the side it was now possible to burn what remained in the tank. It was decided to stay and search for the lifeboat, the fact being reported to Commander Task Group 24 and SAGUENAY. Although M/F D/F was consistently manned, it was not until 1019 that a very rough bearing of 045° was obtainable. Further search in this area was fruitless the transmissions appearing to become weaker and no more D/F bearings were obtainable. A square search was commenced over the area worked out purely on the basis of the strength of the signals received from the lifeboat. A call-sign of ABNER chosen and efforts were made to contact the boat but it was not until 1555 that communication with him was established. Various efforts were made such as depth charge dropping and gun firing to guide the ship to the lifeboat but as the visibility was very poor and the fuel situation becoming acute, little chance seemed to remain of finding him before dark. However, just before sunset visibility cleared and lifeboat reported sighting ship north-east of them and closing. Speed was increased to 18 knots but it was not until lifeboat reported that ship approaching him had "one stack" that it was realized that some other ship had succeeded in rescuing them. No further transmissions were heard. The possibility of this episode being a ruse was always borne in mind. No report from the rescue ship has to date been made by any H.M. ship, so it can only be presumed that rescue was made, it at all by a merchant vessel. Course and speed were then shaped to arrive at St. John's Newfoundland 1030Z 28th September 1942. (ADM199/651 extract Report of proceedings ON.131 Commanding Officer HMCS SKEENA to Commanding Officer HMCS SAGUENAY)

ESSO WILLIAMSBURG

Signals transmitted and received by SKEENA using callsign

ABNER. ESSO WILLIAMSBURG callsign WTKJ

•GENERAL from COAC (Commanding Officer Atlantic Coast)

•DISTRESS SIGNAL FROM LIFEBOAT

53.10 NORTH 41.02 WEST AT 1251Z/24

•SAGUENAY from SKEENA

•AM STEERING COURSE TO PASS THROUGH REPORT-
ED POSITION OF LIFEBOAT REFERENCE COAC's

1854Z/24. (1900/25)

•COAC from SKEENA

•YOUR 1926Z/24 ASK LIFEBOAT WTKJ TO TRANSMIT ON

500 KILOCYCLES AS I AM IN VICINITY (1900/25)

•SAGUENAY from SKEENA

•RECEIVED LIFEBOAT SIGNALS. FUEL SITUATION
IMPROVED. IN VIEW OF F.O.N.F.'s 0029/26 INTEND
SEARCHING TO LIMIT. (0850/26)

•A.I.G. 302 from SKEENA

•MY 1830Z/25 AM SEARCHING IN VICINITY OF 53°
NORTH 41° WEST FOR LIFEBOAT AM NOW ABLE TO
USE CONTAMINATED FUEL AND WILL SEARCH
UNTIL DARK (1146Z/26)

•0730 HEARD LIFEBOAT SIGNALS

•TO LIFEBOAT FROM SKEENA

•KEEP TRANSMITTING WE ARE TRYING TO TAKE A
BEARING (0745/26)

•FROM LIFEBOAT

•SOS WE WERE CARRYING NAVY FUEL TO ICELAND
WHEN STRUCK APPROX. POSITION 53.30 NORTH 41
WEST SOS (0750/26)

•FROM LIFEBOAT

•IN GOD'S NAME SEND HELP QUICKLY WE WERE
SWAMPED YESTERDAY AND COULD NOT OTHER
MESSAGES. SOS SOS (0758/26)

•TO LIFEBOAT FROM SKEENA

•RECEIVED YOUR SIGNALS MAKE Z AND LONG
DASHES IF YOU CAN HEAR US (0810/26)

•SOS FROM WTKJ

•HAVE RECEIVER GENERATOR STILL WORKING
PLEASE TAKE A BEARING 30 MINUTES PAST EACH
HOUR (0838/26)

•SOS FROM WTKJ

•OUR APPROXIMATE POSITION 52.30 NORTH 41 WEST
WE WILL SEND 30 MINUTES AFTER EACH HOUR SO
YOU CAN GET A D/F BEARING ON US PLEASE HURRY AND
GET US IN GOD'S NAME (0930/26)

•TO LIFEBOAT FROM SKEENA

•CAN YOU HEAR ME PLEASE GO AHEAD IF YOU CAN
HEAR ME ALL ME WITH CALLSIGN ABNER (1059/26)

•SOS LIFEBOATS WTKJ WILLIAMSBURG

•BADLY IN NEED OF WATER AND MEDICAL
ASSISTANCE (1200/26)

•TO LIFEBOAT FROM SKEENA

•WE ARE COMING TO YOU AID KEEP SENDING OUR
CALL SIGN IS ABNER CAN YOU HEAR ME NOW (1355/26)

•TO ABNER FROM LIFEBOAT

•YES AND THANKS TO GOD OLD MAN TO YOU WE
WILL SEND FROM HERE ON THE HOUR AND
30 MINUTES AFTER THE HOUR AS THE MEN GET

VERY TIRED OF CRANKING THE GENERATOR (1400/26)

•TO LIFEBOATS WTKJ FROM ABNER

•I AM GOING TO DROP A DEPTH CHARGE IN FIVE
MINUTES LET ME KNOW IF YOU CAN HEAR IT (1426/26)

•TO ABNER FROM LIFEBOAT

•WE DID NOT HEAR YOUR DEPTH CHARGE (1435/26)

•TO LIFEBOATS FROM WTKJ ESSO WILLIAMSBURG

•WILL SEND AGAIN IN 10 MINUTES (1545/26)

•SOS FROM LIFEBOATS WTKJ

•NEED MEDICAL AID AND WATER IMMEDIATELY
WILL SEND AGAIN IN 15 MINUTES (1617/26)

•TO ABNER FROM WTKJ LIFEBOATS

THE SUN HAS JUST BROKEN THROUGH TO THE WEST
OF US WE HAVE A BRIGHT ORANGE FLAG UP FROM A
20 FOOT MAST WE DID NOT HEAR YOUR GUN FIRED
OR DEPTH CHARGE (1633/26)

•FROM LIFEBOAT WTKJ

•THE SUN IS SHINING AND THE SEA IS VERY SLIGHTLY
CHOPPY WE HAVE TO USE OARS TO BE KEPT FROM
BEING SWAMPED THE WIND IS BLOWING US OUT TO
SEA (1718/26)

•TO ABNER FROM LIFEBOAT

•WE JUST SIGHTED YOU NORTH EAST OF US AND
COMING CLOSER WE ARE FIRING A FLARE IN FEW
MINUTES (1730/26)

•ABNER FROM LIFEBOAT

•FLARE PISTOL WON'T WORK BUT YOU APPEAR TO BE
STEERING TOWARDS US (1735/26)

•ABNER FROM LIFEBOAT

•THE SHIP THAT WE SIGHTED WAS TO 2 TO 5 MILES
AWAY IS THAT YOU (1740/26)

•LIFEBOAT FROM ABNER

•AM GOING TO FIRE A ROCKET REPORT IF YOU CAN
SEE IT (1742/26)

•ABNER FROM LIFEBOAT

•WE ARE BETWEEN YOU AND THE SUN (1800/26)

•TO ABNER FROM LIFEBOAT

•THE SHIP THAT WE SEE HAS ONE STACK (1810/26)

•LIFEBOAT FROM ABNER

•DID YOU SEE MY ROCKET OR HEAR MY CHARGE
(1815/26)

•LIFEBOAT FROM ABNER

•AM I STILL STEERING FOR YOU (1826/26)

•NO FURTHER TRANSMISSIONS WERE HEARD FROM
LIFEBOAT.

I have shared this information with Arthur Moore, who will be passing it onto the US Merchant Marine Veterans, but it may be of interest to the Naval Armed Guard Vets, who also lost men on the ESSO WILLIAMSBURG. To the best of my knowledge the details of the signal exchanges between SKEENA and the lifeboat from the WILLIAMSBURG have never been published. Sorry for delay in getting this to you, but I wanted Arthur to have time to contact the Merchant Marine Veterans.

David Sibley (Historian) Moorcroft,

Castel Ln E., Ayton, Scarborough, GB, YO13 9EN 01723-862229
david.sibley2007@tesco.net

WAKE ISLAND WIG WAG

The Wake Wig Wag



Published almost daily at Wake Island for employees of
Contractors, Pacific Naval Air Bases
Louis M. Cormier, Compiler & Editor

MAIL SCHEDULE	SCHEDULE OF MEETINGS HELD IN RECREATION HALL
Indefinite	Sun. 10:30 AM Gospel Service " 7:00 PM " "
MOVIE SCHEDULE	Mon. 6:30 PM American Legion Tue. 7:00 PM Square & Compass Club Thur. 6:30 PM Glee Club Fri. 6:30 PM Veterans of Foreign Wars " 8:00 PM Pioneer Club Sat. 7:00 PM Volunteer Fire Dept.
"The Life of The Party", with Gene Raymond & Harriet Hilliard	

VOL. I

Wake Island, Friday, October 3, 1941

NO. 118

THE WAKE ISLAND REVUE

: According to George Coates, our Producer, the cast of our forth-
: coming show, "The Wake Island Revue", are anxious to resume rehearsals
: which were delayed indefinitely pending erection of our new stage and
: receipt of equipment.

: Now that construction of the stage has started and other things
: have been ironed out, the show will go into full-scale and active re-
: hearsals starting next Wednesday evening at 7:00 P.M., when a meeting
: of all those already cast and all those wishing to take part will be
: held. THIS WILL BE THE LAST OPEN CASTING FOR PARTS IN THIS GIGANTIC,
: COLOSSAL SEVEN-ACT REVUE! THIS IS YOUR LAST CHANCE TO GET ABOARD THE
: BANDWAGON FOR A GOOD TIME WITH LOTS OF FUN!

: Many new men have arrived on the Island recently and they are in-
: vited to attend next Wednesday's meeting and to take an active part in
: this show -- A show for the men on Wake Island - By the men on Wake
: Island! In the meantime, all new arrivals desiring to take part are re-
: quested to put their names in the "Suggestion Box" located in the Can-
: teen, together with a word or two of what they are qualified to do or
: would like to do. REMEMBER! PAST THEATRICAL EXPERIENCE OF ANY KIND IS
: NOT ESSENTIAL! ALL THAT IS NEEDED IS A DESIRE TO HAVE SOME REAL FUN AND
: A WILLINGNESS TO WORK!

RADIO NEWS

Compiled from regular news broadcasts of Stations KGEI, San Francisco; WGN, Chicago
KNX, Los Angeles; & KIRO, Seattle.

In the opening game of the World's Series the Yankees held off the Dodgers by a score of 3 to 2. There was too much Red Ruffing for the Dodgers, as well as too much Joe Gordon, who smacked out a home run in the second inning. The Dodgers' chances among the betting boys are now rated 4 to 1.

The Brooklyn Daily Eagle carried a headline, "Yanks Win. So What?" The Yanks were not very excited over their victory and even Manager McCarthy refused to comment on the game. A fan in Louisiana wired "Can't get you on radio here. Hope you lose!" "Ain't that a pip?" said McCarthy, "A manager always gets blamed for everything, even when the radio goes blooey!"

While riding home on the subway, Brooklyn crooners were heard singing Irving Berlin's song, "Tomorrow Is a Lovely Day", and telling all who would listen what their bums would do to those bums tomorrow.

Wyatt will start for the Dodgers today and Russo, who happens to have been born in Brooklyn, will start for the Yanks.

Yesterday's game set new records for a single game. The attendance was 68,450 with gross receipts of \$265,396.00, of which the players pool amounts to \$135,351.96

WAKE ISLAND WIG WAG

-2-

Snowflakes as well as soldiers are falling on the battlefields of Europe. Deep drifts are reported at Leningrad and light falls in the Ukraine section of southwest Russia.

Hitler's army in the north, which is fighting to gain a foothold in Leningrad, is reported to have suffered a stunning reversal. British newspaper dispatches coming from Stockholm and reports from Moscow indicate the Reds have pushed through the Nazi lines at 4 points and shoved the Nazis back to positions they occupied early in September. The British account of the drive says that hundreds of tanks supported by picked Red troops scored a decisive victory after 7 hours of bitter struggle.

Still further to the north, the Finns make new claims of successes and say the capitol of the Corillian Isthmus has fallen into their hands. This is cited by Berlin as proof that the Finns are 100% allies of Germany and not merely fighting to regain former Finnish territory. In British quarters it is suggested that England may decide to regard Finland as a full belligerent ally of Germany.

Berlin states Nazi troops are approaching nearer and nearer to the Donetz industrial basin and the Kharkov area in the Ukraine and Moscow states the Soviet forces in that area are being reorganized for a new defense.

Moscow intimates that both Leningrad and the southern fronts are being stabilized with heavy losses for the invaders.

Accounts of terrific losses are being made by both sides and Moscow reveals that German glider planes are being shot down in the Black Sea area, where they are being used as the spearhead of an offensive against the Crimea. The technique employed is the same as that used by the Nazis in the storming of Crete.

Nazi commentators in Berlin admit that the Russians may have gained aerial superiority in some sections but say Russian aerial losses are 15 times greater than the Nazi losses. 364 Russians are claimed by Berlin to have been shot down in 5 days as compared to only 23 German losses.

Moscow reports new and stunning blows against the Roumanians attempting to storm Odessa but no details are given.

Delayed dispatches tell of the arrival of a large contingent of American troops in Iceland to reinforce the Marines stationed there. A strong, heavily armed field force of the Regular Army and vast stores of equipment and supplies have been landed to build up Iceland's defenses and make the island a Gibraltar of the North. The Commander of the American forces on the Island told his men "We are here for a hard and serious business. I want to impress that on everyone. There is no time for fooling."

The three-power conference of American, British, and Russian officials in Moscow ended yesterday, two days ahead of schedule. As they left the Kremlin, Lord Beaverbrook and W. Averill Harriman issued a joint statement announcing that the Soviets will be given practically everything they asked for and that there would be an increased volume of traffic in all directions. At least one large British convoy has taken supplies to Archangel and returned with Russian goods for Britain. Josef Stalin expressed thanks to the United States and Britain for the bountiful supplies.

Unrest in German-occupied lands continues to hamper Axis war blows. In France police in the occupied area have rounded up seven more alleged Communists and a large supply of arms was seized in Paris. An Hungarian newspaper says 43 Serbs have been executed in Croatia and London reports that the Germans have threatened to bomb Belgrade, Yugoslavia, if uprisings and strikes do not cease. Travelers returning from Roumania say that Premier Antonescu has returned from Berlin and resigned the Premiership, while heavy casualties among Roumanian troops on the Soviet front are having serious repercussions at home. The Vichy radio reports that 844 Bulgarians are under arrest on charges of being Communists. A report from Sofia states that a Greek rebellion northwest of Saloniki has been put down by the Nazis. The official German news agency reports that 84 Czechs have been executed and 256 arrested since the Gestapo decided to quiet the revolt in Bohemia-Moravia. Four more Dutchmen have been arrested in Holland.

The RAF yesterday conducted a retaliation raid on Calais, Dunkirk, and Cherbourg - in retaliation for the previous night's Nazi attack on London, which authorities described as one of the heaviest in weeks with heavy casualties. All of Germany's big radio stations have been ordered to shut down at 8:15 nightly and the last show in movie houses will start at 7:00 p.m., with operas starting at 5:00 p.m. in the afternoon in Berlin.

Italy claims that 2 more British warships have been hit by Italian torpedoes in the Mediterranean.

TOKIO: The Emperor met with his Privy Council yesterday in Tokio and it is predicted that the near future will bring an important statement stressing problems of the Pacific.

WAKE ISLAND WIG WAG

-3-

WASHINGTON: Lord Halifax, British Ambassador to the United States, returned to Washington yesterday after a visit to London and denied reports he will soon give up his post here. He told American newsmen the people of the United States would be surprised at the amount of aid already sent to Britain and emphasized that speed is essential.

The House Appropriations Committee has agreed to the President's request for about \$6,000,000,000 additional lend-lease appropriations and the measure now goes to the House floor. It is believed that the President will wait until the battle over this appropriation is past before tossing the Neutrality Act problem into the Congressional laps. He is, however, continuing his daily talks with Secretary of State Hull and apparently mapping out strategy for the fight that lies ahead.

In Indianapolis, Secretary of the Navy Knox told the American Bar Association Convention that eventually the British and American navies will lock the Nazis up in an iron ring and in that ring Nazism will perish. "When we have defeated Hitler," he continued, "and destroyed the Nazi bid for world dominion, we must set up conditions which will prevent the rise of a new Hitler." He said that the United States and Great Britain should join forces to control the seas for many years to come and this combination should exist for 100 years at least and called for increased aid to Britain.

Commenting on Knox's address, Senator Scott Lucas of Illinois said, "A hundred years is a long time, a good many years." Senator Dennis Chavez of New Mexico declared, "The United States will patrol the seas for the next 100 years or thousand years in its own interest. Why Knox thinks we should hook up with Britain all the time is beyond me."

Oil Coordinator Ickes hints that a serious oil transportation shortage exists despite the Senate report to the contrary. He contradicted the report that plenty of tank cars are available and challenged the testimony that 20,000 such cars are available, stating that at most there were only 5,000.

A \$231,000,000 contract has been awarded to Ford Motors, one of the largest since the start of the defense program. The "Big 3", Ford, General Motors, and Chrysler, which produce 90% of American passenger cars, will eventually become the largest manufacturers of medium tanks, the 32-ton fortress on wheels.

SAN FRANCISCO: An Army training plane crashed at Moffett Field, killing the pilot, and four Navy pilots escaped when one Naval training plane crashed into another while landing at Livermore, California.

BOSTON: A Navy plane is down in the North Atlantic about 290 miles off the Massachusetts coast. The dispatch made no mention of the number of men aboard or the planes destination.

VANCOUVER, B.C.: A tiny monoplane piloted by Evelyn Burleson left here last night in an attempted 1700-mile non-stop flight to Tijuana, Mexico, where it is scheduled to arrive at 10:30 a.m. today. The plane is not equipped with radio and carried 80 gallons of fuel instead of its usual load of 12 gallons.

LOUISIANA: In mock war maneuvers, simulation is a prime factor but it reached an extreme during the current Louisiana field games when Private Fredericks and 4 others were captured. They fired into the air 5 times. "What's the idea?" bellowed a Sergeant, "You can't fire at us!" "We're not firing at you," replied Fredericks, "We were prisoners but we've just committed suicide!"

ATHENS, GA.: Clarence Nelson, 215-lb. candidate for the University of Georgia football squad when through a terrific scrimmage yesterday without a scratch but when he went in for a shower and rub-down he rolled off the rubbing table and broke his foot!

NEW YORK: "Broadway Rose", famed panhandler of New York's Gay White Way was sentenced to 30 days in the workhouse yesterday after being arrested in front of Lindy's Restaurant. The Saturday Evening Post recently carried an article in which the Queen of the Panhandlers was said to be immune from arrest. Broadway opines the article went to Rose's head and she lost her touch.

LONDON: What does it cost to run a war? Well, British taxpayers shuddered yesterday when the House of Commons voted to appropriate \$4,000,000,000 more to carry on the current war. England is spending \$52,000,000 a day or more than \$2,000,000 an hour. Some people in England are paying as high as 97½% - not a typographical error! - tax on their incomes.

WASHINGTON: The United States has signed a lend-lease agreement with Brazil involving a loan reported to be up to \$110,000,000.

LAKE LAND, GA.: Former Governor E.D. Rivers and his wife were attacked and beaten in their home yesterday and the attacker later shot and killed himself in a tourist camp when overtaken. He was identified as H. W. Bickel, 38, of New York, and a note found on him said he had no designs on the former Governor's life and the motive for the attack was for political reasons. Neither the Governor nor his wife was seriously hurt.

POMONA, CALIF: An Unexpected fire burned the Los Angeles County fair building to the ground with damage of about \$500,000. Officials were unable to predict when the County will be able to afford to rebuild.

WAKE ISLAND WIG WAG

The Surrender of Wake Island

Wake Island is the last island west in the Hawaiian group of islands, Wake Island also was the first island captured by the Japanese during WWII. Wake Island also was a fueling stop for the China Clipper from San Francisco to Shanghai. The defenders of Wake Island were an American construction contractor and a small regimen of Marines. This group of Americans held off two forces of Japanese invaders and after the Japanese got more reinforcements the final wave of Japanese troops overcame the weak American forces – who were out of ammunition and short of personnel.

The MS Square Sinnet, a little three holer, shallow running powered by diesel electric. Only four of this type ship was built, which was made for the invasion of Japan. We unloaded our cargo at Ie Shima. This was a week or so before the war was over. We shuttled over to Buckner Bay, Naha Okinawa to reload with cargo labeled OLYMPIA for the invasion of Japan in October. Mid August the war was over, several Armed Guard had enough points to be discharged so they got off at Okinawa. One day later the Gunnery officer and the Captain's orders were to proceed to Guam where five Marines from a signal company came aboard, a generator on a trailer, a van with a radio receiver and transmitter and a command car was placed on deck. We left Guam one day later on to Wake Island. The ship arrived at Wake Island two days later approximately 10:00 hours. The Square Sinnet eased up to what was once a dock – this was the reason the Square Sinnet was used for this mission, the shallow water. We pulled up into a makeshift 10-15' dock. We were met by the Japanese commanding officer and his interpreter. Ensign Hoyt Williams of Olney, Texas, the Armed Guard Gunnery officer and the Japanese commander salute each other and shake hands as the Marine equipment was unloaded, six Armed Guards commanded by Ensign Williams marched to the Japanese headquarters at the old air strip, several Japanese soldiers watched Ensign Williams give a set of documents to the Japanese commander with his interpreter read the documents and agree to adhere in writing.

Assured there were no bunny traps on the island and no Japanese soldiers were hiding in the bunkers – the Armed Guard could explore the island as to the wishes of the Japanese. The Japanese were told that within a week or so an American ship would come transport them to their homeland. This made the Japanese very happy and they rejoiced.

We were told where the Americans that were killed during the invasion were buried. It was surprising the American dead and the Japanese dead were buried in the same plot of ground with furrow separating the Americans and the Japanese. Each American grave had a mound as long as the grave with a cross at the head of it. I do not remember any names on the grave sites. The Japanese dead had a urn with jumbush or weeds in it.

My guess is the American POW's buried the American and Japanese dead. The American graves could have been as many as 75 or 100. I just don't remember. While walking back to the ship there was a Japanese bunker, Joe Kambitch, from St. Louis, and

WAKE ISLAND WIG WAG

I explored the bunker. This is where I found the "Wake Island Wig-Wag" and some Raleigh cigarette prize coupons and some Japanese picture post cards that I still have. Ensign Williams told me the Japanese Commander told him that they were starving, the only food they had was fish, birds, seaweed and were always low on fresh water. They had been isolated for over a year and a half with no news, no food and no medical supplies from Japan. He said they lived a horrible life.

The Armed Guard Gun Crew boarded The S.S. SQUARE SINNET reversed into deeper and open sea, then forward to Guam. When we arrived there all the Armed Guard got off except for Roy Levene and a signal man stricker by the name of Williams, no relation to Ensign Williams.

I have often wondered what happened and where did the S.S. SQUARE SINNET go after all of the Armed Guard got off except for two. The rest of us that got off went to Navy H1 Receiving Station on Guam. We were there 3 or 4 days, we went aboard the APA 120 to Terminal Island. I am sure we all got delay in route and went home as I did - I was home for Christmas and discharged January 22, 1946, at Norman, Oklahoma

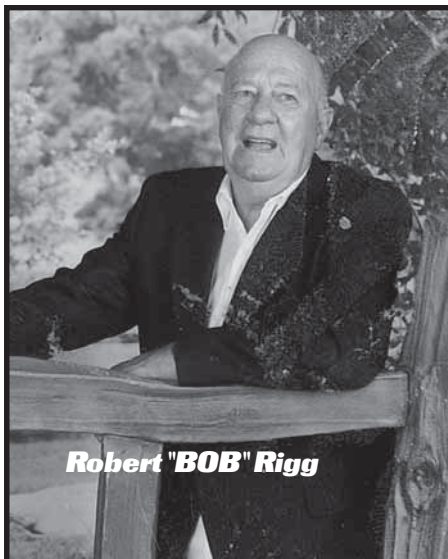
NOTE: I wrote to St. Louis for a copy of my Navy records. There was not one thing about Wake Island surrender to an Armed Guard Crew. However at the Museum of the Pacific War in Fredericksburg, Texas on the Rock Wall of Fame there is a picture of a cruiser's band playing honoring the surrender of Wake Island, also there is another picture on this wall of a destroyer and its band honoring the surrender of Wake Island. Maybe this cruiser and destroyer did honor an Armed Guard Unit, who knows? But I don't think so.

And yet there is nothing in the history books that the Armed Guard ever took the surrender of Wake Island, but yes we did.

Dwain Holmes
1510 Rita Lane, Iowa Park, Texas 76367
940-592-5730

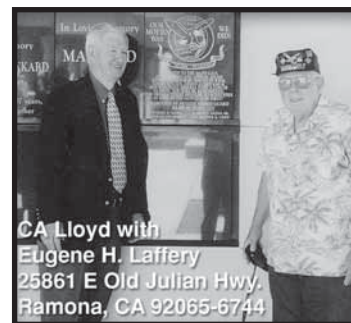
01-21-10

Charles friend, I'm sure you thought I had got you I havnt I just could find the the "Wake Island Wig Wag" I had gone through every thing in this house "NO FIND" my daughter was here visting - I ask her if she had seen it "yes daddy I put it in the Safety Deposit Box at the bank" I LOOKED A YEAR FOR THIS AND AT THE BANK 2-3 times a month PROBLEMS GIVE ME A CALL
Terrence's *Terrence's*



Robert "BOB" Rigg

Many have asked why and how I got started on looking after the USN Armed Guard WWII. This gentleman, Robert "BOB" Rigg from Texas, kept saying at the first meeting in Winchester, KY in June 1982, that he wish he knew where old so and so was for he was such a great person on his gun crew. After him saying this about 10 times, I asked Hilda that since they were going downtown to look the city over to get me a composition book and she did. I started off with Bob and his wife Sue's name and got their addresses and ships and I entered about 50 more names attending, and the rest as they say, is history. I didn't find the boy from Bob's gun crew, but I have located over 22,000 more and it has been fun. Now you know CA!



CA Lloyd with Eugene H. Laffery
25861 E Old Julian Hwy.
Ramona, CA 92065-6744

KINDRED SPIRITS FROM WORD WAR II RENEW A FRIENDSHIP

In late spring 1944, the war brought together Jack Campbell and Stephanie Batstone.

He was a sailor aboard the Matt W. Ransom, a U.S. liberty ship.

She was a British coastal signaler who was assigned to an outpost along Scotland's Inner Hebrides.

They talked with lights.

Much of it was innocuous chitchat.

"Where did you go to school?" he blinked.

"Where are you from?" she inquired.

Away from home and kin, caught up in a war whose end seemed remote, they both were hungry for company.

"As the light flickered back and forth across 4 miles of Scottish sea," Batstone noted, "spirit reached out to spirit and a kind of rapport of shorthand grew."

Asked to describe himself, Campbell



**MIKE
HARDEN**

would soon become the Matt W. Ransom's official pinup.

Their exchanges continued for four weeks.

Batstone longed to know the man behind the messages.

immodestly allowed that he was "tall, dark and handsome."

Signal lamp in hand, Batstone stared out to sea when Campbell messaged that he imagined her to be quite charming. If she would be kind enough to mail a snapshot, he assured her, she

"I went to the American Red Cross," she later conceded, "and explained with astonishing naivete that I had a deep relationship with one of the signalmen in the convoy anchorage, and was sure it would help his morale if I could just go across in a drifter and meet him."

Her request was turned down.

Shore leave for Campbell was forbidden. D-Day awaited. The Ransom was about to play an odd but necessary role in the landing.

"Around the first of the month, we got orders to sail," he said.

The lower interior hull of the Ransom was rigged with explosive charges. Ship's orders: Head to Normandy's landing beaches and — along with several other derelict vessels — sink itself to help form a breakwater.

The orders came quickly. Campbell

had hoped to blink goodbye.

"She was off duty at the time," he said of Batstone, "and when she came back, the multitude of ships in the harbor were gone."

He dashed off a letter as the Ransom pulled up anchor. Weeks passed before she would receive it.

Fearing the worst as news of the invasion grabbed headlines the world 'round, she penned a poem titled *Lament*:

*The stolen, crowded moments fly,
Too fragile is this breathing space;
Too soon his eager frame must lie
Forlornly in some foreign place;
My heart cries out that he will die,
And I have never seen his face.*



Courtesy of Jack Campbell

Jack Campbell and Stephanie Batstone in London

HARDEN from F1

The Ransom was scuttled. Campbell was reassigned. World War II ended.

He returned to Columbus, Batstone to England.

Her efforts to find the former sailor went for naught, although she wrote to every Jack Campbell for whom she found an Ohio address.

A few years ago, an old signalman buddy of Campbell's telephoned from California. The friend wanted to alert Campbell that his name had been cited in a London newspaper article.

Batstone had written a book about her wartime experiences.

It included a chapter titled "Jack."

The chapter's final sentence mused, "And I will always wonder whether Jack Campbell is alive and well and living in Ohio or if he is lying at the bottom of Mulberry Harbour (the Normandy breakwater)."

A year ago, Campbell's daughter, Nicki, went on vacation to England. Her father made a request: "Try to look up her phone number and give her a call."

"Did you ever hear of Jack Campbell?" Batstone heard a stranger inquire when she answered the telephone one Sunday morning.

"It can't be true!" she shouted. "It can't be true!"

Campbell and Batstone traded letters.

Three weeks ago, the two met face-to-face in London.

She met his family. They visited the Imperial War Museum, then fielded questions from Fleet Street journalists. Both feared the British press might try to make more of their long-ago friendship than had actually existed.

They were merely pinpoints of light winking Morse Code across 4 miles of Scottish sea. For all the good of yearning, they might as well have been stars twinkling a thousand light years apart.

Mike Harden is an Accent columnist.

mharden@dispatch.com

Please see **HARDEN** Page F3

The Columbus Dispatch
 Wednesday
 JUNE 27, 2001
Accent
 Editor: T.R. Plante / 614-462-4800

USN Armed Guard WW II Veterans
115 Wall Creek Drive
Rolesville, N.C. 27571
1 (919) 570-0909
clloyd@nc.rr.com
www.armed-guard.com



Non Profit
Organization
U.S. POSTAGE
PAID
Permit No. 2322
Raleigh, N.C.

Remember Pearl Harbor!
December 7, 1941

"Donations keeps us afloat"



*Our
Motto
was...*

*and
We Did!*

**Support The USN Armed Guard
WW II Veterans Reunions**

JAN/MAY 2010 Edition



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.

REMEMBER ALSO:
THE TWIN TOWERS
THE PENTAGON
AND FLIGHT 93
God Bless Them

This POINTER is in Memory of all Branches of service in WW II; the Navy, Army, Marines, Airmen, Seabees, Merchant Seamen, Wacs, Waves, and especially to the Special Unit of the Navy known as the U.S. NAVY ARMED GUARD which was first used as Gun Crews in WW I on board cargo, tankers and troopships and where needed to protect the ship, cargo and the merchant crews who bravely ran the ships to each port of call until deactivated after WW I. They were established again for the same purpose in September of 1941 and remained active until WW II was over and the need for gunners were not needed. This issue is also in honor to all the people all over the world who built ships, planes, tanks, trucks, jeeps, guns, ammo and all things needed to win a war against the ruthless killers. Thanks to the farmers who fed us all. Thank God for seeing us through.