

FEB./MARCH, 1995

THE INTER



The photo above was taken about August, 1945 in the New York harbor, near the Statue of Liberty. The returning troops aboard the S.S. MARINE FOX were POWs from German camps. They boarded in La Harve, France and were one of the first to be received in New York. It was a real celebration and was shown on Movietone News in the theatre, and this picture was on the front page of a New York paper (probably the Times). Note the Armed Guard topside and the happy troops.

Sent in by Harold M. Forbes, 102 2nd St., SE #1005, Rochester, MN 55904-3735

THE POINTER

Officers for 1995

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

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1846 Warmlands Ave.
Vista, CA 92084
1-619-724-0680

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ATTENTION

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

Non-Profit Organization
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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"

A LETTER FROM OUR REUNION HOSTS

Hi! Shipmates, Ladies and Friends:

February, 1995

May 10-14, 1995 is just around the corner and we, on the 1995 14th Annual U.S.N. ARMED GUARD WW II Veterans Committee anxiously await our reunion here in the beautiful City of San Diego. May in San Diego is a pretty time of the year and we are blessed with comfortable days and nights and plenty of attractions to make this the best reunion of all, and the rest are hard to beat.

In retrospect, a lot has been done to create a fine and enjoyable gathering of old friends and shipmates but it is frightening to think of all the things remaining for us to do. BUT!! IT WILL BE DONE!! "YOU" MAKE THE REUNIONS GREAT!!

We have republished the itinerary for the reunion in this "POINTER" (page 18) and I urge you to send in your choices as soon as possible in order that suitable arrangements can be made. To secure your hotel reservations, you will have to call the "TOWN AND COUNTRY" DIRECTLY at 1-619-291-7131. REMEMBER! The rooms are \$69.00 plus tax.

We will have a Registration Area in the "SUNRISE ROOM", just North of the hotel registration facility. In that room, we will have a bar and in an adjoining room, we will have alphabetical 16 listings of names and ships of those we have located so far plus 16 name lists by zip code whereby you can locate Armed Guard who live near you. If possible, we'll have a computer there to do "ON THE SPOT" UP-TO-DATE printouts of your shipmates. This will be a "FIRST" for us and you will see how it is done by those who run the computers. There is ample room in the "SUNRISE" room to congregate with friends and to meet others.

Those wishing to take the Cruise to Ensenada, Mexico, you must send me three (3) items, along with your \$90.00 per person; I MUST HAVE:

01. YOUR FULL NAME AND ADDRESS.
02. YOUR DATE OF BIRTH
03. YOUR CITIZENSHIP.

These items are required to be included in the ships manifest prior to entering a foreign country. The earlier this is done, the better on you and I. If you are a "NEW OL'SALT" just coming on board, AND COMING, CALL IN THE 3 ITEMS ABOVE!!

The cruise promises to be a lot of FUN!! There's around the clock entertainment including gambling, IF your wallet allows it, lots of good food, movies, music and dancing and the Pacific Ocean Breeze. There will be DUTY-FREE shopping in Mexico and some good buys. It will be a lot of fun and we are deserving!!

I'll close by saying that the most enjoyable part of being involved in these preparations is in being allowed to meet so many old friends and shipmates. Many of you have sent "THANK YOU" notes to me and changes of information which I have passed along to C.A. Lloyd. He makes the changes in the master computer in his vast listing of Armed Guard Veterans and friends of the A.G.s who have asked to receive the "POINTER". Lloyd says the numbers of these friends on the mailing list of approximately 11,000, numbers around 300. Some will be joining us.

It will not be fitting to close without saying how satisfying to have had the help of our friends in the San Diego Unit of the Armed Guard. These people came forward to help with the mailing of over 10,000 notices of the drawing and they helped with the returns from the same. They will help at the registration desk and the recreation area at the hotel. They are marvelous. COME MEET THEM!!

See you in beautiful San Diego, California! Your Hosts,

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

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

Dear all of you,

February, 1995

Doesn't sound as FORMAL as "HI Y"ALL", down SOUTH!! There so many things I left out of the last "POINTER" so I'll see how many I remember before I finish with this one. I do hope you are enjoying good health and weather.

Before I misplace a wonderful Christmas Card from a Canadian friend, I would like to quote the card-"SEASON GREETINGS FROM CANADA" and I know it was to all of the Armed Guard. His letter starts out by saying:

Hi Charles: Many thanks for keeping me on the "POINTER" mailing list and also keeping me up-to-date on the Armed Guard. We are trying to preserve a ship on the West Coast which we call a "PARK SHIP". They are, as you know, the Canadian equivalent of the "LIBERTY SHIP". I hope we can succeed as you have with yours.

My wife, Barb and I, were in Toronto recently to attend the installation of the Merchant Navy "BOOK OF REMEMBRANCE", on Memorable Day. After 50 years, we finally have our book to record our shipmates names and ships who were lost at sea in wartime. Give all our best wishes. Robert Fairley 230 11th St. West, Owen Sound, Ont. Canada N4K356

Thanks Robert, and all the Armed Guard and Merchant Seamen from the U.S.A. wish you success in preserving your ship. You Canadians will never regret keeping such a memento of World War Two afloat. This IS OUR HISTORY SAVED!!

At this time, I would like to personally thank all six of our crew who are sending out shipmate printouts to you. Some of them have not sent out as many as others but their hearts were the same. It is amazing what you can do with one of these gadgets called a "COMPUTER". BUT!! You gotta know how to program one to do a specific job to make it really work and we came upon 2 at once who have performed a miracle. Tom Bowerman from Anniston, Alabama and Ralph Lucas's son, Jeff, hit "paydirt" almost together and by the time you get this "POINTER", I hope these six will have sent all of the over 11,000 on the mailing list of the shipmates located so far. Their names and addresses were in the Dec. POINTER. I will openly say "THANKS" from you, the crew, to them, and you can use that 32 cent stamp and send for your records or send your ships names and dates on and off on to me so I can enter here into the computer and I, in turn, send them backups to keep you informed constantly. IT WORKS. THAT'S WHAT COUNTS!!

This has been a very expensive project but worthwhile. No use in sending it out after we're gone. It's pretty easy to figure out at \$.32 for 11,000 and about 1/4th of them required an additional stamp. Luckily, we had enough to survive. I have sent these people checks for stamps from the account here to cover their expenses. Some of you have written that you just don't have anything to send to help out but you do want to thank everyone for keeping you in touch. To you, I ask you not to send one dime. We have others who will financially support the "POINTER" who have been blessed financially and willing to keep you informed. You may be "Ol'so and so—Ah—WHAT'S HIS NAME" someone has been looking for.

A few things I need to make a little clearer so I will list a few: Form 180 is to be filled out and sent to NATIONAL PERSONNEL RECORDS CENTER (MILITARY PERSONNEL RECORDS) 9700 PAGR BLVD., ST. LOUIS, MO. 63132 and not to the A.G. headquarters. It will give your ship names and dates on and off plus any medals or ribbons you are entitled to. If you have lost, misplaced and would like to have them, attach a letter stating the reason and what you want. I have the Form 180 marked for ARMED GUARD use. If any REGULAR NAVY, Army, Coast Guard, Marine, Etc. wants a Form 180,

call your local V.A. Office for a "CLEAN" one. They'll send you one free. MERCHANT MARINE ARE TO GET THEIR RECORDS FROM: COMMANDANT, U.S. COAST GUARD, WASHINGTON, D.C. 20408. WRITE IT DOWN!! I purchased another computer and it works great!! (so far) The other one was about 4 years old and was like me, too slow for modern times!! If I was only capable of using it to it's capacity, I could work wonders with it. It cost around \$2,000, and I'm ready for another six years, UNLESS I GET A VOLUNTEER!! It is paid for! I want to see our crew go over into the next Century and march in the parade with our flag held high. I may even have a "NORTH CAROLINA PIG- PICKING" somewhere.

Many have written asking about the 50th medals to be issued from different countries. I will include a few that have come my way. Write the Embassy for which country is issuing them as to who and how to get it. Your Congressman can furnish that info.

We need more local groups to be formed across the U.S.A. to enjoy the comradeship of the Armed Guard. Send me a self-addressed-stamped-envelope giving area you would like to look after. Take a 50 miles radius from your home of the area codes or towns and start with that. It is fun!! Ask those who get 'em together!

As of March 4, 1995, the Raleigh Armed Guard will meet at MR. B's 3812 Western Blvd., Raleigh, N.C. 27608, 919-834-1170. Take I-440 around West side of Raleigh and take Western Blvd. 1/2 mile East towards N.C. STATE COLLEGE and it will be on the left. I HOPE THIS NOTICE GETS TO YOU BEFORE THAT DATE. Since we do have our meetings on the 1st Saturday of the month, the following 1st of the month is on April 1 and no one would have believed me as it would be APRIL FOOL'S DAY. Which, incidentally, is my birthday and I don't let anyone forget it here! Send in your APRIL FOOL PRANKS.

I hope you have located that LONG LOST SHIPMATE from the printouts. I hope we can find many more. If you remember their FIRST NAME, Middle NAME or INITIALS, LAST NAME and the CITY and STATE they're from, SEND THEM ALONG WITH A \$.32 STAMP and I'll try to locate them through the new CD-ROM telephone disk which contains over 73 million names, addresses and telephone numbers. I located 12 off of one ship and I found my shipmate John W. Wilds up in Centerville, Ma.

Y'all stay healthy and in touch. Your donations help pay the ARMED GUARD BILLS! NOT MINE!! See Y'ALL in Rhode Island and San Diego. Keep in touch!! (C.A. Lloyd)



It's great to get shipmates together again! (L to R) ED Mendyke; Conrad Will; C.A. Lloyd; George Kaul and Don Deckert. All but Lloyd were shipmates on the S.S. WILLIAM T. ROSSELL.

Charlie, You have no idea how close all of us have come together again. Just think; they wrote me off thinking I had died. What a surprise as I spoke to them after 45 years. Well, we are back together and great friends, that's the bottom line. To think, my "FIRST" copy of the "POINTER" had the witeup that Mendyke wrote. The rest was HISTORY!! Thanks, Conrad "Buss" Will, 539 Egg Harbor City, N.J. 08215.

★ ★ ★ ★ REUNIONS ★ ★ ★ ★

OOOOOPS!! COLUMN!! 12/94 "POINTER".

On the front cover of the 12/94 Pointer, the Article: "YULETIDE in ULMANSK" should have shown, REPRINTED FROM "THE PHILADELPHIA BULLETIN", an Independent Paper.

Page 5 in "NOTICE BLOCK—should have been "1944-1972".
Page 16 Article by Mack Paynter, 4th line should have been—
S.S. JOHN W.TROY.

SACRAMENTO, CA. AREA Annual Steak-Bar-B-Que Picnic will be held again at Micke Grove Park, Lodi, Ca. 9/24/95 at 10 A.M. with Bill Welch, 6048 Holstein Way, Sacramento, Ca. 95822, 916-428-4681 and Cal Fisher, 8047 Westboro Way, Sacramento, Ca., 95823, 916-682-8009 as hosts. Have fun, Y'all!!! They hold a MID-WEEK 10 A.M. breakfast at Bradshaw Restaurant.

"SAMPSON BOOT CAMP" WW II VETERANS will hold their **"8TH ANNUAL REUNION"** 9/15-17, 1995 at Waterloo, N.Y. Contact: Saul Erstein, 16 Pine Dr., P.O. Box 299, Roosevelt, N.J. 08555-0299, 609-448-0064. All BOOTS and SHIP'S COMPANY from 42-46 and "honorable" discharged. They are in the process of raising money to finance a SAMPSON NAVAL MEMORIAL MUSEUM at SAMPSON STATE PARK, ROMULUS, N.Y., to open Sept. 1995 and to be maintained and staffed by the N.Y. Park Service. They have the NAVY OFFICIAL "ALL WOOL NAVY WATCH CAP" for sale at \$8.50. Order from: NAVY LOGO, 3056 E. BAYARD ST., Seneca Falls, N.Y. 13148. BEST OF LUCK IN YOUR ENDEAVORS!!

I LIKE THIS MOTTO—"WHEREVER THE FLEET GOES, WE'VE BEEN" I guess it's true, for they were there when the U.S.N. ARMED GUARD and the MERCHANT MARINE carried KILROY over! It's by the **NAVAL MINERWARFARE ASSOCIATION**, JIM MINOR-Dir., 224 Angelus Dr., Salinas, Ca. 93906, 408-449-5352 who will hold their 14th Annual Reunion at Hilton Head, S.C. 9/45. You sure picked a beautiful setting!!

INDIANA CREW meets each month on the last Saturday at 11:00 A.M. at LOUIE'S Restaurant located on U.S. 24 West and Wilkerson St. intersection, Logansport, In. 46947 with Pete and Helen De La Cruz, 5503 McFarland Rd., Indianapolis, In. 46227, 317-783-6567. Pete will host the **OH-IN-MI-KY MINI-REUNION** at the Marriot Courtyard, 500 W.Washington St. Indianapolis, In. Oct. 2,3,4,1995. Will visit Indy Speedway.

GEORGIA CHAPTER Skipper Bill Burton, 251 Cardigan Cir., Lilburn, Ga. 30247, 404-381-5395 informed me that their crew will meet Mar. 20, 1995 at SHONEY'S, at Exit 38, Lilburn, Ga. They welcome the "SNOWBIRDS" to stop by for a visit. (Or, anyone else!!)

"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.

IOWA CREW meet the 2nd Wednesday at 10:00 A.M. at the "VALLEY WEST INN", 3535 Westown Parkway, West Des Moines, Iowa, off I-235. Arnie and Mary Latare, 601 34th St. W, Des Moines, IA 50265, 515-225-1084 are the hosts. They've got it together for you!

BROOKLYN, N.Y. AREA: CONTACT MIKE MOLINARI, 1422 EAST 54TH ST., BROOKLYN, N.Y.11234, 718-444-8449. THEY MEET THE 3RD THURSDAY OF THE MONTH, AT KING'S PLAZA DINER, 4124 AVE U BETWEEN HENDRICKSON and COLEMAN, 10 A.M.

NEBRASKA Host, Moe Carlton, 6601 Benton St., Lincoln, Ne. 68507, 402-466-1058 reports that they meet for coffee and stories. Time-Date-unknown.

WILKES-BARRE, PA. AREA. Delbert R. Lennon will start holding meetings in that area sometime in March. He would

like to know who are interested. Lennon had been attending Clint Barr's UPPER PA meeting and enjoyed it so much that he would like to hold one closer to home. Contact: Delbert Lennon, P.O. Box 772, Wilkes-Barre, Pa. 18703.

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

WESTERN N.C. AREA MEETS AT THE "MILLS RIVER RESTAURANT, MILL'S RIVER, N.C. ON THE "4TH THURSDAY" OF EACH MONTH. "LUNCHEON" starts at 11:30 AM. Contact: Crayton Hall, P.O.Box 39, 88 Wilkie Way, Fletcher, N.C. 28732, 704-684-4588.

ILL-WISC. NEW SKIPPER for 1995 is John Nevens, 3514 N. Oak Park Ave., Chicago, IL 60634, 312-725-2186. They will be holding a 1:30 P.M. meeting on 2/15/95 at the MIDWAY MOTOR LODGE in Madison, Wi. where they will hold their October, 1995 MINI-REUNION.

WILMINGTON Armed Guard holds a 1ST WEDNESDAY monthly meeting at 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.

"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. HOSTS: AL AND NORMA FARRARA, 45 UPPER HILL TOP RD., YARDLEY, PA. 19067, 215-493-9134. A WONDERFUL CREW!!

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 hold an 11:30 Luncheon Buffet on THE 2ND SAT. of the month at COBBLEWOOD PLAZA, 1097 Smiley Ave., Cincinnati, Oh. Exit 39 off I-275. They MAY change locations. CONTACT THEM!!

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 to their National Reunions. They had their largest attendance ever!! Their 1995 DEMS National Reunion will be held in Brantford, Ont. hosted by the Brantford Naval Association. Dates will be in next "POINTER".

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. Keep 'em together, Georgell

The **NORTH-WEST "PASSAGE", "AK-OR-WA-ID"** CREW will hold an April, 4-6, 1995 Mini-Reunion and Don and Pearl Werner, 18605 N.E. 219th St., Battleground, Wa. 98604, 206-687-3630 ARE THE HOSTS AND WILL BE HELD at the Troutdale Phoenix Inn, Troutdale, Or.

WYOMING Armed Guard Host is Bob Muhm, 2001 East "C" St., Torrington, Wy. 82240, 307-532-7212.

U.S.N. CRUISER SAILORS: Contact Ray Snapp, 3705 Heathwood Dr., Tipp City, Oh. 45371, 513-339-3217 for different ship and National Reunions.

NOTICE: "Michigan meeting changed:" Lansing, Mich. Area holds a **FIRST WEDNESDAY** of the "ODD MONTHS" at the "CORAL GABLES RESTAURANT" 2838 E. Grand River Ave., East Lansing, Mi. 517-337-1311. Hosts are Carl Mescher, 508 Wayland, East Lansing, Mi. 48823, 517-332-1027; or, Martin Vallee, 1412 Brookwood, Flint, Mi. 48503, 810-235-3530.

KENTUCKY CREW contact Joe and Earlene Foreman, P.O. Box 99303, Jeffersontown, Ky. 40269, 502-267-4576 or James and Norma Close, 4036 Preston Hwy, Louisville, Ky 40223, 502-366-8966 as they are the Hosts for a "3RD THURSDAY" 9:30 BREAKFAST at SHONEY'S RESTAURANT at Shelby and Eastern Parkway.

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!!

OKLAHOMA should contact RALPH McNALLY, P.O. Box 423 Skiatook, Okla. (918) 396-2693 on their meetings at PERRY'S CAFE, Hiway 169-76th St. N. Owasso, Ok.

Paul Markley, 935 SW Lindenwood, Topeka, Ks. 66606, 913-233-7995; OR, DON GLEASON, 2405 N.W. CROSS, Topeka, Ks. 66606, 913-234-6087 can give you place they will meet in **TOPEKA**.

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, 816-373-5890 and Bill Sears, 8505 NE 56th St., Kansas City, Mo. 64119, 816-453-2179 as hosts. All are welcomed!!

The **UPPER PA. AREA** WILL HOLD THEIR MEETINGS at PLATZ'S RESTAURANT, 101 Harrit Rd., Lehighton Pa., 18235, 610-377-1819 come Spring. CONTACT: Clint Barr, 2340 Third St., Easton, Pa. 18042, 610-258-3056. This crew is gaining in numbers and having lots of fun!!

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 Crt., Carnegie, Pa. 15106, (412)-429-8510. They have volunteered to be the Hosts for the 1995 "NORTHEASTER" next Fall in the beautiful City of Pittsburgh ON OCT. 14-17, 1995.

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, 413-543-3766; Sam Pittittieri, 413-592-1854 and Louis Carr, 413-783-5904.

COLORADO CREW: Contact Ed Jones, 616 S.Carr St. Lakewood, Co. 80226, 303-988-5581 announces that they will meet in DENVER, CO. this Spring. Just contact him for date, time and place. They will meet again in the fall. City not decided on.

ALBANY, N.Y. AREA HOSTS, Henry and Joyce Carrangi, 11 BULLARD AVE., QUEENSBURY, N.Y. 12804, 518-793-0326 and crew meet at 12 NOON, "4TH" THURSDAY of each month at the "WATERVLIET ARSENAL OFFICER'S CLUB" WATERVLIET, N.Y. They have a great crew, too!!

Jeff and Mabel Haselden, 120 Richardson Blvd. Lugoff, S.C. 29078, (803) 438-1491 have informed me that their latest **SOUTH CAROLINA** meeting was great and they will hold their next meeting on 2/25/ 1995 in the pretty City of

Charleston, S.C. Howard Long, Box 65, Bowling, Green, S.C. 29703, 803-222-9402 is their Chairman for 1995. They WELCOME YOU!!

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 "NEWER" meeting place ON THE 4TH SATURDAY at the "OLD COUNTRY BUFFET, 1952 Laskin Rd., Virginia Beach, Va. at "HILLTOP REGENCY SHOPPING PLAZA." Plenty of parking, good food and good company!!

Destroyer Escort Assoc. 20th National Reunion will be held in Louisville, Ky. OCT. 9-13, 1995. Contact: DESA, 352 W. Story Rd., Ocoee, Fl. 34761

George Milk 449, St. James St., Port Charlotte FL 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)-847-4038 **OUR 1994 HOSTS** have not set a date for their next meeting in that area. If interested, contact them. They have a stock of all kinds caps, pins and buckles. Order from them.

SPRINGHILL, FL AREA - Contact: William T. Young, 4206 Parkhurst La., Springhill, Fl. 34608, 904-683-9333. They will hold a breakfast on the "SECOND" 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, FL 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, FL.

The **ARIZONA** Hosts Carlo and Adele Traficano, 108 N. Greenfield Road, Apt-2117, Mesa, Az. 85205, 602-396-6233 still hold a BREAKFAST meeting on the FIRST SATURDAY, 10 A.M. at J.B.s Restaurant, 1809 E. Baseline, AZ. NOTICE!!

The **TUCSON, AZ** Area hosts are Selvin and Marcella Lien, 2011 Tucson, Az. 85719 and William and Marion Howard, 4056 N. Tuttle St., Tucson, Az. 85705, 602-887-8703 for the 4TH SAT. of each Month meeting at 11 AM at the Mountain View Restaurant, 1220 E. Prince Rd., TUCSON, Az. REBELS and YANKEES-WELCOMED!

PBY CATALINA INTERNATIONAL ASSOC. 50TH ANNIVERSARY OF END OF WW II. 8/30-9/3/1995, PENSACOLA, FL. CONTACT: James Thompson, 1510 Kabel Dr., New Orleans, La. 70131-3632, 504-392-1227. GOOD LUCK, FLY BOYS!!

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!!

LCI NATIONAL ASSOC. CREW will hold their 4th Reunion at the HOLIDAY INN BY THE BAY, SAN DIEGO, Ca., APRIL 26-28, 1995. CONTACT: ROBERT KIRSCH, 643 CALLERY RD., EVANS CITY, PA 16033, 412-538-8151.

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 **S.S. LANE VICTORY**. They can use more help on the guns.

21107

Contact: Jack Rhodes, 3143 Cotter Rd., Millers, Md. 301-343-0369 about the **S.S. JOHN W. BROWN** as to where she is berthed when going for a visit. More than likely, she is on Clinton St., North of I-95 Tunnel.

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**.

MERCHANT MARINE NATIONAL REUNION will be held at Baltimore, Md. 5/31/95-6/3/95 at the Radisson Lord Baltimore Hotel, 410-539-8400 or contact George Bathie, 580 Melissa Ln., State College, Pa. 16803.

All three ships need volunteers and donations FOR MANY EXPENSES, SUCH AS: GUN COVERS, MUSEUM CASES, PRINTING OF LITERATURE PLUS MANY OTHER THINGS!!

TEXAS MERCHANT MARINES meet the 2nd Wednesday of each month at LUBY's Cafeteria, 2233 W. North Loop, Austin Tx., 11 A.M. Contact Chas. Smith, 5309 Grover Ave., Austin, Tx. 78756, 512-452-7450. ARMED GUARD WELCOMED!

Verne and Evelyn Barrett, 208 E. Centennial Drive, **Rapid City, S.D.** 57701, 605-343-4171 will get you in touch with whose in charge in that area for '95.

PLEASE NOTE!!

IT HAS BECOME NECESSARY FOR THE **RALEIGH, N.C. A.G. BREAKFAST** TO BE MOVED TO A DIFFERENT LOCATION, as of March 4, 1995 (ALWAYS THE 1ST SATURDAY at 8 A.M.) Place: "MR B'S", 3812 Western Blvd., Raleigh, N.C. 27608, 919-834-1170. Take I-440 around the West side of Raleigh to Western Blvd. exit. Go East towards N.C. STATE COLLEGE for 1/2 mile. it's on the left. PLEASE CONTACT ME UPON ARRIVING OR PRIOR TO DATE, if coming the day before. CAL

- In Memory -

DEPARTED SHIPMATES SINCE DEC. 1994 POINTER

Baker (MM)	Charles R.	Brevard	NC	Lucille	1/15/95
Biscoe	Jesse L.	Petersburg	Va	Grace	unknown
Cupp	Edgar L.	Canton	Mo	Nina	8/23/91
Daniels	Charles N.	Ballimore	Oh	"Grace"	91/92
Dietrich	John	Pittsburgh	Pa	"Sis"	11/30/94
Doty	Anthony J.	Orland Park	Il	Angie	12/16/95
Dufur	James W.	Frioana	Tx	Nola Faye	1/31/94
Elmore	Floyd L.	Ankorage	Ak	Elsie	8/30/94
Garberson	Lyle	Grant's Pass	Or	*	12/7/95
Howell	Bob L.	Hemphill	Tx	Jane	11/8/94
Jamison	Allen	Irving	NY	Jackie	11/20/94
Kurlinkus	Edward	Rockford	IL	Ann	2-9-95
Layman	Robert L.	Manchester	Ma	Avis A.	1/12/95
Lehto	Eino W.	Yucaipa	Ca	?	4/94
Lyerly	Earl A.	Barber Jct	NC	Doris	1978
Magnusen	Lawrece	Brooklyn	NY	?	1/7/94
Persinger	John A.	Hometown	WV	*	12/5/94
Rhodes	Lefoy H.	Morganton	NC	Virginia	3/6/92
Rockett	Robert J.	Fremont	Ca	Jackie	3/16/94
Schieicher	Scott	Lincoln	Ne		12/6/94
Stocker	Wesley G.	Cedar Falls	Ia	Anna B.J.	8/14/94
Teasley	Harry C.	Riverdale	Ga	Bonnie	12/13/94
Tevis	R. Earl	Madison	In		5/24/94
Thompson(POW)	Carl *Robt	Columbus	Oh		10/14/94
Tobiska	Kenneth	Lincoln	Ne	Florine	12/6/94
Torbush	Robert L.	Salisbury	NC	Dorothy	11/93
Towne **	Richard D.	Port Charlotte	Fl	Joycelyn	1/15/95
Waltz	Norman L.	Westminster	Md	Charlotte	12/17/94
Wilkerson	John M.	Wilmington	NC	*	12/8/94

* Carl was a Merchant Marine survivor of the S.S. CARLTON - sunk 7/5/42 and spent the war as a PRISONER OF WAR in Germany NORD CAMP.

** A SPECIAL LETTER BY A SHIPMATE, OF ANOTHER -

Hi Charlie, With sadness I inform our "SAILING FRIENDS" that we lost a good BUDDY, Richard D. Towne on January 17, 1995. He was in good standing in our Florida Crew. It was he, and the combined efforts of my wife, Dora, who was responsible for completing the 60 orange tree decorations that were the centerpieces at the banquet at the ORLANDO 1994 Reunion last year. These beautiful trees are in many Armed Guard homes across the country. What a beautiful Memorial Tribute to a great sailing buddy. Smooth sailing, George Milk and the Port Charlotte Crew.

- PRESS RELEASE -

U.S. NAVY ARMED GUARD WORLD WAR II VETERANS ASSOCIATION

Dear Editor:

PLEASE INSERT THE FOLLOWING
REUNION NOTICE IN YOUR REUNION
NOTICE COLUMN.

THE U.S. NAVY ARMED GUARD WW II
VETERANS WILL HOLD THEIR
NATIONAL REUNION ON MAY 10-14,
1995 AT THE TOWN AND COUNTRY
HOTEL, SAN DIEGO, CA.

CONTACT:

CHARLES A. LLOYD, CHAIRMAN
5712 PARTRIDGE LANE
RALEIGH, N.C. 27609-4126.
TEL. 919-876-5537.

MANY THANKS

Charles A. Lloyd, 1985-95 Chairman
U.S. Navy Armed Guard
Veterans Association
5712 Partridge Lane
Raleigh, N.C. 27609-4126
919-876-5537

Many have wanted to know what to put in their paper about the Reunions. I suggest that you insert this with every article you can get in so they can send their names on to me to get into the computer. I'll do the rest. I send available "POINTERS" plus 21 Page, both sides including Form 180. cal

Quonset Scout

Goodhue

UNITED STATES NAVAL AIR STATION, QUONSET POINT, RHODE ISLAND

JULY 18, 1946

Famed Quonset Huts Developed in This Area

Created Here Before Air Station Conceived

Many hard years have passed since Quonset Point was a quaint and colorful summer colony. And many, many thousands of men and women have since trod upon these former vacation grounds, totally unaware of any historic achievements originating here and arising from our country's dire necessity to expand the military. Foremost, amongst whatsoever these achievements may be, the Quonset Hut stands as a universal symbol of this area's aid to

ease a war imminent pressure.

In the spring of 1941, before any clue to an air station could be found at Quonset Pt., an organized naval unit was located in the now idle wooden structure opposite Barracks Nos. 5 and 7. This unit was known as ABD, which has since, and is at present located adjacent to Camp Endicott in Davisville. It was through the cooperation of a handful of plankowners, still with ABD, that the following history of the Quonset Hut has been compiled.

The design of the Quonset Hut was developed by the Engineering Design Section of the George A. Fuller Company and Merritt-Chapman and Scott Corp., main contractors for the Bureau of Yards and Docks at Davisville. (It was the hut that was developed by this design section at Quonset that took its name from the place of its ori-

The development of the present Quonset Hut involved a great amount of study and research. Originally, with the British Nissen hut as a guide, a hut of the general contour of a Nissen hut was developed. The objection found with this type of construction was that the curviline of the side walls began at the floorline resulting in a loss of space adjacent to the side walls. This feature reduced the effective width of the hut, which was objectional, as the hut in its original form was only sixteen feet wide at the floor line. Through investigation, a more suitable structural rib was found in

the form of a welded sheet metal I beam, as manufactured by Stran Steel. By fabricating this member, a vertical side wall was obtained for a distance of four feet from the floor line. This feature added to the spaciousness of the hut. Innumerable details were encountered in the development of the huts, principally through the necessity of developing 48 different types to fulfill the Bureau of Yards and Docks requirements. All huts were designed and detailed, using the original "T" rib design. Upon the adoption of the Stran Steel I beam section, all established types of huts were again detailed. As the necessity arose for adapting of the huts to use as dispensaries, latrines, hospitals, etc., the details were worked up by the Architectural Department, and field units erected to determine the practicability of the design for field use.

Every effort was made to actually determine if design and detail requirements could be met in manufacturing and later in erection. To this end the design and engineering was carried on with close liaison existing with manufacturing. Upon the decision that a hut design was satisfactory, necessary plans and specifications were forwarded to the Estimating Department for the preparation of material list preparatory to purchasing. In all, eighty-six approved plans were prepared by the Architectural Department pertaining to hut and building design.

As is common to all problems

of a development nature, a great deal of time was spent in the "cut and try" method. Sketches were received from the Bureau of Yards and Docks, outlining their requirement, but making no effort to anticipate structural problems and details. It was the responsibility of the Architectural Department to translate the sketches so received into practical and positive plans and details, so that procurement could be effected.

Actual operation of the plant for the prefabrication of the huts took place on May 1, 1941, in the area designated as West District and located in West Davisville, under the Anderson Sheet Metal Co. of Providence, sub-contractor to the main contractor. The three superintendents originally in charge were Alex Anderson, Andrew Stuart and Andrew Auld. And it was at West District that every flaw, every improvement, every conceivable amount of data was seen and foreseen to aid in eliminating the entire hut project from the experimental stage. And by Dec. 7, 1941, the average daily output stood at a respectable forty. Although the immediate effect on ABD, Davisville, of the declaration of war, was an amazing increase both in the manufacture of huts which jumped, in two weeks, to an average of 150 per day, and in the influx of materials.

In Washington, there obviously must be one statement that infers that the Quonset Hut was originated at Quonset Point, R. I. Regardless of whether there was an air station or a clambled here at the time, that half-moon structure that bears our namesake has carried it to every imaginable nook and nation in the world. Whether ABD or half a dozen other units were commissioned before our birth, it is our air station alone that bears the native title of Quonset. That in itself, suggests we skip the formalities, and, not falsely, boast that, the Quonset Hut was born at Quonset Point.

PART OF THE U.S.N. ARMED GUARD IN THE PACIFIC

BY Robert B. Tassinari

The S.S. FRANCISCO MORAZAN departed San Francisco on September 10, 1944 after taking on a full load of bombs at the Benicia Arsenal in California along with S.S. JOHN BURKE and the S.S. LEWIS DYCHE. Both had loaded with bombs at the same arsenal. We arrived in Finschaven, New Guinea on October 6, 1944. A few days later, we sailed up to Lae where we anchored until October 21st and then sailed up the coast to Hollandia.

After many days at anchor in Humboldt Bay, we departed in a convoy of merchant ships and LSTs, headed for LEYTE GULF. We arrived on November 15, 1944 and we anchored off Dulag, South of Tacloban, until December 26th. During this time, I recorded in my diary air attacks, or alerts, almost every day as we responded to "FLASH RED CONTROL YELLOW" and "FLASH RED CONTROL RED". Prior to our arrival on the 15th, at least eight merchant ships were sunk or damaged in San Pedro Bay, off Dulag Beach or the port of Tacloban. These ships included the S.S. AUGUSTUS THOMAS, CAPE ROMANO, MATHEW DEADY, THOMAS NELSON, JEREMIAH M. DAILEY, ALEXANDER MAJOR, MORRISON R. WAITE, EONIDAS MERRITT AND BENJAMIN IDE WHEELER. The THOMAS was sunk, the others damaged.

During our stay in Leyte, between November 15th until we convoyed to Mindoro on the 27th of December, the following ships were victims: S.S. GILBERT STUART, ALCOA PIONEER, JOHN EVANS, MARCUS DALY, ANTOINE SAUGRAIN and WILLIAM S. LADD. The SAUGRAIN and LADD were sunk.

Mindoro had been recaptured on Dec. 15th and the first resupply convoy departed Leyte on the 15th. In that convoy, protected by nine destroyers, the JUAN DE FUCA was hit but continued on to Mindoro where it was hit again. She ran aground on the 30th and was refloated on February 24th.

Our convoy was the second resupply convoy to Mindoro. We departed Leyte on December 27th, protected by nine destroyers. This convoy included 99 ships including 22 LSTs, 23 LCIs, 30 PTs, Seaplane Tenders, PT Tenders, Army freight and supply boats. By far the largest ships, and unquestionably the best "KAMIKAZE" targets, were the four Liberty ships. The FRANCISCO MORAZAN was in the "Port" column and in the next column abeam, was the WILLIAM SHARON; abeam the SHARON was the JOHN BURKE. The fourth Liberty in line was the USS PORCUPINE, a Navy tanker, formerly the Liberty ship S.S. LIEF ERICSON. Thus, of the four, two of us carried ammunition and the PORCUPINE carried fuel.

Mid-morning of the 28th, six Japanese "VAL" planes came at the convoy from the port side. One kamikaze crashed the WILLIAM SHARON mid-way up the stack. To this day, I can still visualize the stack buckling as the plane hit it. The SHARON was abandoned and left adrift as un navigable after fires were fought for many hours. It was not until a few years ago that I learned that four of the Armed Guard and six of merchant crew were killed in the attack on the SHARON.

Another plane quickly crashed the S.S. JOHN BURKE at number three hatch. As we watched, an incredible explosion soon followed as the BURKE vaporized and she disappeared with no survivors, a loss of 38 Merchant Seamen and 28 Armed Guard. The blast was so severe that an Army ship astern of the BURKE, also was sunk with only one survivor.

On the afternoon of the 28th and 29th, we were at full alert, never leaving our guns as heavy aerial attacks continued. Our air cover was unable to keep them all out. The MORAZAN survived the bombing, strafing and the kamikazes. In addition, mines were dropped ahead of the convoy with some damage to an LST. One LST was struck by a aerial torpedo during an attack at dusk. This LST was destroyed by friendly gunfire. One aircraft, hit by our ship's gunners, crashed so close off our starboard bow that it scattered pieces of debris from the plane on our deck, near the forward port 20mm gun mount.

While our convoy was running our own gauntlet of enemy

planes headed to Mindoro, two Liberty ships in Mindoro from earlier convoys were bombed and sunk. The S.S. JAMES H. BREASTED was sunk on the 26th with no loss of life and the S.S. HOBERT BAKER was sunk on the 29th, killing the Chief Engineer.

Our Convoy reached the beaches of Mindoro on the 30th and we had a peaceful few hours until four Japanese planes peeled off and enjoyed a 100 per cent success rate in the attack. One plane flew into the PORCUPINE, the second hit the PT tender ORESTES, the third slammed into the destroyer PRINGLE and the fourth hit the destroyer GANSEVOORT which was later beached and abandoned. The PORCUPINE was abandoned and it burned for more than three weeks. The gun crews on the MORAZAN had become experienced gunmen by now and were very effective in keeping the enemy planes away from our ship. I must add that, as a signalman, I also was a loader on a bridge 20mm and the gunner was named Roger Lioy.

On January 1, 1945 (HAPPY NEW YEAR) a plane came over and dropped a bomb near us and then crashed into the S.S. JOHN M. CLAYTON, killing 4 Armed Guard from burns, with 6 more injured. The CLAYTON had also preceded us in an earlier convoy. Thus, on the morning of January 2nd, the MORAZAN was the only operational Liberty ship off the beach of Mindoro!! The Army began to unload our load of bombs. Those of us who sailed on merchant ships know how painstakingly slow a ship is unloaded while anchored off shore. With our dangerous cargo, the task was very slow. TOO SLOW FOR COMFORT!!

It was on this day that the Army directed the entire crew to leave the ship, when unloading was discontinued for the day. Apparently, this decision was prompted by the lethal success of enemy pilots and lack of any significant air cover of our own planes. It was very lonely anchored alone within short flying distances from the Japanese controlled islands. So we left the ship for several days and slept where ever we could.

On the afternoon of January 4th, the LEWIS L. DYCHE, loaded with bombs as we had been, arrived in Mindoro, breaking off from a much larger convoy which was headed for the invasion of Luzon, anchored nearby. As the MORAZAN crew was leaving the ship with the Army stevedores, I received a signal from the DYCHE signalman who asked why we were leaving the ship. I advised him of our standing order not to remain on board after dusk and as we moved to the beach in an LCM, the DYCHE was signaling the beach. We had been on the beach about an hour when a blast off the beach signaled the destruction of the ship. Our crew was certain it had been the MORAZAN and were shocked to see the MORAZAN without her crew, quietly resting at anchor and a large mushroom cloud where the DYCHE had been. Gone was a 441 foot long ship, her crew of 30 U.S. Naval Armed Guard, 41 Merchantmen and it's cargo. All vaporized.

In the following days, life became somewhat quieter because the invasion of Lingayen Gulf had taken the heat off so we remained on board, full time. It was a pleasure to get back to our bunks after too many days on the ground. The last bombs were off on January 21st and we joined a southbound convoy on the 28th which was headed back to Leyte. After some intermediate stops, we arrived in Seattle, Washington, U.S.A. on March 21, 1945.

Mindoro was a necessity because of the need for our own, closer landbased air planes to support the Luzon landings and to protect the shipping that would supply that operation. Even the weather was better as Mindoro was generally dry while Leyte had a lot of rain and was often muddy at that time of the year.

Of the 23 ships identified here by name, all but the MORAZAN were sunk or damaged in the Philippines between October 24, 1944 and January 4, 1945, either in the Leyte Gulf, enroute to Mindoro or at Mindoro. Many other merchant ships at Leyte constantly fought off air attacks while in the same area but because they came through these horrible experiences unharmed, they're not specifically mentioned. Clearly, the MORAZAN survived because of excellent shooting by the gun

crew and the incredible participation of the merchant crew who, in those critical days, passed a lot of ammunition. This is not to say that the other ships involved were not as heroic. It is to say, if luck were a factor, we, of the S.S. MORAZAN certainly received our share.

During my 32 months in the U.S. NAVAL ARMED GUARD, I kept diaries while at sea. In 1943, I sailed on two Atlantic Convoys to Oran and Algiers on the S.S. SAMUEL JOHNSTON. We were docked next to the S.S. SAMUEL GRIFFIN the night of May 19, 1943 when a bomb from a German aircraft hit in #5 hold. The Armed Guard suffered 20 wounded out of their 33 man crew. My next ship was the S.S. SHELDON JACKSON which sailed from New York in December, spending Christmas Day in Guantanamo Bay. We then sailed to the Pacific to places like Noumea, Savu, Milne Bay, and Manus in the Admiralty Islands. I was at Manus for my 21st birthday.

As to the FRANCISCO MORAZAN, my writing about our action in the Philippines continue to be interesting to me as many veterans reminisce about the events of 50 years ago this month. The diary information has been enhanced from other sources for the purposes of highlighting the very significant role of all the merchant ships, the merchant crewmen and the U.S.N. Armed Guard in a part of World War Two, which, like so many others, received little historical notice other than from those who were there.

Following my duty on the MORAZAN, I sailed twice on the S.S. PERIDA, back to Manila in the Philippines. The last trip was after the war with Japan had ended and we sailed with a seven man Armed Guard plus an officer. It was very enjoyable traveling with open port holes and light as we sailed through the San Bernadino Strait as if on a cruise. What a difference. The last trip was over and back to the States in 50 days, including a seven day stop in Manila.

I hope this writing lets future generations know a little something of what we of the U.S.N. Armed Guard and Merchant Seamen endured so you can remain in a free society that is worth fighting for as long as men and women so desire freedom FROM OPPRESSION AND AGGRESSION.

**Robert E. Tassinari, 2130 Cascade Dr., Walnut Creek,
CA 94598 415-939-0383**

**** Other ships listed above and what happened to them for the record. CAL**

01. S.S. AUGUSTUS THOMAS, loaded with gasoline and ammunition and with a crew of 41 Merchant Seamen, 27 Armed Guard and 480 Army troops was hit by Japanese bomber at San Pedro Bay. The bomber had been hit by gunfire from the ships in the harbor and the wing hit the stack of the USS SONOMA (ATO-12) setting it on fire. There were no deaths on the THOMAS. The SONOMA? - unknown.

02. S.S. CAPE ROMANO was hit by a kamikaze at San Pedro Bay on October 27, 1944 and again on November 18, 1944. Two M.M. and 2 A.G were injured.

03. S.S. MATHEW P. DEADY cargo was war supplies, 37 M.M., 27 Armed Guard and 900 Army troops. Approximately 200 troops had been unloaded before the attack. The loss in lives were two Armed Guard in #2 gun tub and 26 Army troops.

04. S.S. THOMAS NELSON carried gasoline and other war supplies along with 633 Army troops, 38 Merchantmen and 28 Armed Guard. Approximately 60 troops had left the ship when a Kamikaze plane hit the ship, killing 164 troops and injuring 84. Three Armed Guard were also killed.

05. S.S. JEREMIAH M. DAILEY was hit by a suicide plane on November 12, 1944 while anchored in San Pedro Bay with a cargo of Army supplies, 800 Army troops, 39 Merchant Seamen and 29 Armed Guard. Approximately 100 troops, 4 Merchant Seamen and two Armed Guard were killed.

06. S.S. ALEXANDER MAJORS had a cargo of military supplies along with 407 Army troops, 37 Merchant Seamen and 26 Armed Guard when hit by a kamikaze plane on November 12 in San Pedro Bay, setting it on fire. Luckily, all but 13 troops had been put ashore. Two of the merchant crew were killed.

07. S.S. MORRISON WAITE carried Army war supplies along with 600 Army troops, 39 Merchant Seamen and 29 Armed Guard. Two Armed Guard were injured but 21 of the troops were killed and 41 injured. They had arrived on October 29th and they all had been on board when hit on November 12th while anchored at Dulag. The troops were put ashore within two hours after the attack.

08. S.S. LEONIDAS MERRITT was hit twice by suicide planes on November 12th in Dulag while carrying a cargo of bridge parts along with 45 Merchant Seamen and 23 Armed Guard. One seaman and one Armed Guard was killed.

09. S.S. BENJAMIN IDE WHEELER was hit by a twin-engine Betty bomber kamikaze plane on Oct. 27th at Leyte while carrying a cargo, 267 Army engineers and their equipment from Hollandia to Leyte. They had two killed and three wounded. They later lost three more in a fire on board ship.

10. S.S. GILBERT STUART was hit by a kamikaze plane November 17, 1944 after unloading 500 troops on the 4th. Five of an Army work party aboard were killed along with five Merchantmen and 1 Armed Guard. Many more were injured

Researched from "A CARELESS WORD-A NEEDLESS SINKING" by Capt. Art Moore, RFD #1, Hallowell, Me. 04347 207-623-9165. \$69.95 and worth it. calloyd

S.S. BLACKPOINT ANNIVERSARY CEREMONY

The Rhode Island & E. Massachusetts Chapter will host a May 3rd, 4th & 5th 1995 Anniversary Ceremony to commemorate the S.S. BLACKPOINT which was the last ship sunk off the Atlantic coast by enemy action, only 2½ miles south east of the Point Judith Lighthouse. We will honor the last Armed Guard Gunner and the 11 Merchant men who were killed in the "BATTLE OF THE ATLANTIC" in the needless killing and to all who lost their lives in World War II.

Registration will start on May 3rd at 10:00 am. You will be on your own for the rest of the day. On May 3rd and 4th, at 7:00 am, a buffet breakfast will be served at \$10.00 each. At 12:45 SHARP, a wreath laying ceremony will be held from the BLOCK ISLAND FERRY over the site of the S.S. Blackpoint for those who have registered. At 3:00 pm a Memorial Ceremony will be held at the Point Judith Coast Guard Station for all those who made the supreme sacrifice. A Ceremonial Banquet will be held at the Dutch Inn at a cost of \$30.00 each from 7:00 pm to 11:00 pm. For reservation at the Dutch Inn: 401-789-9431 from Rhode Island, 800-336-6662 outside Rhode Island, or call Gerry Greaves at 401-647-2212.

On May 5th at 12:30 pm the Sprague Energy Co. will host a 50th Anniversary Memorial Service in Portsmouth, New Hampshire at Prescott Park with full Military Honors "Special Invitation Only." A video tape is being put together of the S.S. Blackpoint and the German Submarine, the U-853. Information may be obtained from Friedmann & Rose Advertising Co., 535 Boylston St., Boston, MA 02116 or 617-266-1009, Fax 617-247-3008.

It is my understanding that the Survivors will each toss a wreath into the river at 12:55. That part of the ceremony will be open to the public. This will be followed by a prayer, the Choir will sing and at 3:10 - taps sounded. In case there are plan changes and you would like to know of them or if you think you can attend the May 5th ceremony, contact Gerry Greaves. calloyd

Dear Charles,

Enclosed is a poem I wrote **while in the Armed Guard on Christmas Eve, December 1944.** It may be of interest to **you and some of the other Armed Guard who were at sea on Christmas Eve.** Also, **enclosed is a newspaper clipping which tells how we recite the poem at our family dinner every Christmas.** We let our 6 children, 21 grandchildren and 14 great grandchildren **recite the poem.** It has become a family tradition.

Christmas Eve

*'Tis Christmas Eve on the open sea
My thoughts stray to home, where I wish I could be.*

*I think of my wife and my kiddies dear
And I say to my self, maybe next Year.*

*I see their little faces all covered with joys
When they wake up Christmas morn and gaze at their toys.*

*They play with them fondly, each and every one
From early morn till day is done.*

*Then they lie on the sofa, not uttering a peep
The poor little darling have gone asleep*

*And I would give anything if I could only be
Home for Christmas with my family.*

Atlantic Ocean, December 25, 1944
Jack McGackin

It may not be Christmas but I am sure many thoughts were at sea 49 to 54 years ago this past Christmas and every Christmas. Our thanks to Jack and family for sharing this and the newspaper for permission to reprint. (CAL)

Hi CAL, Received my "MURMANSK RUN CAP" and the December POINTER. Thanks and keep up the good work. I still have not received my Russian Medal as of 12/27/94. Enclosed is a picture for your collection. It was taken from the S.S. JOHN J. ABEL at the dock in MURMANSK, RUSSIA. Notice the hundreds and hundreds of cases of food. They did not have to be refrigerated because of the cold. The food was the best the U.S.A. had. Food that the folks at home could not buy, even if they had the money. It was guarded by Russians soldiers on R.R. from the front. If anyone from our ship tried to get a closer look, they were confronted by a guard, holding a weapon towards you and shouting "NYET-NYET". That's the thanks we received from our friendly Allies. Paul M. Burke, 1112 Mulberry St., Brookhaven, Pa. 19015

Thanks, Paul for a wonderful photo. I guess that the Russian guards were carrying out orders like we did. Things were different then than now with T.V. and the radio. I doubt if those guards had ever heard the English language spoken nor even the German. He couldn't tell the difference. I still can not understand a Russian,— unless he speaks English!! (cal)



Cases of "frozen food" stockpiled on the dock in Murmansk, Russia.

CHRISTMAS

*'Tis Christmas Eve on the open sea
My thoughts stray home where I
wish I could be
I think of my wife and
my kiddies dear
And I say to myself maybe next year.*

.....

By RANDY BRAMEIER
PRESS STAFF WRITER

FREEHOLD TOWNSHIP — Fifty years ago yesterday, John E. "Jack" McGackin scrawled a Christmas Eve poem to his wife, Irene, and children while aboard a merchant marine vessel returning to the United States from France.

A member of the ship's armed guard unit, McGackin remembers hanging onto a rope to keep from falling off the rolling ship. Thick fog also kept him from seeing

Jack."

From page A1

been rotated among family members' Freehold homes.

But with an ever-increasing family, McGackin started what he hopes will be a new tradition this year. He rented the Waterworks Road hall of VFW Post 4374 for the family party.

"It just got to the point where no place could hold them all," said McGackin, who is known as "Captain

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child rea

MAS NO LONGER LONELY

rather than about five feet, he said.

"I was on watch that day," McGackin, 6, recalled, "but I don't know what I was supposed to watch."

For almost 25 years, a relative has read McGackin's poem at the family's traditional Christmas gathering.

Yesterday, for the first time in his oldest grandson's memory, McGackin read his poem himself and shared his thoughts — with his wife, five surviving children, 21 grandchildren, 14 great-grandchildren and another two dozen or so guests.

That excludes two great-grandchildren in the way, which will boost the number at next year's family get-together.

Each year, the Christmas gathering has

Please see **Lonely**, page A5

ves pitched in, bringing an ent of food and drink to the ig. And no one had to worry the huge job of the post-Christmas up.

makes no difference where it as long as you're together," s only daughter, Patricia Gail in Preston, said.

he first time, a great-grand-ad a poem at the gathering.

Oldest great-grandson Brian McGackin, 9, read a poem written by granddaughter Lisa Marie LeMunyon in 1991 about the weekend outings taken by grandparents and grandchildren to Keansburg and Asbury Park:

There would be bologna sandwiches for all to share,

and also gramp's six-pack of Bal-lantine Ale.

Yes many a road trip we did take, with grandma yelling, 'Don't drive with your foot in the brake.'

As at any large family get-together, a variety of sounds and distractions — wandering great-grandchildren, barking dogs, even a noise from the ceiling that sounded like a bug zapper — intruded into the poetry readings.

"My wealth is my children, grandchildren and great-grandchildren," said McGackin, who has had a number of bouts with cancer. "That's what keeps me going."

● John McGackin, 76, of Freehold holds his great-granddaughter, 5-month-old Maggie Preston, at his family's annual Christmas party, which this year drew more than 60.

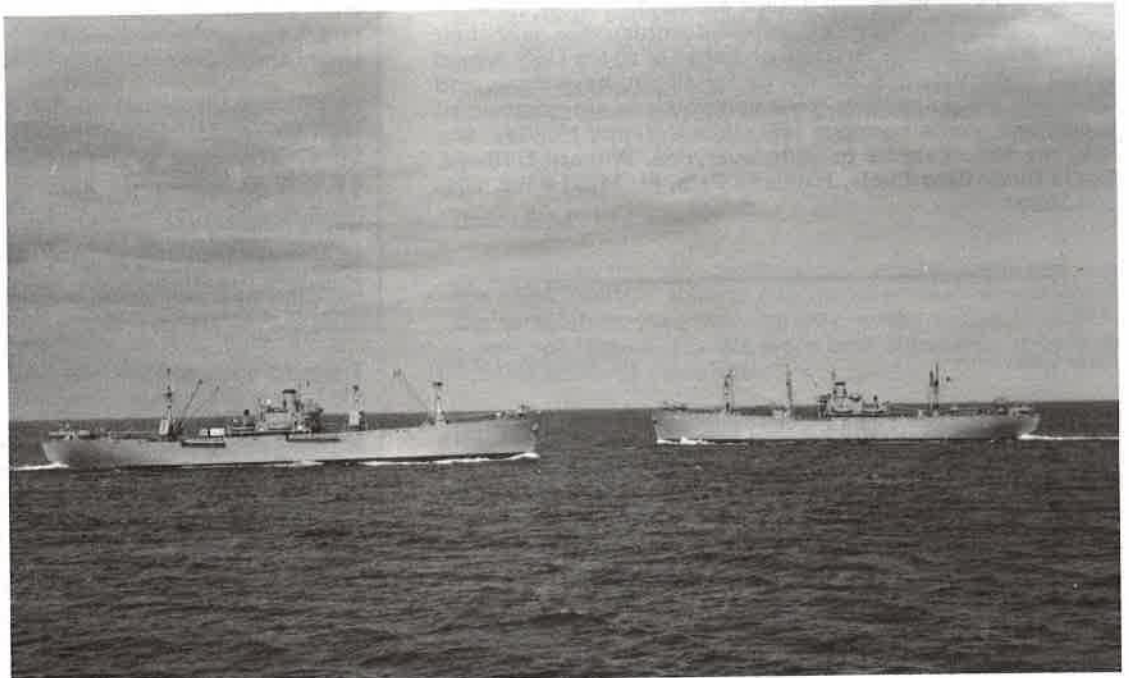
MICHAEL RAFFERTY
Asbury Park Press



Yesterday's crowd was almost triple the 20 to 25 who usually come to McGackin's home for Sunday breakfast.

McGackin pleaded for the family to sing "We are family." But the family opted for a family wedding favorite, "God Bless America," led by Captain Jack.

"He can't sing worth a lick," McGackin's daughter said. "But we won't tell him."



The Historical Liberty Ships, S.S. JOHN W. BROWN and the S.S. JEREMIAH O'BRIEN are shown as they met in the Atlantic on August 16, 1994. This feat will probably never be duplicated.



V... MAIL

Dear Cal, The Holidays have passed and I wish the best for 1995. I don't know about you Cal but this "OL'SALT" is determined to see the "NEW CENTURY" come in. Here is a little good cheer for the Armed Guard and it's a good way to start 1995. I trust it will be put to good use. Thank you for what you have done in the past and I hope you will keep us Ol'Timers informed of the events on the Armed Guard. Sincerely, **Paul K. Gardner RR1 Box 870, Wiscasset, Ne. 04578** (It's a deal Paul, and we'll have a North Carolina pigpicking if you'll come) cal

Dear C.A.

12-20-94

I recently received and read with interest the book "MOTHER WAS A GUNNER'S MATE" by Wave Josette Wingo, published by Naval Institute Press, telling of her experiences training Armed Guardsmen at T.I. during the latter part of 1944 and early 1945. An excellent book, and, now it has been released, I recommend mentioning it again in an issue of the POINTER.

In a conversation at a local retirement home the other day, I was talking to the widow of the skipper of one of the "Yippie" boats, the YP 72. This boat was operating with the YP 74 in the Sitka, Alaska area during the war under the command of "Squeaky" Anderson. She bemoaned the fact that she could find no record in available histories of the operation of these patrol boats at that time, and is soliciting any information from any of the hands who sailed on any of them. Would it be possible to put a request in the POINTER for anyone who could get information for her? Any information could be sent to me, or directly to her addressed to Lucille Olson, P.O. Box 70299, Seattle, WA 98107.

Keep up the good work, the POINTER articles are well done, and are well read in the local area. They bring back many memories for us old-timers. Cordially, **Peter Chelemedos, P.O. Box 15617, Seattle, WA 98115-0617**

C.A. Lloyd: Earlier this month, I was at the Naval Submarine Hospital in New London, Ct. and saw a man with a jacket that had ARMED GUARD on the back. I, being an Armed Guard Veteran, talked with him for a while and he told me about the organization you head up and the next day he mailed me the "POINTER". Not having heard anything about it for almost 50 years, I read it over and would like to know how I can get on the mailing list. The crewman was Loreto Ursini and I sure appreciate his thoughtfulness.

I was a signalman and my first ship was a Panamanian tanker with a German captain. (Norwegian citizen). It was the M/V BRUNSWICK and as you probably remember, convoys could go only as fast as the slowest ship. This "tub" was built in 1916 so her top speed was about 7 knots and she slowed down many a convoy. This ship was really an unforgettable experience with only the gun crew speaking English. My next ship was the GERONIMO and we made a couple of runs to the Med Sea and on into the Persian Gulf with supplies for Russia.

The next voyage was on the S.S. EDWARD N. HURLEY and I made two Murmansk, Russia runs on her. The first time, we went past Murmansk into the White Sea to the City of Archangel. On our way out, just 50 years ago this week, we were behind a Russian icebreaker when she took off and left us and the ice closed in and we were forced to stop. We stayed frozen in the White Sea for a week, Christmas through New Years, when the icebreaker came and broke us out.

I sure would love to hear from some of my Armed Guard shipmates. Time is running out and I wish I had known about you and the crew you have located a long time ago. Smooth sailing through 1995 and good health to all!! **Francis V. McMahon (SM2/C), 26 Brown School Rd., Preston, Ct. 086365.**

Dear C.A. & Hilda:

Thanks for the package of information, and especially the cap: I really like that cap. In August when I was up in Brevard, NC I took my Armed Guard friend, Russell E. Getty an Armed Guard white cap. He was so thrilled with that cap. Mr & Mrs. Getty are selling their house in Brevard, and moving to Colorado Springs, Colo. to be near their daughter. He assured me that he was going to check out the Armed Guard in that area.

C.A., the figure caption on my stationery was an official Armed Guard Christmas card I sent to my Dad in 1944. Note the V... Mail. When Dad died in 1966, I was looking through some old papers of his, and found that card.

I remember an old phrase in the Navy. "Be quick to Praise and slow to Criticize." I've always tried to follow that the best I could. I want to praise you & Hilda especially. I know there are many others who have contributed immensely, and their efforts are greatly appreciated, on behalf of all the USN Armed Guard WWII Veterans. So thanks for all you have done, and what you are doing now. Your contributions are appreciated more than words can ever tell. Have a Happy Holiday, and may the New Year be good to everyone, **Wilborn D. Boyd, 34439 Black Bass Circle, Fruitland Park, FL 34731-6306, 904-326-3920.**

Dear Cal:

1-1-95

Received your most welcome packet yesterday. Already spotted a shipmate from my second ship (Bill Bridgeman) from Massachusetts. Glad I found you guys before it's too late, as I had a heart attack in August that was almost fatal. Happened at a dice table in Atlantic City, where I won right away. (no, that didn't excite me.) Prompt attention by Casino personnel put me into an ambulance and into A.C. hospital. Anyhow, it's nice to be back. Enclosed is my check by CENSORED. More to follow later. Wish you and yours and all my mates, including the rest of the convoy a HAPPY NEW YEAR. **Lewis Glashofer**

Dear Charles

12-15-94

I would like to take this occasion to express on behalf of the "PBY Catalina International Association" a special thanks to you for displaying my message and picture postcard view of the 'Catalina' in the October issue of the POINTER. Thanks also go to the generous respondents who provided their own personal and so very favorable experiences or observations of PBY 'Catalina' virtues, such as assisting a merchant ship carrying a Panama flag with U.S. Navy Armed Guard aboard that was 'underway without way on' and lost from its convoy in the North Atlantic's "U-boat Active Route". Another ship, that strayed during a storm was sighted and guided back to another convoy. And a ship was off-loading cargo tediously at anchor but out of landsight in the northern Yellow Seas, as well as being apprehensive with dwindling crew morale, when a Catalina appeared on the horizon, executed an open sea landing and proceeded to bring mail in a rubber raft to the ship. The details are forthcoming in "PBY CIA" Newsletter Vol. 7, No.2

However, a reciprocal to such assistance is contained in official "Aircraft Accident Report." Fifteen survivors of a PBY sea-crash were picked up by the S.S. DeVILLERS and delivered to Puerto Plata, Dominican Republic.

On 2 September 1995 the world wide Catalina community will commemorate this FIFTIETH year since the official end (JV-Day) of a successful conclusion of WWII and the significant contribution the Catalinas played. It was a Catalina flying out of Ireland that sighted the great dreadnaught German battleship "BISMARCK" on 26 May 1940 and reported its location to put an end

to this great threat to Allied shipping. It was the Catalinas on 3 June 1942 that saw the great Japanese armada moving toward Midway Islands with the consequential first turn-around of Japanese advances. It was just prior to that June date that the Catalinas served to monitor Japanese Fleet activity in the Coral Sea, thus preventing their invasion of Australia and New Zealand. It was two Catalinas that offensively struck the first bombing and strafing attack on Japanese-held Guadalcanal & Tulagi on 6 August 1942. It was the Catalinas that could most successfully operate from water-sites before land bases could be constructed in the whole Pacific Ocean Theatre and much of the Atlantic, thus serving in effective offensive, defensive and life-saving roles.

Patrolling, Ship Convoy Escorting, Bombing (high, low, dive), Torpedoing, Search & Rescue, Mail Delivery, Ambulance & Medical Support, Special Transport of Force Commanders & Vital Materials, Navigation Routing, Aerial Photography, Weather Reconnaissance . . . there are virtually hundreds of tasks cited on and off official records that many would claim to be insurmountable by an aircraft that was deemed "out-dated" before the war commenced.

In closing, it is an endeavor for the international Catalina community, by its veteran flyers and other enthusiasts, to perpetuate the lesser known contributions the Catalina has made, not only to the successful conclusion of WWII, but to pioneering aviation technology, airline routing and support site locating.

Yours in Camaraderie, Jim Morrison, PBY CIA Newsletter
84 Branch Turnpike, Suite 37, Concord, NH 03301-5715.

NATIONAL COMMEMORATIVE MEDAL

*(The following letter was sent to William Lewis,
323 Kent Road, Bala Cynwyd, PA 19004.)*

Sir:

I have the honour to inform you that the President of Malta has been pleased to approve the Prime Minister's recommendation that "The Malta George Cross Fiftieth Anniversary Medal" be awarded to you. Your name will, in due course, appear in the List of Awards to be published in the Government Gazette.

You may also wish to note that the necessary diplomatic clearance has been obtained from the American Government for the granting of this award to persons resident in America.

The Rules for the Award also provide for the presentation of "The National Commemorative Medal" to be made by Malta's Representatives abroad in the name of the President. Where it shall not be convenient or practical for the presentation to be made in person, the Medal may be delivered by registered post or such other means as may be considered expedient.

To facilitate the presentation arrangements you are cordially requested to complete and tick off as appropriate the enclosed yellow card and to forward it at an early date to:

**The Ambassador,
Embassy of Malta
2017 Connecticut Avenue, N.W.
Washington, NC 20008**

Yours faithfully,
Ms. C. Attard
Honours and Awards Co-ordinator

Dear Lloyd: I am writing to give you a change of address and my ship, the JAMES SMITH. We sailed that unforgettable convoy to Murmansk and Archangel, Russia and anyone who did sail it, will never forget it. How many times we were under sub attacks and the Ol' Stukas, I don't know. I am just thankful that we had DD escorts that laid smoke screens and dropped those depth charges. If not, many more ships would have been lost. We made that trip in the first part of 1944 and then from there, we went to the Omaha, Utah and Normandy beachhead.

After 50 years, I can remember almost every detail from seeing the Russian people wrap their feet in paper for warmth and seeing the Russian women as they unloaded the cargo from the ship. I wish I could remember our Lt(jg)'s name and all the crew. We also had a fine crew of Merchant Marines and they treated us "TOPS". I would not trade the trip for anything but I never would want to go through that again. What experiences we had that will never be relived again. I would sure like to hear from any of my shipmates. Thank you for the "POINTER".
John Starkey, 3096 Clime Rd., Columbus, Oh. 43223

Dear Lloyd:

1-14-95

Just received the new, up-dated print-out from Bowerman on the ships I served aboard, and members that served aboard the same ships. And there he was, a new name: Walt Frank Knight, of Hialeah, FL. We were both signalmen aboard the S.S. METEOR, 51 years ago.

METEOR was my first ship. Knight came to us from S.S. M.H. DeYOUNG which had been torpedoed, but they had managed to tow her to Espirito Santo (in the New Hebrides) and left her aground there.

Called him immediately. He was the first A/G crew member that I really remember from WWII. He in turn said that I was the very first WWII crew member he knew and heard from. We plan to exchange pictures, momentos, and nostalgia. Now isn't this what the Armed Guard Reunion Association is all about! Too bad he won't make it to the annual reunion in San Diego. **Richard Hudnall, 11088 W. Charnwood Ct., Sun City, AZ 85351-1519.**

Dear CA,

1-22-95

Just received the POINTER, thank you. Receiving the POINTER reminded me that it is time to send a little something along to help keep the check book in the black. I am also enclosing a self-addressed envelope for an update on the names from the FERDINAND A. SILCOX and the S.S. YUKON.

Just one more item - I got a kick out of the letter from Paul Mason of Mesa, AZ about the lack of mention in most articles of signalmen. I was one, but because there were usually only one or two of us on each ship, they kinda had us outnumbered and I suppose it is easy to overlook mentioning us. I do recall that every time we pulled in to a port, after the duties were handled with the shore tower, the ships around would start to call with their blinkers to inquire where we were from and so forth. It wouldn't be long before some of the crew were up on the bridge to ask what was going on, what I had found out and so forth. Then would I please ask whomever I was talking with if there was anyone from their state and then from their town. It used to be a kick starting rumors after talking with the shore tower, where we got our orders, and there were very few, if any, of the regular crew that could read morse code. They were pretty much at our mercy, for a little fun, that is.

Thank you very much for your consideration and help. Sincerely, Russ Buehler, 7668 E. 22nd St. #81, Tucson, AZ 85710-6413.

Frank Davidson sent me a 11/4/94 letter from his brother serving on the AO-100 in the Pacific. Maybe you were in the area. (CAL)

Dear Frank, I thought you'd like to know where I was 50 years ago. It was during the greatest Naval battle ever fought. I left New Guinea with the invasion force of the Philippines. Five tankers left together; two ran aground; two were sunk and we were the only one that made it. During the battle, we were at anchor between Leyte and Samao. We were up all night and could see fires on the horizon. We knew that there was something "BIG" going on but didn't know how big. Now 50 years later, we know.

Most people don't know it but after the battle, we unloaded all of our fuel to a Battlewagon and a destroyer. Three days later, the 3rd and 7th Fleet were in the harbor at anchor. They had no fuel to get under way for at least a week. When the tankers first started coming in, we didn't even see the fuel. It went directly to the Fleet. I remember a Merchant tanker on one side of us which was pumping to us. We had all the bypass valves open to a cruiser on the other side of us. None went into our tanks.

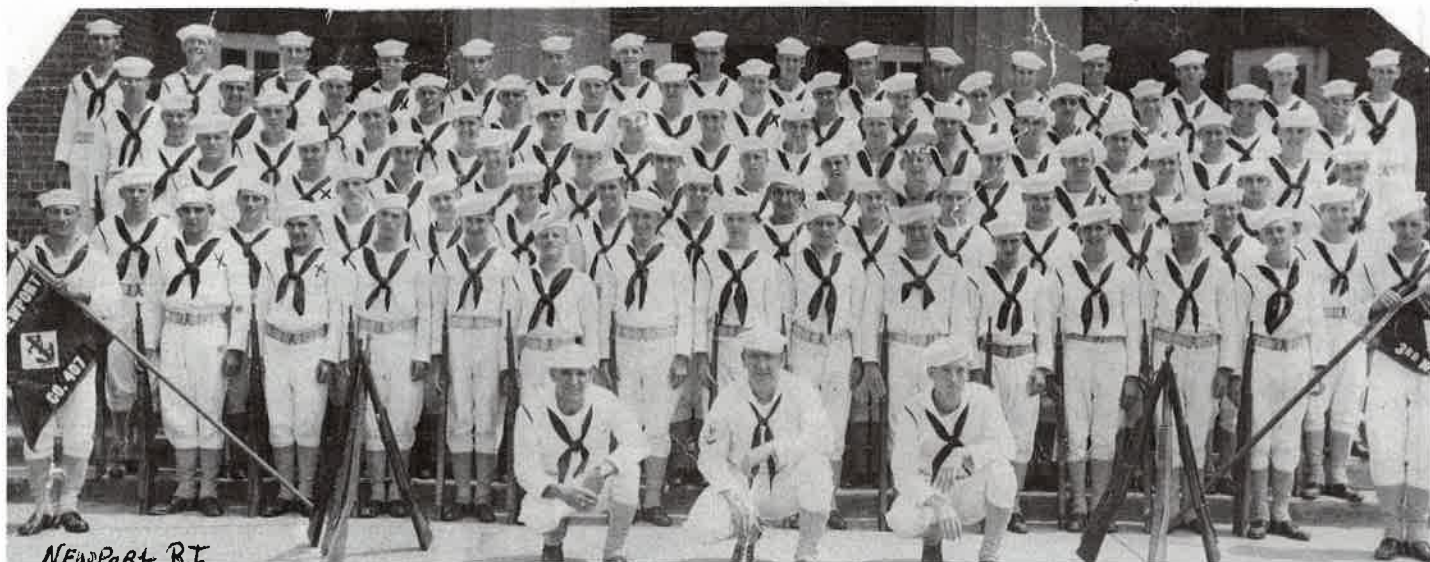
I don't know whether you saw the article in the VFW magazine or not on this battle. I enjoyed reading it and have studied it 3 times and try to visualize what would have happened if the Japs would have been 3 days later. God was with us!!! Your surviving brother, Glendon.

Dear Charles Lloyd, and all you swell guys who are doing such a swell job by letting us Old Salts know that we "ARE NOT FORGOTTEN". Now after receiving my August POINTER, I just had to try and send you this letter. You see I was born in Conn. but grew up in a small town of Nobleboro, Maine. My birthday is July 6, 1926. Well, on June 19, 1943, I had my dear Mom to go with me to Portland, 60 miles away so we could see the launching of the S.S. JEREMIAH O'BRIEN. Well that did it because on the 6th day of July, I talked my Mom into going back over to Portland with me and letting me enlist in the Navy on my 17th birthday. She did not want to, but she did. We were at the recruiting office at 11:30 and at 3:30 that same day, I was on a train going to "BOOT CAMP" at New Port Rhode Island.

After "BOOTS", I departed to the U.S.N. Armed Guard Center in Brooklyn, N.Y. and I was put on the S.S. HALL J. KELLY that sailed under the Grace Lines. All of the ships I sailed on were from the East Coast and were always trying to stay away from the "WOLFPACKS", that were always around,

except for the S.S. KERRY PATCH, which we had to leave and was put ashore in New Mayor, Caledonia where we spent a week and spent our time in one of the worst typhoons they had ever had. We were then picked up and taken aboard a transport ship all around the islands and we anchored off Guadalcanal for several days while they went back and forth with "DUCKS", picking up many medical wounded and sick before returning back to Treasure Island, California. I was given a physical checkup and given a 30 days leave before reporting back to Brooklyn and I shipped out on the S.S. CALMAR.

C.A., I have been dead 4 times in the last nine years with heart attacks and am now 68 years of age. I haven't been able to go to any of the wonderful reunions due to my health. I love receiving the "POINTER". I hope you can print some of this sometime so I may hear from some of my shipmates and I want to wish you one of the Happiest Holidays you have ever had. An "OLD ARMED GUARD SALT!!" Harold W. Chandler, P.O. Box 116, Williamsburg, New Mexico 87942.



Charles, Here's a picture taken March 4, 1944 from the rail of the S.S. ALBERT G. BROWN of a Liberty Ship's bow after breaking into two parts. I was a signalman at the time. Thought others may have seen it or even been on board the stern when she broke up. Here's the story to go with it:

"PLEASE DRIFT LIFE RAFTS AND STANDBY. WE ARE BROKEN IN HALF." It was March 4, 1944, the 3rd day of the worst storm that I encountered in my 13 North Atlantic crossings. The seas were not running high as they had been in the previous two days but still pretty high. Our convoy of 56 ships had been blown apart by the storm and we had not seen another ship since 2 days prior.

I had just ordered breakfast in the messhall, our first cooked meal since the storm began when one of the gun crew lookouts came in and said that I was needed on the bridge since there were signal lights on the horizon. When I got to the bridge, I worked my way out to the wing to the signal light very carefully. We were covered from bow to stern with a layer of ice over an inch thick. The mate on duty, the helmsman, and the lookouts had all moved to the enclosed bridge deck from the flying bridge. It was half light of dawn and we couldn't see anything except the signal. I gave the message to the mate on duty and the Captain ordered us to work our way towards the signal. When we neared the ship, we could see it was a Liberty completely broken in half just forward of the midship housing. The bow section was floating separately about 2 miles from the stern.

Two other ships were circling the stern half, so the Captain decided we might cause more problems than help. He headed us to the bow section so we could check for survivors there. We circled as close as we safely could but could see no one so we headed for the States. The picture shows the bow section. On our trip back to England some two weeks later, we met a tug towing the stern half of a Liberty towards the States. We were not able to determine if it was the same ship we had seen or not. Sure would like to know, or locate someone on the ship at the time.

Sparks told me he had picked up signals that seven ships were breaking up during the storm. The 2nd Mate, the navigator, told me that we were about 40 miles back from our position at the start of the storm when it calmed down. An experienced that you live with forever. Arnold O. Latare



Picture showing the bow half of a ship on March 4, 1944 which had broken in half during a 3 day storm in the Atlantic. Picture was taken from the rails of the S.S. ALBERT G. BROWN. There were no survivors on this half as they were "all" on the stern, drifting about 2 miles away. Any survivor of the ship should contact **A.O. Latare, Skipper, Iowa Crew, 601 34th St., West Des Moines, Ia. 50265-3131, 515-225-1084** or the Armed Guard headquarters.



Sixteen members of the Delmar Valley crew, sent in by A.J. Farrara (2nd from right, front row) who also sent in the info on the license plate frame.



Two "Old Salts" getting together 50 years later at the Southwest Ohio luncheon. Left - Neal Ruck, Cridersville, Ohio. Right - John Kercsi, Milford, Ohio.

U.S. NAVY

Frame for rear plate

Black plastic frame
\$8.50 _____

Chrome Frame
\$10.50 _____

SERVICEMEN
IDENTIFY YOURSELVES!
Now you too can have your own
Armed Guard license tag frame.

***Allow 3-4 weeks
for delivery

***Add \$1.75 for
shipping/handling

NAME _____

MAILING ADDRESS _____

TOP STRIP _____

BOTTOM STRIP _____

Send check or money order
payable to:
ANTHONY SCOTT PRODUCTS
704 BOUGH AVE.
CLEARWATER, FL 34620

ARMED GUARD WWII VETERAN

Host A.J. Farrara of the Yardley, PA crew has informed me that the above license tag frame is available for those interested. Order directly from Anthony Scott Products

Many have written and many didn't know about the French letter of "Commendation for Service" and the British "BATTLE OF THE ATLANTIC" badge. I have reduced the request form so as save space in the "POINTER". You can take this to a copier and have it blown back larger in size. My understanding is that they are "FREE" for the asking.

Date _____

Miss D. M. Rondeau
The Chamber of Shipping
2-5 Minorities
London, EC3N1BJ

Dear Miss Rondeau:

I am submitting my information below, so that I may
receive my Battle of the Atlantic Commendation Badge.

Full Name _____

Rank _____

Address _____

Telephone _____

Date of Birth _____

Service Number _____

Ship's Name _____

Cargo _____

Dates On _____

Copy of Discharge and Separation Papers Enclosed

Signed

Date _____

Embassy of France
Military Attache
4101 Reservoir Road
Washington, NC 20007-2171

Dear Sir:

I am submitting my information below, so that I may
receive my Letter of Commendation for Service in the
area of France & Other Protectorates from 1939-1945.

Full Name _____

Rank _____

Address _____

Telephone _____

Date of Birth _____

Service Number _____

Ship's Name _____

Cargo _____

Dates On _____

Copy of Discharge and Separation Papers Enclosed

Signed

\$15.95* A VIDEO "SPECIAL" FOR U.S.N. ARMED GUARD AND MERCHANT MARINES \$15.95*

S.S. JEREMIAH O'BRIEN - PORTLAND, MAINE HOMECOMING
AUGUST 6-14, 1994

A VIDEO DOCUMENTARY PRODUCED IN HONOR OF HER VISIT TO WHERE SHE WAS BUILT. A visit made possible by Ed Langlois and the Shipyard Society, P.O. Box 161, Portland, Maine 04112, (207) 773-7670, Fax (207) 773-7668 and produced by: Ross Bertham of Communications Directions, RR-5 Box 608, Gorham, Maine 04038 (USA), 1-207-642-3417.

The Mission of the S.S. Jeremiah O'Brien to Portland was a tribute to thousands of Men and Women of many shipyards across the country who built 2710 Liberty Ships; to the Merchantmen who sailed them and to the U.S. Naval Armed Guard who manned the guns and protected them to the best of their ability. She had just returned from "D-DAY-PLUS 50 NORMANDY CEREMONY" after visiting ports of England and France. She and the crew were well received by our Allies. To the crew of the S.S. JEREMIAH O'BRIEN, the WORLD owes you a debt of gratitude.

Over 1000 people celebrated the arrival at "FORT WILLIAMS PARK" and over 17,000 visitors walked her decks. Over 800 visitors were welcomed aboard on Sunday for a "BIG BAND CONCERT" by the "MUSIC MAKERS" under the direction of Jack Kazenski and featured WORLD WAR II songs by the FEELY SISTERS-MARTHA, ELIZABETH AND AMY. The BIG BAND of TED MANDUCA orchestrated the Dinner/Dance at the SONESTA HOTEL on August 13th. It brought back many memories to those attending.

The Shipyard Society and the people of Portland were honored to welcome the representatives of the U.S. MERCHANT MARINES, the U.S.N. ARMED GUARD World War II Veterans and the men and women who built the ships.

YOU CAN ORDER NOW FOR THIS SPECIAL OFFER FOR \$15.95 WHICH INCLUDES SHIPPING AND HANDLING. The tape shows scenes of the arrival, photos of her stay in port and many priceless things worth viewing. A "MUST" for everyone!! There will be a limited supply and the offer expires May 15, 1995 FOR THOSE ON THE MAILING LIST AS OF THAT DATE. PLEASE PUT YOUR COMPUTER NUMBER WHICH IS ON THE MAILING LABEL.

YOU DO NOT HAVE TO CUT OUT OF "POINTER"! JUST GIVE INFO NEEDED AND LET HIM KNOW IF ARMED GUARD OR MERCHANT SEAMAN AND SEND CHECK OR MONEY ORDER FOR THE NUMBERS WANTED. I HOPE YOU WILL BUY ONE AND SHOW TO THE NEIGHBORS!! (C.A.LLOYD)

===**\$15.95 EACH**===== **\$15.95 EACH**===

S.S. JEREMIAH O'BRIEN "VIDEO DOCUMENTARY" AUGUST 1994. () A.G. () M.M.

PLEASE SEND [] VIDEO(S). ENCLOSED IS MY CHECK OR MONEY ORDER # _____

PLEASE SEND VIDEO TO: _____ TOTAL \$ _____

NAME: LAST _____ M _____ FIRST _____ COMPUTER # _____

ADDRESS _____ BOX _____ CITY _____

STATE _____ ZIP _____ + _____ TELE. () _____

RETURN PAYMENT TO: COMMUNICATIONS DIRECTIONS
ROSS BERTHAM, DEPT. A.G.
RR-5 BOX 608, GORHAM, MAINE 04038 (USA)
1-207-642-3417

=====

ALL ORDERS WILL BE PROCESSED AS FAST AS POSSIBLE. (2-6 WEEKS)

U.S. NAVY ARMED GUARD WW I AND WW II VETERANS

***** ***** ***** **1995 ORDER FORM** ***** ***** *****

COMPUTER NUMBER. _____ (FILL NAME AND ADDRESS ONLY, IF OTHER ALREADY SENT)

FROM: _____ WIFE _____

STREET _____ BOX _____ CITY _____ STATE _____ ZIP _____ + _____

SERVICE #: _____ BIRTH DATE: _____ 19 _____ INJURED IN SERVICE? _____

CIRCLE ONE: PLEASE LIST SECOND MAILING ADDRESS: (Some of you migrate!) WINTER—SUMMER

STREET _____ BOX _____ CITY _____ STATE _____ ZIP _____ +4 _____

***** MAKE CHECKS PAYABLE TO: (U.S.N. ARMED GUARD WW II VETERANS) *****
PUT ON CHECKS AT MEMO, OR; FOR: "DONATION: ITEMS "

ARMED GUARD CAPS: ALL ARE \$10 DONATION EACH - INCLUDES POSTAGE and all have the lettering:
U.S. NAVY ARMED GUARD plus #2,3,4,5, as shown: please check what is desired.
CAPS ARE ADJUSTABLE FOR SIZE.

1. ARMED GUARD WW II (only) No. _____ Winter _____ No. _____ Summer _____ TOTAL \$ _____

2. EMBROIDERED Liberty Ship No. _____ Winter _____ No. _____ Summer _____ TOTAL \$ _____

3. MURMANSK RUN (Embr) No. _____ Winter _____ No. _____ Summer _____ TOTAL \$ _____

4. PACIFIC No. _____ Winter _____ No. _____ Summer _____ TOTAL \$ _____

5. EMBROIDERED EAGLE ** No. _____ Winter _____ No. _____ Summer _____ TOTAL \$ _____

LIBERTY SHIP BELT BUCKLE—INCLUDES MAILING No. _____ \$12.00 EA. TOTAL \$ _____

LIBERTY SHIP PIN " " NO. _____ \$10.00 EA. TOTAL \$ _____

A.G. LAPEL PINS: No. _____ EAST Coast, _____ West Coast, _____ NOLA \$3.00 Each TOTAL \$ _____

A.G. Patches (SMALL-3") No. _____ EAST _____ WEST _____ NOLA \$3.00 EACH TOTAL \$ _____

A.G. Patches (Large-6") No. _____ EAST _____ WEST _____ NOLA \$6.00 EACH TOTAL \$ _____

DATE ORDERED _____ SENT _____ CHECK NUMBER _____ TOTAL AMOUNT \$ _____

***** CUT HERE *****

** NON-PROFIT ORGANIZATION — ORDERS WILL BE SENT IMMEDIATELY, IF IN STOCK.

Make Check or M.O. out to: "U.S. Navy Armed Guard WW II"

SEND ORDERS TO: U.S.N. ARMED GUARD VETERANS, C/O RUDY KOZAK
4950 DORY DR., NEW PORT RICHEY, FL 34652

ALLOW AT LEAST 3 weeks FOR DELIVERY (OR LONGER)
NOTICE: Write on the check at Memo or For: "DONATION"

ITEMS INCLUDE COST AND DONATIONS HELP PAY FOR EXPENSE OF ARMED GUARD-ONLY!!
ON BEHALF OF THE CREW, I THANK YOU FOR ORDERING THESE ITEMS. DISPLAY THEM AND HELP
FIND MORE OF THE "OL'SALTS". WE'RE DOING ALL WE CAN!! ARE YOU??

DID YOU SEND IN YOUR SHIPS AND DATES?? IF NOT, PLEASE SEND TO NATIONAL ADDRESS

**** **SEE Y'ALL and YOUSE GUYS AT REUNIONS** ****

* 144,970 SERVED IN THE U.S.N. ARMED GUARD IN WW II. 1810 LOST THEIR LIVES.
NON-PROFIT IRS I.D. NO. IS 74-2316668

THE BOOK "UNSUNG SAILORS-ARMED GUARD" CAN BE PURCHASED FROM
NATIONAL AT \$30.00 EACH.

ARMED GUARD JACKETS WITH EAGLE ON THE BACK CAN BE ORDERED FOR \$30.00 FROM
RICHARD KOHSE, 2304 LISTER RD. N.E., OLYMPIA, WA. 98506 206-456-1946
JUST SEND CHECK OR MONEY ORDER STATING SIZE. MED—LARGE—XLARGE—XXL
(You don't have to cut out of POINTER-Just write what you want)

U.S. NAVY ARMED GUARD WW II 14TH NATIONAL REUNION

MAY 10-14, 1995

TOWN AND COUNTRY HOTEL

500 CIRCLE N., P.O. BOX 85098 SAN DIEGO, CA. 92186-5098 1-619-291-7131

HOTEL RATES \$69.00 (PLUS TAX) (Cut off date 4/1/95 - Get on board NOW!)

ITINERARY and RESERVATIONS

Wednesday-May 10, 1995

Registration Check in Desk Opens 9:00 A.M.-5 P.M.

Hospitality/Memorabilia Room Opens 9:00 til 1 A.M. Wednesday-through-Saturday

On your own for rest of the day.

Thursday-May 11, 1995

Registration Desk Open9:00 A.M.-5 P.M.

Leave Hotel to Maritime Museum.....9:00A.M.

Bay Cruise (1 hour).....11:15 A.M.- 12:15 P.M.

Lunch at ANTHONY'S GROTTO.....12:30 P.M.- 1:30 P.M.

Seaport Village (Shopping).....1:30 P.M.- 3:45 P.M.

Leave for Hotel.....4:P.M.

Cost for the Days Activity.....\$25.00 Per Person X _____ Total:\$ _____.

On your own.

Friday-May 12, 1995

Registration Desk Opens 9:00 A.M.-5:00 P.M. (unless announced in packet)

Pacific Starlight Cruise to Ensenada, Mexico. (SEE ZAPOTOCKY'S LETTER)

Cost for the Days Activity \$90:00 Per Person X _____ Total:\$ _____.

Saturday Morning May 13, 1995

Registration Desk Open9:00 A.M. til ?? for Late Arrivals ???

General Business Meeting9:00 A.M. til ???

Lunch-----On your own.

Bus Tour of Surrounding Area **1:00 P.M.

** "Old Town-Cabrillo Monument-Balboa Park"

Check Choice: ___ Naval Base ___ Navy Ships No. _____

Afternoon Activity.....\$12.00 Per Person X _____ TOTAL:\$ _____.

Saturday Evening- May 13, 1995 (GET PICTURES TAKEN EARLY!!)

Social Hour-No Host Bar.....6:00-7:00 P.M.

Banquet/Dinner.....\$25.00 Per Person X _____ Total:\$ _____.

Sunday-May 14, 1995.....8:A.M.-10:00 A.M.

Breakfast-(SIT DOWN).....\$12.00 Per Person X _____ Total:\$ _____.

Followed by: TOASTS-SO LONGS and-SEE YOU IN ST.LOUIS!!

Check No. _____ Date Paid _____, 199__ GRAND TOTAL PAID..... \$ _____.*

******* BE SURE TO GET YOUR PICTURE TAKEN BY LARRY FRENCH FOR YEAR BOOK *******

Last Name _____ First _____ M. _____ Ladies Name _____

Street _____ Box No _____ Apt _____ City _____ State _____

Zip: _____ 4+ _____ Tel: _____ Handicapped? _____ Lady? _____.

Cruise info: Birthdate> M ____, 19__ F ____, 19__. Citizenship: _____

PLEASE MAKE CHECKS OUT TO: "U.S.N. ARMED GUARD WW II" (MAKE A COPY OF THIS FORM)
AND BRING ALONG WITH CANCELLED CHECK FOR PROOF IN CASE OF MIXUP! Send Checks
to: Joseph Zapotocky, 1846 Warmsland Ave., Vista, Ca. 92084-3330, TEL-619-724-0680

OUR MOTTO WAS-"WE AIM TO DELIVER"- WITH THE SAN DIEGO CREW-"THEY WILL DELIVER".



Lone Sailor

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



DEDICATION

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

THE U.S.N. ARMED GUARD WW II VETERANS 14TH ANNUAL REUNION WILL BE HELD MAY 10-14, 1995 AT THE TOWN AND COUNTRY HOTEL, 500 HOTEL CIRCLE NORTH, P.O. BOX 85098, SAN DIEGO, CA 92186-5098. FOR BEST RESULTS, CALL 1-619-291-7131. THE HOSTS ARE JOE AND MARY ZAPOTOCKY, 1846 WARMLANDS AVE., VISTA, CA 92084, 619-724-0680. MAKE YOUR RESERVATIONS EARLY. LET THEM KNOW YOU ARE A "U.S. NAVY ARMED GUARD WORLD WAR II VETERAN."



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



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Address Correction Requested

Remember Pearl Harbor!
December 7, 1941



**Support The USN Armed Guard
WW II Veterans Reunions**

FEB./MARCH, 1995

6907
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FELLSMERE FL 32948-5320