

JULY, 1992

THE INTER

UNITED STATES NAVAL
ARMED GUARD CENTER

— *Pacific* —



Booklet for front cover photo sent in by H. E. Book, P.O. Box 221, Chapman, KS 67431

THE POINTER

Officers for 1992

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

Al "Chet" and Wanda Colella
1993 Reunion Hosts
149 Eldorado Dr.
St. Peters, MO 63376
1-314-279-6872

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We know where we are

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THE PLANE SHOOTER

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

USN Armed Guard World War II Veterans

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"U.S. NAVY ARMED GUARD WW II VETERANS"

"12th NATIONAL REUNION-MAY 16-19, 1993"

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May 11, 1992

Dear Armed Guard, Ladies and Guests;

From the hosts of this Grand Reunion, we would like to welcome you to the "Fun City of the World", Las Vegas, Nevada.

Las Vegas has been called the entertainment capital of the World. On any given night, more international stars and multi-million dollar productions are on display on the "Strip" than anywhere in the world.

On this "Grand" occasion we will parade the unheard Strength, Courage and Living proof that we of the "U.S. NAVY ARMED GUARD" did "AIM", did "DELIVER", did "SACRIFICE" and "PROTECT" those inalienable rights and loved ones of these "UNITED STATES OF AMERICA".

Your stay in Las Vegas will be a memorable one, for here is truly what "FREE AMERICA" is all about.

GOD BLESS YOU ALL

Your 1993 Hosts,

Chet & Wanda Colella
CHET & WANDA COLELLA
149 Eldorado Dr
St. Peters, MO 63376
1-314-279-6872 FAX 1-314-279-1662

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

Dear Armed Guard Shipmates and Ladies:

July 1992

GREAT!!! REALLY GREAT!! That's how the 11TH NATIONAL REUNION was in NEW ORLEANS, LOUISIANA, home of one of three Shipping and Receiving Centers for the WW II Armed Guard Veterans. We had fantastic weather!! Highs in the lower 80s. No sweating! No extra towels!! No extra fans!! "Y'all" should have been there! Over 1000 people attended. Approx. 600 Armed Guard. I hope everyone attending enjoyed themselves.

To Hosts Elmer and Doris Vincent, we wish to thank you for a wonderful reunion and we do appreciate all the hard work and time you two gave of yourselves over the past 2 years. I am sure you enjoyed every minute it took of your time. It was a pleasure to have worked with you. Elmer's Armed Guard Telephone number has been discontinued and they are back on their private number which is 1-504-893-2502. Make a note of it!!

A SPECIAL THANKS is extended to James and Mildred McNutt, Al and Marie Sniff, plus all the others who made the event fall into place. And to the Staff of the CLARION HOTEL for their friendly hospitality. I know why so many others hold their reunions there!! It's now HISTORY so we look forward to next year and another grand time.

To Captain Gary Bair, USNR, Commanding Officer, Naval Support Activity, New Orleans, Louisiana and his entire Crew of Navy personnel, in behalf of all the Armed Guard, we salute all of you for an outstanding program that made our Ceremony such a complete success. Thanks for erecting the bleacher seating for those attending. And the Navy Band was great!! Who could ask for anything more!! Partly cloudy in 78 degrees and a slight Gulf breeze. Everything was fantastic!! MANY, MANY THANKS!!

To Wanda and "Chet" Colella, our 1993 Hosts, you have a hard act to follow. But, I know that you will be trying your best to give all the crew their money's worth! Especially if they pull the right lever!! We look forward to next year to visit the "FUN CITY OF THE WORLD"! Notice Chet's address and the HOST-ARMED GUARD TELEPHONE NUMBER 1-314-279-6872.

To those of you who couldn't be with us for many reasons, our thoughts were of you and hopefully you can join in with us in future reunions. Some of the MINI-REUNIONS are nearby you who can't travel far due to health reasons. I hope you will push yourself to attend one and enjoy them.

A SPECIAL THANKS is extended to Joe Darby, writer-"THE TIMES-PICTAYUNE NEWS" for placing an early notice in their paper at my request. It gave about 40 more LOCAL ARMED GUARD and 6 more visiting the area the opportunity to join us. Since returning home, I have received a letter,--which is as follows:

Dear Mr. Lloyd: I read with great interest the story by Joe Darby in our newspaper about the ARMED GUARD VETERANS GROUP. I have been doing research for about 2 years for which I hope to develop into a book on the Submarine Warfare in the "GULF OF MEXICO" during WW II. If you know of any Armed Guard, Merchant Seamen, or anyone else who were aboard ships in this area who could give me input, I'd appreciate their names and addresses, telephone and their stories. Action in the Gulf of Mexico is one of the LESSOR KNOWN parts of World War II. As I gather information from the interviews, I feel strongly that it will be an interesting tale, to both, write and read. Anything you can do to STEER me in the right direction would be great. Thanks, Bob Roesler-Writer, 6958 Colbert Street, New Orleans, La. 70124

Ol'Salts, this is your chance to leave to the world HISTORY of the ARMED GUARD and the MERCHANT SEAMEN in your "BATTLE OF THE GULF OF MEXICO". PLEASE DO SO WHILE YOU CAN!! Bob needs input!

A CORRECTION IS IN ORDER FROM THE MARCH POINTER--PAGE 5 BY WM. GEORGE SHANKS ON CBI VETERANS QUALIFICATIONS.--as follows:

Members of the China-Burma-India Vets are NOT automatically ELIGIBLE FOR MEMBERSHIP IN THE BURMA STAR ASSOCIATION. "Only those persons who were assigned to duty IN BURMA during the period of hostilities with the Japanese for at least 90 days qualify! The Burma Star Association is a British decoration initiated by King George VI "specifically" for those men and women who defeated the Japs and drove them from Burma.

UNQUOTE

I have printed this retraction for Bill Shanks but an apology in his behalf as requested to him by them is uncalled for. He was honest in his letter to me. He, nor I, knew, and was only trying to give the CBIs publicity and was printed to give the men credit where due. My old AMERICAN PERSONAL VIEW is that I would have sorta been upset if I had been there "88 days" in that rain and mud with Japs shooting at me, was injured, and be told that I did not fill the qualifications. "nuff sed"

The 1992 INTERNATIONAL REUNION in England, listed on page 9 and 10 in the March "POINTER" is open with NO DEADLINE, if you can attend. I will be on board representing the "ARMED GUARD" along with several more plus some WW II Merchant Seamen. We'll carry the ARMED GUARD VETERANS FLAG. A wreath in Honor to our crew is to be placed in Glasgow; London; Liverpool and Bladon at the Sir Winston Churchill's grave site.

I do appreciate the cooperation all of you are giving, by "NOT" holding functions too close to the NATIONAL REUNIONS DATE. I do encourage and commend all of you who hold these for those near-by you who would be left out. I get letters of praise of you for

holding these meeting so they can attend. Many are not able to attend any of the National Reunions. We have over "8600" on the mailing list. If all could go, plus their ladies, we would have to double up somewhere with a hotel of 650 rooms. Someone would have to sleep at the foot of the bed!!!! We have plenty of space next year in Vegas but make your reservations "EARLY". You can always cancel out but it's hard to get into a hotel when "FULL" or the cutoff date has expired.

The winners of the drawing in New Orleans were:

- 1st Prize-Al and Vera Sobal of Rutland, VT.
- 2nd Prize-Levie Leavitt of S. Royalton, Vt.
- 3rd Prize-Joseph Olson of Solana Beach, Ca.
- 4th Prize-A.T.Terrell of Raleigh, N.C.

Thanks to all of you who participated, as it has really helped in the past in reunion expenses. Many donate this way and it's all used wisely. Money not used is turned over to the National after all bills have been paid to cover mailing expenses here. I would like to express again my personal thanks to all of you in your financial and moral support of the organization and to the way in which it's run. I try to do the best I can with what funds are available. Our business meeting was cut short at the reunion due to the fact that the USS FORRESTAL was in port and many wanted to go aboard her that morning. I am Chairman again as no one volunteered to take this off of me. I hope my health holds up under the strain for many years to come and I will do my upmost to keep us together as long as possible.

Maurice Smith took VIDEO of the 1992 Reunion and he will have VHS tapes on sale for \$20.00 each. Order directly from him: PICTURE PERFECT PHOTO, P.O. BOX 123, HALLWOOD, VA. 23359. You can also get the 50th Reunion taken at Little Creek, Va. also.

ATTENTION Y'ALL!! Larry French was our Photographer again for the ANNUAL NATIONAL REUNION BOOK. It's always a "KEEPSAKE". If you could not attend and would like to purchase a book; or get your picture into it, send them a pocket size photo along with \$12.00 Check or M.O. to: "REUNION MEMORIES" P.O. BOX #161939 Altamonte Springs, FL 32716. (SEE PAGE 3 MARCH "POINTER") Cut-off date to get the book is August 15, 1992. Hope to have them delivered by November 1, 1992, if possible.

Since the March 1992 POINTER was printed, another Computer has been obtained and Bob Ober has the last one. We now have three men who I send COMPUTER BACKUPS regularly for you to send them a "SELF-ADDRESSED-STAMPED-ENVELOPE" for printout of shipmates. Please "follow directions" and keep this information. On your label at the top right hand side on the POINTER you have just received is your COMPUTER NUMBER. If your number is:

1. 1 to 3000 — Send S.A.S.E. to:
Phil Bradley 2207 Foxhunt Dr. Monroe, N.C. 28110
2. 3000 to 6000 — Send S.A.S.E. to:
Ralph Lucas 1220 Hawthorne Rd. Hanahan, S.C. 29406
3. 6000 - Upward — Send S.A.S.E. to:
Robert Ober 7115 Dunn Rd., Cincinnati, Oh. 45230

These men are here to help me to help you find a shipmate. It's up to you! PLEASE DO NOT SEND TO ALL THREE as they all have the same information. My job is to enter new SALTS located and all their info and any address change or other changes. I am to get this info FIRST. If you send it to them, they have to forward here and it is delayed. I am to send out all labels to those of you who hold MINI-REUNIONS or other meeting, whereby up-to-date and correct changes are entered. That is why it is so important for you to send ME address change and date it is to take place.

I hope Y'ALL have a wonderful JULY 4TH HOLIDAY. I will let you know of the results of Ceremony in England and of the 50th Anniversary Ceremony of the Russian Convoys and how they celebrate the 4TH of July. GUESS I'LL HAVE TO TALK LIKE A "YANKEE"!! I'M brushing up my "ENGLISH". CHEERIOS!! calloyd

"REUNIONS, "MINI-REUNIONS, REGIONAL REUNIONS" LUNCHEONS, Etc." As of 6/6/92

All Armed Guard, their Ladies and Guests are welcomed to attend any of the MINI-REUNIONS and MEETINGS below. Write or call them to get their itinerary of events. I do not have room for all and if I do it for one, I have to do for others!! Please understand.

PLEASE NOTIFY HOSTS IF POSSIBLE IF ATTENDING MEETINGS. IF YOU ARE DROPPING IN WHILE TRAVELING, DO SO. THAT IS NOT A PROBLEM. IF A HOST HAS 40 SIGNED UP AND 100 SHOWS---THEN---IT IS A PROBLEM.

CHICOPPEE-LUDLOW, MA. AREA: Tom and Priscilla Dufresne 289 Munsing St., Ludlow, Ma. 01056 413-583-8580 hosts a 2ND SUNDAY 9 AM BREAK FAST at the MOOSE CLUB in CHICOPPEE assisted by Roger Fournier of Springfield, Ma.. They started out 7/17/90 with two couples. Over 80 now!! They invite you to take part with many more!!

OHIO-IND-MICH-KY. "REGIONAL MINI" will be held Sept. 18-20, 1992 at the Clarion Hotel 141 W. 6th St. Cincinnati, Oh. 45202 Tel 513 543-513-352-2217. HOSTS are Bob and Dorothy Ober, 7115 Dunn Rd., Cincinnati, Oh. 45230 513-231-3181. This is during the OCTOBERFEST WEEKEND so it's great!! SEE Y'ALL THERE, I HOPE!

S.C. Crew are to keep in contact with Jeff and Mabel Haselden 120 Richardson Blvd. Lugoff, SC 29078 803-438-1491 for meetings.

Pittsburgh, Pa. crew meets on the 3rd Sat. for a NOON LUNCHEON at THE GREENTREE MARRIOTT. Contact: Hosts Jack Croes 119 Lycoming DR. Corapolis, Pa. 15108 412-264-8058 or Hilary Makowski 202 Wedgewood Ct., Carnegie Pa. 15106 412-429-8510, another fine meeting. Join in with them for their annual CHRISTMAS PARTY, SEZ HILARY!!

Richmond, Va. Crew meets at 1 P.M. for a Luncheon at Morrison's Cafe, 7035 W. Broad St., Richmond, Va. on the 2nd Saturday. HOSTS Clarence and Helen Durham, 4813 Lowells Road, Richmond, Va. 23224 804-233-6023. Take I-64 AT BROAD AND GLENSIDE EXIT-TURN LEFT ONTO BROAD-2 BLKS ON LEFT.

AMPHIBIOUS FLAGSHIP ASSOC. REUNION WILL BE HELD IN PENSACOLA, FL. 9/9-12/92. Contact: Stan Galloway, P.O.Box 11157 Pueblo, Co. 81001.

Norfolk, Va. Crew meets 12:30 at C & M CAFETERIA, Virginia Beach Blvd. on 4th Saturday. Contact Robert Burrill 5320 Brockie Street Virginia Beach, Va. 23464 804-479-4608.

DESA 17th National Reunion Buffalo, N.Y. 8/10-14/92. Contact: Don Glaser P.O.Box 680085, Orlando, FL 32868-0085 407-877-7671.

LST ASSOC.: Contact Mike and Linda Gunjak P.O.Box 167438 OREGON, Oh. 43616-7438 1-800-228-5870. They have a great LST Newspaper.

The San Antonio, Texas crew are planning a 3 day affair, starting on September 18, 1992 at the Sunday House Inn, (519-997-4484), according to Dan Mock, (New Host) 8810 Silent Oaks, S.A., Tx. 78258 512-681-2120. The crew also plan to place an Armed Guard Plaque at the NIMITZ MUSEUM in Fredericksburg, Tx.

R.C.N.A.-D.E.M.S. Reunion 5/15-18/92 Cornwall, Ont. Holiday Inn. Doug Sephton, RR 13-752 Lakeshore Dr., Thunder Bay, Ont. P7B-5E4

George Milk, 449 St. James St. Port Charlotte, FL 33952 813-627-6759 ANNOUNCES THAT THEIR MEETINGS WILL BE HELD AT 2 PM AT THE GOLDEN CORRAL RT-41 IN PUNTA GORDA JULY 21 AND AUGUST 18TH AND the crew will return to their regular meeting at 7 P.M. 2nd Friday of the month at 1st Federal Bank Bldg., Virginia and Taylor Rd. Punta Gorda, FL. (80 people attended last meeting.)

Rudy Kozek, 4950 Dory Dr. Gulf Harbor, New Port Richey, FL 34652 813-847-4038 gets that area of crew together.

JOHN and JOAN NOYES 4651 East 17th St. Tucson, Az. 85711 602-294-1082 WILL HOST THE ARIZONA MINI 9/15-17/92 IN BULL HEAD CITY, NV.

Gerald and Lena Greaves 143 East Killingly Rd., Foster, R.I. will host the "NORTH-EAST" ARMED GUARD MINI-REUNION to be held at the Sheraton-Plymouth, Ma. Oct. 18-21, 1992. All are invited to attend. They also meet monthly.

Mich-W.Pa.--Ray Didur, P.O.Box 282, Cement City, Mi. 49233 will host his 9th Annual ARMED GUARD, Army Transport & Merchant Marine WW II Veterans "GET-TO-GETHER" 7/11/92.

Illinois-Wisc Mini Hosts, Jim and Evelyn Cepican 9341 Montgomery Dr., Orland Park, IL 60462 708-403-5220 will hold their Annual Reunion at the Holiday-Inn in Oak Lawn, IL 10/23/92. GREAT ONE!!

PATROL CRAFTS REUNION Contact: Wes Johnson, 6484 N.Park Av. Indianapolis, Ind. 46220 1-317-253-4801 for 1993 reunion.

SAMPSON BOOTS: Contact William Russell 3916 Idumea Road, Corryton, Tn. 37721. Many Armed Guard attended in WW II and go back.

IDAHO AREA HOSTS Milan and Dolly LaMarche 1113 W. Main St Sandpoint, Id 83864 will hold a Mini-Runion at the Monarch Inn Motel, Hwy 95 N., Sandpoint, Id. 9/8-10/92.

FARRAGUT, ID. BOOTS, Construction Workers, Ship's Company, Etc. will hold their 50TH ANNIVERSARY 9/11-14/92 at the FARRAGUT STATE PARK. CONTACT: Bud Warren 1420 Madison, Astoria, Or. 97013 1-503-325-9620. It's important that you contact them for DETAILS NOW!!

Kansas-Missouri-Oklahoma-Nebraska will combine into a MID-WEST FALL REUNION Oct. 2-3, 1992 in Lincoln, Ne. with Moe Carlton 6601 Benton St., Lincoln, Ne. 68507 402-466-1058 as HOST.

Any "ARMED GUARD" who would like to get his local area together, send me the following info: YOUR NAME: PLACE: TIME: DATE: ETC:

ROCHESTER, N.Y. AREA: John and Mary Shevlin 37 Winfield Rd. Rochester, N.Y. 14622 716-467-2057 gets that area together on the 2ND TUESDAY at 11:00 A.M. at the KODAK PARK BLDG. 28. KEEP IT UP.

Ralph McNally P.O.Box 423, Skiatook, OK 74070 (918)396-2693 has informed me of the "OKIE" Meeting every 3 months starting July 11, 1992 at PERRY'S CAFE HWY 169-76TH ST. N., Owasso, OK. They will also hold a MINI-REUNION 11/7/92 at the TULSA, OK. American Legion Post 301. Y'ALL GO!! They welcome evryone!!

Contact: Project Liberty Ship-S.S. JOHN W. BROWN P.O.Box 25846 Highlandtown Station, Baltimore, Md 21224-0846 if you'd like to sail on her on Sept. 6, 1992. \$100. DONATION gets you a ticket and \$70. is TAX DEDUCTIBLE and you'll never regret it!! It also puts you on their mailing!! They sailed the S.S. JOHN W. BROWN to Camden, N.J.; Philadelphia, Pa.; Wilmington, De.; and Arlington, Va. over the Memorial Holiday weekend. The Sept. 6, 1992 Cruise will mark the 50th Anniversary of her launching at Bethelhem-Fairfield Shipyard

Richard and Billie Kohse 2304 Lister Rd., Olympia, Wa. 98506 206-456-1946 gets the NORTHWEST Crew together. Contact them for updates of time, place, etc.

We still hold our 1ST SAT. of each month breakfast at Griffin's 1604 N. Market Dr., Raleigh, N.C. Tel-876-0125, off 4500 Blk Old Wake Forest Rd behind RED LOBSTER. We welcome you to come and be with us. I suggest you get motel in NORTH RALEIGH which is closer if staying. Get off 440 BYPASS EXIT 10 for Old Wake Forest Rd.

IN MEMORY OF OUR SHIPMATES WHO HAVE SHIPPED OUT TO THE ETERNAL SHORES. SHIPMATES DECEASED SINCE MARCH 1992 POINTER

Beez	Louis	Warrington	Pa	Mary	1/30/92
Benson	Ward	Pittsburgh	Pa	Marge	5/11/92
Bigham	Norman	Sacramento	Ca	Madeline	3/27/92
Biesinger	Howard	West Wyack	NY	Ethel	??/92
Bramlage	Fred	Junction City	Ks	?	3/17/92
Clark	E.	Residence-unknown**			12/29/77
Conta	John				1980*
Coon (WW I)	Harold	Seattle	Wa	Doris	12/5/91
Cummings	Don	Los Altos	Ca	Bernice	3/9/92
Danko	Michael				1987*
Farr	Edward	Redmond	Wa	Rose	78?
Finger	Harold	Waterloo	Ia	?	4/16/92
Fisher	Arthur	W. Middlesex	Pa	Helen	5/9/92
Frisby	Samuel	Rialto	Ca	Pauline	1/27/92
Gibson	James	Pampa	Tx	Arlene	1/25/92
Grace	Thomas	Cleveland	Oh	?	1/90
Gryder	James	Harmony	NC	?	?
Higgins	Ziglar	Startown	NC	?	?
Higgins	Leonard	El Paso	Tx	Josephine	6/2/92
Hull	David	Yakima	WA	Gene	1992
Joyner	Harrison	Baltimore	Md		??/91?
Joynt	John	Des Moines	Ia		1/12/92
Kendall	William	Stuart	Fl		8/31/91
Lafferty	Joseph+	San Francisco	Ca	WW I	5/19/92
Loughran	Thomas	Chula Vista	Ca	Monique	4/8/92
Maybra	Leroy	Toledo	Oh	?	92
Maher	Robert	New Orleans	La	Jean	90
McCabe	Robert	Morehead City	NC	?	?
McCoy	Samuel		WV		
Michalak	Donald	Hayward	Wi	Dee	2/26/92
Miller	Carl	(Cully)			1990*
Milne	Edwin	Laconia	NH	?	???
Rice	Chester	St. Louis	Mo	Ruby	3/31/92
Rustenberg	Milton	Mercersburg	Pa		12/27/91
Storm	Frank	Saginaw	Mi	Yvonne	3/16/92
Sumner	James	Comopolis	Wa	Norma	2/20/92
Timblin	Donald	Colburn	Id	Lucille	4/21/92
Walsh	Laurence	Residence-unknown**			12/28/85
Zack	Joe	Bensalem	Pa	Doris	1992

*Joseph Lafferty was our WW I U.S.N. Armed Guard Veterans who attended three National Reunions with us. He was looking forward to be in Nola as he had sailed on the USS NEW ORLEANS during WW I. He was buried at the Olivet Memorial Gardens in Colma, California, 5/22/92.

** Both men were survivors of the S.S. E.A. BRYAN explosion at THE PORT Chicago, California by being on "LIBERTY". Sent in by George Diller Newfield, NY, also a survivor.

* Sent in by Bruce Tufnell, Manistique, Mi.

+ The following are known deceased shipmates from the S.S. Ferdinand R. Hassler 8/2/44-4/9/45 sent in by Jas. L. Close, Louisville, K.Y.
1. Benton White 1989. Hubert Phillips, 1984 Enoch A. Whobrey 1979 and Olive C. Adams. Addresses were not listed.

Compiled by CHARLES A. Lloyd, Chairman; as of 6/12/1992.



U.S.N. ARMED GUARD WORLD WAR II--PACIFIC
(Reprinted by request)

War started for the United States with the Japanese bombing of "Pearl Harbor" at 07:55 A.M. Hawaiian time. War started for the 33 Merchant Seamen and 2 U.S. ARMY soldier passengers about 18:30 GCT on the S.S. CYNTHIA OLSEN when a shore radio picked up an SOS that they were being shelled by a surfaced Japanese submarine. The OLSEN was unarmed and was the first U.S. Flag Merchant Ship sunk in World War II by a Japanese Submarine's crew. THERE WERE NO SURVIVORS.

The S.S. CAPILLO was at anchor at Manila Bay on December 6, 1941 when it came under attack by Japanese planes and upon hearing that the United States had declared war on Japan, she was moved near Corregidor and came under attack on December 8 and was hit with bombs and strafing attacks, killing 1 of the crewmen. She was not armed. The 35 other crewmen were captured by the Japanese on December 2 and 6 of the crew died while prisoner of war. Carl McCrillis was injured in the raid while serving on the S.S. Grant and was hospitalized, captured, taken prisoner of war and repatriated, September, 1945. There had been 59 Japanese planes that raided the unarmed ships in the harbor December 8, 1941. This was outright murder of innocent people.

Many such incidents occurred in the Pacific before guns could be put on the ships for any protection. The S.S. BENJAMIN HARRISON was deliberately grounded by her captain with 167 crewmen aboard. Twelve died in Prisoner of War camps and three were killed when their lifeboat was sucked into the turning rudder of the ship. The Japanese salvaged her and she was later sunk on September 12, 1944 by submarine USS PAMPANITO in the South China Sea while en route from Singapore to Japan with 900 Allied prisoners of war. Over 500 were saved by submarine rescues.

The ships were soon armed and U.S. Armed Guard crews were placed aboard to man the guns. Attention was mostly focused on the "North Atlantic Runs" to England and Russia and little history was kept on the merchant ships or her crew until August 7, 1942 when the Allies began their first offensive at Guadalcanal. They had carried the supplies there with little action but the Marines and Army men ashore suffered a lot of casualties. The S.S. JAMES RAMSEY reported 8 air raids while there but fired but one shell, but the danger was there. The S.S. WILLIAM WILLIAMS was torpedoed on May 2, 1943, abandoned, reboarded and sailed to port.

The big battle of the Pacific for Armed Guard Crews started October 20 1943 in the "BATTLE OF THE PHILIPPINE ISLAND". The "BATTLE OF LEYTE" was comparable for the first time, to action to Murmansk, Russia. Once again, the merchant ships, Merchant Crews and U.S.N. Armed Guard gun crews stood up to the worse the enemy could offer and came out in victory. The men were then introduced to the "KAMIKAZE" pilots. The first Armed Guard reported wounded was on the S.S. JOSEPH WING and this was caused by falling flak. October 24, 1944, the S.S. DAVID DUDLEY FIELD was narrowly missed by a suicide plane and another hit the tugboat alongside of the S.S. AUGUSTUS THOMAS. A third plane hit the No. 7 gun tub of the FIELD and ripped off it's wing. The loader on this gun had his shoe cut by the propeller but escaped injury. As the plane passed over the ship, it swept away the ventilators and burned the gunners on No. 6 gun. Three Armed Guard were injured and others were hit by fragments.

The S.S. ADONIRAM JUDSON and others survived 50 constant enemy attacks with some forty bombs dropped near her. The crew was credited with 2 planes before arriving and added 2 more, and 4 assists before leaving

on October 30. The S.S. CLARENCE DARROW reported 137 "RED ALERTS" and fired at the enemy in 19 days and shot down 2 planes and assisted on 3 more. The S.S. JOHN PAGE shot down 2 planes with 2 assists. The S.S. BENJAMIN IDE WHEELER took on a lot of punishment with it's Armed Guard crew having general quarters 353 times in 76 days before being hit by a suicide pilot on October 27, 1944 killing one Armed Guard and one merchant seaman while carrying 267 Army engineers and their equipment plus high explosives and gasoline. She sank in 36 feet of water and the gunners continued to down the 4 enemy planes according to Robert Norling, signalmen, aboard her at the time.

The S.S. THOMAS NELSON was hit by a Japanese suicide plane on November 12, 1944 as she was anchored in Dulag Harbor, Leyte. She carried bombs and gasoline and 633 U.S. Army Troops plus 38 Merchant and 27 Armed Guard. Three Armed Guard and 80 Army men were killed and 164 were injured. The plane was strafing the ship when it hit the jumbo boom. The impact exploded the bomb carried by the plane and started a fire which took two hours to put out. The Armed Guard gun crews were assisted by the "Army" volunteers, as most of the gun crews were in this area, and they were needed. The aft guns were put out of action but the others continued to defend the ship according to Ira Schaub S/Sgt of Raleigh, North Carolina, one of the volunteer ammunition loaders. The ship was not abandoned. Doctors and medical supplies were rushed in from shore to treat the wounded and were taken ashore in small Navy crafts.

In a convoy for Mindoro on January 3, 1945 were the S.S. WILLIAM I. CHAMBERLAIN, ALLEN JOHNSON and the LEWIS L. DYCHE. They were credited with several planes shot down and suddenly the DYCHE was hit by a suicide plane and the ship just disintegrated, killing all personnel and also causing casualties on a nearby FLEET SHIP. The Armed Guard death toll for Mindoro was 63 dead and missing and 23 wounded and they were credited with eight enemy planes shot down, 16 assists and a possible 3 more credits. The S.S. ELMIRA VICTORY was hit at her water line by a suicide plane at LINGAYEN GULF, with flying fragments injuring six of the merchant seamen. A plane crashed on the S.S. OTIS SKINNER before arriving and the fire burned for 36 hours. On January 12, a plane hit the S.S. KYLE V. JOHNSON in No. 3 hold after being hit by 20mm gun fire. One Armed Guard was burned and there were 128 Army casualties. The S.S. KYLE V. JOHNSON had been named for a merchant seaman killed aboard the S.S. MAIDEN CREEK in the Mediterranean Sea on March 17, 1944. The S.S. EDWARD N. WESCOTT had 2 injured and others with minor wounds after being strafed by Japanese planes.

At Okinawa, Armed Guard were restrained from shooting unless directly attacked due to our superior air coverage and it stopped the risk of being shot down by their own guns. The Armed Guard had some close calls by having to endure the strain of the enemy attacking close by and could do nothing but wait. The first ships to arrive in the area of Okinawa arrived at KERAMA RETTO BAY on April 6, were the PIERRE, LOGAN, HOBBS, HALAULA and GREEN BAY VICTORYs. An LST, loaded with ammunition was hit by a suicide plane about 1620 hrs and the LOGAN (V) was hit about 1647. One Armed Guard was listed killed, 3 missing and nine Armed Guard and others were injured. Two Armed Guard were killed when another plane hit the HOBBS VICTORY and 2 wounded. Five Armed Guard were injured when the S.S. MINUT VICTORY was hit. Two more were killed on the CANADA VICTORY when another plane crashed into No. 5 hold and twelve were wounded.

On May 11, the S.S. TJISADANE had a flaming plane to crash on No. 2 hold and 4 Army and Navy men were killed and 9 were wounded. Three merchant ships fell victims of suicide planes on May 28. These ships,

the JOSIAH SNELLING, MARY A. LIVERMORE and the BROWN VICTORY. The S.S. LIVERMORE was hit at 0525 with 7 Merchantmen and 3 Armed Guard killed. Wounded were 3 Armed Guard and 4 Merchant Seamen but the other Armed Guard continued to fire the guns and one more plane was shot down and two assists before the morning was over. The JOSIAH SNELLING also received credit for two planes downed and one assist and another probably shot down was recorded. At 0800, a plane struck her in No. 1 hold and sent flames over the masthead. Eleven aboard were wounded, 3 of these were Armed Guard gunners.

The BROWN VICTORY was then hit on May 28, 1945 by a suicide plane and 3 Armed Guard were killed and 8 wounded. Killed were RAYMOND PETERS S1c 386-73-34, HAROLD C. BUCKRIDGE S1c 882 60 57 and MELVIN C. CARLSON 660-35-75 and these men would be the last Armed Guard to be killed in action in WORLD WAR II. No records shows of injuries after that date either. Official Archives Records show GORDON H. CARLSON of Elyria, Ohio as being killed but this was incorrect. Donald L. La Mont, Merchant Seaman AB also died in the hospital. One Army Security Officer was wounded and along with 5 Seaman.

The Japanese, who had brought on the war at Pearl Harbor by a sneak attack was no longer able to defend the land they had conquered. Their air and sea power was gone. Our merchant ships which were able to come through such brutal attacks and yet survive with so little damage was a tribute to the training, courage and discipline of these men, who, only a few months before, were mere boys, out of the factories, the fields and high schools of the North, the South, the East, the Central and the West. No such group of SPECIAL GUNNERS as the "U.S. NAVY GUARD UNIT" ever gave so much and come through battles so great, doing so much to an enemy who started something that they thought they could win, but their cause was not as justifiable as was the people of the UNITED STATES OF AMERICA AND HER ALLIES.

The dropping of the first two Atomic Bombs ever detonated on the Enemy made the invasion of Japan unnecessary. On August 6, 1945, a B-29 called the ENOLA GAY dropped the first atomic bomb ever used in a war and destroyed over half the City of HIROSHIMA, JAPAN. On August 9th, 1945 another Atomic Bomb was dropped on NAGASAKI, JAPAN and again, one half of the city was destroyed. Over 70,000 persons were killed and over 110,000 were injured. Should the bomb have been dropped? Would the world have a free society if the Germans, Italians and Japanese had succeeded in their world domination?? Which of our cities would have been leveled if they had developed the A-bomb first? New York? Washington? San Francisco? Your guess is as good as the next person. The Enola Gay was no sneak attack. It brought home to the Government who sneak attacked "Pearl Harbor" which murdered many peaceful loving people, an uncalled for act that should have never been.

The "SLAUGHTER" started in Manchuria in the early thirties. It did not end for some of the Armed Guard Crew at the signing of the surrender treaty on September 2, 1945. They stayed on and mopped up the ones who were holed up in caves on some islands. Ask those who died at Pearl Harbor. Ask the 8,799,041 of our Allied soldiers, sailors, marines, merchant seamen, men, women and children and all the 6,069,723 of our enemy who were killed to figure the score. Ask the total 25,000,000 or more wounded, crippled and maimed for life, if the terror should not have been stopped in the shortest possible time. Ask all the Mothers, Fathers and loved ones of those killed if it was justifiable. Ask the ones who started the war and those in a position to be killed. When you see the UNITED STATES OF AMERICA's FLAG WAVING--ADMIRE IT!-- NOT "FIRE" IT! It is a symbol of all the tears, heartaches, and horrors of all wars. MAY THE STARS AND STRIPES WAVE FROM NOW TO ETERNITY.

Thanks to the Navy Archives for most of the above facts. C.A. Lloyd Page 6

Hello Charles:

6/4/92

Just a few lines to say "HELLO" and I hope you are O.K. and doing fine. Everything is pretty good here, DOWN UNDER. However, we've been pretty busy since April 25th. We got into the 50TH Reunion of the "BATTLE of the CORAL SEA". A lot of the big cities along the Coast of Australia had Memorial Services. We had a big march here in Sydney on May 2nd. A few survivors of the Coral Sea Battle were here from the U.S.A. and a few U.S. Navy ships. The American Legion was invited to a reception and I spoke to the Captain of the USS INDEPENDENCE (CV-62). We were invited aboard the carrier along with other members of the Legion. I took most of my family aboard on May 3rd which was very enjoyable. Had 2 LT.s as escorts.

On Monday, a service was held as in each year before and I spoke to the "Governor of New South Wales" (NSW). He came up to me and asked where I was from and what service I'd served in. I told him—the U.S. NAVY and we talked about 5 minutes. I was carrying the American Flag at the time. I think the largest Memorial Service held was in Townsville, in the State of Queensland. Most of the survivors were taken there, or in Cairns. All in all, we have been busy, so we now can rest.

Charles, I've been making inquiries here and may have a contact for you with the AUSTRALIAN ARMED GUARD. I will let you know, as soon as confirmed. Have been trying for a few days with no luck. All I have is a name and phone number.

I will close for now and "Y'ALL" take care and have a NICE DAY. All the best at the reunion in NOLA. Give everyone my big "HELLO" from "DOWN UNDER"!! K.M. "Tex" McPherson—
2/243 Fitzgerald Ave., Maroubra 2035 N.S.W. Australia

I feel that this letter is to all the ARMED GUARD CREW (cal)

June 11, 1992

Dear Charles,

Just a few lines to bring you up to date. I had a very nice trip on the "John W. Brown", 15 days, 5 states and 600 miles. Rain, fog, hot and cold just like the old days... except no Subs, no planes and no depth charges. I had 2 Navy mine sweepers escort us through the C&D Canal. Whenever we went ashore we went to VFW bars and they treated us like heroes!

We had people on board by the thousands. All 12 guns are in place now and the ship looks great—it's mighty impressive! The piddler noise put us to sleep every night. We had no sea watches or tour guides during the day. I've never talked so much in my whole life.

I thank all of our Brothers that didn't come back from WWII to be with us, but I'm certain the "John W. Brown" will not let people forget over the years. I'm very PROUD to be a member of Armed Guard, WWII and a member of PROSECT LIBERTY SHIP. Enclosed, find check for hats sold mostly in Phila. Pa.

Walter Magali
5010 Locks Rd
Baltimore 21227

WWII: Saving the world

The generation now passing deserves our respect.

They're not getting any younger, and there are fewer every day — America's World War II generation.

They may seem like any other group of old people, mostly retirees now, just old men and women on porches, in nursing homes, parents and grandparents — but they're not.

When they were young, they saved the world.

Remarkable how completely ordinary it seems.

No other generation in world history can make that claim.

Not the Founders of the American Revolution, the ancient Greeks and Romans, nor the baby boomers — not even the early Christians.

Other generations had great struggles; other times had great challenges; but at best here and there were saviors of a town or a country, vanguards of unfulfilled promises, dreamers of visions.

America's World War II generation did



By Paul Donnelly, a Hyattsville, Md., writer.

not, as a group, achieve the heroism of an individual like Joan of Arc, nor is there any evidence that their "souls were touched by fire," as Oliver Wendell Holmes Jr. described the experience of the Civil War when he had grown old.

But isn't it fitting that victory in the most intense, deadly and important struggle in human history should seem sort of ordinary to those who won it, and those who benefited?

America's World War II generation saved the world because it had to be done, and no one else was available to do it.

It isn't that America's Vietnam generation, for example, both the pro and the con, couldn't or wouldn't have saved the world. They didn't get the chance.

It isn't that Russians, who actually broke the Wehrmacht, or Chinese, who held Japan's best troops in a death grip, or British or French or any of the rest of the world's peoples, didn't win the war.

But they didn't save the world from an unspeakable global evil.

That was the Americans — when, as Winston Churchill said, the "new world came to the rescue of the old."

But they weren't vast forces of history, or legendary warriors. They weren't even all combat soldiers, or Rosie the Riveters.

They were ordinary people — my Uncle

► Memorial Day, 3A

Ed, and your mom and dad — who lived in an extraordinary time.

So they did what had to be done.

There was a fair amount of ballyhoo last December, at the 50th anniversary of Pearl Harbor, although it got sticky with tensions in the current U.S.-Japan relationship.

In a few years, there will be lots of half-century anniversaries of V-E and V-J Day, maybe some prayerful ceremonies honoring liberation of the death camps.

The ex-Soviet republics might pause to remember that there was once a place called Stalingrad, and it was very important.

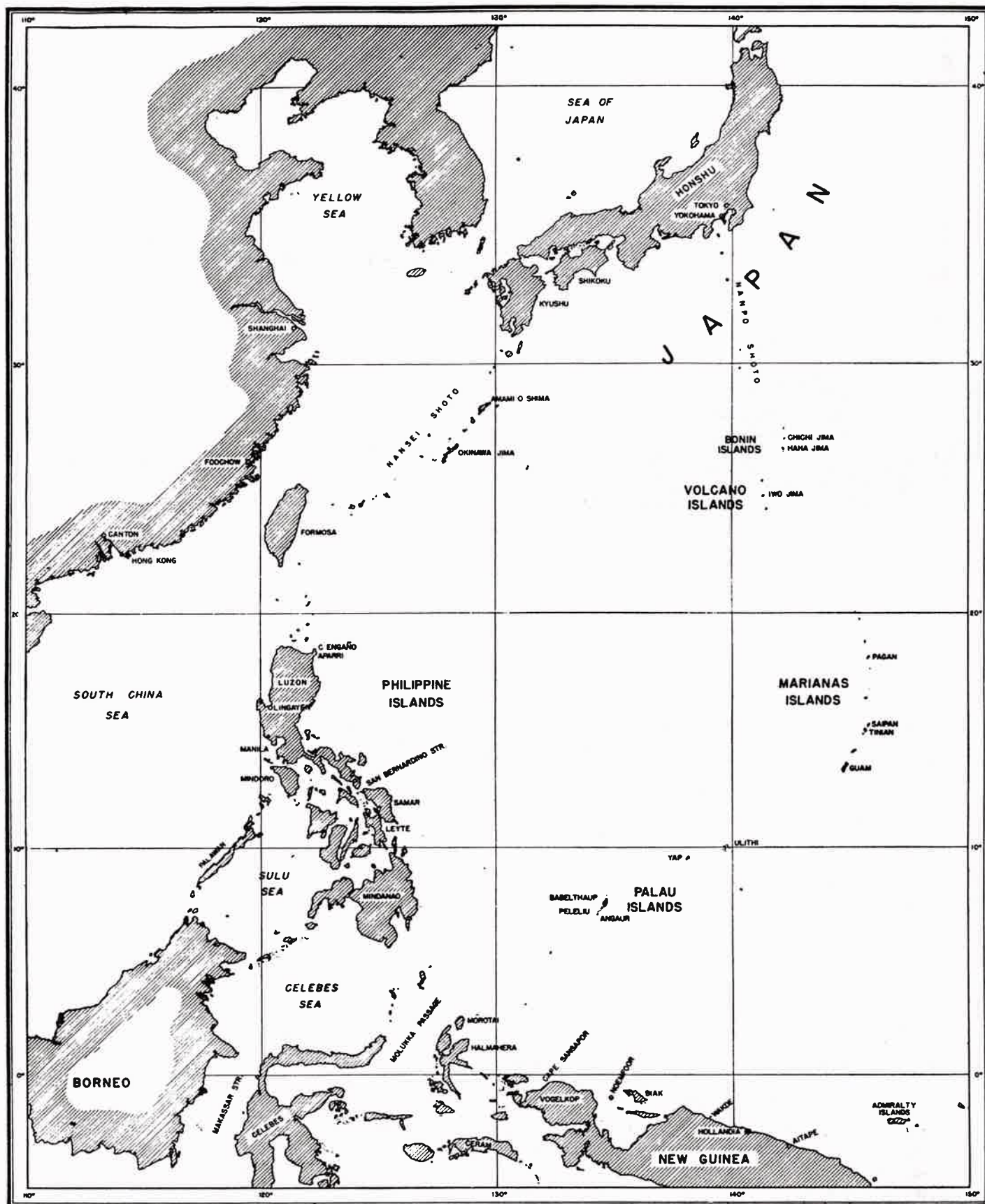
There will be fewer alive then who actually did those things, though.

So what that 50 years ago today, or last week, or next year, a lot of people killed and died for famous victories?

This isn't about anniversaries, or the all-World War II newsreel channel that every cable TV system seems to have. It's about the old guy you see on the street, with a little poppy in his lapel, or the blue-haired woman who forgets things and who rides the bus.

Let's take a long, last look at these people now, while we still have a chance.

No one has ever done anything like their achievement before — and God willing, no one will ever have to do anything like it again.



—Official U. S. Navy Map



S.S. Morrison Waite 11/12/44 DULAG GULF of LEYTE hit by Kamikazi.



S.S. Alexander Majors 11/12/44 DULAG GULF OF LEYTE showing main mast missing due to Kamikazi attack.

Edward M. Haake
2435 Ardmore, Ave.
Cincinnati, Ohio 45237
Sept. 7, 1990

C.A.

When I read The July 15, 1990 Pointer, The Article Armed Guard W.W.II Pacific, Dated Nov. 12, 1944 Dulag Gulf of Leyte Philippines.

I was G.M. aboard The S.S. Morrison R. WAITE, Anchored off Dulag Nov. 12, 1944.

Frank F. Boyd Capt. of the S.S. MORRISON R. WAITE kept a log and Diagram The KAMIKAZI ATTACKS.

Sunday Nov. 12, 1944

		Time	
S.S. THOMAS NELSON	1 hit on fire	11:25	13 Planes
S.S. LONIDAS MERRIT	2 hits on fire	17:20	13 Planes
S.S. WILLIAM COULTER	1 hit	18:30	7 or 8 planes
S.S. ALEXANDER MAJORS	1 hit		SUNSET
S.S. MORRISON R. WAITE	1 hit	18:14	
U.S.S. L.S.T. No ?	1 hit		

Dead and Wounded from The S.S. THOMAS NELSON and S.S. LONIDAS MERRIT where put abroad The U.S.S. MERCY HOSPITAL SHIP anchored near by, using Small Craft.

S.S. MORRISON R. WAITE Casualties, GUN CREW 2 Injured, Army AIR CORP Passengers 100 Enlisted and 75 Officers, 23 KILLED 5 MISSING.

From the Diagram the Ship Anchored next to The S.S. MORRISON R. WAITE, lost it's Main Mast It must be The S.S. ALEXANDER MAJORS.

Enclosed Two Photographs, The S.S. MORRISON R. WAITE and I believe to be The S.S. ALEXANDER MAJORS. And a hard to read copy of the Diagram made by Capt. Frank F. Boyd Master of the S.S. MORRISON R. WAITE.

A Day Remembered

Edward M Haake

Vets tell of injury from Navy's gas tests

WASHINGTON (AP) — Veterans told a National Academy of Sciences panel Wednesday that they still suffer physical and psychological problems because they volunteered for the Navy's secret mustard gas experiments in World War II.

"Seven days a week I go to bed with it on my mind," said Victor LaBate of Garrettsville, Md., who took part in the experiments as a 17-year-old Navy recruit.

"Most of my scars are up here," LaBate said, pointing to his head.

LaBate and others also told of physical ailments, including skin cancer, sight and hearing loss, shortness of breath and digestive ailments, that they believe are linked to the long-secret experiments.

One member of the scientific panel, Dr. Vincent T. Marchesi of the Yale University School of Medicine, said the link would be difficult to prove after so many years.

"Everything you have described I have seen in men and women of your age," Marchesi told the witnesses. "You are probably not as bad off as you think."

Dr. David Rall, chairman of the panel, said, "Your testimony has been very impressive and we will look at it very hard and very carefully."

The scientists are collecting information for the Department of Veterans Affairs for use in formulating new rules governing compensation for mustard-gas victims.

The Navy kept the tests secret until June, when the government announced it would write new rules that should make it easier to obtain benefits.

CBS-TV's "60 Minutes" was working on a story on the subject at the time.

Witnesses told the panel they were sworn to secrecy and for years did not disclose their participation in the experiments.

"I never told a soul," said LaBate. "I never filed a claim."

Johnnie H. Ross of Robsonville, N.C., told the panel, "In World War II, the Germans put the Jews in the gas tank. The United States put their men in the gas tank."

Charles Cavell of Richmond, Va., his voice shaking, testified, "It's just like I'm reliving that part of my life again."

Cavell said he started taking medical tests last year, at the request of the VA department, and "most of the examining doctors were not even born when I was in the gas chamber."

Witnesses said the experiments, conducted by the Naval Research Laboratory to test protecting clothing for mustard-gas, involved going into a gas-filled chamber in Maryland over a period of seven days.

"The men were exposed every day to see when their skin started to redden," said Constance Pechura of the academy's Institute of Medicine, which conducted the hearing.

Dear Lloyd:

5/1/92

My main reason for writing is to thank you for the articles on page 8 in the March 1992 *POINTER* about the "MUSTARD GAS" and other tests. I wrote to Dr. Pechura and gave the information about myself. Just reading of some of the troubles the sailors and soldiers had, I saw myself looking back some 48 years with all the sickness and surgeries I have had.

Mine, or should I say "WE", may have been a little different. Some of us got sick after we left BARI, ITALY but we were not in BARI at the time of the surprise aerial attack in Dec. 1943. We got in about four months later, around April, 1944 and the Army said it was the water, at the time. WAS IT?? Maybe the Mustard Gas was still leaking. Maybe they did not get it all off the ship or ships. I don't know!! And by the way, my ship was the S.S. LINCOLN STEFFENS. I just wonder if anyone else put all of this together. Maybe they didn't keep getting sick like I did.

Also, about the CHEMICAL TESTING PROGRAM the Navy did, or was done by some other department. I was onboard the USS CANFIELD (DE-262) in a group back in May, 1945, along with a few other groups from other different Naval ships, and we were taken to a military base outside of San Diego by trucks with guards, a secret I guess!?? And it did some kind of experimental tests on all of us for about three days. The funny thing was, they even guarded our barracks, night and day, and we could not go anywhere. And by the way, I do not think all the men testing us were all doctors. I did not volunteer for this testing.

I have been writing letters to get some information about my injuries and my sickness but I never received any. My medical records in service are all about blank. Gee, How could I ever forget. I never was sick before from anything. They have few or no records of me from May 1943 through January 1945. While on the S.S. BOSTIAN, a Merchant Marine Purser did all the medical "FIRST-AID" work and on the S.S. LINCOLN STEFFENS, it was the U.S. Army doctors. I guess this is part of my troubles. I wrote to the Veteran's Administration back in 12/89 and 4/92 because the V.A. has new records on NAVAL PERSONNEL that were treated by the Army, so I'll just have to wait and see.

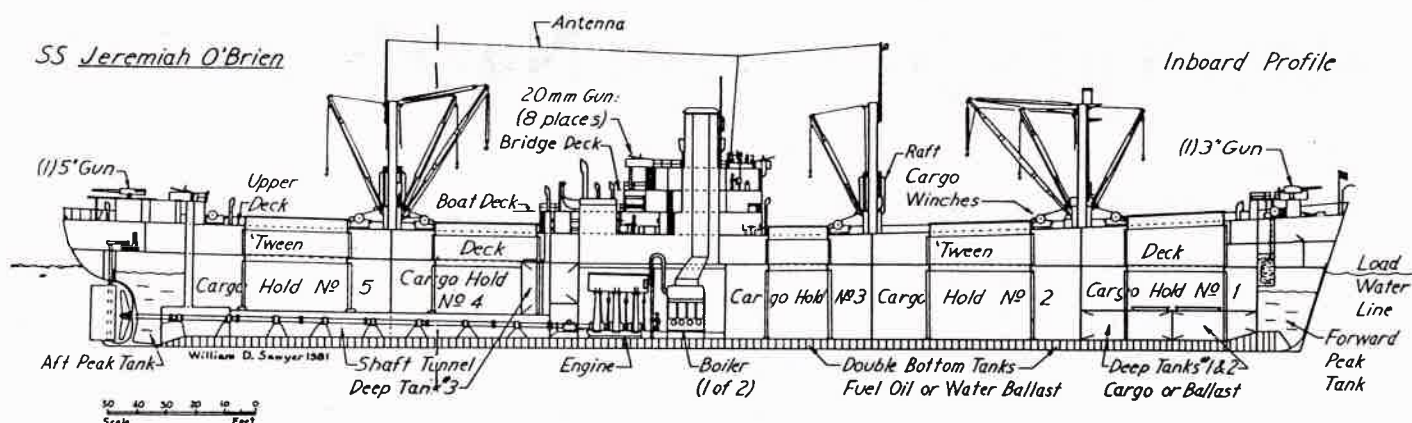
Enclosed is a NEWS CLIPPING sent to me by my daughter that may be of interest to you and others. Thanks for letting me blow off some steam and thanks again for all you are doing. James J. Hughes 76-35 Commonwealth Blvd., Bellevue, NY 11426.

Thank you James for the article and remarks. Hope we help more of the crew along the way, if in need. calloyd

"When the skin started to redden, the clothing was not working."

The statement of Millard Scudder of Dillsboro, Ind., was read for him by his grandson, Jason Montgomery, 15, who said Scudder is unable to read for any length of time. He also said that his grandfather, who walks with a cane, has been told that he may soon be paralyzed.

For those who can not visit . . .



SS JEREMIAH O'BRIEN SELF-GUIDED TOUR

Prior to starting your self-guided tour of the ship, there is introductory information which we believe will make the time you spend on board more interesting and enjoyable. Find a convenient place to sit down for a few moments while you read the following.

The *SS Jeremiah O'Brien* is a Liberty ship, one of 2,751 identical ships built during World War II. Despite the ship's gray paint and armament, this is not a warship. She is a merchant marine cargo ship which was operated by Grace Line and manned by a civilian crew. The guns were defensive weapons only and were manned by a contingent of US Navy Armed Guard.

The *O'Brien* is the last Liberty in operating condition and only three others are still afloat. Except for the ladders (stairs) to the 'tween deck area of Cargo Hold No. 2, she is unaltered from the original construction. Today, the ship is in the same condition she was in during the summer of 1944 when she made 11 shuttle runs between British ports and Omaha and Utah Beachheads at Normandy; the first trip was June 10—D-Day plus four. She is 441' long, 57' beam and, roughly, 10,000 deadweight tons which means she can lift more than 9,000 tons of cargo after allowing for fuel and water.

At the end of the tour, you will be in the Officer's Mess where you may pick up a copy of the "Welcome Aboard" brochure. This will give you more information on the ship, the man it was named after, and the activities of the National Liberty Ship Memorial.

Let's start the tour from the head of the gangway where you boarded the ship. Facing the gangway, turn to your left and walk up the foredeck. As you pass from the midships house area, the #3 Cargo Hold will be on your left. Stop for a moment and look around. You can see quite a variety of equipment, gear and other things to stumble over. After all, this was a working cargo ship, not a cruise liner. Consequently, for your own safety, please remain alert so you will not trip or stumble and, if you have small children with you, do not allow them to run as the steel deck is very hard should they fall. You are free to visit all areas of the ship which are not locked or blocked off. We want you to enjoy your visit. Thanks.

Back to #3 Cargo Hold. If the cross battens (the steel bars) and the canvas were removed, you would see a series of hatch boards (about 3'x5') supported by strongbacks or hatch beams. After the boards and the beams are removed, the 10-ton cargo booms (crane), which you can see overhead and which are operated by steam winches, hoist the cargo on wooden pallets up from the dock and down into the hatch to the hold where it is stowed. Now, walk forward past the masthouse to the boobyhatch labeled "Cargo Hold No. 2," enter and go down the ladder (stairs).

You are now in the 'tween deck area of cargo hold #2. Go straight ahead to the port side where you see a profile plan drawing in color of a Liberty Ship. The 3/4" orange sticker shows where you are. Study this profile for a few moments so as to orientate yourself to the various parts of the ship which you will be visiting. Note there are five cargo holds, three forward and two aft of the midships house which sits on top of the Engine Room. By now you have probably figured out why this area you are in is termed the 'tween deck; the deck between the main deck (or weather deck) and the bottom deck. Be sure to note the depiction of freight in #3 cargo hold as well as the deck cargo on top of #2 cargo hold. Right behind you is a bulk stowage opening chute with a plastic top. You will be able to look down into the lower cargo hold whose size is 72' long, 57' wide and 22' deep. When you visit the Engine Room you will be about the same depth in the ship as the lower hold you are viewing—check out the Engine Room space on the profile.

Now walk to the center of the 'tween deck area. You are now on top of the hatch opening for the lower hold. The hatch boards have been covered with plywood to make a dance floor as this room is available for rent for dinners, meetings and other organized gatherings; it is another way the *Jeremiah O'Brien* earns its own way. (The ship receives no Federal, State or local tax funds.) Look overhead and you will see the hatch boards and strongbacks described earlier. On the starboard (right) sweat battens is a map tracing the ship's seven voyages.

By the voyage map, you will see three large wood panels with name plates attached. These are the names of Liberty Ships which have been placed here by men who sailed on them. By making a donation, these men are not only keeping the name of their ship(s) alive, but are assisting in helping the *JO'B* in earning its own keep. Practically all Liberty Ships were named after American heroes. If you are a former Liberty Ship sailor and find the name of one of your ships posted, stop by the office (Boat Deck) and we'll check to see who paid to have it posted; it might have been one of your former shipmates. If the Purser is not on board, leave a note for him and we will answer your inquiry by mail.

The 'tween deck area of #3 Cargo Hold is being restored to provide museum space wherein will be told the role of the Merchant Marine in World War II, the story of the Liberty Ship building program, and the history of the *SS Jeremiah O'Brien*. No date has been established for the opening of the museum.

Confused about port and starboard? Really quite simple. Facing forward on the ship, the right side is starboard and the left side is port. Now remember that l-e-f-t is four letters as is the word p-o-r-t. Further, starboard is a green light and port is red, just like port wine.

Return up the ladder you descended and go forward towards the bow on the starboard side past #2 Cargo Hold. You will pass the largest cargo winches on the ship; the #2 cargo winches. They ran the 5-ton cargo boom gear or, if there was a cargo lift of up to 50 tons (tanks, locomotives, etc.), the Jumbo Boom you see standing there just aft of the masthouse would be rigged. While the cargo carried by Liberty ships consisted of a vast range of material such as foodstuffs of all kinds, aviation fuel, ammunition, coal, etc. in the cargo holds, they also carried tanks, railroad equipment including locomotives, and crated/boxed airplanes as deck cargo.

At the forward #1 Cargo Hold, walk past the bits (ship tie down points), past the ladder to the gun, and go to the bow of the ship. If interested, climb up the gun platform which encloses a 3-inch/50-caliber cannon. Be careful, especially with small children, in climbing up to and down from the platform. Normally, the gun can be rotated sideways as well as up and down, but is secured in place to protect the innocent.

Now walk down the port side towards the midships house. Just forward of the 20-mm anti-aircraft gun tub, you will see one of our anchors on the deck. It was removed so the anchor chain could be run to the shore where it is shackled into a 20 ft. length of chain buried in 10 tons of concrete as part of our "winter" moorings. Also part of the winter mooring is the large "spud" buoy which you can see off the port side; the line holds the ship away from the pier so it does not rub against the pilings during winter storms. These large buoys were used during the war to support the submarine nets which actually closed the entrance to S.F. Bay. They could be swung aside for entry or departure of ships.

As you tour the ship, you may see some of the volunteers engaged in various tasks; don't hesitate to speak to them as they can probably answer any questions you may have. The *Jeremiah O'Brien* has been preserved and is being maintained and manned exclusively by volunteers. Many of them are ex-Liberty ships sailors during and after WWII.

Walk along the port passageway/companionway next to the midships house and at the end you will be alongside Cargo Hold #4. On the port side you will see a life raft suspended on a rail above you; you undoubtedly noticed two similar side mounted rafts forward. These were used as extra floatation and life saving equipment in addition to the four lifeboats on the Boat Deck behind you and up one deck. The life rafts were used in extreme emergencies when there was not time to launch the lifeboats or when the boats were blown away or damaged. The life rafts were launched by tripping a lever (Pelican Hook) allowing them to slide into the sea. The crew jumped into the water and boarded them. Or, more often, the rafts floated off as the vessel went down and the men in the water could climb aboard.

Cargo Holds #4 and #5 are now being used for storage and workshop areas for the restoration and maintenance of the ship. They are not open to the public. If you join as a volunteer, you will have an opportunity to use them. If interested in volunteering, speak to any of the Volunteers.

Just beyond #5 Cargo Hold is the afterhouse with accommodations for the Navy Armed Guard who manned the aft guns which you may visit. Historical note: on its final voyage in late-1945, the ship carried its only passengers—twelve Australian war brides from Fremantle to Los Angeles. On either side of the afterhouse you will find a ladder up to the 5-inch/38-caliber cannon and two 20-mm anti-aircraft guns. It is a straight ladder; use both hands. Be careful, especially with small children.

Behind the afterhouse is the fantail. You will note a number of welded rings on the deck. These held smudge/smoke pots. If the ship were torpedoed, or another ship was, the pin was pulled on the smoke pot canister and pushed overboard. It would smoke for up to 17 hours and alert rescue ships where to look for survivors. The smoke pots could be set off to create a convoy smoke screen as well.

Now go forward on the starboard side past #5 and #4 Cargo Holds. At the midships house you will find a ladder which will

take up to the Boat Deck. The four life boats, capable of carrying 25 people each, were stocked with a supply of food and water. When the ship was in dangerous waters, the boats were sometimes carried swung out over the side ready for immediate lowering. The wooden open crate bins on your left were used to hold sacked potatoes, onions and coal, the latter used for fuel in the galley which you will see later. **Take the ladder in front of you up to the Bridge Deck and then the ladder in the center up to the Flying Bridge Deck.** You are now roughly 54' above the water in the ship's currently nearly empty condition.

When the ship was loaded, navigation was accomplished from the Flying Bridge Deck, about 35' above a calm sea; fair weather or foul; day or night; summer or winter! The reason was the need to see the other ships in a convoy as there was a ship on either side 500 yards away and as well as 1,000 yards fore and aft. Radio communication between ships was not allowed as submarines could pick up the signal. Thus, it was limited to a visual form such as signal flags—note the Flag Bag or Organ for same on the port side of the Flying Bridge—and/or blinker light—see the one on the port wing. While on the wing, note you can see fore and aft of the entire ship. This is necessary when maneuvering in tight quarters or when docking/undocking the ship.

You have probably noted the material, which looks like cement, on the deck and around the gun tubs. It is aggregate and plastic asphalt, invented by the British, designed to absorb the impact of shells. You will find it on the bulkheads around the Bridge, the Radio Room, the Chart Room and the Master's Office.

On the starboard side you will find a ladder which will take you down to the Bridge Deck wing. Note the curve of the steel bulkhead in front of you. When the ship is sailing into the wind, the force is accentuated since the ship's forward motion is creating its own wind. The curve on the bulkhead causes the wind to swerve upwards and not directly into the face of the seaman standing on the wing; in other words, it improves his view of the surrounding sea.

The door on your left will take you into the Wheel House. This inside Bridge was used for navigation only when the ship was under attack or in extremely cold weather such as on the Murmansk run. Whether on the Flying Bridge or this Bridge, at all times there was one Mate on watch who was responsible for the navigation and one Helmsman, an Able-bodied or Ordinary Seaman. Stand behind the wheel as Helmsman—go ahead, take hold of the wheel and turn it slowly—and look out the three ports directly ahead. Obviously, there is not much visibility which is why the Flying Bridge was normally used. The reason for the small windows is to make an extremely small target for strafing by a machine gunner on an airplane!

Next to the wheel is a brass instrument known as the Telegraph which is a means of communicating with the Engine Room. When the Mate on watch wants to change the speed or direction of the engine, the handle on the Telegraph is moved to the new location. Through a mechanical connection, the Telegraph in the Engine Room reflects the change and the Engineer on watch answers by moving his handle to the new position. Should the mechanical apparatus fail, there is a telephone behind the wheel and should that fail there is a speaking tube as well.

Exit from the Wheel House by the door on the starboard side behind the wheel. Immediately on your left is the Chart Room and the black glass-top instrument is the gyrocompass which give true north and not the magnetic north. (Note it was manufactured by the Dodge Division of Chrysler.) The table top with the chart (map) is where navigation is planned. To the left is the Radio Direction Finder which is used when the ship is approaching a port. To the left of the door is the Fathometer which told the depth of the water under the ship.

Next to the Chart Room is the Master's office and his bedroom beyond. In the Merchant Marine, the Captain is always referred to as the Master—or the Old Man. Now turn back to the door to the Wheel House. In the passageway on the left is the license rack containing the licenses of the ship's Master (top row, left hand side) and the other deck officers—all are *current* licenses despite the fact none of the holders are under 65 years of age!

Straight ahead is the Radio Room with long-wave and short-wave equipment—all operational. Down the passageway to your left are the cabins for the Cadets and the Chief Radio Operator; he was "Chief" because there was only one! Signs above the doors of all rooms in the midships house note their occupants or use. **Go down the ladder below the picture of Liberty Ships** in the California Shipbuilding yard in southern California. You are now on the Boat Deck and the other licensed officers were housed here.

You will note a sign "Women." We changed the officer's toilets into facilities for our lady guests and volunteers. All of the toilet facilities on board are operational and available for use by our guests. Facilities for men are down one deck. Please note that since a ship moves with the tides and winds, the doors to all rooms are hooked to keep them from swinging freely. Just unhook the door, close and lock it; be sure to rehook it open when you leave.

Straight ahead on the left—next to the hospital—is the cabin for the 2nd Mate. Note its size, particularly the desk, and compare with the 1st Mate's cabin just ahead on the right. Next is the 1st Assistant Engineer's cabin. Then the license rack for the Engineers—note how many licenses you see for Chief Engineer—and they are all current! Next is the Chief Engineer's bedroom and then his office. Down the passage to the left you will find a chart which shows the route of the ship's annual cruises on San Francisco Bay in May.

Turn around, go back to the ladder and go down to Main Deck. Just a few steps beyond the ladder, turn right down the passageway. This is where the unlicensed personnel were housed; note the signs above the doors for identification as to the occupants in the two, three or four bunk rooms.

Almost at the end of the passageway, there is a cross passageway. Turn right and in the middle, on the right hand side, is the entrance to the Engine Room. There are four flights to descend. The ladder is quite steep and the treads are narrow. Thus, ladies wearing heels will find it necessary to face the ladder—the same as when going up the ladder—in order to have a secure footing. If children find the ladder too steep, just have them face it as above. For your safety, everyone should use both hands; put cameras, purses, etc. over your shoulder. Sailors may go down in the usual way; sliding down the railing on their gloved hands with their feet stuck out in front of them!

Down two flights you are at the top level of the engine. If the engine is operating, you will find it quite warm here as you are next to the three expansion cylinders which are filled with steam. It is cooler down at the bottom on the floor plates. Pause for a moment and look around at the maze of piping; keep in mind steam is used for heating, for hot water, for all of the pumps, for operation of the booms, for the generation of electricity, as well as running the engine. Directly ahead you can see the exhaust vents from the boilers rising up to the smoke stack.

Down the next flight brings you to the level of the electrical panel. Electrical power was furnished by three reciprocating steam-powered generators, seen here, developing a total of 60 kw. Any one of the generators can produce enough power for the entire needs of the vessel. On the other side is the area of the reciprocating engine just below the expansion cylinders you saw on the previous level. You have a good view of the three connecting rods and cranks at this point. Now, down the last flight to the floor plates.

You are now down to the same level as the lower hold you viewed in Cargo Hold #2. Note the openings in the floor plates around the various equipment; these are the bilges which collect the oil and condensation of the steam which runs off the equipment when it is operating. From time to time this oily water has to be pumped out and thus, "pump the bilges." Feel free to ask any of the volunteers to answer whatever questions you have.

Walk forward to the area by the two boilers. Steam is produced by two oil-fired boilers, each with 4,852 square feet of heating surface, and is furnished at 220 pounds per square inch pressure and 440°F temperature at the throttle, exhausting into 26 inches of vacuum. The *O'Brien's* boilers were manufactured by Foster Wheeler Corporation, one of nine manufacturers building identical boilers for the Liberty ship program. Fuel was Bunker "C" black oil, although

almost any available fuel could be used. Today, the ship burns crankcase drainings which people bring to the ship and other variously assorted waste oils, in addition to any "pure" black oil which can be acquired by donation.

Turn around and face the engine. It was built by General Machinery Corporation of Hamilton, Ohio, one of 14 American engine manufacturers participating in the Liberty Ship building program. It is a vertical reciprocating triple expansion, double action steam engine of 2,500 IHP with cylinder diameters of 24½"—37"—70" and a stroke of 48", driving a single screw at 76 rpm for an average cruising speed of 11 knots (approximately 12 mph). Fuel consumption at loaded draft was 170 barrels per day at 11 knots, giving 72 days range or 19,000 nautical miles with the vessel bunkered to capacity at departure. For comparative purposes: NY/UK 3,100 miles; NY/Italy 4,200 miles; SF/Australia 6,500 miles; SF/Hong Kong 6,000 miles; SF/Japan 4,500 miles.

Now move off to the port side to see additional equipment most of which is identified, but be sure to note all of it is operated by steam. Over by the port bulkhead you will find the evaporator which has not been restored. Fresh water for boilers and drinking was provided by this high pressure salt water evaporator which was capable of desalinization of 30 tons of sea water per day, at a cost of one barrel of fuel (55 gals) per ton of water (240 gals). This was not efficient and fresh water was always taken on board at ports whenever possible.

Just beyond the Evaporator, note the small sign showing the level of the Bay on the other side of the ship's skin; yes, you are below sea level! The ship's skin (hull wall) is a single thickness of 5/8" steel; not much protection from torpedoes or in the event of collision. To your left is the stile over the tail shaft between the engine and the propeller. The tailshaft is in 20' sections and you can see the spare "nuts and bolts" on the wall to your right for tying together the flanges on the sections. You may go down the shaft alley—**watch your head through that small door.** It is a deadend alley some 200' long and you must return to this point for exiting.

Now squeeze through that narrow opening between the engine and the pipes next to the bulkhead and **go back up the four ladders to the entrance to the Engine Room. Turn right, then turn right at the end passageway.** Pass two more crew rooms and then you will find the galley on your right hand side behind wire mesh. The stove is coal-fired; note the coal bin just to the left of the fire extinguisher. Once a month, on the weekend when the engine is operating, it is necessary to have crew on board overnight in order to stand watches as the boilers are fired. When this happens, the volunteer steward crew cooks meals on this stove to feed the crew. It also bakes chocolate chip cookies for sale to visitors!

Now go back a few steps and enter the Crew Mess on the other side of the passageway. Note the WWII poster cautioning the public not to discuss ship movements. Cross through the pantry and enter the Gunners Mess. Copies of the "Loose Lips" poster seen here are available for purchase. Exit the door on your right and turn left.

On your left are pictures showing the rebirth of the ship. The *O'Brien* (upper left corner), in October 1979, steaming under her own power after 33 years in the mothball fleet in Suisun Bay. After leaving the shipyard in May 1980, restoration was continued while moored up at Fort Mason. All wood surfaces were taken down to bare wood and refinished. All steel bulkheads were chipped down to bare steel and refinished; one of the pictures shows the bulkhead directly behind you being chipped to bare steel. Today, the ship is in the same condition she was when making the 11 shuttle runs between UK ports and Normandy in 1944.

Continue on to the end of the passageway and enter the door on your right. You are now in the Officer's Mess. The painting on the right hand bulkhead depicts the battle *Jeremiah O'Brien*, after whom the ship is named, led in defeating the British in the first naval engagement of the Revolutionary War; next to the painting is a description of the battle. There are other items of interest in the room. Be sure take along a copy of the *Welcome Aboard* brochure.

You have now finished the tour of the ship. Feel free to return to any area which interests you and/or to ask a volunteer to answer whatever questions you may have.

If you have visited when the engine was not in operation, plan to return to enjoy that experience. Also, we hope you will join us on one of the ship's cruises on San Francisco Bay where you may watch the engine working to push the ship through the water. Dates on Steaming Weekends and Cruises are found in the *Welcome Aboard* brochure.

One final note. Hopefully you have talked to some of the volunteers and noted their dedication and enthusiasm. Be it one day a week, one day a month, or one day a year, we invite you to join us. We enjoy it and know you will as well.

Thank you for visiting us. We hope you will visit again.

The Volunteers of the
National Liberty Ship Memorial
SS *Jeremiah O'Brien*

World War II Liberty Ship

The S.S. *Jeremiah O'Brien* was built in 57 days at the New England Shipbuilding Corporation yards in South Portland, Maine. During WWII, the *O'Brien* made seven voyages, operating in both the Atlantic and the Pacific theaters, from Omaha beach to Calcutta. At the end of the war, she was mothballed in Suisun Bay for 33 years prior to being saved as a memorial. The *O'Brien* now serves as a living tribute to the men and women who built and sailed such ships. Owned by the U.S. Government, she is under the authority of the Maritime Administration, who had the foresight to save her from the scrapyard. She is associated with the San Francisco Maritime National Historical Park.

You may visit the *O'Brien* dockside 359 days a year, 9-3 weekdays and 9-4 weekends, and take a day long cruise every Spring. The engines operate on "Steaming Weekends" (the third weekend) 10 months a year. You may become a member of the volunteer crew and help in maintaining this National Treasure.

The ship is available for events such as tours, parties, and weddings. For information on events and volunteering please call (415) 441-3101 or write:

S.S. *Jeremiah O'Brien*
Building A, Fort Mason Center
San Francisco, CA 94123-1382

The ship is permanently berthed at Pier 3 East, Fort Mason Center, just south of the Marina Green and a few blocks west of Fisherman's Wharf, San Francisco.



NATIONAL LIBERTY SHIP MEMORIAL

S.S. Jeremiah O'Brien

★★THE TIMES UNION

WW I sailor notes sea experiences

By Warren Carlson

Special to The Times Union

SCHENECTADY — Erwin "Woody" Wood, 94, 1760 Eastern Parkway, remembers his reaction to the United States' declaration of war on Germany 75 years ago on April 6, 1917.

Wood said that a few days after the declaration, he went down to the Navy recruiting office at State Street and Broadway to sign up. A medical officer told him he would have to get some dental work done, at his own expense, before he would pass. Wood found a dentist and entered the Navy the next day.

He went to a yeoman (administrative) school at Newport News, Va. Afterwards he was promoted to yeoman 3rd class (same rank as today's petty officer 3rd class) and assigned as a mail clerk at the armed guard barracks on Sand Street in Brooklyn. But, that wasn't what Wood had signed up for. So, he requested a transfer — which he got after taking a demotion to ordinary seaman.

"I became a gun pointer and stood on a platform while another gunner stood opposite me. When I had the range I called 'set' and when the other man called 'set' we were ready to fire.

"I manned one of the six-inch guns on the converted cruise ship *Matsonian*, which was part of the convoy that carried the first troops to France. With hundreds of engineers from Ohio aboard, the *Matsonian* was second in line behind the flagship, *Aeolus*, and was followed by four other ships."

Before the soldiers were landed, the convoy had a confrontation with a German U-boat in the English Channel. When the submarine surfaced, the gun crews went to battle stations. However, an order was sent out to hold fire — our destroyers were on the way.

However, the German crew sent a shell into the bow of *Aeolus*. Luckily, no one was killed and the damage was not enough to prevent the ship from continuing to port.

"As the U-Boat submerged, the destroyers arrived on the scene and dropped their depth charges which sent geysers of water hundreds of feet into the air," Wood continued. "We didn't see the result as we made our way to port. However, the next day we learned the U-boat had been sunk and when it was raised it was brought on a platform to the square in Brest. And it was the cause for a celebration as hundreds of citizens flocked to the square to see the U-boat."

Before he finished his 28-month hitch in the Navy, Wood made six more trips across the Atlantic. But he was almost out of the war at the end of his first voyage when he was hit in the face by a bucket containing water and lye in an accident off Norfolk, Va. He suffered temporary blindness, but fortunately his eyesight was saved.

"I remember walking with a nurse when my sight came back about two weeks later. I saw some buttercups and I stooped down and grabbed a handful," Wood related. The doctors wanted to give Wood his discharge, but he signed a waiver that allowed him to stay.

When he went back to sea, he was a yeoman again aboard the *Westshore*. "It was the first of the 90-day ships — that was the length of time it took to build them in Seattle," Wood said. "We sailed from Norfolk four ships abreast and nine deep with one destroyer circling the convoy. We would sail from Norfolk down to Cuba and then across the Atlantic to French ports, La Rochelle, St. Nazaire or Le Havre."

Wood was the yeoman for the engineering officer and the paymaster, keeping daily records and compiling a monthly report for the Department of Navigation.

The highlight of his service came with an unexpected stay in Holland. The *Westshore* was carrying supplies to France when a British ship came alongside and told the captain to put in at Rotterdam.

Holland was neutral and the American ship arriving there created a diplomatic situation that lasted three months.

During the time Wood visited The Hague, he saw the Peace Palace, the University of Leyden and Rijk Museum where many of Rembrandt's paintings were on exhibit, including the famous "Night Watch."

While the *Westshore* was in Rotterdam, she attracted a great deal of attention, particularly from no less a personage than Queen Wilhelmina who paid the ship a visit. Accompanied by her daughter, Beatrix, she received honors from the crew and then toured the ship from the captain's bridge to the engine room.

For the former Times Union printer, there was one more voyage before the war ended. They left France the day after the Armistice was declared and because the captain feared the U-boats hadn't received word, there was no celebration. And after running silent across the Atlantic they arrived back home too late for one.



Yeoman Erwin Wood

Military taught many lessons

Some dates are easy to remember—things like birthdays, wedding anniversaries and the like.

For some reason, dates of all sorts have been a no-brainer for me. There's nothing remarkable, I suppose, about the ability to recall a host of dates. It's just one of those quirky things.

One of those that stands out especially in my own history is April 11, 1946. That means that 46 years ago this date I was freed from the grip of Uncle Sam after 2½ years sailing the seas with the U.S. Navy during World War II.

Because I was an Easterner, the separation came at Lido Beach, N.Y., on Long Island. I do remember that it was 11 a.m. on the 11th of April that I walked out of the base's gates, a free man so to speak. Other particulars of that date are fuzzy now, but I do recall getting a physical exam, being given some mustering-out pay, along with some official papers, and being very happy on the occasion.

Upon exiting the base, I made my way to Jersey City, N.J., where I boarded the old Erie Railroad for the trip home to Wellsville, N.Y., a town of about 5,000 in Upstate New York. The trip took six or eight hours, with lots of stops along the way. Once safely back in Wellsville, I resumed life as a 20-year-old civilian.

It was a time of celebration and believe me when I say there was plenty of that. The local American Legion post became the social center of the community. Its bar was a long one at which the ex-servicemen and their friends often stood two or three deep.

Listening post



MITCH BLISS

It took some time before all the former GIs would settle down to the routines that would fashion the rest of their lives—school, work and family.

A vast part of those 2½ years of Navy duty was spent at sea as a signalman on Merchant Marine cargo ships.

They always said if you had a yearning for travel, join the Navy. They were right. Before my tour was over, I'd plied the Atlantic, Pacific and Indian oceans, the Mediterranean and Red seas and up the Persian Gulf to Iran. Once there on shore, we drank vodka with the Russian allies to whom we were delivering some of our cargo.

I spent shore time in numerous other far-away places such as Bombay, India, where I'll always remember the grinding poverty, the throngs of child beggars, the swarms of people whose home was the streets, and having to walk around them at night as they slept on their pieces of cardboard or rugs. I thought I knew what poor was all about, as quite a number of kids in my elementary school years were in that category. But they all lived in houses, humble as many of them were. And the poverty seen later in places like Cape Town, South Africa, also helped shape my thinking about the plight of the huge numbers that comprise what we today call the underclass. And it also makes one thankful for the basic blessings most of us take for granted—three meals a day, a warm bed and clothes to wear.

One of my regrets was that I never kept a diary. I recall my mother mentioning that I ought to chronicle my service time because I might someday want to write a book. But, back then, we were cautioned by superior officers about cameras and diaries—they were forbidden, lest we be aiding and abetting the enemy if they fell into their hands. As the years passed I really wished I'd had some highlights and dates and photos. But that's the way it was.

Battle of Bataan survivors are heroes

April 9, of course, is a truly significant date

JANESVILLE, ILLINOIS

They always said if you had a yearning for travel, join the Navy. They were right.

in the annals of World War II. On that date 50 years ago the allies surrendered to Japan to end the infamous Battle of Bataan. The storied Death March which followed became one of the most famous WW II chapters, with Janesville prisoners playing a major part in it.

Thursday's Gazette story on the Bataan Death March by Anna Marie Lux was a gem. The story deserved the prominence it received. It's a part of history that all folks can relate to.

Surely the sad and brutal Bataan story stirred many memories here. And it's important for younger generations to know the story of Bataan and its deaths and the stories of those, like local survivors Bob Stewart, Herb Durner, Carl Nickols and Lew Wallisch, who somehow endured it all and returned to live good productive lives as good citizens.

They are heroes. Make no mistake about that. They never boasted about that agonizing period in the 1940s that marked their young lives.

I did a Listening Post column on Stewart, Durner, Nickols and Wallisch on May 1, 1988. It was a moving experience to sit with them in Wallisch's home and hear their stories. The occasion for that was a forthcoming annual national reunion of the American Defenders of Bataan and Corregidor in Louisville, Ky. They and their buddies who died long ago in battle or in the years since were true heavyweights in preserving America's freedom. Their stories must never be allowed to die.

Mitch Bliss is the retired editor of The Janesville Gazette.



Armed Guard Center (Pacific) Staff Officers — 26 Jan. 1946

Front Row: Condon, Corkern, Bell, Marsh, Hovee, Thayer, Cowan, Jaques, Beller, Maxwell, Radeke, Lawlor, Pugh, Merrick, Cummins.

Back Row: McBride, Abbing, Wood, Hart, Allen, Mathewson, Bruen, Ingrum, McClellan, McGuire, Garlinghouse, Patton, Chamberlin, Helmke, Brubaker, O'Connor, Johnson, Lund, Thompson, Hobson, Jones, Maughan, Halfhill, Pascoe, Tavernas, Dooley, Helsing, Kopp, Monsalve, Hill, Brunson, Gilkey, Lewis.

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COMMITTEE ON
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MERCHANT MARINE
AND FISHERIES

SELECT COMMITTEE ON AGING

CAUCUSES:
STEEL
ART
TRADE AND TOURISM
MARITIME

ENERGY TASK FORCE

Dear Project Liberty Ship, Friends and
Supporters of the JOHN W. BROWN:

Congratulations upon your first voyage out of Maryland Waters! The JOHN W. BROWN has become not only a fine museum ship but also has begun to fulfill her exciting mission as the "East Coast Liberty Ship Memorial."

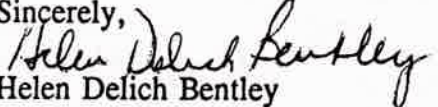
The JOHN W. BROWN is indeed a stunning monument to "those who built, sailed and defended" our merchant ships during World War II. A national treasure, the JOHN W. BROWN personifies our country's efforts to preserve freedom in the midst of a world at war. Not since the era of the Liberty Ship has the world seen a similar event of such great magnitude and significance. The JOHN W. BROWN will provide those who visit her with a sense of history, patriotism and understanding of our nation's past and future.

As a member of Congress and during my tenure as Chairman of the Federal Maritime Commission, I have fought to preserve our maritime industry and military sealift capability. We cannot forget the lesson history has taught us about the important role of a strong merchant marine and shipbuilding industry.

The hard work and dedication of Project Liberty Ship and those who contributed to the restoration of the BROWN are truly commendable. I find it most appropriate that many of the men who gave of their time, knowledge and expertise in restoring this fine old ship served on Liberty Ships themselves.

Thanks to the commitment of countless individuals, the S.S. JOHN W. BROWN has been preserved as a memorial museum ship for generations to come. Again, congratulations!

With personal regards,

Sincerely,

Helen Delich Bentley
Member of Congress

The S.S. John W. Brown sailed to Philadelphia, Pa.; Wilmington, Del. Arlington, Va. and Camden, N.J. over the Memorial Holiday Weekend. She will sail again July 17, 1992 chartered by the NAVY MEMORIAL ASSOCIATION. (LONE SAILOR) in conjunction with the MERCHANT MARINES and the ARMED GUARD VETERANS. CONTACT SHIPS FOR SAILING DATES.

C O P Y

ABSTRACT - BRIDGE LOG BOOK

C O P Y

AT ANCHOR PORT #4 - May 28, 1945.

This area, Air Raid Condition Red, Control Green.

May 28th, 1945 - Vessel at anchor discharging Army cargo. At about 0745 (7:45 A.M.) during an enemy air raid over this area, enemy planes of which one appeared to be a bomber plane and carrying two bombs came toward the vessel, made a turn, then coming from a direction of our port quarters dove straight for the after mast hitting same about fifteen feet below crosstrees breaking mast at that place, causing the above part of mast to fall down in #4 open hatch and carrying all after cargo booms down. Crosstree and part of mast landing across #4, hatch coaming, coming to rest there. #4 forward cargo boom port side falling overboard. #5 Boom starb. side overboard. All other booms falling inboard. About one half of plane falling on starboard side after deck abreast of after mast, bombs exploded and plane burst into flames shattering shrapnel all over vessel amidships and aft. Names and identification numbers of casualties both of Merchant Marine and Naval Armed Guard crews. In succeeding paragraphs there is a list of casualties. All casualties were transferred to Naval Base Hospital, Gropac 12.

Armed Guard Dead: 1/ Harold C. Buckridge, 882 60 57, Slc, USNR, PACIFIC
Raymond Peters, 386 73 34, Slc, USNR "

Navy Wounded: 4/ Lt. (jg) Henry L. Streater, USNR, 335702, Armed Guard Officer
DIED SAME DAY 3/ Melvin G. Carlson 660 35 75, GM3c, USNR, PACIFIC

5/ Gordon H. Carlson 285 18 13, GM3c, USNR "
6/ C. B. Crutchfield 845 47 51, Slc, USNR "
7/ George J. Evans 857 20 24, Slc, USNR "
8/ Elvin Pulley 655 55 77, Slc, USNR "
9/ Freddie B. Stimson 845 40 27, Slc, USNR "
10/ Joseph P. Swift 871 83 39, Slc, USNR "
11/ Hubert F. Ellwain, 887 78 12, Slc, USNR "

Classified by [redacted]
or changed by [redacted]
UNCLAS. [redacted]

by authority of [redacted] of
Naval Personnel [redacted]

Army Wounded: 1st Lt. Newton C. Rochte, O-1945687, Army Security Officer.

Merchant Marine Wounded: James C. Lee, X-387420, 2nd Radio Opr. Back on duty in pm.

8/23/54
(Date)

Donald L. Lamont, Z-549587, A.B.
William A. Hummel Z-429847, Oiler
Robert H. Nash Z-300020-D1, Fmn/Wt.
Joseph J. Guerard, Z-429706, Fmn/Wt.
Earl V. Wollam Z-122013, Messman
Andrew Schwab, Z-293090, Messman (Ret'd to ship 5/31)

JPB LJS6
(Signature) (Rank)

Immediately after crash part of crew started to put out fires on part of burning plane and small fire in #4. The steam smothering jets were opened and fire hoses were used to control fires, also after bilges were tried and pumped. Some members of crew assisted Purser giving first aid and caring for the wounded, message sent ashore requesting medical aid which responded promptly. 0805 (8:05 A.M.) the following Doctors on board: Stradford, USS TANEY, GC 27, Dr. Huntley, USS TANEY G.C. 27, Dr. Flannigan, 45 Naval Base, Gropac 12. Also several medical corpsmen administering aid to wounded. 0945 (9:45 A.M.) Commanding Officer Naval Armed Guard, Lt. Streater, U.S.N.R. was last man to leave ship for shore hospital.

0805 (8:05 A.M.) Fire extinguished and examining damage to ship, the engines room reports OK, the steering gear found OK. The damage done to vessel consists

of all cargo gear including mast and 2 life rafts destroyed aft. #1 - 2 - 3 - 4 life boats punctured holes by shrapnel. Life raft top of house aft punctured, fire line on main deck aft damaged, numerous shrapnel holes in the superstructure amidships and ventilators, also various small holes in main decks and hatch coaming gyro master compass put out of order, standard compass temporarily out of order account of gimball sockets which the compass is suspended on in binnacle, on side broken (can and will be fixed later on).

8:05 A.M. Naval Salvage Tug 23 alongside to render assistance if needed. Por Director's suggestion to move vessel to some other port where facilities for removing heavy lifts and clearing #4, hatch of wrecked mast and crosstrees were available and discharging remaining cargo met with my approval. I informed this officer that in case of moving I would need an escort vessel to proceed ahead of me to steer proper courses due to the fact that our standard compass was temporarily out of order.

1400 (2:00 P.M.) I sent message ashore by blinkers asking for orders and received answer that my request had been referred to G.T.G. - 31, Point 21, and that any future instructions would come from them. They also requested information on what cargo based on measurement tons still remained on board which information was given them. 1515 (3:15 P.M.) Received orders by blinkers to proceed to How Anchorage escorted by U. S. Naval Patrol vessel. Start heaving anchor 3:38 P.M. anchor up and proceeding out from anchorage as directed (various bells).

1030 - Andrew Schwab, Messman, returned to ship from Hospital. Doctor advised to have stitches in throat removed in 4 days. May 31, 1945.

Andrew Schwab, Messman, reported Donald L. LaMont, A.B., died May 28th, shortly after arrival at Hospital, from head wounds received when ship was under enemy attack at Ie Shima, 5/28/45. Also, Melvin G. Carlson, 660 35 75, GM3c, USNR, Pacific, died during the evening of May 28th at Hospital from wounds received under enemy attack at Ie Shima, 5/28/45.

T. A. Johansen
Master

8/23/54
(Date)

PJB LTJG
(Signature) (Rank)

SECRET

SECRET

SECRET

ARMED GUARD

Pers-53201-hmh
27 July 1945

From: Commander in Chief, U. S. Pacific Fleet. SS BROWN VICTORY
To: Commander in Chief, United States Fleet.

End-3 on Administrative Report.

At 0745, 28 May 1945, SS BROWN VICTORY, Master, T. A. Johansen, lying at anchor in Ie Shima Roads during condition Red-Control Green was taken under attack by a two motored enemy plane (estimated carrying two 250 Kg. bombs) which dove into the after mast. When within range of vessel, aircraft was taken under fire by Armed Guard crew without observed hits.....All casualties were transferred to Naval Base Hospital, GroPac 12.....

8/23/54
(Date)

PJB LTJG
(Signature) (Rank)



Lone Sailor

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



DEDICATION

To the Officers and Men who sailed the ships of
World War II,
especially to those who lost their lives, and to
their families.

THE U.S.N. ARMED GUARD WW I AND WW II VETERANS "12th" NATIONAL REUNION WILL BE HELD AT THE SAHARA HOTEL, 2535 LAS VEGAS BLVD., SOUTH LAS VEGAS, NV 89109, TELEPHONE 1-800-634-6078; OR 702-737-2111; FAX 702-735-5921, ON MAY 16-19, 1993. THE HOSTS ARE: AL "CHET" AND WANDA COLELLA, 149 ELDORADO DR., ST. PETERS, MO, 63376, TELEPHONE 314-279-6872, FAX 314-279-1662. MAKE YOUR RESERVATIONS EARLY!! PLEASE TELL THEM YOU'RE "U.S.N. ARMED GUARD."



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ADDRESS CORRECTION REQUESTED

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December 7, 1941



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JULY, 1992