

JUNE/JULY, 1995

THE INTER

THE STARS AND STRIPES

AFRICA-MIDDLE EAST

CAIRO

Wednesday, August 15, 1945

FREE

EXTRA

IT'S ALL OVER!

Truman Announces Japs' Unconditional Surrender



A group of five American ex-POWs photographed immediately after the Japanese surrender, August, 1945. Courtesy NBC News. (From Some Survived, by Manny Lawton. Algonquin Books of Chapel Hill, 1984)

Yes, There Was a VJ-Day!

See Story on Page 8.

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5712 Partridge Lane
Raleigh, N.C. 27609
1-919-876-5537*

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149 El Dorado Drive
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ATTENTION

You know where you are.

You know where we are.

We know where we are.

But we don't always know where you are.

Please notify us when you move.

Non-Profit Organization

Tax Exempt No. 74-2316668

THE POINTER



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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"

Dear Armed Guard Crew, Ladies and Friends:

June/July-95

Another GREAT REUNION in San Diego and wish all of you could have been with us. We were blessed with pretty weather, pretty roses and a beautiful Hotel with a great staff. Our host, Joe Zapotocky and his co-workers did an excellent job and we're proud of them. He had some 34 helpers and that's too many to name. You know who you are and what you did and everyone there appreciates "Y'ALL".

Many shipmates were there together after 50 some years and it was a joy to see them together. There were approximately 800 in attendance and a good time was had by all. Around 450 caught the buses at 6:30 in the morning to San Pedro and sailed the S.S. LANE VICTORY. Many of us had never been in that area and it was an extra treat for us. We arrived on time and were met at the top of the gang plank by our good friend, Joseph Vernick, President Emeritus, and many more of the crew. A Continental Breakfast was served, the Merchant crew cast off the lines and we sailed off into the calm waters while most of the men took up their positions on the guns. The beautiful Catalina Island soon came into sight as the band played 30s and 40s tunes.

The Lane Victory Armed Guard Gunners planned and carried out a ceremony to the S.S. BLACK POINT, sunk on May 5th, 1945, 3 1/2 miles off Point Judith, Rhode Island just 3 days before the Germans surrendered. One Armed Guard, L. Whitson Lloyd, brother to L.D. and I, along with the 11 Merchant Seamen names were called out and a flower was cast into the water for each man. The S.S. BLACK POINT was the last ship sunk in the Atlantic Theater of War by enemy action. I cast a wreath into the water to the 1810 Armed Guard and a Merchant Seaman cast one to honor the approximately 5638 who were killed. Taps were sounded and the Honor Guard fired their salute. THEY WERE REMEMBERED.

Out of the sun came several "ENEMY" planes with a couple of American planes in hot pursuit. They made several passes at the ship, some coming in, skimming the water and pulling out just in time to pass over the ship. The "flybys" of the planes brought back many memories to lots of ol'salts as to how lucky they were to live through those dark days and be able to be there as a group to see such an exhibition performed in their honor. It was just GREAT!! TO THE PILOTS, TO ALL THE S.S. LANE VICTORY CREW— WE THANK YOU FOR A GREAT TIME!!

I was about to leave out that the guns jammed as the first planes came into sight and the gun crew were really embarrassed and they worked feverishly to get them to fire. They finally did as the planes were leaving and everyone had a chance to fire the 20MMs. The report is that the guns performed well on the two cruises that followed. To Thom Hendrickson, Loring Bigelow, Bob Abbott, Joe Piccolini, Charlie Savonna and others, you had the guns in great shape. We are proud of you. If any more of you are in the area who would like to help these guys, please do so. This goes for the S.S. JOHN W. BROWN and the S.S. JEREMIAH O'BRIEN also. You can have a great time with these dedicated men. We had to say "SO LONG" to the ship and crew and boarded the buses back to San Diego. I don't think anyone had to be rocked to sleep that night. What a great day!! Some of the "OL' FOLKS" got tired out!!

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**

Our business meeting was rather short and I was elected again to be Chairman for 1996. Approximately \$1100 was taken up by the passing of the hat and this was turned over to Joe Zapotocky to put in the Armed Guard bank account there to help pay the bills. Joe will be sending the balance here to go into the National Bank Account for the POINTER and help pay for the items purchased that have not been sold. I have printed an updated "ORDER LIST" for Rudy Kozak as we had some changes that had to be made. Cost on items has gone up and he had to increase the price to compensate for it. Many of you have donated to help with the expenses. You know who you are and the amount. All collected has been used wisely. Many of you cannot donate. Cancelled checks are your receipts. As it stands now after receiving the remainder from Zapotocky and pay for things already ordered and pay for the printing and mailing of this "POINTER", we may have \$1000 left over. Remember, this is run strictly by voluntary donations. I would like to print another "POINTER", if possible, for a "VJ-DAY SPECIAL". Let me know if you think it should be called "VJ-DAY"; "VICTORY OVER WHOEVER", OR WHAT?? I would like to remind you once more that no salaries are paid.

While I am on the subject of BANKING, our bank has merged with BB&T and the ACCOUNT NUMBER IS NOW: 5118232684. PLEASE MAKE A NOTE OF IT!! DONATIONS are still to be made out to: U.S.N. ARMED GUARD WW II VETERANS and sent to the POINTER return address on the cover, unless you want to send it in when you order from Rudy Kozak. He will deposit any checks sent to him. THE BALANCE AS OF 6-14-95 IS \$8339.13.

Joe Zapotocky sent me the list of the raffle winners which are as follows:

- (1) A. M. Rust, 1535 Dominican Dr. Zionsville. Oh. 46077\$500.
- (2) Jim Vermeulen, 140 S. Dolliver #41, Pismo Beach, Ca. 95449 \$500.
- (3) Leo McDaniel, Rt. T Box 41, Redding, Ia. 50860\$500.
- (4) Victor Westerling, 3112 Lloyd Dr., Holiday, Fl. 34691\$300.
- (5) Ruben Recio, 13382 El Dorado Dr., #194-13, Seal Beach, Ca. \$200.

On behalf of the Armed Guard, Joe and I would like to thank each of you who helped support the Armed Guard expenses for the past year. Without this, we could not have made it. Expenses are greater and donations are slower. I am sure that many of you need all you can get to survive. We'll make it as always. Living on Social Security is not easy.

The new computer is paid for and I sent the old one to Rudy Kozak so he can use in sales and keep records. This has taken quite a load off of me. Over \$3500.00 was used in postage alone in sending out to all the located shipmates we have found. I will have one more large item to purchase in the near future and that is, "another copier". I have worn this one out and they don't come cheap. The repairs on the old one mount up and are really aggravating. Will do for now, tho.

I would like to express thanks from L.D. and I and the Lloyd family to the North East Armed Guard Crew under the leadership of Gerald Greaves for arranging and carrying out wonderful ceremonies to the BLACK POINT and her crew on May 4th and 5th, 1995. We met at the Dutch Inn at Galilee, Ma. and walked across the street on the 4th where approximately 250 boarded the "BLOCK ISLAND FERRY" out in to the Atlantic Ocean. We stopped over the S.S. BLACK POINT, cut the engines had a ceremony and one wreath was cast into the water by L.D. and I to honor the Armed Guard. Ray Tharl, a survivor of the sinking, cast a wreath to honor the Merchant Seamen. William Williams, a survivor of sinking of the S.S. Carlton on July 5th, 1942 and who was a Prisoner of War for the duration, led the invocation service.

On May 5th, the Sprague Energy Company, who were the owners of the BLACK POINT, held a special memorial service

with full military service at Portsmouth, Ma. and was covered by T.V. and all the press in the area. It was followed by a dinner to special guests at the Sprague Estate where the video, "Point Judith - The Forgotten Heroes" was shown on a large T.V. screen. Our thanks go to Sprague for such a wonderful tribute to the 12 men who did not return. THEY WERE REMEMBERED!

On May 19th, L.D. and I flew (by plane) to Boston, Ma. and were met at Logan Airport by Mary and Morgan O'Loughlin of E. Weymouth, who insisted that we spend the night with them, and where Elaine and Al Knuipus, another Armed Guard couple, joined us for a wonderful dinner. Next day, the O'Loughlins took us up to Buzzard's Bay Massachusetts Maritime Academy to attend the National Maritime Day Service, coordinated by Captain Al Wilson of the Academy. After a ribbon cutting ceremony officially opening a new Ship Simulator Room, a brief ceremony was held at the Merchant Marine Memorial with full military honors. After the Navy Hymn and taps, a Plaque was unveiled in Memory to the S.S. BLACK POINT with the 12 men's names inscribed. A dinner followed in the dining hall.

Gerald and Lena Greaves were our "TOUR GUIDES" the next day back to the Logan Airport and on the way, Gerry took L.D. and I by the way of Centerville, Ma., where we drove into the driveway of our shipmate of 50 years ago, John W. Wilds. I rang the doorbell and Wilds said, "Can I help you gentlemen?". I replied - "I am your probationary officer—" and that was all it took!! John said, "C.A. and L.D. Lloyd!! Come in the house"!! Needless to say, after a few "BEARHUGS", pats on the back and 2 hours of "OL'TIMES", I felt that I was really paid in full for all the time and effort since 1982. It was just TERRIFIC!! We had been shipmates on the U.S.A.T. J.W. McANDREWS for three trips and were loaded with troops, headed for Japan when the bombs were dropped. I was thankful at the time as these men had been through hell for three years or more and we brought them back home, ALIVE!! THANK YOU PRESIDENT TRUMAN!!

Where were you on "VJ DAY"? Would you care to write about it? Have any comments on whether or not it was justifiable to drop the bomb? Write your story now on your service experiences and your opinion on dropping the bomb. Let me know if it is O.K. to print it in the POINTER. Think about it. I can not print everyone's story but I can store them for future historians to read.

Did you purchase the Video Documentary "S.S.JEREMIAH O'BRIEN PORTLAND, MAINE HOMECOMING" that was shown on Page 16 of the Feb/Mar POINTER? If not, you have missed a great Video. You can still purchase one for \$15.95 through September 30, 1995. After that date, the price will be \$25.00. All "NEW OL'SALTS" who we locate after that date can obtain it at the \$15.00 price if you give them your computer number with your name when ordering. Ross will furnish me names of the ones purchasing after that date to protect him. Send Check or Money Order to: Communications Directions, R. Bertham, Dept-A.G., RR-5 Box 608, Gorham, Maine 04038 (USA). His telephone Number is: 1-207-642-3417. A great gift, too.

To the widows: A postcard or letter can keep you on the mailing list. All you have to do is write: "Keep sending me the Pointer". Sign your name and give the Computer number that is on the mailing label. This lets me know you are receiving the "POINTER" and still interested. Please cooperate with me.

Suggestions are always welcomed to help make the next Reunion better. Eloise Moran (Mrs.Thomas), 1049 N. Minerva Trail, Long Beach, Ca. 90813-3029 has called to say she would like to give a "TEA PARTY" for just the Ladies at St. Louis. DO NOT send her any money as this will be taken up with Al and Wanda Colella, our host for 1996, and prices will be dealt with meals and the Hotel. Eloise informed me that they had already made their hotel reservations. They have been long time Navy friends with Al and Marie Sniff and found out they were both in the Armed Guard and met in

San Diego. Al was our Chief Bartender and was assisted by Norman King. Marie, along with Ellie and Rudy Kozak helped with the sale of items. There were others, too!! If any of you ladies would like to call Eloise and place your opinion, her number is 310-591-8364. The "TEA" would not be in conflict for any tour planned.

Jim Hollis is still working on the WW II musical tape and has informed me it will be quite sometime yet before they will have them available. I'll place it in the POINTER when available.

A REMINDER ON THE 1995 REUNION PICTURE BOOK!!

If you had your picture taken by Larry French, our Reunion Photographer, be sure to return the picture, or pictures of your choice along with a check or money order of \$12.00 as soon as you get them so we can get them back to you before the Christmas Holiday. Those of you who did not have your picture taken there, or those who did not go but would like to have your picture and address in the book, please send a wallet size photo to French. His address is:

REUNION MEMORIES, C/O LARRY FRENCH, P.O.Box 161939, Eltamento Springs, FL 32716, (407) 862-2311. Be a part of the ARMED GUARD REUNION YEAR BOOK. Joe Zapotocky asked me to thank those who attended and wish all could have been there with the crew, and hoped all who attended enjoyed their stay.



Larry French aboard the S.S. LANE VICTORY

From all of us to all of you, stay healthy and attend the LUNCHEONS, BREAKFASTS and MINI-REUNIONS. These men go out of there way to make you happy. CALLOYD



Norman H. "Pappy" White, 89, left, is the oldest member of Veterans of Foreign Wars' Wilkins-Edwards Post 176 in Newport News. With him is Post 176 Commander Rodney L. Smith. They will participate in Saturday's Loyalty Day ceremony.

Parvata Miller/Daily Press

Loyal tribute

Veterans to celebrate patriotic commitment

By Virginia Biggins
Daily Press

NEWPORT NEWS

Patriotism runs strong in the veins of 89-year-old Norman H. "Pappy" White of Newport News, the oldest member of the Veterans of Foreign Wars' Wilkins-Edwards Post 176.

"Young people don't have that dedication today, but that doesn't mean they wouldn't get out and fight for their country if the need arises. I think they'd answer the call just as I did," says White, a VFW member for 51 years.

White will be there to help celebrate the 75th anniversary of Post 176 at 6 p.m. Saturday at the Omni Newport News Hotel. James Robert Curricio, executive director of the VFW's Washington office will speak at the dinner before a dance.

"I don't plan on missing the fun," White says with a wink. "I may be pushing 90 and my wife is 88 years old, but that doesn't mean we should sit around and do

nothing. I go to every VFW meeting, except when the weather is bad. I first joined the VFW organization in Newark, N.J., and joined Post 176 after I came to Newport News in 1963."

The stocky, white-haired man walks with a cane today, but in the 1940s his agility saw him through some tough times as a member of a U.S. Navy gun crew assigned to a merchant ship sailing through the waters where German U-boats lurked.

White was aboard one of the 5,000 vessels involved in the D-Day landing on the Normandy coast on June 6, 1944, the day of invasion of western Europe by allied forces in World War II. His ship, the SS Jim Bridger was assigned to bring troops and supplies to the Omaha Beach section of the landing zone. Omaha Beach was under strong enemy fire during the invasion. Approximately 2,000 American servicemen lost their lives, many of whom were wounded and were lost in the rising tide as they tried to get to shore, he recalls.

White enlisted in the Navy soon after

Loyal

Continued from N1
the Japanese bombed Pearl Harbor on Dec. 7, 1941.

He was a boatswain's mate when he left the service at war's end.

"I joined the Navy because I'd rather ride to work than walk to the fight like the Army did," he says. "But, serving on a convoy duty was pretty hair-raising. Sometimes there were nearly 100 ships in a convoy and we always dreaded being seventh in line. We called that position 'coffin corner' because the Germans always fired their guns in that direction."

Before he retired, White would serve on three different merchant ships, which had no doctors or

pharmacy to treat the wounded, he says.

"When the war ended I thought it was ironic that the Navy sent me to a Shore Patrol unit in Boston, Mass., because I really had to do some walking then. My favorite patrol was the ball park, where I'd help get our military guys in free," says White, who resembles the old-time movie actor Pat O'Brien.

The Summerville, Mass., native got out of service and worked for several years in the advertising and publishing business, where he mapped counties in New York state.

He then went into the automobile business for the next 56 years, first in New York and then in Virginia. He came to the Peninsula in 1963, where he first

worked for Hutchens Chevrolet Co. in Newport News.

White's first wife of 47 years died of cancer and he married his second wife, Marguerite, 17 years ago.

The Whites have three grandchildren, three great-grand children and one great-great grandchild.

Although born in the United States, White speaks with the accent of his Scottish ancestors who came to this country before the Civil War.

"Grandfather could still drive a team of horses when he was 96 years old," says White. "I expect to be going strong when I hit that age too. But, I won't be 90 years old until December, so I'm still relatively young," he says with a laugh.

Reprinted from the Newport News
Daily Press, Thursday, April 27, 1995.

Sent in by Norman H. White, Box
1835, Newport News, VA 23601

— In Memory —

DEPARTED SHIPMATES SINCE APRIL/MAY 1995 POINTER

Allwein	William D.	Lebanon	Pa	Kathryn	1/29/95
Apuzzo	Arthur B.	Huntington Sta.	NY	Catherine	6/4/95
Brake	Larry W.		Ga		2/16/95
Cooney, Jr.	Loring G.	Theils	NY		
Cortez	Epefania	Laramie	WY	Lillian	5/95
Diven	James W.	Glen	Md	Sarah	?
Donnelly	Robert C.	Fenton	Mi	Dorothy	7/29/95
Gilbert	Dougald L.	Henderson	NV	Virginia	3/16/95
Hodge	Mack	Clinton	Ms	Tommie	4/17/95
Knott	Lewis	Mt. Washington	Ky	Emma	4/15/94
Kuzulka	Nicolia	Waupun	Wi	Gloria	4/8/95
Lemunyon	Arthur N.	Concord	Ca	Ruby	3/21/95
Lloyd	Roy E.	West Henrietta	NY	Mary	5/4/94
Malone	John C.	Hatboro	Pa	Helen	5/10/95
Maris	Gus	Port Charlotte	Fl		3/21/95
McGrath	James J.	Anchorage	Ak	Shirley	4/27/95
McNutt	George	Maumee	Oh	Grace	12/11/94
Morf	Willys J.	Grand Rapids	Mi	?	3/25/92
Petrosino	Frank J.	Granby	MO	Ellen	6/95
Pickett	Kenneth	Burkburnett	Tx	Freedra	3/5/95
Pierce	James	Auburn	IL	Mary Ann	11/19/87
Riddle	Arthur A.	Des Moines	Ia	?	1965
Ripley	William B.	Fort Lauderdale	Fl	Annette	3/12/95
Scott	Kelly	Chillicothe	Oh		8/29/94
Sehl	John C.	Loudenville	NY	Edna C.	5/17/95
Smith	Edward W.	Sacramento	Ca	Mary K.	5/17/95
Syboda	Daniel J.	Warner Robbins	Ga	*	4/17/95
Thomas	Wilbur	Wallingford	Pa	Catherine	2/22/95
Travis	Howard O.	Zirconia	NC	Betty	4/3/95
Trimble	Foy D.	Farmington	Wa	Virginia	1995

CORRECTION FROM APR/MAY POINTER "IN MEMORY" COLUMN

I mistakenly placed Ernest Boswell's name there and he wrote a note to say he was still around and doing fine in Texas. He had sent in his Armed Guard friend's name, Kenneth Pickett, who is listed above. I regret that such a dreadful mistake was made but Ernest accepted my apology when I called him. Our sympathy is extended, as always, to all who's Mates have gone to prepare a place for us. (cal)

A "SPECIAL NOTICE" is that Ann Kurlinkus was sent a substantial check, which was sent to her in MEMORY of her husband Ed and she forwarded to the "POINTER" in his Memory. Also, from the same IL-WISC Chapter, another large check was sent to Gloria Kuzulka in MEMORY of her husband, Nick and she forwarded it to the "POINTER". Ann and Gloria have both asked to remain on the mailing list and their wishes have been granted.

Bill Tubbs, W2022 Tubbs Rd., Seymour, Wisc. 54165 sent a donation, in Memory of his wife, Zona who went to meet her Lord on April 25, 1995. Bill said a delegation of the IL-Wi crew attended. The Armed Guard crew here are like many groups who meet, a great big family.

It has been suggested that an "IN MEMORY" fund column be placed in the "POINTER" and I do appreciate the thoughts but space wouldn't be ample enough to do this worthy cause. Should you want to send an "IN MEMORY" check, it will be used wisely to support the organization. (C.A.Lloyd)

Dear Sir:

June 2, 1995

I am writing on behalf of my grandfather, Captain Robert Munson Brown who is now 93 years of age. He was Captain of the S.S. OAKLEY WOOD, a Liberty Ship during WW II and he relates stories to my sister and me of his experiences at sea. He remembers being hit on the side of the ship with a "BUZZ BOMB" in Murmansk, Russia. Anyone knowing of my father or the S.S. OAKLEY WOOD, please write to us and we will write back. "POP" is doing O.K. for 93, but vision and hearing aren't too good. He keeps a garden of tomatoes, okra, pepper and flowers.

We have not read or seen hardly anything in print of his ship during his tour of duty. We are very curious to hear from anyone and can't tell how thrilled he would be to hear something remembered by anybody about his ship, or the experiences via Murmansk, Russia. He led a convoy of three Liberty Ships but doesn't remember the names of them. He says it was foggy, one ship blew up, one was lost. His ship was the only one to make it to port. Thank you so much!! **Lynne Edwards, C/O Robert M. Brown, 76 Almeria St., St. Augustine, Fl. 32084.**

Dear Richard Kohse,

May 10, 1995

Last year, I talked to C.A. Lloyd on the phone about getting an Armed Guard jacket for for my father on Father's Day, but about a week later, my mother, Josephine passed away. I never got around to ordering that jacket but I am in hopes it gets here in time for this Father's Day. I am sure it would lift his spirits. He is very proud that he served in the Armed Guard and I am too!!

I hear all his wartime stories and I enjoy them. We sit together and read the "POINTER" from cover to cover, which we enjoy reading a lot. I am very proud of my father, Joseph F. Devlin. HE IS MY HERO!!

Last year, we visited the S.S. JOHN W. BROWN in Baltimore and it was so good to see a smile on my father's face again. Proudly, he gave me a tour of the ship from one end to the other, inside and out. I enjoyed the whole day that we spent together. The memories I have of that day will remain with me as long as I live. I am now ordering the Armed Guard jacket with the Eagle on the back. His size is "large". I would also like to know how I can order the Model of the Lane Victory* from the April/May POINTER. Thank you so much!! **Colette Devlin, 315 Suzanne Ave., N. Cape May, N.J. 08204.**

*ORDER FROM: S.S. LANE (V) SHIP STORE, P.O. Box 629, San Pedro, Ca. 90733-0629 Tel: (310) 519-9545, FAX: 310-519-0265. PRICE: \$29.95 plus \$4.95 for shipping and handling.

Rendering Honors During Colors

During colors everyone within sight or hearing renders honors. Personnel outside cease work, face the colors, and salute until the last note of the anthem. Persons wearing civilian clothes or athletic gear stop and face the colors at attention. If a hat is worn, it should be held in the right hand, over the heart. If no hat is worn, salute by holding the right hand over the heart. A woman in civilian clothes, with or without a hat, stands at attention and places her right hand over her heart. Drivers of motor vehicles pull over and stop if traffic safety permits. (Source: *The Bluejackets' Manual*, 21st edition. Reprinted from DESA NEWS, May-June 1995.)

★ ★ ★ ★ REUNIONS ★ ★ ★ ★

"REGIONAL, MINI-REUNIONS AND GET-TOGETHERS, ETC."
Support these local meetings while you're able.

ORANGE COUNTY, CALIFORNIA AREA Contact: Walter Davis, 2604 N. Tustin Ave. #F, Santa Ana, Ca. 92705, 714-997-7119 as he would like to start up an ARMED GUARD MEETING. Wait, best of luck in your endeavor. I am sure you'll enjoy the Comraderie and sea stories.

PURPLE HEART ASSOCIATION WILL HOLD THEIR 63RD NATIONAL REUNION AT THE ALBUQUERQUE, NEW MEXICO HILTON. Contact P.H. National Hdqtrs., 5413-B Backlick Rd., Springfield, Va. 22151-3960, 703-642-5360. (ATT: Mike Prothero)

"SAMPSON BOOT CAMP" WW II VETERANS will hold their "8TH ANNUAL REUNION" 9/15-17, 1995 at Waterloo, N.Y. Contact: Saul Earnstein, 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 "honorably" discharged.

NAVAL MINE WARFARE ASSOC. CREW CONTACT JIM MINOR-COORDINATOR, 224 ANGELUS DR., SALINAS, CA. 93906, 408-449-5352, HILTON HEAD ISLAND, S.C. 9/17-21, 1995.

The Battleship **USS NORTH CAROLINA** (BB-55) in Wilmington, North Carolina 50th Anniversary of VJ-DAY will be held September 2, 1995. For Veterans to obtain "free" tickets, send a copy of your discharge or separation papers as proof that you were a WWII Veteran to: Capt. David Scheu, (USN-Ret), Director of Battleship Memorial VJ-DAY, P.O. Box 480, Wilmington, NC 28402, 910-251-5797, Fax 910-251-5807.

THE AGC FLAGSHIP ALLIANCE PERSONNEL who served on the AGC's 1 thru 18 and USCG WAGC's 31-37 will hold their NATIONAL REUNION Sept. 20-24, 1995 in Covington, Ky. Contact: W. Ted Branthoover, 5336 Highgrove Rd., Pittsburgh, Pa. 15236-1629, 412-844-2650.

"ALABAMA CREW" are to contact Cliff Rushing, 9044 Belvoir Dr., Birmingham, Al. 35206 or Tom Toughey, 2408 Brook Run, Birmingham, Al. 35244, 205-988-3479 for their meeting at ROSSI'S RESTAURANT in Birmingham on August 8, 1995. I failed to enter them in the POINTER but they did well on their own and had a great time!! SO SOLLIE!! (CHOLLIE)

Don McLean, President **V.U.-1 WW II Veterans**, 225 Union Ave., Oakdale, Pa. 15071, 412-693-0578 "sez" they will hold their Natonal Reunion Oct. 30-Nov. 5, 1995 at the "GULF BREEZE, HOLIDAY INN, Pensacola, Fl.

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 informs me that the Ga. crew will meet July 17, 1995 at SHONEY'S at Exit 38, Lilburn, Ga. This crew is growing FAST!

"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. John informed me that Vincent Daddazio, 100 Dunn Tower Dr. #1 A-404, Rochester, NY 14606, 716-429-6653 has been a tremendous help to him so I thought that I'd let you know and

give credit where due. Many of you can assist these guys who make it possible to meet with the local "OL'SALTS". THANKS VINCE!!

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, Latere 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 AT 10 A.M.

PATROL CRAFTS SAILOR ASSOCIATION 8th Annual Reunion will held at the SHERATON CRESENT HOTEL, 2620 West Dunlap Ave., Phoenix, Az 85021, 5/31/95 Til 6/4/95.

NEBRASKA Host, Moe Carlton, 6601 Benton St., Lincoln, Ne. 68507, 402-466-1058 reports that they meet for coffee and stories (fibs) on the 1st MONDAY of each month at FARABEES RESTAURANT on HWY 56 and 2 at 9 A.M.

WILKES-BARRE, PA. AREA Host Delbert Lennon, P.O.Box 772, Wilkes-Barre, Pa. 18703 reports that his meetings will be the 4th Saturday of each month at the MARK II RESTAURANT, 1020 Wilkes Barre Pa. Township Blvd. W-B, Pa. Lennon's telephone # is 717-467-2161, weekdays only. Their first meeting was a great success with Clint Barr and Alex Lombardi attending to "KEEP HIM STRAIGHT!!". It meant alot to those in the area who never had a chance to attend any Armed Guard functions.

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.

WESTERN N.C. AREA MEETS AT THE "MILLS RIVER RESTUARANT, 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. SKIPPERS John and Phyllis Neven, 3514 N. Oak Park Ave, Chicago, IL 60634, 312-725-2186 say they'll hold their 10/20-22, 1995 MINI-REUNION AT THE MIDWAY MOTOR LODGE IN MADISON, WI. They will be holding a 12 NOON meeting at THE OLD COUNTRY CAFE 6/1/95 in Madison for the Il/Wi crew, with Ken and Jackie Niebuhr, 820 Brandie Rd., Madison, Wi. 53714 as Hosts.

WILMINGTON, N.C. Armed Guard holds 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. This crew will also take part in the SOUTHPORT, N.C. July 4th, 1995 parade and they are to meet Thomas Southall, 40 Southall Dr., Bolivia, N.C. 28422, 910-754-7602 at the S.S. JOHN D. GILL Monument at 9:30 A.M. Parade starts at 11 A.M. at Moore and Atlantic Street. If you are in the area, do visit the USS NORTH CAROLINA, the only battleship to ever run into a restaurant. Enjoy the Carolinas' sandy beaches.

"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, FALSINGTON, PA. 19054, 215-295-9858 AT 11:30 A.M. 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 HOST 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!!

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.

The **PORTLAND-MILWAUKIE, OREGON** ARMED GUARD MEETS WITH THE M.M. CHAPTER at the ELKS CLUB. Contact: George Goode, 4017 S.E. Aldercrest Rd., Milwaukie, Oregon 97222, 503-659-1925.

The **"NORTH-WEST PASSAGE", "AK-OR-WA-ID" CREW** will hold another Fall-1995 Mini-Reunion. Contact: Billie and Richard Kohse, 2304 Lister Rd., N.E. Olympia, Wa. 98506-3616, 206-456-1946, or: Don and Pearl Werner, 18605 N.E. 219th St., Battleground, Wa. 98604, 206-687-3630.

The **Hosts for the OR-WA-AK-ID REUNION** are Russel and Mary Washburn, 15365 May Rd., Dallas, Oregon 97338, (503) 623-9349. They will meet at the SHILOH INN, Newport, Oregon on Sept. 27 & 28, 1995.

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

Survivors of FLEET and MERCHANT SHIPS sunk at GUADALCANAL June 1943 contact Richard Rogers, 2439 Jenes Ln., Santa Rosa, Ca. 95403, 707-542-7294 for Reunion 9/18-19/95 at Casa Munras Hotel.

Rochester, Minnesota Area should contact: Harold Forbes, 102 2nd St. SE, Apt. 1005, Rochester, Mn. 55904-3785, 507-288-2517. Help him get started!!

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, Jeffersonton, 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.**

The **MO-KAN 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.** 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. PLACE: GREENTREE MARRIOTT. (SEE YOUR YELLOW PAGES.)

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 Pitittieri, 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 AV., 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 can inform you of their meetings. Howard Long, Box 65, Bowling Green, S.C. 29703, 803-222-9402 is their 1995 Chairman.

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!!

ROANOKE, VA AREA held their first meeting 6/9/95. They will meet the 2nd Friday of each month at the Roanoker Restaurant, 2522 Colonial Ave. at 11:30 A.M. Contact: Bill Miller, 157 Houston Ave., Roanoke, VA 24012, 703-362-0576, or: Larry Hewitt, Rt. 3, Box 437, Moneta, VA 24121, 703-721-2920. Larry joins the FLA. SNOWBIRDS after October.

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 Host that area. I have reprinted the order form for caps, pins and buckles. Order directly from the KOZAKS.

SPRINGHILL, FLORIDA 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 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.

LAKELAND AND BARTOW, FL AREA Contact: Jack Renaud, 839 S. Success Ave., Lakeland, FL 33801, (813) 688-1312 for future meetings.

MESA, ARIZONA HOSTS will be Clarence and Marilyn Halpny, 1180 S.S. Tarr St., Apache Junction, Az. 85219, 602-983-5212 since the passing of Carlo Traficano on February 18, 1995. Carlo was a great leader and will be missed by all who knew him. The crew has changed meeting places to: "SHONEY'S" at Gilbert and Baseline in Mesa on the first Saturday of the month at 9. A.M. and Adele has volunteered to continue to assist them so I am leaving her name and address as a second party Host to contact. Adele Traficano, 108 N. Greenfield Road, Apt-2117, Mesa, Az. 85205, 602-396-6233.

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 Host is: 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.

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**.

All three ships need volunteers and donations FOR MANY EXPENSES, SUCH AS: GUN COVERS, MUSEUM CASES, PRINTING OF LITERATURE PLUS MANY OTHER THINGS!! SHIP'S ADDRESS: (unless moved)

1. S.S. JOHN W.BROWN, P.O.BOX 25846, Highlandtown Sta., Baltimore, Md. 21224-0846, 410-558-0646.

2. S.S. LANE VICTORY, 839 S.BEACON ST., PIER 94, SAN PEDRO, CA. 90733, 310-519-9545.

3. S.S. JEREMIAH O'BRIEN, FT. MASON CENTER BLDG-A, SAN FRANCISCO, CA. 94123-1382, 415-441-3101.

"Skipper" Brian Hope and the entire crew of the S.S. JOHN W.BROWN "THANK" all who took part in their fund raising for the "BROWN".

LSM ASSOCIATION NATIONAL REUNION WILL BE HELD IN CINCINNATI, OHIO, AUGUST 23-27, 1995. Contact: Richard Schatz, 66 Summer St., Greenfield, Ma. 01301.

NOTICE C. SMITH'S ADDRESS AND TEL.No. CHANGE BELOW!! **TEXAS MERCHANT MARINE** meet the 2nd Wednesday of each month at LUBY's Cafeteria, 2233 W. North Loop, Austin Tx., 11 A.M. Contact Chas. Smith, 404 North Water St., Burnett, Tx 78611-2451, 512-756-9853. All Armed Guard and Merchant Seamen are welcomed at the Ol' Corral!!

DAKOTASII Verne and Evelyn Barrett, 208 E.Centennial Drive, Rapid City, S.D. 57701, 605-343-4171 has a 2ND Wednesday 8.A.M. meeting at "PERKINS" on Mount Rushmore Rd., in Rapid City, S.D. When traveling through this scenic country, join them for fun.

The **NEBR-KS-MO-OK** "Mini-Reunion" will be held in Tulsa, Ok. 9/8-10/95 at the TRADE WINDS CENTRAL BEST WESTERN MOTEL. Contact: Jim and Edith Carlton, 519 E.6th, Bristow, Ok. 74010, 918-367-6764.

LAS VEGAS AREA CREW meets on the first (1st) Tuesday of each month at the "COUNTRY INN" on SUNSET ROAD in Henderson, Nevada for 1 P.M. Lunch. Contact: Merv Yarbrough, 7920 W. Wigman Ave., Las Vegas, NV 89113, 702-361-6817 or 565-4022. All ARMED GUARD, MERCHANT MARINE and VISTORS WELCOMED!!

THE **RALEIGH, N.C.** Armed Guard meets on the FIRST (1ST) Saturday of the month at 8:00-1100 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. If you're coming into Raleigh on a Friday to spend the night, give us a call and we'll get together. (CAL)

The 37th **SPECIAL N.B.C. Reunion** will be held 9/14-16, 1995 at the H.I., Joplin, Mo. Contact: Henley Alexander, Rt-1 Box 118, Hallowell, Ks. 66725, 316-597-2929

USS LCS(L) 1-130 NATIONAL ASSOC. will meet in New Orleans, La. 8/22-26/95. Contact: L. Richard Rhame, 1550 Sims NE, Orangeburg, S.C. 29115, 1-803-534-2259.

If I missed any, or any need corrections, please let me know. That is the only way I know. (cal)

P.S. The article, "YULETIDE IN MURMANSK" from the Dec. 1994 POINTER was reprinted in the NORTHERN LIGHT, THE NORTH RUSSIA CLUB PUBLICATION.

MESSAGE FROM THE CAPTAIN

U. S. NAVAL ARMED GUARD CENTER
First Avenue and Fifty-Second Street
Brooklyn, N. Y.

4 July 1944.

The significance of Independence Day is more deeply imprinted in our minds this year than perhaps ever before.

Nearly one month has now passed since our ships and troops moved on to the beachheads of France to start the invasion marking the beginning of the end for America's enemies and the preservation of those beloved ideals for which the founders of our great country gave their lives just as our shipmates are giving their lives in the present conflict.

Wm J. COAKLEY

July 4, 1941

THE POINTER

-Some Survived

—Reprint The Stars and Stripes —
The National Tribune
9 June 1986

By MANNY LAWTON
Algonquin Books of Chapel Hill
1984, 293 pp., \$16.95

Forty years ago, at two o'clock on the afternoon of 16 August 1945, hundreds of gaunt and emaciated American prisoners of war were summoned before the garrison of a Japanese prison camp in Korea.

The war has ended, they were told. The Imperial Japanese military and naval forces have surrendered to the United States of America.

The commandant, an old Japanese colonel, then bowed and handed over his sword to the senior American officer then present.

Almost all the Americans had been captured 3½ years earlier

after the fall of the Philippines. They had since endured incredibly barbarous treatment. They had every reason to despise and loathe their captors, and to want to take revenge for the brutality they had experienced.

What happened then constitutes one of the more moving and dramatic moments in American history. It is described by one of the prisoners. Manny Lawton, of Estill, South Carolina, in his book, *Some Survived*, published recently by Algonquin Books of Chapel Hill and now in its fourth printing.

"Even before the commander of our captors finished speaking," Lawton remembers, "I could sense in all of us an unexpected calm. We were stunned and relieved. To our complete surprise we had already begun to feel fragments of pity for this humiliated old man."

"I am sure the minds of each of my comrades was crowded with its own reasons to hate," Lawton writes. "Among us were sufficient fresh scars, both mental and physical, to have incited us to rush forward, seize their weapons, club them to the dirt and stand astride their helpless, prostrate bodies. But nothing so bizarre happened. Indeed, nothing so akin to hateful, revengeful, derisive conduct on our part occurred at all. We merely stood and stared across the 25 feet of bare dirt separating us, the newly freed, from them, the soon-to-be prisoners of war."

Lawton concludes that "perhaps our restraint was the result of our own experience of the bitterness and the agony of defeat. I prefer to believe it was the natural product of generations of American civilization and its spontaneous compassion for the underdog. Christianity, no doubt, played its part."

Many of the American prisoners in Lawton's group had taken part with him in the infamous Bataan Death March, and later in one of the most grim and hideous episodes in the history of the Second World War, in which, following the American invasion of Leyte in 1944, some 1600 POWs were loaded by the Japanese onto a ship bound for Japan.

Forty-five days later, following air bombardment, starvation, disease, and near-suffocation undergone by men crammed in the filthy holds of a ship and exposed to extremes of heat and cold, less than 400 sur-

vivors went ashore in northern Kyushu.

For some days before the Japanese colonel's announcement on 16 August, Lawton writes, the American prisoners had sensed the end of their ordeal was in sight. Korean guards, who had little love for the Japanese, kept the Americans informed of the progress of the war. A Japanese lieutenant who had been particularly brutal in his treatment of the prisoners was suddenly transferred out.

A young Japanese doctor who assisted an American medical officer at the prison infirmary showed signs of nervousness and extreme worry. When asked what was wrong, he broke down. "I fear for my safety," he said. "We have lost the war. Now the Americans will come in and kill me. I have done nothing wrong. I was only serving my country. Now I must die for that."

The American medical officer, despite all the horrors he had endured at the hands of the man's countrymen, assured him that "you need not fear for your life. I will speak up for you. You have been kind and helpful to me and to all the prisoners."

Following the surrender announcement, the Japanese prison guards were marched away, and the assembled American prisoners "broke into victory yells which must have been heard miles away," Lawton writes. "There were shouts of Victory! Freedom! Food! Home! America! Come on Yanks!" The British chaplain present gave an emotional prayer of thanksgiving, which was followed by a passionate group singing of *God Bless America*.

The American cooks raided the storehouse and served up a huge meal. "For once," the mess officer explained, "I want you to have all you can eat and still have some left over to throw away."

The day following, an American B-29 bomber circled over the camp, and dropped parachute loads of supplies — hams, turkeys, corned beef, canned fish, vegetables, fruits, candies, pudding, medical supplies and clothing.

Several days after that Lawton and others went down to the waterfront of Jinsen (the present-day Inchon), Korea, to see the American forces come ashore. "Young they were and

strong-looking," he writes. "With full field packs on their backs and rifles at ready however, they gave the impression of men capable and ready to go in to battle immediately."

After stays in Manila and San Francisco, Lawton arrived home in South Carolina two months later. His weight, which was down to 115 pounds at the time of the Japanese surrender, eventually leveled off at 185 pounds.

"At each sitting I consumed as much food as any three working men," he says of his return to South Carolina. "In between there was always room for ice cream, milk shakes and candy bars. While it got to be somewhat embarrassing to my mother, the numerous good cooks around Garnet and Estill seemed delighted."

"I couldn't say that all the years of denial of family, friends and food was worth the pleasure now being reaped in catching up on each, but this rapturous festival served rapidly to blot out unpleasant memories, and convince me that, really and truly, it was all over, and that more fortunate than many brave men, I had survived."

Thanks to Pearl Harbor Survivors' October, 1986 magazine "Pearl Harbor - Gram" for reprinting this article. Author Manny Lawton is now deceased, and the book is out of print, but you may find it at your library. cal

Hi C.A.

June 3, 1995

On May 27th, at the ballpark in Salisbury, N.C., two others and myself were presented a framed certificate, signed by the National Commander and the National Adjutant for fifty (50) years of continuous service in the American Legion. There are only five (5) in the whole county. Give all my regards,

E.G. "SKID" Harrison,
3040 Statesville Blvd.
Salisbury, N.C. 28147
704-636-6023.

I wonder how many more Armed Guard obtained this award from the American Legion, D.A.V. and the VFW. E.G. was one of the 52 A.G. at the 1982 reunion and encouraged me to join the Legion. "GRATS" to you E.G. cal



Author, Manny Lawton at Kilometer 67 on the Bataan Death March route, 40 years later.

Dear Lloyd:

1/22/95

Many thanks for the material sent on the Armed Guard. It sure did take me back in time to 1943.

In March of 1943, I received my induction papers. I was still in high school as my birthday was March 18th but I was to graduate in June. I had to write a letter to the draft board for a deferment until I graduated, which was granted. On the 7th of July, I had to report to the Navy and was sent to USNTS Covington Point, Newport, R.I. on 7/14/43 for 8 weeks of "BOOTS". I was sent to the Armed Guard Center in Brooklyn, N.Y. and was to go to Gulfport, Ms. but never did go. I guess my Guardian Angel was looking after me that day for as we were waiting to be "billeted", a Yeoman came out of the office and asked if anyone could type. Having just graduated from school and 2 years of typing, my hand went up after he asked if anyone wanted a job for 90 days. The 90 days extended to two years and made Yeoman 3/C while there. I even asked to ship out later but my request was denied. I was told that the war would last long enough and to not be any hurry.

I finally left the A.G.Center and was sent to Lido Beach on Long Island, N.Y. I worked 22 months in the Detail Office just opposite transportation. What a great crew I had to work with!!

When President Franklin Delano Roosevelt died, we rushed to put our names on the Order for HONOR GUARD for his funeral at Hyde Park, New York. He was our Commander in Chief and it was an honor to be an honorary pallbearer.

From an "O'SALT" that never tasted "SEA DUTY", but my heart went out to the "boys" and men that sailed and especially to those who never came back. What brave souls they were. I want to thank you again and thought you'd like the list of those who served as Pallbearers.

Arthur W. Lanterman, 10007 Gramerly Ln., Orlando, Fl. 32821, 407-345-8172

U. S. NAVAL ARMED GUARD CENTER
1st Ave. & 52nd St.
Brooklyn, New York

NM22/F16-4/00 - JMY:gkk

14 April 1945

RESTRICTED

From: Commanding Officer.
To : Lieut. Comdr. P.L.HAGGARD, 122 411, USNR.
Subject: Orders.

1. Upon receipt of these orders and when directed you will take charge of the below named officers and men and report to the Officer-in-Charge of the Guard of Honor for the Commander-in-Chief (Deceased) FRANKLIN DELANO ROOSEVELT at Pier 92, New York City at 0330, Sunday, 15 April 1945.

2. The officers and men in your charge are listed below.

Lieut. W. L. MOX, 289 770, USNR.
Lieut.(jg) F. J. CARASH, 240 062, USNR.

FEDORKO, Michael (n), 206 39 09, CSK(PA), USN.
GREEN, Raymond Michael, 223 42 72, CMM(T), USN.
MacLAREN, Hamilton Ernest, 814 43 43, PhM2c(T) V6, USNR.
BENNETT, James Joseph, 623 02 67, RM1c(T), V6, USNR.
LOUGH, George Jacob, 564 81 65, RM1c(T), V6, USNR.
STEINER, Carl William, 305 83 27, RM1c(T), V6, USNR.
BARBA, Vincent (none), 721 67 64, RM2c(T), V3, USNR.
BORGER, Harold Aloys, 948 69 91, Ptr2c(T), V6(SV), USNR.
BOYD, Eugene Thomas, 837 75 40, BM3c(T), V6(SV), USNR.
HARBUR, Robert Loren, 628 80 32, RM2c(T), V6, USNR.
MIDDLETON, Arnold Clayton, 637 25 44, RM2c, V6 USNR.
MORGAN, William Curtis, 644 68 78, SM2c, V6, USNR.
ALFORD, Daniel N., 552 16 91, GM3c, V6, USNR.
BARNHARDT, Marvin John, 657 37 24, GM3c(T), V6, USNR.
BASS, Hughy Carlton, 656 54 59, GM3c(T), V6, USNR.
BEINER, Otto (none), 809 36 48, SM3c, V6(SV), USNR.
BOHNSACK, Donald Charles, 800 05 73, GM3c(T), V6(SV), USNR.
BRADLEY, Gerard George, 712 00 74, SM3c(T), V6, USNR.
CARTER, James Edward, 636 81 58, GM3c(T) V6, USNR.
DEDITCH, Albert (none), 923 42 87, Cox(T), V6(SV), USNR.
DENNY, Joseph Winfield, 657 49 22, Cox, V6, USNR.
DODDS, John Robert, 955 96 40, Cox(T), V6(SV), USNR.
DOUGLAS, Edward Shardon, 337 83 10, GM3c, USN.
EIBEN, Edward Anthony, 857 76 28, Cox, V6(SV), USNR.
GARDNER, John Charles, 800 06 86, Cox, V6(SV), USNR.
GROSS, John Herman, 711 00 50, GM3c(T), V6, USNR.
HAMEL, Raymond Paul, 667 40 08, Cox(T), V6, USNR.



FRANKLIN DELANO ROOSEVELT

The true goal we seek
the ugly field of battle. V
as now we must, we are d
shall be directed toward u
against immediate evils. We
troysers--we are builders.

We are now in the mi
quest, not for vengeance
this nation, and all that this
safe for our children.

So, we are going to
going to win the peace tha

And in the difficult h
dark days that may be ye
that the vast majority of th
race are on our side. Many
us. All of them are praying f
our cause, we represent the
their hope for liberty under



ROOSEVELT 1882-1945

is far above and beyond
when we resort to force,
terminated that this force
itimate good as well as
Americans are not des-

list of a war, not for con-
ut for a world in which
nation represents, will be

in this war and we are
follows.

urs of this day--through
to come--we will know
members of the human
of them are fighting with
r us. For, in representing
rs as well--our hope and
God.

HASSKOW, Frank Thomas, Jr., 861 75 09, GM3c(T), V6(SV), USNR.
HEBERT, Roland Oscar, 666 88 97, GM3c, V6, USNR.
IVERSEN, Diderick Mathas, 300 89 31, GM3c, USNR.
KENDRICK, Thomas Joseph, Jr., 920 57 64, SM3c(T), V6(SV), USNR.
KITE, Chester Earl, Jr., 570 30 94, GM3c(T), USNR.
KOBUSKY, Edward (none), 820 64 11, GM3c(T), V6(SV), USNR.
LANTERMAN, Arthur William, 811 35 85, Y3c(T), V6(SV), USNR.
MATTESON, Millard Virgil, 861 57 59, Cox, V6(SV), USNR.
McPHAIL, Bernard Howard, 611 45 25, Cox, V6, USNR.
MURRAY, Joseph Edward, 705 58 05, SM3c(T), V6, USNR.
PULFEE, Roy Wayne, 940 94 29, GM3c(T), V6(SV), USNR.
REYNOLDS, William Ernest, Jr., 667 46 37, GM3c(T), V6, USNR.
ROSPOGLAKIS, Thomas (none), 711 69 90, SM3c(T), V6, USNR.
SCHILLINGER, George Thomas, 251 36 42, GM3c(T), V6, USNR.
SOLTIS, Joseph Stephen, 820 67 03, GM3c(T), V6(SV), USNR.
SOUZA, Marianno (none), Jr., 801 64 14, SM3c(T), V6(SV), USNR.
TANNER, Roswell Perahing, 622 89 71, 12a, V6, USNR.
VALLEJO, Henry (none), 959 01 89, GM3c(T), V6(SV), USNR.
VELINO, Frank Albert, 823 67 86, GM3c, V6(SV), USNR.
VERBIC, Richard Leo, 943 44 24, SM3c, V6(SV), USNR.
WALSH, Thomas Whalen, 626 84 85, GM3c(T), V6, USNR.
WIEMANSKI, Chester W., 725 40 84, GM3c, V6, USNR.
ZIEGHEMEYER, Lester Michael, 855 48 63, Cox(T), V6(SV), USNR.
ARUDA, Bernes (none), 202 34 27, Slc, USNR.
BARBIERI, Vincent Richard, 814 46 73, Slc, V6(SV), USNR.
BITTMAN, Arnold Alois, 960 98 64, Slc, V6(SV), USNR.
CAMBARARE, Joseph David, 285 68 83, Slc, V6, USNR.
CHOUINARD, Conrad Leonel, 801 69 65, Slc, V6(SV), USNR.
CONNER, Thomas James, 753 10 30, Slc, V6, USNR.
CRAZE, James Washington, 834 98 81, Slc, V6(SV), USNR.
DAINS, Joseph Keeler, 811 13 06, Slc, V6(SV), USNR.
DERR, Harry Floyd, 809 87 32, Slc, V6(SV), USNR.
DOONAN, John Joseph, 205 70 34, Slc, V6, USNR.
EBERLEIN, Irvin (none), 897 62 99, Slc, V6(SV), USNR.
EGGERER, Clarence Joseph, 610 64 45, Slc, V6, USNR.
GABLE, James Raymond, 244 32 39, Slc, USNR.
GARZONE, Eugene Joseph, 713 05 85, Slc, V6, USNR.
GLACCUM, Frank Xavier, 813 68 32, Slc, V6(SV), USNR.
HART, Robert J., 713 28 54, Slc, V6, USNR.
HINDY, Joseph Madison, 828 97 75, Slc, V6(SV), USNR.
HUEG, William H., 711 25 45, Slc, V6, USNR.
HOOBAN, John Thomas, 607 49 53, Slc, V6, USNR.
KAHN, Loren Dale, 329 16 04, Slc, USNR.
KECK, Theodore Blaine, 250 94 79, Slc, V6, USNR.
KILBRIDE, William James, Jr., 824 95 78, Slc, V6(SV), USNR.
LEDER, John Arthur, 730 11 52, Slc, V6, USNR.
LEWIS, Robert A., 852 43 43, Slc, V6(SV), USNR.
MAHANY, Charles Edward, 956 96 14, Slc, V6(SV), USNR.
MAUST, Charles Edward, 949 55 24, Slc, V6(SV), USNR.
MEISWINKEL, Roy Joseph, 853 10 27, Slc, V6(SV), USNR.
MOSS, George Junior, 845 33 65, Slc, V6(SV), USNR.
MYERS, Howard Eugene, 944 56 77, Slc, V6(SV), USNR.
NILES, Seymour Mansfield, 748 80 82, Slc, V6, USNR.
PAUL, Charles Edward, Jr., 653 93 06, Slc, V6, USNR.
PHILLIPS, Harry James, 819 15 09, Slc, V6(SV), USNR.
REED, Stillman F., 800 64 24, Slc, V6(SV), USNR.
RITTER, Robert Emanuel, 923 69 96, Slc, V6(SV), USNR.
ROBERTS, Donald Jesse, 952 30 04, Slc, V6(SV), USNR.
ROBERTY, James Michael, 959 84 20, Slc, V6(SV), USNR.
SCHLICHTING, Arthur Walter, 709 49 56, Slc, V6, USNR.
SPINA, Morris James, 810 53 52, Slc, V6(SV), USNR.
VALERIO, Clement Victor, 807 23 93, Slc, V6(SV), USNR.
VOUTOUR, Jesse Meader, 667 45 85, Slc, V6, USNR.
WENK, Otto John, 853 30 88, Slc, V6(SV), USNR.
WHITE, Oliver W., 251 73 25, Slc, V6, USNR.
WOODS, William Russel, Jr., 657 38 36, Slc, V6, USNR.
MORIARTY, Walter Leroy, 609 73 96, S2c, V6, USNR.

3. The uniform for officers will be Blues, blue hat covers, gray gloves, leggings, belt and side arms. The uniform for men will be dress blues, flat hats, leggings, belts and rifles.

4. Transportation will be by government truck.

5. Upon completion of this assignment you and the officers and men in your charge will return to the U.S.N. Armed Guard Center, Brooklyn, N.Y. and resume your regular duties.

W. K. VAN HISE,
By direction.

Remembering the last lost ship of war

Ceremony for victims planned for today

By DAVID TIRRELL-WYSOCKI
The Associated Press

It was May 5, 1945. Nazi U-boats had been ordered to lay low because Hitler was dead and the war was lost.

But one submarine lurked within sight of the Rhode Island coast when a coal-carrying merchant ship lumbered into its path, and into history as the last American ship to be torpedoed by a U-boat.

On the S.S. Black Point, crewmembers relaxed at dinner. Some crewmen had survived years of dodging submarine "wolfpacks" that decimated the merchant fleet carrying supplies across the Atlantic.

As they ate, two torpedoes from U-853 tore their aging ship in two a mere 3 1/2 miles from shore.

"The stern end parted right off and everyone from that part of the ship went right down with the ship," said Raymond Tharl, 77, of Attleboro, Mass., the Black Point's radioman.

Tharl radioed that the Black Point was sinking fast and headed to the rubber life raft.

The raft ended up holding 17 men. Twelve of the crew of 46 died, most when the stern sank, but others were smashed against the ship while life boats were lowered, Tharl said.

To mark the 50th anniversary of the sinking, Tharl and a handful of survivors dropped a wreath in the ocean yesterday over the wreckage of their ship off Point Judith, R.I.

Today, the survivors travel to New Hampshire, where the Black Point's owner, Sprague Energy, holds ceremonies at its headquarters to remember the ship, its crew and their place in history.

The wreckage has become a popular diving site and questions about why the U-boat attacked keep memories of the sinking alive.

The question is whether commander Helmut Froemsdorf, who was 24, received the message from Berlin ordering U-boats to "stop all hostile action against Allied shipping."

At right are C.A. and L.D. Lloyd, brothers of Armed Guard L. Whitson Lloyd, who was lost on the Black Point.



Sinking of S.S. Black Point is remembered

By Paula Charbonneau
Standard-Times correspondent

BOURNE — The lost crew of the Merchant Marine ship S.S. Black Point was remembered Saturday at ceremonies held at Massachusetts Maritime Academy.

The Black Point was torpedoed and sunk on May 5, 1945, 3.2 miles off Point Judith, R.I., by the German submarine U-853.

"When the torpedoes hit, I was at dinner," said Radio Officer Ray "Sparks" Tharl. "The ship was split in two. The stern went down almost immediately. It took 15 or 20 minutes for the rest of the ship to go down."

"We really didn't have too much time to think of what happened or if you're afraid," he said. "More or less everyone thought the war was over. The Germans were told, but apparently the commander of the U-boat didn't get the message."

The German submarine crew did get a final message though, from the Allies. Within 16 hours, U-853 was sunk in 135 feet of water 12 miles off the coast of Block Island, R.I. The U.S.S. Atherton and the Moberly bombarded the U-boat with more than 200 depth charges, killing all 55 of its crew.

Mr. Tharl thinks he and three others are the only survivors today. He said it is difficult to remember names and duties from 50 years ago. "It was about 5:30 in the evening. As soon as the torpedo hit, I went into the radio room. We lost all power, and the captain had a man standing right outside the radio room to tell me what was going on. After awhile, they sent a man to tell us to get off. We got off fast," he said.

"There were 17 men to a lifeboat. The ship was sinking so fast we all thought the suction from the ship sinking would suck up the raft," he said.

The crew was picked up by a Lithuanian ship. The Coast Guard rescued 34 survivors and took them to Point Judith.

The 12 men who did not survive have now been immortalized at the Merchant Marine Memorial at the academy's canal-side campus on Taylor's Point, Buzzards Bay.

The names include only one of the five U.S. Navy Armed Guards, Lonnie Whitson Lloyd; the other four survived.

The merchant seamen who gave their lives on the S.S. Black Point were William Antilly, George P. Balser, Leo H. Beck, Milton Mathews, Laurel F. Clark, Cleo

Clark, Robert L. Korb, Ansey L. Morgan, Marvin A. Mertihek, Richard C. Shepson and Reino Lindstrom.

According to information provided by Mr. Sprague in keeping supply lines open during World War II, Merchant Marine sailors died at a higher rate than all the other military services combined.

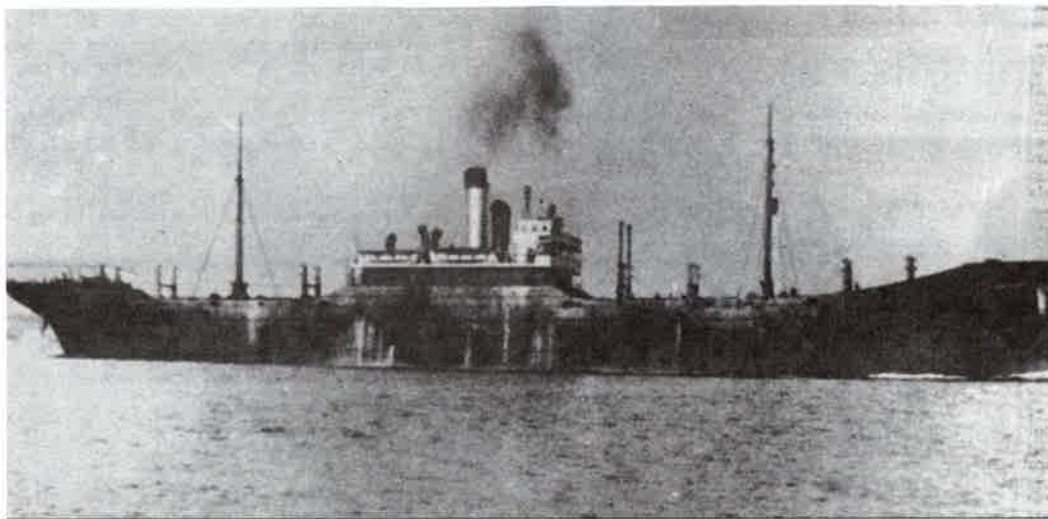
Mr. Tharl has attended three functions in recent months commemorating the Black Point. It has given him a chance, he said, to remember both the seriousness of the sinking and the little anecdotes that only seem amusing after the years pass.

"Well, while I was in the radio room," Mr. Tharl says with a shy

smile, "the captain sent someone in to ask if we had anything important to get off the ship. The only thing I could think of was a portable typewriter I had brought on board. No one knew what it was. The captain kept telling the seamen in the raft to not let it get wet. Not knowing what the box contained, the seamen had to keep it above their heads until the Lithuanian ship finally picked us up."

"Once we were on board, the captain asked me what was in the box. When I told him it was my typewriter, he said, 'We should have thrown you over the side.' I still have the typewriter and the box."

Page C2 / The Standard-Times, New Bedford, MA, Monday, May 22, 1995 *



Black Point

The S.S. Black Point, a Sprague-owned collier, became the last merchant vessel sunk by a German U-boat during World War II.

Survivor recalls attack

By David Arnold
GLOBE STAFF

AT SEA OFF RHODE ISLAND

—Yes, time passes quickly, Raymond Tharl thought the other day. But he was not prepared for the speed at which 50-year-old memories can return — the smell of the torpedo explosions, the screams and death aboard his sinking ship so close to home, so close to the end of the war.

Tharl recalled frantically tapping out SOS on the emergency transmitter, then hesitating before boarding the life raft for a bizarre exchange of polite "after you's" with his captain.

A half-century old, the memories came back in the seconds it took for a wreath to land in the water at a memorial service over the wreck of the ship last Thursday.

Tharl was the radioman aboard the freighter Black Point, torpedoed by the German submarine U-853 three miles off Point Judith on May 5, 1945.

World War II in Europe was basically over; the remnants of the German high command had ordered all submarine attacks against Allied shipping to cease. But 24-year-old Helmut Froemsdorf, commander of U-853, either never got the word or wanted last links.

His action would cost the Americans 12 lives aboard Black Point, then ultimately the lives of all 55 men aboard his submarine as the Navy caught U-853 hiding in just 130 feet of water inside Block Island.

The hulks of both wrecks lie beneath waters where racing yachts from Newport now spar. The submarine, longer than a Boeing 747, is the destination for hundreds of scuba divers every summer, including this reporter on one occasion. There is an unwritten understanding between divers that they don't touch the bones because the remains of all the Germans are there, sometimes protruding from the silt of a silent tomb slowly becoming encrusted in sealife.

Black Point was the last merchant ship sunk by a German submarine, according to naval historians, and the only American ship sunk by foreign power so close to the mainland since the War of 1812.

Last Thursday, some 160 members of the US Navy Armed Guard Veterans of World War II chartered the Block Island Ferry to hold a brief memorial service over the wreck of Black Point. The Armed Guard was a force of 144,000 trained to handle the deck guns mounted aboard merchant ships. Tharl was invited to join the group because he is one of the five Black Point survivors known to still be alive.

He is 77 years old, a resident of Attleboro and Fort Meyers Beach, Fla., a shy man with thick shocks of white hair. He hadn't given much thought to the events of 50 years ago until he watched the wreath of red, white and blue flowers drop to the sea, then playfully bob in the waves.

Full lives

Almost everyone around him was in their 70s, many of them moved



GLOBE STAFF MAP

that their lives had been so full compared to the friends and enemy below.

"I find I'm thinking not only of the dead from the Black Point, but the submarine as well," said Tharl. He stared at the wreath, rocking like a toy boat as it drifted away. "What a loss," he said. "What a day it was."

Most of May 8, 1945, had been foggy in Rhode Island Sound. The Black Point was forced to feel her way from buoy to buoy toward the Edison plant in South Boston with 7,700 tons of Virginia coal. As the fog lifted in the late afternoon, the rusty freighter, built in 1915, would have seemed a lonely duck meandering across the entrance to Narragansett Bay from periscope depth.

The late Helga Deisting, Froemsdorf's sister, was interviewed several years ago in Germany. She said Helmut was neither a fanatic nor a member of the Nazi party. He was, however, intensely loyal to what remained of the German Navy when he sailed from Norway three months before his death. It was late in the war; many of those aboard U-853 were teen-agers.

At 5:37 p.m., Froemsdorf had the Black Point in the crosshairs of his periscope. Ray Tharl was below, eating dinner in the galley amidships. It took him a good three seconds to accept that a torpedo had just blown away the stern-third of his ship.

Tharl raced for the radio room to start transmitting SOS as lifeboats swung wildly from their davits, crushing several sailors. Several minutes later he was ordered to abandon ship, and recalls getting into "one of the silliest exchanges imaginable" with the late Capt. Charles Prior, who insisted on being the last off the ship.

What Froemsdorf did not know when he sank Black Point was that on the far side of Block Island, beyond sight and sound of the submarine's glass eye and electronic ear, were four American destroyers that had just dropped off a convoy in New York City. They were racing for Boston.

THE BOSTON GLOBE
MONDAY, MAY 8, 1995

King Upton, of Cambridge, a retired real estate consultant, was the executive officer aboard Atherton when Black Point's SOS was forwarded to the American flotilla.

'Just a coincidence'

"It was just coincidence that we were behind that island when Black Point sank. The Germans never would have tried something so crazy, so close to land, in such shallow water," Upton said.

For 16 hours after Atherton's sonar discovered the submarine, the Navy lobbed more than 200 depth charges onto the ship. A blimp crew even logged some combat time by dropping depth charges before the submarine was declared "secured."

Placement of the bones offers a glimpse of how life probably ended below. Just aft of the forward compartment, which had been airtight for many years after the incident, a pile of bones suggest men had been trying to reach the last good air when they drowned, but were locked out by crewmates.

The forward compartment was never breached by depth charges. The sailors here, perhaps insane from the bombings, may have lived another 24 hours before they suffocated as the Allies in the world above celebrated V-E Day.

These were some of the things that Raymond Tharl was thinking about as a wreath drifted out of sight in his 77th year.

Dear Mr. Lloyd

May 8, 1995

This letter is to answer your request for an opinion re the video tape "The Jeremiah O'Brien Homecoming." I like it well enough that I purchased two tapes, one for our two grandsons so they will have some idea about that era. I thought it was a very well done tape and it brought lots of fond and a few not so fond memories. My wife and I attended a Navy Day celebration in San Francisco three years ago and went on the Bay cruise on the O'Brien. This was a real thrill. When I walked up to my cabin and saw it I felt like I had only left it a few years ago. Really was almost spooky. The dedicated people who restored that ship certainly deserve a ship load of credit.

I have only one minor complaint about the tape. When the crew was mentioned and the quarters pointed out there was no mention of the purser who was also the "ship's doctor." I sailed on the SS JAMES H. COOPER with a crew of 38. We hauled coal from Galveston, TX to Antwerp, Belgium. I only made two trips and none of them during wartime so I really don't feel I have much right to complain. I joined the Merchant Marine in December of '44, went to Catalina Island for boot camp, and then to Sheepshead Bay for Purser-Hospital School. My first trip started about November 25th, 1945, and I got out in August 1946. I will be the first to admit the Purser's job was pretty easy, especially while at sea, since if no one was sick or injured, opening the slop chest was about the only duty.

We did have a Navy gun crew on our first trip and I spent quite a lot of time visiting with them. Most enjoyable. For someone who had no idea what Merchant Marine was when I joined, I actually believed I was joining a branch of the armed service, things turned out really well. I was most gratified when those who sailed during wartime were granted veterans status. This was richly deserved. I also appreciate your publication of the POINTER and enclose a small contribution to help. Sincerely, Raymond Ebeling, 3615 North Land Ave., Okc., OK 73112-6636.

Russian Medal Available

It is my pleasure to be able to inform everyone that the Russian government is awarding a medal in celebration of the 50th Anniversary of Victory in The Great Patriotic War (WWII)

This medal is to be awarded to anyone who was awarded the medal for the 40th Anniversary which is the one that many of you received.

The new medal is expected to be ready in August and all that you need to do is send a xerox copy of the certificate you got with the 40th Anniversary Medal and note of request to:

**Mr. Yuri Menshikov, Attache
Public and Veterans Affairs
The Russian Embassy
2650 Wisconsin Avenue NW
Washington, DC 20007**

Please be patient - it does take time to process thousands of requests.

I have not been in touch with many of your for some time due to a serious illness and subsequent death in my family; however, I expect to be back up to speed soon and if I can help you please do not hesitate to write. Sincerely,

**Ian Millar, Maritime Research, 1806
Bantry Trail, Kernersville, NC 27284**

For all who never know of, or ever received the 40th year medal, send a "copy" of your separation papers, your ship's papers, ship's name, cargo if known, Russian port you were at (if you delivered goods through the Persian Gulf, too) and dates there!! calloyd

Dear C.A.:

The attached is the experience the crew of the S.S. William Hovey had with the torpedo nets Bob Wolfe referred to in the Apr/May 1995 issue of the POINTER.

In 1943, after returning from our third trip to England, we were sent to the Erie Basin Terminal in Brooklyn, N.Y. and fitted out the Hovey with torpedo nets. These nets were made from 1 1/2" wire rope with a mesh of approximately 12". They were attached to the aft outboard cargo booms. They had a 2" wire rope running from the aft boom to the forward cargo boom. The purpose of this was to pull the net forward along the length of the ship between the booms using the cargo boom winch. This was accomplished by lowering the boom outboard to 90 degrees

from the mast. The nets were approximately 30' and approximately 10' below the surface of the water, providing a screen to prevent torpedoes from exploding against the hull of the ship.

On our next 10 knot convoy of 85 ships out of Halifax, Nova Scotia, we were ordered to lower our nets. We were two days out at sea. The nets had only been lowered once in the New York harbor while we were anchored out; consequently, we had no experience with them while underway. The nets had been rigged to be pulled forward against the way. When the nets were in the water to a depth of 10 feet, the drag from the

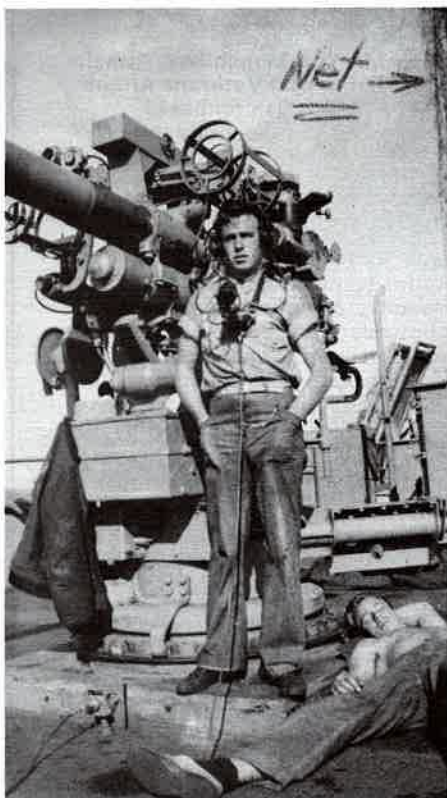
way of the ship caused the forward cargo boom cable to snap. This in turn, with the forward way, put a tremendous drag on the aft cargo boom and created the possibility of the nets fouling up the screw.

Realizing this obvious fact, the skipper ordered all engines stopped, leaving us adrift in our column. The Commodore was notified by blinker of our problem and that we were "dead" in the water. He informed us to cut away the net as quickly as possible and rejoin the convoy. As all of you lads know who sailed the Atlantic in 1943, it was not a healthy place to be and the convoy stragglers became sitting ducks to the wolfpacks. Our 60 year old bosun, who was an ordained minister and former Merchant Seaman who had returned to sea due to the war, grabbed a fire axe from the bulkhead, and amazed us by his agility (remembering how old 60 years old was in those days) by walking out the length of the boom to the snagged cable and proceeded to cut away all the cable, holding the net with the fire axe to allow the net to drop free and sink clear of the ship. All this put us six hours or 60 miles behind the convoy. Now, you all know that a Liberty Ship with everything tied down will make about 13 knots so it took us about two days to regain our position in the convoy. Needless to say, we really sweated out that experience.

We found out later that the design had not been tested due to expediency and that we were the guinea pig. They changed the concept by mounting the nets forward and pulling them aft and by stopping the ship before lowering them. I hope I have enlightened you and others if you never used the nets. I thought it was a good idea to let them know how it worked. Smooth sailing to all, **Lew Smith, 534 Waterford Ct., Haines City, FL 33844 813-422-8649.**



Some of the AG crew members on the S.S. Richard Hovey, 1943.



Lew Smith on watch at aft 3"50 Gun Tub.

Hi Cal:

11/22/94

Enclosed is a donation to help with the POINTER. Also, an article that might be of interest to the crew. Use it to fill in if needed. This occurred as is indicated in Sicily.

This concerns my acquisition of two submachine guns in Sicily during WW II. One, a German Schmeisser 9MM Mod MP 40 Serial 3722J and an Italian P. Beretta-Gardone V.T. Italia - 1942 XX 9mm Mod 38 A, Serial D 9894.

At the time, I was a commissioned officer in the U.S. Navy serving as a gunnery officer in charge of a Navy Armed Guard Gun Crew aboard the merchant ship, the S.S. William R. Davie. On September 16, 1943, we were tied up at dockside in Palermo, Sicily, unloading cargo. On that day, the Army was moving several divisions to Italy for reinforcements. At the end of the dock was an LST and they were trying to unload several mules onto the LST. They were having a bit of difficulty getting the mules up the ramp. Actually, the mules just would not budge. A soldier was trying to pull the lead mule up the ramp by the reins, while two other GIs were pushing on the mule's rump.

Having worked on a farm in Georgia during the depression of the thirties, I knew this was no way to coax a stubborn mule. I went over to the Sergeant in charge, whom I noticed was in posses-

sion of the aforementioned guns and offered him a deal whereby I would show him how to get his mules up the ramp in exchange for the German Machine Pistol. I knew he would soon have to give up those guns as he wouldn't be allowed extra baggage where he was going.

I was in my navy blue uniform with two gold stripes on the sleeves, which I am sure, inspired a bit of skepticism, to say the least. But the Sergeant, probably out of a bit of desperation and disbelief, agreed. I took the machine pistol and advised the GI who was pulling on the reins, to take cover as that mule was fixing to head that way in a big hurry. He stepped aside with some skepticism. I approached the lead mule, which had its fore feet on the side of the ramp, raised its tail and stuck the end of the gun barrel a bit into the center of the mule's "rosette". The mule gave a giant leap forward and continued hurriedly into the LST with all the other mules, obediently following the leader.

The sergeant and his men cracked up with laughter. It was the most amusing laugh they had since they left home. The sergeant himself shook his head as if in disbelief and said, "Here, you can have this one, too," as he handed me the Beretta.

After the war, I registered the two guns with the ATF Office in Richmond, Va. on December 2, 1946 and sold them in 1989 after approval by the Director, Bureau of Alcohol, Tobacco and firearms in Washington, D.C. **Cliff Comfort, 281 Pinewood Cir., Gulfport, Ms. 39507, 601-896-1926**

Dear Charles,

I served in the Navy from 1/43-2/46 and received BOOTS at Great Lakes Illinois. I went from there to Radio School at Bedford Springs, Penn. and on to Compool School at Norton Heights, Conn. where we had to learn Merchant Marine procedure in radio, in preparation for ARMED GUARD duty. We also had to learn blinker light communications as well as flag hoist signals and semaphore. This training enabled us to do the duties of the radioman and signalman aboard ship in the event there was no signalman on board, or if he was killed.

The first Liberty Ship I was assigned to was the S.S. GEORGE DAVIDSON. I received this assignment at the Brooklyn, N.Y. Armed Guard Center. From New York, we sailed to Baltimore, Maryland for loading of cargo and then sailed through the Panama Canal to New Guinea where we unloaded at Milne Bay. After that, we were used as a shuttle run along the coast, transporting troops and material to the more forward fighting lines. We then went to Maffin Bay where we picked up about 50 Jap Prisoners of War and transferred them back to Milne Bay, where they were interned in a POW camp. Then, we sailed to Brisbane, Australia where we loaded up with materials from General McArthur's headquarters which was then moving to Hollandia, New Guinea. His new headquarters was built up in the OWEN-STANLEY Mountains.

At Hollandia, we unloaded directly onto Army and Marine trucks to be taken to the new headquarter area. To arrive there, it was along dusty, curvy roads and a dangerous trip, high in the mountains. The danger came from Jap snipers hidden in the jungles. They were picking off the truck drivers and armed guard who rode, trying to protect them. Due to the fact that so many were being killed and wounded, it created a need for more guards. To compensate for the Army Armed Guards shortage, Armed Guard personnel from the ships were handed a gun and assigned to the trucks as guards. This became a bit scary to me as I was a Radioman and Communications person and the only gunnery training I ever had was one day at "BOOTS".

So, I climbed aboard a truck with another Navy Armed Guard and started praying immediately. On the long hard trip, we were fired on several times but were unable to return much firepower because we could not see the snipers. However, we lucked out and arrived at McArthur's Headquarters without getting our heads blown off.

After the trip, we returned to Treasure Island AGC for a 30 day leave and returned to T.I. and were assigned to the S.S. FLYING SCUD VICTORY. We sailed to Pearl Harbor where I was stationed at the Pearl Harbor AGC where we lived in huge tents. After a few weeks, I was assigned to the S.S. S. HALL YOUNG which was loaded to the maximum with mortar shells, 30 caliber Ammo and deck cargo consisting of heavy equipment, etc. Walkways were built over the deck cargo, to the gun mounts.

After loading, we went back to New Guinea and then on to Okinawa. This was in April of 1945, when a terrible battle was going on there. The biggest threat to us was the Kamikaze planes and the bombing and strafing attacks. Sure enough, a few days later, we were hit in #5 hold by a kamikaze. He hit along the water line and our ship began listing and fire broke out. Soon, thirty caliber ammo began exploding. Then, fire fighting boats came alongside and started pouring water on #5 hold and also on #4 hold where the mortar shells were stored. This was done to keep the heat down to prevent exploding. The kamikaze also put the Radio Shack in shambles and unoperable.

I then went topside with a TBY portable audio radio. Upon reporting to the skipper, I was instructed to contact the Port Director COM Center. Upon doing so, we were told to leave the harbor and go out to open sea due to the ammo on board and the belief that we were a threat to the harbor area. Our skipper then ordered me to tell them that we were not going to obey that order. I refused to do so and handed the mike to the skipper and advised him that he would have to assume the responsibility of that response, which he did. Later, I believe he had to report for a

hearing but nothing ever developed to my knowledge.

Needless to say, topside was sheer bedlam. Everyone shouting and officers hollering orders. Then, the skipper gave the orders to prepare to abandon ship. At that point, the most difficult chore was to get some men to help swing out the lifeboats. I finally got a couple of men from the gun mounts to help and just the three of us did the job. When you are scared like we were, it's really surprising the amount of strength you have.

The fire raged for six hours and the ammo threat finally stopped so we did not have to abandon the ship. After everything calmed down and we were viewing the damage, we discovered what was left of the Jap pilot. After the skipper and our naval officer made legal notes and viewed the body, I was assigned, along with a Merchant Seaman to wrap the body in a canvas shroud and we added some scrap metal for weight, had a very short ceremony and discarded the body overboard.

After that, we were unloaded and it was determined that we were not seaworthy. We were towed to a repair ship to commence repairs. We were tied up there for 39 days and during that time, we were attacked 70 times by Jap planes. No one slept below deck and all slept with their clothes on. On the other side of the repair ship, a D.E. was tied up for repairs due to a kamikaze hit. This ship was so badly twisted and gnarled that they couldn't get to some of the dead and the odor was horrendous and very sickening. After this terrible experience and after we became seaworthy again, we were given orders to go to Guadalcanal where we were loaded with empty oil drums and thence back to the States.

After having further and more concise repairs at the Richmond, Ca. shipyard, we went to Frisco and were loaded with war material for the planned invasion of Japan. On the way over, we received the news the war was over and the news of the war's end. We continued on after travel orders changed to Wakayama, Japan where we moored out in the bay. After we were there a few weeks, I was given orders to report to the new Port Directors Headquarters where I was assigned to the duty of Radioman and promoted to RM2/C and placed in charge of the midnight to four Radio watch. While there, I had enough points for discharge but was told that there was a shortage of radiomen and that they were going to freeze me at that position for awhile. This went on for a few months and no amount of haggling changed their minds. Finally, I wrote to the Armed Guard Center at Treasure Island. They did not know where I was and my records had not been changed. Finally, orders came from Treasure Island to release me for discharge.

I was then assigned to a Destroyer Escort for passage to Pearl Harbor. We hit severe weather all the way back and bounced around like a rubber ball for 21 days. At Pearl, I was assigned to the S.S. Lureline, a Grace Line passenger ship, and had a blessed trip back to Frisco. After a couple of weeks at Treasure Island, I was given an order to travel across country by train and report to Lido Beach, N.Y. for discharge, AT LAST!!

I am 70 years old and I have never talked too much about my war experiences except with my 2 brothers and 2 cousins who also served in the Navy during WW II. One brother served as a gunner on board the USS ALABAMA from the time she was commissioned to when she was decommissioned. Another brother served on the USS AEGIR, a subtender out of Midway Island.

We are all very proud to have served our country in the time of need. We are especially proud of our father and his brother. They came to this country as immigrants and were farmers. We could have gotten exempted to help run the farm; however, both of these men learned to love America and what it stood for. They wanted us to serve this country and preserve the American Way. None of us wanted an exemption and none of us took one. In closing, I want to say that I especially take pride in having served with the brave men of the U.S.N. Armed Guard. WE DID DELIVER!!! **Ralph J. Stortini, Siebrecht Rd., Pleasant Valley, N.Y. 12569**

Enclosed is a story on Maurice LeSage and myself. It was a thrill to locate and meet a shipmate after so many years. THANKS!! Yours in Comradeship, **Eugene Clark, 2938 Whitestocking Rd., Hwy 15, Burgaw, N.C. 28425, 910-259-4657**

Former Shipmates Reunite after Nearly Half a Century

by Eugene Clark

Two former shipmates recently met for a brief reunion after a gap of 49 1/2 years.

Eugene Clark of Burgaw and Maurice LeSage of Colchester, Vermont parted ways in October 1945. Both had served in the U.S. Navy Armed Guard. Their acquaintance began when the two went aboard their third ship--the U.S. Monmouth--in Brooklyn, New York. The tanker took sail in October 1944. The two buddies disembarked in Baton-Rouge, La., in October of 1945.

According to Clark, "Maurice never knew what had become of me, nor I of him, except we knew what state we were from. I did remember he was from either Winooski or Burlington, Vermont. I did not remember which."

"One Sunday, two or three months ago, I says to myself, 'Columbus took a chance. Why don't I?' I picked up 'Mr. Bell's product' the telephone and called information in Burlington and she gave me his number. On the 3rd try he answered. The conversation went like this:"

Me--Mr. LeSage?

Him--Yes.

Me--Mr. Maurice LeSage?

Him--Yes Sir. (I believe he thinks it is from A VIP).

Me--Were you in the U.S. Navy Armed Guard?

Him--Yes Sir. (Now I know he is wondering who it is).

Me--Well, do you remember the Monmouth?

Him--Yes, I certainly do.

Me--Maurice, this is your ol' shipmate from North Carolina, Eugene Clark, calling you.



REUNITED--Maurice LeSage of Vermont and Eugene Clark of Burgaw (L-R), former shipmates aboard the U.S. Monmouth, reunited for a time recently after a gap of nearly a half century. See story.

What ensued was a conversation that lasted about 45 minutes and a promise of visit when LeSage went on vacation.

When LeSage came this way, accompanied by his lovely wife, he dropped in and the two enjoyed a good talk about their time shared on board ship. "Neither had changed much," Clark stated.

While the LeSage family vacationed in Myrtle Beach, South

Carolina, Clark and Deloris, his lovely wife, went down to continue the visit. The two reported a wonderful time spent together.

Clark thanked Maurice and Jerry for being such nice people. Most of all, Clark was thankful to God for allowing the two to reunite after such a long time apart.

"We are not saying 'Good-by,'" said Clark, "but 'Bon Voyage' until we meet again."

"OL Salt" Charles

4 May 1995

Sure appreciate your getting my article about the broken Liberty ship in the North Atlantic storm in the POINTER. I have had contact with six Armed Guards who were involved in the storm, including one who was onboard the ship. She was the JOEL R. POINTSETT, and the stern half was towed into Halifax and used as a ship depot during the balance of the war.

One of our Iowa crew saw her there and has a picture of her. We were in Halifax about six months later on my next ship, but didn't see her. We were in port after getting rammed outside the harbor. We were ordered to beach our Liberty, the S.S. ALEXANDER W. DONIPHAN, before we sank in the channel. The Captain would have no part of it, and after a bit of pretty salty conversation by signal light with the port authorities, got them to get two tugs out to us and got us into a dock.

We were hit right at the bulkhead between the #2 and #3 holds and both holds were flooded. We were loaded with Jeeps and K rations in those holds and after they were all unloaded we spent three weeks in drydock while they patched us up. They steam cleaned the Jeeps and cleaned the K rations all up, reloaded us after repairs were completed and we went on to Morlaix, France, to unload after a stop on Oban, Scotland, and after getting lost two nights in a row trying to get from southern England across the channel at night to Morlaix in a convoy of small boats.

Looking forward to St. Louis next year! Sincerely, **A.O. Latare, Skipper, USN WWII ARMED GUARD - IOWA, 601 34th St., West Des Moines, IA 50265-3131**

Dear Cal:

May 7, 1995

Just sitting here going through some of the "POINTERS" you have sent to me and really having an old time party for myself. All the things that have happened to so many men in the course of events of then and now.

Cal, I really appreciate the good Lord for making it possible for me to still be here and able to read of all those events. The men who have given of their lives and the hardships that I was fortunate enough not to have suffered. Since I have been in touch with you, I have written some of our Armed Guard men because of the "POINTER" and the information it puts out. I have been in touch with two buddies that were on my ship at the same time. I was even able to get them in touch with other fellows from ships that they sailed together.

Your Buddy, **James Montesarchio, 800 Bronx River Rd., Yonkers, N.Y. 10708, 914-237-7531**

I thought this was worth sharing with all of you. There are many others! CAL

MULBERRY BREAKWATERS AT NORMANDY

S.S. Kentuckian	S.S. Alcoa Leader	S.S. West Nohno
S.S. Kofresi	S.S. Artemas Ward	S.S. West Nilus
S.S. Lena Luckenbach	S.S. Benjamin Contee	S.S. Wilscox
S.S. Matt Ranson	S.S. Courageous	S.S. Flight Command
S.S. Pennsylvanian	S.S. David O. Saylor	S.S. Baialoide
S.S. Robin Gray	S.S. Exford	S.S. Potter
S.S. Sahale	S.S. Galveston	S.S. Audacious
S.S. Victory Sword	S.S. George S. Wasson	S.S. Olambala
S.S. Vitruvius	S.S. George W. Childs	
S.S. West Cheswald	S.S. Illinois	32 Ships Total
S.S. West Grama	S.S. James Iredell	Approx. 896 A.G.s
S.S. West Honaker	S.S. James W. Marshall	Approx. 1000 M.M.s

All Armed Guard Crew, fill blanks at "✓" marks and send to #14 address on the back.

FORM 180

REQUEST PERTAINING TO MILITARY RECORDS

Please read instructions on the reverse. If more space is needed, use plain paper.

PRIVACY ACT OF 1974 COMPLIANCE INFORMATION. The following information is provided in accordance with 5 U.S.C. 552a(e)(3) and applies to this form. Authority for collection of the information is 44 U.S.C. 2907, 3101, and 3103, and E.O. 9397 of November 22, 1943. Disclosure of the information is voluntary. The principal purpose of the information is to assist the facility servicing the records in locating and verifying the correctness of the requested records or information to answer your inquiry. Routine uses of the information as established and published in accordance with 5 U.S.C.a(e)(4)(D)

include the transfer of relevant information to appropriate Federal, State, local, or foreign agencies for use in civil, criminal, or regulatory investigations or prosecution. In addition, this form will be filed with the appropriate military records and may be transferred along with the record to another agency in accordance with the routine uses established by the agency which maintains the record. If the requested information is not provided, it may not be possible to service your inquiry.

SECTION I—INFORMATION NEEDED TO LOCATE RECORDS (Furnish as much as possible)

1. NAME USED DURING SERVICE (Last, first, and middle) 2. SOCIAL SECURITY NO. 3. DATE OF BIRTH 4. PLACE OF BIRTH

5. ACTIVE SERVICE, PAST AND PRESENT (For an effective records search, it is important that ALL service be shown below)

BRANCH OF SERVICE (Also, show last organization, if known)	DATES OF ACTIVE SERVICE		Check one		SERVICE NUMBER DURING THIS PERIOD
	DATE ENTERED	DATE RELEASED	OFFICER	ENLISTED	
U.S.N. ARMED GUARD WWII					

6. RESERVE SERVICE, PAST OR PRESENT If "none," check here ☐

a. BRANCH OF SERVICE	b. DATES OF MEMBERSHIP	c. Check one	d. SERVICE NUMBER DURING THIS PERIOD
	FROM TO	OFFICER ENLISTED	
		<input type="checkbox"/> <input type="checkbox"/>	

7. NATIONAL GUARD MEMBERSHIP (Check one): ☐ a. ARMY ☐ b. AIR FORCE ☐ c. NONE

d. STATE	e. ORGANIZATION	f. DATES OF MEMBERSHIP	g. Check one	h. SERVICE NUMBER DURING THIS PERIOD
		FROM TO	OFFICER ENLISTED	
			<input type="checkbox"/> <input type="checkbox"/>	

8. IS SERVICE PERSON DECEASED

☐ YES ☐ NO

If "yes," enter date of death.

9. IS (WAS) INDIVIDUAL A MILITARY RETIREE OR FLEET RESERVIST

☐ YES ☐ NO

SECTION II—REQUEST

1. EXPLAIN WHAT INFORMATION OR DOCUMENTS YOU NEED; OR, CHECK ITEM 2; OR, COMPLETE ITEM 3

**SERVICE RECORDS, SHIPS' NAMES, DATES ABOARD
MEDALS, RIBBONS, ETC. EARNED.**

2. IF YOU ONLY NEED A STATEMENT OF SERVICE
check here ☐

3. LOST SEPARATION DOCUMENT REPLACEMENT REQUEST

(Complete a or b, and c.)

a. REPORT OF SEPARATION (DD Form 214 or equivalent)	YEAR ISSUED	This contains information normally needed to determine eligibility for benefits. It may be furnished only to the veteran, the surviving next of kin, or to a representative with veteran's signed release (Item 5 of this form).
<input type="checkbox"/>		
b. DISCHARGE CERTIFICATE	YEAR ISSUED	This shows only the date and character at discharge. It is of little value in determining eligibility for benefits. It may be issued only to veterans discharged honorably or under honorable conditions; or, if deceased, to the surviving spouse.
<input type="checkbox"/>		

c. EXPLAIN HOW SEPARATION DOCUMENT WAS LOST

4. EXPLAIN PURPOSE FOR WHICH INFORMATION OR DOCUMENTS ARE NEEDED

For my family records and to enter in the U.S.N. Armed Guard WWII Veterans Records to locate ship-mates I sailed with aboard merchant ships and other type vessels.

6. REQUESTER

a. IDENTIFICATION (check appropriate box)

☐ Same person identified in Section I ☐ Surviving spouse
☐ Next of kin (relationship) _____
☐ Other (specify) _____

b. SIGNATURE (see instruction 3 on reverse side)

DATE OF REQUEST

5. RELEASE AUTHORIZATION, IF REQUIRED (Read instruction 3 on reverse side)

I hereby authorize release of the requested information/documents to the person indicated at right (Item 7).

7. Please type or print clearly — COMPLETE RETURN ADDRESS

Name,
number
and
street,
city,
State
and
ZIP
code

VETERAN SIGN HERE

(If signed by other than veteran show relationship to veteran.)

TELEPHONE NO. (include area code) ▶

INSTRUCTIONS

1. **Information needed to locate records.** Certain identifying information is necessary to determine the location of an individual's record of military service. Please give careful consideration to and answer each item on this form. If you do not have and cannot obtain the information for an item, show "NA," meaning the information is "not available." Include as much of the requested information as you can. This will help us to give you the best possible service.

2. **Charges for service.** A nominal fee is charged for certain types of service. In most instances service fees cannot be determined in advance. If your request involves a service fee you will be notified as soon as that determination is made.

3. **Restrictions on release of information.** Information from records of military personnel is released subject to restrictions imposed by the military departments consistent with the provisions of the Freedom of Information Act of 1967 (as amended in 1974) and the Privacy Act of 1974. A service person has access to almost any information contained in his own record. The next of kin, if the veteran is deceased, and Federal officers for official purposes, are authorized to receive information from a military service or medical record only as specified in the above cited Acts. Other requesters must have the release authorization, in item 5 of the form, signed by the veteran or, if deceased, by the next of kin. Employers

and others needing proof of military service are expected to accept the information shown on documents issued by the Armed Forces at the time a service person is separated.

4. **Location of military personnel records.** The various categories of military personnel records are described in the chart below. For each category there is a code number which indicates the address at the bottom of the page to which this request should be sent. For each military service there is a note explaining approximately how long the records are held by the military service before they are transferred to the National Personnel Records Center, St. Louis. Please read these notes carefully and make sure you send your inquiry to the right address. Please note especially that the record is not sent to the National Personnel Records Center as long as the person retains any sort of reserve obligation, whether drilling or non-drilling.

(If the person has two or more periods of service within the same branch, send your request to the office having the record for the last period of service.)

5. **Definitions for abbreviations used below:**

NPRC—National Personnel Records Center PERS—Personnel Records
TDRL—Temporary Disability Retirement List MED—Medical Records

SERVICE	NOTE: (See paragraph 4 above.)	CATEGORY OF RECORDS	WHERE TO WRITE ADDRESS CODE
AIR FORCE (USAF)	<i>Except for TDRL and general officers retired with pay, Air Force records are transferred to NPRC from Code 1, 90 days after separation and from Code 2, 180 days after separation.</i>	Active members (includes National Guard on active duty in the Air Force), TDRL, and general officers retired with pay.	1
		Reserve, retired reservist in nonpay status, current National Guard officers not on active duty in Air Force, and National Guard released from active duty in Air Force.	2
		Current National Guard enlisted not on active duty in Air Force.	13
		Discharged, deceased, and retired with pay.	14
COAST GUARD (USCG)	<i>Coast Guard officer and enlisted records are transferred to NPRC 7 months after separation.</i>	Active, reserve, and TDRL members.	3
		Discharged, deceased, and retired members (see next item).	14
		Officers separated before 1/1/29 and enlisted personnel separated before 1/1/15.	6
MARINE CORPS (USMC)	<i>Marine Corps records are transferred to NPRC between 6 and 9 months after separation.</i>	Active, TDRL, and Selected Marine Corps Reserve members.	4
		Individual Ready Reserve and Fleet Marine Corps Reserve members.	5
		Discharged, deceased, and retired members (see next item).	14
		Members separated before 1/1/1905.	6
ARMY (USA)	<i>Army records are transferred to NPRC as follows: Active Army and Individual Ready Reserve Control Groups: About 60 days after separation. U.S. Army Reserve Troop Unit personnel: About 120 to 180 days after separation.</i>	Reserve, living retired members, retired general officers, and active duty records of current National Guard members who performed service in the U.S. Army before 7/1/72.*	7
		Active officers (including National Guard on active duty in the U.S. Army).	8
		Active enlisted (including National Guard on active duty in the U.S. Army) and enlisted TDRL.	9
		Current National Guard officers not on active duty in the U.S. Army.	12
		Current National Guard enlisted not on active duty in the U.S. Army.	13
		Discharged and deceased members (see next item).	14
		Officers separated before 7/1/17 and enlisted separated before 11/1/12.	6
		Officers and warrant officers TDRL.	8
NAVY (USN)	<i>Navy records are transferred to NPRC 6 months after retirement or complete separation.</i>	Active members (including reservists on duty)—PERS and MED	10
		Discharged, deceased, retired (with and without pay) less than six months, TDRL, drilling and nondrilling reservists	PERS ONLY 10 MED ONLY 11
		Discharged, deceased, retired (with and without pay) more than six months (see next item)—PERS & MED	14
		Officers separated before 1/1/03 and enlisted separated before 1/1/1886—PERS and MED	6

*Code 12 applies to active duty records of current National Guard officers who performed service in the U.S. Army after 6/30/72.

Code 13 applies to active duty records of current National Guard enlisted members who performed service in the U.S. Army after 6/30/72.

ADDRESS LIST OF CUSTODIANS (BY CODE NUMBERS SHOWN ABOVE)—Where to write / send this form for each category of records

1	Air Force Manpower and Personnel Center Military Personnel Records Division Randolph AFB, TX 78150-6001	5	Marine Corps Reserve Support Center 10950 El Monte Overland Park, KS 66211-1408	8	USA MILPERCEN ATTN: DAPC-MSR 200 Stovall Street Alexandria, VA 22332-0400	12	Army National Guard Personnel Center Columbia Pike Office Building 5800 Columbia Pike Falls Church, VA 22041
2	Air Reserve Personnel Center Denver, CO 80280-5000	6	Military Archives Division National Archives and Records Administration Washington, DC 20408	9	Commander U.S. Army Enlisted Records and Evaluation Center Ft. Benjamin Harrison, IN 46249-5301	13	The Adjutant General (of the appropriate State, DC, or Puerto Rico)
3	Commandant U.S. Coast Guard Washington, DC 20593-0001	7	Commander U.S. Army Reserve Personnel Center ATTN: DARP-PAS 9700 Page Boulevard St. Louis, MO 63132-5200	10	Commander Naval Military Personnel Command ATTN: NMPC-036 Washington, DC 20370-5036	14	National Personnel Records Center (Military Personnel Records) 9700 Page Boulevard St. Louis, MO 63132
4	Commandant of the Marine Corps (Code MMRB-10) Headquarters, U.S. Marine Corps Washington, DC 20380-0001			11	Naval Reserve Personnel Center New Orleans, LA 70146-5000		

*U.S. GPO: 1993-515-396/81265

STANDARD FORM 180 BACK (Rev. 7-95)

If you want just the Runtime Records of a ship (dates on & off if known), send a letter asking cost to #6 address.

For your Personnel Records fill out form and send to #14 address (FREE).

1995

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

1995

***** ORDER FORM *****

COMPUTER NO. _____

NAME (FIRST) _____ (LAST) _____ WIFE _____

STREET _____ BX. _____ CITY _____ STATE _____ ZIP _____

SERVICE # _____ BIRTH DATE _____ INJURED IN SERVICE _____

ARMED GUARD CAPS: ALL ARE \$10.00 DONATION WHICH INCLUDES POSTAGE
WHEN ORDERING, CIRCLE NUMBER, WINTER OR SUMMER, AND AMOUNT

01 - ARMED GUARD WW II.....BLUE	WINTER _____	SUMMER _____	TOTAL \$ _____
02 - EMBROIDERED LIB. SHIP.....BLUE	WINTER _____	SUMMER _____	TOTAL \$ _____
03 - EMBROIDERED MURMANSK RUN.....BLUE	WINTER _____	SUMMER _____	TOTAL \$ _____
04 - PACIFICBLUE	WINTER _____	SUMMER _____	TOTAL \$ _____
05 - EMBROIDERED EAGLEBLUE	WINTER _____	SUMMER _____	TOTAL \$ _____
06 - EMBROIDERED EAGLE.....WHITE	WINTER _____	SUMMER _____	TOTAL \$ _____
07 - MERCHANT MARINEBLUE	WINTER _____	SUMMER _____	TOTAL \$ _____
08 - T-SHIRTS A.G. WITH FREIGHTER OR TANKER.....	\$10.00 EA. _____		TOTAL \$ _____
09 - T-SHIRTS A.G. WITH FREIGHTER OR TANKER.....	\$10.00 EA. _____		TOTAL \$ _____

SHIRTS ARE WHITE CIRCLE SIZE M-----L-----XL-----XXL

10 - EAST COAST LAPEL PIN	\$3.00 EA. _____	TOTAL \$ _____
11 - WEST COAST LAPEL PIN	\$3.00 EA. _____	TOTAL \$ _____
12 - NEW ORLEANS LAPEL PIN	\$3.00 EA. _____	TOTAL \$ _____
13 - A.G. EAST COAST PATCH (SMALL)	\$3.00 EA. _____	TOTAL \$ _____
14 - A.G. EAST COAST PATCH (LARGE)	\$10.00 EA. _____	TOTAL \$ _____
15 - A.G. WEST COAST PATCH (SMALL)	\$3.00 EA. _____	TOTAL \$ _____
16 - A.G. WEST COAST PATCH (LARGE)	\$10.00 EA. _____	TOTAL \$ _____
17 - A.G. NOLA COAST PATCH (SMALL)	\$3.00 EA. _____	TOTAL \$ _____
18 - A.G. NOLA COAST PATCH (LARGE)	\$10.00 EA. _____	TOTAL \$ _____
19 - LIBERTY SHIP BELT BUCKLES	\$12.00 EA. _____	TOTAL \$ _____
20 - LIBERTY SHIP PIN	\$10.00 EA. _____	TOTAL \$ _____
21 - NAVY BELTS (BLUE) FOR BELT BUCKLES	\$3.00 EA. _____	TOTAL \$ _____

NEW ITEMS

22 - ARMED GUARD INSIGNIA LARGE LAPEL PIN	\$10.00 EA. _____	TOTAL \$ _____
23 - ARMED GUARD POST CARDS PACKAGE OF 50	\$8.00 EA. _____	TOTAL \$ _____

Make Check or M.O. out to: "U.S. NAVY ARMED GUARD WW II"

Send all orders to: **U.S. NAVY ARMED GUARD VETERANS**
C/O RUDY KOZAK
4950 DORY DRIVE
NEW PORT RICHEY, FLORIDA 34652

All items include cost and donations help pay for expense of Armed Guard ONLY.
 On behalf of the crew, we thank you for ordering these items. Display them and help find
 more of the "OL SALTS." We're doing all we can!! Are you???

ARMED GUARD JACKETS WITH EAGLE ON THE BACK CAN BE ORDERED FOR **\$35.00** FROM
 RICHARD AND BILLIE KOHSE, 2304 LISTER RD. N.E., OLYMPIA, WA. 98506,
 PHONE: 206-456-1946. SEND CHECK OR MONEY ORDER AND ALSO STATE SIZE.
 BILLIE ALSO HAS ARMED GUARD COOKBOOKS FOR SALE AT \$13.00 EACH.

These prices will go into effect as of July 1. All old price lists will be invalid after July 1, 1995.



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 15TH ANNUAL REUNION WILL BE HELD MAY 20-24, 1996 AT THE ADAM'S MARK HOTEL, 4TH AND CHESTNUT, ST. LOUIS, MO 63102, TELEPHONE 1-800-444-2326, LOCAL 314-241-7400, FAX 314-241-9839. THE HOSTS ARE AL AND WANDA COLELLA, 149 EL DORADO DRIVE, ST. PETERS, MO 63376, 314-279-1663. 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
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