

NOVEMBER, 1992

# THE INTER

## S.S. Lane Victory INAUGURAL CRUISE

October 3 & 4, 1992



**S.S. LANE VICTORY** - Berth 53, P.O. Box 629, San Pedro, CA 90733, Tel: (310) 519-9545, Fax (310) 519-0265

*A tribute to the Merchant Seaman who sailed them, to the U.S. Navy Armed Guard crews who protected them, to the men and women who built them and to all who have restored the S.S. Lane Victory so the next generations may know of our beings — Merchant Marine and Armed Guard.*

# THE POINT

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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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## 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



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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"

U.S. NAVY ARMED GUARD WW II VETERANS  
"12TH NATIONAL REUNION"  
MAY 16-19, 1993  
SAHARA HOTEL AND CASINO  
2535 LAS VEGAS BLVD, SO.  
LAS VEGAS, NEVADA 89109  
1-800-634-6078, OR; 702-737-2111

Dear Armed Guard, Ladies and Guests:

December, 1992

My wife, Wanda and I, your hosts for the National Reunion, would like to welcome you to the FUN CITY of the WORLD, Las Vegas, NV.

Your presence there will indeed be noticed by all. We, being the "ARM" of the Navy that reached more ports of historical interest than the entire fleet during WW II. The impression we leave will be as notable as any we did during our illustrious voyages as an Armed Guard during this period.

Our first night will be a WESTERN-STYLE-BUFFET around the pool!! A GRAND TOUR of HOOVER DAM and LAKE MEAD will add some historic interest in your stay. The last evening will be a Banquet in the GRAND BALLROOM. And, of course, the FAREWELL BREAKFAST will be a time to say our "SO LONGS" to shipmates and old friends.

And, least of all, to reminisce about the gorgeous City of Las Vegas. It's bright lights, exciting shows, games of chance, the never ending entertainment and it's wonderful hospitality. For those of you who will visit Las Vegas for the first time, it'll always be remembered.

And, of course, you will once again be with those of us who were the ones who upheld those famous words of our logo:  
"WE AIM TO DELIVER" and "WE DID".

As your humble hosts, Wanda and I, and those who assist us, are looking forward to making this your memorable U.S.N. ARMED GUARD "12th" National Reunion in LAS VEGAS, NEVADA.

We also would like to wish each of you wonderful people over the World a "MERRY CHRISTMAS" and a "HAPPY NEW YEAR"!!

Your Hosts,

Chet and Wanda Colella  
149 Eldorado Drive  
St. Peters, Mo. 63376  
1-314-279-6872

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

Dear Everyone: (that includes all y'all)

HAPPY THANKSGIVING!! MERRY CHRISTMAS!! HAPPY NEW YEAR!!

GREETING TO YOU SURVIVORS WHO HAVE MADE IT THIS FAR IN LIFE.

Where did the Summer go? And the Fall? Thanksgiving is upon us and Christmas is around the corner. I hope all will stop and remember those who suffered and died in the attack on "Pearl Harbor", December 7, 1941. Such atrocities had been occurring in China, Manchuria, Europe prior to then. No way should veterans let the world forget such cowardly acts.

Most of the leaves have fallen, the trees are larger and so is the yard, it seems. The elections are over! The White House is still white and the world is still round. This is UNITED STATES OF AMERICA. It is good to be an AMERICAN!! It is the envy of the rest of the world. Our soil is no better than the other lands, just ruled by it's people by laws, in a different way. Our leaders elected by it's people.

On October 26, 1992, I received a stack of mail as usual and I knew that in one of them would a "NEW OL'SALT" that would be Number 10,000 and I would enter them in the computer as they came up. Strange as it may seem, Bill and Evelyn Sache, 124 Chapman St., Watertown, Ma. 02172, who attended the 1st reunion in Winchester, Kentucky in June, 1982, had sent in the name of Thomas J. Victory, PO Box 241, Port Orchard, Wa. 98366. They were attending the USS TOPEKA (CL-8) reunion in Washington, D.C. when Bill mentioned he was to go back by Plymouth, Ma. for an ARMED GUARD MINI-REUNION. That's all it took!! T.J. is now on board! We welcome all "NEW OL'SALTS"!!

I attended a VETERAN'S AFFAIR sponsored by 3 North Carolina Congressmen recently. Another Armed Guard, D.F. Williams of Burgaw, N.C. and John Vargas, (MM) of Raleigh also attended. From this meeting, we met veterans from all branches of the service and located more of the crew by wearing our caps. If you are having veteran status problems and need assistance, call 1-800-827-1000 (from any State) and this will connect you up with a veteran's service nearest you. Be prepared to state your case and have your records before you. Maybe a representative will have an answer to your problem. If all fails, don't be afraid to contact your local Congressman.

I hope those of you who ordered a video at the New Orleans Reunion have received it by now. I do not care to make any comments other than I am sure that you will eventually get it. I apologize for it's delay. Your ANNUAL REUNION BOOK is being printed and hopefully, you will receive it by Dec.25.

It was great to be at the "In-Ky-Mi-Oh" Regional reunion at Cincinnati in September. Bob and Dot Ober did a great job and are to be commended. The excitement came when someone pulled the fire alarm on all 28 floors and the fire trucks came. Our visit and dinner to the Brewery was 4.0, also. I would also like to report that Martin and Dawn Vallee 1412 Brookwood, Flint, Michigan 48503 313-238-3392 will be their host for the Regional Reunion in 1993. Due time and notice will be given in future POINTER.

Jerry and Lee Greaves had a fantastic MINI-REUNION for the North East Crew in Plymouth, Ma. in October and our tour

to Boston by bus was terrific!! The Pocono Mountains were just beautiful and all the area around Wilkes-Barre, Pa. where we spent the night. Then, along Highway 81, to #44 on into Foster, RI, as we rode up to spend the night with the Greaves. Yes!! We were served "GRITS" for breakfast!! You know, there is something about our U.S.N. ARMED GUARD VETERANS "GET-TO-GETHERS" that makes it all worth while to travel that far. COMRADESHIP!! We are an elite group that really binds us into one great big family. My only regrets are that all of you could not be with us. Why not try to join in for the next National one in Las Vegas or the ones nearest you. I regret that I could not attend the others.

Al and Wanda Colella are busy preparing the MAY 16-19, 1993 U.S.N. ARMED GUARD NATIONAL REUNION. All indications are that this will be our largest ever. You can help by signing on early and make it easier on them. PLEASE NOTICE!! When you call in making your reservation, use the 1-800-634-6078 ONLY BETWEEN 9 A.M. to 5 P.M.- MONDAY through FRIDAY. You can use 1-800-634-6666 over the weekend or during the week if you like but if they should tell you it's full, call one of the other numbers. If, for some reason that you do not like this hotel, stay where you like. We want you there to be with the crew. If you are staying some place else, still let Colella know so you can be on the attendance listing so we can do our best to get you in touch with your shipmate, if he is there. You will have to pay for the events that you care to partake in. Your support is encouraged.

Some of you have called to ask about the Bronze Sculpture mailout from the U.S.N. Memorial Foundation 701 Pennsylvania Ave., Suite 123, Washington, D.C. 20004-2608 as to why the ARMED GUARD didn't place one there of just our crew. I put a notice in the "POINTER" as soon as I heard of it and we received \$35. on the \$50,000 needed so I deposited it in the regular checking account. I contacted Dana Gibson, Merchant Seaman Historian and he contacted Bob Jones at the Museum and proceeded to put a MM Bas there. Gibson called to see if we would go 50/50 and I informed him our funds were not sufficient, and they would have to go it alone. After some time, Bob Jones called to say- "we, being in the same boat, on the same ship and without the two groups, the war would have been delayed years, we were entitled to be placed among the Archives, at the Memorial, as deserving servicemen and was placing both groups so that we could be among the other 21 sculptures there, and would not be left out". I am indebted to both of them!!

I am proud that I was a part of the Bas being there. I sent them the labels to do their mailout. If you do not want to contribute, that is fine. I would like for it to be known that if you donate \$25.00, your name can be placed in a computer system there and if you type in the last name, it can be brought up on the screen. If you donate \$50.00, you can also have "your picture" placed in but be sure you send a copy as they can not return the photo. This is one of the finest Memorial ever dedicated to those that sailed the seas and it will be there forever. (that's a long time)

Hope you had a nice THANKSGIVING!! Here's hoping to meet many of you at LAS VEGAS. Make your plane early. Avoid the rush!! I would like say it has been a pleasure to have been able to find so many of you over the past year and to correspond with as many as I had time. Those of you who I failed to answer or fulfil my obligation like I should have, Please contact me.

We'd like to wish Y'all a MERRY CHRISTMAS AND A HAPPY NEW YEAR, from our house to yours. cal



Enclosed is a picture that I took on the U.S.A.T. James Parker, 1945. The ladies were part of a USO group that we took over to Europe. Life was not always dull in the Armed Guard. Thought you would like to juice up the "POINTER."

Yours in comradeship,

**Alfred J. Bleich**  
Rt. 2, Box 2059-A  
Maryland, NY 12116

Thanks, Al - cal

Dear Jim Bennett:

I read your most interesting article in the VFW September issue on the Armed Guard, and I just had to write you, for two reasons.

#1 - In 1940 I joined the 258th FA regiment (a National Guard outfit from the Bronx, New York City). It was the only 24 gun outfit in the Guard or regular Army. In early 1942 they started transferring men from the 258th FA. They called it the All-American Detail. Actually, it was the Armed Guard.

How many men were transferred to the Armed Guard I do not know, but I do know that they were in demand as they had built up a reputation as good gunners. (I was not one of them!)

On June 7, 1942, our first All-American Detail (12 men) were killed in action at sea. How many times in history do you hear of soldiers being called shipmates? But that is what they were - good soldiers and good sailors!

#2 - In this article you also wrote about a Lieutenant (JG) Kenneth Muir, USNR, who went down with his ship and was posthumously awarded the Navy Cross.

My first job after high school was a runner in Wall Street. Ken Muir, was also a runner. His father, Edwin, was president of the firm. His grandfather was John Muir, the first to sell odd lots in Wall Street. I met his dad after the war and he told me that Ken was killed at sea. However, he did not go into detail. It was a shock to read your article after 50 years! If this is the same Ken Muir (and I think he is), he was one fine young man; he was one of the best!

As you can see, I am not a letter writer, but I just had to write you.



WILLIAM F REARDON  
670 EAST AVE  
BROCKPORT NY 14420

Sincerely,

*Bill Reardon*

IN MEMORY OF OUR DEPARTED SHIPMATES

DECEASED ARMED GUARD REPORTED SINCE September Pointer

Abernathy	Elton	San Marcos	Tx	Irene	3/22/92
Butler	Jim	Taunton	Ma	?	92
Chasebro	William J.	Sonoma	Ca	Lillian	6/13/92
Dean	John	Port Huron	Mi		7/10/92
Feise	Jack H.	Albuquerque	NM	Sallie	5/24/92
Groves	W. D.	Alliance	Oh	Mary	90
Heffernan	Edward	Aurora	Il	?	92
Hyde	Paul Will	Bloomington	In	Fern	8/6/91
Jackson	Stanford Neal	Seattle	Wa	Betty	3/15/92
Ilardo	Americo (Rick)	Toms River	NJ	Mary	10/5/92
Kindig	Lowell C.	Sun City West	Az	Wanda	10/92
Marin	Richard	Oshkosh	WI	?	6/6/92
Morgan	Harold W.	Columbus	Oh	Virginia	5/4/92
Palmer,	Frank Raymond	Belle Vista	Ar	Marian	8/14/92
Regan	George Francis	Oaklawn	Il	Joan	8/92
Salozzo	Cosimo	Englishtown	NJ	Rose	12/11/91
Smith	Jesse L.	Cedartown	Ga	Nellie	9/30/92
Smith	Robert G.	W.Des Moines	Ia	Donna	7/15/92
Taylor	W. J.	Paeqoula	Me	?	92
Tubbs	William R.	Wynne Wood	Pa	Bonnie	9/28/92

IN MEMORY OF OUR SHIPMATES "MATES" DECEASED REPORTED

Wife			Husband	
Yacano *	Mary	Manchester	Ct	Anthony 10/13/92

\*Mary and Anthony were at the first reunion in Winchester, Ky.

\*\* CORRECTION from the SEPTEMBER, 1992 "POINTER" IS LISTED:\*\*  
James and Mary Donnelly of St. Paul Mn. called to say he was happy to say that I could take him off the "DECEASED LIST". I'm happy to report this to you and apologize for the human error. He accepted my apology  
Compiled by C.A. LLOYD 11/11/92



IN MEMORY OF

258th F.A. TRANSPORT GUNNERS  
KILLED-IN-ACTION - JUNE 7th, 1942

FIRST ALL-AMERICAN DETAIL:

Jack O'Neil (1st Sgt.)....."E"-BATTERY  
Phil Wade....."B" BATTERY  
Will Troy....."B" BATTERY  
R. Fitzgerald....."C" BATTERY  
J. Collins....."D" BATTERY  
A. Ferdaise....."D" BATTERY  
J. Fitzpatrick....."E" BATTERY  
S. Linek....."E" BATTERY  
J. Marenczuk....."E" BATTERY  
L. Wehner....."E" BATTERY  
G. Herzfeld....."F" BATTERY  
R. Wagner....."F" BATTERY

"GONE-BUT-NOT-FORGOTTEN"

BY:

Shipmate Jerry Faughnan - "C" Battery

# ★ ★ ★ REUNIONS ★ ★ ★

REGIONAL and MINI REUNIONS, GET-TOGETHERS, ETC.  
PLEASE LET ME KNOW OF ANY ERRORS SO IT CAN BE  
CORRECTED IN NEXT "POINTER".

ALL ARMED GUARD, their Ladies and Guests are "WELCOMED" to attend any of the functions below. Write or call them to get the itinerary. I do not have room for all and if I do it for one, I'd have to do it all. Some have offered to pay extra for cost of printing and postage. I do hope that you understand. That is why there is no advertising. There's enough in your paper! We pay our way! The Merchant Seamen are always welcomed to our meetings.

PLEASE NOTIFY HOSTS, IF POSSIBLE, if attending a meeting. If you just happen to be in that locality when traveling, join in. That is no problem. They will set another plate and "thin" the drink!!

Wyoming Armed Guard will meet 4/24/93 in Casper, Wy. Contact: Bob Gerard 1604 Sheridan, Laramie, Wy. 82070 307-745-3532.

The 50th Anniversary of the "BATTLE OF THE ATLANTIC" will be held in LIVERPOOL, ENGLAND sometimes in 5/93. Dick Squires will be doing the Honors of hosting the event. More in the next "POINTER".

Lansing, Mich. Area holds a : FIRST WEDNESDAY--EVERY 2 MONTHS--!! The next will be Jan. 6, 1993 at 8:30 A.M. at GOLDEN GATE RESTAURANT, 6435 S. CEDAR, Lansing, Mich.. (Exit 104 from I-96) Contact: Carl E. Mescher, 508 Wayland, East Lansing, Mich. 48823 Tel. (517) 332-1027; or call CO-HOST-Al Wilbur-(517-663-5301). All the crews are welcomed. "DROP IN FOR BREAKFAST", sez Carl and Al.

Illinois-Wisconsin Hosts for 1993 are: George and Lorraine Koehl Rt.1 Box 335 Darien, WI. 53114 Tel-414-724-5504. The Il-Wi Crew just had a great mini-reunion in Oak Lawn, IL.

WA-OR-ID-AK NORTHWEST SPRING REUNION HOSTS BILLIE AND DICK KOHSE 2304 Lister Rd., Olympia, Wa. 98506 (206)-456-1946 announces that their SPRING MINI-REUNION will be held April 1-3, 1993 so set the dates down and plan to attend. NO!! This is not an "APRIL FOOL'S" JOKE! This is as early as they can hold one due to weather in the mountains. SEE NEXT PARAGRAPH!!

NOTICE!!! You can order an "ARMED GUARD JACKET" by sending direct to KOHSE a \$30.00 Check or Money Order (includes Postage) stating: SIZES: SMALL-MED-LARGE-EXTRA LARGE. It has the ARMED GUARD EAGLE on the back. For the "NEW OL'SALTS", the EAGLE was adopted at our 1985 NATIONAL REUNION at NORFOLK, VA. as our INSIGNIA.

Ks-Mo-Ok-Ne Mini-Reunion will be held in Missouri 1993. Update to be in next "POINTER".

Oklahoma should contact RALPH McNALLY P.O.Box 423 Skiatook, Okla. (918) 396-2693 on their meetings at Perry's Cafe HWY 169-76th St. N. Owasso, Ok.

Pittsburgh, Pa. crew meets on the 3rd Sat. for a "NOON LUNCHEON" at the GREENTREE MARRIOTT. CONTACT: Hilary Makowski 202 Wedgewood Crt., Carnegie, Pa. 15106 (412)-429-8510. They welcome you to be with them in their annual Christmas Party, to be held Dec. 13, '92 at the Cloverleaf Estates-West Club House in Collier Township.

CHICOPEE-LUDLOW, Ma. CONTACT: Thomas and Priscilla Dufresne, 289 Munson St. Ludlow, Ma. 01056 (413)-583-8580 hosts a "2ND SUNDAY" 9 A.M. BREAKFAST at the MOOSE CLUB in CHICOPEE, assisted by Roger Fournier of Springfield, Ma.

Albany, N.Y. AREA HOSTS Henry and Joyce Carrangi announces they will hold a 12 P.M. "3rd" Sat. of each month at the Marriot Hotel 189 Wolf Rd. Albany, N.Y. They have a great group. Please notice the "3RD" week, instead of 2ND.

Jeff and Mabel Haselden, 120 Richardson Blvd. Lugoff, S.C. 29078 (803)438-1491 host the S.C. meetings.

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 Lovells Rd., Richmond, Va. 23224 804-233-6023. Take I-64 at Broad and Glenside Exit-Turn left onto Broad-2 Blocks on the left.

In NORFOLK, Va. Contact: Robert and Margaret Burrill 5320 Brockie St. Virginia Beach, Va. 23464 (804)479-4608 for a 12:30 PM Luncheon at the C and M Cafeteria Virginia Beach Blvd. You may want to visit the LST Base and see the ARMED GUARD PLAQUE erected in 1986. Part of the Camp Shelton Gunnery Site is still there.

George Milk 449 St. James St. Port Charlotte 33952 (813) 627-6759 has changed location of their meeting to the Golden Corral in PUNTA GORDA, FL. on the 3rd Tuesday at 1:30 P.M..

Rudy and Eleanor Kozak 4950 Dory Dr. (Gulfharbor) New Port Richey FL 34652 (813)-847-4038 announces that their next LUNCHEON will BE END JANUARY. CONTACT HIM!!!

Springhill, Florida area (and others) can contact Wm.T.Young 4206 Parkhurst Lane, Springhill, FL. 34608 904-683-9333 hosts a breakfast on the 3RD Saturday of each month. Y'ALL have fun!!

Arizona Crew Host is John Noyes 4651 East 17th St. (602) 790-4229 so contact him for dates, place and time.

LST CREW, CONTACT: "LST ASSOCIATION". Mike and Linda Gunjak, P.O. Box 167438, Oregon, Oh. 43616-7438 1-800-228-5870. They have an excellent LST PAPER with plenty of information.

Destroyer Escort Association (DESA) has a wonderful paper called "THE DESA NEWS" and is published bi-monthly. CONTACT: DON GLASER, DESA NEWS, P.O.Box 680085, Orlando, FL. 32868 (407)-877-7671.

PUBET SOUND CHAPTER OF M.M. VETERANS ARE IN SEARCH OF THEIR AREA CREW and should contact: James Colamarino 2904 168th SE, Bellevue Wa. 98008 (206) 746-6984. Armed Guard are welcomed to attend.

Ralph Taylor, 426 Littlefield Dr. Lone Oak, Tx 75453 is trying to locate all M.M. crews in the area. He has invited all the Armed Guard crew to meet with them for SEA STORIES!!

S.S.JEREMIAH O'BRIEN ACTIVITIES! Check with "MARCI HOOPER", Sales Rep., Fort Mason Center, Bldg-A, San Francisco, Ca. 94123 for the O'BRIEN on sailing date tickets or other information.

D.E.M.S.'s Sec.Doug Saphton, Rt3 Powassan, Ontario, Canada P0H 1Z0 Invites the Armed Guard to take part in their Reunions. We would like for them to attend our National Reunion also and the Regional ones when they can.

WE continue to hold our FIRST SATURDAY OF THE MONTH--BREAKFAST at GRIFFIN'S RESTAURANT, 1604 North Market Dr., Raleigh, N.C. off of 4500 Block of OLD WAKE FOREST RD, behind RED LOBSTER. Catch "440" BY-PASS NORTH and get off at #10 Exit and head North. If you come into Raleigh to stay overnight, get a room on the North Side and you'll be close by and then give me a call. (872-7115 local).

If I missed any meetings, it's because I never got it, or; I just overlooked it. I have an ARMED GUARD telephone, 1-919-876-5537 so you can call them in or just write it down and send in. It would be nice if someone from San Francisco would start holding a breakfast on board the S.S. JEREMIAH O'BRIEN at least once a month, or; in the area. I can furnish labels and listing.

I understand they have some type of meeting on the S.S. LANE (V) and the S.S. JOHN W. BROWN. Contact Joe Piccolini 9724 Paseo De Oro, Cypress, Ca. 90630 1-213-698-8326, or; Charles Savonna 8777 Coral Springs Crt. G-9, Huntington Beach, Ca. 92646 714-960-6925 about the Lane (V) AND WALT MAGALIS 5010 Leeds Ave Baltimore, Md. 301-242-4375 about the BROWN. Your support of our 3 Historical ships is needed now, if you are able to give.

October 17, 1992

Dear Mr. Lloyd,

I received your packet and want to thank you for your help. With not knowing much about the USN Armed Guard, I was very happy to get so much information. I had a hard time putting the material down.

I would very much like to be on the mailing list and would like to make a donation in memory of my father, Clyde Allen Canup, a deceased Shipmate. I know the amount is not much but it is all I can afford at this time.

It is a wonderful thing you have done for me and I hope you can continue to do the same for other families and Shipmates. I will let you know how I made out with the form I sent out to the National Personnel Records Center.

Thanks again,

*Patricia Canup Dickinson*  
Patricia Canup Dickinson  
29 Anchorage Blvd.  
Bayville, N.J. 08721

Thanks to Staff Writer Paul Valentine and the *Washington Post* for a fine article and a tribute to those receiving the Russian Medal at Dundalk Terminal in Baltimore. The USN Armed Guard and Merchant Marines are also indebted to Ian Millar for his endeavors in his push to see this accomplished. To Brian Hope and his staff, thanks for a job well done. The Russians were very happy to so honor them. cal



## From Russia, With Thanks

*Liberty Ship Mates Honored  
For Action in North Atlantic*

By Paul W. Valentine  
Washington Post Staff Writer

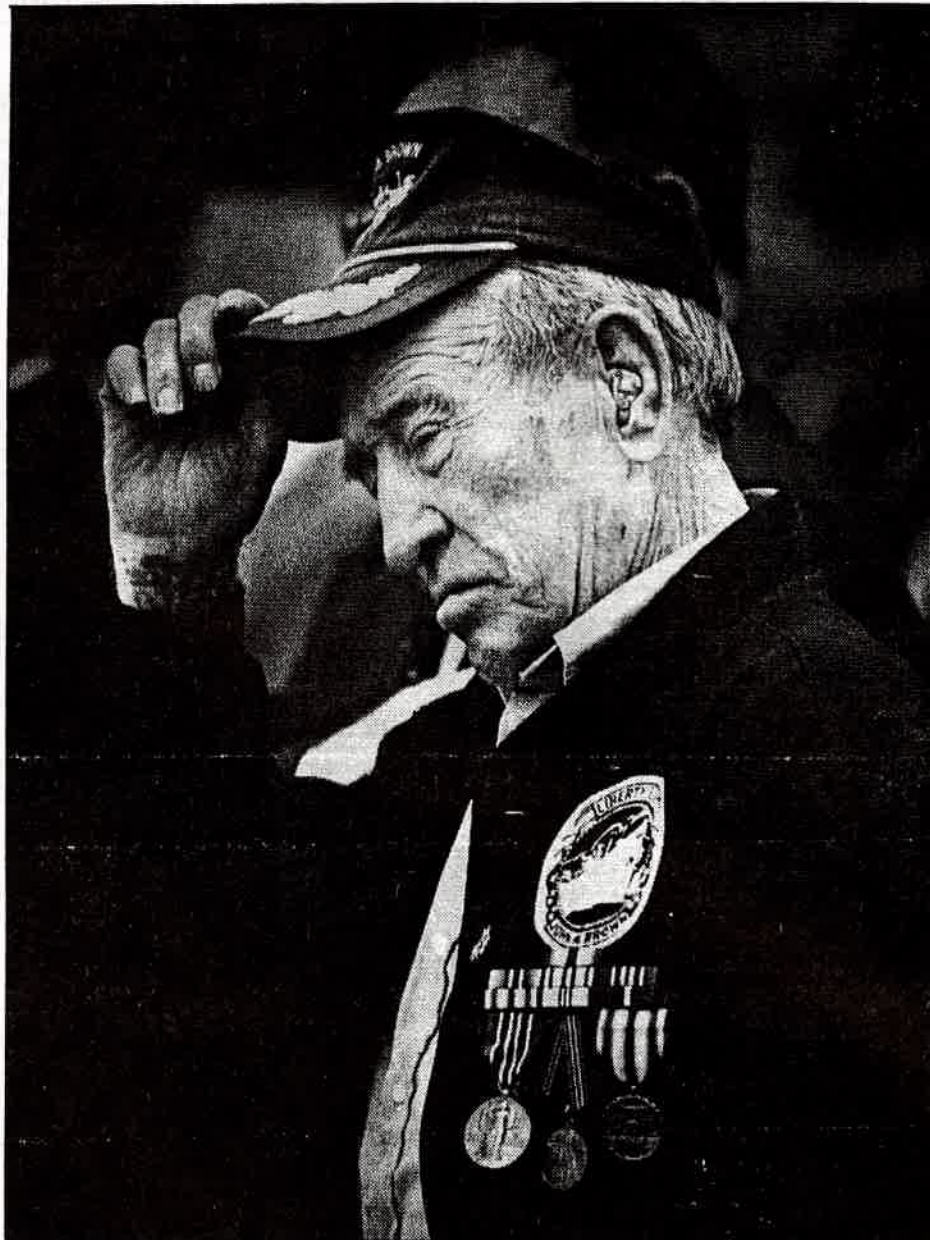
BALTIMORE, Oct. 7—With mist in their eyes and a vodka toast at their lips, nearly 200 World War II Liberty Ship seamen were honored here today by the Russian government for making the deadly "Murmansk Run" to supply besieged Soviet troops battling the Nazis half a century ago.

"You are the true heroes," Russian Ambassador Vladimir Lukin told the crowd of about 600, including veterans, their families and friends, in portside ceremonies here.

Lukin and Russian consular chief Viktor Volkov bestowed bronze medals on the U.S. Merchant Marine sailors and Navy Armed Guard gunners, most of them now in their seventies, as Russian folk music played in the background.

Tears came to the eyes of some veterans. Others reminisced with long-lost friends.

Most were survivors of America's Liberty Ships, the armed, 10,000-ton capacity cargo



PHOTOS BY CRAIG HERNDON—THE WASHINGTON POST  
At left, Walter Magalis, a former Navy Armed Guard, and Navy HM1(DV) Kevin Miller toss a wreath from the restored Liberty Ship S.S. John W. Brown into the sea in memory of those lost in World War II. Above, Norman Mathews, who served aboard the John W. Brown, removes his cap for the national anthem.

ships that sailed in convoys to Murmansk and other Russian arctic ports near Norway from 1942 to 1945, bringing tanks, airplanes and ammunition to help the Soviets stem the eastern spread of German forces. The Navy Armed Guard was on board to protect the ships, which were operated by Merchant Marines.

Many military historians consider the "north Russia convoys" the most dangerous of the war. More than 100 Liberty Ships and other cargo vessels, along with hundreds of crew members, were lost to German bombs, torpedoes and mines. Other ships were damaged, if not by Ger-

man fire, by the ice, winds and mountainous seas of the North Atlantic.

"We were sunk off Murmansk in the winter of 1944," said Myron Boluch, 70, third mate on the Liberty Ship S.S. Thomas Donaldson, which was loaded with tanks, train engines and food.

Now a Boston lawyer, Boluch said in an interview that he and other crew members escaped in a lifeboat. "It was snowing," he said. "The weather was really bad." They were picked up by a British ship after about seven hours.

William L. Wenzel, 72, of Laurel, an engine room water tender on the S.S. Wacosta, a different



Russian Ambassador Vladimir Lukin, right, hands a medal to Myron Boluch, 70, whose Liberty Ship was sunk off Murmansk in the winter of 1944.

BY CRAIG HERNOON—THE WASHINGTON POST

# Russians Give Liberty Ship Seamen Medals for Their Mettle in Convoys

MEDALS, From D1

type of cargo ship from the Liberty Ship, was sunk off Norway on Sept. 13, 1942.

"We were hit by aerial torpedoes," he said. Crew members scrambled into lifeboats and were rescued two or three hours later by a British minesweeper, he said.

All told, about 250,000 Merchant Marine sailors and 145,000 Navy gunners served during World War II on more than 2,700 Liberty Ships specially built for the war effort. The ships, armed with three- and five-inch guns fore and aft, sailed not only to northern Russia but also to Asia, the Mideast, Africa, Australia and South America. More than 200 were lost.

"This honor today is long overdue," said Dorothy Boone, whose husband, Meredith Boone, was a utility worker on the S.S. John LaFarge.

"A lot of people called them draft dodgers," she said of the Merchant Marine sailors. "But they weren't. . . . They went into danger zones, just like everybody else in the war."

Meredith Boone, 71, a retired printing company owner from York, Pa., said he safely made the 1,600-mile run from Scotland to Murmansk on the LaFarge twice.

"We were lucky, very, very lucky," he said.

Lukin, the Russian ambassador, said in his prepared statement that his country should have honored U.S. seamen "years ago."

"We can blame the Cold War, insufficient communi-

cation or state bureaucracy," he said, but he added that none of those reasons "justifies the delay."

Later, speaking from a gunmount on the restored Liberty Ship S.S. John W. Brown, Lukin led a vodka toast to the "good health and well being" of those gathered. Two U.S. veterans then dropped a wreath from the ship's deck into the harbor in memory of those who died in the war.

Ian A. Millar, the marine historian from Kernersville, N.C., who spearheaded the effort to gain Russian rec-

*"This honor today is long overdue."*

— Dorothy Boone, wife of a Liberty Ship seaman

ognition of the Liberty Ships' role in the war, told the crowd that the ships' crew members were wrongly "long forgotten . . . long left out of the history of World War II."

He said in an interview that he began lobbying the Russians four or five years ago but made progress only as the collapse of the Soviet Union became imminent in 1991.

Russian Embassy spokesman Yuri Menshikov said that about 50 Liberty Ship crew members were awarded medals in a small ceremony at the embassy in Washington in January 1991 and 230 others received medals by mail. Additional medals will be awarded during another embassy ceremony in December, he said.

Dear Charles:

10/7/92

I am writing to you after reading the Sept. '92 issue of the "POINTER". and of your trip to England. (very interesting) I, too, have been in all the places you mentioned as I was in the "FORGOTTEN CONVOY" to Russia. I was a "POINTER" on the bow of the S.S. MOBILE CITY. I joined the Navy in May, 1942 at Portland, Maine, as I come from Old Orchard Beach, Me. I took my "BOOTS" at Newport, Rhode Island and was then sent to Little Creek, Virginia for gunnery training. From there I was sent to N.Y. and was sent on a troopship to Glasgow and caught the S.S. MOBILE CITY which was not ready for it was being fitted with a gun turret and an English "12 pounder" on the bow. We were sent to Dublin and on to Londonderry for more training. Finally, we joined the S.S. MOBILE CITY which was an old hog Islander with riveted seams. (We felt well off)

There were 10 ARMED GUARD assigned to her. I think. Lt. Luitz was in charge. He was a school teacher from Illinois. I remember only one man who bunked with me. He was older and a true "OL'SALT". I believe he was a fisherman from Ipswich, Ma. and I think he saw his first train then.

We left Glasgow to join a Convoy to Murmansk, outfitted with very little fire power, but our holds were filled with food, ammunition and necessary war supplies. The decks were also filled with vehicles. We encountered little trouble until we reached the Arctic Circle. Although we were attacked by subs and planes, we were pounded along with gigantic seas, swells and freezing weather. Looking up a 60 foot wave with a tanker looking as if it may slide down to you was scary. If it slid down, you were a goner. (no torpedo needed) Some ships had to ride the swells while other fared better going through.

There were only three A.G. in the forecabin. The others were amidships with the Merchant Seamen. Steam lines on deck was covered with insulation which provided us hot water for our quarters. These lines would freeze and we would not have any heat or hot water. Sleeping with your clothes on was common and necessary. Standing watch on the bow was usually limited to 1 hour. The relief man would come up with an extra person to take you down the ladder as you were almost frozen stiff from the spray and cold. (MAN!! IT WAS COLD!!)

After arriving in Murmansk with only a part of our deck cargo, most being swept over the side, we thought that we'd had it made. WRONG!! All the way up the Channel, we were attacked!! Over the mountains, down the Channel they came dropping their bombs and machine gunning the ships. By the time we got the big guns on them, they were gone. The 30 and 50 cal. guns and those ships with pom-pom guns were the most effective against the planes.

We had to anchor out and wait our turn to the docks as they could handle only 3 ships at a time. Being tied up to the dock was even worse than being anchored out. When we left Murmansk, we thought we were going to Arkhangelsk to load up with "pulp" and go home. Instead, we were frozen there and it was our home for the next six months. We ran out of food and had to resort to what we could bum from the other ships and Russian food.

The English escorts helped us with chocolate bars and what they could spare. I would go to town and buy what I could from the open markets. I was one of the "lucky" ones as I met and kept company with a Russian girl named Vera, from the International Club. She washed my clothes through holes in the ice and fed me from the little her family managed to keep from the Russian government. The government would take 3/4th of everything they grew. One day, we went to an opera and we were out past the "curfew". The show stopped and soldiers came in and were going to look for violators. We joined in one massive rush for the exits, pushing and shoving so we would not be caught.

Sometimes, I would go by her house, only to find out that she had been picked up for questioning about me. She put up a lot to see me, to keep me healthy and clean. I'll never forget what she did for me and I will always be indebted to her. We finally left for Edinburgh, Scotland and the farewells were sad for me.

After Scotland, we returned to the U.S.A. by the way of Portland Maine. After a short "furlough", we reported back to Brooklyn, NY where we were interrogated by the Secret Service of our time in Russia. From there we went to a Rest Camp in upstate New York. Then back to Brooklyn where I was assigned to an L.S.T. #283 in Cairo, Illinois. It was brand new-just off the assembly line. We sailed her down the Mississippi River to New Orleans, Louisiana and the "MARDI Gra". A short trip to Great Lakes for more training and was sent back to NOLA and started across the Atlantic on this "FLAT-BOTTOMED-BATHTUB"! "DON'T THESE PEOPLE KNOW WHAT THE ATLANTIC IS LIKE?", I thought.

Well, we made it to Liverpool, England and on to Plymouth. We made a "MOCK INVASION", which I read about much later and was no surprise to me. I hope the "REAL ONE" would be better. I had charge of the bow doors when we made Normandy on June 6, 1944, at UTAH and OMAHA BEACH!! Going across the English Channel will remain with me more than anything. The sky was black with planes going our way. Ships, of all kinds, as far as you could see.

From there, we sailed her to Oran, Africa for another landing. I KEPT SAYING-"WE WILL WIN. YET"! We then shuttled supplies to Leghorn, Italy and Sardinia for about a month. I came back to the States for a little "R&R". I was then assigned to another L.S.T., #1144, from Norfolk, Va. to Galveston, Texas, through the Panama Canal to Kenoe Bay, Hawaii, preparing for the next invasion which was to be Japan. They dropped the bomb and the war was over!!

In signing off, I would like to let you know that I will be receiving the "RUSSIAN MEDAL" on December 8, 1992 in Washington, D.C. at the Russian Embassy. I hope you will forgive me for this long letter but it seems that when I got started, all the memories returned!! Keep the POINTER coming!! I enjoy them all.

Craig A. Loomis 57 Longwood Ave., Providence, RI. 02908

As you can see, over 80,000 of the original 144,970 saw action in the other Branches of the Navy where needed. calloyd

Scottsdale, Az.  
October 12, 1992.

Dear CA,

I am sending you the listing of the USNAG Crew members that served upon the SS OKLAHOMA, a Texaco oil tanker. The Oklahoma was torpedoed off Brunswick, Georgia April 8, 1942 in route from Texas to New York. She was not armed and did not have an AG crew. She was torpedoed by the German Submarine SS U-123 and sank stern first with the bow out of water. She was salvaged and towed to Norfolk, Virginia where she was repaired and armed. The first USNAG crew was attached and three more crews were assigned over the next 3 years until she was sank for good one day out of Dakar, French West Africa on March 28, 1945 by the German submarine U-532.

The Oklahoma during this time had over one hundred and eighty (180) ports of call from the United States including Hawaii to the Caribbean and West Indies Islands, South American Countries of Brazil, Venezuela, Ascension Island, several West African ports, Great Britain and North Africa.

She carried about one hundred and seventy thousand barrels of fuel and on several trips to England carried P-38 aircraft on her decks. The trips to England were in convoy. From late 1943 and until she was sank in March of 1945 she travelled alone steaming usually from 15 to 19 knots. She was in port not more than 24 to 48 hours at any one time. Because of this it was hard to get ~~any~~ anything but essential repairs completed. Had a lot of trouble with forward 3" 50 cal mount which was damaged many times by rough seas that would come over the mount. Had to make one trip to Liverpool, England with the mount removed. Another time an AG crew member (Joseph D. Wenlund S1c) was struck by metal caused when the 20 MM being fired by Fred J. Sliwa struck the splinter shield when he depressed the muzzle of the mount and the 20 MM shell went through the top of the splinter shield causing flying metal. Lt. Tierney, AG officer reported these conditions before but as noted above there was not enough port time to correct these defects.

Twice during this time merchant seaman fell or were pushed overboard, one was recovered and the other may have jumped ship and swam in to Miami which was just a few miles to shore. Other than early problems with gun mount installations all AG guncrews served the Navy with outstanding merit during this period of time. (Dec. 42 to March 45.) While LT. de Merlier was gunnery officer he reported to the Chief of Naval Operation about the Sub-Calibre device that Earl R. Willis, Gm2c designed to mount a Springfield rifle on the barrels of the 5" 51 and the 3" 50 guns to be used in gunnery practice. This would allow the crews to practice more often and save the costlier 5" and 3" ammunition. With the assistance of William Poplowski the ships machinist who used scrap metal parts a mount was fabricated and the Springfields were mounted.

CA, I will get you a copy of the history of the Oklahoma after I get all the information necessary to do justice to the SS Oklahoma, the Navy Gun Crews and its merchant crew. Let me give credit to The National Archives for their help and information from Operation Drumbeat by Michael Gannon.

I will also include the list of the lost and survivors of the Oklahoma sinking on March 28, 1945.

I'll be glad to answer any questions from any members of the SS Oklahoma that you have any records of.

*Earl R. Willis*

Earl R. Willis  
8907 E. Cortez St.  
Scottsdale, Arizona 85260  
1-602 860-1476



## First African American Shipmaster Remembered

November, 1992 marks the 50th Anniversary of the maiden voyage of the Liberty Ship BOOKER T. WASHINGTON, the first U.S. Steamship to be commanded by an African American. Captain Hugh N. Mulzac, a veteran merchant marine officer took command of the brand new Liberty Ship in October and sailed as her master throughout the rest of World War II, completing numerous voyages to the combat zones around the world. The Liberty Ship BOOKER T. WASHINGTON, built at California Shipbuilding Corporation, Los Angeles, was one of more than 2700 Liberty Ships that carried two-thirds of all the cargo that left the United States during World War II.

"African Americans have served with great dedication and courage in all of America's wars," says Captain Brian Hope, Chairman of Project Liberty Ship, which operates the S.S. JOHN W. BROWN, one of only two surviving sisterships of the WASHINGTON.

"Although he ultimately triumphed and served his country in the capacity for which he was trained, Captain Mulzac faced years of discrimination both before and after his World War II service," Captain Hope says. "It is only in the last generation that our society has acknowledged the leadership abilities of the black people, allowing such men as Colin Powell to rise to heights commensurate with their abilities."

Few tales illustrate the struggles of talented African Americans better than that of Captain Mulzac. Born on Union Island in the West Indies in 1886 to a shipbuilding family, Captain Mulzac succumbed to the lure of the sea in his late teens. He served in numerous ships during WW I and in 1918 became the first black in U. S. history to earn his Master's License.

Then followed 24 years of frustration, as shipowners and unions combined to try to force Captain Mulzac from his chosen career. But he refused to give in, even though he has to serve as a ship's steward, serving meals instead of commanding vessels as he deserved.

During World War II, Hitler's U-Boats came close to severing America's supply lines to Europe. In one of the most triumphant mass construction projects in history, more than 2700 Liberty Ships were built over a four year period, drowning the Nazi menace in an awesome sea of ships. America was desperately short of experienced Captains and crews, so in September, 1942, Captain Mulzac was offered command of the BOOKER T. WASHINGTON.

It was the answer to a dream decades old. But, with awesome courage, he initially refused the offer, because the government said the ship would have an all-black crew. Pure patriotism was behind Captain Mulzac's decision. "If ever there was a moment when the real meaning of democracy could and had to be demonstrated to the peoples of the world, that moment was now," Captain Mulzac said in his moving autobiography, "A Star To Steer By." He triumphed, and S.S. BOOKER T. WASHINGTON had a fully integrated crew.

"There are no words to express how I felt that evening when the final 'I' was dotted, the final 't' crossed, and I was commander of my own vessel," Captain Mulzac later wrote. "Everything I ever was, stood for, fought for, came into focus that day. The concrete evidence of achievement gives one's strivings legitimacy, proves that the ambitions were valid, the struggle worthwhile."

At almost every port she visited, the WASHINGTON was feted with parties and showered with honors. During her four-year wartime career, the WASHINGTON made 22 voyages through submarine-infested waters and within range of Nazi and Japanese bombers. She carried more than 18,000 troops and countless thousands of tons of cargo.

Honored during the years of battle, the WASHINGTON was forgotten soon after the guns fell silent. In 1946, she was sent to the mothball fleet, to sit, silent and unused, until the summer of 1969, when she was towed to Portland, Oregon and cut up for scrap.

Sadly, Captain Mulzac was also thrust aside. At first denied work because of his race, he was later blacklisted during the McCarthy years for his work with the liberal groups that fought for rights of African Americans. Not until the 1960's, when he was 74 years old, was he allowed to work again on the bridge of a ship.

Yet the spirit of Captain Mulzac still lives. And the S.S. JOHN W. BROWN will soon honor that spirit and commitment with a permanent plaque and exhibit dedicated to a courageous pioneer.

Project Liberty Ship, an all-volunteer, non-profit organization, from time to time issues Press Releases commemorating significant events in the U. S. Merchant Marine's World War II battle to "deliver the goods" to our troops on the fighting fronts all over the world.

Dear LLOYD and Shipmates of the USN Armed Guard:

I am celebrating my 50th anniversary since enlisting in the Navy (Oct. 23, 1942) and boot camp at Bainbridge, Md. From I was shipped to the Visual Communications School at the University of Chicago and a SM3/c rating in April '43.

First assigned to the USN Armed Guard Training Center on Treasure Island, San Francisco, I was reassigned (within three weeks) to Brooklyn. Pretty heady crossing of the US by train twice within a month.

Ships included the **Cape Henlopen** out of Baltimore (July-Nov '43) an around the world excursion sailing alone. I was the only signalman. Then the **SS Hugh M. Smith** out of Norfolk (Dec. '43 to Aug. '44) for two trips via the Mediterranean and Suez to Iran and Mozambique. Finally the **Schoharie (launched Mar 8, 1919)** out of New York (Sept, '44 to May '45) on the North Atlantic run to Scotland, France and Belgium. Attached to CommPacFit, I wound up on Guam on VJ day. (From July '50 to Jan '51, I was attached to ComNavFe, Tokyo and then EUSAK, Taegu and Seoul, Korea. Jan-Sept. '51).

I have unpublished articles and plans for a trilogy - book of my Armed Guard experiences and have read and reread Unsung Heroes and PQ17. I recommend Sea Battles in Close Up: World War II by Martin Stephen and Eastward the Convoys by William Schofield and Typhoon by Captain C. Raymond Calhoun (USN Ret.) How far over can a "tin-can" roll before turning over? Lest we forget those escorts braved the enemy and the seas ("the other enemy") also.

A bit of memoria to my two good pals: Irving Cisco of Butler, New Jersey and Gerard Tracy of Bloomingdale, New Jersey. Both have passed away. I welcome phone calls and correspondence from my Shipmates and I thank you C. A. for putting me in touch with our organization. I will be in Las Vegas for the meeting in May '93.

Many of us were kids of 17 and 18 but WE FULFILLED OUR MISSION AND CAN BE REAL PROUD. If there were no death or pains, I'd like to do it all over again.

Respectfully,

*Thom Hendrickson*  
SM1C USN ARMED GUARD



THOM HENDRICKSON  
1531 S. POMONA AP 30  
FULLERTON, CA. 92632-3421

(714) 870-5648

Thank you Thom for "SAYING IT ALL." Yes, the Armed Guard, Merchant Seamen and all the men and women who were transported overseas and back home owe a lot to "TIN CAN SAILORS" and other escorts. Come to think of it, we all owe each other a debt of gratitude. cal

# Aiming to Deliver —

## The Untold Story of the U.S. Navy Armed Guard

*Their numbers were relatively few, but the men who protected America's merchant ships during WWII performed a vital service.*

**I**t was known as the "Other Navy" in WWII. Justin Gleichauf paid tribute to it in his book, *Unsung Sailors: The Naval Armed Guard in WWII*: "To the officers and men of the 'Other Navy,' The U.S. Naval Armed Guard, their Merchant Marine shipmates, Army Armed Guards, and volunteer gunners aboard ship, who played such an important but little-recognized role in delivering the troops, guns, and essential goods of war to where they were needed throughout the world."

Though barely known today the Naval Armed Guard (NAG) was officially activated on Nov. 17, 1941. Like all other units in the U.S. Navy, it came under the overall command

by James J. Bennett

of the chief of Naval Operations. Crewmen were assigned to one of the three NAG centers — Brooklyn, N.Y.; Treasure Island, Calif.; and New Orleans, La. — for permanent billeting and sea duty assignments.

Ships were manned with gun crews of up to 48 men, including a Navy gunnery officer and petty officers (boatswains, coxwains, gunners' mates, signalmen and radiomen) and seamen gunners. Their primary mission was to protect cargo ships and troop transports.

At first there were some hard feelings between NAG crewmen and merchant seamen, mostly because of pay differences. There were also the usual personal conflicts one would expect to find when civilians and military personnel are forced to share cramped quarters for long periods of time under combat conditions.



A portrayal of Cadet/Midshipman Edwin O'Hara firing "the last shot" of the SS *Stephen Hopkins* in her epic battle to the death with the German raider *Stier*. Courtesy American Merchant Marine Museum Foundation, Kings Point, New York

Many merchant crewmen felt Navy sailors were unnecessary interlopers on their ships. But as the war progressed, the determination and courage of the gun crews under fire caused most of the merchant marines to grudgingly change their attitude. In several instances, they fought alongside Navy gunners.



### Action at Sea

Early in the war, German U-boats, alone and in "wolf packs," ruled shipping lanes. As soon as ships passed through the submarine nets, on their way to foreign ports, they became vulnerable to U-boat attacks. The area off the coasts of the Carolinas and Virginia became known as "Torpedo Alley."

Merchant ships were also attacked by enemy surface raiders. But gun crews could usually fight them off, and one American cargo ship actually destroyed a raider in a deadly sea battle.

On Sept. 27, 1942, the German raider '*J*' (*Stier*, ex-*Cairo*), while searching for easy prey in the South Atlantic, surprised the U.S. Liberty ship *Stephen Hopkins* and immedi-

ately opened fire with her 3-inch and 5.9-inch guns.

Ensign Kenneth M. Willet, in command of the Armed Guard crew, and already wounded by the heavy gunfire from the raider, took charge of the gun crew on the 4"-50 cal. gun on the poop deck and returned blistering fire.

The violent engagement continued for three hours before the *Hopkins*, literally shot to pieces, began to sink. After the vessel's master, Paul Buck, gave the order to abandon ship, 21 men pulled away from the doomed vessel in a lifeboat. After a perilous journey of 28 days, they arrived at the tiny Brazilian coastal village of Barra da Stabapoana. They were the only survivors from the *Hopkins*.

Forty-two brave men were lost, including Ensign Willet, who was last seen, grievously wounded, helping men to dislodge the life rafts. He was posthumously awarded the Navy Cross.

But during the furious exchange of gunfire, several 4-inch shells from the *Hopkins* had torn gaping holes in the *Stier's* hull below the water line,

James Bennett is a member of VFW Post 3935 in Port Hueneme, Calif., and an Armed Guard vet of 10 round-trip convoys across the Atlantic during WWII.

sending her to the bottom. The raider's survivors were picked up by an enemy blockade runner.

Before too long, the use of convoys with destroyers as escorts, and expanded anti-submarine aircraft surveillance, gradually increased U-boat losses. As a result, ever-increasing amounts of critical war supplies reached land forces.



### "Murmansk Run"

Convoys in the North Atlantic and other areas had rough going, but the now legendary "Murmansk Run" was a nightmare. Murmansk, an arctic seaport in the Barents Sea off northern Russia, is kept relatively ice-free yearlong by the Gulf Stream. During the war it was the main port where Allied shipping unloaded lend-lease supplies for the Soviets to use on the Eastern Front.

"Many of the ships were ill-equipped," remembers Charles A. Lloyd, chairman of the USN Armed Guard WWII Veterans. "Some crews even placed creasote poles, as a disguise, on the bow and stern until they could be replaced with real guns."

The enemy threw everything it had at the convoys and the escorts making the deadly voyage to Murmansk. Men and ships not only had to withstand the bitter cold and violent storms, but also continuous attacks by submarines and aircraft, and the ever-present threat from the battleship *Tirpitz* attack group.

One doomed convoy, PQ-17, was decimated. In this single convoy, 14 U.S. ships were sunk and 67 NAG crewmen and merchant seamen were killed. During the entire war, 829 officers and men were lost in the North Russian convoys.

For heroism on the Murmansk Run, the Soviet Union awarded Armed Guard crewmen "Two Orders of Patriots War, First Degree; two of the Second Degree; and six awards of the Order of the Red Star."



### Bravery on the Ocean

When fighting men of the sea talk about dogged determination and courage, the names of Ensign Alfred W. Anderson and Seaman Gunner A.W. Abasta must get prominent mention.

The American freighter *SS Warrior* was torpedoed on July 1, 1942 off

the coast of South America and sank in just five minutes. Anderson and Abasta, members of the NAG gun crew, stayed aboard and continued to fire the bow 3-inch gun to the last moment when the broken *Warrior* upended and slipped beneath the waves — both brave men were lost.

*SS Nathaniel Hawthorne* was torpedoed off the coast of Trinidad in the Caribbean and sank within minutes. Lieutenant (jg) Kenneth Muir (USNR), the gunnery officer, although badly wounded, would not leave the ship as he feverishly administered aid to the other injured members of his gun crew. In spite of his heroic efforts, seven of the 10-man gun crew perished — Muir went down with the ship. He was posthumously awarded the Navy Cross.

On Dec. 2, 1942 the American freighter *SS Bascom*, along with many other Allied merchant ships, was anchored in the harbor at Bari, Italy. The *Bascom's* cargo included hundreds of 50-gallon drums of high-octane aviation gasoline. Ensign Kay K. Vesole (USNR) was in command of the Navy gun crew.

That evening, after lighting the harbor with parachute flares, German bombers attacked. It was a surprise raid and the ship was hit by several sticks of bombs and set afire.

Men, after being hit by shrapnel and strafed, were dropping everywhere. Vesole, covered with blood from shrapnel wounds and a shattered arm, helped the other wounded men into the only remaining lifeboat. Painfully pulling an ore with his good arm, he made for the beach. Many of the more able men helped their shipmates reach shore after a long and painful swim.

Just as the survivors were dragging their spent bodies ashore, an ammunition ship in the harbor blew up with a tremendous explosion. The violent windstorm of debris tore at the men's bodies, increasing their agony. Then, the bombers with their bomb loads apparently expended and facing intense *ack ack* fire from both ship and shore guns, left the scene of battle. The raid stopped as suddenly as it had started.

Ensign Vesole, now gravely wounded, was taken to the 98th General Hospital in Bari where he died.

He was posthumously awarded the Navy Cross. Nine of the men in his gun crew received the Bronze Star Medal.



### Spanning the Globe

The NAG participated in many battles and countless convoys across the globe during WWII. This included the greatest invasion in military history: D-Day, June 6, 1944, when 38 convoys of 745 cargo ships, many protected by Armed Guard crews, moved in within three days and supported the beach assaults.

According to official records, the Guard fought in 45 combat engagements for which veterans are authorized bronze battle stars on the American, European-African-Middle Eastern and Asiatic-Pacific campaign ribbons. In addition, five U.S. Navy destroyer escorts bore the names of Armed Guardsmen who gave their lives in action.

NAG gunners always performed well under fire, but the real struggle for survival often took place in lifeboats. Navy sailors and merchant seamen sometimes had to endure unbearable conditions with little or no food or water, waiting for a rescue that many times never occurred.

Many deaths were attributed to freezing because of lack of proper clothing. Later in the war, however, crews were issued proper foul weather gear. Guardsmen were expected to stay with their ships to the end. When asked how long they were to remain at their posts, one chief signalman replied, "Until the water is up to your chin, and the barracuda are nibbling at your ass."

Some 144,970 men served in the U.S. Naval Armed Guard during WWII. Of the 6,236 merchant ships they served on, 710 were sunk by enemy action. Many more were greatly damaged. Records show 1,810 Armed Guardsmen were killed in action. Of the 27 taken prisoner, 13 died.



Many thanks to James Bennett, 3248 Ocean Dr., Oxnard, CA 93035, (805) 985-4925 and the VFW Sep. edition magazine for this article "Aiming to Deliver." James had sent in approx. 40 names and in the Oct. VFW, they printed a letter I wrote giving the Armed Guard address. Now, I can't catch up but isn't it great!!! ca lloyd

Mr. Charles A. Lloyd  
Chairman and Secretary  
USN Armed Guard WWII Veterans  
5712 Partridge Lane  
Raleigh, NC 27609-4126

September 12, 1992

Dear CA:

I was privileged to review in your September, 1992, issue of The Pointer, a letter written to you from Captain Robert S. Jones, U.S. Navy retired. In Captain Jones' letter, he alludes to the fateful day on 11/12/44 in Leyte Gulf when the Japanese Kamikazi war planes had a hey day on our merchant ships in Leyte Gulf off Tacloban...where, for the most part, we were just sitting ducks.

I wish to say to captain Jones that I believe the merchant ship he alludes to in his letter of July 20, 1992, was the S.S. William A. Coulter on which I was privileged to serve as a Gunner's Mate 2nd Class. The Coulter had arrived in Leyte Gulf in early October, six (6) days after D-Day, and was awaiting our turn to unload. Some 600 ships of various types were awaiting their turn to unload. It was a precarious situation, and we were told by the authorities on Tacloban that the Japs had destroyed all the unloading docks except four when it was evident that they would lose the battle of Leyte Gulf. Hence, my ship, the William A. Coulter lay 45 days in the harbor awaiting our turn to unload cargo. Much of our time, we were standing general quarters around the clock and under attack numerous times.

On the fateful day, November 12, 1944, several Kamikazi planes had broken through our fighter protection and were on us almost without notice. From my 20 millimeter gun tub on the bridge of the Coulter, I watched as one Japanese Zero came in low on the horizon and crashed with a direct hit to the stern of our ship. The explosion caused a gapping hole in our 4" 50 gun tub, another hole through the side of the gear locker, and a third hole under the gun wale through the hull of the ship.

From my position on the bridge of the Coulter as I looked astern, all I could see was black smoke and fire billowing from the explosion. Our merchant crews did a heroic job manning the fire hoses and trying to get things under control on the stern of our ship. Suddenly, another Japanese Zero, perhaps sensing a chance for a "sure kill," banked low to the west horizon and headed directly toward the crippled Coulter from out of the sun. The Zero was on a straight heading toward the stern of the Coulter. I remember my loader jerking the hot barrel out of the 20 millimeter and snapping a spare barrel in place. For the most part, I am sure most of the eight 20 millimeters were firing on the approaching Kamikazi, plus our one 3-inch 50 located in the bow of the Coulter. Crossfire was also trained on the Zero from several other ships in the immediate perimeter.

Miraculously, at the last minute when it looked like the Zero would take the entire bridge off the Coulter, some shell must have hit the plane and/or pilot, causing the pilot to swerve the stick; because the plane swerved, barely missing our bridge and falling harmlessly into the water off our port side between our bridge and our forward port side 20 millimeter.

Our Gunners Mate 2nd Class from Jones, Arkansas, whose last name was Harlan, caught some shrapnel and was taken off our ship to the hospital. Our Gunnery Officer, H.M. Corning, Jr., caught some shrapnel in the leg, but refused to leave the bridge, claiming his wounds were not that serious.

I am saddened today, some 46 years later, as I think back in time to the 45 days we spent in Leyte Gulf. Many good Armed Guard sailors gave their all in Leyte, and others like myself, miraculously made it through.

Likewise, at this good point in time, I am saddened for another reason, and that is the fact that I have lost all contact with all the other men who served as a part of the 32-man gun crew who served their country on the William A. Coulter. Hay!! You Swabs!! If any of you are still out there who see this letter, please get in touch with me.

I am at home at the address below.

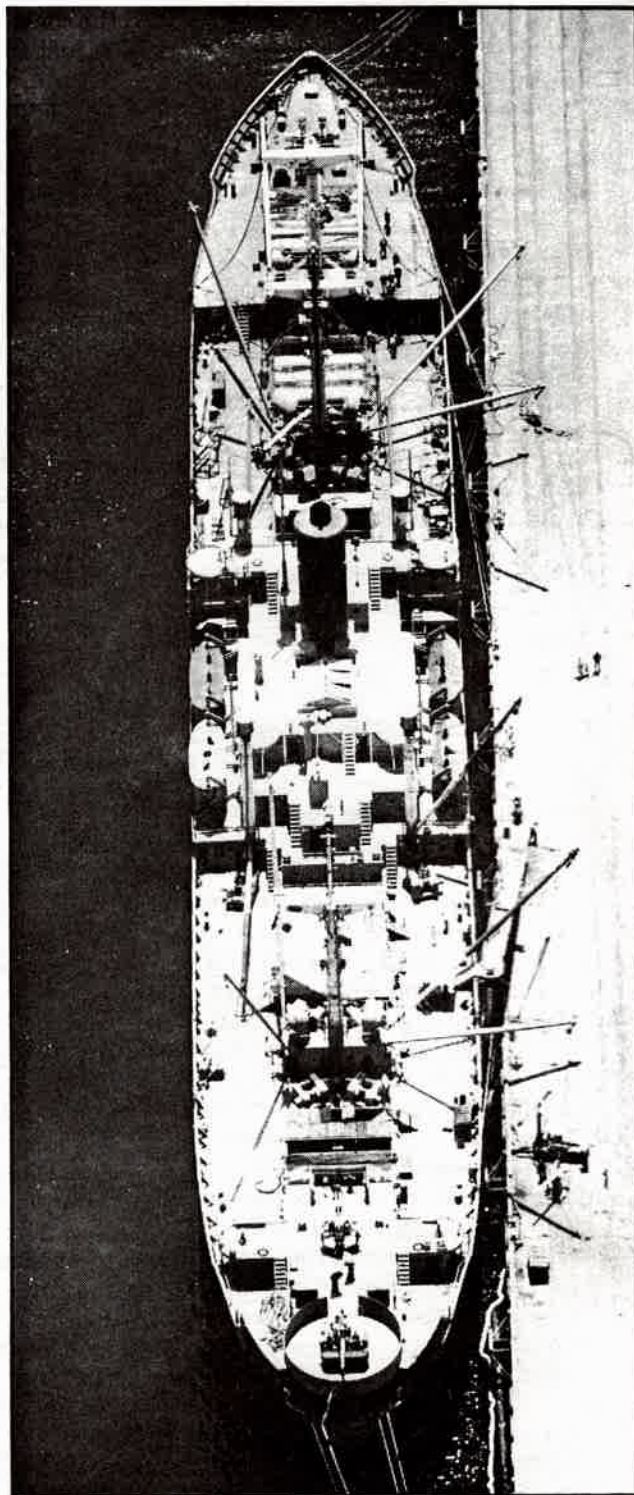
Sincerely,

*Olen L. Smith*

Olen L. Smith  
P.O. Box 1075  
Guthrie, OK 73044

Phone: 405/282-3413

P.S. Again, Captain Jones, I feel unequivocally sure that you and your LCT crew were laying within 60 to 70 feet of the Liberty ship, S.S. William A. Coulter, on the fateful Sunday November 12, 1944.



LANE VICTORY AERIAL VIEW FROM THE GOODYEAR BLIMP

THE UNITED STATES MERCHANT MARINE  
VETERANS WORLD WAR II  
OWNERS AND OPERATORS OF THE  
S.S. LANE VICTORY  
BERTH 53  
P.O. BOX 629  
SAN PEDRO, CA 90733

TELEPHONE 310 519-9545 FAX # 310 519-0265

U.S.N.ARMED GUARD WW II VETERANS

Richard K.Kolb, Editor  
"VFW MAGAZINE"  
406 West 34th Street  
Kansas City, Mo. 64111

October 2, 1992

Dear Mr. Kolb:

In Behalf of the U.S.Navy Armed Guard WW II Veterans, I would like to personally thank you for the Sept. 1992 article, "AIMING TO DELIVER" by Armed Guard James J. Bennett of Oxnard, Ca. Even though the article was well written, even greater is the fact that over 25 of our Armed Guard Crew have been located who didn't know that we had formed an Association and a process whereby we can locate shipmates of the World War II Era. A few of the Army Troops have also inquired to let us know they had read the article and commended us for a job well done. You see, Mr. Kolb, we were also gunners, radiomen and the famous SKIVVEY WEVERS (signalmen) on board troop transports, as well as the Tankers and Cargo Ships, etc. and over 80,000 of the 144,970 original Armed Guard were transferred from our "SPECIAL NAVY UNIT" over to the Regular Fleet, once the "BATTLE of the ATLANTIC" was drawing to a close and our crew was already trained to man the same type guns on board these ships in the Pacific Theatre.

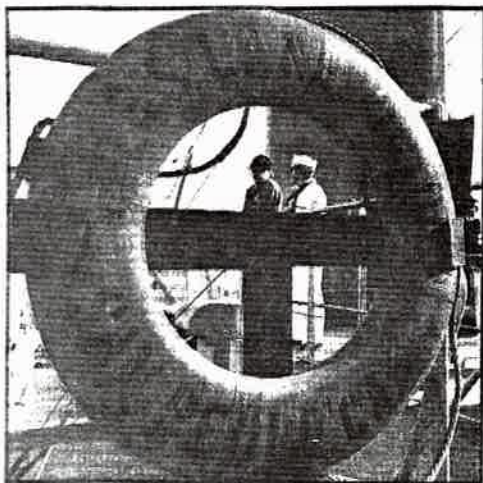
The article would have been complete "IF" you had placed the address: "U.S.N. ARMED GUARD WW II VETERANS, 5712 Partridge Lane, Raleigh, N.C. 27609-4126 919-876-5537" as the point of contact for our crew who were interested in getting on the Armed Guard "MUSTER LIST" so we can assist them in locating shipmates. It would be of help if they would send in their full name and address, ships they served on, dates on and off of these ships, too. We don't have the 50 years as we once had to catch up. It's later than you think for us "OL'SALTS".

Mr. Kolb, many of our Armed Guard Crew were injured on board these ships during WW II and were without proper medical facilities for many days. Some, due to falls from rolling ships with the deck awash with waves over the decks. Some, from enemy bombs bursting on or near their ships causing loss of hearing, trauma and many of the other symptoms under the circumstances. Most all of these men were young and they had no guidance and were turned back into society without any justifiable assistance. They are in need of help now. Many were not awarded any financial help to compensate them for the injuries they received. Could you print in the VFW MAGAZINE to whom these men can turn to after they have exhausted all the avenues without success? It would help someone.

It would be helpful if you would let all the NAVY, COAST GUARD and the MERCHANT SEAMEN know of the Navy Memorial, 701 Pennsylvania Ave, N.W., Washington, D.C. 2004-2608 1-800-821-8892 whereby they can enter their name among the records in the Archives for a small fee and encourage them to go by and see it as they visit our Capital City of Washington, D.C. It is located across the street from the Archives Building.

Thanks for your continued efforts for all the Veterans,  
(This letter was published in the latest VFW. I have approx. 20 more new Ol'Salts on the mailing list. IT'S GREAT!! calloyd

# VICTORY AT SEA



## *Historic ship sails into future with day voyage*

By Bryan Maxwell  
STAFF WRITER

The last-of-its-kind World War II merchant marine vessel set forth on its inaugural voyage to Catalina Island on Saturday, tasting the waters of the open ocean for the first time in more than 21 years.

The 455-foot SS Lane Victory, a veteran of World War II, the Korean War and Vietnam, carried more than 750 passengers out of its temporary home at Berth 52 in San Pedro and into history.

"This is the most beautiful thing that has ever happened," said Sherry Barry, 49, from Alhambra. "This tells us that we are still alive, that we are still a people and that we can still work together."

For the hundreds of volunteers who have labored to complete the estimated \$2.5 million dollar restoration of the floating museum since it was given to the Merchant Marines Veterans of World War II in 1988, the voyage was both a culmination of their efforts and an opportunity to participate in another chapter in the history of the cargo ship.

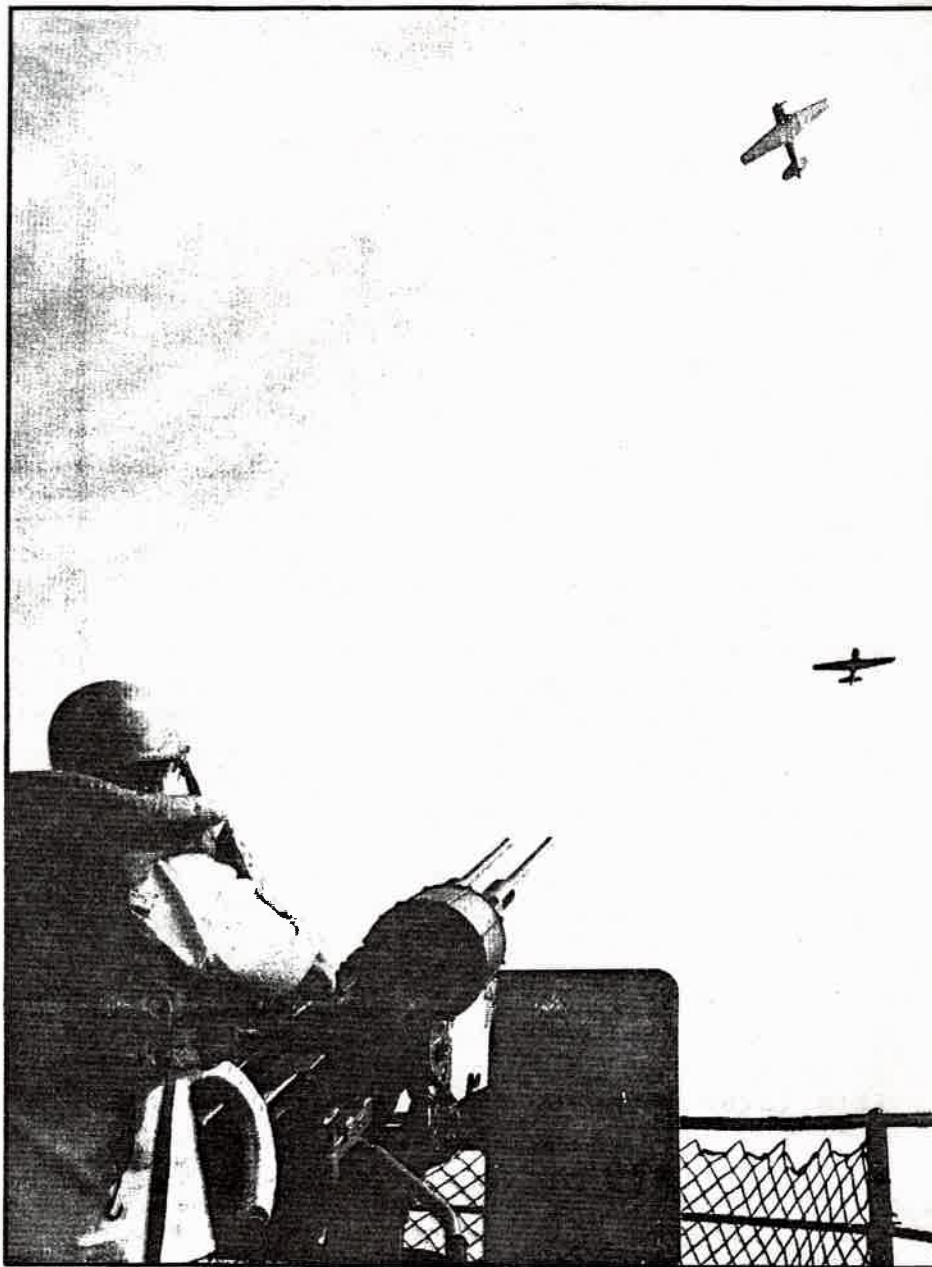
After being escorted beyond the breakwater by tugboats San Pedro and San Vicente, the 47-year old vessel took to open sea.

Capt. Steven Tilghman, 75, reported that the ship was running beautifully.

"If I had had weather like this all the time, I would still be going to sea," the sailor, who came out of retirement in April, said of the warm weather and smooth water.

Tilghman served aboard various vessels during

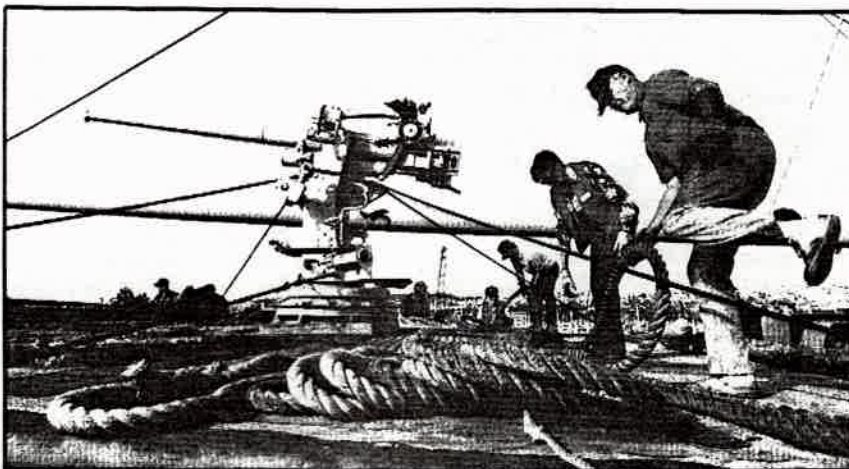
SHIP/BACK PAGE



BERNARDO ALPS/STAFF PHOTOGRAPHER

Loring Bigelow, on the right in the photo at top left, served in the Navy Armed Guard during World War II on another Vic-

tory ship. A mock attack, above, was a highlight of the inaugural cruise. Below, crew members prepare for departure.



World War II though he said he spent most of his time on Victory ships such as the Lane Victory.

"My crew are the most dedicated crew of people that I have ever dealt with, and I've sailed a lot," he said of the volunteers under his command this past weekend.

Most of those aboard, like Tilghman, shared some form of tie to the Lane Victory — or ships like it — and to the men of the merchant marine.

The voyage was a reunion for those whose lives had been touched by the ship, including Lane Cleaves, the great-grandson of Isaac Lane, the self-educated ex-slave born in 1834 who became a bishop in the Methodist Episcopal Church and whose name the ship bears.

"It feels good to see her sail — words cannot express it," said Cleaves, 73, who, though he served in World War II, did not see the Lane Victory until its unveiling as a national historic landmark in December. "I think the restoration job is marvelous."

Alongside Cleaves was Isaac Givens, 77, a cook aboard the ship from 1948-50.

### 'Represents all other ships'

"It is not just the idea of love for this ship, but for all ships that sailed," Givens said. "The Lane Victory is special because it represents all the other ships."

The Lane Victory is a symbol and source of pride for African-Americans as well as for merchant marines and other veterans, said Elizabeth Gregory Newsome, 76, president of the Alumni Association of Lane College in Mississippi.

"I think that this ship named after Lane is a distinguished form of recognition," she said.

Those who paid \$150 to participate in the six-hour voyage to Catalina were treated to music, food and a surprise "attack" by four vintage World War II planes that took off from Van Nuys.

The real thrill for most of those aboard, however, seemed to be a chance to take part in living-history, to discuss World War II and the sea.

The Lane Victory was one of 69 Victory ships built on Terminal Island at the now defunct California Shipyard in the latter stages of the war.

The 531 Victory ships were designed as supply and troop carriers with light armament.

Former crew members gathered in and around the bridge during the weekend's roughly 52-mile voyage to remember time spent on board and marvel at the restoration.

"I left her in Suisan Bay (in 1948)

and I thought that that was the end of the ship," said Capt. Ralph Moon, 72, a retired merchant mariner who commanded the Lane Victory from 1946-48.

"During my tour as skipper we went around the world three times," he said as he stood outside the bridge Saturday staring toward Catalina.

"I would not have missed this voyage for anything in the world. And I could never find another 50-year old ship that looks this good."

The Lane Victory joined the the Korean War in October 1950, then established itself in December 1950 by rescuing more than 7,000 Korean refugees from Chinese invaders. The ship returned to Suisan Bay in 1953.

In September 1966 the Lane Victory joined the Vietnam War.

Capt. John Albright, 76, was there.

"I was in charge of breaking her out of layup," he said. "She was in remarkably good condition then."

"I have complete admiration for what the volunteers have done."

The Lane Victory returned to Suisan for the third time in February 1971.

In 1986, Rep. Glenn M. Anderson, D-San Pedro, then chairman of the Merchant Marine Committee of Congress, introduced to the House of Representatives a bill requesting that merchant marine veterans receive a memorial, the medals and honors befitting their service and status as veterans.

The bill was signed Oct. 18, 1988, by President Reagan.

John Smith, first vice president of the Merchant Marine Veterans of World War II, remembers when he first set foot aboard the Lane Victory at Suisan.

"When we saw her it was like a breath out of the past," said Smith, who was chief engineer aboard two Victory ships during World War II.

The ship arrived in Los Angeles Harbor in June 1989 amid some controversy. The veterans had not obtained permission from the Harbor Department to bring the ship into port, wrestling in months of debate for the veterans and a series of moves from berth to berth for the ship.

As for the restoration work, Smith said, that it was extensive.

"The ship was in fundamentally sound condition though all the deck equipment was set up in a jumbled mess in the cargo hold," he said. "Many other tasks in the engine room had to be undertaken for it to be in working condition."

"This ship represents the merchant marines," said Walter Jaffe, 49, author of *The Last Victory*, which details the history of the Lane Victory.

"It symbolizes so much of what happened during World War II."

Jaffe offered a reason why many feel the efforts of the veterans were ignored until the ship was dedicated as a historical landmark in 1992.

"All the other military forces were recognized because their main purpose was to fight," he said. "The merchant marines were there to deliver supplies, though the number of casualties was high."

The number of merchant marines who died in World War II was second in percentage to the number of Marines killed, he said.

In respect to the more than 7,000 merchant marines that perished, a memorial service, including a 21-gun salute, was conducted during Saturday's inaugural voyage.

Merchant marine veterans Hans Philipson, 70, and Bob Simpson, 68, tossed a wreath overboard as an honor guard composed of seven members of a World War II memorabilia club fired rounds into the air.

Not all those who served during the war felt mistreated.

"I didn't expect recognition and I didn't get it," said Ray Brunk, 70, an engineering crewman for the Lane Victory. Brunk was on the ship's maiden voyage in June 1945 as a fireman/water tender and saw action in the Pacific Theater aboard various merchant marine vessels.

"I joined and got what I joined for," he said. "I do not feel that I've been abused, but a lot of guys feel otherwise."

For Brunk, the Lane Victory played a significant role after the war. He met his wife, Marie, 68, aboard the ship when he volunteered to help in the restoration efforts about year ago.

For those on Saturday's inaugural cruise, the pains of past battles faded, to be replaced by feelings of nostalgia and pride.

The ship, which made a second voyage to Catalina on Sunday with 475 aboard, will continue to be operated as a museum and a training vessel for firemen and local mariners, said Smith. Plans to conduct occasional dinner day cruises in local waters are under way, as well as plans to sail the vessel to the English Channel in 1995 to commemorate the 50th anniversary of the Normandy landing, he said.

# Yes, dreams do come true!



The S.S. Lane Victory was acquired by the U.S. Merchant Marine Veterans of World War II, in June, 1988, by an act of Congress. Purpose? — to restore it as a Living Memorial Museum in honor of the 7,000 seamen who were lost in WW II. In October, 1988, it was towed to San Pedro from Suisun Bay, north of San Francisco, where it had been in the Ready Reserve mothball fleet since 1971.

Looking rather sad, with booms, winches, all rigging, funnels and lifeboats stored below decks. and described by many as a rusty, old derelict, it was barely allowed into Los Angeles harbor.

Immediately, restoration was begun by the small group of USMMVWWII members and a few interested wives and friends. As work progressed, membership also grew.

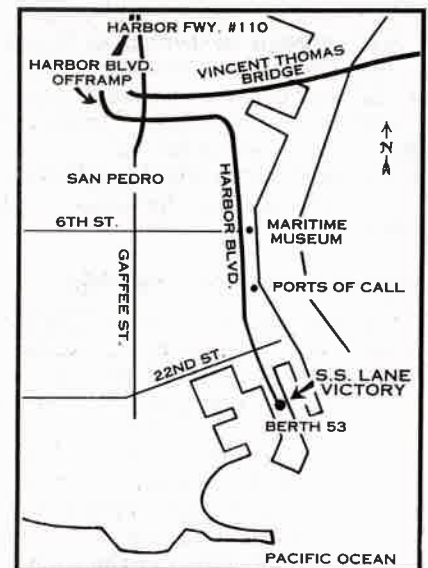
Everything now is in first class working order. In retrospect, it is unbelievable that this could have been accomplished at all, let alone so rapidly, and with strictly volunteer labor.

The Lane, has been used for every purpose imaginable. It is a valuable movie location. Coast Guard, fire departments, drug departments with drug seeking dogs use our facilities periodically for testing and practice. School classes and Seniors groups are frequent visitors. Various Scout and Young Navy League groups, Veteran's organizations, and businesses hold meetings aboard.

The Lane Victory has been designated a National Historic Landmark, one of the few national sites to enjoy that honor.

One day, the Lane will be the only remaining Victory ship for future generations to study and enjoy. Through the hard work and dedication of a few determined volunteers, her place in history has been assured.

The Lane has been made NEW again just like the volunteers who accomplished this great feat.



## S.S. LANE VICTORY STATISTICS

- Type VC2-S-AP3, built in 1945 at Cal Shipyard of Los Angeles, CA
- 455 feet long
- 62 feet wide
- 28 feet draft
- 10,750 deadweight tons
- 3,129 tons – ballast
- 2,833 tons – fuel oil
- 300 tons – fresh water
- 5 cargo holds – 57 ft. to 81 ft. long with hatches 22 ft. wide and 23 to 35 ft. long
- All cargo holds have tween decks
- Three masts about 100 ft. above main deck
- Main propulsion machinery consists of one cross compound steam turbine with double reduction gears.
- Develops 6000 horsepower at 90 RPM for 15-1/2 knots.
- Propeller 19 ft. in diameter
- Fuel per day about 40 ton
- Two boilers, forced draft, oil fuel, water tube type, with superheaters and economizers
- Develops 525 lbs. pressure at 750 degrees fahrenheit
- Four lifeboats, 24 ft. long. One with an engine



WW II ARMED GUARD CREW ON THE S.S. LANE VICTORY

(L-R) Lee Chamberlain, Joe Piccolini, Bill Privette, Charles Savonna, Hannan Binder, Loring Bigelow, Jerry May, George Haling and Bob Strong. (A wonderful, working crew!)

TOURS REQUIRE A MINIMUM NUMBER TO OPERATE. PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND TOUR ITINERARIES MAY BE CHANGED BY GRAY LINE.



## "THE GRAND" HOOVER DAM TOUR

PADDLEWHEELER CRUISE  
& LUNCH INCLUDED

**ENJOY IT ALL.** A Gray Line **"GRAND"** land and lake special that sends you home with **MEMORIES** of an unforgettable hour and one-half **CRUISE** aboard the **"DESERT PRINCESS"**, an enclosed climate controlled **MISSISSIPPI-STYLE PADDLEWHEELER**, on America's most beautiful man-made lake . . . **LAKE MEAD**. Your guide could point out **BIGHORN SHEEP** while you are cruising **LAKE MEAD'S BOULDER ISLANDS**, the multi-colored **PAINT POTS** or **CASTLE REEF**. Just a short ride from the **MARINA** you will set down to a **BUFFET LUNCH** at **GOLD STRIKE INN**, and during your 2 hour visit surrounded by a frontier atmosphere you will have ample **TIME** to view a **FREE HISTORICAL FILM** showing the **DAM** under construction. Prior to departing for your Hotel, you will visit **HOOVER DAM** (approximately 1 hour) with time to **TAKE PICTURES** of your memorable **"GRAND"** tour in Southern Nevada.

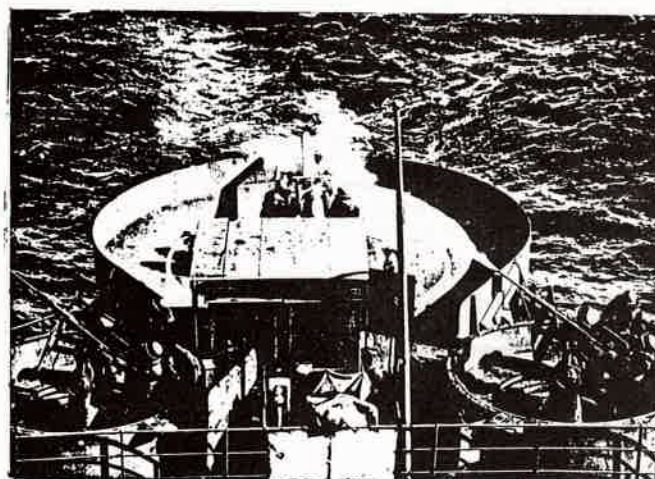
**OPERATES DAILY**  
**HOTEL PICK-UP: 10:00 A.M.**  
Return to Hotel  
Approximately 6:00 P.M.

PER PERSON  
**\$30.00**  
Tour 2  
3-16-92

The **GRAND HOOVER DAM TOUR** as you can see is very enlightening. It is a great page in history, as we probably remember reading and hearing about, when we were of the younger set.

With the amount of people expected to go on this tour, a few adjustments had to be made. The boat **"Desert Princess"** is capable of holding from 250 to 270 passengers. When buses depart the Sahara Hotel, half will stop at Hoover Dam, and the other half will board the **"Desert Princess."** You will later reverse the procedure, with those from the dam going on the boat and those on the boat touring the dam. Everyone will return to the Sahara at approximately the same time.

A buffet lunch will be served to both groups at the **"Gold Strike Inn."**



For R.V. enthusiasts two (2) parks are available:

Circus Circus R.V. Park: Across from the Sahara Hotel & Casino.  
For reservations call 1-800-634-3450, at least 30 days in advance.  
Full hook-up is \$10.80 a day. (Please deal with them directly.)

The Hacienda Resort Hotel & Casino is at the end of the strip and does not take reservations. You may call the hotel reservation desk for information, 1-800-634-6713.

\*\*\*\*\*EVERYTHING IS ON A "FIRST SERVE BASIS"\*\*\*\*\*

\*\*\*\*\*AND AGAIN WE AIM TO DELIVER\*\*WE DID\*\*\*\*\*

ROOM PRICES ARE GOOD THREE (3) DAYS BEFORE AND THREE (3) DAYS AFTER  
REMEMBER TO INCLUDE CHECK OR MONEY ORDER FOR DEPOSIT

<p>PRINT LEGIBLY OR TYPE</p> <p>Please make reservations for _____ persons.</p> <p>NAME (S) _____ Please Print Last First</p> <p>ADDRESS _____</p> <p>City _____ State _____ Zip _____</p> <p>Telephone ( ) _____</p> <p>ARRIVE: DATE _____ AT _____ A.M. (3:00 p.m. check-in) P.M.</p> <p>DEPARTURE DATE _____ (12 Noon check-out)</p>	<p>USN ARMED GUARD WWII VETERANS May 16-19, 1993 SAHARA HOTEL</p> <p>Single/Double occupancy...\$61.00 Plus 8% Clark County room tax. Reservations rec'd after 4/14/93 subject to space availability. Enclose first night's deposit (check or money order or credit card information). Card Type: _____ Card Number: _____ Expiration Date: _____ Name on Card: _____</p>
<p>GROUP</p> <p><b>SAHARA</b> Las Vegas</p>	<p>AREA CODE 702 TELEPHONE 737-2111 LAS VEGAS, NEVADA</p>

DON'T FORGET TO  
HAVE YOUR  
PICTURES TAKEN.



1629 Sunset Avenue Chico California 95926 2655  
Phone 916 342 1453 Publisher of the Quack Corps

Charles A. Lloyd,  
5712 Partridge Lane,  
Raleigh, North Carolina 27609

ISBN 0-9633631-1-5

Dear Mr. Lloyd:

It was nice to have the phone bull session with you this evening. Former servicemen can usually find a great deal to talk about--the branch of service doesn't matter.

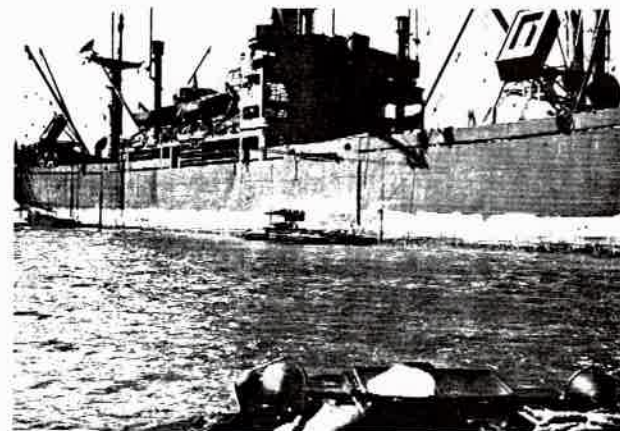
A copy of *The Quack Corps* is coming to you under separate cover. If it shouldn't show in a reasonable period of time give a yell. I use book rate and as you know, one has to depend on the postal department to be sure an item doesn't get lost enroute.

Reports on the book from some not of our generation have been good. I hope you'll also find it a good read. The first chapter appeared in *Leatherneck* almost in its entirety in December 1986 so the modern day Marines know what it was like to be in Pearl Harbor 7 December, 1941. You'll no doubt notice other excerpt credits on the cover.

Take care. Good luck with your group.

Sincerely,

Arthur W. Wells



U.S. Marine Corps Photo

DUKWs alongside off-loading cargo ship - Saipan June 1944.

A GREAT BOOK! You may have had DUKWs on board topside. You may order "The Quack Corps" from the author at the address above for \$14.95 plus 1.55 shipping.

NOW HEAR THIS      NOW HEAR THIS      NOW HEAR THIS      NOW HEAR THIS

May 16 - 19, 1993

★ ★ ★ U.S. NAVY ARMED GUARD WWII 12TH NATIONAL REUNION ★ ★ ★

Sahara Hotel and Casino, 2535 Las Vegas Blvd. So., Las Vegas, Nevada 89109  
1-800-634-6078 or 702-737-2111 (Be sure to ask for Armed Guard Reservations)

\*\*\*\*\*

THE ITINERARY FOR THE REUNION IS AS FOLLOWS

PICK UP YOUR PACKET WITH TICKETS FOR MEALS AND TOUR WHEN REGISTERING

Registration:	Saturday	May 15, 1993	10:00 AM-5:00 PM
	Sunday	May 16, 1993	10:00 AM-5:00 PM
	Monday	May 17, 1993	10:00 AM-5:00 PM
	Tuesday	May 18, 1993	8:00 AM-9:00 PM
			11:00 AM-5:00 PM

Wednesday	May 19, 1993	7:00 AM-8:00 AM	LATE COMERS
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Business Meeting is Tuesday May 18, 1993 from 9:00 AM--11:00 AM GRAND BALLROOM

\*\*\*\*\*

Hospitality Room:	Saturday	May 16, 1993	10:00 AM-Til ????
	Sunday	May 16, 1993	10:00 AM-5:00 PM
	Monday	May 17, 1993	10:00 AM-Til ????
	Tuesday	May 18, 1993	8:00 AM-9:00 AM
			11:00 AM-5:00 PM
			11:00 PM-Til ????

Wednesday May 19, 1993 Closed for all to go ashore.

\*\*\*\*\*

Banquet and Tour Itinerary: You do not have to cut out from the "POINTER".  
Just Copy and forward what you desire.

Sunday May 16, 1993: Western Style Buffet-POOL SIDE (WEATHER PERMITTING)

6:00 PM-7:00 PM CASH BAR

7:00 PM-11:00 PM Buffet Dinner \$25:00 per person Total-\$ \_\_\_\_.

Monday May 17, 1993 OPEN DAY

HOOVER DAM TOUR:

Board Buses at 10:00 A.M. (Sharp) \$30:00 per person Total-\$ \_\_\_\_.

Tuesday May 18, 1993 Banquet in the

Grand Ballroom \$25:00 per person Total-\$ \_\_\_\_.

6:00 PM-7:00 PM CASH BAR\*(Take PICS)

7:00 PM-11: PM GRAND BANQUET

Wednesday May 19, 1993 BREAKFAST BUFFET

8:00 AM-11:00 AM \$15:00 per person Total-\$ \_\_\_\_.

GRAND TOTAL \$ \_\_\_\_.

\*\*\*\*\*

Make check payable to: "U.S.N.ARMED GUARD WW II REUNION". Send to:  
Chet Colella, 149 Eldorado Dr., St. Peters, Mo. 63376 (Check or MO# \_\_\_\_)

Last Name \_\_\_\_\_ FIRST \_\_\_\_\_ M \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS \_\_\_\_\_ Box \_\_\_\_\_ City \_\_\_\_\_ ST \_\_\_\_\_ Zip \_\_\_\_\_

Tel.# (\_\_\_\_) \_\_\_\_\_ HANDICAPPED (\_\_\_\_) YES (\_\_\_\_) NO (\_\_\_\_) SPECIAL DIET

\*\*\*\*\* EVERYTHING IS ON A "FIRST COME BASIS \*\*\*\*\*

\*\*\*\*\* AND AGAIN "WE AIM TO DELIVER"-- WE WILL!! \*\*\*\*\*

DON'T FORGET TO HAVE YOUR PICTURE TAKEN FOR THE YEAR BOOK

BRING A SHIPMATE OR MEET HIM AT THE SAHARA IN LAS VEGAS, NEVADA



**Lone Sailor**  
U.S. NAVY MEMORIAL  
Washington, D.C.



## DEDICATION

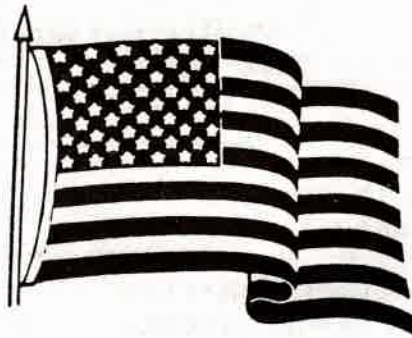
To the Officers and Men who sailed the ships of  
World War II,  
especially to those who lost their lives, and to  
their families.

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."



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

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**Remember Pearl Harbor!**  
**December 7, 1941**



Support The USN Armed Guard  
WW II Veterans Reunions  
NOVEMBER, 1992