

THE INTER

DEC 2010/FEB 2011 EDITION



Merry Christmas and a Happy New Year!
GOD BLESS AMERICA

330-882-6025

U.S. Merchant Marine and
U.S. Navy Armed Guard Veterans
World War II

The Lucky Liberty
SS Jeremiah O'Brien



MARVIN BEANS, U.S.A.

5MM WWII

<p align="center">Ohio Veterans Memorial Park Cleves, Ohio September 12, 2010</p>		<p>Bride - Bill - Bridal - Deceased at Bereans</p>
<p>22 Banners, United WWI & WW2 - Caps, 10000+ each printed</p>		<p>Budgie Marbles - Bill Family</p>
<p>Marine Banners, United WWI</p>		<p>Liberty Ships - EA Banners</p>
<p>From the Colors</p>	<p>EDV Color Guard</p>	<p>Piper Lady Horrid - Amazing Great</p>
<p>Opening Prayer</p>	<p>Rev. Todd McConkey</p>	<p>Pres. Joe - President, Ohio Veterans Memorial Park</p>
<p>Welcome</p>	<p>Major Phyllis Magberry Cleves, Ohio</p>	<p>Tribute to WWI Service Women</p>
		<p>Blue Star Mothers</p>
		<p>Lanterns Fellowship Trainers</p>
<p>U.S. Navy Operational Engineers Center</p>	<p>COB - Wendy Melillo</p>	<p>Swedish Century Council of Veterans of Foreign Wars</p>
<p>Star Spangled Banner</p>	<p>David Heyman</p>	<p>York County Trainers</p>
<p>March of Dignity</p>	<p>Norfolk Villages 4-40 Club</p>	<p>Isaiah Memorial Middle School</p>
<p>March of Dignity and Flag</p>	<p>Reiter Thomas (Chadwick)</p>	<p>Mo. at Sea, Miller - America Thru - Modern Kinney</p>
<p>Reading of the Flag</p>	<p>Carl Mervin at Seaside Marine</p>	<p>Honor Flight - 800-413-3034</p>
<p>Distribution of Banners</p>	<p>Norfolk Villages 4-40 Club</p>	<p>Joan M. Dwyer - Sec. at Cable Locker</p>
		<p>Hoik Rollins - Tips</p>
<p>From</p>	<p>Tom Gier</p>	<p>Return the Colors</p>
<p>Ends Prayers, 10:00-12:00 Army (Hatched)</p>		<p>Closing Remarks - Marvin at US</p>
<p>App. Rev. Gene Goodenough - 10:00-11:00 Morning</p>		<p>Vips Can Do</p>
<p>Adj. Maj. Alvin Price (Admiral) - 10:00-11:00 Class of 2002</p>		

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<p>March of Dignity</p>	<p>Norfolk Villages 4-40 Club</p>	<p>Island Memorial Middle School</p>
<p>March of Dignity and Flag</p>	<p>Bethel Thomas (Chadwick)</p>	<p>Mo. at Sea, Miller - America Thru - Modern Kinney</p>
<p>Reading of the Flag</p>	<p>Carl Morrison at Seaside Marine</p>	<p>Honor Flight - 800-413-3034</p>
<p>Distribution of Banners</p>	<p>Norfolk Villages 4-40 Club</p>	<p>Joan M. Dwyer - Sec. at Cable Locker</p>
		<p>Hoik Rollins - Tips</p>
<p>From</p>	<p>Tom Gier</p>	<p>Return the Colors</p>
<p>Ends Proctor, 1945-52 Army (Retired)</p>		<p>Closing Remarks - Marvin at U.S.</p>
<p>App. Rev. Gene Goodenough - WWI Normandy</p>		<p>Vips Can Do</p>
<p>Adj. Maj. Alvin Price (Adm.) - WWII Class of 1952</p>		

THE POINTER



Dear Everyone,

11/22/10

Hope all is well in your part of the World and you enjoy this POINTER as much as I do in being able to send to you. If I didn't get your story in this POINTER, resend and maybe I can get it into the next one. Many ask me about the HONOR FLIGHT to the Washington WW II Memorial Site, so here it is. Contact a Veteran's Organization near you and they will show you how to get counted in, or anyone with a computer can go to GOOGLE and type in: "HONOR FLIGHTS" and list your City and a large airport near you. It will show a Form to fill out to send in and where. You better hurry up, you're not getting any younger.

I was looking for something in a box of AG things and saw a VHS tape sent to me by the late Henry Carringi of New York and it was of the New Orleans National Reunion and it was perfect. Somehow, I overlooked it and I am in the process of getting it made into CDs for those wanting a copy. It includes the late General Robert Floyd's comments on his service time including his sentry watch, "BLACKBIRD". (Hilarious) Many of those shown like the late Doris and Elmer Vinson (HOSTS), the late John Trotier of Vermont who always brought me the Maple Syrup and many more of those attending.

Those with computers, type in Basil Izzi 83 days in a life raft at GOOGLE and read 74 pages of the late Izzi's ordeal after the sinking of his ship, the S.S. ZAARDAM. And think about how lucky we were to not face that situation. I am sure many did that were never found. So sad.

Thanks to all who have donated to keep the POINTER coming. Those who donate in 2011 will get a T1 behind the name to indicate you donated in 2011. Hope your Holidays were happy ones even though the aches and pains are felt with old age. (cal)

P.S. Ron Carlson, Webmaster of the Armed Guard website (www.armed-guard.com), urges you to join the conversation at the Armed Guard message board. To access the Message Board, click on the "MESSAGE BOARD" link in the upper right of the AG website home-page or go to <http://members.boardhost.com/armedguard/>. Ron informs me that the Message Board has always been the most active part of the website, with AG/MM Veterans seeking information about shipmates or contributing information or personal stories. The children/grandchildren/nieces/nephews of AG/MM Veterans often write with questions, which he or others try to answer; one "meets" a lot of people on the Message Board. Ron forwards names of newly found Ag/MM Veterans and I put them on the mailing of the POINTER. Ron and the S.S. JOHN W. BROWN do a great service to all involved to get the word out that we were THERE!! (cal)

★ ★ ★ ★ ★ ★ ★ ★

Cover photo by Armed Guard John Baca (See page 10)

★ ★ ★ ★ ★ ★ ★ ★

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ATTENTION

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

Non-Profit Organization
Tax Exempt No. 74-2316668

*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...

★ ★ ★ ★ ★ ★ ★ ★

Ca,
After high school at Heath, KY I was drafted into the US Navy, After 6 weeks boot camp at Great Lakes, I was put on troop train in Chicago. No one told us where we were going. Two days later, the old coal fired steam powered train had chugged to our destination, it was night and YES, raining and they told us we were in the New Orleans Train Station.

We were loaded on army trucks which had canvas top that leaked, they took us across the Mississippi River to Algiers Navy Base barracks. New Orleans would be our HOME PORT. The base had two sections, ICU--incoming unit and OGU---out going unit.

My company stayed in ICU section 14 days to prepare for sea duty. Each morning, we were loaded on landing craft boats and went across to a Mississippi River to Shell Beach Louisiana firing range. There we trained 10 hours each day to learn about Navy guns and war in the navy (fast and furious duty and YES it rained and rained) At night, they loaded us back in boats took us back to Algeria Navy ICU base. After 14 day of raining and training we were transferred to the OGU.

Then came the real thing which was an eye opening experience for a teen age boy from Heath who had hardly been out of McCracken County. I served on 5 ships in the thick of it all, both, Atlantic and Pacific theaters of war, went all over the world but always wiggled my way back to my home port, good ol' NEW ORLEANS.

I said, that to say this some 63 years later, I still have a warm place in my heart for my home port of New Orleans and it's waterways and railways which definately played a very

very major important role in winning WWII that saved the WORLD from some very evil atheistic dictators. THANKS, BIG EASY, GOD BLESS.

GC Carneal Paducah, KY.

★ ★ ★ ★ ★ ★ ★ ★

The Veterans Club of Solivita will be honoring WWII on November 11 and a short bio has been requested from me. God Bless America.

Thomas J. Hylas, US Navy, Armed Guard Gunner from May 28, 1944 to June 6, 1946. North Atlantic, Mediterranean and Pacific Theatres serving on: LST 769; S.S. ARIZPA; S.S. YORK and M/S-LITTLE ROCK.

Besides dodging German U-Boats in the North Atlantic, we experienced 100 ft. sea's for days. Snapped life belt and found myself sliding down the side of the ship heading for the briny deep. Fortunately, I was headed for a lifeboat without a cover and was able to dive up and out...catching it and hanging with my arm pits. But my shipmate, Gonzalez, did me one better. We were on duty on the after gun and I went to the next deck to secure some loose ammunition when the ship healed over more than 60 degree's washing him OVERBOARD! He was swimming frantically some 30 ft. off the port quarter when suddenly the ship healed again and he was practically next to me on the second deck! I was able to catch him and hold him until we were rescued! Took an hour before he would let go of the rail and me. Interesting that the shock had left him with one side white and the other his normal tanned color. His normal coloring returned in time...as will be this death defying experience. Have tried to reach him thru our AG Association, without success. Lastly, aboard the S.S. ARIZPA, after breaking down twice while attempting to join a convoy, our ship was ordered to leave port, HALIFAX, NOVA SCOTIA, WITH FULL LIGHTS BLAZ-

ING. Not a happy voyage even when the war was declared over. Overly ambitious U-boat captains were subject to fire their torpedoes after the cease fire.

Went to college under the GI Bill; worked in Sales engineering until retirement ...opened the Hylas House Bed & Breakfast kna La Paz Inn, in Mexico, Mo. for ten years. Met over 10,000 guests from 22 countries and 40 states. I retired to Haines City and finally to Solivita in 2001. Born 8/14/1926.

God Bless America and Americans and everyone.

Tom Hylas
230 Solivita Blvd. 863-427-2661
Co-Chairman for Support Our Troops and Past Vice Commander in the Veterans Club of Solivita

★ ★ ★ ★ ★ ★ ★ ★

Dear Mr. Lloyd, William and I are still together after 65 years. Been Blessed—but—AGE is showing up. Able to get up daily though—some can't! We enjoy the POINTER from cover to cover. Sending a donation to help. Richard Lowe that wrote about the "MUR-MANSK RUN" is in our group and we meet 4 times a year. We are few now. Sixteen started in the 90s and we are down to 5 now. Have been Blessed One.

Wm. Henry and Daphne Martin,
733 Martin Rd., Blountville, Al. 35031
205-429-3487

★ ★ ★ ★ ★ ★ ★ ★

Charles, Here's a donation to help for another year on the POINTER. I had my 90th birthday 6/6/2010. My brother said that I made history for I am the first in our family to reach 90. Thanks again for the wonderful years you have led us. Keep going and I will send you a 90th birthday card.

Robt. C. Soderberg, 12820 Glen Ct., Apple Valley, Mn. 55124
952-686-6576.

LETTERS FROM THE CREW...



SPARKS RETURNS

By Anne Kimball

The John W. Brown is visited by many old salts, but visits from celebrities are relatively rare. Michael Bugel, one of the original radio operators on the John W. Brown during the war years, returned after sixty-six years to test out his old bunk in his old quarters and check out "his" radio room.

As he stood in the passageway in front of the radio room, he literally came face to face with his youth. A picture of him and a friend in 1943 is part of the display introducing the radio room to ship visitors.

Mr. Bugel's family was thrilled to see their father's picture. But as his daughter (Deborah Bugel) and his grand-daughter (Aubree Corporandy) toured the ship, they found four other locations where Sparks, youthful self was captured in crew shots from the war!

Sparks was a member of the Naval Armed Guard during the war. As the radio operator, he was involved in all the secret convoy information. Only he and the captain knew confidential destinations and codes.



LETTERS FROM THE CREW...

The captain liked to confide in Sparks, and he has fond memories of the time he spent talking with the captain during the long and dangerous convoy nights. They shared a drink or two after the risky days and nights in North Africa, Naples, and the invasion in Southern France.

The life of a twenty-something sailor is not all work. Sparks remembered visiting family members of a fellow crewman in Italy and getting a wonderful home cooked Italian meal. He remembered periodically "liberating" some spirits and cigarettes. The smiling young faces in the old crew photos speak of a camaraderie only developed by that special combination of shared friendship, shared fun, and shared danger in time of war.

Sparks had a story a minute to share. We hope he and his family will come back to the ship for the October 2010 cruise. It would be great to share his 88th birthday celebration. I am sure the new crew and passengers would love to hear his stories in person

★ ★ ★ ★ ★ ★ ★

Joan,
Page 5 of the Vol. XXXIII No.2 Spring LIBERTY LOG is a story on Michel Bugel. Can you E-Mail it to me for the next POINTER and I will put his ships and address along with it as he is from California and I can give the JWB some publicity of a man traveling that far to see the ship.
Goodnight from North Carolina and have a great weekend. calloyd

★ ★ ★ ★ ★ ★ ★

Charles,
I feel like calling you "SIR CHARLES"—You can sure be proud of the POINTER Magazine, you and your crew are putting out. It's 4.0. Like a lot of the WW II gun crew- I hit 85 and sure look forward to the next

POINTER. Enclosed is a check and hope it helps.

Clenton C. Stephens 11413 Hill Rd.
Klamath Falls, Or. 97603

★ ★ ★ ★ ★ ★ ★

My dear friend Lloyd, Was I ever surprised when I received the Saturday's mail. Holy Cow! I thought the Armed Guard was a forgotten part of WW II. I have never met another person who was in the Armed Guard. There are those boys in Topeka who meet once a month and if I was able, I would go and meet with them. I would like to continue receiving the POINTERS so keep me on the mailing list. Enclosed is a check for expenses. I wish to personally THANK YOU for keeping the Armed Guard together.

Walter Massey 1726 E. 1500 Rd.,
Lawrence, Ks. 66044 785-842-1323

★ ★ ★ ★ ★ ★ ★

Dear Cal, Hope this finds you and Hilda in good health. I want to THANK YOU for sending us the Armed Guard flag for our group here that I received last Wednesday but we could not fly it before Friday due to rain and thunderstorms. It now flies with Old Glory on the pole out front. I just pulled out the June/Aug. 2010 POINTER to read again so as not to miss anything. Has a Walter A. Wheeler contacted you about joining us and the Armed Guard? I lent him one of my POINTERS so he could read and have the address on how to contact you. Enclosed is the money for the flag and postage. Many thanks and looking forward to another POINTER.

Ray G. Fortier, 127 Pleasant St.,
Springvale, Me. 04083 207-324-4034

★ ★ ★ ★ ★ ★ ★

Letters like these, even short, are great to receive for I know you are grateful. I am

glad that I am physically able to send. And, yes, Fortier, Wheeler is on the mailing list and he is in the House of Representatives of your district in Maine. (cal)

★ ★ ★ ★ ★ ★ ★

The National D-Day Memorial in Bedford, Virginia (www.dday.org or 540-586-3329) (For tourism information about the area, call the Bedford Area Welcome Center, 540-587-5681) will host all Naval Armed Guard and Merchant Marine veterans at a special ceremony 21 May 2011, the Saturday before Maritime Day. This will be a celebration and commemoration of the Naval Armed Guard/Merchant Marine plaque that was dedicated at the Memorial during the 66th Anniversary ceremony this past June. Subscribers to The Pointer will receive details by mail in early 2011, but for now, please mark your calendars and plan to be at the National D-Day Memorial in May!

The summer was horribly slow for us, but October picked up. We are mailing our annual appeal tomorrow, so November should be decent. All that said, we are still down from last year and 2009 was very slow financial year for us. I hope we can recover in the coming months! We have made many budget cuts over the past 12 months, but we are still at about \$1.3 million in cash expenses. What kills us on the financial statements is a \$550,000 depreciation hit every year. Honestly, to run a National memorial of this caliber year-round, \$1.3 million is very reasonable. Basically, \$100,000 a month Σ not bad. I hope things pick up for you, too, as the giving season approaches!

Charlie, Thanks for helping us spread the word! Jeff Fulgham, Co-Ordinator

YOUR HELP IS NEEDED

STILL FIGHTING FOR RECOGNITION OF WWII VETERANS STATUS YOUR HELP IS NEEDED!

One of the least known accountings of World War II is the story of the seamen who served in the United States Merchant Marine. It is time, however, to tell this story and make this accounting public for all to know. With their essential cargoes, our nation's ships became primary targets of German U-boats and Japanese Kamikaze aircraft attacks. Thousands of seamen were killed or wounded, and over 700 ships were sunk. Losses of men and ships were so high newspapers were ordered not to report casualty rates in fear that our young men would steer clear of our ships creating a shortage of volunteers and preventing the enemy from knowing their success.

That is why many Americans have never heard the story of courage and the critical role these seamen played in the victory of World War II. Along our Atlantic Seaboard it was a virtual shooting gallery for those German Submarine Wolf Packs. They were sinking our ships faster than we could build them. There was an even lesser known group of seamen (Some 10,000) who served on very primitive, outdated and unarmed coastwise tugs and barges. They carried bulk war materials to the defense plants that produced the finished products used in the fighting and defense of our country on the three fronts overseas and keeping our shores free of the enemy.

Aboard these tugs and barges another historical happening was taking place. Women and families were serving as crew and were doing so without the benefit of being recognized as officially documented Merchant Marine seamen. At the start of the war, women tried repeatedly to join the US Merchant Marine. They were dealt a deathblow by the War Shipping Administrator (WSA), Adm. Emory S. Land who stated that there was no place in the Merchant Marine for women. By this order from the WSA, the US Coast Guard refused to document women who served. They served anyway and did what was asked of them and without any recognition for their work they served on the barges as well as other vessels, mostly as cooks and messmen. They were paid salaries and Social Security taxes were taken from their wages. Efforts to gain status as seamen by the women were met with stern denials from the Captains of the Port (COTP) located at the various coastal ports. I was present when the COTP of New York, (June, 1942) denied my mother and sister their official documentation as seamen. He stated that by order of the WSA he was instructed to deny women seamen's papers upon their request. Instead he issued an official US Coast Guard Identification Card to my mother and told her my sister did not need one as she was below the age of 16. Children could move about freely through the security checkpoints on the docks as long as they were with one of their parents.

I expect that denial was told many times to other women as they attempted to gain official documentation to serve in the merchant marine. With as many barges as there were, many hundreds of women and some teenage children were probably affected by that denial. To this day there has been no way for these women to gain their due recognition as seamen of the United States Merchant Marine and thus veterans of this nation. Three specific government actions took place that have withheld/ destroyed/ denied the records required to gain recognition as veterans for these seamen.

- A USCG order in March 1944 relieves masters of tugs, towboats and seagoing barges of the responsibility of submitting reports of seamen shipped or discharged on forms 718A.
- After WWII, the deck and engine logbooks of vessels operated by the WSA were turned over to that agency by the ship's owners, and were destroyed during the 1970s.
- A USCG letter in April, 2010 states "The US Government did not issue mariner credentials to females during the World War II."

Alternative methods of recognition are required to assist them. Today, however, the story must be told and our nation's gratitude must be expressed. These veterans and their families need to be shown that our country appreciates their valiant service. To this end, I ask all citizens to contact their members of the U.S. House of Representatives and ask them to add their names as co-sponsors to HR 5829, "WW II Merchant Mariners Service Act" introduced into the House by North Carolina Representatives G.K. Butterfield, Mike McIntyre and Walter Jones. We must also contact our Senators and request them to introduce a similar bill in the senate. Let us do the right thing and show our merchant seamen we haven't forgotten them. We must step forward and correct this travesty just as they stepped up in keeping us free from those Axis enemies trying to invade our shores during WW II.

For more information, please contact me, J. Don Horton at (252) 336-5553 or email jdonhorton@embarqmail.com.

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SEE AFTER REUNIONS
page 15

The Fleet Week cruises will coincide with the air show by the US Navy Blue Angels (both days), and Saturday we join the Parade of Ships entering the Golden Gate for the weekend.

Every cruise will have the continental breakfast, picnic lunch, beer and wine, and of course a live band as entertainment.

The Cruise Committee is proposing May 21 or 22, July 16 or 23, and Fleet Week will most likely be October 8 and 9. Our board of directors approve the final dates, typically sometime in December, and the San Francisco Fleet Week Committee will inform us of the October Fleet Week dates, typically they let us know sometime in December as well.

We may or may not add more cruise dates, but this is the tentative schedule under discussion. I know, not very decisive, but now that you are officially on the email mailing list, as soon as the dates are confirmed we will let you know.

Thanks so much for your continued support,
Eliz Anderson
Office Manager
SS JEREMIAH O.BRIEN

The National Liberty Ship Memorial
1275 Columbus Ave Suite 300
San Francisco, CA 94133
415 544-0100 office
415 544-9890 fax
www.ssjeremiahobrien.org

Dear Cal,

Enclosing a check to help dray cost of printing the POINTER. Also, is a copy of the ship's log of the S.S. ADONIRAM JUDSON in San Pedro Bay, Leyte Island in the Philippines October 23rd, 1945. A copy has been sent to Congress persons to show what we and the Armed Guard went though together in WW II in our try to get them to acknowledge and assist some of the Merchant Seamen who are destitute and in need of assistance to live out their lives in decency. No. I was not on the JUDSON but took part in many incidents such as this in serving my country.

I served on the USAT GEORGE W. GOETHALS 9/43-9/44; USAT OTSEGO, 10/44-12/44; USAT ACONCOGUA 12/44-3/46 and the USAT GEORGE WASHINGTON CARVER 4/46-9/46. All of these ships carried and brought back troops. You had to know "THE ROPES" and dreaded the thought of if we got hit with all these men aboard. We deserved more recognition and help than we received. Thanks Cal.

Calvin M. "Beech" Dale,
1610 Buckingham Dr., Lincoln, NE
68506
402-489-7025

★ ★ ★ ★ ★ ★ ★ ★

Dear C.A.

You have had a lot of action stories in the **POINTER** and every ship has some stories. Here is one that I hope you may use. I was on the S.S. **WILLIAM L. THOMPSON** for about 7 months and we called it the “**ATTU LOCAL**”. On a voyage from Seattle, Washington up through the inside passage, with all the stops North to Nome, we saw the **Aurora Boreallis**

in addition to all the other scenery. We arrived in Anchorage, Alaska early on July 5, 1944. There was no one in sight on the dock or the road to town. After much blowing the ship's whistle and taking out a hunk of the dock, the Captain put the bosun on the dock with a scramble net and we finally tied up. Of course, some butts were chewed out afterwards.

We visited Dutch Harbor on every run to the Aleutians bringing supplies and rotating troops. On one approach to Dutch Harbor on a bright clear day, all the troops were out on the deck and I was the signalman on watch, we were given a challenge by one of our PBYs. I gave the correct reply and the next thing we knew, the plane circled and came down our port side firing her guns into the water close by. That cleared the decks of soldiers. I repeated the reply via an Aldis Lamp and the plane left. An investigation later found that a “brand new” radioman on the plane had misread the reply.

Another trip to the Pribilof Islands we had all White Russians and Eskimos with their equipment to take back to the Islands of St. Paul and St. George. They had been evacuated when the Japs invaded Kiska and Attu. All unloading was done by native boats called "Biodarrahs" and rough weather halted the unloading often. Of course, we had to maintain complete radio silence.

Before we left Seattle, O'Rourke, our Gunner's Mate married a WAC. Since we were not able to use the radio, we were reported over due 30 days by the Dutch Harbor personnel and presumed lost! This message was received by the authorities in Seattle and by the wife of O'Rourke. She had a nervous breakdown but pulled out of it when we returned safely.

A lot have been written about Armed Guard Centers at Treasure Island in

LETTERS FROM THE CREW...



San Francisco, Ca., Brooklyn, N.Y. and New Orleans (NOLA) but Harbour Island in Seattle was an Armed Guard Base in Seattle which furnished replacements to ports of Seattle, Tacoma, and Portland. I ended up there after temporary duty on a new yard freighter, the USS

YE-451. Today, it is a bustling container ship center. The base commander heard that I was tired of sitting around waiting for a ship so he made me a deal----take a work party out and cut down a truck load of Christmas trees for the next ship I was on and other ships and I would get a ship out. The idea was to get a tree on every ship leaving before Christmas. I did this. I got my ship----but----you guessed it, our ship didn't get a tree. I hope you and others will enjoy my life story in the Armed Guard.

Walter Paas

★★★★★★

Yes, Walt, most all ports of call had standby Armed Guard and Merchant Seamen per-

sonel in many ports to fill in in case of sickness, KIAs and many other problems that could occur. (Cal)

★ ★ ★ ★ ★ ★ ★ ★

Cal,
The first photo is the one taken right after my return from Russia in June 1942. The second and third were both taken this past Spring, use either one you think best.

And Thanks, We had a wonderful Thanksgiving with family.

Hope yours was a great day also.
John Haynes

★ ★ ★ ★ ★ ★ ★ ★

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

LETTERS FROM THE CREW...

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

★ ★ ★ ★ ★ ★ ★ ★

Dear C.A.,

I put in a request to be put on the list to take part in THE HONOR FLIGHT to WASHINGTON, D.C. to see the World War II Memorial. After sending it, I got to wondering whether or not if the men who served in the Merchant Marine are entitled to take part and if they realize they are. They have been declared as a part of our Armed Forces and should be able to partake in it. They were not treated as they should have been in WW II for when the torpedo hit our ship, the S.S. FREDERICK DOUGLAS in the North Atlantic on Sept. 20, 1943 in Convoy ON-202 from Avonmouth, England to New York with 39 MM; 29 Armed Guard and one black store-a-way girl brought on by a black MM Seaman. The ship was sinking and they lowered all four lifeboats and we were picked up by the British Rescue Ship, the HMS RATHLIN on Sept. 28th and we all survived. Wish I could see both crews. I don't know where the girl went, either.

Most all of us AG crew left the ship with no money and when we arrived in Halifax, Nova Scotia, we posed for a

picture together. When the Merchant Seamen learned we had no money, they shared some of their paycheck because they were paid upon arriving at Nova Scotia in full for their pay stopped at the time their ship was sunk. We Armed Guardsmen were taken to the Canadian Navy hospital for any needing treatment and we received good food. I don't know where the MM were taken.

I am enclosing a check to help with the POINTER. It is a fine magazine and brings back a lot of Memories. I wonder how many of us Armed Guard Ol'Salts are left? I will be 86 Dec. 20, 2010.

The POINTER has been taking place of the reunions. You deserve a medal for your wonderful efforts. Can you tell me where I can purchase another AG cap? (answer-here-cal)

Warner Weber

765 Leisure World
Mesa, Az. 85206-2401
480-365-4873
bfweb765@juno.com

★ ★ ★ ★ ★ ★ ★ ★

Thanks Weber for such and encouraging letter and THANKS for surviving. Yes! The Merchant Seamen are counted in on the HONOR FLIGHTS. And YES. I will send you an Armed Guard cap and you will get it before you see this in the POINTER. And YES—most all MM were bandaged up and caught the next ship home. (cal)

★ ★ ★ ★ ★ ★ ★ ★

Dear cal. I am an old "Pointer" and an Armed Guard Veteran. 3 Liberty Ships and a tanker. When I left Great Lakes in '42, co. 479, I was sent to New Orleans. While there, I ask for sea duty. I got it. I was put on the U.S.S. DOVER, Gulfport Miss., a training ship for Armed Guard. They took groups of 8 to 10 (about 8 to 10 in a group) out in the gulf to fire at a tar-

get with the new 5"38. This was to replace the old 4"50. I don't know if you have any pictures of the U.S.S. DOVER, for the Armed Guard Museum. I also have pictures of Armed Guard Men on the ship. These are very clear. If you would like, I can send them to you. I had rather some Armed Guard Veteran to see them, instead of putting away in an attic. I was on the dover for about 6 months. Thanks for your time.

Leo Feist

1919 Marianna St.
Wellsburg, WV 26070-1445
304-737-1008
shellback8@comcast.net

★ ★ ★ ★ ★ ★ ★ ★

Leo, The pictures are wonderful. I know it will bring back memories of the loud noise-- without earplugs. (Cal)

SEE CENTER SPREAD

★ ★ ★ ★ ★ ★ ★ ★

Photo on the cover was taken by John Baca who had purchased a flag in the past to fly in the front of his home and it was ripped apart by high winds in early fall and he bought another one and was so proud of it, to have his Armed Guard flying again, took the beautiful photo and E-Mailed it in with this message: "Hi Cal! I finally got her up there again and it looks good!"

John Baca

45 Manchaug St.
Douglas, Ma. 01516
508-476-7377
joba45@verizon.net

★ ★ ★ ★ ★ ★ ★ ★

Thanks, John." It was such a great picture showing our flag with Old Glory, I, too, had to show it off for all to see. (calloyd)

★ ★ ★ ★ ★ ★ ★ ★

LETTERS FROM THE CREW...

Dear C.A., Enclosed is a photo of the Memorial at the Recreation Center in the City of Peoria, Az. In NW Phoenix, Az. erected by "THE DESERT MARINERS CHAPTER of the AMMV and another sponsored by: "US NAVY ARMED GUARD, WORLD WAR II."

I thought they would look good in the POINTER to let people know it was there.

Richard C. Hudnall
11088 W. Charnwood Ct.
Sun City, Az. 85351

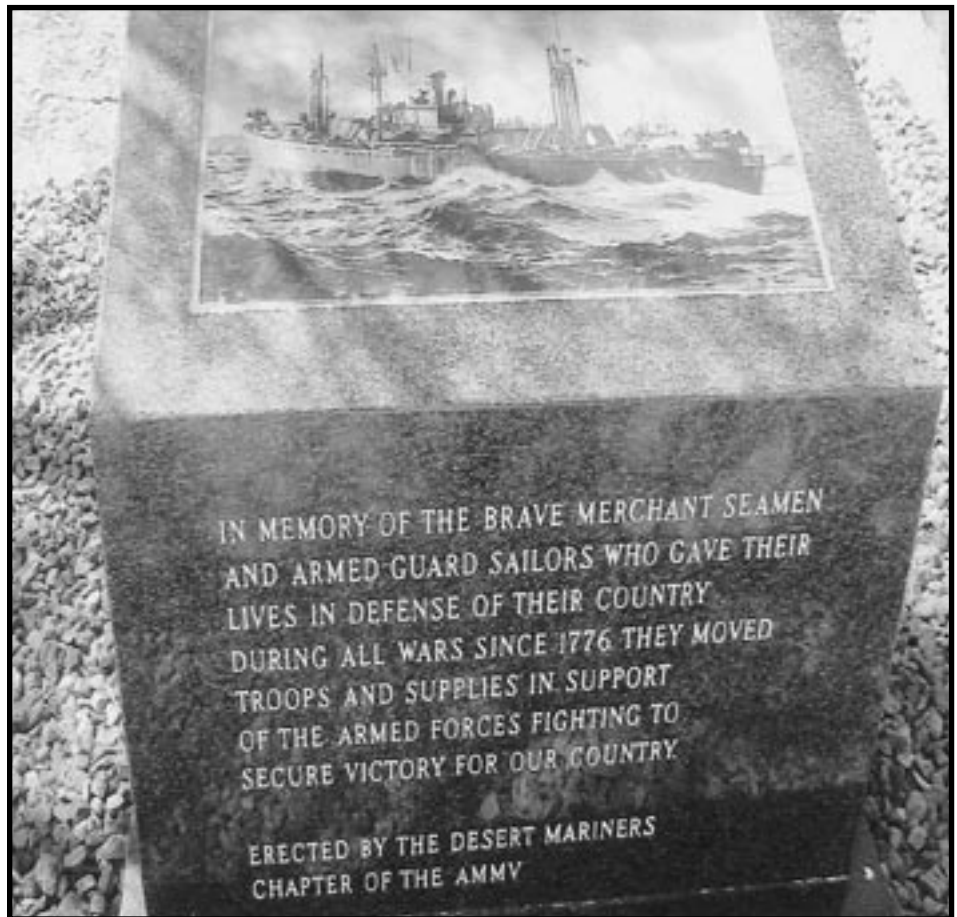
★ ★ ★ ★ ★ ★ ★ ★

September 14, 2010

Dear Mr. Lloyd,

Thanks for all the hard work or should I say "Fun" you continue putting into publishing The Pointer. I hope this letter finds you well. I'm writing in hopes you will include my Dad's story in an upcoming issue. He so enjoys receiving and reading through it. My father is John Jacob Csiacsek. Dad is 85 years old born January 30, 1925 in Beaver Dam, Wisconsin the son of 2 first generation Hungarians. He joined the Navy during World War II right after graduating from high school and was soon sent off to a U.S. Naval Training School – Armed Guard Gunnery in New Orleans. He received a Certificate of Merit stating: This is to certify that John Csiacsek Slc. Has completed a course in Anti-Aircraft Gunnery. He has exhibited an unusual degree of skill and excellence, attaining a final average mark of 3.6 in the course. It was signed by E.A. Matthiessen, Lieutenant Commander, U.S.N.R., Officer in Charge.

Dad was diagnosed with Parkinson's disease a year or so after my mother passed away in late February of 2001. Increasing physical difficulties resulting from the disease forced him to sell his house in May, 2009. Although he spoke little of his service as a "Navy Gunner" in WWII when I was growing up it has now become



LETTERS FROM THE CREW...

a common topic of conversation. He has now shared many memories and frequently expresses feelings of regret for not keeping a journal. "I could have written a book" he has said often. After the war he went on to live what most would consider a simple, quiet life. He married and raised 4 children in a small Wisconsin town. He worked for John Deere as a tool and die maker until his retirement. What he probably doesn't know, however, is the growing sense of pride I've developed over the years.

I never told him, but remember well sitting next to my Dad in church as a child of 4 or 5 and thinking he was so smart and so strong I could never marry anyone unless I could marry him. I always sensed there was something unique and very special about my Dad. I saw him as a quiet well respected man who values family and family traditions. He was a hard worker, yet knew how to relax and enjoy spending time with his family. He loved to hunt and fish and was always very active. I remember camping as a child being the highlight of my year. I think I started packing a month ahead of time. Like his mother and grandparents he always planted a big garden, and made home-made wine, and dill pickles. My brother and I still plant Hungarian peppers every year and my brother has been making wine for a number of years now as well. Dad taught me how to play baseball at a time when girls weren't allowed to participate in a publicly organized league (early 1970s). But with his help I was able to join a AAA baseball team the summer I turned 8 or 9.

Last year on Veteran's Day I put together a collage of photos he had taken during the War. My first grader's (McKenzie) school had a program planned to honor all Veteran's, but Grandpa was unable to travel the 150+ miles to attend. After the program her teacher made time for us to show the class Grandpa's photos and talk about his service during the War. Those little first graders were a very attentive and polite audience. McKenzie beamed with pride. The children asked all kinds of

good questions about the guns Dad helped maintain and fire, where he traveled and what kind of cargo the ships carried and why. The following is some of what he has been able to recall about his service during WWII.

A gunner on 2 Merchant Marine ships he said, "My job was on the front end – the bow end of the ship. I was "The Pointer" on the 3 inch gun. It took about 5 guys to operate it. I was also called the "Bow Gunner. I was responsible for positioning the gun following the orders given by the Naval Officer on the bridge. I wore a radio headset. The commander would radio down and tell me what coordinates to change on the gun sight. We only had one Naval Officer aboard. He was stationed up on the bridge with the Merchant Marine running the ship. When we fired the gun they'd watch the splash then radio down and tell me how far off target we were and in what direction to move the gun - up or down, left or right."

His first orders for active duty came in the summer of 1943. But he said the ship he was assigned to was still under construction so he and the other Navy crew were sent to Georgia and, "They put us up in a resort while we waited for our ship to be finished. It was a brand new Liberty Ship the Edward D. White. After arriving it took about 2 weeks to finish building the ship." Records indicate he was aboard the Edward D. White from 9/43 until 12/44. After that he was on a Victory ship called the Brown Victory from 4/45 until 11/45. For a short time after the War 12/45 to 3/46 he was also on the U.S.S. Alaska. Records show in the last weeks of the War in June, 1945 while docked in Okinawa his ship the Brown Victory was hit by a kamikaze pilot that came in from the rear. Dad said the day it happened he was manning his gun on the opposite end of the ship when the plane hit. He said, "We had no warning. It was a very foggy, misty day and we didn't see or hear the plane coming until it was almost on top of us." The plane hit some of the masts before exploding on impact. Records indicate 3 were killed, but he remembers 5 or 6

losing their lives. Later that day when he got back to his quarters he found numerous holes in his bunk and shrapnel (some of which he still has) embedded in his bunk. He also has a piece of the plane framed along with 4 medals for the different theaters he served in. He said the jean jacket he had hanging on the bunk was also full of holes. This ship was damaged of course, but still sea worthy. My father was unharmed.

I asked if he remembers being afraid because I certainly would be, but he said, "I didn't think about all that too much." Instead he said he remembers knowing he had a job to do. He was a gunner and just went about his business every day – the business of caring for and manning his gun. Although he didn't keep a journal as I mentioned he took a brownie camera everywhere he went and got a good many pictures of his ships, the guns he manned, crew mates, and many of the places they traveled. As he and I looked through the photos one day the pictures he saw triggered more memories. In one of the photos he is standing next to a gun with headphones on. He pointed to the different parts and described how the cranks moved up and down, side to side, and how the lieutenant on the deck was talking to him through the headphones instructing him where to aim the gun and when to fire.

His ships were cargo ships. While in Cuba he said they picked up a load of sugar bound for England. When they docked and began unloading he remembers some of the bags had broken open and since sugar was rationed during the War he remembers, "Guys loading up their pockets with the spilled sugar." He remembers having that image in his mind. Other cargo included airplane and tank parts. Dad said the ships all traveled in convoys – in groups of 40 or 50. He said aircraft carriers often traveled amidst the convoy carrying airplanes that were used to help defend the convoy should they run into any "troubles" with the enemy. He said he remembers going to England, Scotland, Cuba, Japan, France, and Canada, and through the

LETTERS FROM THE CREW...

Panama Canal. He said after delivering that load of sugar in England they were headed back to the U.S., "But about half way across the ocean a terrible storm blew up. It was terrible! The next morning not another ship was in sight." The ships had scattered as was typical. He recalls the captain announcing they would make a "beeline" for Canada.

He said, "We ended up in Halifax Nova Scotia and stayed for about a week." It was there he said he and some shipmates were invited to dinner by a Priest from St. Mary's College. In a letter dated December 19, 1943 that priest wrote to my grandparents. He wrote, "Dear Friends, I had the occasion to meet one of my friends in the Services the other day and I invited him to dinner at the College. I told him to bring two or three of his friends if they would care to come. Three of them were over for dinner and one of them was your son John. I had the pleasure of making his acquaintance. This short note is just to tell you that John is looking exceptionally well and that the life he is leading certainly seems to agree with him. He is a good boy and is living up to his religious duties which after all is a great consoling thought for those dear ones from whom he is presently separated. I am sure therefore that you will continue your prayers on his behalf thanking God for having thus far preserved him from harm and imploring His aid for the days that lie ahead. Be assured that I will unite my prayers with yours. Wishing you a very happy and holy Xmas. The letter was signed Rev. P.J. McCarthy S.J. St. Mary's College Halifax, N.S. Canada.

After leaving Halifax they went to Brunswick then back to New York. He said Liverpool was their first port after boarding the Edward D. White. He was in Normandy, "D-Day + 2 or 3." He said they were docked near England when hundreds of planes began flying over toward France. "It was something to see! They kept flying over and bombing the coast of France." His ship arrived a few days after the initial surge. He said he remembers "Leaning over the ship and seeing bodies floating in

the water the first morning they were docked there." He remembers one in particular, "With all camouflage clothing on probably one of our own service men." Although my Dad says he didn't see a whole lot of action during his time in the War I consider that a blessing. He and all those who served will always be in my mind members of "The Greatest Generation."

It was a pleasure talking with you today.
In kind regards,
Julie Schewe (Csiacsek)
4840 Cottage Lane
Two Rivers, WI 54241
920/553-6290

★ ★ ★ ★ ★ ★ ★ ★

Cal,
Here are a few pictures taken before the start of the veterans Parade at Veterans Day at the great Iowa State Fair. We have a an entry, riding in a a convertible for about the last ten years. Two years ago, the USN Armed Guard was Grand Marshall of the parade when the Iowa

National Guard furnished us a 2 1/2 ton personnel truck to ride in. Ten of us rode in the back of the truck down the Grand Concourse with the truck then looping back up to the reviewing stand to let us off so that we would sit on the reviewing stand to watch the balance of the parade. A very special event for us each year.

There were about 100,000 people attending the fair on Veterans Day this year, with people lined up deep along each side of the Grand Concourse, and lining the parade route through the entire fair grounds. We get a very gracious introduction from the announcer who is retired Colonel Robert King from the Iowa National Guard.

Thanks, Cal. Our very best wishes to you and Hilda, and the best of the health to you both.

Sincerely,
Arnold O. Latare, Skipper

★ ★ ★ ★ ★ ★ ★ ★



REUNIONS

USN ARMED GUARD MEETINGS AND REUNION 2011

NOTICE: Host 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 POINTER, it will not be in this one unless it has changed.

The Long Island Chapter of Armed Guard meet at the Farmingdale, N. Y. Public Library on the 4th Wednesday of the month at 11 AM. Contact: Dot and James Pellegrino, 527 Livingston St., Westbury, N.Y. 11590, 516-997-5585. James has taken over from Joseph McKenna who has kept the chapter going for years and they have a great number at their meeting. Our thanks to McKenna for his leadership.

The SOUTH New Jersey Pinelands Armed Guard Unit meets the 4th Thurs. of the mo. At 12:30 PM at THE CAPTAINS INN, 304 E. Lacey Rd., Forked River, NJ, 609-693-3351. The hosts are: Mike Chengeri, 908-486-6577; Al Messina, 732-350-1304 and William Wilkie, 609-597-2946. They ask all NJ Armed Guard members to come join in with them. Wives & Widows of the members are welcomed to attend a great "sit down" luncheon and view the Forked River. Come on down and join us. Those outside of NJ are welcome, too. (Mike Chengeri)

NORTHERN N.J. CREW is now meeting at STASHES RESTAURANT, Wood Ave. (Off Rt. 1 North), Linden, N.J. on the 1st Tuesday (Monthly) at 12 noon. Hosts: Ernest Stoukas, 65 Webb Dr., Fords, N. J. 08863, 732-225-2054. Ernie says that if anyone is interested in holding a Mini-Reunion at Atlantic City, N.J. or Pocono Manor, Pa., to contact him NOW.

Iowa/Mn/Daks meet 2nd Wednesday at 10 A.M. for coffee and gab monthly at the Machine Shed on the West Side of Des Moines, IA. Off Exit 125 on I-80/I-35, the Hickman Rd. Contact Arnie Latore, 4400 E.P. True Pkwy #59, W. Des Moines, IA. 50265, 515-225-1084. malata@q.com All the AG/MM and family are welcomed.

The TEXAS 2011 reunion will be held April 7-10, 2011 in Wichita Falls at the Holiday Inn at the FALLS. Host will be Jesse Dwain Holmes, 1510 Rita Ln., Iowa Park, TX. 76367-1040. Tel. 940-592-5730 and his 2 daughters, Judy H. Gilmore, 13403 Ravenwing Dr., Cypress, TX. 77429, 713-386-5758, judygailgilmore@hotmail.com and Diane H. Dill, 6013 Settlement Way, McKinney, TX. 75070, 214-578-3206, dianedill@sbcglobal.com. Debbie Wade will still assist.

Victoria Texas Armed Guard Crew meets on the 1st Monday of the month at 9:00 A.M. at Ramsey's Restaurant, 1401 N. Navarro, Victoria, TX. Contact: Norm Neureuther, 361-578-7900, neureuther@suddenlink.net.

The Harrisbury, PA. Area new hosts Charles Hastings, 300 Old Orchard Ln., York, PA. 19403, 717-843-6231 and Eugene Alexander, 1147 Galway Ct., Hummelstown, PA. 17036, 717-220-1090, at HOSS'S at Hummelstown at 11 A.M. 1st Thurs. of month.

The SUNCOAST Armed Guard/Merchant Marine Veterans of WW II meets at Kally K's at 11:30 hours. Contact: Hal Conn, 6625 W. Seven Rivers Dr., Crystal River, FL. 34429, 352-795-6257, halconn@xtalwind.net.

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, FL. Contact: Richard McCamy, 26002 Zinna Lane, Astatula, FL. 34705, 352-742-1394, marymccamy@embarqmail.com. All MM/AG who enjoy swapping our sea stories, we invite you and everyone 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 get your tickets now to be sure of the 2011 cruises.

The SOUTHERN Calif. Region of Armed Guard meet every 2 mos. alternating starting with the WEST BUFFET in Carlsbad, CA., at 11:30 AM Jan 11th 2011 and San Diego FAMILY Restaurant, Chula Vista on March 9th. Contact: Howard Wooten, 2438 E. Vista Way, Spc-23, Vista, CA. 92084, 760-724-4724, ankerclanker0135@gmail.com.

Rhode Island and Eastern MA. Chapter Host: Gerry Greaves, 1287 S. Broadway, E. Providence, RI 02914, 401-431-0011. USNAGVan@aol.com informs me that they will meet the first Thursday in April and October 2011 at the Imperial Room, #1 Rhodes Place, Cranston, RI. At 12 noon.

Wisc/Illinois meetings for 2011 are: Jan. 11; Mar. 15; May 17; July 12; Oct. 11 and Dec. 13 at Sturtevant Driftwood Restaurant at 12 noon. Hosts are: Jay and Jane Wildfong, 13211 Durand Ave. Sturtevant, WI. 53117, 262-886-2966. WILDFONGJ@cs.com Jay says there are plans for a Mini-Reunion sometime in Sept. and the time and place to be worked out. Everyone welcomed.

US Navy Armed Guard & Merchant Marine Veterans of WW II meet every third 3rd Sat. of the month, except June, July and August at Marsh Landing Restaurant at 44 North Broadway, Fellsmere, FL. For info contact C. F. "Korky" Korker, 772-571-0230. E-Mail: korkykorker@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.

REUNIONS / 2011 CRUISE SCHEDULE

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; Michael Lucci, 585-388-0576 and Marie Lane, 14 Hanna Lane., Webster, N.Y. 14580, 585-217-9897. cool-forest@frontiernet.net

Albany, N.Y. Area Armed Guard/Merchant Marine WW II meet the 4th Thurs. of month at Schyler Inn, 545 Broadway, Menands, N.Y. at 11:30 AM. Host are Art and Marion Fazzone, 3936 Albany St., Schenectady, N.Y. 12304-4371, (515) 374-5377. mamoon3@aol.com and Peter Falasco, 49 Monroe Ave., Latham, N.Y. 12118, (518) 785-7890.

Patrol Craft Sailors Assn. Host: Duane Walters, 103 Cross Rd., Camillus, N.Y. 13031, 315-487-2623, buckypcsa@twcny.rr.com

NORTHERN NEW ENGLAND members of the USN Armed Guard Veterans of WW II are planning on a Spring 2011 meeting for mid-May. For details, call or write after Jan. 1 to: Bob Norling, 6 Tow Path Ln., Concord, N.H. 03301. Ph. 603-224-4927, E-Mail: uppa1924@aol.com

WVA Armed Guard Merchant Marine WW II Veterans meet at the "Ranch House" Restaurant in the Conference Room, Rt. 55, Craigsville, WV, 304-742-6117 on the 24th of Sept. 2011. Host 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 Silicon Valley Veterans Chapter meet at 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 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.

MM/AG Susquehanna Mariners Contact: Wm. Balabanow, 74 Delp Rd., Lancaster, PA 17601, 717-569-0391, b.balabanow@verizon.net for their next meeting.

The Merchant Marine WW II will hold their 2011 National Reunion at the Legacy Hotel in Reno, NV, May 15-18,

2011. The host are the AMMV GOLD-EN GATE & the SACRAMENTO VALLEY CHAPTERS. Contact: Sindy Raymond saaren@frontiernet.net

Cleveland, Ohio Chapter still hold their meetings at Denny's, W 150th Exit off I-71, 4431 West 150th St. Cleveland. It is with regrets to inform everyone that Wm. Bill Joyce took the voyage to be with his Maker 10/13/10. Bill's wife, Joyce Joyce informs me that the new host will be: Al Borgman, 25534 Chatwood Dr., Euclid, OH 44117, 216-481-1142. ahhbseadog@gmail.com. Hoping the group the best. (cal)

The S.S. JEREMIAH O'Brien tentative sailing dates for 2010 are: May 21 or 22; July 16th or 23rd; and FLEET WEEK will be Oct. 8th & 9th. Contact: Eliz Anderson-Office Manager. 415-554-0100, 1275 Columbus Ave. Suite 300, San Francisco, CA 94133. liberty@ssjeremiahobrien.org

Oregon MM/AG Chapter host: Ruthann Heineken, 7055 SW 184th Ave., Portland, OR 97007, 503-848-7031, asks all in the area to come and be with them..

SS JEREMIAH O'BRIEN 2011 CRUISE SCHEDULE

Sunday, May 22, 2011 Seaman's Memorial Cruise
10am-2pm \$95

Sailing on National Maritime Day, this cruise will include our wreath ceremony with color guard to honor those who have served our country in peace and war.

Sunday, July 24, 2011 Ghost Fleet Cruise
9am-4pm \$95

The O'Brien is sailing to Suisun Bay to review the remaining ships in the National Reserve Fleet and to say goodbye to a few in Row G who will be taken out later in 2011 to be scrapped or sunk for reefs.

Saturday, August 27, 2011 Bay Bridge Cruise
10am-2pm \$95

This day trip includes a subject matter expert from Caltrans giving our passengers the history and an update on the ongoing construction of the Bay Bridge.

Saturday, October 8, 2011 San Francisco Fleet Week
9am-4:30pm \$150

We join the Parade of Ships entering the Golden Gate for the weekend and watch the amazing aerial show of the US Navy Blue Angels.

Sunday, October 9, 2011 San Francisco Fleet Week
10am-4:30pm \$125

The US Navy Blue Angels repeat their same air show both days for our enjoyment.

On every cruise we have a live band, continental breakfast, picnic lunch, and beer and wine.

Three ways to order your tickets:

1. Go to our website, www.ssjeremiahobrien.org and on the Cruise page download the order form to fax or mail in with your check, made payable to SS JEREMIAH O'BRIEN.
2. Purchase your tickets directly from our website (there is a service fee).
3. Order over the phone. Call our office at 415-544-0100 Mon-Fri 9am-4pm.

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U.S. NAVY ARMED GUARD WWII

U.S. NAVY ARMED GUARD
WW II

by JAMES GAILEY
Greensboro, N.C.

Printed in 1993 Pointer:

The "IRAQ WAR" has brought back many memories of my experiences during World War II, beginning the first day it started. I have decided to put them on paper, the best I know how for the whole world to absorb as the following few pages tells of my life in the Navy, from December 12, 1941 until December 14, 1945, most of which time was spent in a "SPECIAL FORCE" of the U.S. Navy called the "U.S. NAVAL ARMED GUARD".

On Sunday morning, Dec. 7, 1941, Ray Barbee and I went with Ben Carrick and his mother to Healing Spring, North Carolina to see some of their folks and had visited a couple of them on the way back to Greensboro. It was just a pretty day but kinder cool as we wore a light sweater. When we arrived home, we learned that Pearl Harbor Navy Base, in the Hawaiian Islands had been bombed by the "Japanese Naval Air Force" and that we were in a state of war with them.

I had been trying to join the service prior to this, but my mom and dad would not sign for me, as I was not old enough without their consent. You see, back in the summer, my cousin had come home for a few days leave and was stationed on one of the air-craft carriers out of Pearl Harbor. This is what really set me on fire to join up a second time but they still would not sign. I had not registered for the draft, yet, but all 19 to 30 years of age were now required to do and I was only 18.

I went and signed up on Monday 12/8/41. They gave me papers to carry home to my parents for them to sign and to carry back on the next day. I was told to come back on Friday for further examination, which I did. I was told to come back on Monday, the 15th to be

sent to Raleigh, N.C. When I got to the recruiting office I met a bunch of men who were joining to stay out of the Army, as they were older and would be drafted, anyway. We were all examined and sent to Raleigh for further "examinations" and to be sworn in "IF" we passed the physical and would take the oath. I actually entered service on the 16th of December, 1941.

In the meantime, I had been working everyday and listening to the radio at dinner time each day on the car radio, as we ate. The news was always bad as they were running all over us each day in the Pacific and in Europe. On Monday night, I reported to the recruiting office where there were about fifty of us who were "ready to go". Two "boys" were Guy Rayle and Thomas Setzer from my school that I knew who had also joined up. They marched us all to the train station and we headed for Raleigh, N.C. our State Capital. There were others aboard from the Charlotte area who had joined. When we arrived in Raleigh, around 11 P.M., we joined hundreds of others who had come from all over the U.S.A. This was 10 days before Christmas.

They marched us to the U.S. Post Office, located on Fayetteville Street, downtown. We went to the top floor, in the attic, which was "unfurnished and unheated". We had to take off all of our clothes and stayed naked all the time until they finished with everybody's physical examination, both inside and out. About 3 A.M. they finished examining us and let us put our clothes back on. Then they gave anybody that wanted to back out, a chance to do so. A few did, and they swore in the rest of us and told us we were free until 7 o'clock A.M.. We were to be put on a troop train to Norfolk, Virginia for training. I was tired and sleepy so I laid down on that cold, damp, cement floor and tried to go to sleep, as I did not want to get lost, or miss the train. It

was too cold to sleep. I should have gone to eat with the other boys. We did not get anything to eat until that evening, but I did not know this then. (lesson one)

The train we caught came in from Florida and it was loaded with guys like us who had enlisted. We had a full train load now and we got to Norfolk around 2 in the evening. They met us at the station with trucks and buses to take us to the Naval Operation Base, which we soon learned to call "NOB". Some of the trucks were the tractor-trailer type which were nicknamed CATTLECARS. We arrived at the Navy Station and somebody must have told them we had not eaten so they took us to a chow hall and fed us. It was chipped beef on toast and I'll never forget that as it was my first meal in the Navy. They told us it was called S.O.S..

They took us to a supply house AND they issued us: soap, towel, wash rag and bedding. Everybody with their "skinned heads" that had arrived before us were laughing and yelling to us about our hair, as if they were old-timers, but they had been their only a few days themselves. They marched us to a barrack that was only temporary until the next day. We had an Air Raid Drill at 11 PM. We had to get up and go outside for about half an hour, in our shorts. The next day, we paraded around in our birthday suit as the doctors really gave us another physical exam, "inside" and "out"!! If you had any modesty, it was soon gone.

After the physical we were taken to a supply store. They measured us and gave out our clothing and bedding, along with 4 suits of whites, 2 suits of blues, 4 skivvies and shorts, 4 pair of white socks, 4 pair of black socks, 4 white hats, 1 dress blue hat, 2 blankets, 1 pillow and pillowcase, 1 mattress and cover, 2 pair of shoes and 2 pair of "leggings". We always had to wear the

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leggings while we were in boot camp. All of these items had to be rolled or placed a certain way with your name showing. We were issued a big bag called a Sea Bag to put all this gear in, plus a hammock. All this had to be rolled up to carry wherever you were transferred to throughout your Navy career if you sur-vived. At this point I did not know if I would survive or not!

The next day, we got our hair cut, the same "skinned heads cut" as those who were yelling to us when we arrived. Now it was our time to do the yelling to the "NEW RECRUITS". We were assigned to a Platoon and a barrack. The barrack was built in the shape of an "H" and was two stories tall and a Platoon was in each of the wings of the "H" with a hall through the middle. This area was used for the bathroom, showers, wash and dryer room. It was heated and it was nice to sleep in a warm bed and get up in the early morning to a warm room.

A Platoon was about 100 sailors and we did everything together. We would drill all day together and marched everywhere we went. We would march to the chow hall, march to the movies and march to get shots. We drilled every day except Sunday. They would come around on Sunday morning and yelled that all who wanted to go to church, to put on their dress blues and fall out in front of the barracks at a certain time to be marched to the services. I did not go, but they came back and made the rest of us put on our dress blues and stand at "ATTENTION" until the other ones who did go, returned. So the next Sunday, I went to church. Sunday evenings, all of us would try to call home, and you had to wait in a long line to get a phone to tell your folks you were fine.

Every morning, before breakfast, we would have to run for about thirty minutes. We would have on nothing

but our bathing suits and snickers. It was cold there in December but it did make our breakfast taste good. Most of the time we had scrambled eggs or pancakes. Some morning, we had baked beans and cornbread. The other meals were pretty good and I stayed hungry all the time.

About all we did was march, drill, get shots and more shots. We received shots many times and it made your arms so sore but you had to do pushups and other exercises every morning, along with the many other things. I shed a few tears at night in boot camp but I was not by myself. While in boot camp, we had to go to a pool and swim from one end and back. If you couldn't swim, they would tell you to jump in or they would push you in anyway. If you were about to drown, they had a long pole that they'd stick out for you to grab and you would have to go to swim classes at night to learn to swim 50 yards before you could graduate from boot camp. We were told this was necessary if our ship was sunk and had to get away from it's suction. I swam the 50 yards the first time so I did not have to go for lessons. They must have stopped requiring you to swim as I was with many afterwards who could not swim a lick.

We went to the firing range and fired our 30 cal. rifles we had drilled with all during boots. Our drill chief was a good, but he was tough and mean old-timer. He never had a kind word and he never smiled. He would just chew you out for no reason. I guess this was to learn you to take orders which we did. There were a lot of CCC (Civilian Conservation Corps) boys in our unit and I guess they had given them the choice of service to join. I was still with the two school mates and it sure helped me a lot.

We had a snow the last week we drilled, but it did not stop us. We moved to another barrack and we

could go to the "canteen" at night as we could not before. We would buy and sell candy bars to others who could not go, as everyone stayed hungry.

We graduated on January 6, 1942 after three weeks of boot camp. The "BOOTS" training usually was 6 to 8 weeks, but they cut us short. Upon graduating, we were given the chance to go sign up for schooling in different trades, but I signed up for sea duty as did my 2 school mates as the scuttlebutt was that you had to work in mess halls if you waited to get into schools. They went down the alphabet of the men left and they took 16 men, which included me, and said-"you few lucky men are going to be in the NAVY ARMED GUARD". Nobody knew what it was. He told us it was a "SUICIDE SQUAD". Rayle and Setzer got put into the fleet and on an aircraft carrier, I think. That was the last I saw either of them. One of them got killed during the war, I was told.

There were lots of Platoons that graduated the same day we did and they got some extra out of each platoon and put them in the Armed Guard. They sent us to Little Creek, Virginia on Highway 60 which was out in the "Boondocks" with just one building. One barrack was all they had ready and they had to put us all in it. The cement floor was muddy from the construction going on and you just tracked the mud inside. We had been used to having a clean, shiny, waxed floors. The bunks were cots lined up in a row and jammed together, with no room to walk between them. To get into your bed you had to crawl over one end to get to it. I shed a few tears here at night, too. I thought to myself, "What in the world had I gotten myself into."

We were put into gun crew of 8 men to the crew and given a crew number. I was in "GUN CREW No.106" along with some of the men I had trained at NOB with. We started going to class

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rooms learn-ing to break down small weapons: pistols, rifles, machine guns and put them back together again. We had some "BIG GUNS" out in the back of the barrack that we practiced simulated loading and firing on with dummy shells. After about a week of training, we were taken out to the "USS PADUCAH", an old World War I gunship which had the big 3"50 and 4"50 guns, along with 50 cal.machine guns plus other small arms that each gun crew took their turn on practice firing into the Chesapeake Bay. We stayed out two days training. At night, we strummed our hammocks in a place like a porch on deck. We had a roof overhead but no outside wall. They would drop a canvas down at night with no heating and it was in January. It was very cold and windy. You never got warm in bed and it was hard to sleep in a hammock. You had to sleep in one position;--UNCOMFORT-ABLE!!

The bathroom had a trough, that water ran through all the time, so you did not have to flush it, as it would send the waste out the other end. Somebody was always wadding up toilet paper and light it and let it float down under those who sat in a "prone" position and stand back and watch them jump up.

We were sent back to Little Creek and did not stay there but a few days. We were sent to Brooklyn, New York Armed Guard Center. We caught a "CRUISE SHIP" in Norfolk in the evening and made it to Baltimore, Maryland overnight, going up the Chesapeake Bay, bypassing Washington, D.C. on the way. We arrived in Baltimore around 7 A.M. and taken to a cafeteria for breakfast. We were put on a train to New York and arrived around noon. We were put aboard trucks and carried to the Brooklyn Armed Guard Center at 1st Ave and 52nd Street which had been a National Guard Armory. It was built as one big room. Everything was done

in this room. You ate, slept, drilled and shipped out of here and very seldom went outside unless you had the guard duty or had LIBERTY. The Liberty in NEW YORK is what we liked most of all.

The rear of the building was on the riverfront. The front faced to the street where people drove on, but it was blocked off in front of the building and guard duty was set up to keep people off of it. We would march "back and forth" in the cold weather with a rifle on our shoulder and nearly freeze to death, as it was January. You could not stay out on guard but a few hours at a time. The local people would bring you coffee at night but I was afraid to drink, thinking it may be poisoned but I am sure they felt sorry for us and wanted to do their part and help our morale. It was in a fine residential section at that time.

We stayed in Brooklyn nearly a week going out on the BIG CITY a few times. Our crew number came up to be shipped out. Our ship was in Galveston, Texas. We rode by "PULLMAN" on a train and we arrived in about 6 days in "WARM, SUNNY" Texas. There was snow on the ground almost all the way to the border. Everything was "free" and paid for by the "government". To a young man who had never been away from home, this was great!! I did not know yet what I had gotten into. Most of the people I saw appeared to be Mexicans, or of some other race.

Our ship was in drydock being worked on and wasn't prepared for us so we were put in the Panama Hotel to wait until we could go on board, again all expenses paid. We stayed here about 2 weeks with nothing to do but eat, sleep and go to the movies. We were enjoying this but we tried to get them to let us go home until it was ready, as we hadn't been home since we had joined. They did not let us and nobody had

enough money anyway, as we were only paid 21 dollars a month and drew only 14 bucks after insurance was taken out.

After waiting about a 2 weeks, we went aboard our first ship on February 10, 1942, a "rust pot" used in World War I owned by the Grace Steamship Company by the name of the S.S. CHIPANA but our quarters were clean with toilet and shower. They had just added them on. Our gunnery officer, Beattie, was an Ensign 1st Class, I think, and was a pretty good person and we called him "Saddie" when he was not around. The crew all slept in one big room but Officer "Saddie" had a room of his own.

The next day we sailed over to Houston where we loaded the ship with wheat and drums of oil and then we set sail to New Orleans, Louisiana that evening. We had been warned there were subs so we were worried about them all the way. We stayed there for a-bout two weeks to finish loading our cargo to be shipped to the West Coast of South America. The S.S. Chipawa had a regular run down there. You did not have to be in the North Atlantic or the South Pacific Oceans to be in danger of being hit by a torpedo.

After the ship was loaded we headed out to sea alone. The water got rough and I got seasick and stayed that way for 2 or 3 days and I could not do anything but stayed in the SACK. We received radio reports that ships were being sunk all around us. We were now in the Caribbean Sea. S.O.S. signals were coming in regular-ly. If the reports came in clear, we would steer away from them and it was not a day or night we didn't get reports. We did not dare to sleep in our bunks, or take off our clothes, as now you wanted to be out in the open, in case the ship was torpedoed as we were told it would take only 3 minutes to sink. We were not taking any chances of going down with her if hit.

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The weather was warm and we had our cots on deck and slept with our clothes and our life jackets on. We would have rain showers and you would just cover up your head and try to sleep. We held our watches, 4 hours on and 4 off. It did not take long to dry out after a cool rain shower and felt good. If you had to eat a meal after watch hours, you lost that sack time. You had your laundry to do and clean the guns in the 4 hour off time so you never got 4 hours sleep at one time. I do not know how we made it to Panama but after about eight days, we pulled into Colou, a town on the East Coast of Panama. We stayed a day and night before going through the canal. The canal was one way only and Westward traveled one day and Eastward the next. It took us all day to get through the different locks, lakes and canal before getting to the area where you had to go through more locks. The trip was pretty as it took you through the scenic lakes, jungle and mountains.

We pulled into Balboa, on the West side of the Canal and stayed for just a few days. We went on LIBERTY to town, a very pretty place but most of the people were black and spoke Spanish which we could not understand. We rode a bus to town and they sat any where they pleased and I was not used to that, coming from the south in North Carolina. We were amazed as they drove vehicles on the left side of the road. The streets were very narrow and crowded. We took on fresh cargo in Balboa and the Panamanian did the dirty work on the ship, such as, chipping and painting. They looked like the Aztec Indians that I had read about.

I forgot to tell you that our merchant crew were older men and the cooks were from the Phillipines and it was hard to eat their cooking. The food was good as we could go into the messhall and order what you wanted from a menu. We would drag fishing lines

from the fantail and catch some large fish. The cooks would clean the fish and hang outside and "dry" cure them. They were really good. As we pulled into the Pacific Ocean side, we had the Jap submarines to look out for, but they were not as plentiful and accurate as the Germans.

Our next stop was Buenaventura, Columbia. It took us a few days and stayed one day so we did not get to go ashore. It was real pretty though and looked like the jungles we had read about. We would have these little rain showers every time a cloud would pass over but it didn't bother us much as it would dry out in a few minutes. It happened all the time we were in that country.

Our next stop was Guayaquil, Ecuador. It was about 90 miles up a river. They did not have a dock there so cargo had to be un-loaded in the middle of the river into small, opened boats that would take it to shore. We anchored in the middle of this river which ran both ways. In the mornings, it would run one way, in the evenings, the other. The river was full of water lilies all the time and looked solid in low tide. The natives would take a big raft up the river in the morning and return late that evening with the flow of the tide using long bamboo sticks to guide them for they and the tide for their motors. These boats would be loaded with bananas. We caught a "Boat Taxi" to town. They had an earthquake not long before we were there. It still show-ed lots of damage. This is where the Panama hats are made. It is a poor looking country and on the streets, vendors were selling fresh fruit, vegetables, hats and trinkets on the streets. We were scared to drink water or anything as it didn't look too clean. Most of the travel on shore at that time was horse and buggy travel as there were few cars with dirt streets.

Our next stop was Tahar, Peru. It took a few days to get here and we had not heard of any subs being in the area. I think the Japs stayed around the West Side of the canal with the few subs they had. The land around Tahar was barren, sandy mountains and this little town was on the side of the mountains, with lots of oil tanks. That is what we had in oil drums for cargo. I did not get off here as the people did not look too friendly. They were in favor of the German way of thinking and anti-American.

Our next stop was Callao, Peru which took us 4 or 5 days to get there. Land was still barren Mountains. This town was near Lima so we caught a bus there. It was a larger town and rather nice. Only 4 of our crew could leave the ship at a time. We took our turns. Four of us always went together out and one of our guys who could speak Spanish, so we did pretty well getting around. The children followed us around town calling us "AMERICANO" and begged us all the time. Our shipmate, who spoke Spanish, always headed to a beer joint. I did not drink, but I was afraid to go by myself. I would drink some kind of Cola. He would tell every-one that I was his boy as he was around 35 years old. He drove a Greyhound bus out of Wilmington, North Carolina before he had joined the service. The other 2 guys were from Florida and were in their 20s. The Merchant Crew unloaded rice and wheat here.

Our next stopover was at Arica, Chile and took about 5 days to get there. It was a smaller town with a nice park in town which we sat in. All kids in the schools in the town wore uniforms to school and had dirt streets except on Main Street. The town was at the foot of a barren mountain as all the others we had visit-ed recently. You could walk from one end of town city limits to the other in a few minutes and outside of town was a desert. We tried to

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walk up the side of the mountain and you would mire up in sand, like snow. There was snow on the top of the mountains as they were so high, but really beautiful. We made a few more ports and came back to Arica to load ore as our cargo which had come from Bolivia. There were 3 masts ships sailing up and down the Coast of South America. They were not pleasure boats. They hauled freight like we did in the holds.

We didn't have to worry much about subs in this area. We were always sailing alone on these trips. American sailors were the ones in the towns and the people treated us like "celebrities" in every town we visited. We visited Antofagasta, Chile for a few days and the town was just like the others. My buddies and I hired a horse and buggy taxi to find some girls but I didn't get one. HONEST!! They picked up the girls and they took us to a beach club. We were sitting out on the beach at tables. They were ordering drinks, for everyone. yes!! Even our taxi driver who was still with us. They drank several more and decided to order lunch. All this time, I was sipping on my cola of some kind and decided to order some kind of a sandwich. I did not have a girl, HONEST, as I was still "GUN SHY". The girls were calling me "CHICKATINA". I didn't know what that meant but the the guys started calling me "CHICKEN" from then on.

When we decided to take the girls home and got ready to pay up the bill, as we had not paid anything to that point. And guess what?!! We could not come up with enough money between us all to pay the bill so they called the police. The police sent the girls home and locked all of us up. It wasn't a very nice jail and we sent for the American Consulate. He got word to our Lt. (jg) on the ship and he came and bailed us out. We never got reprimanded for this but we had to pay him

back. He was a good officer. We stayed there a few more days. I did not go ashore with the boys here again. They went back and looked the girls up again but I was broke and wanted to stay out of trouble.

We left there for one more stop in Valparaiso, Chile. It took about 4 days to get there. The landscape had changed now with trees on the mountains and was a big, nicer town. I was broke and scared from the last town and did not go ashore and guess what?? They got into trouble here, also!! They had picked up some women and went home with them. While they were inside the the house, one of the women's husband came home. The guys had to jump out the back window and run. He did not catch our boys but they didn't go back ashore as the husband was a policeman. They emptied the ship's holds and we sailed back to Arica. We loaded up with tin ore, I think. It took several days to load the ship as the stevedores worked only in the daytime. I went ashore with a "Merchant Marine". He was one of the nicer ones and when the others headed for the beer halls, we took in the sights as this was a place I had never seen.

When they finished loading our cargo, the ship was low in the water so that the least little wave would come over our rails. We had to tie a line from one place to the other to hold on to when we had to go from one part of the ship to the other so a wave would not wash us overboard. I got wet many times trying to get to the "crow's nest" as we had to stand lookout watches up there too. We also stood watches on the bridge and and two men on the stern at all times at sea. We were connected up by phone circuits and could talk to each to stay awake. If he got quite---you knew he was asleep. We left Arica and returned to Guayaquil, Ecuador where we loaded the deck with lumber. Just in case we got sunk, we had something to hold on to, for they were 4 X 4s, but

was light as a feather. It was "Balsam wood" like you make model airplanes and life preservers out of. We stayed here a few days loading and sailed for Panama. I sure was glad to have the wood on the deck, as we would sink like a rock if we got hit by a torpedo. We still had the Japanese on the West Side of the Panama Canal with the Germans on the East to worry about. We stopped off again at Balboa, taking on more supplies and waiting for our time in traffic though the Canal. All of the Indians we had picked up on the way down had to get off the ship in Balboa.

We went through the Canal and as we came out into the Caribbe-an, the Germans were sinking ships left and right now, and we had to travel alone, again. There was not a night or day that reports did not come in of ships being attacked and sunk. We would zig zag and hold our watches, 4 on and 4 off and the Sea was rough and we were scared as our ship was low on the water. I never thought that we would make it. I said my prayers every night and I am sure everyone else did. When you laid down at night, you wondered if you wake up again. You couldn't see the submarines and would not know if he was around, until the ship was hit. They seldom came up to fight until after you were hit by a torpedo. We slept on the decks again with our clothes and life jackets on and kept them with us during the day as we returned to the States.

One night, we thought we saw a sub on the surface and we fired two shots at it but missed and it didn't shoot back. The capt-ain of the ship ordered us to cease firing to keep from giving away our position. You never knew if it was friend or foe as a ship would pass you by in total black out, total radio silence and just hoping they did not shoot. You had to walk around in the dark at all times. We made it to Tampa, Florida where we stopped for some

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reason or another. We stayed there for a day or two and I went home with another gunner who lived in Tampa and I called home about midnight and told them to write me in Texas City, Texas as that was where we were going next. This was in May I think, and this was the first time they had heard from me in 3 months and the first time I had called them since I had joined the service.

The ships were really getting sunk in the area now and we saw several which had already been sunk but they were not in deep waters. We had still seen no Navy escorts and wondered where they could be. We later found out, all were tied up in the New York area, protecting the Eastern Seaboard and the Convoys to Europe. We made it to Texas City, Texas in 3 days without any trouble but I do not know how. They were so bad that I had no idea of making it through the war. You just wondered when you would get it. The ship was unloaded in about 4 days and we set sail to Houston to start reloading for the same trip previous taken. It was great to be back in the States again.

Our crew went to town with our officer who took us to the Post Office where we got paid. We carried a paycard that they would stamp how much we got. We could get paid at any government of-fice, if any be due. We had been paid a little in Panama once. We could get paid in full once we returned to Treasure Island, New Orleans or Brooklyn Armed Guard Centers as they would have your all our records. We got paid some and we were walking a-round town and we met an S.P. and a cop. They patrolled toget-her. The S.P. asked us to square our hats and roll our sleeves down, which we did, but one of our crew gave him some lip, so they just called the "paddy wagon" and hauled us all to jail. They us put in jail next to a bunch of pretty girls. Some did not have on "much" clothes. I do think they were the "GIRLS OF THE NIGHT". Their walls were boarded

up, but had cracks, you could see through. We were having a ball talking to them.

After a couple of hours our officer came and got us out again. We did not get into trouble over this and never heard anything else about it. It must not have been put in our navy records. We went to a show and when we got out, two of our guys took a two seated bike of someone's and they rode away. So I thought-"Here we go again!!". but they got back before the owner came.

We stayed there a few more days and sailed to New Orleans. We made it with no trouble but saw ships sunk close to shore. How we got through, I'll never understand. When we returned to New Orleans, they held us up for two more weeks after loading due to so many ships being sunk and they closed all traffic going out. We were glad to get some real rest and sleep. They just overhauled the ship's engine while we waited. We hoped we'd be able to go home, as we would be in port for a long a time, but they wouldn't let us. We had gotten a raise on our last trip up to \$56. per month, instead of the \$21. we'd been receiving. We also got an advance in rating to Seaman 2/C.

We enjoyed our stay in New Orleans but when we finely left, we had to pass by a tanker that had gotten sunk the night before. It was still in the river channel and the people were still on it as it was not deep enough to sink. We had to go out by it and sail by ourselves without Navy escort. We just knew we'd get it this time but we didn't. Somebody's prayers were being answered. We kept getting reports of ships being attacked and we would take off in a different direction and we made it back to and through the Panama Canal again and picked up the "same" Indians at Balboa and went back to the same cities, as before. Only thing different was the colder weather

as this was their winter season. We made our usual stops and came back to Panama and back through the Canal and to Texas and on to New Orleans where they took us off and replaced us with another gun crew.

They took us to the Naval Station at NOLA where we were check-ed over and received all our pay due us. While we were there, they brought in some guys who's ship had been sunk. They had been in a lifeboat for weeks before being found. We were given a S1/c rating now and making \$66. per month. After a few days, we were given a 15 day leave, the first since I had joined up. This was August of 1942 and when we left there, we were a crew "HAPPY, SEASONED OL'SALTS". Most of us rode the same train. I think it took us over 36 hours to get home. I got there in the middle of the night and caught a cab to take me "HOME", to the place I was eager to leave and more eager to return. The door was unlocked and I slipped in and was almost in bed before any one knew I was at home. I had a great time with the folks and friends. The days passed fast and I returned back to "NOLA". I caught the 8 o'clock train out of Greensboro, North Carolina and the train was so crowded that I stood up all the way to Atlanta, Georgia before I got a seat. The isles were full of people standing. You just could not sleep much standing up.

When I got back to NOLA, I had to wait a few days before I was assigned to another ship. During this time, they put us on a cleaning detail around the base and on guard duty. One evening around 4 o'clock, they took me to the shipyard to be a roving guard there. They were to bring a man back a 8 P.M. to relieve me and he never came. At 12:01 A.M. he wasn't there. I did not know how to call them so I waited until 2 A.M. and I was getting sleepy so I went on board a ship in drydock with nobody but the shipyard worker on it and I found a pile of old mattresses and

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I crawled in between two and went to sleep.

They didn't come after me until noon the next day. I was afraid to say anything about it since they may have come and couldn't find me. I guess they figured I had been there for four hours. I don't know how I got by on the base roll call as I never did hear anything about it, so I just kept quite.

While there, they were always bringing in crews from the ships ships. Now I know why they called us the SUI-CIDE SQUAD of the Navy. I was there about a week when I was assigned to the S.S. GULFPOINT. It was a tanker owned the by "Gulf Oil" Company and was in New Orleans. This ship had more guns than my last ship so it took more gunners to man them. This crew was just out of boot camp, all except the coxswain and I. There were 12 of us now and we went on board to settle down. I was put in charge of the forward gun. It was a 3"50 anti-aircraft gun. There was a 5"51 on the stern and 2-2Omms midship. On a freighter, every thing was located midship with the engine room below them, but on the tanker the engine and quarters were at the aft section.

The S.S. GULFPOINT was not as old as the S.S. CHIPANA and was a lot cleaner. We sailed alone and empty to Baytown, Texas to get our cargo of fuel without any trouble. It didn't take the tanker long to be loaded, or unloaded, about 18 hours. When we got the ship loaded, we ran aground in the channel. It took 2 tugs over a half a day to pull us off the sand bar. We stopped off at Key West to catch a convoy headed north. We had protection now for the first time from the escorts and we picked up more ships at Norfolk, Baltimore, Philadelphia and New York. We had about 60 ships now with 6 Navy escort vessels around us to depth charge the subs and they would pick up a sub on sonar and drop

depth charges on them and one escort would stay back while the rest and the convoy sailed on. After a while, he'd catch up with us.

The convoy was generally: 8 ships deep, 500 yards behind each other and 10 lines about 1000 yards apart. Sometimes, the sub would get in the "middle of the convoy" and sink a ship or two before the escorts could locate it. It was now October and it got cold in the Atlantic with the water real rough. A tanker, being low in the water when it was loaded and my gun was under water most of the time, in rough seas. We could not have used it if we had an aerial attack. The voyage lasted 2 weeks but 2 days before we got to Scotland, our propeller blade broke and vibrated real bad and we had to fall out of convoy as we could not keep up with the others so a Navy ship stayed back with us and escorted us in.

After we unloaded our cargo of fuel, the ship went to drydock for a new propeller and we went into Glasgow several times on Liberty. Glasgow was completely blacked out at night. We would go to a dance hall, watch them dance and we would talk to the girls. Afterwards, our navy crew would go to a Red Cross Hotel and spend the night for "50 cents" and go back aboard ship the next day. We had 24 hours liberty and when we got back to our ship, the other crew would take off like we did.

This crew was all "POLISH", from the Chicago area. As we got ready to leave Scotland, the ship would take on sea water for ballast to make the tanker ride smoother as we had no cargo to bring back. The freighters would take on sand in the holds if there was no cargo to bring back. The trip back was tough with the rough seas and winds so strong that it was tough to stand up against them. This was about November of 1942 but we finely got back to New York. A Merchant Seaman died about 2 weeks out at sea.

They put him in a freezer, after moving all the other things out and they removed him in New York for burial. My gun had been under water so long that they had my gun worked on as it had froze up and it could not be cleaned. It would not even rotate. It was a good thing it was not needed!!

After that, we joined a Convoy going to the Caribbean with the usual submarine warnings and dropping of depth charges. Every time they exploded, it sounded as if they hit the side of the ship with a large hammer, regardless of where you were on the ship. It took us over a week to get there and was real warm. It was pretty place. We celebrated Christmas Day and left for New York after we loaded. Our Convoy back to New York picked up ships along the way and arrived around 10 days. We went to Bayonne, New Jersey to unload and it was cold and snowing. We were relieved by a new gun crew and they came and got us on a truck carried us back to the Brooklyn Armed Guard Center.

After a couple of days and getting checked over, and paid, we received our leave and delayed orders to "New Orleans" with 15 days to get there. Gas was scarce during my stay at home and I caught a train to NOLA where my records were kept. At least, I was still going South and warmer climate. I took the exam for coxswain and passed. I met a guy stationed here from my first ship who told everybody that I was his boy and that we were in jail together. He had made GM2/c by now. He is the only one of my former crew that I ever met.

They were looking for Coxswains to sign up for: "Lighter Than Air" service and was duty on blimps that searched for subs and would be trained at Lakehurst, New Jersey but was turned down due to damaged ear drums from gun blasts, so I could not stand high altitudes. I stayed at New

U.S. NAVY ARMED GUARD WWII

Orleans a couple of weeks as I waited to catch my ship. The weather was nice and we'd go out to LAKE PONTCHARTRAIN where there was an amusement park and we had good duty and got to see all of the sites.

When I was assigned to another ship, we had a crew just out of "BOOTS", except for another coxswain. We had to catch a train to Mobile, Al. and went aboard the S.S. MORMACREY owned by the MORMAC LINES. It was a nice ship with a 3"50 on the bow, 5"38 on the stern and 4-20mm on the bridge. We soon caught a Convoy to New York but we loaded in Hoboken, New Jersey. I met a nice girl here and wrote her until the war ended. We took on more war materials; tanks, trucks, our ammo and food. We caught us a large Convoy and sailed up the coast near Boston where other ships joined us. Others joined us off Newfoundland; Labrador and Greenland and to Belfast, Ireland and Liverpool, England.

It was early spring of 1943 and we encountered heavy fog. You could not see midship from back aft must less the ships in the convoy. We pulled a paravane attached to a long cable in the water trailing astern which caught the water and would shoot a spout high in the air for the men, on watch, on the bow of the ship astern to see. Ships were blowing their fog horn all the times and we slowed to a lower speed. Then, the waters started to get really rough and the ship's propeller would come out of the water and would vibrate the ship terribly. You learned to get your sleep holding onto your bunk railing to keep from being thrown out. We slept in our clothes and to get to the chow hall midships, you would have to go down a deep shaft back aft and walk along the propeller shaft, to the engine room, always afraid of being caught down in that place, in case of an enemy attack. Now you knew how Merchant Seamen must have felt in the engine

room and as they kept the shaft oiled and ship going. A heavy line had been strung from the aft quarters to amidships, but the danger of being swept overboard was extremely high so we chanced the shaft. The ships in the Convoy were running a Zig-Zag course every 7 minutes. We were lucky that we did not ram each other. One good thing was that the subs could not see us either so they could attack.

When we ran out of the fog, we ran into an iceberg field. They were so thick, you could almost walk from one to another. The ship could not dodge them all and you could hear them rubbing on the side of the ship and you had to go real slow to keep it from knocking a hole in the side of the ship. We did not have to worry about subs here either for they couldn't run in these either. Soon, we were out of the icebergs and the Wolfpack was waiting and they attacked. One submarine got in among the rows of ships and sunk two ships. This was not near us but escort ships were running up and down the convoy trying to locate the subs. We sailed on as the escorts stayed back, dropping depth charges for a couple of hours and were also searching for and picking up all of the survivors. They would then catch back up with us. Two days before reaching the British Isles, the ships put up their barrage balloons in case of an aerial attack. The balloons were attached to the ship by a very long steel cable in hopes to keep the enemy air craft high enough to miss their target and also give the gun crew a better shot at the planes. (These balloons were soon discontinued from ships, because the planes would shoot down the barrage balloons, fouling up the ship's propeller) Some ships left the convoy and sailed for Iceland while some went to Great Britain. We went to Belfast, Ireland to unload. It had taken over two weeks to get here.

Belfast was a pretty place and everything was so green and the people were

very nice and friendly. I only got to go to town one time as we stayed just one day. The horses looked like the Budweiser horses and reminded you of home. Liverpool, England was our next port-of-call which was a larger town and was nice but had a lot of war damage. The British people suffered a lot and had it real tough during this time and I really felt sorry for them. They did not have any luxuries such as cosmetics, no stocking for the ladies, no sweets, little food and many were without decent shelter as many of their homes had been "blown" to bits from the "German" air raids. We went home with some of the girls and they made coffee, but had no sugar or cream. We hated to drink their coffee as we knew they couldn't afford it but they insisted. They were real nice girls. We could not be in town at night as that was when they would have their aerial raids but there was not one while we were there. It didn't get dark until after 10 PM then we would be back at the ship.

We unloaded and as they did not have cargo to ship back to the States, we took on sand as ballast. We joined our convoy and headed towards Iceland where we picked up more ships. Then we headed back to the ice fields and the fog, for protection, and it took us about two weeks to return to New York. The crew of the S.S. MORMACREY and the ship will be one of my fondest memories, how lucky we had been to survive. We were taken off and replaced by another crew. We wish we could have stayed on for she was loading to go to Brazil.

We went to Brooklyn, N.Y. Naval Base, 1st Ave-52nd St. and was given another leave a few days later and I went home and when I returned a week later, I shipped out on the S.S. LAMBERT CAD-WALER, a Liberty Ship owned by the Luckenbach Company. It was a freighter and was heavily armed. The usual guns, but we had a gun crew who (most of them) had never been to sea before.

-Continued on page 29

U.S.S. DOVER



**Cooks & Bakers U.S.S. Dover
Creed, McKinty, Story, Malaska...**

Mess Hall - on right is Galley - Notice Bunks?

Captain - U.S.S. Dover - 43

SHIPS & STATIONS

• Officially she's the USS *Dover* (IX30), but to Navy men the world over she's the "Galloping Ghost of the China Coast"—oldest ship in full commission in the U. S. Navy. After 48 years of service, the *Dover* (below), now a training ship for Armed Guard crews, recently dropped her hook in San Francisco Bay following a 5,274-mile jaunt from Gulfport, Miss. Since the 1,392-ton gunboat slipped down the ways at Newport News, Va., and was



San Francisco News photograph

commissioned 13 May 1897 as the USS *Wilmington*, she has served in three wars. In the Spanish-American War and World War I she was still the *Wilmington*; in 1941 she became the *Dover*, and her original name given to a new cruiser. Built as a Yangtze River gunboat, the *Dover* first went into combat at Cardenas, Cuba, when she attacked three Spanish gunboats. Later she visited almost every Asiatic port and was flagship of the Asiatic Fleet. She has even been interned by a foreign government. Her two original engines are still functioning. During her long career her commission pennant has come down only once—1904-1906 in the Philippines. Lt. Comdr. William Van C. Brandt, USNR, is the 30th skipper to pace her quarterdeck. Since she began training service, the *Dover* has sent 20,000 men and 2,000 officers to Navy Armed Guard crews.



U.S.S. DOVER



GULFPORT MISS
1943

A.G. Training

Launched in 1897 U.S.S. Dover
July 30, 1943 ~ Training Ship for
A.G. 5/38 Gulfport Miss.

Gun Drill

Captain talking to A.G.

CENTER SPREAD COMPLIMENTS OF MR. LEO FEIST • 1919 MARIANNA ST., WELLSBURG, WV 26070

U.S.S. DOVER



Captain U.S.S. Dover ~43
Gulfport Miss.

U.S.N.T.C. Great Lakes, IL
April 10 - June 26, 1943



J.L. TURNER
"43"

Leo
FEIST



Ships Crew & Officers ~43
Leo is above 3rd Officer on Right

U.S. NAVY ARMED GUARD WWII

They loaded the holds with: tanks, trucks and ammunition, with planes in crates on the deck. We also had 50 "Military Police" (MP) who were to guard the enemy PRISONER OF WAR (POW) we were to bring back. The MPs didn't do anything on the way over. We left in a big convoy again, with some joining us, after we got underway. We were going to North Africa and we had an aircraft carrier with us along with our navy escorts. We were well protected as there was a plane in the air all the time during the day. It was a great feeling to see all this protection after the way we had run the North Atlantic and elsewhere at the beginning of the war. It took us 30 days to get there which was the longest time at sea for me at one time and it got boring.

Just before we got to the Rock of Gibraltar we put up our bar-rage balloon and some ships were beginning to leave the convoy for other ports, unescorted. The Straits of Gibraltar is eight miles wide at the nearest point. You can see Europe and Africa when you go through. The carrier stopped at Oran, North Africa along with some other ships. We slowed to about one half speed once we got into the Mediterranean Sea and formed convoy lines and ships kept falling out for their ports of call. We went to a little town called Bone, Algeria, which is near Bizertie and now called Annaba. It was a pretty place with mostly Arab and French people. It was mountainous and warm in July. We'd go into town and sit in the park. There were sections in the town that we were not allowed into and there were M.P.s to keep you out. This was their RED LIGHT district and soldiers were every where carrying rifles. It had not been but a few days since it had taken it from the Germans. The countryside had some planes in every field big enough to take off from. It was not an air-field but they were using them as such anyway. There were big guns everywhere, too. We were near the frontlines.

They unloaded our tanks, trucks and ammunition onto LSTs. They were for an invasion to come off real soon. They also invaded Sicily while we were there. We would have planes to come over at night and the big guns would shoot at them. They were named "BED-CHECK CHARLIE". We stayed about another week and took some 500 German POWs on board and bunks were put in the holds where they slept but they could come up on deck during the day. They would sit around singing. The melody was pretty, but we didn't know the words. They were fed twice a day and they were really happy when they learned they were going to the U.S.A. They did not want to go to Russia.

It took a month to get back. We pulled into Norfolk, Virginia. The Armed Guard Crew was put on a train to Brooklyn, New York and I was given a job in the Post Office. They didn't need the rated men now as the submarines were not a menace and the need for our service was greater here. We were to CODE every piece of mail that came in. We had files for everybody from A to Z.

Our job was to take one letter, say "J" and you would look up where he was. If he was on leave; on board ship and which ship; at the base; in the brig; in the hospital; transferred to ship or shore duty; to New Orleans or Treasure Island; or if killed in action and in this case, returned to sender. Mail was properly sent to the correct place. We would work from 1600 hrs to 2400 hrs with a snack break in between. Then, we would dress and go to the big city, stay out all night and sleep all day.

We had an indoor pool and we could go swimming anytime. We did this for three months. Then they wanted us to go out and work at the Navy Fleet Post Office for 90 days. You had to move out and find a place to stay and had to

eat out all the time. They paid you extra for this and you were on your own. I rented me a room in a house in Brooklyn for 15 dollars a month and rode the subway every day to the Manhattan Post Office. The work was about the same as the other one except these guys you were working with were in the Fleet. This was a great job though.

Howard, my brother, who was in Rhode Island, came to see me a couple of times. One time, we picked up a couple of girls and went to a show and then we messed around until 4 a.m. Howard brought his buddy with him so there were 6 of us. We went home with one of them. She lived in the Bronx. We went to bed when we got there. No!! Not with the girls!! They slept in another room. We slept all day and we went out again at night. I never did see their folks and do not know where they were. One week-end, I went to Rhode Island to see Howard and we partied all night and like to have never found a place to sleep. We finally ended up in someone's basement. I slept a lot of times in the movie. They would be open all night and I'd go there to sleep to keep from going back to the base. If it was warm, I'd go to Coney Island. I got to know how to go any place I wanted to go and every good thing comes to a end for my 90 days were soon up and I had to go back to Brooklyn Armed Guard Center.

They transferred 30 of us Coxswains to the Naval Landing Force Base in Norfolk, Va. which was a Landing Craft Repair Shop and we stayed there a month and they did not know what to do with us so they sent us to Camp Allen which was also in Norfolk and went back through training again. We would march and drill all day. Got more shots, gave us a rifle and a "helmet". They were trying to make soldiers out of us. We trained for several months and then moved us to a Portsmouth, Virginia Naval Yard. We

U.S. NAVY ARMED GUARD WWII

were bused each day to the shipyard with a packed lunch, where we worked all day with civilians, just like a job. We did this for about 3 months. This outfit was a ship repair outfit with about 1000 men in it with all rates, carpenters, welders, etc. We had everything to set up base to work on ships. Then, they put us on a troop train for San Francisco, California. It took us about 6 days and we had a great time. Upon arriving, they sent us to a camp at San Bruno, about 30 miles south and they took us to a "Tan Fran Racetrack" which was a for horse racing and we had to sleep in the "horse stables". They must not have had a place to put us for we were there only 3 weeks and they transferred us to Tiboron, a base across the Golden Gate Bridge, 30 miles North of Frisco. It was a base on the Bay, on the side of the mountains. All of us were eaten up with bedbugs. Don't know if we got them at the racetrack or if they were already at the base. They sprayed everything to get rid of them.

We would ride a boat to San Francisco on Liberty and it would pick us up at 11 P.M. and would take an hour to make the trip back. There were two little towns between 'Frisco and the base and I started going with a welder (girl) in the ship yard. She was from Wisconsin and had a brother in the Armed Guard and he was in the Pacific Theatre. She fixed me supper many a time. She was a lovely, pretty Polish girl. We stayed here a couple of months. It seemed that they didn't know what to do with us.

Then, they put us on a troopship, headed for Guam. About eight days later, we pulled into Pearl Harbor and they took us off!! We went to a Naval Base called "Aica" which was on a mountain, overlooking the bay with sugar cane fields all around us. I do not know why they took us off but it was nice here and glad I got to see Hawaii. We could go into town every day, but could not be

there at night. They had a curfew. You had to stay in groups as some Japanese would jump you if you were by yourself in certain areas.

They had these photo shops all around where you could take a picture with a Hula girl, grass skirt and all for fifty cents.

I had one made with her sitting on my lap but she was so dark, I tore it up. I thought that I had better not send that home but I wish now that I would have kept it. I spent Christmas of 1944 in Hawaii. We would go into town, as the beach was right in town. The Royal Hawaiian Hotel was on a beach and the Navy had taken things over and you could go there and hang out. It would come up these little showers as in the tropics. The chow was good and we would catch a ride into town and all over the island in army trucks. We also worked in the Fleet Post Office sometimes.

After a couple of months, we went back on board the same troop ship. I never knew why we were taken off it. The ship was real crowded and hot down below and of course some got sick. I did not get sick anymore after my first ship and my first episode of seasickness. As we traveled a couple of weeks in this hot, crowded condition, we pulled into "Eniwetok", an Island in the Marshall Islands chain. It was just a small one with nothing there but military. They just stopped a couple of days for us to get off and stretch our legs. You could go swimming too.

Then we boarded the ship again and sailed on across the International Dateline and we had two Sundays in a row. (On the way back, we skipped a day.) A few weeks later, we were in Guam. There was "nothing there". We had to sleep in tents near the water with four to a tent and it rained every hour or so. Each time a cloud would pass over, it would rain and there was mud

everywhere; inside the tents; in the chow hall, etc., as long as it was dirt and water mixture, there was mud!! You had to sleep under mosquito nets and they would still get through at night. They fed us spam 3 times a day. Powdered eggs and spam for breakfast. The toilets were "OUTDOOR JOHNS" and our shower was a big tank up in the air. You got in, pulled a chain, cold was wide open, hot was closed. You drank water from a lister bag hanging up in the sun and was hot with chlorine added in. It wasn't good. A tanker truck came by every day to fill them.

We had a movie each night in a field with no seats or roof. If you had a seat, it was the bucket that you washed your clothes in and you carried your poncho to cover yourself up in when it rained, which it always did. They were building barracks but we had to live like this until they were ready.

They soon dropped the Atom Bomb and we were sent home. I have always wondered what happened to the "men and women" I had met during my service days. I am proud to have served my country in a Special Service called the U.S. Navy Armed Guard and it is great to be a member of the U.S.N. Armed Guard WW II Veterans. Now you know of other duties that our crew were required to do to end the conflict started by the Japanese and German people.

The above was printed by request in a past "POINTER". calloyd



MIKE JACULLO'S SERVICE

November 12, 2010

Dear Mr. Lloyd,

Per the attached, a good friend, Mike Jacullo is a true American WW2 hero who lives a very quiet life as a retired widower and still-healthy 95 year old. I know him because he is a VERY active Lion in our Verona (NJ) Lions Club. FINALLY, after all these years since his service, "Mikey" received what I feel is well-deserved recognition for his brave contributions to America's victory in WW2!

This past Tuesday, a NJ Star Ledger journalist and photographer, visited Mike to hear his story of protecting the SS RUTLEDGE on its many trips across the Mediterranean to supply the troops in combat! The writer, Bob Considine called me this past Wednesday w/ questions about the USS EDWARD RUTLEDGE – YES, there was initial confusion- since he'd read it was sunk in 1942, two years before Mike stated he served on board. I immediately got onto the internet trying to learn how this question came about and LUCKILY, I located WW2 pictures posted by Clarence Korker, including his telephone number! I immediately called Clarence as Mike's story was about to go to press, and he provided confirmation of Mike Jacullo's US Navy Armed Guard service (email included).

Clarence requested I send this Veterans' Day Star Ledger story to you, Sir, and I am VERY HAPPY to comply w/ Clarence's request after he was SO helpful to me. I know Mike is a faithful, passionate reader of "The Pointer"!

GOD bless all those WW2 Veterans, whose brave sacrifices helped lead America to victory against the menacing Germans and Japanese, some 60 years ago!

Please offer Clarence my sincere THANK YOU, for helping out a complete stranger w/ a question that may have prevented this news story from being published!

Respectfully,



Paul E. Grimes

2 Arnold Way

Verona, NJ 07044

H. 973.239-8396 / W. (m-f) 212. 617-2218

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THE NEXT
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The web site is
www.nids.go.jp/english/index.html.

Another good source is:
 International Committee
 of the Red Cross
 19 avenue de la Paix
 CH 1202 Geneva

I've been collecting information on the experiences of these prisoners and the community members who came into contact with them. A non-profit organization called "TRACES of 400,000: Museum, Archive, Culture, Conference and Activities Project" has similar goals concerning all of these WWII Prisoners of War in the US. I spoke about World War II Italian Prisoners of War in Utah at the second international TRACES (<http://www.traces.org>) conference on May 31, 2003. That PowerPoint Presentation on the Prisoners of War in Utah During World War II, complete with over 70 photos is available on CD through Utah POW CD.

CDs containing the national rosters for Italian Prisoners of War held in the continental US on 31 March 1945 are available through POW CD.

Currently looking for success stories of former POWs and their families. Contact me through the email link at the bottom of the page.

A listing of all Prisoners of War who died in the US can be found at www.gentracer.org/powdeathindex.html.

I've started compiling a list of Prisoners of World War II in Utah from various sources (no camp rosters have been located locally or in the National Archives).

GENTRACER PROFESSIONAL RESEARCHERS TRACING YOUR GENEALOGY PRISONERS OF WORLD WAR II IN THE USA

During WWII, over 51,000 of the over 425,000 prisoners of war held in the United States were Italian. (ASF WD Monthly Progress Reports, sec. 11, Administration. Copy in Lewis, Prisoner of War Utilization, pp. 90-91). Of these, about 7,000 Italians and 8,000 Germans were sent to Utah (Kent A. Powell, "Splinters of a Nation: German Prisoners of War in Utah").

After the war, the personnel files of all POWs were returned to the country for which they fought. The only remaining information for Italian POWs in our National Archives are one-line entries (for most) in a roster list from 31 March 1945 (see POW CD). Some of their interview sheets remain here (National Archives Record Administration), as well as some references in camp newsletters (state or college archives, usually). For Germans, the roster lists remaining

here only show name and POW number. To obtain personnel files for former Italian POWs, please write to:

Ten. Col. Fasullo
 Ministero della Difesa
 via Mattia Battistini, 113, 7 Piano
 00167 Roma Italy

I also suggest that you write to his local military tribunal office (for his town of birth) to acquire his complete military record (with a gap from his capture to his re-patriation). For each of the above, you'll need to send a letter of authorization along with a copy of your ID to show relationship. To obtain personnel files for former German POWs, please write to:

Deutsche Dienststelle (WASt)
 Postfach 51 06 57
 D-13400 Berlin Germany.

U Boats of the Reich: This website has lots of info on U Boats of WWII. To obtain personnel files for former Japanese POWs, please write to:

Military History Department
 National Institute for Defense Studies
 2-2-1 Nakameguro, Meguro-ku
 Tokyo, 153-8648 Japan



GERMAN U-BOATS / PIGEON PADDY

U-BOATS 1935 TO 1945

U-boats 1935 to 1945 In Depth look at German U-boats, U-boat Types, U-boat Commanders, U-boat Flotillas, of World War II. career history, technical data and photos, development history.

The Third Reich had the biggest submarine fleet during World War II and was a major part of the Battle of the Atlantic. This was because of the Treaty of Versailles, which restricted the building of battleships to six (of less than 10,000 tons each) 12 destroyers and six cruisers. U-boats were very good in destroying Allied shipping, from the Atlantic coast of the United States and Canada to the Gulf of Mexico, and from the Arctic to the West and Southern African coasts, and as far East as Penang. Sir Winston Churchill the United Kingdoms Prime Minister wrote saying the only thing that really frightened me during the war was the U-boat peril. Although later evidence collected showed that 98% of British ships in the first 28 months of the war crossed without any damage. U-boats spent most of their time on the surface running on diesel engines, as speed and range was very restricted while underwater as they had to run on battery power, and only diving when under attacked or daytime torpedo strikes which was very rare. Most attacks happened at night and on the surface until allied forces developed a antisubmarine warfare tactics known as (ASW) which was very effective German U-boat commanders called this a happy time. The U-boat was a sophisticated launch platform for its main weapon was the torpedo. World War II torpedoes had many limitations and suffered from this, as they could only be launched from

periscope depth or on the surface and until later in the war they were unguided going in straight lines, until it hit an object or run out of power. They were fitted with two types of fuses, which detonated the warhead on impact with a solid object and the other magnetically sensing a large metal object. When using magnetically warhead torpedoes the commander would know the targets ships draft (how low its keel sits in the water) and set the torpedoes depth so that it went just underneath, detonating the magnetic fuse. The explosion would make a temporary gas bubble underneath the unsupported keel, which would then cause a split. As a result large or heavy -armoured ships could be sank or damaged in one single hit if hit in the right place.

However, in reality magnetic fuses and depth-keeping equipment were both very unreliable in the early stages of the war. Torpedoes would run at wrong depths detonate early, or bounce harmless off the targets hull. Commanders lost faith and it took sometime to put these problems right. Later on in the war. The Third Reich then designed and developed an acoustic homing torpedo which run to an arming distance of 400 meters and then zero in on the loudest noise it heard. This could sometimes be the U-boat itself, and has at least sunk two submarines of their own. U-boats also had torpedoes that had pre-set distance to run and then either a circular or ladder like pattern, so that when fired at a convoy this would increase the chances of a hit in case the torpedo missed the main target.

WARTIME HERO PIGEON PADDY HONOURED WITH FLY-PAST

Paddy was born and raised in Carnlough



One of Northern Ireland's smallest World War II heroes has been honoured. Paddy, a messenger pigeon who served with the RAF during the Normandy operations in June 1944, was remembered in his home town of Larne on Friday. PDSA,

Britain's biggest veterinary charity, awarded Paddy the Dickin Medal, dubbed the animals' "Victoria Cross", 65 years ago this month. He received it for being the first pigeon to reach England with a coded message from the battle-front beaches of D-Day. The brave bird brought back vital information about the Allies' progress, flying 230 miles in four hours 50 minutes - the fastest time of any of the messenger pigeons involved in the mission with an average speed of 56mph. PDSA spokesman James Puxty said: "Paddy's contribution to the D-Day operations was a credit to the thousands of messenger pigeons donated by the racing pigeon fraternity for service during World War II.

Local hero, Paddy was born and raised in Carnlough and joined thousands of other racing birds who were trained and drafted to RAF Hurn in Hampshire for military service. Impressing military brass with his flying in the Air-Sea rescue units he was seconded to the United States First Army for undercover missions during the Normandy Landings. In the face of poor weather con-

ditions and the threat of German falcons, deployed to intercept Paddy and his comrades, he delivered his message to his home loft at RAF Hurn. After the war Paddy returned to Carnlough and lived out his days with his owner Captain Andrew Hughes, until his death in 1954. A memorial to the winged hero was erected in Carnlough harbour.



The Dickin Medal was instituted in 1943. A feathered fly-past of pigeons formed part of the Paddy Memorial Day event held at Larne Museum and Arts Centre. Larne Borough Council and the town's historical society were joined by guests from PDSA and the owner of Paddy's PDSA Dickin Medal, former Irish Army officer Kevin Spring. Younger guests were entertained by Gail Seekamp, the children's author, who read from her book "Paddy the Pigeon". The Dickin Medal was introduced in 1943 by Maria Dickin, PDSA's founder. She wanted to recognise the gallantry and devotion to duty of animals serving with the Armed Forces and Civil Defence units during WWII. "He was one of 32 brave, feathered heroes that received the PDSA Dickin Medal for their life-saving flights during the war, and the only recipient from Northern Ireland."

THE WORD

THURSDAY, 11 JANUARY 1945

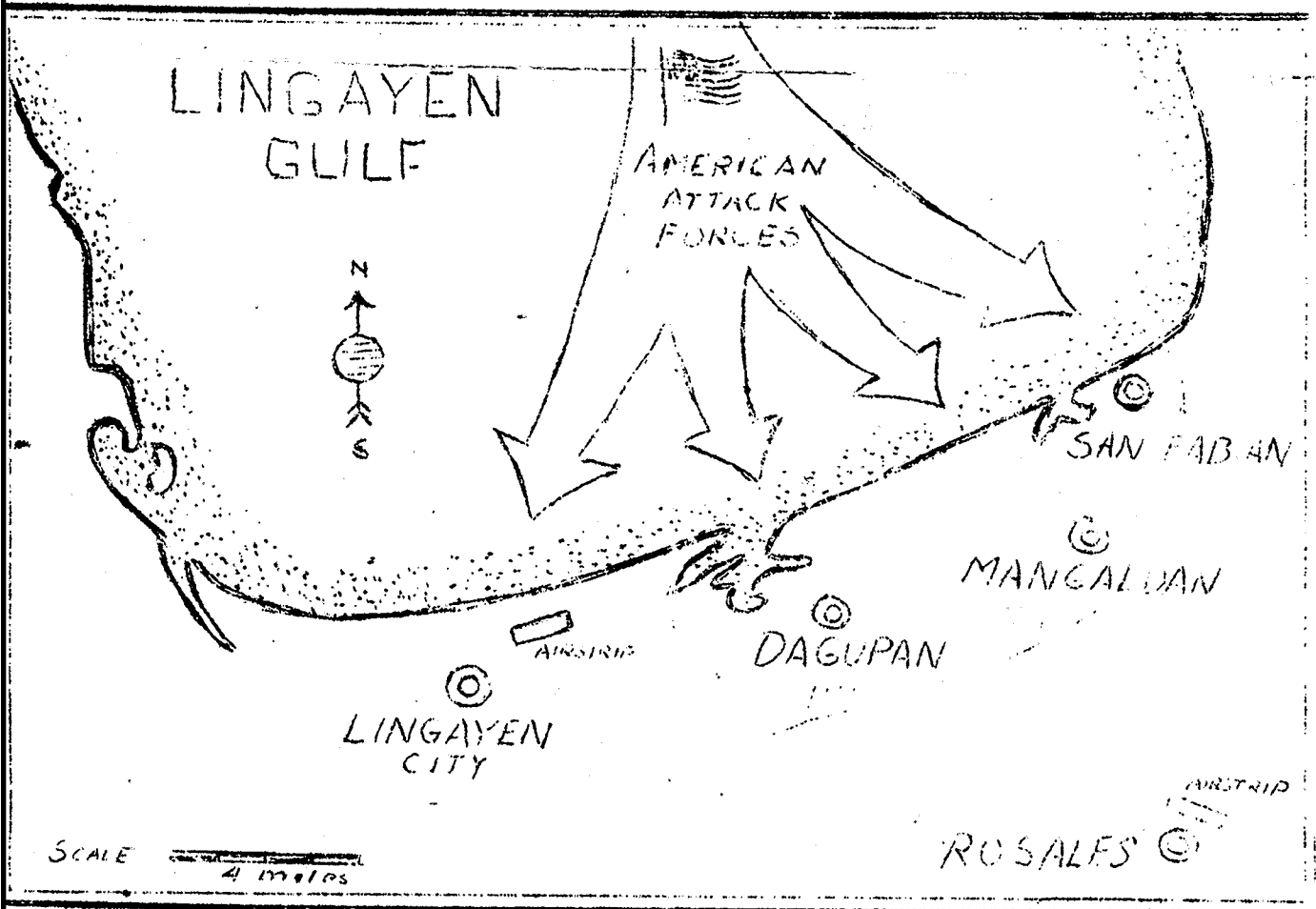
GENERAL DOUGLAS MACARTHUR'S COMMUNIQUE FROM THE PHILIPPINES ANNOUNCED TODAY THAT SIXTH ARMY TROOPS HAVE LINKED UP THEIR FOUR BEACHHEADS AND HAVE DRIVEN FOUR MILES INLAND IN SWIFT ATTACKS THAT CAUGHT THE JAPANESE FLATFOOTED.

YANKS CAPTURED LINGAYEN CITY AND ITS AIRSTRIP, AND THE TOWNS OF DAGUPAN, MANGALDAN AND SAN FABIAN AS OVERWHELMING AIR SUPPORT POUNDED JAPANESE INSTALLATIONS OVER THE ENTIRE LUZON AREA...(See Map). ROSALES AIR STRIP WAS BOMBED AND STRAFED BY THE AMERICAN AIRMEN.

IN THE SHOWDOWN battle for the Philippines, the enemy was caught with inadequate defenses as the American offensive rolled into high gear. Beachheads were quickly established yesterday as Navy and Marine flyers pounded flimsy coastal fortifications, which were no more than foot-deep trenches at some places.

GENERAL MACARTHUR'S COMMUNIQUE said that the Japs have refused to come out and fight and that resistance on Luzon was light and casualties were at a minimum.

Continued on Page 2



WORD MAP BY ART

AS THE AMERICAN CONVOY steamed toward the Lingayen Gulf it was observed by Japanese planes, but no attempt was made to intercept it until after it had reached striking positions within sight of land.

THE JAPS ATTACKED in fury, causing light damage to the armada, and were hammered down with a loss of 34 planes.

AS INFANTRYMEN SLASHED their way forward on the ground, American planes ranged over Luzon, bombing and strafing enemy troop concentrations and supply routes. Three large bridges near Manila were blown up and 70 tons of bombs were dropped on Clark Field where some 70 Nip planes were destroyed over Clark and Neilson fields.

INTO THE BEACHHEAD positions on Luzon vast American stores are already pouring ashore as it becomes a staging base for further blows against the enemy.

GENERAL MACARTHUR said the Japs are fighting with their backs to the wall and will be forced to use only the materials they have on hand to meet the American might since their supply lines have been cut off. (WORD, 10 January 1945).

ARRIVING ON LUZON, General MacArthur left at once for the front line positions. The jeep in which the General was riding broke down and he proceeded through sniper infested terrain on foot.

NAVY PLANES of Vice Admiral Richard McCain's powerful Third Fleet Carrier Task Force, supported the American landings as they roared in to spot-bomb enemy strong points blocking the advance at some places.

GENERAL MACARTHUR told newsmen that the enemy was completely deceived by the operations and that "the battle for the Philippines and the Pacific has at last been reached".

MEANWHILE ON LEYTE, 77th Division troops continue to mop up. Yesterday 415 Japs were killed and 17 captured.

-O-

FROM BASES IN SAIPAN and Guam American Superfortresses raided targets in Formosa and the Japanese homeland. No details of the raid were disclosed.

-O-

FIGURES RELEASED by Admiral William F. Halsey, Jr., revealed that Navy and Marine Corps airmen have destroyed 262 enemy planes and 72 ships of all classes since the battle for the Philippines began.

-O-

ON THE EUROPEAN FRONT Field Marshall Sir Bernard L. Montgomery announced that the German advance has been halted on all fronts and the Nazi force are now starting wholesale retreats. Our forces are closing in on two sides of the city of LaRoche. Further to the west American and British forces are chasing the retreating Germans over fields and hills covered with snow, ice and land mines.

IN ALSACE an American counter-attack is moving along slowly and is cutting into gains previously made by the Germans.

NORTH OF STRASBOURG where the Germans have their armored strength gathered our tanks are advancing into positions which had been held by the Nazis just a few days ago.

-O-

West of the City of Budapest, tanks of the Russian Army have mauled the Germans badly, knocking out 120 tanks and the Nazis are reported to be retreating in disorder. The enemy, however, still is holding its lines 20 miles north of the city. The street fighting within the city continues.

In Italy inclement weather has held the fighting to patrol action and we have reported minor gains.

MURMANSK / DEPARTMENT OF THE NAVY

TAYLOR PULLS INTO MURMANSK, RUSSIA

MURMANSK, Russia – USS Taylor (FFG 50) pulled into Murmansk, Russia, to celebrate the close World War II alliance between Russia and the U.S., and to honor veterans in both countries on the 65th anniversary of the end of World War II, Sep. 6.

During their time in port, Taylor will host a reception, participate in several wreath laying ceremonies and a community relations project.

“I think it is fitting that we are here to celebrate this alliance and the 65th anniversary of the end of World War II,” said Ensign Bryan Kline, Taylor’s combat information center officer. “It reminds us of what we can accomplish when we come together, and look ahead to things we hope to achieve in the future.”

Taylor’s crew will have the unique opportunity to interact with the Russian Navy through scheduled sporting events and historical tours of the city and regional museums.

“It is a great honor to be here II,” said Seaman Apprentice Michael Westfall. “My grandfather served in World War II, and it is not everyday a U.S. Sailor gets the chance to go to Russia.”



Taylor, an Oliver-Hazard Perry class frigate, is homeported in Mayport, Fla., and is on a scheduled deployment to the 6th Fleet area of responsibility.

MURMANSK, Russia (Sep. 6, 2010) - Cmdr. Lyle Hall (center), commanding officer of USS Taylor (FFG 50), visits with Capt. Konstantin Goulnev (far right) and Lt. Cmdr. Konstantin Sapozhnikov (left) of the International Military Cooperation Office, as the ship pulls in here.

Taylor is in port to celebrate the close World War II alliance between Russia and the U.S., and to honor veterans in both countries on the 65th anniversary of the end of World War II. (U.S. Navy photo by Mass Communication Specialist 1st Class Edward Kessler/Released)

DEPARTMENT OF THE NAVY -- NAVAL HISTORICAL CENTER 805 KIDDER BREESE SE -- WASHINGTON NAVY YARD WASHINGTON DC 20374-5060

Merchant Ships and Merchant Mariners during World War II: Research Sources
Related Resource: Naval Armed Guard
The main records relating to the Merchant Marine during World War II are located at the at the Modern Military Records, National Archives and Records Administration, 8601 Adelphi Road, College Park, MD 20740-6001, phone (301) 837-3510
archives2reference@nara.gov

The Tenth Fleet Records contain: The movement report cards for the merchant ships list the ports of call for the ships, the dates of the visit, and the convoy designation, if the ship sailed in a convoy. The cards will tell the port where each voyage ended. The logs of the merchant ships are held at the nearest records center to the U. S. port where each voyage ended.

Loss and damage reports for the merchant ships.

Folders for the each convoy usually containing a list of merchant ships in the convoy and the escort ships, a report by the convoy commodore, a map of the route, and message traffic concerned with the voyage, such as route changes and U-boat warnings.

Records related to the Naval Armed Guard that served on the Merchant Ships can be found in the following records collections which are also held by the Modern Military Records Branch of the National Archives and Records Administration, 8601 Adelphi Road, College Park, MD 20740.

Armed Guard Reports - commander of Naval Armed Guard unit wrote a report of each voyage

Bureau of Naval Personnel Casualty Files - contain folder on Armed Guard casualties for each merchant ship that was sunk or damaged during World War II.

Veterans Status for World War II Merchant Mariners, write to:

Director, National Maritime Center
U.S. Coast Guard
4200 Wilson Boulevard
Suite 510
Arlington, VA 22203

Merchant Marine Awards and Decoration Program for World War II Merchant Seaman - For information on merchant seamen who received medals and decorations during World War II, write to:

U.S. Department of Transportation
Maritime Administration-MAR 630
Room 7304
400 Seventh Street, SW
Washington, DC 20590
Attn: Seaman Awards

LETTERS FROM THE CREW...

THE CORYDON SNOW A NOVEL OF WORLD WAR TWO HEROISM

Gentlemen: I am the author of a new historic novel about an EC-2 Liberty Ship's 1943 cruise in the Pacific theater. The story takes the merchant crew and their US Navy Armed Guard to the Solomons, New Britain, Manus I., the Marianas, Philippines, and other famous battle sites.

I've expended a good deal of effort to make the story authentic, anticipating my probable readers would likely not take sloppy facts lightly. The role of the Armed Guard is a paramount part of the plot. I'm hoping that through your good selves the book might get some exposure to the members of the U.S.N. Armed Guard World War II Veterans Association.

Below is a short synopsis of the story.

★ ★ ★ ★ ★ ★ ★

In the summer of 1943, the Liberty Ship SS Corydon C. Snow is ordered on a dangerous voyage to transfer 400,000 gallons of highly explosive aviation gasoline from Midway Atoll to Port Moresby, New Guinea. En route, it becomes clear that the ship is plagued with a cantankerous engine. These pressures educe the best and worst from the crew. Notable among them is Victor Brenz, a misfit who somehow seems to be in the center of one conflict after another.

Lieutenant (JG) Robert Stark has reluctantly signed on as officer in command of the US Navy Armed Guard, a unit of fifteen men charged with defending the ship. His training does not prepare him for the diversity of the crew and events, particularly, the dangerous mission of the ship. He finds on board a solitary, troubled Captain, a First Mate with thoughts of suicide, a discredited Navy Chief, and Henry Baldwin, a young seaman he sees as a hick from Indiana.

On the other side of the Pacific a young student, Naoki Tamoro, is entering the Imperial Japanese Navy as a flight cadet. His training coincides with that of the Snow's fifteen month cruise through the Southern Pacific until the two stories inevitably come together.

That peril comes soon after the famous battles of Leyte Gulf, where the first of many suicide air attacks on US and Australian ships occur. Naoki Tamoro has graduated as a carrier pilot. Pride in his country and honor to his ancestors have induced him to volunteer for Tokubetsu Kōgekitaï, later to be known in the West as Kamikaze. But, Tamoro has now dishonored his country by pulling out of a dive on a US Navy convoy. Angry with himself, he sees the Corydon Snow, alone, steaming to catch up with the convoy and determines to atone for his inaction.

A courtroom in Honolulu is the backdrop for denouement. Charges of Brenz' murder are heard by a judge in a preliminary hearing. Details of that last night in the Philippine Sea are given under oath after which Stark and Baldwin share the real truth.

About the Author: Richard Whitten Barnes was born in Minnesota but grew up on the north side of Chicago. A music scholarship took him to Michigan State University, where he majored in chemistry. He is now retired from a long career in international chemical sales and marketing, which has taken him all over the world. Barnes is a veteran of the US Army 82nd Airborne Division and an avid sailor. He lives in Lake Wylie, S.C., but spends summers with his wife Marg and dog Sparty at their cottage on St. Joseph Island, Ontario, near Lake Huron. Barnes is also the author of The Faircloth Reaction. The Corydon Snow is published by Wings Press <http://www.wingspress.com>



Second RI Armed Guard Monument



GUNS ON WWII SUPPLY SHIPS

WEST CALDWELL VETERAN SERVED IN NAVY ARMED GUARD, MANNING DECK GUNS ON WORLD WAR II SUPPLY SHIPS

Published: Thursday, November 11, 2010, 6:30 AM Updated: Thursday, November 11, 2010, 12:33 PM
Bob Considine/The Star-Ledger

In January 1944, Michael Jacullo spent his days and nights fearing what might strike from above or sting from below as his supply ship, loaded with ammunition, traversed the Mediterranean as part of the crucial battle to maintain the beachhead in Anzio, Italy.

Jacullo knew one-piercing hit would mean an almost certain death.

"I'd sleep with one eye open during the really scary days," he said. "You never knew if you were going to get hit. But you knew if you were hit, it was over. Carrying all that ammo, you were a powder keg."

Jacullo, 95, of West Caldwell, was a member of one of the most obscure branches of service during World War II. He was one of 145,000 sailors of the Navy Armed Guard, which manned the deck guns on painstakingly slow and poorly armed supply ships that delivered ammunition and other materials to Allied forces

around the world. "We see Mike as a true American hero," said Paul Grimes, a Vietnam Veteran who is a member of the 50-year-old Verona Lions Club along with Jacullo.

Jacullo, a Newark native, was a late, but willing recruit - enlisting in the Navy in 1943, at age 28. After being drafted, he attended a gunnery school in Little Creek, Va., for about six weeks before departing from the Brooklyn Navy Yard on the SS Edward Rutledge, a Liberty cargo ship.

From his first mission to the northern Africa to the kettle pot known as Anzio, Jacullo put on the bravest face he could, even if his younger batterymates occasionally cried watching fellow boats in their convoy take a fatal hit.

"I guess I was sort of a big brother to some of them," he said. "I was scared, too, but I tried not to show it. When those ammo ships got hit ... they could be a half-mile away or more and you felt it."

If the Liberty ships didn't explode upon impact, there was virtually no chance of

salvaging them. The 2,700 Liberty ships - nicknamed "ugly ducklings" by President Franklin Roosevelt - were built quickly starting in 1941 with thinner steel reinforcements than larger ships.

The speed at which they were built - about 70 days - allowed the United States to build cargo vessels faster than enemies could sink them. And they could carry up to 9,000 tons of cargo - which might include jeeps, tanks or millions of rounds of rifle ammunition.

Yet, despite the sinking of 710 of these ships and the tenuous situations the shipmen often found themselves in, it wasn't until 1998 that the Navy Armed Guard was awarded an official nod from its country with a congressional resolution.

Jacullo said it's likely the branch was quickly forgotten about because it was disbanded after World War II.

"But without the Armed Guard, I don't think we would have won the war," he said. "We were delivering ammunition and supplies and rations and all that. Not everyone thinks about that."



VETERAN SALUTE Robert J. Villars

The West Bank
Bacon proudly
honors our men
and women who sacri-
ficed for us and the
cause of freedom.

BY
**FRANK J.
BORNE, JR.**
Editor

Robert J. Villars of Marengo was born in 1925 in New Orleans, the son of Lillian Frances Barth and Delino Chalmette Villars. He married Ione Miller in 1955 and had eight children: Theresa, Anne, Richard, Ellen, Catherine, Lorraine, Justin, and Robert M.

Villars graduated from Jesuit High School in New Orleans in 1942. In 1943 on his 18th birthday, Villars enlisted in the United States Navy, and completed boot camp in San Diego, California. There, he attended radio school then went on to communication school in the Naval Reserve Armory in Los Angeles. Upon his graduation from radio school, he earned a Bachelor Third Class rating. Later, he was stationed with the Armed Guard Center in New Orleans. He served with the U.S. Navy Armed Guard, a branch of the U.S. Navy that defended U.S. and Allied ships from attack by enemy aircraft, submarines, and surface ships. Almost 145,000 men served in the Armed Guard on more than 6,200 ships during World War II.

Villars' military career is impressive, having served in several campaigns on ships in the European, Pacific, and American theaters of operation in World War II. Villars served on the SS Grant Wood, which made two trips across the North Atlantic and a detour trip from Methil, Scotland, to Lock Ewe, Scotland, to join a convoy to return to the United States. This detour trip took his crew off the coast

of Norway in the North Sea. The convoy was a decoy to lure the German battleship *Scharnhorst* from hiding in Norway. It was successful, with the English sinking that ship shortly before the convoy reached Scotland.

On another Atlantic crossing, Villars' ship was forced to leave a convoy because its steering mechanisms failed. The problem was fixed and the ship rejoined the ship's instability due to battering from storms and that several similar ships had broken in half. At port, steel reinforcing plates were installed from bow to stern to reinforce the craft.

Later, in the Irish Sea, the *Grant Wood*, which was heavily loaded with 16 boxes of ammunition, was wrecked during an emergency maneuver. Villars was preparing to go on duty when the ship was jolted. He thought that the ship had been bombed by a torpedo and immediately prepared to be pummeled by debris. Only a walkway over one of the decks was damaged, but the ship had an 18-foot gash in its side, causing it to leak oil. It was rumored that several seamen aboard the other ship, the *David Houston*, were killed during the incident. The *Grant Wood* went to Plymouth, England, for repairs.

In June 1944, Villars left New Orleans aboard the *SS Benjamin Wilson* to the east coast to be part of a convoy to Gibraltar. A tanker in front of the *Wilson* made a nighttime departure for the North African city of Oran. When the *Wilson* moved into the tanker's position, it was attacked by



Robert Villars



German torpedo bombers. One torpedo passed only about 10 yards from the stern. Later, the ship passed through the Suez Canal to the Indian Ocean and then to Colombo, Ceylon. In the Indian Ocean just weeks before, the *SS Jean Nicot* was attacked and most of its crew brutally murdered by the captain and crew of a Japanese submarine. Villars and his crew were warned that Japanese submarines might not allow survivors and were instructed how to take evasive action. The ship proceeded on to East Africa, past Capetown, South Africa, then to Montevideo, Uruguay. It passed through the Straits of Magellan, then stopped at Tacopilla, Chile, where it was loaded with nitrate. The ship proceeded north along the western edge of South America, through the Panama Canal and, finally, back to New Orleans. The ship had quite a lot of drama about it: there was a suicide, two murders, was under surveillance by the FBI, and was subject to espionage and sabotage.

Villars was next stationed on the Liberty Ship *Henry Austin*, which sailed to the South Pacific in anticipation of invading Japan. However, the ship arrived in the Philippines after the Japanese sur-

rendered and World War II had ended. He was discharged in February 1946. Following the war, Villars earned a bachelor's degree in business administration from Loyola University of the South in 1949. After graduating from Loyola, he worked for the government and upon retiring in 1986 became a manager of a real estate appraisal company, then worked for a bank in the review appraisal branch.

Villars' favorite pastimes are tennis and genealogical research. His 10th generation grandmother was Catherine Jeanne LeMoyné, sister of Louisiana's Governor Bienville. His family lost their plantation home at Chalmette in the War of 1812 when it was torched by General Andrew Jackson. An ancestor, Joseph Villars Dubreuil, settled in present-day East Jefferson in 1719 and built the first plantation levee. That levee led to the creation in 1724 of the original Mississippi River levee system. Research brought him to Madrid, Spain, to find an ancestor buried in Pamplona in about 1050 A.D.

Thank you, Bob, for your service to our country! ■

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LETTERS FROM THE CREW / LIBERTY SHIP

From Шестakov Руслан <mister.schestakoff2009@yandex.ru>
To jhsoar@gmail.com Date Sun, Nov 21, 2010 at 4:10 PM
Subject (Без темы)
Mailed - byyandex.ru
Signed - byyandex.ru

Dear Mr. Haynes,

Thank you very much for your letter of August, 2010. Unfortunately, it was delivered only in November, 10. It was very kind of you to send us your book "Frozen Fury-The Murmansk Run of Convoy PQ-13" which arrived at the beginning of November.

Our gymnasium is a school specializing in teaching English. We found a lot of useful information on the Convoys history in your book. We are impressed by the description of our city of the war-time. We have been supporting relationship with the Convoy Veterans since 1988. In 2001 our Arctic Museum was established. A year later we got a special certificate and now our museum is called "public museum". Our students correspond with the Convoys Veterans from Russia, Great Britain, the USA, Canada and Norway. We carry out excursions in Russian and English for students, teachers and foreign guests. We take part in history contests. Also, our students do research work and present their papers at different conferences. In 2008 we participated in the International Conference in Iceland.

In September the Convoys Veterans from St. Petersburg and Archangelsk came to Murmansk. They visited our school and museum where the panel discussion on the Convoys History was organised. The U.S. General Consul and the commander of the American fregate "Taylor" took part in the meeting. They highly appreciated our work in the museum. Then our students were invited to the American fregate. The atmosphere was so friendly, it looked like the meeting of old friends.

We were waiting to our pal-friend, Mr. Ryan from Florida. He had written that he and one more veteran would visit Murmansk. We suppose it was you Mr. Haynes. We also so sorry that you visit was postponed. We do hope to meet you in August 2011.

Could you be so kind as to send us your photo, if it is possible? We would like to have it in our museum. We sent you a greeting card but you will get it only in a few weeks.

We are sending our kindest regards to you. We are looking forward to hearing from you.

With the best wishes,
Yekaterina and the pupils.



Sign on for the Adventure aboard The S.S. JOHN W. BROWN is a Maritime Museum and a Memorial to the shipyard workers who built, Merchant Mariners who sailed, and the U.S. Navy Armed Guard Crews who defended the Liberty Ships during World War II.

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On the Chesapeake Bay, Baltimore, Maryland
This six hour "Voyage into History" features: continental

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LETTERS FROM THE CREW...

Ms. Y. Yekaterina and the pupils
15 Ivchenko Str.
Murmansk, Russia 183034

John L. Haynes
10942 Pine Valley Path
Indianapolis, IN 46234
Email: jhsoar@gmail.com
August 26, 2010

Dear Ms. Yekaterina,

I have read two of your letters written to Mr. Charles Lloyd and printed in the Pointer. It is inspiring to hear that you are teaching your pupils the history of the convoys to Murmansk during World War 2 and have established a museum to display the memories of convoy veterans.

I am a veteran of the North Atlantic Convoys. I was a U.S. Navy seaman gunner on the merchant ship SS *Eldena* in convoy PQ-13 that arrived in Murmansk March 30th, 1942. We were in port in Murmansk for 28 days and were bombed daily by Nazi bombers. During this period our gun crew was credited by the Russian Government for shooting down three enemy bombers and the entire crew was awarded one month's extra pay.

I have written a small book "Frozen Fury – The Murmansk Run of Convoy PQ-13", an excerpt of which appears in the Sep/Nov 2010 Pointer. It describes my naval career, a large part of which was the Murmansk Run in 1942.

I was invited by Mr. Igor Kozyr and the U.S. Consulate General in St Petersburg to visit Russia to help celebrate the 65th Anniversary of Victory and to present my book. Unhappily the trip had to be canceled (or postponed) due to unforeseen circumstances. The U.S. Consulate General plans to translate my book into the Russian language and have invited me to come during the celebration of the 70th Anniversary of the first convoy to Russia in August 1941. I am really looking forward to the visit next year and sincerely hope it will include Murmansk and your school and museum.

I would like to offer to send you a copy of my book in English for your class or the museum. Please let me know if the above address is the proper one to mail you the book. If we are successful in the Russian language translation, I hope to bring you a copy when I visit Murmansk next year.

Do you have an email address? If so please email me at: jhsoar@gmail.com . I look forward to hearing from you.

Sincerely, John L. Haynes



Lone Sailor

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



This to certify that the U.S. House of Representatives and the United States Senate passed, and on October 17, 1998, the President of the United States of America enacted
Public Law 105-341
The Strom Thurmond National Defense Authorization Act for Fiscal Year 1999
and that this law contains the following:

SEC. 534 APPRECIATION FOR SERVICE DURING WORLD WAR I AND WORLD WAR II BY MEMBERS OF THE NAVY ASSIGNED ON BOARD MERCHANT SHIPS AS THE NAVAL ARMED GUARD SERVICE.

(a) FINDINGS.—Congress makes the following findings:

- (1) The Navy established a special force during both World War I and World War II, known as the Naval Armed Guard Service, to protect merchant ships of the United States from enemy attack by maintaining members of the Navy and seamen on board those ships.
 - (2) Members of the Naval Armed Guard Service served on 6,218 merchant ships during World War II, of which 719 were sunk by enemy action.
 - (3) Over 144,000 members of the Navy served in the Naval Armed Guard Service during World War II as officers, gun crewmen, signalmen, and radioists, of whom 1,218 were killed in action.
 - (4) The efforts of the members of the Naval Armed Guard Service played a significant role in the safe passage of United States merchant ships to their destinations in the Soviet Union and various locations in western Europe and the Pacific Theater.
 - (5) The efforts of the members of the Navy who served in the Naval Armed Guard Service have been largely overlooked due to the rapid dismantling of the service after World War II and lack of adequate records.
 - (6) Recognition of the service of the naval personnel who served in the Naval Armed Guard Service is highly warranted and long overdue.
- (b) SENSE OF CONGRESS.—Congress expresses its appreciation, and the appreciation of the American people, for the dedicated service performed during World War I and World War II by members of the Navy assigned to gun crews on board merchant ships as part of the Naval Armed Guard Service.

Family Barge Life and the U.S. Merchant Marine of WW II

The United States Merchant Marine has been mostly viewed by the general population as large ships sailing across oceans and seas carrying exotic cargo from one country to another. Little information to what actually takes place within the service is known or understood by the public. Most citizens have little knowledge that our Merchant Marine was established before our US Navy or US Coast Guard. How many know that during our nation's wars our merchant marine is looked upon by those in the know as the Fourth Arm of Defense?

Our Merchant Marine has proven itself time and again in every war we have encountered. History has consistently noted those brave seamen who crossed our oceans carrying our troops and war materials in every war and, often encountering enemy actions that have sent many of our brave souls to the bottom of our seas. Stories have been written about their heroic efforts to keep our shipping lanes open, often losing to the enemy even here on our own shores during World War II. At times we were losing our ships faster that could be built during WW II. The commanders of the German U-boats considered our East Coast a shooting gallery because of our lack of security or adherence to keeping our shoreline dark. The bright lights from the various amusement parks and residential areas along the coastal beaches provided the perfect backdrop for the German U-boats to pick our ships off at will.

The loss of shipping along our coastline during the first part of the war was so great that our own government had to step in and instruct our various public news outlets not to give out the number of ships lost for fear of having our seamen refrain from shipping out; thereby creating critical manpower shortages causing shipping delays and quite possibly placing our chances of winning that war in jeopardy. We were losing ships daily.

This great loss of these ships caused our nation to call upon another group of vessels that had generally been placed completely out of service. Our country had some 250-300 old wooden hulled barges that had been put out to pasture, so to speak. Most has long passed their effective 25 year life span. Some were built around the middle of the nineteenth century and their condition showed it too. Many barges began their life as sail schooners in the mid-1800s. There was a short-lived belief that sails would help propel the barges and give the tugboats towing them a little help. By the turn-of-the-century most had been dismasted and extra hatches were made in the hulls to carry more cargo.

There were some seventy companies that did business on the East Coast. During that time some 700 barges or schooners were recorded. Records indicate the first barge was built around 1856 and maybe the last around 1923. They ranged in sizes in tonnage from 600 to 2400 tons.

After the turn of the 20th century companies began to send the barges out into larger bodies of waters. Soon the coastwise trade for barges was where the money was. A tow of three barges could carry more payload of, say coal, than several locomotives could carrying 300 coal cars or 600 trucks carrying the same payload and at a fraction of the cost.

FAMILY BARGE LIFE AND THE U

Shortly after the outbreak of WW II, it became apparent that we needed every possible source of commerce to keep our supplies lines opened; these barges were quickly called back into service even in their very old and primitive conditions. It was not uncommon to see twenty or thirty tugs and their barges moving cargo up and down the coast on any given day. As demand for commerce grew the barges began playing a larger role in the defense of our country. After all, no other mode of transportation could offer the benefits at lesser costs. They were by far the most economical means to move product around the country.

The German U-boats sank our ships faster than we could build them. Larger and faster ships were needed to keep our shipping lanes open and to keep our troops overseas supplied with badly needed materials and keep our shores free from the enemy. Every available means of moving war materials to our defense plants became a necessity, regardless of the risk.

These barges kept alive a tradition that dates back before the birth of this nation. Our forefathers brought this tradition with them when they landed here to establish this country. Families were traditional on some of the barges. This emanated from the river barges that traveled the major tributaries of our nation for as long as this nation has existed. Our major source of commerce came by river throughout our country. Often the crew that manned some of these barges during the summer school breaks was comprised solely by families. Companies who owned these barges paid premium wages to those that were manned by families. It was believed families would remain on board more so than single seamen mainly because of the primitive living conditions generally found on most barges. Families tend to adapt more easily.

Barge seamen endured a life that was extremely primitive as most barges were without the average necessities found ashore. There was no electricity, running water or the usual bathroom conveniences. Heat came from a simple coal stove that was used for cooking as well. Light from kerosene lamps was the norm. This life was hard and it left its mark on you. With the ever presence of German U-boats, the young seamen matured fast. This was a far cry from a young man's dream of sailing the 7 seas.

Those seamen who worked on the coastwise barges were a small, dedicated and mostly unknown group who served in the US Merchant Marine. They made little news but played a very important role during World War II, moving bulk cargo and war supplies to the various defense factories and power plants along the East Coast. Minimal news or entries in history were made because most gave little attention to them. They were considered by many as insignificant. Historians wrote limited information and they would only make news if something disastrous happened. Storms would cause sufficient damage and some would make the news if fatalities occurred. History has passed them by and their records along with them.

Coal was a major cargo that was loaded from railroad cars down large chutes that left all surfaces with a deep layer of black coal dust that made its way into all cracks and crevices aboard. You lived with this dust, as it was quite impossible to remove, even after a complete hose wash-down from the water available from over the side. A trip hauling cargo other than coal was received as a holiday. Barges in tow traveled at about 3 to 4 knots per hour. You were at the mercy of the storms when out to sea and many were lost to its elements. The constant

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threat of those German U-boats preying on any vessels traveling the East Coast corridor during WW II created continuous fear and anxiety for all aboard.

Again, families answered the call to crew those old and dilapidated barges. Most seamen tended to steer away from those old hulks and go for the safer ships that had more modern conveniences most people were used to. Since the healthier and younger seamen steered clear of these barges that left older seamen and those less healthy. The families came forth again to play an important role in this war. They manned these vessels and did what was necessary. For the most part these seamen were much older than the crew of the oceangoing vessels. The captains and their wives were mostly in the 40-60 year old range. Many of the seamen were considerably older than the required draft age, as well; and often being disabled by missing a leg, arm or an eye. School age manned the crew positions as well as any other seamen. They proved their mettle. These barges carried the bulk raw war materials to the ports to support the defense plants that built the finished war supplies and equipment for our troops overseas. The use of these barges freed our larger merchant fleet that was vitally needed to transport these supplies and equipment to the three continents where our troops were fighting and keeping our shores free from the enemy. This was not a small task.

At the start of the war, women tried repeatedly to join the US Merchant Marine. They were dealt a deathblow by the War Shipping Administrator (WSA), Adm. Emory S. Land who declared that there was no place in the Merchant Marine for women. By this order from the WSA, the US Coast Guard refused to document women who served. They served anyway and did what was asked of them and without any recognition for their work they served on these the barges as well as other vessels, mostly as cooks and messmen. They were paid salaries and Social Security taxes were taken from their wages.

Efforts to gain status as seamen by the women were met with stern denials from the Captains of the Port (COTP) stationed at the various coastal ports. I was present when the COTP of New York, (June, 1942) denied my mother and sister their official documentation as seamen. Instead he issued an official US Coast Guard Identification Card to my mother and told her my sister did not need one as she was below the age of 16. Children could move about freely through the security checkpoints on the docks if accompanied by a parent. He stated by order of the WSA, he was directed to deny official seaman's papers to women upon application.

I expect that denial was expressed many times to other women as they attempted to gain official documentation for service in our merchant marine. With as many barges as there were, several hundred women and some teenage children were probably affected by that denial. To this day there has been no way for these women to gain their due recognition as seamen of the United States Merchant Marine and thus veterans of this nation. A CMDT, USCG Ltr 5730 of 09 Apr, 2010 states "The US Government did not issue mariner credentials to females during the World War II."

Research has brought forth two additional actions that have discriminated against our seamen who served in the Merchant Marine during this war. The CMDT, USCG Order of 20 Mar 1944 relieved the masters of tugs and seagoing barges of the responsibility of issuing

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shipping and discharge papers to seamen shipped and the US Maritime Administration issued orders to destroy ship's deck and engine logbooks in the 1970s.

In every war this nation has ever fought, women have served in one capacity or another. During WW II they manned the defense plants and worked side by side with the men and children. Recognition came only from some dramatic writing of display in newspapers. Rarely were any personal recognition afforded. Yet, they worked without complaint or dereliction from their assigned tasks. They kept the defense plants manned because they were the majority of able bodied people remaining. Stories and songs were written hailing their tremendous efforts put forth, but rarely any personal recognition. It can be stated, and has been written they earned their place in history for their significant input toward the defense of this country and no one can take that from them.

World War II brought about the advent of women in the military and again they proved themselves. They earned some of our country's highest honors for their service. Another group of women served and have **never been recognized**. The women who served in the US Merchant Marine in WW II were **denied their Official Mariner's credentials** and were unable to achieve what they most gallantly earned, veteran status. Those of us who hold this status perceive it as one of our most honored possessions.

On 22 July, 2010, US Representative G. K. Butterfield of North Carolina introduced a bill in the House that may help these coastwise seamen, our women and others gain what has been denied them for more than 60 Years. This Bill, **H.R. 5829 "WW II Merchant Mariners Service Act"** is directing the Secretary of Defense to allow other forms of documentation be used to prove service in the Merchant Marine during WW II. Official Records have been withheld, destroyed and/or denied that have prevented as many as 10,000 coastwise merchant seamen from gaining their rightful place as veterans of our country.

This bill will help some gain that recognition. A simple administrative legislation can correct a travesty that has gone unnoticed or ignored for such a long time. Costs associated with this bill have already been incorporated in P.L. 95-202. **H.R. 5829** stands alone in helping these coastwise merchant seamen gain recognition as no other bill in congress has ever addressed the issue of gaining recognition for seamen who have been deprived of veteran's status due to records being withheld, destroyed and/or denied. This needs to be corrected and soon. These seamen are leaving us at an alarming rate. If not now it will all be for history. We need to stand up and do what is right for these seamen. We must convince our members of congress they need to support this bill or other actions that will correct this unfortunate travesty.

The reason I am interested in gaining recognition for the men and women who manned the barges during WW II is that I was one of them and I know we are deserving and have been overlooked after giving so much for the war effort and **Freedom**. The tugboat Menomonee was sunk off the coast of Virginia on 31 Mar., 1942 at 37° 34' N, 75° 25' by the German U-boat 754, with the loss of my brother William Lee Horton, Jr. at the age 17, while serving his country.

WILL YOU HELP?

Don Horton 252 336 5553 104 Riverview Ave, Camden, NC 2721 jdonthorton@embarqmail.com

DEDICATED TO THE USNAG & MM OF WWII

Hi C.A.,

Stan DeFoe called and ask me to send you photos of the Monument our Armed Guard group placed at the U.S. Naval Reserve Training Center here in Kansas City. The memorial monument was dedicated on July 14, 2001.

The inscription on the stone reads:

DEDICATED TO U.S. Navy Armed Guard
and Merchant Marine of World War II

For their gallant war record while
protecting the delivery of vital
supplies during World War II.

Devastated by Nazi U-Boats in the
Atlantic, The Luftwaffe in the
Mediterrane and Japanese suicide
planes in the Pacific their motto
was "We Deliver" and they did.

1941-1946

I hope these pictures will be good enough for you to use. The picture with me was during the dedication. The second picture is how the monument looks today. Our group members have their names and rates on the bricks and one of our members purchased the benches. We are very proud of this memorial.

Hope all is well with you. Our group is still meeting the 3rd Tuesday of each month at the DAV in Kansas City. The group is smaller but we are hanging in there.

Thanksgiving wishes to you both.

Bill Sears

Bill Sears





66th Anniversary of D-Day by CSM Bill Ryan, Chevalier (Ret.)

This past June I participated in ceremonies commemorating the 66th Anniversary of the D-Day Landings in Normandy, France, which took place on June 6, 1944. A special plaque dedication ceremony was held in the village of La Vacquerie on June 5. The ceremony was due to the efforts of Lt. Hyrum Shumway, who had participated in the village's liberation in July 1944. During that battle, Lt. Shumway was wounded and blinded by an exploding anti-char mine. The plaque was dedicated to the memory of ten men from Company B, 1st Battalion, 18th Infantry Regiment, who gave their lives liberating La Vacquerie during July 11-14, 1944.

MG Vincent Brooks, the CG of the 1st Infantry Division, authorized the travel of three soldiers (currently assigned to Company B at Fort Riley, KS) to join me for this memorial service. After a series of long speeches by the local politicians (that were also translated into English), Captain Steve Veres, the Commanding Officer of Company B, gave a memorable speech that was well received by the local population. The complete history of the 1st Infantry Division was also read. After the memorial service, the traditional French Champagne/Calvados reception was held, during which gifts were presented to the young soldiers, whom I am sure won't forget the French people's warm welcome.

In the afternoon, I travelled to Ste-Mère-Eglise, where I witnessed the traditional parachute drop. This year, we had 100 "paras" from the 82nd Airborne Division at Fort Bragg. Also making the jump, unusually, were 100 German "paras." This year the German Air Force Band was present. They played all Sousa's marches and the only German song presented was their National Anthem. After the jump, the troops paraded through the town to the Airborne Memorial where a memorial service took place. They then marched back to the Airborne Museum where a reception was held. On June 6, I rejoined the British Normandy Veterans at the British



Mr. Ryan at Colleville-sur-mer thanking the 150 British Normandy Veterans for honoring those buried at the American Cemetery, June 7, 2010.

Military Cemetery at Bayeux for their service. Unfortunately, Queen Elizabeth and Prince Phillip did not make an appearance. (Perhaps the Queen is still angry that the French did not invite her to last year's D-Day ceremonies.) That afternoon, we placed a wreath at General Montgomery's Memorial. We then proceeded along the British beaches of Sword, Gold and Juno, stopping at a few locations where some of the veterans had landed. On June 7, we visited the American Cemetery at Colleville-sur-mer. We held our traditional wreath laying ceremony with music from our bagpiper. The event attracted the attention of the visitors, who joined us. I then presented a Certificate of Honor from the 16th Infantry Regimental Association to Mr. John Phipps, the English millionaire who paid the bills in France for a lot of British veterans and one "yank." That afternoon, I visited Ste-Mère-Eglise again where 150 British veterans marched

through the town to the Airborne Memorial where a very moving memorial service took place. Later, at the Airborne Museum, another reception was held where a special certificate was presented to the veterans by the mayor. The last name called was mine, which came as a complete surprise. Without a doubt, this year's visit was the best one. I have been coming over since 1994. On June 8, we visited many small British cemeteries that contained only a few graves. Up until the Falkland Islands War, the British did not return their war dead, as we did. That afternoon, we caught the ferry back to England. Halfway across the English Channel, we held a memorial and wreath laying service in honor of all the Allied Navy and Merchant Sailors who gave their lives during World War II. And so ended another great visit to the beaches of Normandy. We have made arrangements to return next year, and every year until the 70th Anniversary. God willing, that is!

ATTORNEY: Do you recall the time that you examined the body?

WITNESS: The autopsy started around 8:30 PM

ATTORNEY: And Mr. Denton was dead at the time?

WITNESS: If not, he was by the time I finished.

ATTORNEY: She had three children, right?

WITNESS: Yes.

ATTORNEY: How many were boys?

WITNESS: None.

ATTORNEY: Were there any girls?

WITNESS: Your Honor, I think I need a different attorney. Can I get a new attorney?

NAVY LOG ENROLLMENT FORM



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Names in the Log are displayed electronically on video screens located in the Log room of the Naval Heritage Center, Washington, DC. Visitors are invited to search for individual records which are instantly displayed, showing name, branch of service, rate or rank, dates of service, place of birth, duty stations and personal awards. The Navy Log can also be accessed and searched over the internet. Visit The Navy Log at www.navylog.org.

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Service Corp/Speciality _____

Address (leave blank if deceased) _____

City, State & Zip _____

Date of Birth _____ Birthplace _____

Rank/Rate _____

Branch of Service - if you served in one or more of these services, please number in the order you served.

___ Navy ___ Marine Corps ___ Coast Guard

___ Merchant Marine ___ USNR ___ USMCR ___ USCGR

Dates of Service (mm/yy)

Service Branch #1 From _____ To _____ mm/yy

Service Branch #2 From _____ To _____ mm/yy

Awards:

Provide up to 5 of your highest or most significant awards or a copy of your Discharge Form DD214.

USE SEPARATE SHEET IF NECESSARY

☐ My photo enclosed

Place taken _____

Date _____



GEORGE HERBERT WALKER BUSH



Rate / Rank
LTJG
Service Branch
Navy
Service Dates
07/60 - 07/68
Born
03/04/34
WILTON, MA

WOLD-CRAMER/ALAN FIELD
MN 1943

SIGNIFICANT DUTY STATIONS

- CARRIER AIRCRAFT SERVICE UNIT 21
- TORPEDO SQUADRON 81 (NAVAL AVIATOR)
- NAS NORFOLK, VA (U.S. ATLANTIC FLEET)
- TORPEDO SQUADRON 87
- TORPEDO SQUADRON 80 (NAVAL AVIATOR)

SIGNIFICANT AWARDS

- DISTINGUISHED FLYING CROSS
- AIR MEDAL AND GOLD STARS
- PRESIDENTIAL UNIT CITATION AWARDED USS SAN JACINTO (CVL-30)
- ASIATIC PACIFIC CAMPAIGN MEDAL AND STARS
- WORLD WAR II VICTORY & AMERICAN CAMPAIGN MEDALS

Duty Stations:

Provide up to 5 of your most recent or significant duty stations or a copy of your Discharge Form DD 214.

USE SEPARATE SHEET IF NECESSARY

Sponsor name: _____

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REV. 10/26/2009



S.S. JOHN W. BROWN

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Dec 2010/Feb 2011 Edition

[illegible]

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.