

NOV. /DEC., 1995

THE INTER



WHEN WILL THEY ALL COME HOME?

Photo of C. F. Korker, official Armed Guard photographer, taken on March 13, 1945, at the 52nd street docks. We will never see ships like these again.

Officers for 1995

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

Al and Wanda Colella
149 El Dorado Drive
St. Peters, MO 63376
1-314-279-1665

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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

AND

THE PLANE SHOOTER

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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"



Dear U.S. Navy Armed Guard WW II Veterans, Ladies, Friends and Guests,

Wanda and I would again like to take the pleasure of welcoming you to another Armed Guard National Reunion, our 15th, to be held in St. Louis, Missouri. We personally want to again say THANK YOU for an outstanding turnout in Las Vegas, Nevada, in 1993, when Wanda and I were your hosts the first time. We are honored to have the opportunity to be of service to the crew once more.

St. Louis takes you from the ever towering Gateway Arch and Mississippi River paddlewheelers to boats of chance (casinos), historic neighborhoods and the most famous brewery. St. Louis also has the finest cuisine in some of the finest dining establishments.

Your stay in the Adam's Mark Hotel, located in the heart of downtown St. Louis, directly across the street from the world famous Gateway Arch, is really ideal in that you are within walking distance to Busch Stadium, Laclede's Landing, the St. Louis Shopping Centre and many more attractions near this fabulous hotel. Come early and stay later. SEE IT ALL!!

We are looking forward to seeing you again for a re-acquaintance of shipmates, both Armed Guard and some Merchant Marine friends.

Al "Chet" and Wanda Colella
Your Hosts for May 20-24, 1996

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**

Hi Y'ALL Shipmates, Shipmate's Mates, Shipmate's Friends:
(Fall of '95)

Hope all's well with you and if not, I hope that you're recovering. The hot summer is behind us and the leaves are starting to turn and will be on the ground for some by the time you get this. I just hope the winter is not as cold in comparison. I'll have to shine up my old "rusty" snow shovel.

Our hosts, Wanda and Al "Chet" Colella finally received the contract back from the bus company so he could finalize the itinerary for the National Reunion. I knew it was coming so I waited to get it in this "POINTER." I want to apologize to those holding their fall reunion for not getting another one out to help you get more attendance. I think they were all in past issues. If not, SORRY! There are a lot of stories that I just could not get into this, and past issues. Many pictures, too. The more donations we get, the more POINTERS you get. Simple!!

I was caught this time with too many bills for having to order and restock our supply of many types of caps, patches, etc. on Rudy Kozak's list in the last copy and these had to be paid. I think most all of the ones attending the San Diego reunion had already purchased what they wanted. Oh!! Well!! As the new Ol' Salts come on board, we hope to get back into the "GREEN." Rudy and Ellie have taken a lot of the work load off of me and I appreciate it. I know my mail man does!! Rudy will be taking the coat orders from now on, too. See Page 16.

While I am on the subject that no one likes to mention unless it's coming in - MONEY - many of you have donated above the expectation of anyone and this is why all of us are now receiving this "POINTER." If the rest of you donate a little, there would be many more copies printed. I can assure you that I do not spend any for myself. I do reimburse myself for the Armed Guard phone bill and some small items, such as: UPS, office supplies, printer ribbons which I pay for from my personal account, or use cash to buy. The reason I tell you this is that I can not go broke to keep the Armed Guard afloat, so if you haven't donated a little in the past, see if you can not find a little to help. Several of you have written me in the past and explained why you can not donate. Your cause is justified and you will receive a copy as long as I do. Fifty per cent of all "POINTER" donations come from the ones who paid for the last ones. I am so thankful for people like you. Some of you have placed reunion notices in local papers and magazines. I am over 13129 now with still over 11,000 on the mailing list and it's starting to get out of hand, but I continue to add more hours into the day and I'll keep sending out the packets as long as we have any stamp money. If any of you NEW Ol'Salts (or any Ol'Salts in the past) did not get a Membership card, send me a self-addressed-stamped-envelope and I will send you one. I know I missed some of you but have misplaced the list.

PLEASE PAY ATTENTION!! The BRITISH, FRENCH, MALTESE, GUAM and the PHILIPPINES have DISCONTINUED giving out 50th year medals. The Russians are still issuing theirs and will continue to do so. I found out that they had stopped as soon as I got the last POINTER printed and mailed. I am so sorry to have inconvenienced you and put you to the financial burden but I did not have money to notify you.

We had a lot of Armed Guard at the 50th Anniversary of VJ DAY at Wilmington, N.C. at the Battleship USS NORTH CAROLINA (BB-55). I met many of you among the approximately 10,000 who attended. When I looked up into the stands and saw so many Armed Guard caps, it sure made my day. We were in the video taping of the event but I was half way to Wilmington when I realized that I had left the banner. I understand that the Fredricksburg, Texas ceremony at the Nimitz Museum was great, also with many Armed Guard there. Did not hear from Bremerton. If you have a change of address, zip code, area code, OR: any

change, YOU will have to notify me!! I CAN NOT NOTIFY YOU!! Simple enough? I have about 200 with "HOLD" behind your name. Let me know if you get this POINTER and if WANTED!!

I would like to congratulate our Armed Guard Chaplain Lyle Kell, 2821-180th NE, Arlington, Wa. 98223-9771, 360-652-1884 for his being elected as Chaplain of the NATIONAL VETERANS of FOREIGN WARS (VFW) for the tenure year, 1995-1996. It is a great tribute to the Armed Guard to have one of our crew in this position. We of the Armed Guard salute you.

To you ARMED GUARD WW II Veterans who enlisted from the State of NEW YORK and were discharged there and awarded all three ribbons, the AMERICAN, PACIFIC and EUROPEAN Theatre RIBBONS PLUS ONE BATTLE STAR, you are entitled to the "NEW YORK CONSPICUOUS SERVICE CROSS." If you qualify, you can contact: Adjutant General, Division of Military and Naval Affairs, Att: MNHR-AD, Nancy French, 330 Old Niskayuna Rd., Latham, N.Y. 12110-2224 for application. PUT "ARMED GUARD APPLICATION REQUESTED" on left side-front of envelope. These applications have to be processed. Please be patient. This was instigated by Henry Caringi, John Shevlin, Lyle Dupra, and N.Y. Senator Richard A. Dollinger.



Senator Richard A. Dollinger presenting the Official Document of New York State's Highest Military Honor on 07/03/95.

Many of you have had by-pass and other surgery and are doing great. Be thankful that doctors have been educated in our lifetime who are talented enough to get us well. Many may be doctors yourselves. Many have other physical conditions and problems and our prayers are with you all.

Many of you have sent me pictures, stories, etc. and you want them back and I have them but where? I have a few of your requests. If you don't mind, write me once more and I will make a list and try to locate them, make copies and return them to you. I don't want them, but time is something that I don't have now.

Tom Bowerman, Gerald Greaves and I have CD-ROMS attached to our computers now and we are working from a list of approx. 4000 names from 2 books published in the fall of 1944 at Camp Shelton, Va. We have located over 80 so far and have only scratched the surface in our search. The CD-ROM has over 83 MILLION names, addresses and telephone numbers on file. If you are in search for a shipmate and you know his first and last name (middle helps), send a self-addressed-stamped-envelope to them. Drop a coupla bucks in your request to help find some of the 4000 we send out to. This is expensive and only your donations can keep up this dedicated work. WE ARE NOT NAVY SUBSIDIZED!! WISH WE WERE!!

I hope all of you will have a wonderful Fall, Thanksgiving and all the other Holidays till I can get back to you. Stay healthy and God Bless. calloyd

★ ★ ★ ★ REUNIONS ★ ★ ★ ★

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

OOOPS!! COLUMN!!

June/July "POINTER", Pg. 2 Last Paragraph: Eloise Moran's Street name should be "PARK" instead of Trail and on Pg. 3 the Telephone No. should be "310-591-0364."

U.S. NAVY ARMED GUARD AND MERCHANT MARINE VETERANS will hold a joint Dedication Ceremony at 12 NOON Oct. 18, 1995 to honor their personnel killed during WW II, at the site of the Battleship USS PENNSYLVANIA SHIP'S BELL, located at the entrance of the Wagner Building on Penn State Univ. campus. Contact: George K. Bathie, AMMVWWII, 580 Melissa Ln., State College, Pa. 16803, 814-237-0329, who is CEO for the KEYSTONE MARINERS CHAPTER. All are invited to attend.

One hundred "AUSTRALIANS" will be coming to the **Merchant Marine Veterans National Reunion** to be held in Las Vegas, May 19-22, 1996 as guests of the AMMV Desert Mariners Chapter of Phoenix, Arizona. A contingent of Canadian Merchant Navy Veterans (DEMS) will also be attending. Contact: Bill Erin, 1442 Rawhide Rd., Boulder City, NV 89005-3114, 702-293-7438 for more info. Maybe, they can come over to St. Louis and attend 2 days with us???

ORANGE COUNTY, CALIFORNIA AREA Contact: Walter Davis, 2604 N. Tustin Ave. #F, Santa Ana, Ca. 92705, 714-997-7119 or, Curtis Mellin, 3173 Bern Dr., Laguna Beach, Ca. 92651, 714-494-6603. Their first meeting was a great one. They have a great crew and he wants more to take part.

"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. Vincent Daddazio 100, Dunn Tower Dr. #1, A-404, Rochester, NY 14606, 716-429-6653 assists John.

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



Albany, NY crew enjoy the comradery, like many other groups throught the USA. (L-R, front row): Host - Henry Carrangi, James Doherty, Charles Rich, James Whitbeck, Frank Kane, Willis Grinter, Robert Weaver, Robert Crofut; (back row): James Flater, Charles Memmerth, Harry Hussey, Leigh Garhardt, Leland Case, John Broomhead, Vincent Lyons, Bernard Ives, Francis Murphy, Ralph Shanks, Arthur Fazzone and Clifford Hossaspple.

"ALABAMA CREW" are to contact Cliff Rushing, 9044 Belvoir Dr., Birmingham, Al. 35206, or Tom Toughy, 2408 Brook Run, Birmingham, Al. 35244, 205-988-3479 for their next meeting at ROSSI'S RESTAURANT in Birmingham.

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 Latore, 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.

NEBRASKA Host, Moe Carlton, 6601 Benton St., Lincoln, Ne. 68507, 402-466-1058 reports that they've **CHANGED TO A 11:00 LUNCHEON** on the 1ST MONDAY of each month at FARABEES RESTAURANT on 58TH and OLD CHANEY ROAD.

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 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., WHITEY'S Restaurant, 4501 Market St., Wilmington. Host is George W. Cameron, 611 Middle Sound Rd. Lot 16, Wilmington, N.C. 28405, 910-686-4193.

"DELAWARE VALLEY PA. Area" Armed Guard HAS STARTED HOLDING A 11:30 AM, 2ND WEDNESDAY, MONTHLY MEETINGS AT THE AMERICAN LEGION, FALLS TWP POST #834, FALLSINGTON, PA. 19054, 215-295-9858. 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. "EVERY OTHER MONTH" starting in Feb. 1995, at COBBLEWOOD PLAZA, 1097 Smiley Ave, Cincinnati, Oh., Exit 39 off I-275. "NOTICE CHANGE"

DEMS - CONTACT: DOUG SEPHTON, RCNA-DEMS, 203 ANNE ST. NORTH, BARRIE, ONTARIO, CN L4N 4T4. ARMED GUARD AND MERCHANT CREWS ARE WEL-COMED to attend functions.

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 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.

WYOMING Armed Guard Skipper for 1996 is Charles Gray, P.O. Box 673, Vernal, Utah 84078, 801-789-0831

ROCHESTER, MINNESOTA AREA should contact: Harold Forbes, 102 2nd St. SE, Apt. 1005, Rochester, Mn. 55904-3785, 507-288-2517.

NOTICE BELOW!! CHANGED to "SECOND WEDNESDAY!! **LANSING, MICH. AREA** holds a "2nd" WEDNESDAY of the ODD MONTHS at the "CORAL GABLES RESTAURANT" 2838 E. Grand River Ave., East Lansing, Mi. 517-337-1311. Hosts are Carl Mescher, 508 Wayland, East Lansing, Mi. 48823, 517-332-1027; or, Martin Vallee, 1412 Brookwood, Flint, Mi. 48503, 810-235-3530.

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

The "RHODE ISLAND CHAPTER" of ARMED GUARD VETERANS have a "LUNCHEON MEETING" on the 1st Wed. of every month at NOON at BICKFORDS in Warwick., R.I. Gerry and Lena Greaves, 143 E. Killingly Road, Foster, RI 02825, 401-647-2212 are your hosts!!

OKLAHOMA should contact RALPH McNALLY, P.O. Box 423, Skiatook, Okla. (918) 396-2693, or; Jim Carlton, 519 E. 6th St., Bristow, Ok. 74010, 918-367-6764 on their meetings at PERRY'S CAFE, Hiway 169-76th St. N. Owasso, Ok. Their Mini-Reunion turned out GREAT!!

TOPEKA, KANSAS AREA meets on the "FIRST THURSDAY of each month at 8:30 A.M. AT THE TOPEKA PLAZA INN WITH DON GLEASON, 2405 N.W. Cross, Topeka, Ks. 66606, 913-234-6087 and Dean Vining, 913-273-1247 as hosts.

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

LITTLE FERRY, N.J. AREA meets on the 1ST TUESDAY of EACH MONTH, 11:30 AM luncheon at TRACEY'S RESTAURANT, #4 Bergen Pike, Little Ferry, NJ 07643. Hosts 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.

CHICOPEE-LUDLOW, MA. Tom and Priscilla Dufresne, 289 Munsing St., Ludlow, Ma. 01056, 413-583-8580, host a "2ND SUNDAY" 9 A.M. BREAKFAST at the MOOSE LODGE #1849, 244 FULLER RD., CHICOPEE, MA. and are assisted by Roger Fournier, Springfield, Ma. 413-543-3766; Sam Pitittieri, 413-592-1854, and Louis Carr 413-783-5904.

COLORADO CREW: EVERYONE is invited to attend our FIRST (1st) TUESDAY of the month LUNCHEON at the EMBASSY SUITES, 4444 Havana St., (I-70 and Havana) Denver, Co. 80226, 303-988-5583. Contact Ed Jones, 616 S. Carr St., Lakewood, Co. 80226, 303-988-5583. Their next Mini-Reunion will be in Cheyenne, Wy. 6/7-8/96. Ed says he'll also see us in St. Louis, Mo. BRING 'em all!! **NOTICE TELEPHONE CORRECTION, TOO!!**

S.C. CREW CONTACT: Jeff and Mabel Haselden, 120 Richardson Blvd., Lugoff, S.C. 29078, (803) 438-1491.

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 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. They have a great crew and are gaining monthly. Come see the scenery!!



The Roanoke, Virginia Armed Guard and Merchant Marine WWII Veterans atp their meeting, 7/95. Photo sent in by Larry Hewitt.

DESTROYER ESCORT ASSOC. CREW 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.

ATTENTION EVERYONE!! FLORIDA MINI-REUNION
Nov. 29th-December 1st, 1995

Rudy and Ellie Kozak, 4950 Dory Dr., New Port Richey Fl. 34652, (813)-847-4038 announce the Florida Crew Mini-Reunion Nov. 29 to Dec. 1, 1995 at the CLARION PLAZA HOTEL, 1-800-627-8258, International Dr., Orlando, Fl. Same hotel and rates (\$60) as when we held the NATIONAL there. Jack and Corinne Renaud, 839 S. Success Ave., Lakeland, Fl. 33801, 941-688-1312 and the Lakeland Crew are the HOSTS with Harold Ceaser, 8621 Vixen Dr., Port Richey, Fl. 34668, 313-863-1367 as Treasurer. Come to sunny Florida and join them!

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, FL 34952, 407-878-2686 with 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.

MESA, ARIZONA HOSTS are Clarence and Marilyn Halpny, 1180 S. Starr St., Apache Junction, Az. 85219, 602-983-5212. THEY MEET AT "SHONEY'S" at Gilbert and Baseline in Mesa on the first Saturday of the month at 9A.M. Also assisting is: Adele Traficano, 108 N. Greenfield Road, Apt-2117, Mesa, Az. 85205, 602-396-6233.

THE TUCSON, AZ. AREA hosts are William and Marion Howard, 4056 N. Tuttle St., Tucson, Az. 85705, 602-887-8703 for the "LAST SATURDAY" of each Mo. meeting at 11 AM at the VILLAGE INN, 6251 N. ORECLE RD., TUCSON, Az. 85704, 602-297-2180. Y'ALL COME!!

PBY CATALINA INTERNATIONAL ASSOC. CONTACT: James Thompson, 1510 Kabel Dr., New Orleans, La. 70131-3632, 504-392-1227. YOU DID A GREAT JOB!!

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.

SAN FRANCISCO, CA. AREA CONTACT: 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. (NOW AT PIER 52)

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 somewhere else):

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 (AT PIER 52)

LSM ASSOCIATION Contact: Richard Schatz, 66 Summer St., Greenfield, Ma. 01301, ON 1996 REUNION.

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!!

DAKOTAS!! Verne and Evelyn Barrett, 208 E. Centennial Drive, Rapid City, S.D. 57701, 605-343-4171 have 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.

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!!

All **MERCANT MARINERS** who want their service awards for WW II SHOULD WRITE:

U.S. DEPT. OF TRANSPORTATION
MARITIME ADMINISTRATION
400 SEVENTH ST, S.W.
WASHINGTON, D.C. 20590

For **MERCHANT MARINE SERVICE RECORDS**, contact:
COMMANDANT (GMVP 1/12)
U.S. COAST GUARD
WASHINGTON, D.C. 20593-0001

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 and 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)

U.S.N. CRUISER SAILORS ASSOC. Reunion 5/15-19, 1996 at Holiday Inn, Portsmouth, Va. Contact: Ray Snapp, 3705 Heatherwood Dr., Tipp City, Oh. 45371, 513-339-3217.

DID I MISS ANY? LET ME KNOW BEFORE I GO TO PRINT, AGAIN. IT THE ONLY WAY I CAN CORRECT MY ERRORS. (cal)

According to "The Pelican," station paper at the New Orleans Training Center -

An old lady, speaking to the captain at his ship's launching:

"Captain, how often do big ships like this sink?"

Captain: "Usually just once, ma'am."

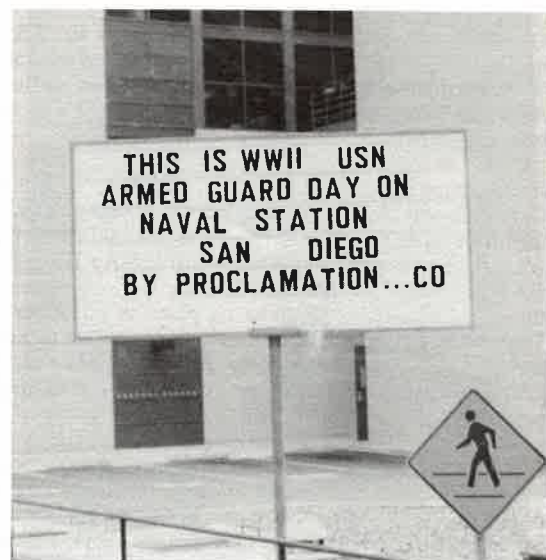
— In Memory —

DEPARTED SHIPMATES SINCE JUNE/JULY POINTER

Abysalh	R. P.	Lincoln	RI	Gloriette	1/4/85
Atkucunas	Edward J.	Philadelphia	Pa		7/2/95
Baker	John Thos.	Drexel Hill	Pa	Jean	7/21/95
Barrows	Arthur L.	Thornwood	NY	Elise	4/93
Berardi	Grant L.	Salem	Oh	-	9/11/95
Bieber	Harry P.	Kurtistown	Hi		6/14/95
Bell	Marion F.	Statesville	NC	Mary Lou	7/26/86
Bellomy	Paul H.	Grove Cit	Il	Betty	2/13/92
Brainard	Clyde L.	Painesville	Oh	Litta	6/10/95
Branon	Harold	Hamptonville	NC	Frances	8/27/81
Cavaness	Lloyd L.	Granite City	Il	Ella Mae	7/3/95
Davis	Norman M.	Woodsville	NH	Patricia	6/29/95
DeLapia	Frank	Union City	NJ	Hazel	7/28/95
Devers	Frank	Plummersville	Ar	Oletha	7/28/95
Dewitt	Clem	Silver Prings	Md	Ginny	/20/95
Dillard	James C.	Norman	Ok		6/1/95
Frances	Erle W.	Topeka	Ks	Marie	8/14/95
George	Edward J.	Rochester Hills	Mi	Ruth	8/5/95
Gilles	Harldon W.	Tn			6/10/83
Gray	Harry L.	Windham	Me	Mary "Betty"	2/18/95
Hrebmar	John	Monessen	Pa	Frances	1983
Jarnagin	Ernest	Knoxville	Tn		7/25/90
Jones	Robert C.	Parsons	Ks	*	11/14/94
Kessel	Harry R.	Parkersburg	Wv		10/9/72
Kopren	Curt T.	Chula Vista	Ca		95
Lemaster	Hubert	Huntsville	Al	Sarah	3/16/95
Linne	Uno E.	Tigard	Or	Gladys	6/16/95
Martin	Clifton L.	Southington	Oh	Pansy	/3/95
Middaugh	Raymond	Lancaster	Oh	Ruth	5/28/95
Mocnik	Ray	Pittsburg	Ks	?	95
Nelson	Nathan N.	Richmond	Va	Bobbie	8/2/95
Railsback	Grady L.	Cransfill Gap	Tx	Dorothy	5/2/95
Schroeder	Edwin	Morrison	Il	?	95
Shrader	Paul E.	New Stanton	Pa	Edyth	9/1/95
Snee	William F.	Forty Fort	Pa	Mannette	7/5/95
Sowles	Donald C.	Sacramento	Ca	Viola	8/11/95
Topmiller	James H.	Louisville	Ky	Shirley	8/4/95
Tritt	Martin I.	Argonia	Ks	?	95
Upton	J. R.	Toccoa	Ga	?	12/8/90

IN MEMORY OF OUR SHIPMATES' MATES

Beatty	Nancy	Barrington	NJ	Ralph R.	7/3/95
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ABOVE: Ernest Price's eye caught this sign posted in honor on the Armed Guard. My eye caught Ernie's great return address.

BELOW: The crew of this Army tugboat carried one of the first "Welcome Home" signs seen by returning troops when they sailed into New York Harbor at war's end in 1946. All Americans joined in "Well Done" messages.



DO YOU REMEMBER THIS?

On May 9-12, 1995, five of us "ol'salts" from the S.S. TULANE (V) met in Des Moines, Iowa (along with 4 of the wives) for the 1st time in 50 years. I am also sending some pictures taken in Honolulu in 1945. Also a current photo. I have a story to tell which may be of interest to you and the Armed Guard Crew:

In the summer of 1945, the S.S. TULANE (V) left Port Hueneme, California and our final destination was Kyushu Island, Japan, scheduled for November 1, 1945. We were at Ulithi in the Caroline Islands when the war ended, thanks to the two U.S. Air Force Planes, ENOLA GAY and BOCK'S CAR and their crew. There were over 200 ships there and suddenly, they had no place to go. After riding out the Typhoon as we sailed into Okinawa, we were sent to Yokohama, Japan and our crew began to break up. A Gunners Mate and 1 gunner, Bill Church, stayed on board to New York until the guns and Navy material was removed.

After about 48 years had passed, we began to find each other through the Armed Guard Association. We were reunited during the Iowa Mini-reunion hosted by Arnold Latare. These were enjoyable times together but most of all, we spent our time sharing the joys and sorrows of our lives as well as remembering the events of the past, such as: the bombs, torpedoes, mines, typhoons, hurricanes, sharks, coral snakes, burial at sea, dark nights as we sailed BLACKOUT with no radar or sonar, the beautiful moonlight night when the submarine had as good a vision as you did, the foreign ports and its people, and hillsides that were covered with white crosses.

We found we had a bond as brothers in arms that only those who were there can know and those who were not there could never understand. Four of our wives met with us and through the years, they have become so much a part of us that they almost seem as if they had sailed with us. This has been manifested in the Iowa Armed Guard Veteran's group and I am sure it has in others.

We send our sincere thanks to Arnie Latare and the Iowa Armed Guard Veterans and their ladies and to you, C.A., and all who help you, in the past and present. Without your efforts, our ship's crew would never have found one another and these wonderful reunions would not have been possible. Our crew is planning to meet again at the National Reunion in St. Louis come May 20-24, 1995 and we would be honored to meet with you. We also hope to find more of our crew by then in hopes they will join us. Sincerely, Ivan K. Edwards, 3128 F Ave., North English, Iowa 52316-8536, 319-485-2511

Dear C.A.,

In 1945, I was assigned to the TULANE VICTORY as a signalman. We had a cargo of field hospital equipment to be used in the invasion of Japan, which did not become necessary, thank God. Anyhow, as is usual aboard ship, there were several of us who became good friends. Since I had accumulated quite a bunch of points from sea duty, I was detached from the ship and returned to the states independently, while most of my shipmate friends returned with the ship to the U.S. Since I left the ship rather hurriedly, I did not get the addresses of my friends and, as it turned out, apparently they did not get one another's address either.

Now, thanks to the Armed Guard's network and computers, five of us have, after fifty years, found one another. In 1992, I received a letter from one of the gun crew, one Gordon Gates of Indianapolis. We met at the national reunion in New Orleans. Then, along in the late summer of 1994, I heard from Bill Church, who lives in McMechen, WV. Following this, because of the network, etc., I heard from Ivan Edwards of North English, Iowa. By this time, we were all writing and phoning one another. Ivan came aboard as a SM Striker, but later made third class. There was one other of the gun crew who had been an especially good friend, one Otis L. Overby. I seemed to recall that Otis lived in Columbia, GA, although why I should remember this after 50 years is a mystery, especially to me as I have trouble remembering my own address. Just on a whim, I called Columbus "Information," got his number, and the rest is history. We five had all found one another after all this time.

Since Des Moines, Iowa seemed to be somewhat central for all of us, we agreed to and did meet there for three days in May with our wives, who all turned out to be a group of jewels. We had all hit the jackpot, so to speak.

Our ship had stopped at Pearl Harbor on the way West, and four of us - Gates, Church, Overby and I - had gone ashore in Honolulu. I guess that Edwards had the duty as he is not included in the picture that we had taken in our whites. I had forgotten that we ever went ashore, or had a picture taken, for that matter. When we all got together recently at the hotel, what did Kathleen produce from her purse but this picture which the rest of us had long since forgotten. While all together we had another taken of us all, in the same relative positions except that Ivan Edwards is standing in the middle of the back row. After all these years, we are in surprisingly good health, I believe. Gates did have a stroke in 1994, and early in 1995 Overby had open heart surgery, but both are healing well. We have already made reservations at the Adams Mark Hotel in St. Louis for the 1996 National Reunion, and I hope to see you and your bride there too.

Would you recognize us in the pictures as what we looked like then and now? This picture of us in our whites was in the local paper the Sunday before Memorial Day, as the paper ran several old timers' pictures, and I had a large number of calls about all of this. If you can put these two pictures of "then and now" in the POINTER, it may encourage many other ol'salts to redouble their efforts to find old shipmates. The sooner, the better, as our ranks are thinning all too soon. Keep smilin,' Robert E. Lewis, 5510 Walnut Drive, Eureka, CA 95503-6557



"THEN": (Clockwise from top left: Gordon Gates, Bill Church, Otis Overby and Bob Lewis.

"NOW": The same men, fifty years later, in the same position, with the addition of Ivan Edwards, in the middle of the top row.





(Top Left) U.S.N. Armed Guard WWII Veterans marched in the V.A. National Cemetery Parade in Bourne, MA, May 28, 1995. Photo by Art Frietas, N. Dartmouth, MA.



(Middle Left): Armed Guard Memorial at National Cemetery, Bourne Massachusetts. Dedicated by the New England Chapter.



(Bottom Left): U.S.N. Armed Guard WWII Veterans and the U.S. Maritime WWII Veterans join in at the Charleston, S.C. 50th Victory Parade on 7/5/95. A little different than 50 years ago when they were in the "Same Boat" on the "Same Ship."

(Top Right): (L-R) Capt. John LeCato (MM) and General Robert Floyd (AG) at the Charleston, S.C. parade.

Were We Right to Drop the Bomb?

Thanks for another excellent edition of the "POINTER" and for time spent keeping the crew informed and together. You asked for our opinion on the dropping of the Atomic Bomb. I'm grateful for President Truman and his decision on dropping the bombs, thus ended the war earlier and saving many lives in doing so. He was one leader who had the guts to make decisions even though they were hard ones. As he said, "THE BUCK STOPS HERE!!"

I was ETO at the time the bombs were dropped and our ship would have been slated to go to the Pacific as would hundreds of others. So, on a personal note, I got home to my family and friends a lot sooner than it would have been the case had the war in the Pacific had dragged on.

The bottom line as I see it is: O1. Japan started the war by its cowardly attack on Pearl Harbor. O2. The United States and its Allies ended the war as expeditiously as was possible, thus putting an end to an "EVIL" empire which had raped, plundered and occupied its neighbor for over a decade.

It galls me that some of Japan's present leaders have refused to accept their country's guilt in this terrible conflict. Sincerely, **Charles E. Sheidler, 1605 Menlo Ave., Carmichael, Ca. 95608, 916-483-1931**

Archie and I live in Virginia. We are just 21 miles from the center of Washington, DC and have been besieged by TV and print media, all expressing diverse opinion about the use of the atomic bomb. The Air and Space Museum has recently unveiled a revised exhibit of the Enola Gay.

The first attempt to feature the plane was met with a great deal of dissent, especially in light of the apologetic format of the exhibit that appeared to present the crew, the officers, and the decision to use the atomic bomb as an example of American outright cruelty. The revised exhibit has apparently removed the offending comments; however, only yesterday, a threesome poured human blood on the plane in an attempt to defame the Enola Gay, her crew, and the decision to use the bomb.

One of the three was caught by a media cameraman. She was shown on a local TV news program. I saw a young, vocal woman who was adamant about the use of the bomb. Her comments were unyielding that the bomb should never have been unleashed on the poor defenseless Japanese. That woman may be alive today because her father or her grandfather was spared death at the hands of the Japanese. I don't know what world she lives in, but I do know that I firmly believe that had not President Truman authorized the use of the bomb, Archie may never have come home from the Pacific.

To her and others of her ilk, I can only ask why should I have sympathy for the nation that violently dispatched our Navy at Pearl Harbor? Why should I be ashamed that the use of the atomic bomb stopped the bloodshed (on both sides)? What would her comments be if she were imprisoned by the Japanese in their hellish death camps? If she were there, I suspect that she would pray for anything to relieve her torment . . . even the use of the atomic bomb.

Of course, no one who is sensitive to the loss of human life would encourage the use of the bomb again. That thousands of Japanese on the mainland were injured, maimed and killed is not an event that one would use as an example of benevolence. Neither would

one consider as recommended behavior sending buzz bombs to kill thousands of British in their homeland, or methodically "eliminating" the millions of ethnic persons killed by their European tormentors. The Japanese are not immune to such conduct: reflect on the 2nd Sino-Japanese war (1937-45) with the "rape of Nanking (Nanjing)." These United States were startled by the savagery of the Japanese troops as we saw the films of the wholesale massacre in Nanjing of 200,00 Chinese civilians on December 13, 1937. Remember, also, that the Japanese were allied with Germany and Italy during WWII, thereby sharing equally in all of the European atrocities.

If that young woman and others who are like-minded really want to DO something, start here with the social ills rampant in our own country. Feed the hungry. Teach the illiterate. Have compassion for the children who are walking the streets as "throw-away kids." Stop the use of drugs. I could go on for pages, but the point of this tirade is that her outrage should not be directed at the truth of the Enola Gay, but directed toward making this country a better place for all her citizens. My final comment to her would be:

"Stop fighting windmills, kid. Be grateful that Truman had the courage to commit the limited use of the bomb and STOP the killing of WWII." Sincerely, **Gloria D. Harmon, 1011 Moorefield Hill Grove, SW, Vienna, VA 22180-6249**

In response to your June/July "POINTER" request: I was in the Pacific aboard the Texaco tanker, S.S. ROANOKE on VJ-DAY. I was sent to the Pacific Theater after having served three years of torpedoing in the awful North Atlantic. This resulted in approximately five weeks in the Naval Hospital in Roseneath, Scotland.

My comments about the justification for dropping the bomb are exactly as you expressed in capital letters, "...we brought them back home ALIVE!! THANK YOU PRESIDENT TRUMAN."

Thank you Cal for the work you are doing. I am enclosing a check to help cover some of your expenses. Sincerely, **Cecil T. Smith, 9105 S. Spencer Dr., Portland, Or. 97266, 503-659-9970**

Enclosed is my response to your invitation for comments regarding VJ DAY and the "ATOMIC BOMBS" dropped on Japan. I am Carl P. McCrillis, a survivor of nearly three and a half years as a Prisoner of War in Japanese POW camps. If the U.S. troops invaded Japan, our days were numbered as we were all to be executed. The "Atomic Bombs" saved our lives.

Unless you were there, it is difficult for anyone to imagine the brutality and suffering wrought by the Japs upon their prisoners captured during the early days of World War II in the Pacific. In November of 1941, I was assigned U.S. Navy Armed Guard duty as a radioman on the S.S. PRESIDENT GRANT, headed for the Far East. I was wounded in the bombing of the Cavite Navy Yard and was captured in Manila on New Year's Day, 1942. In Japanese prison camps, one in every three American POWs died. The Japanese worked, starved and beat their prisoners to death. They looted their food and the Camp Commandants watched the prisoners die by the thousands from deliberately untreated disease. The Japs' wanton atrocities against prisoners is horrifying. Many of the actions by the Japanese were not in furtherance of their war effort, but simply acts of brutality.

The dropping of the bombs on Hiroshima and Nagasaki, Japan is most commonly railed against by revisionists and the Japanese as having been "HORRIBLE AND IMMORAL" and as having been "UNNEEDED." On the contrary, the Japanese had no morals. Was it any less horrible to be beheaded by a Jap during the "BATAAN DEATH MARCH" just because an American soldier was dying of thirst and sought water? Was it any less horrible for the U.S.N. Armed Guard sailors from the S.S. JEAN NICOLET, sunk July 2, 1944 to be picked up by a Jap submarine crew and to be bludgeoned and then kicked overboard into the water to drown? Was it any less horrible for American flight crews who were shot down and captured, to be bayoneted, shot and beheaded just because they dared bomb Japanese soil? The list of Japanese atrocities could go on and on, forever!! We all know that there is no moral war, but the argument that the use of the Atomic Bombs was immoral is not only ludicrous, but it is self-serving. Thousands of Allied lives were saved when the invasion of the Japan homeland became unnecessary. The same could be said for Japanese lives, as their nation was physically and psychologically ready to fight and die to the last man.

For those who would like to learn more actual facts, read the recently published books "Prisoners of the Japanese" by Gavan Daws and "Marching Orders" by Bruce Lee. The depiction of the use of the Atomic Bomb against Japan by the Americans as "Horrible and Immoral" is only a myth. This depiction is only furthered by the Japanese for their own protection and ego, to be inserted into their own "UNTRUE" history books. Thank you for letting me present the facts. **Carl P. McCrillis, 750 Del Ray Place, Punta Gorda, FL 33950-7717.**

After reading the last "POINTER," I wanted to let you know I had just gotten back from Leghorn, Italy, when V-E Day was declared. I spent that day in Times Square. On V-J Day, I was in Okinawa. Worlds apart. I think V-J Day should remain V-J Day. We must not forget. Sincerely, **Bill Ball, 300 Wisteria Ct., Deltona, FL 32738-2271**

On VJ-DAY, I was serving with the Flag of Commander Service Squadron 10 Red C at Saipan and was living on a captured Japanese barge, tied up along side of the repair ship, LUZON. I was Radioman and stood a 4 hour watch. As I was at watch on a radio circuit, a guy next to me was copying news as it came over the air. He tapped me on the shoulder and I looked down as he was typing out a story about an Atom bomb on Hiroshima, Japan. That was the first time that I ever heard of such a thing. I believe President Truman was justified in giving the O.K. to drop the bombs. He had no way of knowing how many Americans would have died taking Japan. One would have been too many. The ones who complain in our country are left-wingers who are trying to downgrade our great nation. Sincerely, **Walter W. Parker, Rt-1 Box 247, Camden, Tn. 38320, 901-584-7194**

In response to your request in the last edition of the POINTER concerning V-J Day experiences and comments on the A bomb, I offer the following:

I served as an Armed Guard signalman in the North Atlantic convoys and upon leaving my last ship, the tanker S.S. TOBIAS STANSBURY in May, 1945, I was assigned to the Naval Amphibious Forces and sent to the Pacific. I was in Pearl Harbor preparing for the big invasion of Japan when the bombs were dropped and Japan surrendered. I celebrated on the streets of Honolulu that night, along with probably a couple hundred thousand other servicemen. It was a real blast. As I recall, there was a

premature celebration with a lot of fireworks the night before the surrender became official. I didn't know a lot about the A bomb at this time, but I was very thankful for it since it saved me and many others from a very bloody ordeal. A later experience, however, gave me second thoughts about the bomb.

Just after V-J Day, my group was assigned to occupation duty in Japan and put aboard a troop transport. In early September, soon after the formal surrender was signed in Tokyo Bay, we dropped anchor in the harbor at Sasebo, Japan. We were the first Americans to land in that area, and since Sasebo was only about 30 miles from Nagasaki, there was apparently some concern about how the Japanese would react when we came in. I was on one of the first boats to go ashore and all of us were issued 30-30 carbines with ammo along with other combat gear. There was no need for this however, since a big part of the city's population had fled to the hills thinking they would be massacred. A few days later they started coming back down from the mountains.

A few weeks after arriving in Sasebo, I had the opportunity to spend a day in Nagasaki. I had a lot of unforgettable experiences in the Navy, but this day in Nagasaki was one of the most memorable. I arrived by train apparently near the middle of the blast area, because, except for the railroad tracks we were on, everything for at least a mile in all directions was destroyed. I had seen bombed out areas in Britain and in Murmansk during my Armed Guard days but nothing that compared to this. The amount of debris was not nearly what you would expect to see with this much destruction. Apparently a lot of material had been vaporized into the atmosphere. Twisted steel beams were evidence of the tremendous amount of heat. Going back on the train that night one of the fellows remarked, "All I can say is I hope I'm not around for the next war." I think he expressed the sentiments of a lot of us.

In spite of my misgivings after the trip to Nagasaki, I still firmly believe the dropping of the A bombs was justified. I've read that there were 2 million Japanese soldiers prepared to defend their homeland to the death, and it was estimated that the Americans would suffer up to 500,000 casualties during the first 30 days of the invasion. I'm sure there would have been many more Japanese casualties, both soldiers and civilians. The casualties at Hiroshima and Nagasaki, even though great, were a fraction of the death toll had these bombs not been used. It's scary to think that this bomb that destroyed a big part of these cities was only a firecracker compared to the H bomb of today, and I think the world would be a lot safer if they did not exist. However, since the bomb was within the capability of man to build, if we had not developed it first, some other nation would, and if so, the consequences could have been disastrous for all of us. Sincerely, **Eugene "Gene" Meadows, P.O. Box 581, Waynesboro, VA 22980**

Dear everyone: These letters were picked by me at random. I have many more and not one says the bomb should not have been dropped. Some have asked me where I was and I will tell you quickly!: I was on the U.S. Army Transport J.W. McANDREWS in Naples, Italy loaded with 2800 troops on a ship normally holding 1800 troops and destined for Japan when they dropped the first bomb and got the Japs attention. We were close to the Rock of Gibraltar when the second made a real believer out of them. Orders were changed half way to the Panama Canal and we carried those wonderful heroes to Newport News, Virginia. Needless to say, they and I were happy service men! The Armed Guard stayed on board 2 more fast trips bringing home these heroes before they took all but two off and they stayed with the guns till they could be removed. And we lived happy ever after!! C.A. Lloyd

Dear C.A. ... Charles ... Cal ... Ol' Salt ...

LETTERS FROM OUR MEMBERS

Thank you for your prompt reply to some of our recent questions. In early 1995 I learned from your printout of Richard Reins who lives in Monterey, Ca. We both sailed on the S.S. FINLEY PETER DUNNE from May 43 until December 1943. Shortly after then, I received a phone call from T.J. Smading of Eldorado Springs, Mo. who also sailed with us to Hobart, Tasmania. Then to Colombo, Ceylon (now Sri Lanka) and on to Calcutta, India; to Durban, South Africa; to Rio de Janeiro, Brazil; Paramaribo, Suriname; Port of Spain, Trinidad; Guantanamo Bay, Cuba and to New Orleans, La. where the whole crew was transferred back to the West Coast, which completed a circle of the globe.

I had vacation plans to visit my wife's relatives in Texas so we decided to go and see Mr. and Mrs. Smading as long as we were going on a trip that way. It was just great to see each other after 52 years!! At the time we sailed, I was 31 and Lt (jg) and Smading was just an 18 year old kid as a 3"50 loader. We had a good visit and it didn't seem possible that we were together again after all these years.

We went to church together, dined out several times and were entertained by the Smadings on the last evening to a lovely dinner in their home. Wonderful!! Mrs. Smading gave us some of her lovely preserves to take home, beautifully wrapped in a lovely basket. Our only regret is that so many years had to pass before we got together. We have now found new friends and are more than old shipmates. I have phoned Reins but due to the California rains and other activities, we have not met as of yet. Many thanks for your assistance. William P. Purdy, 3114 Madera Ave., Los Angeles, Ca. 90039-2325, 213-662-3650

Received my June/July "POINTER" and was glad to see a story about 2 shipmates that made a 49 1/2 year reunion, Maurice Lesage and Eugene Clark. May I tell a story of my Navy duty and finding a shipmate?

I joined the Navy in 1943 and after "boots" at Newport, R.I. Naval Base in Company 438 with a great bunch of "boys" I was sent to Norfolk, Va. for 4 weeks in airplane recognition and gunnery training. Then to the famous Armed Guard Center at 1st Ave.-52nd Street in Brooklyn, N.Y. and soon caught the S.S. SAMUEL ADAMS with another great bunch of guys. One of them was a Thomas Edward Mellon and we were the greatest of friends for many months, sailing together across the Atlantic to places like Sicily, Anzio, Naples, Algiers, Tunisia and others carrying 500 pound bombs and 50 gallon barrels of hi-test fuel for tanks and planes. The Germans tried their best to drop a bomb of their own on the ships in the convoy sitting in the Naples harbor. One night, we heard a German plane come over and as soon as he left, the Germans opened up with their big guns. Shells began to fall all around us but no hits, and it didn't bother me at all if they missed! We soon left the area with approximately 500 German POWs and brought them back to the states.

Now, let me get back to my buddy Mellon. When we got back to our homeport, we were issued a 30 day leave and returned to Brooklyn. I was assigned to a new ship, S.S. WILLIAM RUSH with all new faces and Mellon got another ship. I had wondered what happened to him. I made a few calls to Philadelphia where he was from to no avail. I met a man, Jack Marr, from Fruitland, Fl. and in our conversation, he mentioned he used to sail on merchant ships during WW II as a gunner in the U.S.N. ARMED GUARD!! Boy!! Was I glad to hear that for that was my duty! He

told me of the "POINTER" and I came aboard. I sent for my service records and ships' daily logs and from all of this, I began to write to many people who were listed. One day, I came across a name, C.A. "Pete" Burke from Philly and I believe the good Lord asked me to write him. Unbeknownst to me, Pete made some calls and found my buddy living in Norwood, Pa. and soon I got a wonderful call.

Within a week, my wife and I drove to Norwood to see Tom and his lovely wife. We had 3 great days together and we talked about the days we spent on the old rust bucket. After 51 years, not knowing if each other was around brought great relief and joy to two ol'salts and a great reunion. I would like to say THANKS to all who made a miracle possible: to Jack Marr, C.A. Lloyd, Pete Burke and many others. I am still looking for our bible teacher, Loy M. White who sailed with me on the S.S. WILLIAM RUSH. KNOW HIM?? Good Sailings Mates!! Louis Turner, 46 Heselton St., Skowhegan, Me. 04976-2311

Enclosed is a check in the amount of (censored) for expenses. I enjoy the "POINTER" and I do appreciate the efforts put into it. Here's a short point of interest that some others may have encountered. I had picked out a 24-man gun crew (all green -just out of boot camp) and was assigned to the S.S. JOHN A. JOHNSON, a new ship. The Lt(jg) "BUMPED" me off the crew as he had brought his bosun from a previous ship. At the time I was sorta (censored) off but as the survivors started coming back to Treasure Island, I soon changed my mind. I had often wondered what had happened to my replacement. Sincerely, John R. Relyea, P.O. Box 117, Healdsburg, Ca. 95448, 707-433-6604

I served on the S.S. GEORGE B. McCLELLAN from 1/44 until about 1/45 and I saw a lot of Europe and was proud to have served in the U.S. Navy Armed Guard. We got along great with our Merchant Marine and our 2 officers were great guys. From the McClellan, I was transferred to the carrier USS BOXER (CVE-21) and we put her in commission on April 16, 1945.

I was one of the LUCKY GUYS to go on board the USS GEORGE WASHINGTON (CVN-73) with my "GRANDSON," Mark Hazel, last year and sail to Europe for the 50th Anniversary of D-DAY at Normandy, a trip that I never will forget. Sincerely, Gordon Hazel, 38 Riverview Dr., Messana, N.Y. 13662, 315-769-5397



Marc and "Grandpa" on the USS George Washington.

Not being able to attend the ceremony of the 50th Anniversary of the sinking of the S.S. BLACK POINT, I was glad to receive the June/July edition of the "POINTER." Reading of the S.S. BLACK POINT" prompted me to write, as I was one of the survivors, at the ripe old age of 17!!

I had taken my training at Sheepshead Bay, Brooklyn, N.Y. and upon completion, I was sent to Boston, Ma. to await an assignment to a ship. After waiting for two weeks at the Seamen's Club, I, and another seaman, volunteered for the next assignment but it turned out to be a "FALSE ALARM." By the time we got to the pier, the ship had already sailed. The next assignment was the S.S. BLACK POINT. We weighed anchor and sailed for New Port News, Va. where we picked up our cargo of coal and headed back to Boston in a small convoy of ships and one blimp. We ran into a storm the night before the sinking and it was quite some storm. To avoid a pounding, we sailed into the East River in New York to get out of its path and stayed there all night. At 4 P.M. the next day, we sailed out into the Atlantic Ocean for Boston.

To the best of my memory, the torpedo hit us at about 5:20 P.M. while I was on duty in the boiler room. I made my way into the engine room and up to the deck and got into a lifeboat with a number of other seamen. In lowering the lifeboat, one of the men got his foot caught in the line and could do nothing but let go, which resulted in the dropping of one end of the life boat. Most of the men scrambled back up the lines and back on the ship. I, and another seaman, stayed with the lifeboat until they lowered the other end. I mainly stayed with the lifeboat because I had no life jacket.

The ship was still moving and the life boat was being dragged along because the lines were still attached to the ship. Finding an axe, we chopped the lines loose. As we drifted away, we picked up another seaman in the water. The seaman we picked up was the youngest of the crew, just 17 as I recall. There were several ships in the area. One was a Canadian which picked up the three of us. Some of the crew took me to their quarters where I showered and put on dry clothing they gave me. After some time, a boat pulled alongside our ship and took us on board. The boat was similar to a torpedo boat, but smaller. They took us to Newport, Rhode Island and to the Naval Hospital there. They asked us if we needed any medical attention. We were given a "hardy meal" of steak!! The next day, the Red Cross came to size us up for new clothes. They took us by car to Boston and we were put up in the "BOSTONIAN HOTEL."

There is much more to this story which is much too long to tell you. For a boy from a small town in Wisconsin, it was an experience I will never forget. You see, about 10 days is all the time I spent on board the S.S. BLACK POINT. My "FIRST" and "LAST" assignment as a UNITED STATES MERCHANT SEAMAN-WW II." Sincerely, Edgar E. Nehls, 1414 Neenah St., Watertown, Wi. 53094, 414-261-6141

Here are my ships and dates: S.S. NARBO-12/9/41-5/5/42; M/V OCEAN MAIL-5/25/42 - 10/42; S.S. JOHN WHITTIER (2 trips) 11/11/42-11/14/43; Instructor at AG School, Camp Shelton, Va. 2/44-7/45 and later transferred to the fleet.

C.A., in the latter part of last year, I received a printout of ships I served on and names you had listed. On the S.S. OCEAN MAIL, we carried troops to Egypt in 1942 and in your listing was a name: GEORGE C. MITCHELL (ARMY). I got to know him quite well and had heard from him once after we parted and never again until I wrote him, hoping he was the same person and he was! Last Christmas, I received a nice card from him and a letter!! This was after 52 years!! E.C. Haddock, 8625 Burkhal St., Jacksonville, Fl. 904-724-4149

I want to thank you for the package of information, Pointers and emblems sent to me a while back. The printout of the S.S. NIOBE and S.S. CHESAPEAKE CAPES allowed me to contact 2 of my former shipmates. One, Art Coyle from the Niobe and Charles Webster from the other. Fortunately, I had some photos from each of the ships and have sent them copies.

I am enclosing some photos of the "CAPES" which was a tanker and we were in Glasgow, Scotland on VE-DAY. I remember our astonishment at the passing, one after another, of German submarines who had been ordered to report to the nearest port. I also remember how elated we were to make the Atlantic crossing back to New York with the full running lights on.

After a short leave, I was shipped out to Guam where I was assigned as part of a replacement crew on PC 1205. I don't know how many of the others who were told that the Navy did not consider "ARMED GUARD DUTY" as sea duty because it was not performed on Navy ships. I often wondered why the Navy Department never acknowledged our contribution with, at least, a Unit Citation. Sincerely, Warren V. Griffith, 29750, Homestead, Fl. 33030, 305-247-7175



P51 deck cargo on the "S.S. Chesapeake Capes," T2 Tanker, Spring, 1945.

I will answer your letter the best I can. I didn't go into the Navy until I was 17 years of age, 12/21/44 and was home for "BOOTS" in March of 1945 and returned to Port Hueneme in Los Angeles, Ca. for "STEVEDORE" training. Was transferred to Port Chicago, Ca. with 15 guys with all names starting with "B". We boarded the S.S. OBERLIN VICTORY as Navy winch operators, under the ARMED GUARD UNIT, with a commanding officer in charge of us and the ammunition on the ship. This was about May, 1945.

We finally left San Francisco for the Caroline Islands and on to Okinawa where we joined 2 tankers and 2 escorts to Leyte Gulf. One of them dropped some depth charges on the way and he fell back astern until morning. We anchored way out and we unloaded our 16" shells which weighed I believe, 2400 LBS and we could

(continued on page 13)

only lift one at a time. The 12" shells weighed about 1800 LBS. The Seabees would come alongside on LSTs to pick up the ammo but we did tie up to one Battleship and they went on to bombard the Japanese Coast. Then they dropped the A-BOMB and we left sometime in the late fall of 1945 for Eniwetok to await orders home.

The officer called us together to tell us we had to take on 13 torpedoes as the war was over. We didn't need any careless Seabees to do that job so Bramer, Bisgy and I manned the winches and the rest started shoring up the torpedoes for the long, rough journey home to San Francisco.

I thought a lot of our commanding officer and often think of him now. You were fair with the men and we were all 18 years old and you gave all of us our S1/C rating while at sea. We had 15 more Armed Guard aboard who were older and under another officer. If any of the crew is out there and read this, do you remember us getting a box of rags from shore to use and it was all women's underwear and silk stockings. We thought it was funny, so we hung them up on the officers' clothes line. I hope you and the crew read this. If so, drop me a line. **Bill Bramer, Sr., 4613 Hillside Dr., Louisville, Ky. 40216, 502-447-3008**

Received the June/July "POINTER" and enjoyed it very much. It was a great pleasure to meet you and your brother, L.D. and it brought back many memories of your brother, Whitson, who I considered one of my best friends and acquaintances aboard the S.S. BLACK POINT.

The paragraph in the "POINTER" asking, "Where were you on VJ-DAY, brings back a memory not worth printing, but to myself, was very amusing. After the BLACK POINT, I signed on as a radar officer aboard the S.S. WALT WHITMAN for a trip to the Pacific. After stopping at a few islands, we ended up in Guam. Our cargo was a shipload of "BEER." Needless to say, on VJ-DAY, we were the most popular ship in Guam harbor with our "BEER" which was shared with about every other ship in the harbor. Again it was nice meeting you two and wishing you the best. **Raymond Tharl, 139 Rachel Dr., S. Attleboro, Ma. 02703**

We have located another shipmate, Henry A. Zureck of Chicago from the S.S. Felipi P. BASTROP, 1944. He would like the Packet and to come on board. Enclosed is a photo of five of our crew as we met for the first time. All of us hope to see you in St. Louis, Mo. come May 20-24, 1995. We all enjoy the "POINTER." **William H. Martin, 733 Martin Rd., Blountsville, Al. 35031, 205-429-3487**



Five shipmates from the "S.S. Felipi de Bastrop of 1944. (L-R): Harold Main, Bremen, Ind.; William Mosley, Amarillo, Tx.; Ernest McMahon, Louisville, Ky.; William Martin, Blountsville, Al.; and Ward Malcolm, Moorefield, WV.

I sailed on four ships during WWII from Murmansk, Russia to the Persian Gulf, up to Bombay, India and down to and around South Africa. I was never down in the engine room until the cruise on the S.S. JEREMIAH O'BRIEN while she was at Portland, Maine. My wife, Sally, and I took the "Engine Room Tour" while we were under way. The compactness of the boilers and machinery and heat was hard to believe!! In closing I want to say, "HATS OFF TO THOSE COURAGEOUS BLACK GANGS OF THE MERCHANT MARINES"!! Sincerely, **Arthur Kane,**

Art, there's an old saying, "You don't know a man until you've walked in his shoes." I am sure many Armed Guard and politicians would feel differently if they had been in the engine room in 140 or more degrees of heat and with depth charges being dropped continuously and then having a torpedo rip through the side of the ship into the engine room. CAL

So far I have heard from two shipmates but to read your "POINT-ER" is great. I did shed a few tears on the POW release in Japan as I had a friend and Lodge Brother that was in the Bataan March and was transferred to Japan and really recalled my many talks with him. The part of their forgiving, he proved to me.

I have a friend, born in Utah and raised in Japan who was a student at the University of Nebraska. At the start of WW II he was moved to one of the camps. I had him and his wife to lunch one night and asked my friend and his wife to join us. I did not think much about it until they started talking about WW II and then I wondered what I might have done in their case. My Air Force buddy had a book on the march and camps and he brought the books into the house and the two spent most of the evening talking about it.

So, I have "first hand" knowledge as to the American people and their ability to forgive and live together. I hope this donation helps and I will continue as long as He grants me breathing time. Sincerely, **James Ulmer, 2200 Snow Ave., Oxnard, Ca. 93030, 805-485-3455**

Today is a special day for our Nation and it also is special in that it's the 38th birthday of one of my daughters. It is also the 53rd anniversary of another memorable event in my life; the latter began to unfold in an ice cream store on the morning of December 7, 1941:

My friends and I were hanging out at this store when we heard President Roosevelt announce the Pearl Harbor attack by the Japs and declare war on Japan. We were all 15, 16, 17 and 18 years of age. Six of us went to the Navy recruiting office the next day but only 2 were old enough to get in. I told the recruiter that I was 18 and he told me to bring him my birth certificate. I got one the next day, altered my date from 1925 to 1923, went back to the recruiter and they accepted me. THEN! I had to convince my dad and get his consent.

My 2 friends and I left for Louisville on 12/12/41 and took the oath and were sent to Great Lakes for "BOOTS" and Company 216. After boots, one friend and I were assigned to Signal School at the Naval Armory in Chicago, which was later moved to the Univ. of Chicago. My friend "washed out" and I finished alone and was sent to Norton Height, Conn. and on to the Brooklyn Armed Guard Center where I was assigned to a new Liberty Ship, the S.S. THOMAS McKEAN and sailed out of Philadelphia in June, 1942.

We were loaded with bombs, trucks, airplanes, barrels of gasoline and food supplies headed for Russia via the Persian Gulf, 3 days after my 17th birthday. We went through the Windward Passage and we were about 300 miles southeast of the Virgin Islands

when early in the morning of June 29, 1942, a German sub fired four torpedoes at us. We were in a Zig-Zag turn and only one torpedo hit us. It hit us in the stern, blowing up our ammunition magazine and blowing off the screw. We had 2 gunners on watch injured and lost 2 or 3 more who were asleep in the quarters. We lost one Merchant Marine who was asleep in a gunners hammock that was swung under the gun tub where the torpedo hit. He was alive when we took him off the ship but died later in the lifeboat and we buried him at sea. The sub came alongside of us and took the Captain aboard for interrogations and put him back aboard the lifeboat, gave him instruction to nearest land and cast us adrift. It was very scary at the time for there had been reports of crews being machine gunned in their lifeboats. They finished off the McKean with their deck gun. It took 56 rounds before they hit the No. 2 hold with the bombs and ammunition.

We were in the lifeboat for 5 1/2 days before we were picked up 25 mile off St. Thomas, Virgin Isle on July 4th, 1942 by a Navy YMS and taken to St. Thomas. The sea had been rough for the 5 1/2 days and I was sick and vomiting blood when we were picked up. I lost from 157 pounds to 129 in that short time. After a few weeks there I was taken to San Juan, P.R. on a Coast Guard Cutter and placed on a troopship to Norfolk, Va. and on to Brooklyn AGC. Now you see why this day July 4th, 53 years ago is so important to me.

A sad part about this is we really did not get to know each other in that short period we were together. I remember the last names of 2 men on watch who were injured; Hannah, who suffered a hand injury and Edwards, who was blown in the air about 75 feet astern suffering a head injury and I do believe he was from Georgia, also.

I was on 3 more ships; the S.S. KOOLMOTOR-7/42-12/42; S.S. PEARL HARBOR-1/43-9/43 and the S.S. CHICHAMAUGA-9/43-11/43 before being hospitalized November, 1943 at St. Albans Hospital and sent to Great Lakes Naval hospital where I was given an Honorable discharge. I had attained rank of SM2/C. Sincerely, **Walter Howard Lewis, 643 Hi-Crest Dr., Louisville, Ky. 40505, 606-299-1928**

I am now bringing to an end my research on PQ-17 and have over 100 reports from British survivors, who gave recollections of U.S. survivors. Anyone with memoirs of survivors from the following ships who would like to add their experience should contact me immediately to get their story told. I have been able to obtain some original documents of awards issued to the U.S.N. Armed Guard crew of WWII. PLEASE ask your members to put down on paper their recollection - no matter how small or trivial they think it is. We don't have much more time to capture the untold stories of what your crew endured in those trying days.

The ships involved: Alcoa Ranger; Bellingham; Benjamin Harrison; Carlton; Christopher Newport; Daniel Morgan; Exford; Fairfield City, Honomu; Hoosier; Ironclad; John Witherspoon; Olopana; Pan Atlantic; Pan Kraft; Peter Kerr; Richard Bland; Samuel Chase; Silver Sword; Washington; William Hooper; Winston Salem; El Capitan (Pan) and Troubadour (Pan).

Thanking you in advance for your time and trouble. **J.D. Brooks, 1 Roundoak Gardens, Higher Nynhead, Wellington, Somerset, TA21 0BX U.K. (Tel-Fax 01823-664447)**

C2 □ Thursday, June 5, 1986 □ South Bend Tribune □ SPORTS

Memories of Murmansk still vivid for Cubs' Fox

BILL GLEASON

You know what tomorrow will be. Sure, you do. Although our country's wars have been running together on us, tomorrow is a special date in American history.



It will be the 42nd anniversary of D-Day, the landing in Normandy, France, of Allied forces that came across the English Channel.

June 6, 1944 contributed so much to the freedom we enjoy. Tens of thousands of young men contributed their lives for freedom that long day.

Long before D-Day there was a major battle remembered by only a few, a battle that helped make D-Day successful. It was called the Battle of the North Atlantic.

It was huge convoys of merchant ships, protected by naval vessels, fighting through packs of German submarines, carrying armament to Russia.

There was nothing glamorous about the Battle of the North Atlantic. Those who died in that long-running battle are buried in the ocean.

The Battle of the North Atlantic usually is referred to as "the convoys to Murmansk." Aboard some of the merchant ships were American guys, Navy gun crews. They were called the "armed guard."

I'd always hoped to meet one of those intrepid men who had been in the "armed guard." I'd read about their feats of valor, but I'd never heard one of them talk about it.

Until the other day, in the press room at Wrig-

ley Field. Charlie Fox, whose title with the Cubs is "Baseball Consultant to the President and General Manager," was in town between scouting missions.

You remember "Irish" Fox. He managed the San Francisco Giants, the Montreal Expos, and for a brief time after Lee Elia left, Fox managed the Cubs.

Long before he became renowned as a manager who one day flattened a recalcitrant player 30 years younger than he, Fox was a bright prospect, a hometown boy with the New York Giants.

Fox caught three games for the Giants way back in 1942. He batted seven times, got three hits and left an average of .429.

That turned out to be Fox's "lifetime" average because he joined the Navy and went into the "armed guard."

Why in the world would a baseball player volunteer for perilous duty?

"Yeah, I was stupid," Charlie said with a grin. "I lived in the Bronx, close to the water. When we were kids we fished where Shea Stadium is now. The stadium is on landfill, filled for the New York World's Fair."

Before he made a convoy to Murmansk, Fox had been on convoy runs to Africa, Sicily and Italy.

"When they sent us up to Manchester, England, I knew where we were going as soon as they issued our gear," Fox said.

Cold weather clothing meant Russia. "This was in winter," Charlie said. "Six months of night. We'd

get about 10 minutes of sun in 24 hours. All the maneuvering. Our trip, up to Murmansk and back, we were gone three months.

"Going up to Murmansk we had about 130-140 ships in the convoy. We might have lost about 50 percent of those ships. One day I saw a torpedo hit a little English corvette. It was like watching a puff of cigarette smoke. Poof, and the corvette was gone."

There was a brief detour for Fox and seven other Navy men. "We took some scientists off the coast of Norway. An Allied sub had gone in to arrange the rendezvous. Eight of us went in. Four swam in. The others were out in a dinghy. It was early morning, and there was no fog, but the Germans didn't detect us."

On this "trip" to Murmansk, Fox's ship carried ammunition in the hold and four P.T. boats on deck. "Fifty-sixty degrees below zero was nothing," Charlie said. "Murmansk was devastated, but the Russians kept the port open. You couldn't walk a block in Murmansk without coming to a bomb crater."

An attractive Russian woman was in charge of the port. "Whenever she came aboard there were a lot of appreciative remarks about her beauty and her figure," Charlie said. "After we had unloaded and were ready to go back to England, she said in perfect English, 'Gentlemen, I want you to know I enjoyed all your comments.'"

One convoy to Murmansk was thought to be enough for the "armed guard." One convoy was all the mind and the body could be asked to endure.

But when Fox's ship returned to Manchester, the Navy guys were ordered to do it again. Their chief petty officer hanged himself.

During the reunion of the British and East Indies Fleets in Portsmouth, England recently, I had the pleasure of meeting U.S.N. Armed Guard WWII Lt. Cmdr. Paul Kincade of Reno, Nevada. He was kind enough to send me the Armed Guard address. I mentioned to him that it would be interesting to meet again the survivors that my ship, the "HMS ACTIVITY" picked up 50 years ago after their ships were sunk by the enemy, a German Sub. If, through your good offices, any of these men could be traced, I'd be very pleased to correspond and perhaps arrange a get-together at some future date and place.

I was asked to write a few words in the 50's for a Junior Navy Cadet Journal and a copy is herewith and also a photo of some of the survivors we picked up from the S.S. SYLVESTER sunk February 6, 1945 in the Indian Ocean. They had a loss of lives of 1 Merchant Seaman, 7 Armed Guard, 24 Army Personnel and 317 mules plus a cargo of war material headed to Colombo, Ceylon. With many thanks,
Robert E. Taylor, 18 Hazel Grove, Winchester, England SO22 4 PQ United Kingdom.

Our Survivors

By R. E. TAYLOR



A photograph taken of the survivors from the "S.S. Peter Silvester" of Los Angeles, torpedoed en route for Columbia from Melbourne on Feb. 6, 1945. They were picked up by H.M.S. "Activity." The Silvester lost 1 Merchant Seaman, 7 U.S.N. Armed Guard Gunners, 24 Army Personnel and 317 Mules. During WWII, 1810 Armed Guard and approx. 8767 Merchant Seamen were killed. (Many mules.)

ANYONE TAKING A pleasure cruise in peacetime, across the Indian Ocean, could not have been more indolent than we were. Our ship practically ran itself, and if you were not connected with a particular watch, you did nothing; in fact, if given the choice, I would choose the Navy every time, at least for crossing the Indian Ocean.

The luxury cruise people do not have to worry about enemy action of course, but then neither did we. The war was early in its last year and as far as we were concerned, things could not have been quieter. Every day was like the last, hot and languid, and the crew in their somnolent way matched the atmosphere.

It was when a ship's boat was sighted that some of us remembered that the war was not quite over. After all, a favourite trick of Japanese submarine commanders was to put up a boat containing a few dummies, then to lay-off at periscope depth. Skippers who were foolish enough to go straight in to investigate, more often than not joined the dummies.

Captain North was our skipper—a 'behind the scenes' worker he might be called. No one saw much of him, but nevertheless our part in the war had so far been conducted in an efficient and comfortable manner. We did not suppose he would slip-up now and not get us to Sydney all in one piece as arranged. What he did do was to get the radar and asdic boys glued to their sets. These detector units had to work at top efficiency in situations like this. Then at full speed we began to circle the mysterious boat.

After getting nearer in, it became clear that either the Japs were using men and not dummies for their decoy, or that these were genuine survivors.

Still circling we drew closer and more detail became apparent. It was an ordinary ship's lifeboat and held a dark assortment of humanity. Arms were waving as we slowed down to come alongside, and the bearded faces grinning up at us were about as un-Japanese as we would wish for. The clothing they wore identified them as Americans, and to confirm this one head sported the inevitable tin hat. The bottom of the boat was lined with a conglomeration of tins, bottles and packages; essentials of life which a few hours earlier had been of immeasurable value to them and were now underfoot and forgotten as they stood to catch the lines which were thrown.

Half a dozen oars floated in the sea around the boat as the men were hauled up on to the well-deck—'Boy, are we glad to see you guys!'

They were Yanks all right and very soon they were drinking their cherished hot coffee. A crate of chewing gum was produced by the Naafi—something even we had not seen on this trip. Room was appropriated in the sick-bay area and twenty sets of bedding and clothing laid out. All the nick-nacks and paraphernalia of everyday life were handed round and a general hustle of helpfulness and getting acquainted prevailed. A medical examination was the first and most important requirement, followed by a small meal. To have served anything but the most restricted menu at this stage would have been ill-timed.

At sea a diversion is always welcome, whether it be a few porpoise racing ahead of the bows, or perhaps a puff of smoke on the horizon. A ship can be like an island or a city, complete in itself, its inhabitants seeing nothing of any other world. When a reminder appears that the sea is shared, an eager interest is always aroused: in our sun-drenched and lethargic state the diversion was also a tonic.

A day or so later we approached Fremantle. The survivors were to be landed at this port. Already they were up and taking the air. As they mingled with the ship's company the freshness of their white shorts and shirts gave no hint to the wretchedness of their recent state. Indeed, had it been necessary for an outsider to have picked a batch of likely survivors from all on board, some of our own crew would have been first choice. But given a few thousand miles with us, our guests too would have relegated to the single garment, the continual rig of the day, faded khaki shorts.

Setting foot in Australia again can only have been a moment of total relief for these men who had left this same country over a month ago. The initial shock of the torpedo, followed by the experience of the lifeboat, and then being frustrated by a ship that incomprehensibly circled before picking them up, would have taxed the humour and the nerves of the stoutest.

Our chance meeting with these men gave us more than a break in routine. The example of cheerfulness which they showed was, after their ordeal, something we of the *Activity* would have been proud to follow in similar circumstances.

We left Fremantle behind and returned to our unfinished books, or again to the soda fountain. The sun reclaimed us to inertia and we looked forward to Sydney and life.

From the files of the Admiralty is taken the following account of the overall rescue operations:

'The S.S. *Peter Silvester* of Los Angeles was torpedoed on the 6th February, 1945, in position 34° 19 minutes South, 99° 37 minutes East. She had sailed from Melbourne 28th January for Colombo, carrying 175 men, including 7 officers and 100 enlisted personnel of the U.S. Army.

On 13th February the U.S.S. *Corpus Christi* picked up 62 survivors including the captain, and a further 30 later. The S.S. *Cape Edmont* picked up 15 survivors. All these were landed at Fremantle.

H.M. Ships *Slinger* and *Speaker*, on passage from Colombo to Sydney, were diverted to carry out a search between 13th and 18th February. On 28th February, H.M.S. *Activity*, on passage from Colombo to Sydney, picked up 20 survivors and landed them at Fremantle on the 2nd March. On the 9th March 15 survivors were picked up by the U.S.S. *Rock* and landed at Exmouth Rock on the same date. H.M.S. *Formidable*, on passage from Colombo to Fremantle, was ordered to carry out an air search for the remaining survivors believed adrift.'

PROGRESS REPORT

S.S. Lane Victory

The following restoration projects were accomplished by the U.S. Navy Armed Guard from 1989 thru July 1995 on the S.S. Lane Victory. Note that some of these projects have been completed; however, many are of the perpetual type that require continuous maintenance.

Painting projects completed: House interior - passageways, staterooms, heads, crews' and officer mess. Complete restoration of the 5"38 and the twin 40mm guns - both guns painted several times.

The 5"38 gun tub was chipped on both sides of all rust with needle guns, prime coated and painted gray. The aft gun deck was completely stripped of all paint and rust two times. Primed and painted with 6 coats of gray deck paint.

Everything standing above the aft gun deck - such as ammo boxes, vents, tool boxes and all handrails were painted many times. The port and starboard booms cradled on aft deck were chipped of old paint and rust, primed and painted gray by the gun crew. The aft steering station located on the aft gun deck was completely restored by removal of all paint over brass - all brass polished.

All the (8) 20mm gun mounts and shields restored - guns placed in proper gun stations.

The 5"38 powder magazine below deck along with the ladder and passageway were all painted with two coats of paint.

The gunners berthing quarters have been complete restored.

All bunks were installed in the berthing quarters.

All electrical fixtures replaced - lockers installed and painted.

All the plumbing in the heads placed in working order. Commodes and sinks installed. Showers made operational, hexagon ceramic tile replaced in the shower deck.

At present the gun crew is assisting the deck crew with the needle gun work and painting of the exterior bulkheads and overhead below the aft gun deck.

The restoration of all visual equipment on the signal bridge.

Signal lights, port and starboard, were rebuilt. Flag bag obtained for ship was completely restored and placed in its proper location with support brackets.

All signal flags sorted and placed in the flag bag in alphabetical and numerical order.

The flag bag cover was made by the gun crew.

Two 50 cal guns mounted on signal bridge with shields.

Signal bridge deck was completely needle gunned, primed and painted deck gray. Everything above the deck was also painted several times.

The steering equipment on the signal bridge was also completely restored with old paint removed, and all brass polished, many times.

The 3"50 gun at the bow is currently being painted in gray.

The U.S. Navy Armed Guard Museum formed the nucleus of the present look of the entire museum, with the first two showcases placed against the plywood, the armed guard installed on the port side in hold #4. The Museum now consists of 8 showcases that are being maintained by the gunners.

All the electrical work for the lighting and installation of cases, along with the logos, signs, and displays in all showcases was done by members of the gun crew. Several members of the gun crew have recently assisted with the plumbing waste lines of the new heads being constructed in the former Radio shack.

Reported by Charles Savona

★★★★★★★★★★★★★★★★★★★★
PLEASE TAKE NOTICE!!
NOW HEAR THIS!!!!

AS OF NOW!! Rudy and Ellie Kozak will be handling taking orders for the Armed Guard Jackets with the "EAGLE" on the back. We are doing this to make things a lot easier for all concerned as Rudy has a computer which I send "BACKUPS" to regularly and also, you can place a coat order with the caps, buckle, patches etc. listed in the June/July "POINTER." At this time I would like to express my sincere appreciation to Richard and Billie Kohse of Olympia, Wa. for their hard work and devotion in the past for taking orders and sending them out to all of us for many years. If you have placed an order as of this "POINTER" with the KOHSES, the order will be forwarded on to the KOZAKS. If you did not receive a jacket due to error or oversight, please send me a copy of check or money order so you will not be left out. We pick up many new guys from you Armed Guard wearing your jackets. They are lightweight type and suitable for fall and spring wear and in the house in the winter.

The sizes will come in: Medium, Large, Extra Large and EXTRA EXTRA LARGE. Send \$36** Check or Money order and size to: U.S.N. ARMED GUARD WW II VETERANS C/O Rudy Kozak, 4950 Dory Drive, New Port Richey, Fl. 34652, 813-847-4038 (**OUR COST PLUS SHIPPING)



Five shipmates from the S.S. LAFAYETTE meet at the Point Judith Ceremony. (L-R): Charles Slade, Darien, Ct.; Fred Smith, Greenwich, Ct.; John Ehlenberger, Norwich, Ct.; Edward Sullivan, Mystic, Ct.; and James Thomas, Brookline, Ma.

VIDEO: Armed Guard are remembered by Mike Stanton in a tape called ***"IT WAS CLOSER THAN YOU THINK,"*** a 30 minute tape of the S.S. BLACK POINT sinking. Send check or money order for \$31.95 plus \$2.00 shipping and handling payable to "DIVERS DOWN" and mail to: S.S. Black Point Tape, Divers Down Television Series, P.O. Box 288, Halifax, MA 02338-0288. For info on the Divers Down Series, send a self-addressed stamped envelope to the address above.

BOOK: *"BEDPAN COMMANDO"* is an excellent book, relating the experiences of a WWII combat nurse. To order, send \$14.50, plus \$1.50 shipping and handling to Wandrey Books, 5240 Mapleridge Drive, Portage, MI 49008-3535. Takes six weeks via surface mail.

World War II by the numbers

The following is an excerpt of World War II statistics compiled by the Department of Defense 50th Anniversary of World War II Commemoration Committee:

Profile of U.S. Servicemen, 1941-1945: U.S. Navy strength grew from 284,427 in 1941 to 3,380,817; Marines increased from 54,359 to 474,680; the Army grew from 1,462,315 to 8,267,958. Average duration of service (for all services), 33 months; 73% served overseas with an average 16.2 months abroad. Combat survivability (out of 1,000): 8.6 were killed in action, three died from other causes and 17.7 received non-mortal combat wounds.

U.S. Armed Forces Toll of War, 1939-1945: Killed: Army 234,874, Navy 36,950,* Marines 19,733, Merchant Mariners 6,833, Coast Guard 574. Wounded: Army 565,861, Navy 37,778, Marines 67,207, Coast Guard 432.

*Armed Guard: 1810 of 144,970.

Naval Losses (Ships Lost): U.S. 157, Germany 672, Japan 433, Britain 296.

Merchant Ship Losses: U.S. 866, Japan, 2,346, Britain 3,194, other Allies 1,467.

Navy Log "press agents" wanted

You can help the Navy Memorial Foundation by becoming our press agent in your hometown to help get Navy vets enrolled in the Navy Memorial Log.

Notice the new release on the right. We're asking you to copy this page and give it to one of your local newspaper editors - along with your personal request that the editor publish the release at the earliest opportunity. It is especially important that we get this message across during this 50th anniversary of the end of World War II, while local editors may be thinking about veterans in general - from World War II or any era of our history.

We are taking the unusual step of asking for our readers' help to reach the largest numbers of newspapers or magazines possible. In the past, around the time of Fathers Day, we mailed news releases to daily and weekly newspapers encouraging gift enrollments of Navy dads. But we don't know the local editors.

We have been able to enroll several thousands of veterans in the Navy Log around Fathers Day, but nowhere near the actual numbers of naval service veterans who are eligible to enroll in the Log. So we are asking for your help with your local "connections" to the local press. Don't worry about some other shipmate hitting the same paper as yours; it just might convince the editor all the more. And don't hesitate to tell the editor that you are enrolled in the Navy Memorial Log, the only permanent and publicly accessible computerized archive of information about naval service personnel.

Good luck and good hunting! And by the way, if the release gets printed, please send us a clipping, including the name of the paper in which it appeared.

(Items on this page reprinted from "The Lone Sailor," Summer 1995.

Ceremony schedule for 1995

Here is the schedule for ceremonies at the Navy Memorial for remainder of this year. Active duty naval units, veterans' groups and supporting organizations will participate in the events, which are open to the public:

November 11, 1:00 p.m. Naval District Washington and

Mobile Riverine Force Veterans Day tribute

November 28, 11:00 a.m., Frozen Chosin—Korea

December 7, 11:00 a.m., Pearl Harbor Day

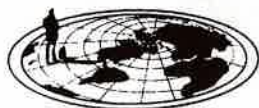
December 9, 12:00 p.m., Family Holiday Festival at the Navy Memorial and Naval Heritage Center

The foregoing schedule is subject to change, and out-of-townners planning to visit the Navy Memorial to witness or take part in the ceremonies listed are urged to contact the Navy Memorial Foundation (202-737-2300, extension 715) before departing home to confirm the date and time of the event.

News about . . .

THE UNITED STATES NAVY MEMORIAL

Pennsylvania Avenue, NW, between 7th and 9th Streets, Washington, DC
Mailing Address: 701 Pennsylvania Avenue, NW, Suite 123, Washington, DC 20004-2608
Telephone: (202) 737-2300; FAX (202) 737-2308



FOR RELEASE BETWEEN:

Now until Veterans Day (November 11) 1995

Media contact: Tom Coldwell

(202) 737-2300, ext. 726

Calling All Navy Vets: Enroll in the Navy Log in Washington

Editor: Please use the image below which represents the video image of an individual entry in the Navy Log.

As part of its commemoration of the 50th anniversary of the end of World War II, the Navy Memorial Foundation is bearing down on a nationwide search for naval service veterans (Navy, Coast Guard, Marines, Merchant Marine and reservists) from any era to inform them of their eligibility to enroll in the Navy Log in Washington, D.C. The permanent and publicly accessible video register contains names and service information of 225,000 present and former naval personnel thus far. The Log is part of the U.S. Navy Memorial and Naval Heritage Center, midway between the White House and the Capitol.

To enroll, send your name, date and place of birth, dates of naval service, highest rate or rank, service branch, and a \$25 tax-deductible enrollment donation to Navy Log-Dept V, P. O. Box 96570, Washington, DC 20077-7685. A head-and-shoulders portrait photo may be added for an additional \$25 (photos cannot be returned). Sponsored enrollments are also welcome from relatives of deceased naval veterans.

GEORGE HOSHKO



Service Branch:
USN

Rank / Rate: RM
1

Service Dates:
08/1941- 05/1952

Born:
ONEIDA, PA

Replica of a Navy Log entry as it appears on the Log Room video screen.

**U.S. NAVY ARMED GUARD WW II 15TH NATIONAL REUNION
MAY 20-24, 1996**

**ADAM'S MARK HOTEL
FOURTH AND CHESTNUT
ST. LOUIS, MISSOURI 63103
314-241-7400**

TOLL FREE RESERVATION 1-800-444-2326 - TELL THEM "ARMED GUARD"

ITINERARY AND RESERVATIONS

MONDAY MAY 20TH: REGISTRATION BEGINS 9:00-5:00 P.M.
HOSPITALITY/MEMORABILIA ROOM OPEN 9:A.M. TIL 1 A.M. MONDAY THROUGH FRIDAY
ON YOUR OWN AFTER REGISTERING.....VISIT THE ARCH.....SEE THE CITY

TUESDAY MAY 21 (Let's let the handicapped be FIRST)

Buffet Breakfast - 9:00 till 11:00 A.M. \$9.00 Per Person No. _____ TOTAL \$ _____.

Slide Show on Armed Guard to follow by: Stan Defoe-A.G. (Ne/Mo/Ks/Ok-Chapter)

We also want to have "OPEN MIKE" too. (NON-POLITICAL)

WEDNESDAY MAY 22

8:00 A.M. GRANT'S FARM / ANHEUSER-BUSCH BREWERY / UNION

STATION (FOR LUNCH- PRICE NOT INCLUDED) / BOTANICAL

GARDEN / OLD CATHEDRAL TOUR \$22.00 Per Person No. _____ TOTAL \$ _____.

THURSDAY (MORNING) MAY 23

GENERAL BUSINESS MEETING 8:00 A.M. UNTIL 11:00

(GROUP PICTURES TO FOLLOW)

LADIES TEA 1:00 P.M. - 3:00 \$12.00 Per Person No. _____ TOTAL \$ _____.

THURSDAY (EVENING) MAY 23 (GET PICTURES TAKEN EARLY FOR THE YEARBOOK)

SOCIAL HOUR - CASH BAR 6 P.M.-7 P.M.

BANQUET/DINNER \$23.00 Per Person No. _____ TOTAL \$ _____.

FRIDAY MAY 24- 8 A.M.-10 A.M.

BREAKFAST (SIT DOWN) \$12.00 Per Person No. _____ TOTAL \$ _____.

TOASTS-SO LONGS-SEE YOU NEXT YEAR

GRAND TOTAL PAID: \$ _____.

=====

MAKE CHECKS PAYABLE TO: "U.S.N. ARMED GUARD WWII." FILL OUT AND MAKE A COPY OF THIS FORM AND BRING IT AND YOUR CANCELLED CHECK FOR PROOF, IN CASE OF MIXUP!! IT'S ALWAYS A GOOD POLICY TO BRING YOUR HOTEL ROOM CONFIRMATION FORM number!!

SEND CHECKS TO:

U.S.N. ARMED GUARD WW II, AL AND WANDA COLELLA-HOSTS, 149 ELDORADO DR.,
ST. PETERS MO, 63376. AL'S ARMED GUARD TELEPHONE IS NOW 314-278-1665.

CHECK NUMBER _____ DATE PAID ____/____, 199____. HANDICAPPED?____ YOUR LADY?____

LAST NAME _____ FIRST _____ M.____ LADY'S NAME _____

STREET & NO _____ BOX _____ APT _____ CITY _____ STATE _____

ZIP _____ +4 _____ TEL () _____

**MAKE YOUR OWN HOTEL RESERVATION AND PAY THEM FOR ROOMS.
"MEET ME IN ST. LOUIS, LOUIS, MEET ME AT THE BALL"**

**AHOY!!! ATTENTION!!! MAKE A COPY OF THIS FORM AND SAVE THE ORIGINAL!!
IT MIGHT NOT BE PRINTED AGAIN!!**



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
1-(919)-876-5537



Non Profit
Organization
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PAID
Permit No. 2322
Raleigh, N.C.

Address Correction Requested

Remember Pearl Harbor!
December 7, 1941



Support The USN Armed Guard
WW II Veterans Reunions

NOV. / DEC., 1995