

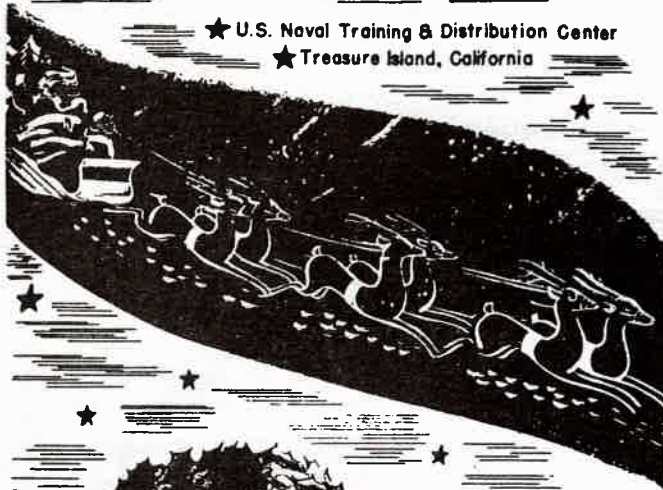
NOVEMBER 1993

THE INTER



Christmas 1945

★ U.S. Naval Training & Distribution Center
★ Treasure Island, California



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ARMED GUARD SCHOOL
SHELTON

NORFOLK VIRGINIA

Christmas Dinner

1943



Merry Christmas To All, Y'all!



THE POINTER

Officers for 1993

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

Rudy and Ellie Kozak
1994 Reunion Hosts
4950 Dory Drive
New Port Richey, FL 34652
1-813-842-2274

Lonnie D. Lloyd, Treasurer

Board of Directors

C. A. Lloyd	NC
L. D. Lloyd	NC
Don Gleason	KS
Joe Piccolini	CA
Walter Magalis	MD
Pete DeLa Cruz	IN
Ralph McNally	OK
Len Carlson	MN
Ray Didur	MI
Ralph Jacobs	IN
Robert Grossman	IL
Clarence Durham	VA
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Bob Ober	OH
J. F. Carter	LA
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Ken Niebuhr	WI
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Richard Kohse	WA
Jerry Groucher	NV
Elmer Vincent	LA

Chaplains

Lyle Kell	WA
Robert Aldrich	NV

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

THE PLANE SHOOTER

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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"

Dear "ALL Y'ALL":

Nov/Dec-1993

HAPPY THANKSGIVING and MERRY CHRISTMAS TO EVERYONE.

The year of 1993 has been a very rewarding year for the U.S.N. ARMED GUARD WW II VETERANS as we are now nearing the "11,500" mark of those located. This is great but I feel we could have done better. Many of you know of other ARMED GUARD in your city and fail to send in names. If you know an ARMED GUARD, ask him if he gets the "POINTER". If not, YOU SEND HIS NAME, ADDRESS TO POINTER ADDRESS. Let's not take it for granted. The more names we get in the computer, the better chance we have to locate our shipmates.

I apologize for the delay in this "POINTER" but the DONATION FUNDS were not sufficient so I decided that a THANKSGIVING/CHRISTMAS one would have to do. This may not seem fair to those of you who has supported OVER and BEYOND the call of duty but I did the best I could with funds available. Maybe some of you who have never donated may want to help PICK UP THE TAB to help with the costs. When you receive this, the BANK ACCOUNT will be approx. "\$1000.00" balance and when it reaches the \$6,800 mark, I go to press with another POINTER. Just as simple as that. SO SORRY!! THERE WILL BE NO DUES. This is strictly voluntarily on your part and we have operated this way, so far.

Many of you have asked me at the reunions and after I explained it to them, they said I should make all the crew aware of what I had told them, so here it is and it can be explained by an example of a nice letter I received from a crew member last year. He wrote two pages telling how much he enjoyed getting the POINTER and reading it's contents. Then in the last paragraph, he stated that he had figured out that if all the 8000 or so members had sent in \$25.

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

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

each, then I should have over a \$100,000, but yet I still asked for money and under the circumstances, to take him off the mailing list. I immediately got the donation list and I came to his name, and sure enough, he had donated \$25 the year before so I sat down, typed him a 2 page letter explaining the situation and I told him his \$25.00 not only paid for his POINTERS but for others til more donations came in. Less than 2 weeks later, I received a very nice letter from him thanking me for explaining how the system works and another check for \$25.00.

I tell you this so you may know, also. I don't want your money. Every check, money order, or cash, goes into the checking Account #301 183839 of the U.S.N. ARMED GUARD WW II VETERANS with SOUTHERN NATIONAL BANK, 5220 Falls of Neuse Rd., Raleigh, N.C. 27609. This bank is nearest to my home and I bank there. I feel better now so back to other things. For those of you outside the U. S. A., you can donate within your country to a ship or Veteran's Organization of your choice. Someday, you may need to assist one of our crew should he become destitute while overseas.

Hilda and I attended the reunion for "Mi-OH-IN-KY" held in Frankenmuth, Mi. hosted by Martin and Dawn Vallee along with with Carl and Ruth Mescher. What a great reunion it was. A beautiful town with great food. We toured the General Motors--Buick Assembly Plant with over 200 people. WONDERFUL, Y"ALL!!

We also joined in with the NORTHEAST CREW hosted by Henry and Joyce Carrangi and their crew, with over 200 attending. The band leader saw the ARMED GUARD BANNER and said-"MY BROTHER-IN-LAW was in the ARMED GUARD"!! So!! We pick up another one. Our bus trip to LAKE GEORGE with it's fall colors was beautiful and then we sailed scenic "Lake George" together. I got to meet one of my shipmates again at the Albany Reunion;, Brother L.D.!! The owner of the Cruise Ship on Lake George, T.J. Kalisz, was also an ARMED GUARD.

I regret that we couldn't attend all the other MINI REUNIONS but I have received favorable reports that all went well and many shipmates from the same gun crews were together again, many for the first time. Please advise me of WHERE and WHEN and WHO will be the hosts as soon as decided on, so I can place in future POINTERS A.S.A.P. so others can make plans.

By the time you get this POINTER, I hope to have my Computer System back on track to search out the gun crew located so far and do a printout for you. SEND A SELF-ADDRESSED-STAMPED-ENVELOPE to the following who will have a backup of this MAIN COMPUTER. Give your "COMPUTER NUMBER" which shows on your mailing label. Give your name, address and ships with dates on and off to the following:

IF YOUR COMPUTER LABEL NUMBER IS 1 through 4000
SEND to:

1. Ralph Lucas
1220 Hawthorne Rd.
Hanahan, S.C. 29406

2. Phil Bradley
2207 Fox Hunt Dr.
Monroe, N.C. 28110

3. Bob Ober
7115 Dunn Rd.
Cincinnati, Oh 45230

#s 4000 through 8000

#s 8000 through "UP"

COPY THESE NAMES ABOVE DOWN SO YOU DON'T FORGET!!! To anyone else who has a computer and would like to set it up under the "FILEPRO SYSTEM" as I have this one and can help run off these shipmates please let me know as the hardest part of this whole operation is to get word from an ARMED GUARD's wife telling that he has departed us and when I pull his name up on the COMPUTER SCREEN to make the necessary changes and see that we never sent him a "printout" of his shipmates. Such a tragedy. We are trying to get the program called "FOXPRO" developed to do what we would like for it to do, to speed up the process.

I would like to get a count on how many of you who would like to take a "4-DAY CRUISE" together after the ORLANDO REUNION. It would start on Thursday as soon as we finish our "SO LONG" breakfast. The cost would be below \$100.00 per day which includes room, meals, music and many other attractions, including gratuities. Over 1/3 at the Albany Reunion indicated an interest. Drop me a card or note so I can get a general idea. Do it now as April is only 5 months away by the time you receive this.

For those of you who are going to "England: for the NORMANDY 50th ANNIVERSARY, I have booked 25 doubles and 63 singles at the "UNION JACK CLUB" Sandell St Waterloo London, ENGLAND SE1 8UJ 071-928-4814 from June 1 through the June 10th, 1994. Ask for Correen or Margaret. The hotel was owned by an English WW I Navy Veteran and he left it to be used by Navy Men and family. You will have to show proof of service. The doubles are 53lbs.75 and singles are 27lbs 85; or how they count their money. This is reasonable for the occasion and they wanted us "YANKS" to be with them. I am looking for someone to take charge as I will not be able to attend due to my grandson getting married on June the 4th. If all goes well, I may fly in on the 6th. Wouldn't it be great to do a "FLYBY" over the hundreds of ships taking part in this historic occasion. Especially OUR THREE SHIPS!

I still haven't had the time to search for pictures and other items some of you wanted returned. I hope to do a strict search in the near future. I remind you again, if you did not receive items you sent in for, please refresh my memory. We get a lot of new guys with the caps, bumpers stickers and newspaper articles. Dial the newspaper and ask them to write a story on you and the Armed Guard. Many do!!

Any of you ARMED GUARD who has signed on lately who attended "BOOT CAMP AT FARRAGUT, IDAHO" and did not get the "September, 1992 POINTER", drop me a letter and I will send you one. I located about 200 extras in a box in the "garage" and would like for you to receive one. A \$.52 stamp would help pay postage.

Yuri Menshikov, Attache/Public Affairs, Embassy of the Russian Federation asked me to re-phrase Page 2 of the July-Aug. POINTER to state: "ALL NORTHERN MURMANSK RUN PORTS"---which shows, appearing above: "40TH YEAR MEDAL"; for which it was intended. Yuri, expressed THANKS to all who brought supplies to his countrymen during World War Two. We also wish Yuri and the Russian Federation a speedy recovery from problems within their homeland in search for Freedom.

Again, I wish all of you a Wonderful Holiday Season and on December 7, 1993 stop for a moment of silence in honor to those who gave the Supreme Sacrifice in all the wars in the past, that we all could live in a free society. REMEMBER PEARL HARBOR-12/7/41 cal

Guam Liberation Veterans 50th Anniversary - 1944

You are asked to return in 1944.

If you helped liberate Guam in 1944, Governor Ada wants you back in 1994 to celebrate the 50th anniversary of the island's liberation.

He will help defray some expenses of returning liberators. The invitation is extended to veterans of all services, men and women.

For information: please write to Colonel Warren H. Wiedhahn, USMC (ret), PO Box 1179, Alexandria, Virginia 22313-1179 or John O. Blaz, Administrator, Veterans Affairs, Office of the Governor, PO Box 3279, Agaña, Guam 96910.



REUNIONS



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

The book, "Gunner's Mate" on Page 3 July Aug. 1993
"POINTER" should have added \$2. shipping-handling.
TOTAL COST: \$11.95. ORDER DIRECT FROM: BOB GALATI,
6366 S. WATERTON DR., TUCSON, AZ. 85746-5075

LET ME GET YOUR ATTENTION BEFORE READING REUNIONS!
This has been asked for several times and I always
FORGET it so let me get this request behind me!!

U.S.N. ARMED GUARD WW II "AMATEUR RADIO OPERATORS"
ARE ASKED TO TRY FOR A SCHEDULE ON "20 METERS" ON
CW AT FIRST ON 14045 KH EVERY TUESDAY AT 1800 GMT.
REQUESTED BY: BILLY L. SMITH, 5621 N.E. VIVION RD.
KANSAS CITY, MO. 64119 816-452-4236. (WODJ) More of
you had requested this and I failed to keep a list
so maybe this is the start of something great!!

ANOTHER REQUEST

A FEW OF YOU HAS SUGGESTED THAT WE START CHARGING
DUES TO SUPPORT THE EXPENSES OF THE "POINTER" AND
COMPUTERS, COPIER, PAPER, POSTAGE, ETC. I DO NOT
HAVE THE TIME, NOR THE HELP TO KEEP RECORDS TO SEE
IF YOU HAVE OR HAVE NOT PAID UP. WE HAVE OPERATED
SINCE WE STARTED ON VOLUNTEER DONATIONS AND THANKS
TO THOSE WHO HAVE DONATED, WE HAVE KEPT THIS GOING
AND I HOPE YOU UNDERSTAND. I HAVE FINALLY RECEIVED
ENOUGH TO GET THIS "THANKSGIVING-CHRISTMAS-1993"
POINTER PRINTED AND MAILED TO YOU. IT COST APPROX-
IMATELY \$6900. FOR EACH MAILING. YOU KNOW WHETHER
YOU CAN AFFORD TO GIVE OR NOT' AND IF YOU'VE GIVEN
OR NOT. IF IT WERE NOT FOR MANY donating "SEVERAL"
TIMES, THROUGHOUT THE YEAR, I CAN ASSURE YOU THAT
YOU WOULD NOT BE READING THIS NOW. I HAVE ENOUGH
MATERIAL TO DO MANY "POINTERS" OF INTEREST IF THE
MONEY WAS AVAILABLE. IF YOUR STORY HASN'T APPEARED
AS PROMISED, I APOLOGIZE. IF I HAVE NOT RETURNED
YOUR PICTURES, ETC., I JUST HAVEN'T HAD TIME TO DO
A STRICT SEARCH. THEY ARE HERE, SOMEPLACE. SOME, I
HAVEN'T HAD TIME TO MAKE COPIES THAT YOU HAVE SENT
IN. I KNOW THESE PHOTOS ARE PRECIOUS TO YOU. I'LL
START SEARCHING AGAIN WHEN THIS POINTER IS PRINTED
AND MAILED. I HAVE TO ENTER ALL OF THE "NEW SALTS"
NAMES AND SHIPS INTO THE COMPUTER AND THIS IS ONE
TASK THAT I CAN NOT GET BEHIND ON!!

ARMED GUARD, their Ladies and Guests are WELCOMED
to attend any MEETINGS below. Write or call them
to get information. I do appreciate other VETERAN
ASSOCIATIONS for placing our ARMED GUARD NOTICES
in their papers, Mags, etc. NOTIFY THE HOSTS, if
possible, prior to attending a meeting.

The PORTLAND-MILWAUKIE, OREGON ARMED GUARD will be
holding a 10:00 A.M. BREAKFAST at the GATES FAMILY
RESTAURANT 18203 S. McLOUGHLIN, Milwaukie, Oregon.
3RD SATURDAY of each month. Contact: George Goode
4017 S.E. Aldercrest Rd. "Milwaukie, Oregon" 97222
503-659-1925. They have a great crew there!!

Omaha, Nebr. has a "FREEDOM PARK" NAVAL MUSEUM on
2497 Freedom Park Rd. 68110 402-345-1959. display-
ing the USS HAZARD AM-240 and the U.S.A. Submarine
USS MARLIN SST-2 and many other items. They would
like for you to stop by if in the area as they are
proud of what they have accomplished.

Wyoming Armed Guard Contact: Bob Gerard 1604 Sher-
idan, Laramie, Wy. 82070 307-745-3532.

Lansing, Mich. Area holds a FIRST WEDNESDAY--EVERY
2 MOS. at THE GOLDEN GATE RESTAURANT at 6435 South
CEDAR, Lansing, Mi. (Exit onto 104 from I-96) Hosts:
Carl Mescher 508 Wayland, E. Lansing, Mich. 48823
517-332-1027; or, Martin Vallee, 1412 Brookwood,
Flint, Mi. 48503 313-238-3392 AND AL WILBUR, 520
WOOD ST. EATON RAPIDS, MI. 48827 517-663-5301.

OHIO CREW HOSTS BOB and DOT OBER, 7115 Dunn Road,
Cincinnati, Oh 45230 513-231-3181 along with CLYDE
and MARION GUTZWILLER, 9799 Mt. Nebo Rd. North Bend
Oh 45052 513-941-3072 are planning to start ONCE
a MONTH meeting in the area. It would be nice "if"
someone from the Toledo; Columbus and Akron, Ohio
Areas would do the same. Of course, Bob and Clyde
invites you and crews from other States to attend!

KENTUCKY Hosts for the OH-MI-KY-IN 94 Mini-Reunion
will be Joe and Earlene Foreman P.O. Box 99303,
Jeffersontown, Ky. 40269-0303 502-267-4576, along
with Co-Hosts James and Norma Close, 4036 Preston
Hiway, Louisville, Ky 40223 502-366-8966 to be at
the Executive West Hotel, Freedom Way at the Fair-
grounds, Louisville, Ky 40209 1-800-636-2708 on
October 3-6, 1994.

The "GALLUP'S ISLAND RADIO ASSOCIATION" P.O. Box
28085, Minneapolis, Mn. 55428 will hold their 1994
National Reunion in Mystic, Ct. in May, 1994. For
all details, contact: Dick Waechter 104 Canterbury
Commons, Indiana, Pa. 15701 412-465-7389.

The "Rhode Island Chapter" of ARMED GUARD VETERANS
have a "LUNCHEON MEETING" on the 1st Wed. of every
month at NOON at BICKFORDS in Warwick, R.I. GERRY
Greaves 143 E. Killingly Road, Foster, R.I. 02825
401-647-2212 is the HOST.

FOR TEXAS CREW UPDATES SEND S.A.S.E. TO: Hosts DAN
MOCK 8810 Silent Oaks, San Antonio, Tx. 78258 210-
681-2120 or John Shirley 5605 Berkman Dr. Austin,
Tx. 78723 512-928-0777.

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. They
have a great time getting together.

MISSOURI CREW will have a new meeting place start-
ing in November. They will meet on the 3RD TUESDAY
of each month and the location is: D.A.V. Chapter
2, 8787 Old Santa Fe Rd., Kansas City, Mo. 64138

Here are the facts...

The balance in
our checking
account, as of
Nov. 2, 1993 is
\$8622.94

CIVIC CHECKING 301-183839

OCTOBER 19, 1993

NUMBER OF DAYS IN STATEMENT PERIOD (29)

BALANCE LAST STATEMENT (9/20/93)
PLUS 5 DEPOSITS AND OTHER CREDITS
LESS 7 CHECKS
BALANCE THIS STATEMENT (10/19/93)

1,782.00
1,645.41
6,016.20
6,152.79

DAILY BALANCE SUMMARY

DATE	BALANCE	DATE	BALANCE	DATE	BALANCE
9/22	5,836.20	10/07	7,016.20	10/13	5,804.65
9/30	6,466.20	10/11	6,981.39	10/15	6,186.65
10/04	6,741.20	10/12	7,147.36	10/19	6,152.79

near the intersection of 87th St. and Blue Ridge Blvd. and the time is 11:00 A.M. with Stan DeFoe, 4308 So. Osage Ave., Independence, Mo. 64055-4645 816-795-8915 and Ed Hollenbeck 8704 Bannister Terr Kansas City, Mo. 64134 816-761-7448 as hosts.

Lee Logan was Honored during the Wichita, Kansas. gathering October 23, 1993 for his outstanding work in getting the crew together in that area. Lee has been in declining health. The crew and their wives attending were Ks. Hosts Wilfred and Anna Bergkanp, Dick Olmstead, Charley Fields, Virgil Davis, Dean Brandis, Burnard Simpson, and Honoree Lee Logan

UPPER PA. CREW meets at "PLATZ, S RESTAURANT", 101 Harrit Rd. Leighton Pa. 18235 215-377-1819. Host Clint Barr, 2340 Third St., Easton, Pa. 18042 215-258-3056 welcomes you to a great time.

Eastern PA. CREW contact: Harlan P. Ross, Box 116 Timber Lane., Exton, Pa. 19341 215-363-6275 if you would like to be a part of a meeting in his area. Many have asked if someone held meeting close by!! This is a great location for the Philly crew, too. Harlan was was a SM2/c on the Sea Going Tug LT-130 in the invasion of Normandy.

LITTLE FERRY, N.J. AREA meets on the 1ST TUESDAY of each MONTH 11:30 AM luncheon at TRACEY'S RESTAURANT #4 Bergen Pike Little Ferry NJ 07643. Host William Weber, 460 Liberty St. A-101 Little Ferry, NJ 07643 (201) 641-1191 invites you to attend.

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. At their last meeting in Oct the guncrew from the S.S. Occidental consisting of Robert "Bob" Floyd, Columbia, S.C.; Robert Burrill, Milford, Pa.; Ferd Vogt, Hamilton, Oh.; Dan Sturgil China Valley, Az.; Everett Coonan, N. Grafton, Ma. Alex Dunbar, Vandergrift, Pa. and Stan Zaidel of Pittsburgh, Pa. attended. They all sailed together in 1943. NOW!! AIN'T THAT GREAT!!!

CHICOPEE-LUDLOW, Ma. HOSTS Tom and Priscilla Dufresne, 289 Munsing St. Ludlow, Ma. 01056 413-583-8580 hosts a "2ND SUNDAY" 9 A.M. BREAKFAST at the MOOSE LODGE #1849 244 FULLER RD., CHICOPEE, MA. and are assisted by Roger Fournier, Springfield, Ma. 413-782-9256; Sam Pitittieri, 413-592-1854 and Louis Carr 413-783-5904. They have a great crew, too.

Albany, N.Y. AREA HOSTS, Henry and Joyce Carringi, 11 BULLARD Av. QUEENSBURY, N.Y. 12804 518-793-0326 and crew meets at 12 NOON "4TH" SAT. of each month at the Marriott Hotel, 189 Wolf Rd. Albany, N.Y. They hosted a wonderful N.E. Reunion

Jeff and Mabel Haselden, 120 Richardson Blvd. Lug-off, S.C. 29078 (803) 438-1491 can advise when and where of South Carolina meetings.

Richmond, Va. Crew meets at 12:30 PM for LUNCHEON at MORRISON'S Cafe 7035 W. Broad St. Richmond, Va. on the "2ND SAT. Hosts Clarence and Helen Durham, 4813 Lowells Rd. Richmond, Va. 23224 804-233-6023.

In NORFOLK, Va. Contact: Ralph Womeldorf 1400 Garwood Ave., Virginia Beach, Va. 23455 804-464-1130 for Luncheon at the C & M Cafeteria, Va. Bea. Blvd

George Milk 449 St. James St. Port Charlotte 33952 813 627-6759 area meets at the Golden Corral-PUNTA GORDA, FL. on the 3rd Tues. at 1:30 P.M. When vacationing, join in with these Florida Crews.

Rudy and Ellie Kozak 4950 Dory Dr. New Port Richey Fl. 34652 (813)-842-2274 will start back holding meetings in that area. They will meet Jan. 12, 1994 but location was not decided as of this printing.

Springhill, Florida area (and others) can contact William T. Young 4206 Parkhurst La. Springhill, Fl. 34608 904-683-9333. They will hold a breakfast on the 3RD Saturday of each month.

PORT ST. LUCIE, Fl. area meets on a "LAST FRIDAY" IN THE MONTH" at JOHNNY'S CORNER FAMILY RESTAURANT 7180 U.S. #1 PORT ST. LUCIE 34952 407-878-2686 by HOST DICK JARMAN, 1461 MERIOS CRT., PORT ST. LUCIE, FL. 34952 407-335-3716 WHO'S REPLACING KEN CLASEN.

Arizona Hosts John and Joan Noyes, 4651 East 17th St. Tucson, Az. 85711 602-790-4229 holds a 4th Sat of each Month, 11 A.M. meeting, at the Mountain View Restaurant 1220 East Prince Rd., while Carlo Traficano 108 N. Greenfield Rd. Apt-2117 Mesa, Az. 85205 602-396-6223 hosts a "1ST" SAT. of the Month meeting at SHONEY Restaurant 1740 East Main St. in Mesa at 10 A.M.. John is having a bout with cancer and we hope for him a speedy recovery.

LST CREW CONTACT: LST ASSOCIATION, Mike and Linda Gunkak, P.O. Box 167438, Oregon, Ohio. 43616-7438 1-800-228-5870 for their 1994 LST REUNION. I highly recommend all LST to subscribe to their paper.

Destroyer Escort Assc (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.

PUGET 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, Texas 75453 903-447-3180 is trying to locate all Merchant Marine crews in the area. Armed Guard are welcomed to join them. They have a wonderful crew and want you to be a part of their meetings.

Patrol Crafts Sailors Assoc. 11610 Paso Robles Av. Granada Hills, Ca. 91344 will hold their National Reunion in Bay City, Mi. June 9-11, 1994.

U.S.N. CRUISER SAILORS ASSC. are in search for all "CRUISER" men of "WW II" and "KOREAN WAR". CONTACT R.J. MACLEJOWSKI 55 Donna Ter., Taunton, Ma. 02780

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 cruise tickets. DON'T MISS SAILING HER IF IN THE AREA. Thanks Marci for the NEW OL' SALT'S NAMES.

The "DUKW"s Host Art Wells 1629 Sunset Ave. Chico, Ca. 95926 916-342-1452 will announce their 1994 Reunion soon. He'd like your comments on the DUKW book if you purchased it. REALLY A GREAT TRIBUTE!!

WE still hold our 1ST SAT. OF THE MONTH BREAKFAST at "GRIFFIN'S RESTAURANT", 1604 North Market Dr., Raleigh, N.C. off 4500 Blk of OLD WAKE FOREST RD. behind RED LOBSTER in the NORTH MARKET WAY PLAZA". Take 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 will be close by, and then give me a call 876-5537 (AG) or; (872-7115-Res-If in town "ONLY") Y'ALL COME ON!

Contact: Joe Piccolini 9724 Paseo De ORO, Cypress, Ca. 90630 213-598-8326; Charles Savonna 8777 Coral Springs Crt G-9 Huntington Beach, Ca. 92646 714-960-6925; or, Thom Hendrickson 1531 S. Pomona-Apt-A-30 Fullerton, Ca. 92632 about the Lane (V). They can use you on the guns. The guns looked great!!

Contact: WALT MAGALIS, 5010 Leeds Ave., Baltimore, Md. 21227 410-242-4375 about the S.S. JOHN W. BROWN. Walt has been gracious in assisting those who have needed help in finding the BROWN as she moves from different piers. Walt's having a bout with cancer. Send a "GET WELL" card. I'd like to congratulate Walt for being elected as Vice Chairman of the SS John W. BROWN and also other Armed Guard members, Jack Rhodes and Joe Colgan as Directors.

Carl Kreidler, 15852 Via Eduardo St. San Lorenzo, Ca. 94580 510-351-1954 welcomes you to be a part of the "U.S.N. ARMED GUARD GUN CREW" on the S.S. JEREMIAH O'BRIEN. We, of the ARMED GUARD, are very fortunate to have located such a devoted gun crew member to take on the heavy load in assisting the others who had maintained the guns, prior to his arrival. Go and help him if you can. Just maybe a few bucks would be put to a good use if you can.

"SOMETHING SPECIAL"

To you MERCHANT SEAMEN on board these three ships who notify our "NEW" Armed Guard as they visit the ships, I'd like extend a "SPECIAL THANKS" to you for taking your time to let the these people know of our getting together. It means so much to them.

The "AMERICAN MERCHANT MARINE VETERANS" will hold their 8th National Reunion May 15-17, 1994 in Las Vegas Nevada. ARMED GUARD ARE WELCOMED.

A SALUTE TO OUR U.S.N. SUBMARINE VETERANS WHO ALSO ESCORTED THE CONVOYS!! THANKS FOR A JOB WELL DONE! They will hold their "40th" National Convention in Norfolk, Va., Oct.5-9/'94, hosted by Tidewater and Bull Run Chapters of the "U.S.N. Sub Veterans". A S.A.S.E to: M.M. Turner, Convention Chairman, 8041 Tarpon Pl., Norfolk, Va. 23518 1-804-587-3907 will get info. If you know of a Sub-Vet, TELL "EM!!

The organizing of an "International Chief Petty Officer's Association" is underway, according to Chief W.C. "Bill" Noltze, Founder. (AGE-86) You are to contact: Chief Patrick Ahern, Sec.-Treas. 4336 E. Skyview Dr., Las Vegas, NV. 89104-5441.

Check with your DAV; AMERICAN LEGION; VFW; AMVETS, etc. for other reunions

Clarion Hotel rates are: \$60. per day plus 11 per cent tax, so, MAKE YOUR OWN HOTEL RESERVATIONS!!

— In Memory —

DECEASED SHIPMATES SINCE JULY 1993 POINTER

Abright	George	Youngstown	Fl	8/20/87
Aro	George	Northeast	Md	4/7/93
Ballum	George A.	Anchorage	Ak	93
Benson	Arthur	Pittsburgh	Pa	93
Bethurum	Jim	Ozan	AR	Alice 10/30/93
Breckel	Edward N.	Cincinatti	Oh	6/9/93
Childs	Philip R.	Cleveland	Oh	Gertrude 7/7/93
Cook	Harold B.	Prosperity	SC	Peggy 8/27/93
Cutshall	Joe M.	Midland	Tx	Naomi 10/22/92
Dent	Gene S.	Yreka	Ca	Roberta ??5/93
Fisher	Wiley V.	Belton	Tx	2/16/93
Gay	Carl	Conway	Oh	93
Grzybicki	Alex H.	Johnstown	Pa	Olga ???
Gumowski	Edward A.	Wayland	Mi	Helen 7/4/92
Hans	Frank L.	Mansfield	Pa	Nancy 6/27/93
Haskell	Charles	Georgetown	Ma	6/3/93
Hooker	Daniel J.	Boyston	Va	93
Houdeshell	Merlin G.	Aurora	Co	Ina 6/5/93
Iazzio	Tom	Schenectady	Ny	9/5/93
Katosky	Robert	Revere	Ma	Joan 6/28/93
McDonald	Ross	Jackson	Mi	Wanda 3/8/93
McCarver	Robert M.	Sonora	Tx	Helen J. 8/13/83
McGraw	Norval E.	Manchester	Mi	Caroline 6/26/93
Melican	John	Worchester	Ma	Pauline 3/8/93
Montague	Robert Joseph	Philadelphia	Pa	Agnes ? //93
Morrison	Thompson	Nashville	Tn	Louise 8/2/93
Moschiwsky	Steve	Carnegie	Pa	3/22/93
Murphy	Thomas E.	Dayton	Oh	Dorothy 10/20/93
Lucas *	John R.	Springfield	Il	6/23/93
O'Connor	Robert L.	Jackson	NJ	8/6/93
Rose	Donald	Bernardston	Ma	Adriel 7/25/92
Soule	Lauren M.	Andover	NY	Pauline 4/9/93
Tenney	Charles I.	Villanova	Pa	Fritzie 12/5/92
Taggart	Tom John	Little Rock	Ar	1987
Wade	Herschel	Niagara Falls	NY	Flora 93
Wilkinson	Raymond	Horsehead	NY	9/28/93
Wurtzebach	Ed	Fort Myers	Fl	* 3/31/93

SHIPMATE'S LADIES WHO HAVE CROSSED THE BAR SINCE LAST POINTER.

Rabalais	Dorothy	Alexandria	La	Rufus J. 9/16/92
Forbes	Lillian	Cary	NC	Gordon 10/10/93

'They that go down to the sea in ships, that do business in great waters, these see the works of the Lord, and His wonders in the deep.'
Psalm 107:23-24

Union Jack Club



Sandell Street, Waterloo
London SE1 8UJ
Telephone 071-928 6401
Fax 071-620-0565

Advance Reservations
Telephone 071-928 4814

Dear Mr. Lloyd

Re our telephone conversation today, we confirm that we have reserved 25 double Ensuite and 53 single Ensuite from 1 to 9 June 1994 inclusive. As agreed on the telephone the final number to be confirmed by 1 Jan 94. Prices for the rooms will be as follows:

£53.75 per double Ensuite
£27.85 for single Ensuite

We look forward to hearing from you nearer the time.

Yours sincerely

Reservations
Ms. C. Amalric

Rooms are private shower/bath. For doubles, specify double bed or two twins. Overseas visitors requested to send a bank draft made in £Sterling. A copy from the Union Jack Club sent to me can be sent to you by sending a S.A.S.E. to POINTER ADDRESS. DO NOT SEND ME MONEY FOR HOTEL. SEND TO THEM! This is a Hotel, 2 blocks from trains to all parts of England. cal

Dear LLOYD:

With the Christmas Season approaching, I thought this story might appeal to those of our shipmates who spent Holidays during WW II, away from home.

The date is Dec. 22nd, 1943. The place: Bizerte. The Port Director had ordered us to return home and we were to sail on to Oran, Algiers to pick up a homeward bound convoy. As we approached Oran, dusk began to fall and it was too late to enter the harbor as no ships were allowed in after dark.

We dropped anchor and waited until daylight. During the night, the sea began to pick up a little. The Captain ordered the second anchor dropped. As the chain was running out, a wave lifted the bow up, causing the anchor to loop around the first chain.

When the morning came, we tried to lift the anchors. The chains caught at the lower end of the bow, leaving the hooks suspended below the water line, making it impossible to enter the harbor. The only company capable to cut us loose was a French one and they simply "REFUSED" to come out until after Christmas. (AND THIS WAS WARTIME!!)

There we were on Dec. 23rd with nothing on board to eat but a case of Vienna Sausage, two canned hams and a crate of eggs, which we had acquired from the "Sicilians" in a trade for a couple of cartons of cigarettes. To add insult to injury, the S.S. CALAMERSE, a refrigerator ship, pulled into port with two million pounds of turkey.

The quarters we shared midship on the port side was called the "HAPPY BOY FOCSLE". On Christmas Eve, we were a "depressed crew". One of our crew said-"CHRISTMAS isn't CHRISTMAS without a TREE". Another of the guys said-"LET US MAKE ONE". And we proceeded to do just that.

First, we picked a piece of wood that was used for shoring up cargo. Then we shaped it from a point to 3 inches wide and four feet long. For limbs, we unwound strips of cable and wound it around the wood, making each level shorter as we worked our way to the top. For needles, we glued strips of bran that resembled dried spaghetti and painted the needles green. The engineer gave us a few sheets of graphite for tinsel, that shined like silver, and with a razor blade and a steel rule, we cut them up into fine strips. For tree ball ornaments, we used walnuts that we had picked up in Sicily and split some of them in halves. We dipped them into different colors of paints, glued them all together with a piece of string in the middle and tied them to the tree. We painted some one color and others we dipped in powdered graphite, to shine.

One of the guys made a three dimensional star for the top of the tree. Another one who was good at drawing, made a silhouette of the 3 Wise Men as a background and to finish off the tree we covered the base with a BAKER FLAG. When we finished, we invited the rest of our crew and the Merchant Crew to view our tree. Over all the years, there have been many Christmas trees in our life, but this one, I think, I cherish the most!!

P.S. Even though the water was still rough and without the Captain's permission, the Chief Engineer took a life boat ashore and returned with all the fixings for a Christmas Dinner.

An Armed Guard

I regret to say that I had removed the pages from the envelope and threw it away. As I began typing I noticed it was not signed nor any ship was mentioned. I will give credit to whoever sent it in if you'll let me know. If you were on this ship and recognize the incident, I'm sure you'll want to contact your shipmate. Send me a stamped envelope and I will forward the address immediately, when notified. cal

Dear Sir:

I served in the Armed Guard out of Brooklyn, NY. I first went to sea on the S.S. JOHN BARRY with cargo for an Island in the Persian Gulf. We never got to the island as we were torpedoed by an enemy sub. The ship went down with a loss of only a 2 men. A few of us were picked up by a line ship. Was put ashore in India someplace so we were told! After we got back to the States I returned to my home to my mother's funeral.

I returned to Brooklyn AGC and was assigned to the S.S. HENRY S. LANE, a cargo ship, til the war ended. My friend, Tony Spinazzola of Raymond, NH insisted that I write to you and see if you had any ship-

mates listed from my ships. I sure hope so. I am a few years older now as I was born Nov. 16, 1909 and will be 84 years old then. Thank you so much. C.G. Robbins 8459 Hogan Dr., Huntsville, Al. 35802

Robbins was sent the shipmates located so far. A copy from Art Moore's book, "A CARELESS WORD" is in this "POINTER" Art has informed me that he has had 500 more books printed by request. Order from him direct. Send check or money order of \$59.95 To: Captain Art Moore, RFD 1 Box 210, Hallowell, Maine 04347 207-623-9165. Worth every cent!!

SS John Barry

Company: Lykes Bros. Steamship Co. New Orleans, LA
Master: Joseph Ellerwald
Gross Tons: 7176

The Liberty Ship, SS JOHN BARRY, was torpedoed by the German submarine U-859 (Jebesen) at 1800 GCT on August 26, 1944 about 125 miles off the coast of Saudi Arabia in the Arabian Sea (15-10 North/55-18 East) while en route alone from Philadelphia to Ras Tanura in the Persian Gulf via Aden, with a

At 1800 GCT, a torpedo struck between #2 and #3 holds on the starboard side. The extent of the damage was unknown due to the presence of the deck cargo. Immediately after the torpedo struck, the entire forward section of the ship was immersed with water. Flooding was through the hatches as only one was battened down. The engines were shut down within 10 minutes. At 1845 GCT, after the ship had been abandoned, a

Home Port: Portland, OR

Built: February 1942 @ Portland, OR
Dimensions: 441' x 57' x 37'

full load of general cargo. Also on board was 26 million dollars in silver bullion. Her complement was 41 merchant crew and 27 Naval Armed Guard. Of this number, two of the crew were lost when #2 lifeboat was swamped.

second torpedo hit amidships on the port side. The explosion broke the ship apart and she sank immediately.

All hands abandoned ship in three lifeboats and rafts. Number 1 lifeboat was blown away by the explosion. The three boats were loaded and in the water by 1815 GCT, but #2 boat was swamped, throwing the occupants into the water. They were picked up by the other boats. The

(Reprinted from Art Moore's book, "A Careless Word, A Needless Sinking")

Chief Engineer and Radio Operator had to abandon ship by jumping overboard, but were picked up by a lifeboat. On August 28 at 2015, 31 survivors were picked up by the Dutch tanker, SS SUNETTA and landed at Aden on September 2, 1944. The other 35 survivors were picked up by the SS BENJAMIN BOURN at 0740 on August 29 and landed at Khorramshar, Iran on September 6.

The U-859 (Jebesen) was sunk in the Straits of Malacca by HMS TRENCHANT, a submarine, on September 23, 1944.

What Do You Have To Do To Get An Honor Guard?

June 29, 1993

Dear Mr. Chas. Lloyd:

Received your post card requesting originals of the photos of my Father John R. Maconochie, Jr. which I had mailed you copies before, Mr. Lloyd, I must ask that the originals be returned to me seeing as they are the only ones (that I know of) around, and I would like to have them back so that they can be passed down to the next generation.

I guess that the main reason that I wanted to have Dad remembered is because I was so disappointed with the funeral service given to my Dad at the Riverside National Cemetery. I do realize that there are many other loved ones whom have died and there are so many funeral services being performed each and every day, but I do feel that my Father should have at least had the proper military funeral he deserved, I was under the impression that he would get full military honors, there wasn't even an Honor Guard or any thing done for him other than playing (record) of taps, the funeral drivers folded the flag and presented it to my Mother to whom in returned presented it to me. I feel that my Father was a wonderful man and he served his Country proudly and received the Purple Heart and commendations as a hero.

I had called at least 3 times to the Disabled American Veterans, (which he belonged to since 1974), when he had only be given approx 30 to 60 days to live, asking for any help that they may be able to give me. They returned my call 2 weeks after we laid him to rest, and I was told I should have contacted them and they would have had an Honor Guard there. (A lot of good it did 2 weeks later).

I love my Country and I loved my Father and because of this, is why I would like him to be remembered.

Thank you so very much for your support and understanding towards me and my family.

Sincerely,

Barbara J. Talbert
Barbara J. Talbert

encl:



Pledges to buy bonds during the Fourth War Loan campaign were received over the telephone at Radio Station WWNC by sailors and marines, shown in a photograph taken in the studio this morning. They volunteered their time in order to help WWNC meet its goal of \$35,000 in pledges for the broadcast day. As pledges were phoned in, they were broadcast over the air and a record of the sales was kept on a large graph of Hitler and Hirohito, blocked in as each \$25 pledge was received. The service men and service woman in the photograph are Pfc. Rufus Chappell of the marine corps; Coxswain Charles Heath; William Hall, gunner's mate, first class; Sgt. Helen Deane Morris of the women's division of the marine corps; and Gunner's Mate John Maconochie, who received the Purple Heart award at the Naval Convalescent hospital yesterday.

71 Attacks in 14 Days Made on West Roxbury Man's Ship

—Globe Exclusive—

By NAT A. BARROWS

Special Radio to the Boston Globe
(Copyright, 1943, by the Boston Globe and Chicago Daily News)

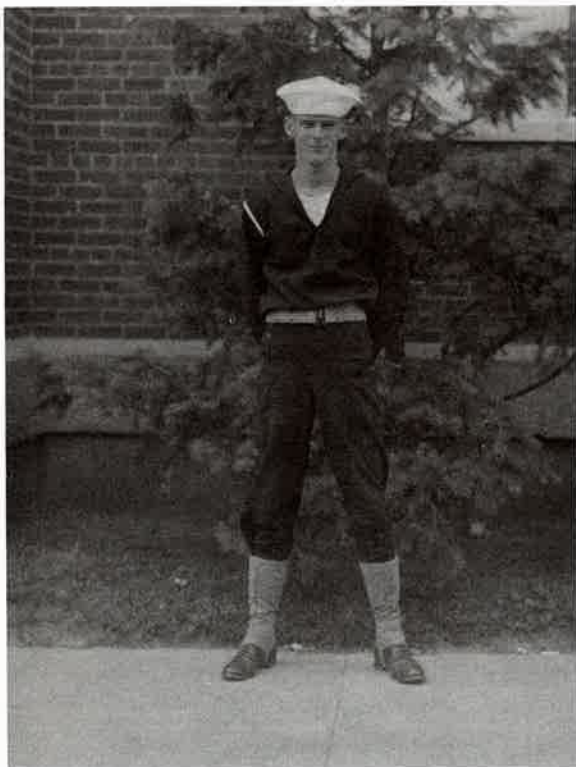
LONDON, March 27—If there is any seagoing terror the Germans have not thrown at Lieut. Walter R. Daley of West Roxbury Mass., United States Navy, armed-guard commander on the convoy supply line to Murmansk, they have been keeping it secret. (EDITOR'S NOTE—The Associated Press dispatch on Daley's adventures refers to this route as "Bomb Boulevard.")

Daley and his youthful gun crew—aboard one of the American ships running into the Arctic Circle to Russia—have been shot at by dive-bombers, torpedo planes, submarines, high-altitude bombers and fighters. In the space of just one fortnight, at Murmansk, they underwent exactly 71 enemy air attacks in 14 days, until for them the world seemed to consist only of flying steel, thunderous blasts and fire.

They have seen the worst and they have given an account of themselves that makes another glorious chapter in this story of getting supplies through to Russia, in face of Germany's incredibly concentrated U-boat and torpedo-plane campaign.

"And how did I like Murmansk?" says Lieut. Daley, 37-year-old former B. C. student and Massachusetts Institute of Technology graduate. "Well, Boston's a swell place."

John Maconochie, War Hero, Saves Shipmate In Bombing



JOHN MACONOCHIE
In Hero Role

Sparse official notice of "wounded" relating to John Maconochie of 48 Willow avenue, North Weymouth, United States navy gun crew member aboard a merchant ship, has been supplemented by newspaper and radio releases that show him in a hero's role.

Lt. Walter R. Daley, U. S. N. R., armed-guard commander on the convoy supply line to Murmansk, Russia, cited Maconochie for having aided a wounded shipmate down a ladder to safety on the route that has been called "Bomb Boulevard." In 14 days the convoy suffered 71 air attacks which kept the gun crews almost continuously at their guns.

Lt. Daley's home is in West Roxbury. He is a former Boston college student and graduated in 1935 at the Massachusetts Institute of Technology after which he became a power engineer for the Boston Edison company. His reference to Maconochie, son of Piping Supervisor John Maconochie of Fore River shipyard and Mrs. Maconochie with whom he lives, was made in a radio broadcast from England.

In a news release later Lt. Daley gave a vivid description of a fight by the gun crew of which Maconochie was named as a member, in which a direct hit was scored on a torpedo plane, one of three in the attack and all of which were shot down with the two others having been shot by other crews.

Later a dive bomber got a hit on Lt. Daley's ship and killed one of the naval gun crew and wounded two others. The ship was back in service two days later—at sea and in the fight again. One air attack kept up then for six hours with the Germans dropping 44 bombs. No hits were scored.

Reports indicate that Maconochie, formerly employed at Fore River as was his brother William, also a bluejacket in the U. S. navy, has seen the hardest kind of service in short time yet no details have been released as to his whereabouts or the nature of his wounds.

Gunner's Mate Decorated At Naval Hospital



John R. Maconochie, gunner's mate third class, is shown in a photograph taken this morning in the lobby of the Naval Convalescent hospital here, being congratulated by Capt. Samuel A. Fuqua, acting commander of the hospital, after receiving the Purple Heart award. Gunner's Mate Maconochie, whose home is East Weymouth, Mass., was aboard a destroyer which was guarding a convoy in Murmansk harbor when his ship was attacked by four ME-109 dive bombers. He was severely wounded in the hip by shrapnel.

ATTENTION!

All of you who were at the Bari, Italy, December 2, 1943, they are holding a 50th Anniversary Ceremony there on December 2, 1993. That is all the information I have as of 11/2/93, but if you're interested, please write your personal story on it and send to me. I'll see that they get it as soon as I get an address. I will furnish any info coming in if you notify me. ca lloyd



PROJECT LIBERTY SHIP

HONORARY COMMODORE Governor William Donald Schaefer

HONORARY CHAIRPERSON Congresswoman Helen Delich Bentley

Urgent!! Now!!

October 20, 1993

Dear Friends of the JOHN W. BROWN:

It's time once again for Project Liberty Ship to use the collective power of its 2000 members to aid in the passage of important legislation in Congress. I am talking about H.R. 58, the bill which would provide two scrap ships each to the three organizations whose World War II Merchant Ship Memorials, LANE VICTORY, JEREMIAH O'BRIEN and of course the JOHN W. BROWN, are planning to steam together across the Atlantic next spring.

By the time you receive this letter, the bill should be well on its way to passage in the House of Representatives. Congresswoman Helen Bentley, who introduced the legislation for us, has worked diligently to see that it passes. As to the bill's chances in the Senate we are not so certain. Last year there was some discussion in the Senate committee that acted on the bill to cut the number of ships down from two per group to one. This would effectively kill our efforts, since there would be insufficient money to do all the work.

You can help us by writing some letters to the Senate in support of the bill. Tell the Senators you write to how important the success of Project Liberty Ship is to you and what this trip to Europe would mean. Most important, ask them to help get the bill passed quickly and intact, without any add-ons that would reduce the proceeds.

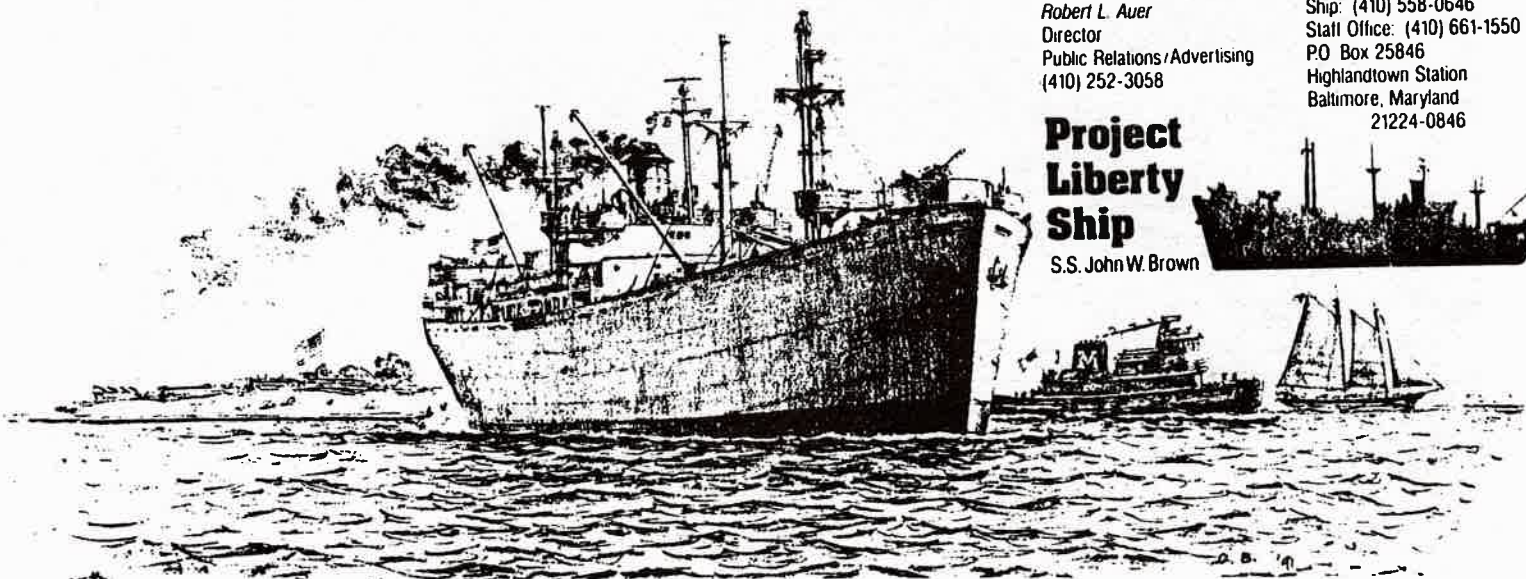
We in Baltimore are ready to press on with the work and take the BROWN into the shipyard, but we can't do it without this legislation. We simply don't have the \$750,000 it will take to do the job. The bill will get us this money. Without the bill there will be no voyage to Europe, nor will there be any opportunity, in the years to come, to take the ship up or down the coast to other Atlantic ports - a goal which over the long term may be even more important than the Normandy voyage.

Robert L. Auer
Director
Public Relations/Advertising
(410) 252-3058

Ship: (410) 558-0646
Staff Office: (410) 661-1550
PO Box 25846
Highlandtown Station
Baltimore, Maryland
21224-0846

**Project
Liberty
Ship**

S.S. John W. Brown



We would ask you to write these letters to your own Senators and to the following:

The Honorable John B. Breaux
Chairman, Merchant Marine Subcommittee
SH-516 Hart Senate Office Building
Washington, DC 20510-18033

Congressional protocol dictates that the House sponsor of the bill must wait until the bill reaches the House floor before asking a Senator to sponsor it, so we do not yet have a sponsor for the bill in the Senate. Senator Breaux' subcommittee will, however, get the bill first as it comes over from the House. There are only four Senators on this subcommittee: In addition to Chairman Breaux they are: Daniel K. Inouye of Hawaii, Trent Lott of Mississippi and Ted Stevens of Alaska.

Once the bill clears the subcommittee it must be acted upon by the full Committee on Commerce, Science and Transportation. If one of the members of this committee represents you, please write to him or her as well.

Ernest F. Hollings, SC (Chairman); Wendell H. Ford, KY; James Exon, Neb.; Jay Rockefeller, W. Va.; John Kerry, Mass.; Richard Bryan, Nev.; Charles Robb, Va.; Byron Dorgan, N. D.; Harlan Mathews, Tenn.; John Danforth, Mo.; Larry Pressler, S.D.; John McCain, Ariz.; Conrad Burns, Mont.; Slade Gorton, Wash.; Trent Lott, Miss.; Kay Hutchison, Texas.

You can write to each of the above Senators at the office of the Committee. The address is: Committee on Commerce, Science and Transportation, SD-508 Dirksen Senate Office Building, Washington, DC 20510-6125.

If you would like to phone the Committee, the number is: (202) 224-5115.

Please help us get the word out to these Senators!

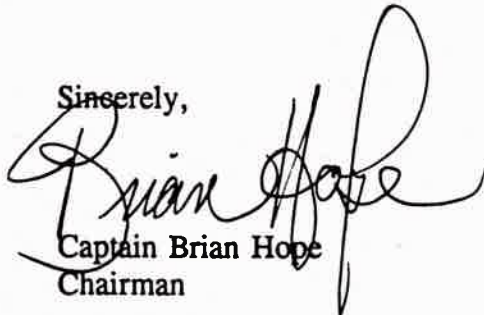
The next topic of this letter our upcoming raffle. We are taking advantage of this first class mailing to send each of you a book of ten \$1 raffle tickets and a return envelope. The drawing will be held at our Holiday Party in early December. Get your friends to help support the BROWN by purchasing a ticket!

Finally, we are pleased to announce our **final steaming event of 1993**. On Friday, November 12th we will conduct a two hour luncheon cruise in Baltimore Harbor. This cruise will be held in honor of the heroic nurses of the Vietnam War, in conjunction with the unveiling of the Nurses' Memorial in Washington. Because of the special nature of this cruise, the ticket price will be only \$25. We are seeking sponsors to help defray the cost of the event and we urge all of you who can make it to Baltimore to join us for this exciting trip! Call (410) 661-1550 for tickets.

Thanks for your help and we hope to see you on the 12th of November!

This letter is very important for the ARMED GUARD and the MERCHANT SEAMEN to be NATIONALLY recognized when these ships sail for NORMANDY'S 50th ANNIVERSARY. We must get these ships there. They have a part to play and time is getting short. Your "Congressman's" name and address is in your telephone directory. Call them or write them for their support. Robert Auer, Armed Guard has been made Public Relations Director for the S.S. JOHN W. BROWN. (See Card) Charles A. Lloyd

Sincerely,



Captain Brian Hope
Chairman

USN ARMED GUARD WWII VETERANS
C. A. LLOYD, CHAIRMAN
5712 PARTRIDGE LANE
RALEIGH, N. C. 27609
(919) 876 5537

The *Stikine*: reliving one of history's worst waterfront catastrophes.

Bombay Blast

By PAUL DITZEL

The first news—and to a great extent, the only news—of the Bombay, India, explosions and fires which perhaps altered the course of World War II, was buried at the bottom of page 4 of the *London Times*.

Dated April 14, 1944, the one-paragraph statement was from Bombay's governor, Sir John Colville: "About 4 o'clock this afternoon, an accidental fire broke out in a ship in the docks and before it could be brought under control it spread to some ammunition and caused violent explosions. The fire also spread to adjacent godowns (warehouses). The fire service, the military and the ARP (Air Raid Precautionary) Services were on the scene immediately and as a result of their efforts, the situation is now under control. A number of casualties have unfortunately occurred and the injured are being attended to in hospitals."

No further information appeared in the *Times* during the following days, and only a few other newspapers around the world picked up the squib as one of history's worst waterfront catastrophes became one of the best kept secrets of World War II.

Allowing for the British gift for understatement, Sir John's statement was noteworthy for what it did not say. Even as the *London Times'* presses were rolling, the Bombay fire was, contrary to Sir John's report, not only out of control, but the skyline of the British Empire's third largest city was a panorama of smoke and flame.

Paul Ditzel is a Firehouse contributing editor.



Gutted and damaged warehouses in the docks.

Because of wartime security, there was, of course, no clue in Sir John's statement that the strategic port for funneling troops and supplies to the Far East and the Russian Army was more effectively knocked out of the war than dozens of Japanese bombers blitzing Bombay could have accomplished. Gone, too, was Winston Churchill's secret plan to use Bombay as the springboard for a European invasion through Syria, Lebanon and Turkey.

Given these circumstances, therefore, Sir John understandably neglected to ad-

mit that about 1500 people had been killed, including 66 firefighters, that more than 4000 people were injured, that hundreds more were missing, that 20 cargo ships were burning or wrecked and that nearly 600 buildings, many crammed with war materials, were in flames.

Nor did Sir John give the slightest hint of the top-secret cargo hidden aboard the 7143-ton British War Ministry freighter, *Fort Stikine*, where the incredible chain of stupidities and blunders began to be forged for inevitable disaster shortly after 2 o'clock that hot Friday afternoon in tinder-dry Bombay.

The *Stikine* carried a hodgepodge cargo that altogether violated nearly every commonsense rule of fire safety and maritime regulations. The best way to describe the stowage is to compare it to a submarine sandwich. The top and bottom slices of bread consisted of 1400 tons of ammunition. Sandwiched between the ammo were 8700 bales of cotton, 6000 cubic feet of lumber, kerosene, oil, fertilizer and scrap iron.

Secretly hidden in the cargo were 124 solid gold ingots sent by the Bank of England to the Reserve Bank of India to help stabilize the rupee. Total value of these 28-pound gold bars: nearly \$6 million.

Norman Coombs, chief officer of the Bombay Fire Brigade, didn't like this state of affairs one bit. Bringing ammunition into port was risky, but peacetime regulations requiring offloading in the outer harbor had been waived to expedite the flow of ammo to the front. Since the war started, Coombs' brigade had fought 60 shipboard fires, 15 of them involving

All photos U.S. Army Signal Corps

April 3, 1983

Shirley M. Goldberg
222 Heritage Road Apt. 202
Guilderland, New York 12084

Mr. Charles A. Lloyd
5712 Partridge Lane
Raleigh, N.C. 27609

Dear Mr. Lloyd:

Thanks to you I was able to get in touch with some fellows who knew my husband, First Sergeant Morton A. Goldberg, while he served as pharmacist aboard the USAT Mariposa. Perhaps now I have the opportunity to return the favor. One of the men who answered my letters HAPPENED to mention the Bombay disaster. I am enclosing a copy of his letter (I do think you would need his permission to reprint anything.)

For years I was interested in the Bombay event and since Mr. Schmidt mentioned the CORONET magazine in his letter of 12/18/88 I did a little research in the New York State Library in Albany. The article appeared in the February, 1945 issue of Coronet Magazine entitled "Bombay's Black Friday". Further poking around the State Library produced the enclosed pictures from Life Magazine, May 22, 1944 page 38. I also discovered a book by John Ennis "The Great Bombay Explosion" which, I think, explains in full detail what happened on that date. My husband was on the Mariposa from October, 1942 until September, 1945, so he was aboard during the time that they were in Bombay and from what Mr. Schmidt said in his letter they were very near the S.S. Fort Stikine. I am also enclosing a copy of the Armed Guard Log (from the National Archives in Washington concerning the above dates.

Hope this helps a little bit. If EVER you come across ANYONE mentioning the Mariposa, I hope you will remember me. Please use the enclosed contribution towards your wonderful efforts.

With kind regards,

Shirley M. Goldberg

This letter was forwarded!! *****
Hello Shirley Goldberg:

December 18, 1988

Since I don't know you, I hardly know what to say but if I did, I could fill out two pages in a hurry. I am so sorry that your husband passed away. We, navy men of the U.S.N. ARMED GUARD were special people!! I was on the U.S.A.T. Mariposa the same time as your husband, 1ST SGT. Morton A. Goldberg. I did talk to him several times and thought him to be a good man. I did not ever need to go to the "sickbay" because I had to take care of your husband and crew of shipmates with my 20MM, 30MM, 3"50s and 5"38s!! I can say, while we were on the MARIPOSA, we had the life of "RILEY"!! We could order what we wanted to eat like T-Bone Steaks, pork chops, meat loaf, lamb and fresh eggs. Choice of 4 meats!! Not bad!! Eh!!

Your husband and I could have been great friends but our jobs was not so we could, as we had to stand our watches; 4 hrs on and 4 hrs off. On our "OFF" hours, we had to take care of our guns and keep "house".

I remember when we went to Bombay, India on one trip. We got a one day "LIBERTY PASS" and they would not allow us another day as they said we would be leaving tomorrow. Close to our ship was a pile of bombs about 60 ft. wide, 100 ft. long and about 10 ft. high!!! I had noticed a ship astern of us that looked like heat was coming from her holds. Well, anyway, we had left the area about 4 hours and that ship "blew up". Many people were killed and the docks were destroyed. In the Cornet Magazine February, 1945, a story came out about the explosion. (Check your local library)

We never did have to fire at a plane nor sub, while I was on the MARIPOSA. WHAT LUCK!! So all your husband had to do was take care of the men---the day after we had LIBERTY!! I remember your husband and I was glad to have met him during the war. He must have had a good wife. I do wish you a "MERRY CHRISTMAS" and may God Bless you. John Schmitt, U.S.N ARMED GUARD.
1644 Sunset Pt Crt. Chula Vista, Ca. 92011 619-421-3515

Thanks Shirley for sharing this letter and also your research and copies of the Bombay tragedy. cal

ammunition cargoes. So far they had been lucky in quickly nipping them.

Gambling that their luck would continue, Coombs ordered that a fully manned pumper stand by at dockside until ammo ships were unloaded. If a fire occurred, the officer-in-charge of the rig was to immediately pull a second alarm.

Although the *Stikine* had been at Victoria Dock for two days, none of the explosives had been offloaded. Priority was given to unloading the fertilizer whose stink was permeating the ship. Then, still bypassing the ammo, stevedores were ordered to begin unloading cotton from No. 2 forward hold.

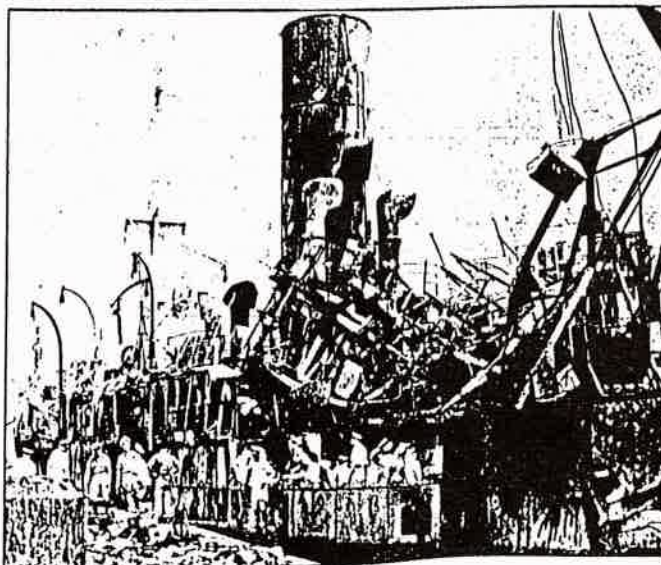
At about 1:40 P.M., smoke began oozing from the tightly packed bales. The hatch boss sounded the ship's fire alarm and crewmen quickly stretched the ship's hose-lines while Bombay firefighters scurried up the gangplank with a reel of hose. The company officer peered into the hold, saw only a smoky haze, and decided, despite Coombs' explicit orders, that he would look foolish if he pulled a second alarm for something so trivial.

Twenty minutes later as the smoke and heat worsened, the officer ordered a firefighter to

find a telephone and turn in the second alarm. The firefighter ran to a telephone kiosk but was unable to dial the brigade's Central Control Room, so he ran some 170 yards down the dock and pulled a fire alarm box. Then he went back to the *Stikine* without waiting to direct the incoming apparatus.

Alarm dispatchers considered the alarm a routine call which did not rate a second-alarm response. They sent two rigs to investigate. Arriving at the fire

Salvage crews work on the wreckage of the S.S. General V. Sweiten.



box and seeing nothing, the firefighters dismissed the alarm as false and were about to return to quarters when Station Officer Mobarek Singh saw a loom-up from the *Stikine* and called for a second alarm. The time: 2:30 P.M.—around 40 minutes after the fire was discovered.

The second alarm brought 10 pumps, ladder companies and emergency tenders. When Coombs arrived, he found that 32 lines were being jetted into the hold by firefighters and the *Stikine's* crew. None of the streams were penetrating the seat of the fire.

Coombs ordered two firefighters into breathing apparatus and sent them down into the hold to try to find the fire, but thick smoke and heat quickly forced them back up the ladder. Coombs decided to flood the hold. "If that fails, we'll have to scuttle," Coombs told his officers. It never occurred to him or his officers to make certain the steam injectors were operating. They assumed that the first action of the *Stikine's* officers would have been to turn them on to aid in extinguishing the fire.

About two hours after the fire was discovered, firefighter H.V. Dayaram, operating one of the pumps at dockside,

noticed a patch of blistering paint on the side of the hull. He called Coombs.

Although the patch was 25 feet above him, Coombs felt the heat. No wonder his hose-lines were not controlling the fire. The patch showed the heart of the fire was inaccessible from the deck. They would have to cut through the hull to attack.

Firefighters quickly rigged a platform to reach the patch and lifted an acetylene torch to begin cutting. They couldn't get it to operate. Coombs ordered another torch. A deputy docks manager cancelled the request. He did not live to explain why.

While waiting for the torch which would never arrive, Coombs, the ship's officers and others debated strategy—a discussion that turned into an argument. Coombs and others were for scuttling which would mean the *Stikine* would have to be towed to sea: a dangerous strategy considering that the fire could at any moment touch off the ammunition. The ship's officers vehemently opposed scuttling. Lloyd's of London would first have to be notified and they refused to commit the ship's owners to tug-towing charges.

The debate continued as the fire burned closer to the explosives. Nobody thought to notify British and Royal Indian Navy officials, who had supreme authority to take whatever action necessary to save the port. Nor did anybody bother to notify police who could have evacuated the area of thousands of workers, many of whom would therefore die needlessly.

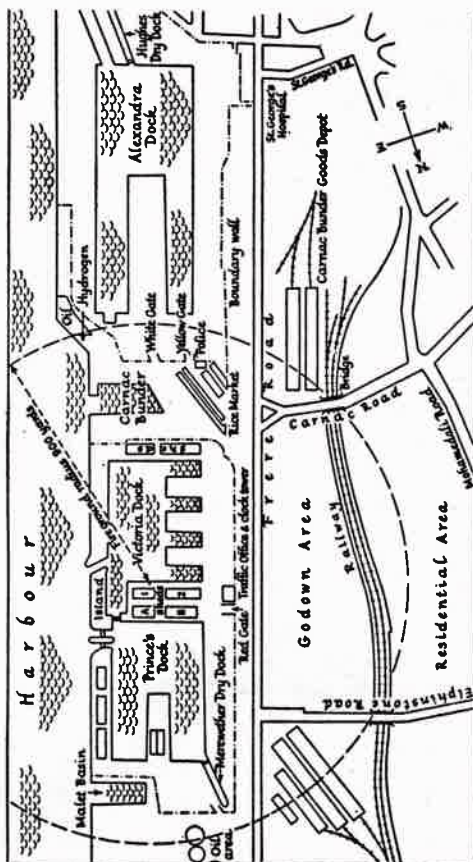
The heat blister was spreading like a glowing red infection across the hull. Steam rose from the water around the *Stikine*. Her deckplates turned so hot that firefighters' boots were melting and hose-lines were smoking.

By now, the fire below deck had turned into a low, rumbling roar that muffled the sounds of the throbbing pumps lined alongside the ship. Smoke in the hold cleared for an instant and Coombs saw a glowing red-hot, three-ton chunk of scrap iron. What he did not see were the bales of burning cotton that were floating on the steadily rising water being pumped into the hold. Coombs feared the fire would burn down to the carpet of explosives. He never imagined the fire might float up to the ammo stowed in the cargo space between decks.

Amid the growing chaos aboard the

Stikine, nobody realized that No. 4 hold, containing twice as much ammunition, was not battened down. The open hold was welcoming stray firebrands which were setting the stage for something much worse than what was about to happen.

At 4 P.M., the *Stikine* had been burning for more than two hours and was within a hair of blowing up. No attempt was made to warn the 39 cargo ships in Victoria, adjacent Prince's Dock or Alexandra Dock, Bombay's three main docks. All three of these basins were filled to capacity with freighters, including the Dutch freighter, the *Jalapadma*.



Smoke gushing from the *Stikine* suddenly turned jet black. A streak of flame shot as high as the foremast. "She's into the ammo!" yelled Coombs as a solid ball of fire swished high into the sky. "Get off the ship!" Coombs ordered. "She's going to blow!"

At 4:06 P.M., two hours and 16 minutes after the fire was discovered, the forward section of the *Stikine* exploded. The thunderous boom rocked Bombay. The seismograph in the Simla Meteorological Station 1000 miles away in the Himalaya Mountains registered an earth tremor.

Hundreds of dock workers and ships' crews were slaughtered by the blizzard of white-hot pieces of the exploding *Stikine*. Far from the docks, D.C. Motliwala, a retired Parsee civil engineer, was

finishing his afternoon tea when he heard a crash above him. A brilliant blob streaked past his face and thudded at his feet. He stared, dumbfounded, at the \$41,000 solid gold ingot that had nearly hit him.

Dozens of these 28-pound cakes of gold rained upon Bombay's crowded bazaars onto rooftops, crashed through windows and plinked into the harbor. Beggars became rich as they scooped up their treasure, stuffed it into their tattered robes, threw away their crutches and ran to their hovels to examine and caress their fortunes.

Coombs, one of the fortunate few firefighters who survived the explosion, saw devastation everywhere. The forward section of the *Stikine* was a mass of billowing flames and clouds of thick, black smoke.

The blast had driven a tidal wave across the basin. Force of the wave snapped hawser lines of ships. Nine freighters were bobbing free, slamming into each other and crushing smaller boats.

Flaming debris set fire to 17 ships in adjacent Victoria and Prince's Docks. Four freighters slammed into each other in a massive collision and, locked together, were turning slowly in the basin as flames swept over them. Twenty-four gigantic unloading cranes lay in a massive tangle of girders, booms and cables.

Burning pieces of lumber and blazing chunks of cotton cascading down upon collapsed warehouses kindled hundreds of fires among the strewn flammables. Dozens more fires were propagating as firebrands hurdled through shattered windows of brick warehouses crammed with

crates of war materials.

Coombs had no way of knowing from the carnage all around him how many of his firefighters were dead or injured. He knew that the best of his apparatus—which he had purposely stationed near the high-value waterfront district—was destroyed. Coombs called the alarm office and told them to order out every rig from all 12 stations. The brigade's normal complement was 72 rigs and 156 officers and men. Coombs also ordered all off-duty firefighters recalled.

Thousands of British troops hurried into the docks to begin rescue work and were quickly joined by 1000 American soldiers. Many were deployed to loading explosives into trucks and trains preparatory to hauling it to safety. The flood

Charles A. Lloyd
Chairman and Secretary
5712 Partridge Lane
Raleigh, N.C. 27609

Dear C.A.:

In the March issue of the *Pointer*, you asked for information about a ship that caught on fire and blew up at the docks in Bombay, India on April 14, 1944. It killed over 1,500 people including 66 firefighters and injured over 4,000 with hundreds missing.

I was a G.M. 3/C on the S. S. Henry J. Raymond. We were unloading in the adjoining basin. That was 49 years ago, but I'll try and give you an account of what I can remember. I'm not a very good writer, but here goes. . .

I was on duty that day, sitting in the mess having coffee, when the man on watch came into the area. He reported a fire on a ship at the docks to our aft. A few of my shipmates and I went to the aft of the ship and were on the 4" 50 gun deck to observe the fire. When the explosion blew, it must have shook the whole city of Bombay. It must have been heard for a hundred miles. We were knocked down by the concussion and I ended up against the 4" 50 ammunition box. We were showered with shrapnel and good size pieces of the ship. One piece of shrapnel hit me on the upper left arm. It was about 1 1/2" in diameter and 1/2" thick. It did not injure me, but just tore my shirt a little. I tried to pick it up, but it was too hot to hold. So, I kicked it to the side. Later, when things were settled down, I went back and picked it up. I still have it.

Getting back to the explosion, it really was a tremendous blast and sure scared the ~~knocked~~ ^{scared} out of everyone. There were small fires started all over the ship and on a small boat tied up along side of us. The Merchant crew and Armed Guard crew manned the fire hoses. They were able to extinguish all the fires. There were large fires all over the dock where the ship blew up along with smaller explosions. There was talk of moving the ship out into the harbor and away from the dock. With most of the Merchant deck crew off on liberty, the Armed Guard crew was ordered to stand by and assist in the movement of the ship. While standing by waiting for further directions, I observed hundreds of people running from the fire and explosions on the dock next to our ship. A lot of the people were injured. Some were being carried by others. Many were hysterical, crying, and running wildly.

One English Army Officer was holding a rag full of blood on the left side of his head while holding his left ear in his right hand. He asked us if there was a doctor aboard. It was really bad, and all we could do was stay on board, as our first duty was to protect the ship. By the time most of the Merchant and Armed Guard returned, we learned the ship would not be moved. There was

of fire apparatus, ambulances, troops and rescue teams racing into the docks created a massive traffic jam with the torrent of dazed and wounded victims hobbling toward them.

Coombs and what was left of his fire brigade were wondering where to begin their firefighting strategy while, unknown to them, an even worse threat was rapidly escalating. The *Stikine's* No. 4 hold, which everybody had forgotten to batten down, was blazing as flames gnawed deeper toward the even larger storage area of explosives.

At 4:33 P.M., 27 minutes after the first explosion, the 870 tons of ammo in No. 4 hold blew up with a roar dwarfing the first blast. The *Stikine* virtually vanished from the face of the earth. The Simla seismograph needle wiggled crazily.

A massive tidal wave, that made the first one seem like a mere ocean swell, scooped up the 7000-ton *Jalapadma*, lifted the gigantic freighter 60 feet into the air, spun her around and dropped the blazing ship on top of a four-story metal warehouse.

One-hundred-ton iron chunks of the *Stikine* hurtled like battering rams across the docks and mashed buildings and bodies. Her boiler landed a quarter-mile away. The *Stikine's* three-ton anchor flew 1000 yards across the basin, was snared by a burning freighter's top rigging and was swallowed in a skein of ropes as a spider would coil a fly in its web.

The mile-high cloud of red-hot ship fragments, blazing bales of cotton, lum-

ber, exploding antiaircraft shells and tracer bullets skittered across the cloudless sky, cutting insanely zigzagging courses while leaving white vapor trails.

Debris raining down upon the docks kindled more ship and warehouse fires. The wind blew burning puffs of cotton high over Coombs' head and sewed them onto wooden rooftops inside the tenement district a mile west of the docks. Where there were 10 fires after the first explosion, there were now 100 burning.

Countless rescuers hurrying into the docks to help after the first explosion were themselves annihilated by flying debris, bullets and shrapnel. Hundreds who survived the first blast were slaughtered by the second. A police inspector dove for shelter inside a steel pipe and was burned alive when the heat wave following the second explosion turned the tube red-hot. A long freight train, a quarter-mile west of the docks, fell on its side as if kicked over by a child.

Coombs mustered his firefighters and volunteers. The docks would have to be abandoned to the flames. With his diminished resources, the best Coombs could hope to do was save the city's warehouse and tenement district west of the docks. The firefighters' sense of futility heightened when they mounted an attack in the warehouse district. A 22-foot-long iron spear from the *Stikine* had severed a main trunk water line supplying hydrants in the high-value Frere Street warehouse district.

Coombs decided to draft from the harbor basins and relay water to the front lines. When firefighters dropped their

a work party that volunteered to go ashore to help move ammunition away from the fire still burning. We did not get any sleep that night. The following day, we finished unloading and moved out to the harbor and anchored.

I'm sure there were many other things that happened that day, but 49 years later I just can't remember. I'm enclosing the Armed Guard log of the S. S. Henry J. Raymond for the week of April 14, 1944 in hopes you will find the information useful.

Sincerely,

Tony F. Glogovsky

Tony F. Glogovsky
112 McAllister Ave.
N. Chicago, Ill. 60064
708-473-3015

— ARMED GUARD LOG — S.S. HENRY J. RAYMOND

April 14, 1944

Carried out port routine. At about 1615 there occurred an explosion at the adjoining basin and fire was spread by exploding munitions. Liberty for the Armed Guard crew was immediately stopped and several men returned to the ship. Fire hoses were manned by both the Armed Guard and merchant crew and a fire on an adjoining dhow caused by burning shell fragments was extinguished.

Within 30 minutes all but three members of the Armed Guard were on board. A number of large steel fragments, parts of an exploding ship fell on the decks but no one was struck. As most of the deck force of the merchant crew were on liberty the Armed Guard stood by to assist in moving the ship. However, as the explosions ceased, as ammunition was taken out of the danger area and the fire diverted the port authorities decided not to move the ship. The fire apparently spread into sections of the city of Bombay and by 2000 had assumed the proportions of a catastrophe.

At about 2400, as it was learned the ship would not be moved, a working party accompanied the Commanding Officer to the adjoining docks and assisted the Army in removing munitions. Fortner, GM3/c reported back explaining that he had not been permitted to enter the gates. He and Nichols had tried to enter and had then reported to the U.S. Naval Liaison Office. All members of the crew were accounted for except Bruce Sl/c who was aboard immediately prior to the first explosion.

suctions off the docks, the strainers quickly clogged with floating cotton. Using brooms, the firefighters swept away the cotton to prevent their pumpers from choking on cotton.

Fires burned furiously and continued their onslaught into the warehouse and tenement district, as Coombs and his firefighters set up battle lines, only to have them crumble from lack of water, heat, smoke or falling walls. Block upon block of buildings was conceded to the flames bulling their way into the city.

By 6:30 P.M., the city's skyline was etched by flames visible for more than 100 miles inland and far out to sea. The firefight continued on into the night. Sir John proposed dynamite to stop the flames. Coombs successfully persuaded him otherwise.

At midnight, Coombs and his firefighters were battling the flames building by building, street by street. Army tanks plowed openings in debris-clogged streets so apparatus and men could be repositioned to meet the walls of flame.

At about 3 A.M., Coombs watched as fierce smoke boiling from a four-story brick warehouse suddenly blossomed into brilliant lavender-blue flames as the fire touched off huge stores of whiskey. Flames in another warehouse set off hundreds of acetylene gas cylinders which, skyrocketing, slashed flaming wakes across the dark sky.

Shortly before dawn Coombs noticed the smoke was no longer being driven hard into his face. The sheets of flame soaring hundreds of feet and slanting to-

ward him now stood straighter and were bending back towards the docks. The winds had changed and Bombay was saved.

The fires would not be controlled for days and those in the grain and rice market districts would smolder for months. In the aftermath, Coombs learned the worst: 66 firefighters—nearly half of his brigade's officers and men—were dead or dying and 79 were badly hurt. The explosions, fires and falling walls had wrecked 35 of the 72 pieces of apparatus.


The blow to the war effort was staggering. More than 100,000 tons of vitally

needed cargo ships were lost. And that doesn't include the millions in war materials stored in the waterfront warehouses. The best estimate put the loss at more than \$1 billion.

Coombs gazed over the smoldering 100-acre wilderness where 600 buildings stood less than 24 hours earlier. Nineteen of the 39 ships in port when the fire started were still burning. All that remained of Berth 1 where the *Stikine* was docked was a vast water-filled crater.

The gold? Nobody will say how many gold bars were recovered. Inquiries to the Indian government remain unanswered.

It is known that one bar turned up 1000 miles away. Police believe that whoever found it took the bar there and abandoned it after giving up the risky idea of pawning it.

The most reliable estimates say more than 90 gold bars remain missing. If true, that would mean there is more than \$3,690,000 worth of gold awaiting treasure hunters. A standing reward of about \$210 goes to the finder if he is prepared to dig for gold in the muck of Bombay's harbor, where parts of the *Stikine* and its victims will likely remain buried forever. 

Dear C.A.:

4/13/93

In the March issue of the *POINTER*, you STATED that you like to receive any information on the Bombay, India Explosion. Here is some info on that tragic event. First of all, a little background history:

I served as an Armed Guard Officer 1/43 to 1/45 of which I had U.S. Navy Gun Crews under my command on the S.S. William Cushing from 1/43-1/44 and the S.S. Chung Shan 1/44-1/45. I served on the Shan with a crew of 28 men, which included: 2-SM3/C; 1-GM3/C and one Cox. 3/C, a fine crew to serve with. We Boarded the ship in Baltimore, Md. What a surprise we had for it was flying the Republic of China flag and had an all CHINESE MERCHANTMEN except the captain, 3 mates, 1 chief engineer and 2 assistants. It was WELL PROVISIONED WITH RICE! We had it three (3) times a day--boiled-fried and puffed!!

After loading, we sailed to New York and joined an Eastbound Convoy across the Atlantic, down the Med Sea to Alexandria, Egypt. From then on, we were on our own and sailed to Ceylon and India.

The Capt'n of the Chung Chan was one of the finest men I have ever sailed with. He was "German" born and had served in the German Navy. His ability to "size up" difficult situations, probably saved our lives and ship in Bombay. A strict disciplinarian, an excellent seaman and he hated convoys as he preferred to sail alone, which he did most times.

I was aboard the CHUNG SHAN for 11 mos. with basically the same crew sailing from the East Coast to Bombay; Colombo; Ceylon; Calcutta and other ports in India. The Bombay explosion took place on our first voyage. We sailed from Aden to Calcutta uneventful except to pick up survivors and took them to Chochin. From Calcutta we sailed to Vizakhaptnam to load copra. (The worst cargo in the world! Zillions of copra bugs that invaded and infested our clothing, food and sleeping quarters. The monsoon delayed loading and we stayed there for many weeks but finally left and sailed alone for Calcutta.

When we arrived in Bombay, it was a chaos in port as there were ships everywhere, waiting to be unloaded; loaded, dock and shipped out! You name it! Captain Wolf received orders to anchor and await for further instructions. This he did, and after many days of waiting, he became restless and anxious to get out of the harbor, as if he seemed to have a feeling of "impending disaster". Early the next morning on the April 14th, we left the ship for the port directors office (British) and asked permission to sail alone to Aden. After some long discussions, our permission was granted, we headed back to the ship and prepared to sail.

With the anchor and the steam already up, we were SLOW AHEAD out of the harbor when a terrific explosion ashore rocked the ship. It felt as if we had hit a mine. Several more terrifying blasts and the

harbor was covered with dense black smoke and fire. On the bridge I looked at the burning dock through my binoculars. A tragic sight!!! Debris from the blast started to fall on the deck of the S.S. CHUNG SHAN. The captain gave the order and we steamed away from the disaster, lucky to be alive. We continued on to Aden and we learned of the details of the explosion. Over a 1000 reported killed, 4000 injured and hundreds missing. In addition, 20 to 30 cargo ships was reported destroyed or crippled and the harbor buildings demolished.

I stayed on board the CHUNG SHAN for 6 more months with the same Armed Guard Crew and ship's captain. We sailed again for the ports of India but not to Bombay. In December, 1944, I received orders to a Navy Rest Camp in Deland, Florida. I had contacted Dengue Fever and was down to 140 pounds on a 6'1" frame. I had a group of 150 enlisted men with me and I believe a few from the CHUNG SHAN. Two weeks of orange juice, good American food and plenty of sunshine and I was back at the Armed Guard Center in Brooklyn, N.Y. for further instructions.

During the time frame I have given, there were two ships flying the "Chinese Flag" with Armed Guard Gun Crew. The other was the S.S. CHUNG CHENG. She was the victim of a German Sub on February 3, 1944 while bound from Cochín to Aden. She had a crew of 27 Armed Guard. Twenty men were lost. J. Herbert Watson, 26 Carriage Ln., Ponte Vedra Beach, Florida 32082 904-285-6139.

"PLEASE READ CAREFULLY HOW TO ORDER ARMED GUARD"
"JACKETS"

*** **

NOTICE!! You can order an "ARMED GUARD JACKET" by sending DIRECT TO: "RICHARD and BILLIE KOHSE" 2304 LISTER RD. OLYMPIA, WA. 98505 (206) 456-1946 a \$30.00 CHECK; or; MONEY ORDER (includes Postage) GIVING: SIZES: SMALL-MED-LARGE--X-LARGE. It has the "ARMED GUARD EAGLE" on the back. For the "NEW OL'SALTS", the EAGLE was adopted at our 1985 NATIONAL REUNION as our INSIGNIA. The KOHSEs are also contacts for the Wa-Or-Ak-Id Armed Guard meetings.

For an "ORDER BLANK" that the ARMED GUARD have to offer, send me a S.A.S.E and I'll send you one. The bumper stickers and decals will be sent "FREE" with the Order Form. DO BE CAREFUL WHO TRY TO SELL YOU THEIR WARES. "DO NOT" use the ARMED GUARD LIST to "sell your wares" or; those of others. We have caps, lapel pins, pens, patches, belt buckles and books on hand and it is "strictly" our cost plus donation to the U.S.N. ARMED GUARD WW II VETERANS. If you don't like them, send them back!! Proceeds pays for what you read in the "POINTER".

Live as everyday is your last.
Someday--you'll be right--ONCE!!

Good Morning, C.A.:

8/6/93

Enclosed are two Armed Guard I located. One of them is from my hometown of Waynesboro, Va., by the name of James Hammer. The second one is Lee Poteet from Forest City, N.C. Much to my amazement, James lived right behind me til I moved to Florida in 1959 and we never knew we were in the same outfit in WW II.

This past Saturday, I attended our 1943 Graduation Class of High School and discovered that four more of the class was in the "ARMED GUARD". WHAT A GREAT SURPRISE!! And we had already signed up and receive the "POINTER". We all had our picture taken and one said that he would be sure you got a picture so you could place in the POINTER. Two of them were in Las Vegas along with me. I was the one who made the motion from the floor to take up money "THEN" to help pay for the \$3000.00 difference for the COPIER that you'd just purchased. Someone said we took up \$1750. It should help pay some of the expenses.

As I was the "ONLY" one that had changed in "LOOKS" over all these years as I was the only one they did not recognize! BUT! I knew it was me all the time!! Al Hodge was a classmate that I had my first ROTTEN cigarette with 54 years ago. Meadows was our signalman and another swell guy as was all the class. The teachers loved me so much, they "REQUESTED" that I spend 5 years of my life in high school!!

My wife, Gertrude and I, will leave Lake Lure, N.C soon and return to Florida. I will be helping Rudy and Ellie Kozak through the Orlando reunion. We'll try to make this one even better.

With lots of love to you, your wife and the others,
Don Royer 900 Old Horatio, Maitland, Fl. 32751



50th Anniversary of Staunton, VA High School, 1943 graduating class. All Armed Guard! (Left to Right): Don Royer, FL; Gene Meadows, VA; Billy Harr, SC; and Alfred Hodge, NC.

Yes, Donald, that was quite an event for so many of you schoolmates to meet again and to learn that all "Y'ALL" served in the U.S.N. ARMED GUARD. Al Hodge brought the picture to our 1st "Saturday Breakfast" at Griffin's. I hope that all of you will have many more HAPPY CLASS REUNIONS. I attended my 50th class reunion this past May and it was an enjoyable event. Only thing I'll say is we had a great time and that time changes every thing, including people. cal



(Left to right): Lyle Kell, Joe Piccolini, Charlie Savono, C.A. Lloyd, A.T. Terrell, Robert Abbott, Thom Hendrickson, and Joe Stringer.

Hi C.A.,

In San Pedro, California lies a very wonderful old girl. Her name is the SS Lane Victory. She is in great shape, with an outstanding Armed Guard crew. If really takes you back lots of years to go on board and look around. Kind of reminded me of my first ship. Not really, this ship has a lot more armament and a lot less rust.

Along with you, your wife Hilda, nice Becky, sister-in-law Mary Frances, and a few hundred more, I was on the May 15th cruise. Anyone that was aware of this, and didn't go, are the losers. The weather was nearly perfect, a little haze and a lot of sun. This made for a lot of red bald heads, mine included.

During the cruise, we had the thrill of a mock air raid. The planes used were all propeller type with WWII insignias, German and American. They came in high off the port side and made several passes at the ship. When the good guys would fall in behind one of the bad guys, they would roll over and let out a stream of smoke. Sure did bring back a couple of memories. True to tradition, the attack happened at lunch time. Seems some things never change.

We departed about nine A.M. and returned about five P.M. Upon our arrival fire boats but on quite a display. I heard a lady ask someone, "How much water do those little tub boats carry?". I don't know if she received an answer or not. From San Pedro it was on to Las Vegas for a great reunion (they seem to get better). I am looking forward to Orlando next year and many more.

I have to go back a couple of days to fill you in on a very good time. An old shipmate met me at the airport. From there, about twenty minutes later, we arrived at his house. It was still early of off to San Pedro to see the ship and meet some of the crew. What a great bunch of guys. They really know how to make you feel at home and like you have always been there. On Friday, Robert and I helped Lorne dress ship for the weekend. She looks real shape with flags and pennants flying in the breeze.

Friday night and several of the crew ended up at one of their favorite spots for good food and a "scuttle butt" session. This lasted for a pretty long time. One of the Armed Guard Chaplains come in and told the best tail of the night. Seems he left Seattle for Phoenix, from there a flight to San Diego, then a trip by bus to Long Beach. At this point, he called the ship and was told to catch a cab and come to the restaurant. Seems like no more than ten minutes when he came through the door, with bags in hand. When asked how he had gotten there so fast he replied, "I caught one of these Mexican cab drivers".

C.A., I am sending a couple of sets of the above group: C.A. Lloyd, Robert Abbott, Thom Hendrickson, Charlie Savono, Joe Stringer, Joe Piccolino, Lyle Kell and A.T. Terrell. Hope you can find space for the picture in a future pointer. Thanks for doing such a great job. The U.S. Naval WWII Armed Guard would NOT be the same without you. Keep up the good work

A. T. Terrell

There are 2 kinds of people.
Those who do the work and
those who take the credit.
Try to be in the first group.
There's less competition there.

AHOY! - REUNION NEWS - AHOY!

U. S. NAVY ARMED GUARD WW 11 VETERANS
13th NATIONAL REUNION
APRIL 10 - 14 1994
CLARION PLAZA HOTEL
9700 INTERNATIONAL DRIVE 32819
1-800 - 627 - 8258 OR 407 -352 - 9700
HOTEL RATES ARE \$60.00 PLUS 11% TAX

DEAR ARMED GUARD SEAMEN,LADIES AND GUESTS:

HELLO! MY NAME IS **RUDY KOZAK**. MY WIFE, **ELEANOR**, AND I WILL BE YOUR HOST FOR OUR 13TH NATIONAL REUNION THAT WILL BE HELD IN THE VACATION CAPITAL OF THE WORLD,ORLANDO,FLORIDA.

AS YOU PARADE AROUND THE AREA,YOUR PRESENCE WILL BE NOTICED BY ALL. YOU WILL BRING GLORY TO THIS AREA AND TO OUR GROUP. EVERYONE WILL BE PROUD OF YOU.

UPON YOUR ARRIVAL,YOU WILL BE STAYING AT A LOVELY, ROOMY,NEW HOTEL, LOCATED JUST MINUTES AWAY FROM YOUR ENTERTAINMENT PLEASURE. OUR PROGRAM OF EVENTS WILL ALLOW YOU PLENTY OF FREE TIME TO ENJOY THE AREA'S ATTRACTIONS.

TUESDAY, WE WILL BEGIN WITH A TOUR OF THE KENNEDY SPACE CENTER,WHERE YOUR EYES WILL GAZE UPON THE SPACE CAPSULES THAT IN WHICH HISTORY WAS MADE. UPON OUR RETURN,WE WILL JOIN IN A CASUAL EVENING DINNER. WEDNESDAY MORNING, WE WILL HOLD OUR BUSINESS MEETING,AND THAT EVENING, OUR GRAND BANQUET.THURSDAY MORNING,WE BEGIN BRIGHT AND EARLY TO PARTAKE IN OUR FAREWELL BREAKFAST AND TO SAY OUR "GOOD-BYES" TO ALL OUR FRIENDS AND SHIPMATES.

WE AND EVERYONE WHO WILL BE ASSISTING US,WILL GIVE OUR BEST EFFORT TO MAKE YOUR VISIT TO ORLANDO A WARM AND MEMORABLE 13th ARMED GUARD REUNION.

THANK YOU

YOUR HOST,
RUDY AND ELEANOR KOZAK
4950 DORY DRIVE
NEW PORT RICHEY,FLORIDA 34652
PHONE 813 - 842 -2274

ARMED GUARD: 10/18/93
Your bumper sticker caught my eye on a pickup truck this week!! I served in the "ARMED GUARD" in WW II and am interested in a local Chapter as well as the National one. I live 30 mile west of Portland. Send any information to: Robert E. Shotwell, 3300 Amman Way, Forest Grove, Or. 97116.

I get many letters throughout the year where Armed Guard see the stickers! THEY WORK!! Place them on the vehicles. If you need a replacement or did not get one, send me a self-addressed-stamped-envelope and one will be mailed to you free of charge. Time is running out fast to find the others. cal

Dear C.A.

10/22/93

Roger E. Glans wrote this book I am sending to you on the Farragut, Idaho Naval Training Station. I bought a copy for myself and he gave me this copy to send on to you. I think many of the crew who took training at Farragut NTS and knew of the book, would want it. The price for the book is \$6.50 which includes postage. I thought this was a well written book and the pictures tell a story in itself. I highly recommend it to all. Harold T. Johnson 7904 Quincy St., Spring Lake Park, Mn. 55432 612-784-2368. (To order or more info, Write Farragut Historical Booklet, P.O.Bx 33634 Minneapolis Mn. 55433 1-(612)-784-3633. (HAROLD, I AGREE! cal)

U.S. Navy Armed Guard

VETERAN'S OF

WORLD WAR II

NATIONAL

ORGANIZATION



NOW HEAR THIS

NOW HEAR THIS

NOW HEAR THIS

APRIL 10-14-94

* * U.S. NAVY ARMED GUARD WW11 13th NATIONAL REUNION * *

CLARION PLAZA HOTEL INTERNATIONAL DRIVE

ORLANDO, FLORIDA 32819

1-800 -627- 8258

(BE SURE YOU TELL THEM YOU ARE ARMED GUARD)

THE ITINERARY FOR THE REUNION IS AS FOLLOWS

PICK UP YOUR PACKET WITH TICKETS AT THE REGISTRATION DESK

REGISTRATION: SATURDAY	APRIL 9-1994	NOON-----4 P.M.
SUNDAY	APRIL 10-1994	9 A.M.--4 P.M.
MONDAY	APRIL 11-1994	9 A.M.--4 P.M.
TUESDAY	APRIL 12-1994	8 A.M.--4 P.M.
WEDNESDAY	APRIL 13-1994	8 A.M.--9 A.M.
		NOON-----4 P.M.

BUSINESS MEETING WILL BE WEDNESDAY APRIL 13 1994 FROM

9:00 A.M.--11 A.M. IN MAIN BALLROOM ON MAIN FLOOR

HOSPITALITY ROOM: SUN.	APRIL 10-94	1 P.M.----??????
MON.	APRIL 11-94	10 A.M.----??????
TUE.	APRIL 12-94	10 A.M.----4 P.M.
		11 P.M.----??????
WED.	APRIL 13-94	11 A.M.----4 P.M.
		11 P.M.----??????

THUR. APRIL 14-94 CLOSED, ALL PERSONNEL ON A YEARLY LEAVE

BANQUET AND TOUR ITINERARY

TUE. APR. 12-94-TOUR TO KENNEDY SPACE CENTER

DEPART HOTEL AT 8:30 A.M.

\$35.00 P.P.TOTAL \$_____

TUE. APR. 12-94-CASUAL DINNER AFTER TOUR

CASH BAR-6:00 P.M.-7:00 P.M.

DINNER---7:00 P.M.-11:00 P.M.

\$25.00 P.P.TOTAL \$_____

WED. APR. 13-94 BANQUET IN MAIN BALLROOM

CASH BAR-6:00 P.M.-7:00 P.M.

DINNER---6:00 P.M.-11:00 P.M.

\$30.00 P.P.TOTAL \$_____

THUR. APR. 14-94 BREAKFAST

8:00 A.M.---10:00 A.M.

\$15.00 P.P.TOTAL \$_____

GRAND TOTAL \$_____

MAKE CHECKS PAYABLE TO: U.S.N. ARMED GUARD WW 11 REUNION. SEND TO

RUDY KOZAK 4950 DORY DRIVE NEW PORT RICHEY, FL. 34652 CHECK OR MO. #-

LAST NAME _____ FIRST _____ M _____ SPOUSE _____

ADDRESS _____ BX. _____

CITY _____ STATE _____ ZIP _____

TEL. # _____ HANDICAPPED _____ SPECIAL DIET _____

EVERY THING IS ON A FIRST COME BASIS

"WE AIM TO DELIVER"

"WE WILL"

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

INVITE YOUR SHIPMATES AND FRIENDS TO THE FLORIDA REUNION

HOTEL RATES ARE \$60.00 PLUS 11% TAX



Lone Sailor

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



ATTENTION!!

For free promotion kits on Normandy and D-Day travel, call the French Government Tourist Office, 900-990-0040 (50 cents per minute); British Tourist Authority, 212-986-2200; or Belgian Tourist Office, 212-758-8130.

DEDICATION

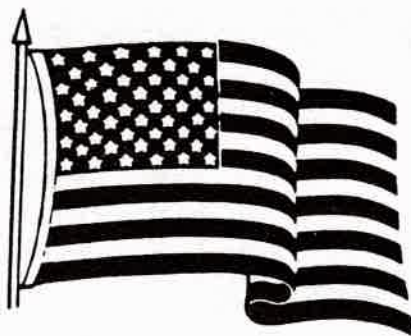
To the Officers and Men who sailed the ships of
World War II,
especially to those who lost their lives, and to
their families.

THE U.S.N. ARMED GUARD WW II VETERANS "13TH" NATIONAL REUNION WILL BE HELD APRIL 10-14, 1994 AT THE CLARION PLAZA HOTEL, 9700 INTERNATIONAL DR., ORLANDO, FL 32819, (800) 366-9700, (407) 352-9700, FAX (407) 351-9111. THE HOSTS ARE: RUDY AND ELLIE KOZAK, 4950 DORY DR., NEW PORT RICHEY, FL 34652, (813) 842-2274. MAKE YOUR RESERVATIONS EARLY! LET THE HOTEL KNOW YOU ARE A "U.S.N. ARMED GUARD VETERAN."



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

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Raleigh, N.C.

Remember Pearl Harbor!
December 7, 1941



Support The USN Armed Guard
WW II Veterans Reunions
NOVEMBER 1993