

AUGUST, 1994

THE POINTER

SENTIMENTAL JOURNEY

**Home to Portland, Maine
August 6, 1994**



S.S. JEREMIAH O'BRIEN

at Spithead, England on June 5, 1994,
as she awaits D-Day Plus 50.

(Photo by Bill Burton)

THE POINTER

Officers for 1993

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

Joe and Mary Zapotocky
1846 Warmlands Ave.
Vista, CA 92084
1-619-724-0680

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THE PLANE SHOOTER

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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"



Those of you who send in a change of address on a Post Office Card, please write your Telephone Number, too.

Dear Everyonell

August-September

Hope this finds all of you in good health and having a great day. For those of you not so fortunate, we hope you will be back as good as new real soon. It is **always** great to hear from you even though I may not answer each letter as I would like. I will **continue** to answer them in some way in the "POINTER"s. Hang in there.

Everything is working according to plan in San Diego for our National Reunion on May 10-14, 1995. We have a wonderful crew in the area who are hard at work to make this even better than all the great ones of the past. For those of you who **have inquired** of the prices of DINNERS, TOURS, Etc., I will try to have this in the next "POINTER". We will get the lowest prices possible. The hotels does not like to lock in on **guaranteed prices** this far in advance and I am sure you don't care to pay this far ahead either. **IF YOU WANT TO MAKE SURE THAT YOU GET ONE OF THE ROOMS AT THE HOTEL, MAKE YOUR RESERVATIONS BEFORE THEY ARE ALL GONE. YOU CAN ALWAYS CANCEL OUT IF 24 HOUR NOTICE IS GIVEN.**

Many thanks to Maurice Tancrell for keeping me informed on the Voyage of the S.S. JEREMIAH O'BRIEN as she sailed from San Francisco, Ca. to Great Britain to sail and take part in the "D-DAY PLUS 50 Ceremony at NORMANDY". I hope you saw her on TV. It was a "FIRST" for any President of the United States to go on board a LIBERTY SHIP to my knowledge. Maybe someday in the future, a plaque will be placed on board stating that PRESIDENT WILLIAM "BILL" CLINTON and his wife HILLARY walked the decks of the O'BRIEN at Normandy's 50th Ceremony. "Bill" took time to shake the hands of all the crew and special photos were taken with our Armed Guard Representative, Carl Kreidler who sailed over with the O'Brien. Kreidler was selected from the O'BRIEN's crew to go with the President and his entourage over to the USS GEORGE WASHINGTON for ceremonies on her and also went ashore with them for the ceremony ashore with the other heads of States. Betty Kreidler flew over to be with Carl and they flew back to San Francisco, both riding on "CLOUD NINE".

The enclosed article on the S.S. Lane Victory and her crew tells the story of a disappointed crew. They had worked so hard to be prepared. It was not "IN THE CARDS" for the S.S. JOHN W. BROWN to be there either and I know they felt the same. The BROWN could take part on "VE-DAY" 50th in Europe and the LANE VICTORY can take part in "VJ-DAY" 50th in Japan. Maybe the O'BRIEN can be at other places where the big battles were fought. After all, the ARMED GUARD and MERCHANT SEAMEN took part in every invasion and were close by when they signed the treaties. The people of the World should erect the largest memorial in the world to their valor, not only during the war, but for carrying the supplies of food and medicine to all the people of the war torn countries.

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

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**

The MINI-REUNIONS are listed and CONTACT the ones who are hosting them as I don't have these prices and it would take up 10 POINTERS if I put in on each what is necessary. I do highly encourage you to attend. We don't have many more years to enjoy this comradery and it is fun. Joe Zapotocky will be getting an ARMED GUARD telephone installed and it'll be in the next "POINTER". He "WILL NOT" have a tape recorder hooked on the phone for you to leave a message if he's away so it is up to you to call him again if needed. IT IS TOO EXPENSIVE RETURNING CALLS.

All items will be purchased by and through the ARMED GUARD to sell at the "NATIONAL REUNIONS". How you run the MINIs is up to you. If I am notified ahead of time as to your needs; caps, etc. can be shipped to you. You can order caps by sending in a \$10.00 donation to the "RETURN" address on the "POINTER".

PLEASE!! REMEMBER!!! THIS!!!! I NOW HAVE FOUR (4) ARMED GUARD WHO HAVE COMPUTERS BESIDES THE NATIONAL ONE. I SEND THEM BACKUPS OF ALL NAMES AND SHIPS FROM THIS COMPUTER WEEKLY. HERE IS THE INTRUCTIONS AGAIN TO GET SHIPMATES OF YOURS THAT WE HAVE LOCATED, SO FAR. O.K.?? THEN, WHEN HE SENDS YOU A PRINTOUT AND YOU SEE AN ERROR OR CORRECTION, DON'T SEND IT BACK TO HIM FOR ANY CHANGES, THEY ONLY HAVE TO FORWARD THEM ON TO ME, SO, WHY NOT SEND ALL CORRECTIONS TO THE U.S.N.ARMED GUARD, 5712 PARTRIDGE LANE, RALEIGH, N.C. 27609-4126 AND THESE CAN BE INSERTED HERE FIRST!! SEE HOW SIMPLE IT COULD BE!! A CARD OF "THANKS" to them is in order for their time and efforts. HERE'S THE INSTRUCTIONS AND WHERE TO SEND FOR SHIPMATES LOCATED. PLEASE KEEP FOR FUTURE REFERENCES.

If your Computer Number is:.....1 to 4000 send to:
O1. Ralph Lucas 1220 Hawthorne Rd., Hanahan, S.C. 39406.
.....4000 to 7000 send to:
O2. Phil Bradley 2207 Fox Hunt Dr. Monroe, N.C. 28110
.....7000 to 10,000 send to:
O3. Tom Bowerman 814 Springdale Ave., Anniston, Al. 36201
.....10,000..."UPWARDS"!!!!
O4. Bob Ober 7115 Dunn Rd. Cincinnati, Oh. 45230

REMEMBER!! Your computer Number is on top-right of your mailing label.

LET IT BE KNOWN THAT: All THE ARMED GUARD WIVES, or "SWEETHEARTS" are invited to attend. (not advisable to bring both!!) Also our Widows, ARMED GUARD WAVES, SHIP'S COMPANY, ARMED GUARD MEDICS, THE "ARMY ARMED GUARD", FRIENDS and FAMILY. WE WOULD EVEN INVITE THE PRESS.

Those of you who hold bonafide BREAKFASTS, LUNCHEONS and DINNERS, plus those who hold MINI-REUNIONS who did not get an Armed Guard Flag can get one by writing me. If you want your meetings placed in the REUNION SECTION of the "POINTER", send it in as soon as you learn the date and place. WE can not send each of you a flag. I can not put every ship's name in either. BB, DD, etc. Assc. will be placed but not individuals.

Some are complaining about the BY-LAWS that were drawn up purposely to obtain a NON-PROFIT STATUS for cheaper mailing costs. I can not send each and every one a copy, nor do I see it worthwhile to use that much space in a "POINTER" mailing. I can assure you that it is for the purpose intended. It will not add injury to you, you wife, or family. If you are looking for something to get pickierish over, y'all be at the reunion and get in a corner and enjoy yourself but don't get me in on it for I like it as it is. CALLOYD

Dear Lloyd,

Just received my May 8, 1994 POINTER and as always it was with great pride to read about our USNAG. As I have written in the past, I never was able to attend an annual reunion, but just last March my wife and I attended the mini-reunion in Punta Gorda, FL, which is held every month on the 3rd Tuesday. George Milk and his wife Dora were most pleasant in as much as this was the first time I have had the pleasure to attend a gathering of UNS Armed Guard Vets. At this meeting I met a shipmate who was in my gun crew aboard the S.S. Townsend Harris when we made the Murmansk Run from Feb. 13, 1945 to March 23, 1945. Your records may indicate that I'm a snow-bird and spend the winters in Fort Myers, FL from Oct. to May and the summer months here in Massachusetts. I hope to attend many more reunions in the future.

Again, I want to thank you for all you have done to bring our outfit together. Enclosed is a small check to help defray expenses. God Bless You.

Your Shipmate,
Joseph P. Giordano
212 Fulton St., Medford, MA 02155

PHOTOS AVAILABLE

The Mariners' Museum Library holds a number of photos of merchant vessels that served in World War II. Prices start at \$12.00. However, please write to make sure the library has the image and then mails you a photocopy of the photo to make sure the photo will suit your needs. Please, do not send money with your request.

THE MARINERS' MUSEUM
100 Museum Drive, Newport News, Virginia 23606-3759
(804) 595-0368 FAX (804) 591-8212

SHIP PRINT AVAILABLE

We are delighted to announce the publication of this important new John Stobart limited edition print honoring the venerable Liberty Ship and the valiant men who made her a legend. A proud and shining star in the annals of America's maritime heritage, 2,710 were built in four years, a feat which contributed to the rescue of occupied Europe.

The print shows the **John W. Brown**, now a museum ship in Baltimore, carrying out here perilous mission, as the USS Barry, a WWI "Four Piper" flying the signal "U-boat contacted," lays down a smoke screen.

Mr. Stobart very generously donated fifty signed and numbered prints to Project Liberty Ship. Those were quickly snapped up and we are now selling additional prints through our Ship's Store. The price from Project Liberty Ship is \$500.00 Please make your check payable to "Project Liberty Ship" and mail to us at P.O. Box 25846, Highlandtown Station, Baltimore, MD 21224-0846. As an added bonus, \$300 of the cost is tax deductible!



REUNIONS



If I did not get your area in, please notify me. PLEASE LET ME KNOW OF ANY ERRORS, so they CAN BE CORRECTED IN NEXT "POINTER". HERE'S A COUPLE!!

(* OOOPS!! COLUMN *)

On Page 14, of May 8, 1994 Pointer photos should have had Clarence F. Korke, 7 N. Mulberry St., Fellsmere, Fl. 32948, 407-571-0230. Korke has a lot of photos in his collection of the Armed Guard Center and he can send you prices to reproduce.

TELEPHONE NUMBER TO CALL THE **S.S. JEREMIAH O'BRIEN** FOR LOCATION WHILE ON THE VOYAGE SHOULD HAVE BEEN: 1-415-616-9015. I FOUND THIS OUT 2 DAYS AFTER THE MAY 8, 1994 "POINTER" WAS PRINTED. Also, if you tried get them by radio while they were docked in England and France and could not, countries have a 1935 International Communications Treaty restricting them from sending, or receiving messages while in foreign countries. You'll be able to reach them when they head home to "Portland, Maine" where the town is planning a big celebration.

"ROCHESTER, N.Y. AREA" ARMED GUARD AND MERCHANTMEN of WW II contact John and Mary Shevlin, 37 Winfield Rd., Rochester, N.Y., 14622-2212, 716-467-2057. A LUNCH MEETING is held at 11:00 A.M. on the "2ND" TUESDAY at the EASTMAN KODAK CO., Kodak Park, Bldg 28, THE THEATRE ON THE RIDGE, Ridge Rd., Rochester.

OREGON-ALASKA-IDAHO- MONTANA-WASHINGTON STATE PLUS ALL OTHERS WHO MAY WANT TO ATTEND, WILL HOLD THEIR "NORTH WEST PASSAGE" MINI-REUNION 9/14-16/1994 AT THE "SILVER CLOUD INN" 19332 36TH AVE.W. LYNNWOOD, WA. 98036, 1-800-551-7207. \$39.00 Hosts: Brian and Betty Kirkpatrick, 15924-22ND S.W., Seattle, Wa. 98166, 206-242-1526. CONTACT: JIM DAVIES, 4231 134TH AVE. SE, BELLEVUE, WA. 98006, 206-641-9293.

IOWA STATE will hold a MINI-REUNION Sept-23-24,'94 at the COURTYARD by MARRIOT, 1520 N.W. 114th St. Clive, IOWA with ARNIE and Mary LATARE, Hosts, 601 34th St. West, Des Moines, Ia. 50265, 515-225-1084. They also meet the 2nd Wednesday at 10:00 A.M. at the "VALLEY WEST INN", 3535 Westown Parkway, West Des Moines, Iowa, off I-235. Latare placed ads in several papers in Iowa State area and sent me over 35 "NEW OL'SALTS"!! WHY DON'T YOU TRY YOUR LUCK!!

NORTHEAST'S "12TH REGIONAL REUNION" WILL BE HELD OCT.13-16,1994 AT THE "HOLIDAY INN", 550 W. MOUNT PLEASANT AVE. ,RT-10, LIVINGSTON, New Jersey 07039, 1-201-994-3500. HOSTS ARE: MIKE AND LENA MOLINARI, 1422 EAST 54TH ST., BROOKLYN, N.Y. (USA) 11234, 718-444-8449. THEY PLAN A BUS TRIP TO BATTERY PARK WHERE MANY OF THE ARMED GUARD NAMES KIA ARE LISTED AND STOP OVER AT "1ST AVE-52ND STREET" ARMED GUARD CENTER SITE AND A TOUR OF THE AIRCRAFT CARRIER THE "USS INTREPID". THIS SHOULD BRING BACK MANY MEMORIES.

DESA 19th National Reunion will be held in KANSAS CITY, "MISSOURI" 9/4-9/1994. (NOT KANSAS), and will be held at "THE CROWN CENTER HOTEL"!! Armed Guard in the area go by and say HELLO and thank them for dropping those depth charges on the submarines!!! If it wasn't for them, many A.G.s and M.M.s would not be here to read this!! THINK ABOUT IT!!

HOSTS Alvin and Thelma Kemble, 8150 Chamber Hill Rd., **Harrisburg, Pa.** 17111, 717-566-8728, announce they hold their "FIRST THURSDAY" of each month meeting for their locality at the "HOSS'S STEAK HOUSE" in Hummelstown, Pa. at 1:30

P.M. They are increasing their members each month. JOIN IN!!

WESTERN N.C. AREA has begun to meet at "BOSCOS'S" RESTAURANT, ARDEN, N.C. HWY 25, ON THE 3RD THURSDAY OF EACH MONTH. Contact: Bill Oehlecker, Rt-1, 495-B Flat Rock, N.C. 28713, 704-696-2221 after 8:30 PM. Those OUT-OF-AREA who visit with them, should make it a "MUST" to visit the "BILTMORE HOME". IT IS Beautiful THE YEAR ROUND. The Merchant Seamen and ladies are also invited. They had 40 people at their first meeting and all enjoyed being present.

Ill-Wisc. 1994 Skipper, Jay Wildfong, 13211 Durand Ave. Sturtevant, Wi.53117, 414-886-2966 has informed me that the Oct. 21-23, 1994 Mini-Reunion will be held in Rock Island, Il with Joe and Polly Klimson, 625 So. Genesee, Morrison, Il. 61270, 815-772-7156 as hosts for the event. Wildfong also wanted me to remind all of you of the Memorial Plaque "SUCCESS" at the unveiling at the Museum of Science Industry Building in Chicago by the Merchant Seamen. It was great to have been able to come up and attend and see many of you again. Had a great time.

Wilmington, N.C. Armed Guard hold a 1ST WEDNESDAY monthly meeting 9:30 A.M. at WHITEY'S Restaurant, 4501 Market St., Wilmington. Host is George W. Cameron, 611 Middle Sound Rd. Lot 16, Wilmington, N.C. 28405, 910-686-4193. Merchant Seamen are also invited.

"DELAWARE VALLEY PA. Area" Armed Guard HAS STARTED HOLDING A 11:30 A M 2ND WEDNESDAY MONTHLY MEETING AT THE AMERICAN LEGION, FALLS TWP POST #834, FALLINGTON, PA. 07039, 201-994-350 AT 11:30 A.M. HOSTS: AL AND NORMA FARRARA, 45 UPPER HILL TOP RD.YARDLEY, PA. 19067, 215-493-9134. AL SHOULD PULL MANY OF YOU FROM THE WESTERN NEW JERSEY AREA AROUND TRENTON.

SOUTHWEST OHIO HOSTS Bob and Dot Ober, 7115 Dunn Rd., Cincinnati, Ohio 45230, 513-231-3181 and Clyde and Marion Gutzwiller, 9799 Mt. Nebo Road., North Bend, Oh. 45052, 513-941-3072 will hold a 11:30 Luncheon Buffet on the "2nd SATURDAY of EVERY OTHER MONTH" dates for rest of 1994 — AUGUST 13TH; OCTOBER 8TH and DECEMBER 10, 1994 AT "THE OLD COUNTRY BUFFET" at COBBLEWOOD PLAZA, 1097 Smiley Ave, Cincinnati, Oh. Exit 39 off I-275.

IOWA Crew has elected Arnold O.Latare, 601-34th St W. Des Moines, Ia 50265-3131, 515-225-1084 as their host and will meet on the SECOND WEDNESDAY of each Month at 10:00 A.M. at the "Valley West Inn", 3535 Westown Parkway, W. Des Moines, Ia., off I-235.

DEMS—CONTACT: DOUG SEPHTON, RCNA-DEMS, 203 ANNE ST. NORTH; BARRIE, ONTARIO CN, L4N 4T4. ARMED GUARD AND MERCHANT CREWS ARE WELCOMED.

The **PORTLAND-MILWAUKIE, OREGON** ARMED GUARD will be MEETING WITH THE M.M. CHAPTER on the last Thursday of each month at the ELKS CLUB. Contact: George Goode 4017 S.E. Aldercrest Rd. "Milwaukie, Oregon" 97222, 503-659-1925.

Wyoming Armed Guard Host "CHANGE"! Contact now is: Chairman Bob Muhm, 2001 East "C" St., Torrington, Wy. 82240, 307-532-7212.

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.

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 Fairgrounds, Louisville, Ky 40209, 1-800-636-2708 on October 3-6, 1994. JAMES CLOSE WOULD LIKE FOR ALL THAT ATTENDED "FIRST" ARMED GUARD REUNION HELD AT WINCHESTER, KENTUCKY TO CONTACT HIM "IMMEDIATELY" AND GIVE YOUR CURRENT ADDRESS AND PHONE NUMBER. HE WOULD LIKE TO SEND TO YOU A "SPECIAL" INVITATION.

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 and Lena Greaves, 143 E.Killingly Road, Foster, RI 02825, 401-647-2212 are your hosts!!

"OPERATION TALON" **Tex-Ark-La-Ok-NM** Mini-Reunion HOSTS WILL BE: ED AND EMILIE QUIN, 8119 MORLEY DR., HOUSTON, TX. 77061-3116, 713-643-3620 to be held on October 5-8, 1994 at the Howard Johnson Lodge, 7777 Airport Blvd., Houston, Tx. 77061, 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.

KS-MO-OK-NE 1994 Annual Mini-Reunion will be held on September 9-10, 1994 in TOPEKA, KS. and will be hosted by Paul MarKley, 935 SW Lindenwood, Topeka, Ks. 66606-1620, 913-233-7995, OR; DON GLEASOM, 227 N.W. Knox, Topeka, Ks. 66606-1339, 913-234-6087. All Armed Guard are invited. ALL Y'ALL COME ON!!

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

UPPER PA. CREW WILL HOLD A PICNIC AUG.23, '94 AT THE BELTZVILLE STATE PARK (RESERVATION REQUIRED). THEIR LAST MEETING OF THE YEAR WILL BE OCT. 25, '94 at "PLATZ'S RESTAURANT", 101 Harrit Rd., Lehighton Pa. 18235, 610-377-1819. CONTACT: Clint Barr, 2340 Third St., Easton, Pa. 18042, 610-258-3056. EVERYONE IS WELCOMED TO BE WITH CREW FOR A GREAT TIME!

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 for this area will be William and Irene Yansick, 80 Charlton Ave., Lodi, N.J. 07644, 201-473-6640.

Pittsburgh, Pa. crew meets on the "3rd Sat." for a NOON LUNCHEON at the GREENTREE MARRIOTT, CONTACT: Hilary Makowski, 202 Wedgewood Cr., Carnegie, Pa. 15106 (412)-429-8510. THEY'LL HOLD A YEARLY PICNIC JULY 31, 1994 AT THE CLOVER LEAF ESTATES WEST IN CARNEGIE. THEY'LL HOLD A CHRISTMAS PARTY AT THE SAME PLACE-12/10/94. A GREAT CREW OF "YANKEES!"

CHICOPEE-LUDLOW, Ma. HOSTS Tom and Priscilla Dufresne, 289 Munsing St. Ludlow, Ma. 01056, 413-583-8580 host 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. 413-543-3766; Sam Pitittieri, 413-592-1854 and Louis Carr 413-783-5904. This hard working crew will be holding a North East Meeting on Tuesday 8/16/94 on board the U.S.S. MASSACHUSETTS at BATTLESHIP COVE in Fall River, Ma. CALL TOM for MORE INFORMATION.

COLORADO CREW: Contact Cecil Ray, 2580 Patriot Hgts., Colorado Springs, Co. 80904, 719-635-5177 for meetings there. They had 25 AGs at their first meeting!!

Albany, N.Y. AREA HOSTS, Henry and Joyce Carrangi, 11 BULLARD AV. QUEENSBURY, N.Y. 12804, 518-793-0326 and crew meets at 12 NOON, "4TH" THURSDAY of each month at the "WATERVLIT ARSENAL OFFICER'S CLUB" WATERVLIT, N.Y. NOTICE: NEW MEETING PLACE - DATE! Jeff and Mabel Haselden, 120 Richardson Blvd. Lugoff, S.C. 29078, (803) 438-1491 can advise when and where S.C. meetings are to be held.

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 a new meeting place, THE RED LOBSTER on Independence Blvd., (GIANT SQUARE) at 12:00 each SAT.

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, OUR 1994 HOSTS, will be holding a LUNCHEON at the SHERATON HOTEL, located on U.S.HIGHWAY 19 in NEW PORT RICHEY on Aug.14, 1994. CHOW DOWN TIME IS 11:30 A.M. HE SEZ, "Y'ALL COME!"

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 2ND Saturday OF EACH MONTH 10 AM AT: EVERGREEN WOODS RETIREMENT COMMUNITY.

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 MERION CT. SE, PORT ST.LUCIE, FL. 34952, 407-335-3716. THEY WELCOME "REBELS!"

SANFORD, FL. AREA: FRED AND MARGARET FONTAINE, 2537 MOHAWK DR., SANFORD, FL. 32773, 407-323-7410 HOLD A MEETING ON THE 2ND SUNDAY AT 1 P.M. AT THE AMERICAN LEGION HALL ON SANFORD AVE., SANFORD, FLA. TO START UP AGAIN IN SEPTEMBER.

FARRAGUT NAVY TRAINING STATION WW II HOLDS THEIR 8TH ANNUAL REUNION 9/9-12/94 AT THE FARRAGUT STATE PARK", ATHOL, IDAHO. CONTACT: BUD AND RUBY WARREN, 1420 MADISON, ASTORIA, OR, 97103, 503-325-9620.

The **Arizona Hosts** Carlo and Adele Traficano 108 N. Greenfield Road Apt-2117, Mesa, Az. 85205 602-396-6233 still holds a BREAKFAST meeting on the FIRST SATURDAY, 10 A.M. at the "SANTA FE CAFE" Southern and Gilbert, Mesa, Az. Carlo and Adele, along with Joan Noyes will be Hosts for their "SIXTH" ARIZONA MINI-REUNION -- Oct.10/4-6/94 in Bullhead City, Az. The Tucson, Az. Area hosts are Selvin and Marcella Lien, 2011 Tucson, Az. for the 4TH SAT. of each Mo.

meeting at 11 AM at the Mountain View Restuarant, 1220 E. Prince Rd. TUCSON, Az. (CACTUS JUICE-GRITS)

Destroyer Escort Assc. CONTACT: DON GLASER, DESA NEWS, POB 680085, Orlando, Fl. 32868, 407-877-7671. DESA'S "19th" NATIONAL will be held at the HYATT-REGENCY CROWN CENTER in Kansas City, Ks. 9/3-9/94.

PUGET SOUND CHAPTER OF M.M. VETERANS should contact James Colamarino, 2904 168th S.E., Bellevue Wa. 98008, (206) 746-6984. Armed Guard are WELCOMED!! 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. Dates unknown.

Patrol Crafts Sailors Assoc. 11610 Paso Robles Av. Granada Hills, Ca. 91344 "contact address".

LCI NATIONAL ASSOCIATION WILL HOLD THEIR REUNION IN SAN DIEGO, CA. IN 1995. THEIR 1996 REUNION WILL BE IN ST. LOUIS, MO. CONTACT ROBERT KIRSCH, 643 CALLERY RD., EVANS CITY, PA. 16033, 412-538-8151.

S.S. JEREMIAH O'BRIEN'S NORMANDY DAILY REPORTS are on a tape and can be followed, as to position and progress by calling 1-415-616-9015. "MARCI HOOPER" Sales Rep. did her homework well, prior to sailing and donations are needed for many expenses on this Historical Voyage. Send to: S.S. JEREMIAH O'BRIEN, Fort Mason Center, Bldg-A., San Francisco, Cal. 94123. CALL 1-415-441-3101 and "THANK" Marci for a job "well done" from all the crew of U.S.N. ARMED GUARD and MERCHANT SEAMEN who could not be aboard for their historic voyage.

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 over night, 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 VICTORY**. They can use your help. All the guns need is live ammo and LIVE PEOPLE TO HELP THEM!!

Contact: Jack Rhodes 3143 Cotter Rd., Millers, Md. 301-343-0369 about the **S.S. JOHN W. BROWN**.

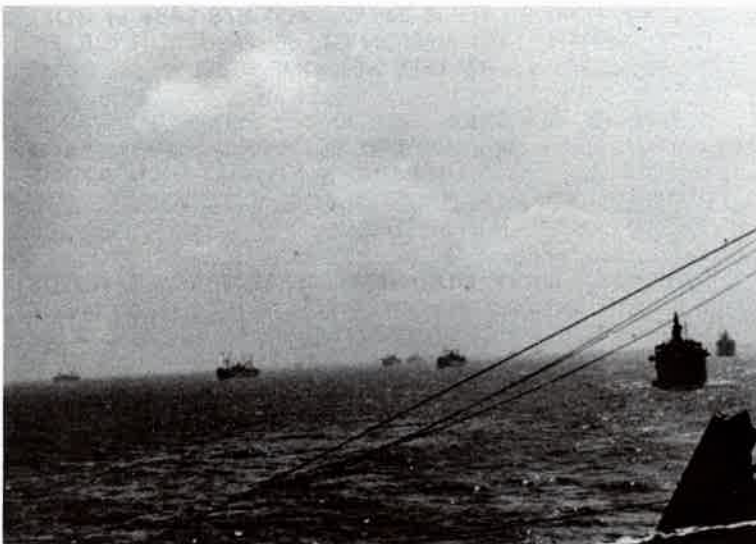
Carl Kreidler, 15852 Via Eduardo St., San Lorenzo, Ca. 94580 510-351-1954 welcomes you to be a part of the "U.S.N. ARMED GUARD GUN CREW" on the **S.S. JEREMIAH O'BRIEN**. Go and help him if you can. Just maybe a few bucks would be put to a good use.

U.S.N. SUBMARINERS "40th" National Convention will be in Norfolk, Va., 10/5-9/94, hosted by Tidewater and Bull Run Chapters of the U.S.N. Sub Veterans. Send a S.A.S.E to: M.M. Turner, Convention Chairman, 8041 Tarpon Pl. Norfolk, Va. 23518, 1-804-587-3907. Ralph Womeldorf from Virginia Beach is ASSISTING.

Verne Evelyn Barrett, 208 E. Centennial Drive Rapid City, S.D. 57701, 605-343-4171 will be Hosts to a "ROCKY MOUNTAIN AREA" MINI-REUNION for the States of "WY, MT, UT, CO, SD, ND", on 9/14/94 at "GILLS SUN INN", 1901 W. Main St., Rapid City, ND 57702, 1-800-428-6808. Y'all go and read the "By-Laws."

Extra OOOOPS! failed to put McGee's full address in May 8, 1994 POINTER. Writing a book: Wm. McGee, 1187 Coast Village Rd. #1401, Santa Barbara, Ca. 93108

Check with your DAV; AMERICAN LEGION; VFW; AMVETS, etc., for other reunions. YOU DO NOT HAVE TO BE A MEMBER OF THE DAV, ETC. LOOK IN THE "YELLOW PAGES" FOR THEIR LOCAL NUMBER AND THEY WILL GLADLY ASSIST YOU. I ASK YOU TO SAVE THIS "POINTER" AS REFERENCE TO UPCOMING MINI-REUNIONS, ETC. I WILL ONLY INSERT IN THE NEXT POINTER THOSE I HAVE MISSED IF I AM NOTIFIED. calloyd



Photos above were sent in by William F. Snee, 51 Center St., Forty Fort, PA 18704. They were in a past POINTER, but many NEW OL' SALTS did not see them.

~ In Memory ~

| | | | | | | |
|------------|---------|----|--------------|----|------------|----------|
| Barnett | John | H. | Sand Springs | Ok | Beulah | 6/7/94 |
| Beaver | George | M. | Longbranch | NJ | Rose | 6/11/94 |
| Brunkhorst | James | L. | Claremont | Ok | Faye | 3/16/94 |
| Bryant | Jack | D. | Concord | Ma | Marjorie | 5/9/94 |
| Buckingham | Ralph | E. | Mexico | Me | Pauline | 93 or 94 |
| Cheatham | Robert | J. | Springfield | Ma | Margurite | 5/2/94 |
| Commisso | Vincent | | Albany | NY | | 2/26/94 |
| Conroy | Frank | | Lynbrook | NY | Clara | 7/4/94 |
| Deplanche | Donald | J. | Palm Harbor | Fl | Florence | 4/6/94 |
| Dwyer | Patrick | J. | Thiells | NY | Florence | 2/24/94 |
| Epley* | Frank | | Amery | Wi | Myrtle | 4/26/94 |
| Groznik | Anton | G. | Manteca | Ca | Mary Ellen | 2/5/94 |
| Henderson | James | R. | Norfolk | Va | Anna Stack | 7/4/94 |
| Knott | Lewis | E. | Mt.Washingto | Wa | Emma | 4/15/94 |
| Krug | Robert | T. | Clearwater | Fl | Ruth | 4/22/94 |
| Kurtin | Burton | | Rockwall | Tx | Natale | Lately |
| Mayer | Elwood | A. | N.Royalton | Oh | Florence | 11/3/93 |
| McGarry | James | | Colonia | NJ | Phyllis | 2/5/94 |
| McCarthy * | John | J. | Lewiston | NY | Clarice | 3/24/94 |
| Millard | Charles | R. | Leander | Tx | | 4/15/94 |
| Moll | Henry | L. | Hart | Mi | Pauline | 4/23/94 |
| Muzzana | Siro | J. | Auburn | Wa | Leona | 3/30/94 |
| Pattysen | Joseph | E. | Independence | Mo | Betty Jo | 10/23/93 |
| Pickus | Earl | A. | Brechenridge | Mn | Beverly | 6-14-94 |
| Schleis | Joseph | L. | Wilber | Ne | Evelyn | 6/12/94 |
| Waldron | George | R. | Brockton | Ma | Mary | ? |

McCarthy, John was listed as "McArthur" in the May 8, 1994 "POINTER".

* Frank was one of the 52 Armed Guard at the 1st reunion in 1982.



400 Seventh Street, S.W.
Washington, D.C. 20590

U.S. Department
of Transportation

Maritime Administration

Dear Charles,


It was a pleasure seeing you again last month at the unveiling of the U.S. Merchant Marine-U.S. Navy Armed Guard Bronze Relief. I was honored to participate in the ceremony, which justifiably honored the major contributions of both of these organizations in World War II.

It is extremely important and appropriate that we remember this historic past as we set a new course for America's maritime industry.

I thought that you might be able to use some of the photographs taken at the ceremony.

With all best wishes, I remain

Sincerely,


A.C. Herberger
Maritime Administrator

The photo below is of U.S.N. Armed Guard WW II Chairman C.A. Lloyd (L) and Merchant Mariner George Searle proudly displaying the Armed Guard Flag over the MM/AG Bronze Relief at the Navy Memorial, located across the street from the Archives Building on Pennsylvania Ave.. in Washington, D.C.



Monument honors Navy WWII veterans

SPRINGFIELD — The United States Navy Armed Guard Veterans of World War II Western Massachusetts recently dedicated a monument to honor deceased and living veterans.

The dedication took place at the Hillcrest Park Cemetery, Parker Street, Springfield on May 22.

U.S. Congressman Richard Neal was the main speaker. Durham Caldwell was the Master of Ceremonies. Rev. Donald Fournier, a former Navy Commander and Chaplain, gave the Invocation and Benediction. The American Legion Post



MONUMENT DEDICATED - This recently dedicated monument honors deceased and living U.S. Navy Armed Guard WWII veterans. (Submitted photo)

275 posted the colors and were the firing squad. Richard Downey played Taps.

Many U.S. Navy Armed Guard veterans and friends came from New York, Rhode Island, Maine, Connecticut, New Hampshire, and Massachusetts. A dinner followed the ceremony and took place at the Moose Lodge on Fuller Road in Chicopee, Mass.

A poem for this special occasion was written and read by U.S.N. Armed Guard member George Hurley honoring fellow veterans living and deceased.

Joseph Beaulieu was the monument chairman for this event. His committee consisted of Louis Carr, Thomas Dufresne, Roger Fournier, George Hurley, Charles O'Leary, and Samuel Pitittieri. Several other Armed Guard members helped out in various capacities.

The U.S.N. Armed Guard was composed of officers, gunners, signalmen, and radiomen who protected the Merchant Marine ships. A total of 144,970 personnel served on 5,236 ships, of these 710 were sunk and many were damaged. A total of 1,810 were killed in action, 27 were taken prisoners of war, of which 14 survived, and there were many other unknown injuries.

The U.S. Navy Armed Guard meet the second Sunday of the month for a breakfast meeting at 9 a.m. at the Moose Lodge, No. 1849 - Fuller Road, Chicopee. Dufresne, of Ludlow, is the group chairman. Former U.S. Navy Armed Guard members of W.W. II are welcome.

THE PLAQUE

Today, we place this plaque and Stone
 Honoring those, who God called home
 May it last after we are gone
 Sleeping under this soft green lawn
 Teach the children, to remember well
 These brave men, who fought and fell
 Read this Plaque, and share our pain
 Then this stone, was not in vain
 Freedom was fought for every race
 To make this World a better place
 They gave their life, so we may live
 No greater Gift, was theirs to give
 In his mercy, and his giving
 He let us return with the living
 This small token on his lawn
 May it last, when we are gone

George X. Hurley



In Ludlow, Mass., an Armed Guard group marches in the Memorial Day Parade.

Ludlow Sailors Praised by Navy For Courage Under Enemy Fire



ANTONIO D. LIMA, JR.

Two Ludlow sailors, members of armed guards aboard merchant vessels, today were the proud recipients of letters of commendation from the chief of naval personnel, Washing-



DAVID P. RILEY

ton, D. C., for courage and devotion to duty in action when their ships were attacked by enemy aircraft and submarines.

The letters were awarded to Anto-

nio D. Lima, Jr., 23, nephew of Joseph Corralo of 98 Winsor street, and David P. Riley, son of Mr and Mrs Kenneth L. Riley of Alden street.

Lima, commended for meritorious conduct and decorated with the navy's Good Conduct medal, was aboard a ship which was sunk by the enemy. The commendation in his letter reads in part:—

Lima's Commendation

"A report of the action indicates that the convoy to which your ship was attached had been heavily attacked by enemy submarines and aircraft. When an attack by many torpedo planes occurred, the armed guard crew, by their skillful anti-aircraft fire, was successful in shooting down two of the raiders.

"During this attack the vessel suffered two torpedo hits and within the space of a few minutes began to settle at the stern. Despite the heavy machine-gun fire from the planes, the abandonment of the ship was effected successfully and there were no casualties either during the attack or in the evacuation.

"Your courage, coolness and outstanding performance of duty throughout the above action were in keeping with the highest traditions of the naval service."

Riley Helped Save Ship

The commendation to Riley, which was entered in his official record at the navy department, states:—

"The chief of naval personnel takes pleasure in commending you for your

conduct as a member of the armed guard of a United States merchantman during attacks on that vessel. A report indicates that the vessel suffered extensive damage as a result of a near miss.

"During the ensuing intensive enemy activity, the officers, merchant crew and armed guard unit defended their ship against enemy aircraft. Through the initiative and untiring efforts of the entire crew and in spite of the difficulties involved, the ship was returned to a state of complete repair.

"Your resourcefulness, skill and devotion to duty, as set forth above were in keeping with the best traditions of the naval service."

Lima Enlisted Here

Lima enlisted at the Springfield recruiting station shortly after he had been graduated from Ludlow high school. He is now serving his second "hitch" in the navy and holds a rating of radioman, third class, though he was a gunner's mate aboard the ship, handling a 50-caliber machine gun.

Riley enlisted in 1941, received his training at Newport, R. I., and then was sent to Norfolk, Va., for advanced instruction. He is a gunner's mate, third class. He and Lima also attended the armed guard school at Little Creek, Va., before being sent to sea.

The actions in which they were involved occurred en route to the Russian port of Murmansk and Archangel late last fall.

Dear Charles:

I was re-reading some of the "Pointers" that you sent to me and especially the January 1994 issue. The story that caught my attention was the story by Captain Art Moore, Jr., captioned "A Japanese Atrocity on the High Seas During WWII". When I was the radio operator "RM3/C" on the Liberty Ship JOHN S. BASSETT, we sailed the identical course that the Liberty Ship JEAN NICOLET did on July 2nd, 1944. We sailed on Sept. 1943, with almost the same cargo for the China/Burma India Theatre, with final destination of Calcutta, India.

We left San Pedro, California mid-September 1943, sailing alone with first port of Hobart, Tasmania (35 days) without seeing a single thing, let alone another ship. From there after taking on stores and fuel, we set sail for Colombo, Ceylon, off the coast of Sumatra, which was known to be a haven for Japanese subs. We sighted a submarine running parallel to our ship but out of range of our deck guns. For some unknown reason, this sub stayed with us for almost 3 days, refused signal recognition and fired no shots at us. We proceeded on to our destination without any further incident. After unloading our cargo and spending Christmas in Calcutta, we proceeded to East Africa, then South Africa, then across the Atlantic to Brazil, then in convoy to New Orleans, Louisiana, arriving in May 1944. After reading Capt. Moore's story, I feel so very lucky just to be here today.

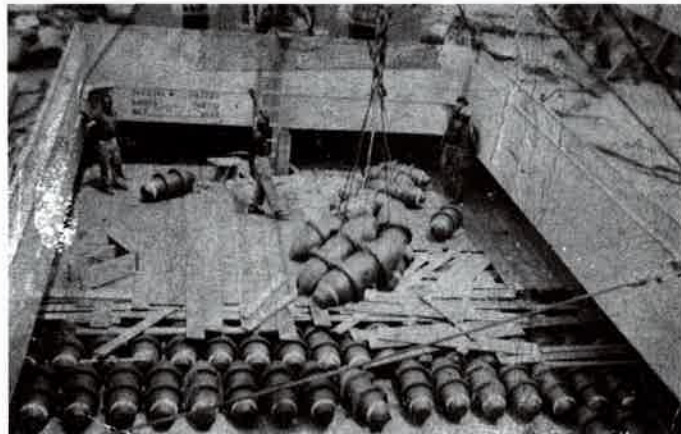
I am enclosing a couple of old items I found in the attic: A GI newspaper from New Guinea known as the "Foxhole Observer," dated Friday, July 21, 1944 and one from Saipan entitled "The Daily Target." They are a little old and yellow but do have some interesting reading about the war. Also enclosed is a photo taken from the bridge of the DREXEL VICTORY ship of the cargo destined for Saipan to be used on

Japan - 500 and 1000 pound bombs. You maybe can find a place for them in the archives.

I hope you don't mind my rambling on, but after reading the Pointers it sure brings back some good and some bad memories of WWII. I am enclosing my personal check for a small amount of CENSORED. Hope this can help some. Will try to send money regularly.

Best Regards,

Don J. Hiltabidel
1281 Amberwood Dr.
Hemet, CA 92543-5768
Phone: (909) 925-5855



500 and 1000 lbs. bombs shown in the hold of the S.S. DREXEL VICTORY in Saipan in July 1945.

AG OFFICER RECEIVES SOVIET DECORATION

(Reprinted from the Armed Guard School, Shelto, VA newspaper, April 28, 1944)

Captain Vail Presents Awards to Armed Officers

Norfolk, VA, May 11 - Lieut. Ralph E. Boucher, USNR, 38, of Damascus, Washington County, VA, has been presented the Order of Patriotic War, First Degree, conferred on him by the Russian Government.

Forwarding the decoration via Captain L. R. Vail, USN (Ret.), Commanding Officer, Armed Guard School, Shelton, VA, the Navy Department wrote Lieutenant Boucher that he will be sent a diploma of this decoration bearing the seal of the Russian Embassy, which he is authorized by law to accept.

A copy of the forwarding letter was received by the Fifth Naval District here today. Meanwhile Captain Vail had presented the medal.

This honor was conferred for the same heroic acts which brought Lieutenant Boucher the Silver Star Medal and a citation by the United States Government last October 1, when Rear Admiral H. F. Leary, USN, then Commandant of the Fifth Naval District presented medals and commendations at Shelton.

Proclaiming that occasion "a signal event," Admiral Leary said: "Men of the Armed Guard who keep open the sea lanes to battlefronts of the world receive too little recognition for their outstanding contribution to victory."

Lieutenant Boucher's citation was "for conspicuous gallantry and intrepidity as Armed Guard officer aboard a U.S. merchant ship."

"When three He-115s flew out of the clouds toward the convoy," said the citation, "Lieutenant Boucher ordered his gun crew to open fire, and one plane was sent hurtling to the sea in flames. As his ship, whipped Arctic gales, plowed slowly through the enemy-infested area, he skillfully directed the fire of his men, strapped in their ice-covered gun stations, and constantly fought off swarms of German planes which swept down out of the sun.

"Later, at anchor, the ship was a continual target of the enemy who almost hourly bombed vessels unloading at the docks. When one German plane flew within range, four of the ship's guns scored hits and it fell in flames.

"On their return trip, exhausted from constant lookout for the enemy, he and his valiant crew never relaxed their vigil until their ship, after having been menaced by gigantic icebergs, finally reached home port."

In the same ceremony at Shelton, Captain Vail delivered to Lieut. Robert E. McIlwaine, USNR, 205 Patten Heights, Lakewood, FL, a commendation from the Secretary of the Navy "for heroic devotion to country as Armed Guard commanding officer aboard a merchant ship during action in the Gulf of Salerno.

"Attacked repeatedly by hostile planes from last September 11 to 17, the Armed Guard, under Lieut. McIlwaine's excellent leadership, shot down at least seven hostile aircraft, probably destroyed two others, and routed the attackers.

NEW BOOK!

"Mother Was A Gunners Mate," by Josette Wingo, is the reminiscence of life as a WAVE in World War II, and will be published soon by the Navel Institute Press. I read it in the rough, and she told it as only a WAVE could. I highly recommend this! Write to: Naval Institute Press, 118 Maryland Ave., US Naval Institute, Annapolis, Maryland 21402-5035, (ISBN # 1-55-750-924-7) calloyd

A Night to Remember

Survivors, town look back at WWII sinking of 'John D. Gill'



Floyd Ready



Herbert Gardner



Gary Potts

In 1941, these three young men were on board the 'John D. Gill' when it was sunk off the coast of Southport. Now in their 70s, they still recall the night the German torpedo ripped into the cargo tanker's hull.

By CLIFTON DANIEL

Staff Writer

10:10 p.m.,

25 miles off the Cape Fear coast.

The torpedo from the German sub hit the tanker *John D. Gill* amidships, tearing the heavy metal plates of the hull like flower petals. A geyser of Texas crude erupted from the gash, forced out by pressure from the million gallons behind it.

Within a minute, the slick had coated the sea.

An instant later, the oil erupted in an inferno and 58 men began a desperate scramble for their lives.

Only 26 of them made it, 52 years ago March 12. Eleven were brought into Southport to recuperate at Doshier Memorial Hospital. Of the 16 bodies also brought ashore, one, Catalino Tingzon, was buried in the town's Northwood Cemetery.

At 11 a.m. March 12, the Southport Historical Society will dedicate a monument to Tingzon and all the men of the *Gill*. The gray granite stone will sit in Riverfront Park, overlooking the horizon where the tanker burned and sank.

On March 11, 1942, the *Gill* put into Charleston after planes spotted a submarine tailing it. At 12:45 p.m. the next day, having been given the all clear, it continued on its way to the Atlantic Refining Company's refinery in Philadelphia.

About 10 that night, Herbert Gardner, 22, one of the wipers, was in the mess, having a cup of coffee and wondering aloud what he'd do if the *Gill* was torpedoed.

At 10:10 p.m., he got his answer.

"When it hit, it was like it picked the chair up and moved it out from under me," Mr. Gardner said. "We knew what had happened."

Outside, someone threw a life preserver into the widening oil slick. The preserver was equipped with a self-igniting carbide flare, which burst to life.

"When that happened . . . we started burning," said Floyd Ready, one of the Navy Armed Guard assigned to the *Gill*. "That was West Texas crude; it had a very high gasoline content."

Mr. Ready and seaman Gary Potts had been hard asleep when the torpedo hit. They scrambled to the stern to get to their gun, a 5-51 breech-loader. All members of the gun crew made it to their post — Mr. Ready, Mr. Potts, Seaman David M. Lunn, Seaman Asa Bob "Tex" Senter and their commander, Ensign Robert D. Hutchins.

Newspaper reports of the day said the men stayed at their post for more than 15 minutes after the rest of the crew had abandoned ship.

"We really wanted to at least get one shot off," Mr. Potts

said. "But the sub could have come up outside the fire and we wouldn't have seen it anyway. The fire was too bright." But they stayed, squinting through the heat and flames into the darkness, swinging the barrel of the big gun back and forth. Finally, with the flames inching closer, the surface of the ammunition box began to bubble.

"When the paint started blistering on that ready box, Hutchins, our officer, said, 'Let's get the hell out of here,'" Mr. Ready said.

Their life raft in flames, the men jumped



Potts

over the railing.

"We jumped right into the fire," Mr. Ready said. "We didn't have any choice."

Mr. Potts didn't jump; he dove.

"I used to dive off railroad bridges . . . and I wasn't thinking about the Navy telling me to jump feet first. I said the heck with the Navy and did what I thought best."

Had he jumped, he would have broken both legs on the hull of the capsized No. 4 lifeboat, which was tethered to the stern of the tanker below him. As it was, his toes clipped the lifeboat gunwales as he dove past.



Ready

Mr. Gardner had rushed to that same lifeboat-minutes earlier. But as he and several others tried to lower it, the boat suddenly dropped away beneath them, spilling two men into the water. Mr. Gardner and another crewman managed to grab a line and were left dangling.

Below them, the ship's massive screws were still churning. Mr. Gardner watched as the two men dumped from the lifeboat were pulled into the blades.

Desperately, he and the other man tried to get a better grip on the line and each other. But the other man was too weak to climb any further and Mr. Gardner couldn't hold him.

Suddenly, he was alone, tethered to the hull of the burning ship.

"That's bothered me all my life," he said.

When the screws stopped, he dropped into the water, next to the capsized lifeboat. One of the Filipino mess boys — Mr. Gardner thinks it was Tingzon — was sitting in the half-sunk

"S.S. John Gill" Crew Honored

On the first Tuesday of November, 1993, Mary Shannon of the "Southport, N.C. Historical Society" called me to say that she had just talked to a Mr. Bernard Cavalcante of the Archives Division in Washington, D.C. who had given her the Armed Guard Association as someone to help her find some of the "S.S. JOHN D. GILL" Crew who had survived it's sinking March 12, 1942 off the North Carolina Coast and was rescued by the Coast Guard. She informed me that she had been given the names of the survivors by Mr. Cavalcante and explained that the City of Southport planned to put a marker at the grave of a Phillipino; Catalino Tinzon, and hold a 52ND YEAR Ceremony in his honor.

While she talked, I pulled up the "S.S. JOHN D. GILL" from the computer ship's file and asked Mrs. Shannon if she had the name of Floyd Rready and Gary Potts who were two of the 11 survivors. Her answer was "yes" and wanted to know why. I then asked her if she had their addresses and she said, "No, but I will try to find them". When I told her that I had these two, she was overwhelmed and I gave their names and telephone numbers to her and she called them immediately to invite them to the Ceremony to be held "Saturday, March 12, 1994" in Southport. They accepted and were there. The writeups tells that story.

The rest of the story is that I informed her that George Cameron, 611 Middle Sound Rd, Wilmington, N.C. 28405 910-686-4193, had formed a U.S.N.Armed Guard Chapter there and was holding a breakfast at Whitey's the next day and I would be attending it, along with 3 more A.G.s from Raleigh and wish she'd attend to explain what plans the Historical Society had. I asked her to consider doing more than just placing a "MARKER", but make it a monument to all the crew, and all the Merchant Crew and the Armed Guard who served during WW II. This lead to "bigger" things.

Mary Shannon attended the meeting and presented their plans. I, along with the other Armed Guard and Merchant Seaman attending ENCOURAGED Mary to take it back to her committee and we took up a collection. I wrote a check for \$100.00 from the Armed Guard bank account and we told her that more would be available if needed. Approximately \$350.00 was collected.

Mary took the proposal back to Southport, and it ended up with a nice "\$1400.00 monument" and was dedicated Saturday, March 12, 1994. About 60 veterans of the U.S.N. Armed Guard,

Seaman's grave marked at last

By CLIFTON DANIEL

Staff Writer

He died alone, terrified, in a flaming sea.

He is buried in Northwood Cemetery in Southport, thousands of miles from his home.

And he's still alone, in an unmarked grave.

On April 2, 1942, when the people of Southport laid to rest 21-year-old Filipino seaman Catalino Tinzon, they were supposed to have fixed the spot with a metal marker.

"This was the beginning of the war and people were in turmoil and I guess they just forgot about it," said Mary Shannon, a member of the Southport Historical Society.

A few years ago, while researching her history of Southport, *Joshua's Dream*, society member Susan Carson discovered that no one knew the whereabouts of Tinzon's grave.

She and society members set out to find it. Records being what they

are, they're still looking, having tried the 1942 records of the funeral director and city council minutes of the day.

In 1942, no one could find Tinzon's family. His parents "may not even have known what happened to their son," Mrs. Shannon said.

If members of the Historical Society can't find the grave, the city will assign them a place in the cemetery to put up a 2-foot-by-1-foot stone in his memory. His name is also on larger monument to the crew of the *Gill* that will be placed in Waterfront Park on March 12.

No matter how it turns out, the people of Southport are still caring for a man they laid to rest in 1942.

According to the *Morning Star* of April 2, 1942, they buried him "with as much tenderness and solicitude as if he had died in his own home, surrounded by his kindred."

along side of our shipmates, the Merchant Marines of WW II who were in the same boat, on the same ship, were there to pay tribute to all those who gave their all, so others could continue to live in a free society as we have been so fortunate to do since they paid the Supreme Sacrifice.

They wore their Armed Guard caps and jackets. The South Carolina crew were notified and many attended. Several newspaper and veteran's magazines carried the story and many more Armed Guard were located. A lot of publicity came out of the \$100.00 Armed Guard money and it was great. Picked up a few OL'SALTS.

A few weeks before July 4th, Thomas Southall of Bolivia, N.C. (nearby) was in Southport and the town invited the Armed Guard to take part in their annual parade and he accepted. Nine Armed Guard walked over a mile in the parade in slightly rainy weather, carrying our Armed Guard banner. The farther they walked, the TALLER they stood as the crowd applauded them. It was great to see "OL'SALTS" be so proud. I know, for I was in my car out of the rain, following them. I also know how they felt as I walked nearly 3 miles in a parade while at Portsmouth, England in the 50th Anniversary of the Murmansk Run.

Charles A. Lloyd, Chairman



Photos taken at the dedication ceremony in Southport, NC. Above: Gary Potts, Floyd Rready and the plaque; Below: Herbert Gardner.

3 former sailors relive sinking of U.S. ship

Local men were invasion gunnery crew

BY HOPE SMITH
The Cincinnati Enquirer

They hadn't seen one another for decades, but the former sailors reminisced about their ship, sunk during the D-Day invasion, as if it had happened yesterday.

The *Charles Morgan*, bombed by a German plane June 8, 1944, was the only American ship sunk from an air strike during the battle, the men said. The *Morgan* was hit near Utah Beach on the Normandy Coast.

"A thousand ships, and I had to be on the one that gets sunk. I still can't believe it," said Edward Brogan. Brogan, 20 when the ship was struck, is a retired bartender who lives in Fort Wright.

Brogan and shipmates Charles S. Settle of Oakley and Bob Moulden of Bridgetown were featured in a July 14, 1944, *Cincinnati Post* article as among the earliest group of sailors to return from the battle. Fifty years later, they gathered to talk about the attack.

"We were the gunnery crew and supposedly the protection of the ship," said Settle, 21 during the attack. "We didn't protect it too good," he added with a grin as Brogan and Moulden laughed.

But then they became serious. "We couldn't see that guy coming," said Moulden, who was 18 at the time. The ship was hit at 4 a.m., and the trio, according to the *Post* story, were just about to go on watch.

The men said sparks from the

smokestack might have given their location away. "You could see those at night," Settle said.

"Oh, yeah," Moulden agreed. "They popped us," Brogan added softly.

Seven soldiers and one seaman were killed when the ship was bombed.

"I guess we just think about the good times. And the bad times, we just put them out of our head," Moulden said.

The crew managed to put out the fire before the ship sank.

After the fire, "we were sort of dazed lookin'," Moulden said. "Everybody was in general quarters while we were sinking, looking for more planes coming over."

The crew eventually abandoned the ship and "hitchhiked" on other vessels until they were taken to a British Army base.

"The first thing they did was give us a shot of rum, remember that?" Moulden asked Brogan. "And I asked you if I could have yours."

"Did I say no?" Brogan asked. "Yeah," Moulden returned. "You said 'no.'"

The men eventually were sent home on the British ship *Queen Elizabeth*.

Settle remembers seeing the Statue of Liberty as the *Elizabeth* pulled into New York Harbor.

"That was a wonderful day, coming home," he said.

"Beautiful sight," said Brogan. But their stay was only tempo-

rary. They were on a 30-day survivors leave.

"The war wasn't over yet," Settle said. "They wanted us to still fight." The men were assigned to different ships when they returned.

"We never thought much about this (D-Day) until the last two months," Moulden said.

One day Settle called Moulden, and they talked about the 50th anniversary of D-Day. They called Brogan, and the three have begun to stay in contact.

"I hadn't seen Eddie in 45 years," Moulden said. It had been 20 years since he and Settle last met.

Settle was discharged Nov. 1, 1945, but remained in the reserves. He played professional baseball for the Reds and the Balti-

more Orioles for about 10 years before going to work for Cincinnati Milling Machine Co., now Cincinnati Milacron. Retired, Settle is a member of the board of governors for the Shriners Burns Institute.

Brogan left the Navy on March 22, 1946, and eventually worked at the Stadium Club in the Dixie Terminal Building for 25 years.

Moulden's discharge was delayed because he was on an extended cruise. He came home June 2, 1946, and worked for 30 years with the Cambridge Tile Co. In 1979, he went to Winburn Tile Manufacturing Co. in Little Rock, Ark., and returned to Cincinnati in 1988. He is now semiretired, working part time at Western Hills Heating and Air.



Last D-Day ship docks in England

The SS *Jeremiah O'Brien* docked in England on Monday, ending a 35-day voyage from San Francisco that skeptics deemed impossible when the ship was taken out of mothballs 15 years ago. "We just got word from the ship's agent in England that it has berthed," an elated **Karen**

Kamimoto said at the ship's office overlooking San Francisco Bay. Kamimoto already knew from news accounts that the vessel, the sole seaworthy survivor of the vast D-Day fleet that launched the invasion of Hitler's Fortress Europe, arrived for the 50th anniversary celebration of that momentous event. "This makes it official," said Kamimoto, the Liberty-class cargo ship's office manager.

"Now we have to catch our breath and gear up for its return." About \$200,000 is needed for fuel for its scheduled Sept. 20 return, she said, adding she is confident that sufficient donations will come in. That task seems a trifle compared to the obstacles the ship faced on June 6, 1944.

Reno Gazette-Journal



MADE IT: Retired Rear Adm. Thomas J. Patterson, left, and Master Capt. George W. Jahn, both of San Francisco, on the flying wing of the liberty ship *Jeremiah O'Brien*, the last seaworthy D-Day ship. The ship, sailing from San Francisco, reached Portsmouth, England, Monday.

Associated Press

Crew Recalls Sailors Lost at Sea

Wreath carried from S.F. on O'Brien is dropped into Atlantic

Carl Nolte
Chronicle Staff Writer

At sea aboard
the Jeremiah O'Brien

The sky turned gray and the memories turned vivid on the North Atlantic yesterday as the crew of the Jeremiah O'Brien paused to remember sailors who died in these waters during World War II.

Just after two in the afternoon, a wreath carried from San Francisco was dropped over the side to honor those who had given their lives on the Atlantic.

Some probably died in this vicinity. In the month of May 1942, 125 Allied cargo ships were sunk by enemy submarines in the Atlantic.

In 1943, an additional 120 ships were sunk in the month of March. Only when Liberty ships like the O'Brien were being built faster than the Germans could sink them did the Battle of the Atlantic begin to turn.

The Rev. James Wade, 73, the O'Brien's chaplain, said a prayer as the wreath drifted off in the ship's wake. Messman Rudy Arellano, 67, snapped a salute.

Armed Guard

Carl Kreidler, 68, the O'Brien's chief gunner, organized the ceremony. He is the only man on the ship who served in the Navy's Armed Guard — a unique outfit that supplied gunners to protect the civilian cargo ships.

Without defensive armament, the cargo ships were sitting ducks for subs in the Atlantic and planes in the Pacific. And without trained gunners, the weapons were useless.

It was a small outfit — only

25,000 personnel served in the Armed Guard during the war — "but it had the highest percentage of people killed in World War II than anyone else in the Navy," Kreidler said.

There are still 12,000 members of the Armed Guard veterans group, and Kreidler will represent them at the 50th anniversary of D-Day at the Normandy beaches next month.

Kreidler, who also served on a destroyer, is very proud of his Navy service on merchant ships. He went to gunnery school on San Francisco Bay, sailed in the Pacific and the Persian Gulf and served in the invasion of the Philippines, and the service changed his whole life.

Treasure Island

He was raised in Youngstown, Ohio, and joined the Navy early in World War II. He served as a gunner on a destroyer for nine months, then was sent to the Armed Guard school on Treasure Island in San Francisco.

Each Armed Guard on a merchant ship had one officer and about 19 enlisted men. They lived in separate quarters from the ship's crew and had their own messroom.

Kreidler, who was a gunner's mate second class, the Navy equivalent of a corporal, said the defensive armament, which included two fair-sized guns fore and aft and assorted machine guns, were enough to make submarine skippers at least think twice before trying a surface attack on a Liberty ship.

"They might take a crack at one of these ships, but only if the sub were submerged. They didn't

want to risk a surface engagement," Kreidler said.

He served on two cargo ships — the freighter Mormactern, from San Francisco to the South Pacific, and the tanker Mission Solano, which had been built at the Marin shipyard in Sausalito.

The Mormactern came under fire from Japanese bombers in the Russell Islands in the Pacific, and the Mission Solano was attacked by Japanese planes during the Leyte invasion in the Philippines.

Tankers were a favorite target.

"We were strafed," Kreidler said. "And we fired back, all right, but I don't know if we hit them or not. It was kind of a last shot of the Japanese Air Force. They were trying to hold on to the Philippines, but they couldn't do it."

Kreidler was one of those people changed by the war. While in California, he liked what he saw — in more ways than one.

Back to Ohio

He met his wife, Betty, the day he was assigned to the Mormactern, came back, married her and never went back to live in Ohio.


"We're still married," he said. "Forty-seven years. The war made my life 100 percent better."

The couple had three children. One of them, his daughter, Terry, works for the National Park Service at Fort Mason in San Francisco, home base for the Jeremiah O'Brien.

"She said, 'You ought to come and see this ship, Dad,'" Kreidler said. He did, and here he is, in the middle of the Atlantic.

"I wouldn't have missed this for the world," Kreidler said.

The weather turned colder




DESTINATION D-DAY

A VOYAGE ON THE
JEREMIAH O'BRIEN

YESTERDAY'S LOG

- Weather: Cooler
- Temperature on deck: 63.
- Temperature in engine room: 94.
- Position: 41 degrees, 3 minutes north latitude, 37 degrees, 16 minutes west longitude.
- Speed: 11.4 knots.
- Miles covered in past day: 275.



San Francisco Chronicle

yesterday. At noon, it was only 63 degrees on deck and 94 in the engine room, the coldest day since the ship left San Francisco four weeks ago.

The noon position yesterday was 41 degrees three minutes north latitude by 37 degrees 16 minutes west longitude. The ship ran 275 miles at an average speed of 11.4 knots during the previous 24 hours and had 1,658 miles to go to Portsmouth.

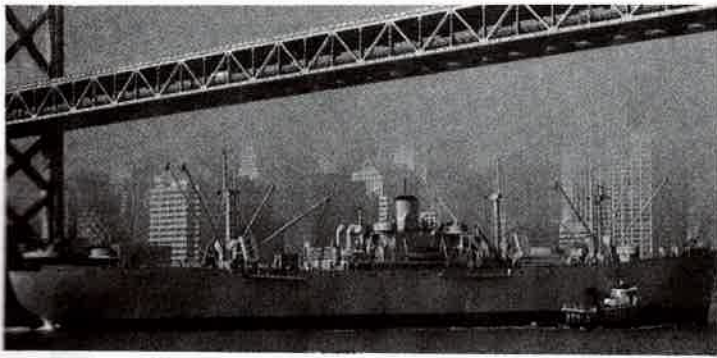
The nearest land is the Azores, 300 miles east, unless one counts the bottom of the Atlantic, 2,390 fathoms below the ship's keel.

The training ship State of Maine is still keeping company with the O'Brien. So are a single bird and two whales, spotted late Saturday.

A daily tape-recorded update on the O'Brien's progress can be heard by calling 415-616-9015.

Lloyd Benson
joins those at
Utah Beach on
June 6, 1994.





Deactivated in 1946, the Jeremiah O'Brien was in the NDRF in Suisun Bay, Calif., for 33 years before being declared a National Historic Landmark in 1980 and permanently "homeported" in San Francisco as a National Liberty Ship Memorial.

SEA POWER / MAY 1994

An Appointment With History

The SS Jeremiah O'Brien Returns to Normandy

By MARY I. NOLAN
Managing Editor

The only civilians invited to march in the Desert Storm victory parade in Washington, D.C., were, not coincidentally, also the only veterans of World War II who had actively participated in the Persian Gulf War—namely, the merchant seafarers, some of them in their seventies, who had been voluntarily recalled to man the ships of the Ready Reserve Force that had been activated to carry the hundreds of thousands of tons of supplies needed by U.S./coalition air and ground units in the combat zone.

Updating that tradition, the SS *Jeremiah O'Brien*, believed to be the sole surviving vessel still operational of the 5,000-ship armada that stormed the beaches of Normandy on D-Day, 6 June 1944, is making a triumphant return cruise—from San Francisco, Calif., to Portsmouth, England (arrival scheduled for late May), and from there to Omaha Beach and Pointe du Hoc, Normandy, for the 6 June 1994 50th-anniversary ceremonies commemorating the Allied invasion of Europe that marked the beginning of the end of World War II in Europe.

Unlike the numerous Allied/NATO naval combatants also scheduled to participate in the 50th-anniversary cele-

bration, the *Jeremiah O'Brien* is entitled to wear several WWII combat ribbons—for service in the South Pacific as well as in the European theater of operations. The *O'Brien*, named after the first U.S. naval commander to engage a British warship in the War for Independence, was already a three-voyage veteran of the Battle of the Atlantic, surviving severe storms and the deadly German wolf packs, when orders came in assigning the 10,000 deadweight ton ship to Operation Overlord (Allied code name for the D-Day landings and Battle of Normandy). During the operation, the *Jeremiah O'Brien* made 11 crossings from Southampton, England, to Utah Beach and Omaha Beach, carrying troops, ammunition, weapons, and other supplies. Other ships were hit, but not the "Lucky *O'Brien*," the nickname bestowed on the ship by its 70-man crew (42 merchant mariners, and 28 members of the Armed Guard). On one crossing, a crew member recalls, the ship directly behind the *O'Brien* hit a mine "and went down in minutes."

The *Jeremiah O'Brien* has several other distinctions, as Rear Adm. Thomas J. Patterson, USMS (Ret.), chairman of the ship's "Normandy '94 Committee," points out. "The only unaltered, operational Liberty ship in the world today," the *O'Brien*, which was launched on 19 June 1943, was

declared a National Historic Landmark by Congress in 1980, was completely reconditioned and restored by a veritable army of volunteers, and is today, Patterson notes, "the only original Liberty ship that ... [participated in the D-Day invasion] and is capable of returning."

A total of 2,751 Liberty ships were built during the war, at an average construction time of 58 days per ship. Most were expected to be lost to enemy action, and about 200 were—with another 200 listed as lost "due to marine casualty." But over 2,300 were still operational at war's end. Most were scrapped or mothballed. The *Jeremiah O'Brien* was perhaps the best-preserved of the latter group, and even after 33 years in the NDRF (National Defense Reserve Fleet), Patterson recalls, was "in exceptional shape, and able to navigate under her own steam."

The *O'Brien's* 50th-anniversary cruise to Normandy will be the first of a number of milestone events scheduled for the historic ship. Also planned are port calls in London (15-21 June), Cherbourg (2-9 July), Rouen (10-17 July), Le Havre (17-20 July), and Londonderry (21-25 July). After departing Europe, the *O'Brien* is scheduled to visit Washington, D.C., Jacksonville, Fla., New Orleans, and Galveston, Texas, before transiting the Panama Canal in time to lead the Fleet Week Parade of Ships entering San Francisco Bay on 6 October.

For more information about the Normandy cruise, the port calls in England, France, and Northern Ireland, the U.S. East Coast ship visits, and the Fleet Week Parade of Ships, write: SS *Jeremiah O'Brien*, Building A, Fort Mason Center, San Francisco, Calif. 94123-1382; or call (415) 441-3101.

Farewell to England — and a Glorious Adventure

By Carl Nolte
Chronicle Staff Writer

London

The *Jeremiah O'Brien* leaves London on the afternoon tide tomorrow for France, ending a remarkable four-week stay in England with a side trip to the D-Day beaches.

The departure from London marks the halfway point of the last seagoing Liberty ship's voyage to Europe and back. Yet it feels as though the adventure is nearly over. The ship and its crew already have proved that they could bring the vessel back to the Normandy beaches, the president of the United States has come aboard, and the trip has been a success beyond its sponsors' wildest dreams.

Already, many of the crew have left, called back to the lives they left behind when they ran away to sea April 18.

A few sailors will stay for the whole trip. The rest are being replaced by volunteers from the Bay Area.

The ship's next ports of call are Cherbourg, Rouen and Le Havre in France. In late July, it will set sail for the United States. After a stop at Portland, Maine, where it was built, and other East

Coast ports, the *O'Brien* will arrive in San Francisco in late September or early October.

The departing crew members are "really going to miss this ship and this voyage," said Mike Smith, who works for the Golden Gate Ferry and has been a deckhand on the *O'Brien* for a month. "The farther the trip recedes into the past, the more they are going to miss it."

'This Trip Was Special'

Smith grew up in San Francisco's Outer Richmond District and went to sea just out of high school. "The sound of the foghorns in San Francisco at night did it, I think," he said. "I've been to sea for 30 years off and on, but this trip was special. It combined everything I've ever cared about and a chance to help the ship."

Ships are strange things to the people who sail in them. At the same time a home and a source of a thousand petty annoyances, a ship such as the *O'Brien* inspires a feeling that is more love than hate.

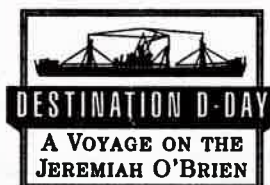
At the end of a long day and night ashore, the ship always looks good to the sailor. Ashore, he is a stranger, but on the ship he is a citizen of his own little

world.

The *O'Brien* has been more than that. It is an old ship brought back from the dead by affection and the hard work of volunteers, brought across the Atlantic to the scenes of its great wartime days to be honored and praised by strangers.

51st Birthday

On Sunday, as the *O'Brien* was tied up to an old British cruiser



between the Tower Bridge and the London Bridge, the crew celebrated the 51st birthday of their ship.

The *O'Brien* was launched June 19, 1943, in Maine, one of 2,751 identical vessels. It is the only one left that still can sail.

"I think of it as a miracle," said retired Rear Admiral Thomas Patterson, who organized the voyage. "I don't think anyone who was in that launching party

in 1943 would ever have believed that this ship would be here in London 51 years later.

"It is a wonderful time in the life of the ship," he said.

But the voyage also is a reminder of a time that is passing. Old soldiers do die, and so do old sailors. It is unlikely that this ship or these men will come this way again.

When the *O'Brien* was new, the United States had 8,000 merchant ships, the largest such fleet in the world. Now there are only 360 seagoing cargo ships flying the American flag.

During the 4,784-mile run from the Panama Canal to Portsmouth, England, the *O'Brien* passed exactly one other American-flag cargo ship. Except for warships and a training ship bound for D-Day ceremonies, it has not encountered another American ship since May 7.

For the British merchant navy, the situation is even worse. The crowds in England still sing "Britannia rules the waves," but in the port of London, once the busiest in the world, there are no sizable ships flying the British merchant ensign.

Most of the Thames estuary is

now a real estate development, and the ships that came from all over the world to crowd the river are gone.

Admiral Patterson is a fierce advocate for the American merchant fleet. He says the voyage of the *O'Brien* and its volunteer crew is an example of American can-do spirit, a chance to remind the American people of their maritime heritage. He saw President Clinton's visit as a powerful symbol that could be used to revitalize the merchant marine.

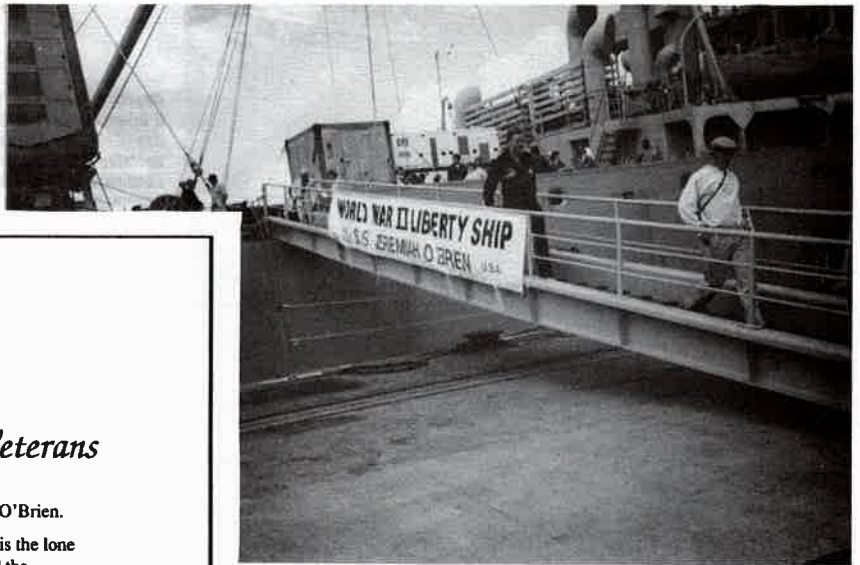
Perhaps he is right. But first, the *O'Brien* has to make the 8,200-mile journey back to San Francisco.

Many crew members will be new; the old ones will be tired. It will be a different adventure.

After that, it remains to be seen whether the old ship will make more ocean voyages and remain alive or become a museum ship tied to a pier, a symbol of the past rather than the future.

This reporter is leaving the ship in London, grateful for the chance to live a childhood dream of running off to sea and imagine himself a deckhand sailing the Atlantic, and sad because the adventure is done.

RIGHT: S.S. JEREMIAH O'BRIEN in Portsmouth, England as she prepares for D-DAY PLUS 50. Photo by Wayne Werner, 40460 Sharose Dr., Hemet, CA 92544



**S.S. Jeremiah O'Brien
Historic Plaque**

This is to certify that the name

USN Armed Guard WWII Veterans

has been inscribed forever into history
aboard the World War II Liberty ship, S.S. Jeremiah O'Brien.

The SS Jeremiah O'Brien, an armed merchant vessel, is the lone
survivor of the great Allied armada that stormed the
Beaches of Normandy on D-Day, 1944.
She is an historic National Landmark.

Your name will be seen and honored by millions of visitors
from around the world for generations to come.

Your contribution has helped preserve this historic vessel
as a tribute to the spirit of freedom.

Thomas J. Patterson

Rear Admiral T. J. Patterson
Chairman
Normandy '94 Committee

Robert E. Blake

Robert E. Blake
Chairman
National Liberty Ship Memorial

June 17, 1994



The National Liberty Ship Memorial

BELOW: S.S. LANE VICTORY, a landing craft and navy frigate take part in the Santa Monica Beach, California re-enactment of D-Day on June 6, 1994. Photo by Ken Begbie, 1473 Camino Linda Dr., San Marcus, CA 92069.



ABOVE: Captain of the S.S. VISTAFJORD with S.S. JEREMIAH O'BRIEN in the background at Normandy D-DAY PLUS 50. Phot by Bill Burton, 251 Cardigan Circle, Lilburn, GA 30247.

RIGHT: S.S. JEREMIAH O'BRIEN flies her colors in Portsmouth, England. Photo by Wayne Werner.



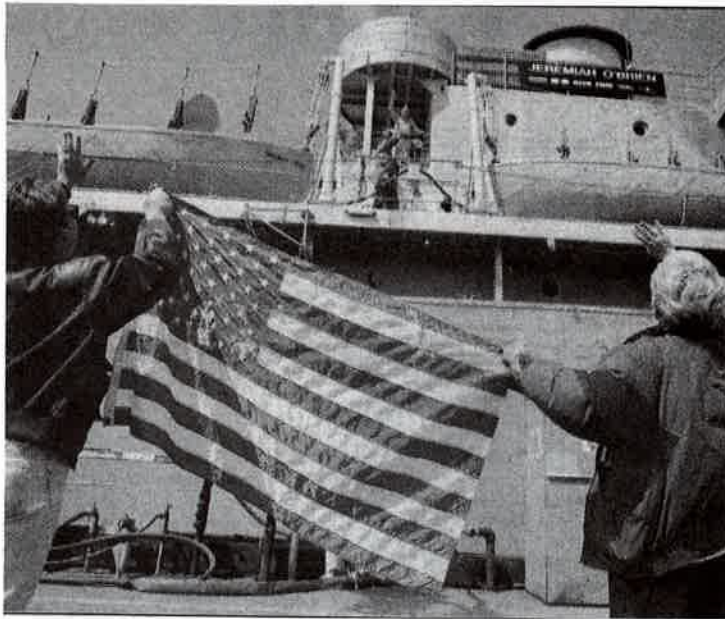
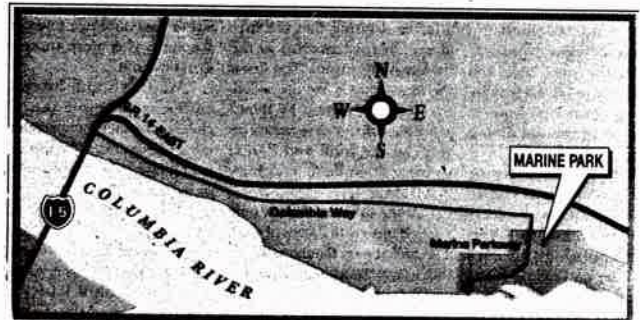
Kaiser Shipyard Memorial Recalls War Effort

by Jefferson Ranck

Before World War II, Vancouver, Wash., was a quiet town of about 18,000 people. But in just a few months after Pearl Harbor, the area's population rose to some 100,000, mostly because of the Kaiser shipyard, which alone employed 38,000 workers. The shipyard cranked out naval vessels at the rate of one a week, and it transformed a former dairy farm into a major industrial center.

The site of this shipyard, the birthplace of Liberty Ships, escort carriers ("baby flattops"), transports, and other vessels, is marked today by a memorial and a viewing tower. The memorial provides quick history lessons on the Kaiser industrial empire, the war effort, Rosie the Riveter, and the Vancouver area. Atop the tower, you can still see the concrete shipways where the vessels were slid into the Columbia. Plaques on the tower platform show how the ships were built, step by step, and there is also information about the Columbia River in general. To the west of the tower is a large boat ramp, and to the east is a moderate expanse of beach.

You can still see the birthplace of Liberty Ships and "baby flattops" just east of the Interstate Bridge



Associated Press Photo

Off to Normandy

Mike Martino, left, and Nancy Martino wave to their father and husband, Allen Martino, on the Liberty ship SS Jeremiah O'Brien as it leaves San Francisco on Monday for a 40-day voyage to Omaha Beach and

ceremonies marking the 50th anniversary of the invasion of Normandy, France. The ship is the last operational vessel from the vast D-Day armada of June 6, 1944. Story, Page B-8.

50

WWII vets plan to commemorate D-Day in France



P. K. Goettl, 125 S. Dobson Rd., A-1060, Chandler, AZ 85224 sends in his cartoon depicting himself at NORMANDY PLUS 50.

Little Old NEW YORK

By ED SULLIVAN

The Passing Show

Dear Ed: Your praise of the Armed Guard kids is 4-0. The first 150 men assigned to our ship in November, 1943, were Armed Guards, and a really rugged bunch. They covered themselves with glory when we took a terrific beating March 9, 1945. In case you've forgotten, the ship happened to be the U. S. S. Franklin.

Joe Lafferty, U. S. Naval Hospital, Newport, R. I.

Dear Ed: Thanks for your mention of the Armed Guard. These kids were the heroes of the hush-hush phase of the war. They got the stuff through to Gen. Ike.

Peter Ryan, Merchant Marine mate.

Dear Ed: You're not kidding when you say the Armed Guard deserves a big hand, and an affectionate pat on the back from all of us. Those boys were the men who brought the supplies across, and supplies won the war. They didn't get any extra bonuses, either, for air raids or for serving in dangerous territory, and every inch was dangerous. Another thing, Ed. Tell New Yorkers to treat service men better now that the war is over. All the men in the Navy have rated N. Y. a good liberty town, but lately I've heard the men complaining that it's not as good as it used to be.

Greg Thompson, S1/c, Pier 92, U. S. Navy.

Dear C.A.,

I'm sure you get all of the mail you care to read, but I just wanted to say thank you for all the effort you have put into this organization over the past years. It certainly is a full time job, there is no doubt what-so-ever!

I do want to compliment you on the May issue of the POINTER, it was exceptionally well done.

However, the picture of the massive sleeping arrangement at the Armed Guard Center does bring back many unpleasant memories. Mainly, that of trying to find one's individual bunk at 3 A.M., following a night of over indulgence.

It truly was a "jungle" in there!

My Very Best
Bill Perdue

Dear Charles,

Let me clear up the mystery of the author of the November POINTER story about the Christmas tree. I confess it was me. I would also like to credit Joe (Cookie Ball) John Specaile, John (Bamby) Bamburak and Jerry from McKeesrock, P.A.

Enjoyed the Reunion at Orlando and got to meet John Trotter, who saved my bacon when the ship was sunk. We haven't seen one another for fifty one years.

Thanks again and keep up the good work.

Your Ship Mate
Francis Hackel
226-69th Street
Guttenberg, N.J.

Cargo ship aborts date with D-Day

ASSOCIATED PRESS

LOS ANGELES — On a dimly drizzly morning, the cry from the gray decks of a grand World War II cargo ship rang out, "What port is this?"

From the dock, the reply was shouted "Normandy!"

But it was only wishful thinking on the part of the silver-haired crew of the S.S. Lane Victory. They were on their way to France to take part in D-Day anniversary celebrations, when engine and technical problems off the coast of Mexico forced them to abandon their long-sought dream and return home Sunday.

As it docked at its berth in San Pedro, hundreds greeted the ship. Some crew members waved but most leaned over the side of the ship and gazed somberly at the reception.

The ship's captain, Bill Tilghman, 77, appeared on the deck briefly with a bag over his head.

"I didn't want anybody to recognize me," he said with a laugh. "That little ship that could turned out to be the little ship that didn't."

"I'm not all that happy to be here. I'd rather be joining up today with the (S.S.) Jeremiah O'Brien," Tilghman said.

As of Saturday, the Liberty-class ship S.S. Jeremiah O'Brien was 500 miles west of the Azores in the Atlantic on its way from San Francisco to Europe. The two cargo ships that once carried supplies to forces battling in various wars were to have met near Bermuda and convoyed across the Atlantic.

Without the Lane Victory, the Jeremiah O'Brien will be the only ship to represent the U.S. merchant marines at festivities marking the 50th anniversary of the June 6, 1944 invasion of Normandy. The Jeremiah O'Brien is the only remaining seaworthy vessel that took place in the actual invasion.

"It was a good try. Nobody's angry, we're just disappointed," said Thom Hendrickson, a member of the United States Merchant Marine Veterans of World War II, which owns the Lane Victory.

As he watched the homecoming from the dock, Hendrickson held a letter written by the Lane Victory's signalman during the ill-fated voyage.

"The crew was in a daze. All those years of work. All the dreams — the challenge for a berth, etc. — all down the tubes. I saw many near tears," wrote signalman Loring Bigelow, 76. "I overhead several talking outside my porthole about praying."

The ship was able to make the trip only after a last-minute \$250,000 donation from the Norris Foundation that allowed the crew to purchase supplies. Before that, hundreds of volunteers had donated thousands of hours to overhaul the once-decrepit Lane Victory into a floating museum and prepare it for its long voyage.

"We had such grandiose plans," Bigelow said later as the crew's friends and family boarded the ship. "Down deep ... we're very disappointed that we couldn't continue the journey."

The ship left April 29 with a crew of 50 men and five women — mostly World War II veterans whose average age is 68 — on a three month, 18,000-mile voyage.

Its crew discovered less than a week later that oil was leaking in one of its two steam engines. The ship also began having problems with its evaporator, which provides fresh water, said the vessel's chief engineer, Pete Jacobelly, 72.

While the vessel was docked in Acapulco for repairs, the board of directors of the merchant marine group decided it wouldn't be safe to continue and ordered it home.

"We felt it prudent to bring the ship back. We didn't want to jeopardize the lives of 50 men and five women," said Joseph Vernick, the organization's president.

But talk of saving the ship and its crew by returning was no comfort to crew member Allen Thronson, 71, as he cleaned out his cabin.

"(I feel) horrible, horrible. A chance of a lifetime gone," he said.



ASSOCIATED PRESS

Joe Gurrola of Cerritos waves to the incoming S.S. LANE VICTORY after engine problems forced the World War II - vintage cargo ship to abort its voyage to next month's D-Day commemoration in Europe.

(Letter to Maurice C. Tancrell from Bob Lukenbill, Chief Radio Officer on the S. S. Lane Victory)

Dear Moe,

Thanks for your nice cards which were awaiting us upon our ill-fated return to San Pedro a few days ago. Even thou we were all deeply grieved by the unfortunate turn of events, at least we are glad to have our fine ship safely at home once again.

I won't express my personal feelings except to say that Jenny and I were very disappointed as was the rest of our crew. But, I suppose we have to accept fate and realize that our trip to Normandy just wasn't meant to be for some reason or another. At least we got our fine ship home safely.

Our amateur radio station worked very well, and we had a lot of fine contacts, mostly with Jenny, K6JCL, my XYL, at the controls. In fact, the "ham" station did a better job than our ship's station, KECW. I had a failure on our new H.F. rig which created a problem, but Jenny managed to keep W6MWO going without any real problems. Our fine Captain insisted that she put W6MWO in his office, which worked out much better than from its normal location in #4 hold. A lot of calls were made to families and friends or our crew.

I feel confident that our leaders did the right thing in having us return, but it was hard for us on the scene to accept at the time. There will be other opportunities ahead, and hopefully, we will learn from this experience. Thanks for your support, and we look forward to contacting you again soon from our home Port!

73
Bob Lukenbill, W6DO
Chief Radio Officer



Maurice Tancrell, 361 Eva St., Palm Bay, FL 32907, shown by his radio. Tancrell was in constant contact with the Liberty Ship S.S. Jeremiah O'Brien from San Francisco to England.

Navy Memorial Log

The U.S. Navy Memorial Log is the permanent register of Navy men and women—past and present—who have been enrolled into the Log by themselves, or by their friends or family members.

Names in the Log are displayed electronically on video screens located in the Log Room of the U.S. Navy Memorial Visitors Center. Visitors are invited to search for individual records which are then displayed showing name, branch of service, rate or rank, dates of service and date and place of birth.

A photograph also can be displayed with the record, along with where and when the picture was taken.

A donation of \$25 is requested for each Log enrollment and an additional \$25 is requested to include a photograph with the record. The photograph may be added to the Log at any time. Photographs submitted for the Log may be color or

black and white, however must not be larger than 8x10. The name of the individual—along with date and location taken—should be printed on the back of the photograph with soft pencil. Regrettably, photographs cannot be returned.

Anyone who has served in the U.S. Navy, Naval Reserve, or with the Navy's sister sea services—Marine Corps, Coast Guard, or wartime Merchant Marine—is eligible for inclusion in the Log. For more information about the U.S. Navy Memorial Log and Visitors Center, please write or call:

U.S. Navy Memorial Log
701 Pennsylvania Avenue, N.W.
Suite 123
Washington, DC 20004-2608
Tel. (202) 737-2300

Navy Memorial Log Enrollment

Date _____

Name: _____
First Middle Last Suffix (Jr., III, etc.)

Address: _____
(For Deceased Leave Blank)

City: _____ State: _____ Zip: _____

Rank/Rate: _____ Corps/Specialty: _____

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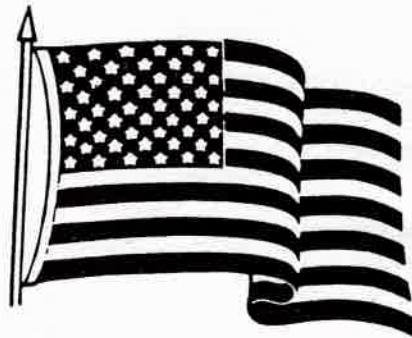
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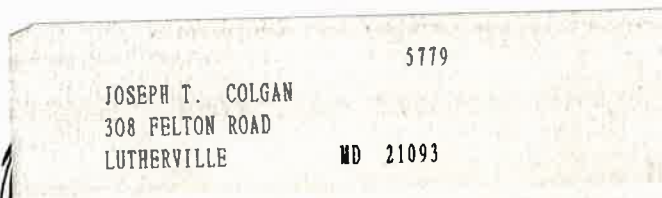
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