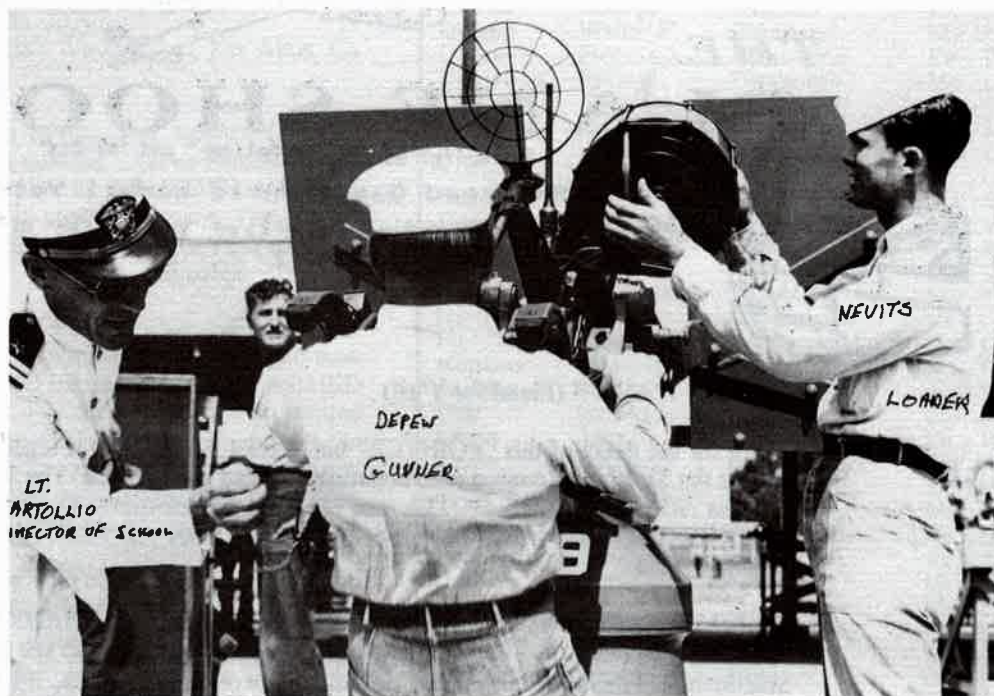


JULY/AUGUST, 1996

THE POINTER



REMEMBER WHEN?

Lt. Martollo, the Director of the Gunnery School at U.S. Naval Armed Guard Center New Orleans, LA is watching two of the staff demonstrate the use of a 20MM machine gun.



YOU WONDERED IF YOU COULD GET IT BACK TOGETHER AGAIN...

This room in the new 5"38 building shows a class being taught on the rammer by Humphries. A rammer is disassembled on the table and schematics of the hydraulic system are on the wall. (Both photos are official U.S. Navy Photographs, sent in by Curtis Simmons, 174 Dentation Dr., Baton Rouge, La., 504-766-2490.)

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1-919-876-5537*

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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.

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THE POINTER

AND

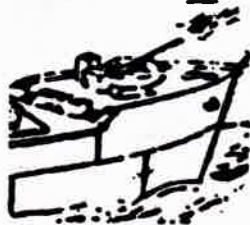


THE PLANE SHOOTER

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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"



HI "ALL Y'ALL"!! (Plural for Y'all)

July 4, 1996

Sorry for the delay of this "POINTER" but at least I finally got it together. We had over 800 at the St. Louis Reunion and, hopefully, all had a great time. The weather was great and the ADAM'S MARK HOTEL was beautiful, as downtown St. Louis was also. The ARCH is awesome. It was so good to see our "USN ARMED GUARD FAMILY" together again.

On behalf of those who attended, I'd like to say a "SPECIAL THANKS" to Wanda and Al Colella for being our Hosts for the year and taking on the task to see that your stay was worthwhile. For those who could not attend for various reasons, we missed you all!! Many of our friends couldn't make it due to health problems and had to cancel out. We missed you guys!! Many showed up after they had a change in their health, permitting them to attend. It was so good to see you again. Many of the Illinois and Wisconsin crew stayed home to attend Bob Grossman's funeral services. Bob was our 1990 Reunion host in Chicago. I admire you who attended and paid your respects. Our sympathy is extended to Margaret, the Family and all his friends from our ARMED GUARD FAMILY.

And how about the 18 piece band that played the "GOLDEN OLDIES" for us? They did a great job and were enjoyed by all. The dinners were great and the service excellent. The Hotel staff is to be commended. Louise Moran did a superb job with the "LADIES TEA." It was wonderfully decorated and professionally done. I regret that Stan Defoe's knee operation kept him home and we did not have the computer printout as I had planned. This was something that couldn't be helped.

Our slide presentation by Clarence Korker (Brooklyn Armed Guard Center Chief photographer, 1943-45) was very interesting. I am sure it brought back many a memory as he covered Centers at Brooklyn, N.Y., New Orleans and Treasure Island as best he could. And to Zed Merrill's 9 minute showing of what's to be expected in the documentary that he is putting together on Video - Zed, it was great.

Bob Ober from Cincinnati, Ohio made a motion that I be nominated to serve again as Chairman for the balance of 1996 and 1997; it was seconded, voted on, and passed. I accepted, so I will do what I can to continue to find and notify our Comrades-in-Arms of what we have accomplished since June of 1982, when we held our first National Reunion in Winchester, Ky. I started out with a composition book and 52 names and a few ships. I just entered Name Number 13,796 and we have over 8000 ships we sailed on since we bought the first computer. With a LITTLE HELP from you, we could double that number this year.

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

Raffle ticket winners are as follows: (I didn't win)

1. Paul Burke, 1112 Mulberry St., Brookhaven, Pa. 19015
2. Eugene Lafferty, Sr., 25861 Old Julian Hwy., Santa Ysabel, Ca. 92070
3. Raymond Coverdal, 2-C Hawthorne Ct., Old Bridge, N.J. 08857
4. Dorothy Vermillion, 8286 Mary Lee Ln., Laurel, Md., 20723-1171
5. Thomas Millican, 7264 W. Cove Rd., Chickamauga, Ga. 30707
6. Frank Marvin, 297 Waverly Ln., Las Altos, Ca. 94022

THANKS to those of you who donated from the floor at the business meeting. This was turned over to Al Colella and placed in the ARMED GUARD bank account there to help cover expenses. The balance will be forwarded here to help cover these expenses for "POINTERS", postage, supplies, etc. All accounted for!!

On behalf of all those who participated, congratulations to the winners!! To those who took part, the balance will be used wisely for ARMED GUARD expenses. For those of you who wanted names of those who attended the reunion, buy the YEARBOOK from Larry French for \$12.00. They should be printed and sent to you by sometime in November if all will send their photos back. Then, you can look up the one you were talking to this year, or in years gone by. If you were at St. Louis and stayed at another Hotel, Trailer Park or Campground, it would be a good idea to send RUDY KOZAK a card with you and your lady's name so we will not leave anyone out as Rudy and Ellie will be putting the book together again.

The "S.S. JOHN W. BROWN CRUISE" to WILMINGTON, N.C. for the Azalea Festival was just fantastic. There were over 725 paying customers and over 10,000 visitors came on board to see the ship. On behalf of all those who went aboard, we would like to "THANK" every one of the MERCHANT and ARMED GUARD CREW who brought her down and carried her back to Baltimore. Our hats are off to the ones who have worked so hard to get her in ship-shape. Your labor is priceless!!

While I am on the subject of the S.S. JOHN W. BROWN, we are planning to sail on her next May 5th, 1997 out of Alexandria, Virginia. Captain Brian Hope along with Armed Guard Joe Colgan have advised that it will be there, if possible. The only problem would be windy weather, for it would make it impossible to sail her through the narrow causeway to the harbor. The reason is she rides high out of the water and tug boats can not be used going in. We hope to have her there for the whole week for visitors to come on board. Come and see their workmanship.

Martin Vallee of Flint, Mi. will be looking into the S.S. John W. Brown sailing the St. Lawrence River, all the way to Chicago with stops at Cleveland, Detroit and other cities along the way, going and coming. It would take over \$81,000 of fuel for the trip and we hope many businesses will pick up the tab.

Charles A. Lloyd

— In Memory —

SHIPMATES WHO CROSSED THE BAR SINCE APR./MAY 1996 POINTER

Arndt	Richard C.	Longville	Mn	Mary G.	4/28/96
Brown	Clement F.	Cranston	Ri	Peg	1/7/96
Brunkhorst	James L.	Collinsville	Ok	Fay	3/16/94
Carpenter	William G.	Columbus	Oh	Lois	4/18/96
Declue	George	Owasso	Ok	Mary Inez	5/12/96
Delano	Walter E.	Dresden	Me	*	5/19/96
Donnelly	Francis J.	Alexandria	Va	Donna	5/14/92
Doolan	Emery	Pittsburgh	Mo	Lois	6/11/96
Durham	John E.	St. Mary's	Ga	Betty Ann	3/30/96
Ernest	Ewald H.	San Diego	Ca	Sara	1/26/96
Espana	Ernest S.	El Monte	Ca	Ester	
Fetherston	John F. W.	Palm Beach	Fl	Dorthea	4/27/96
Fratalone	John J.	N. Egremont	Ma	Mary L.	5/13/96
George	Nieme M.	Jeannette	Pa	Violet L.	12/13/95
Grossman	Robert J.	Chicago	Il	Margaret	5/19/96
Hall	Robert E.	Fredrickburg	Va	Virgie	2/24/96
Harrison	E.G. "Skid"	Salisbury	NC	*Rachel	3/31/96
Hartley	John J.	Martinsville	Va		90s
Hassler	Albert L.	Redmond	Or	Doris	3/18/96
Hopkins	Edward J.	So. Plainfield	NJ	Frances	6/6/96
Jacobs	Ralph E.	Lafayette	In	Helen	4/29/96
Lear	Harold E.	Riverside	Ca	Doris	1/23/96
Lewis	Jack D.	Janesville	Ca	Wilma	3/2/96
Lewis	Robert L.	Kansas City	Mo	Rosena	4/7/96
Melton	John H.	Clover	SC	Ruby	6-7-96
Munro	Barton L.	Natick	Ma	Maureen	4/7/96
Murphy	Francis C.	Greenwich	NY	Ellen	12/29/95
Patterson (MM)+	E. A.	Fairbanks	Ak	*	3/10/93
Quillan	Earl J.	Fair Play	Mi	Jean	5-30-96
Robinson	Douglas H.	Boston	Ma		5/23/96
Sack	Richard B.	Moorestown	Oh	Dorothy	2/7/96
Vose	Raymond S.	Murrieta	Ca	Alice	6/13/95
Ward	Reather	Norwalk	Oh	Polly	4/15/96
Wolfe	Karl W.	Edwardsville	Ks	Maysel	5/18/96

* Denotes-deceased.

+ (Author- "Militant Mariners")

It is with deep regret that Russell E. King was erroneously listed in the Mar/Apr IN MEMORY column. It was Russ's wife, Treva, that departed from this life. Our sympathy is extended not only to Russell and his family but to all the families of loved ones who have passed away. *cal*

Some families of the deceased above and also in previous listings of the "POINTER" have placed in their local newspaper's OBITUARY COLUMN, that, in lieu of flowers, that a donation to the U.S.N. ARMED GUARD is requested giving the POINTER's address. I have received and deposited all of these checks and placed a year number behind the GIVERS name. I do not have time to send acknowledgement cards to the GIVER nor to the families in which it was given so they could send a THANK YOU to them. I know the Protocol but I can do but so much. To those, the GIVERS and to the RECEIVERS, I hope you understand. The Donation have been put to a good use in support of the Armed Guard Association. Many Thanks.

Charles A. Lloyd, July 1996

U.S. NAVY ARMED GUARD 1996 Reunion Group Photos \$12.00 each

Name _____

Address _____

City, State, Zip _____

Amount enclosed for group photos: \$ _____

Send to: REUNION MEMORIES

P.O. Box 161939

Altamonte Springs, FL 32716

Telephone:
(407) 862-2311

★ ★ ★ ★ REUNIONS ★ ★ ★ ★

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

SANDPOINT, Id. Mini-Reunion will be held at the Edgewater Resort on BEAUTIFUL LAKE PEND O'REILLE, Id. September 3-5 and depart on the 6th. Contact: Milan and Dottie LaMarche, 1113 W. Main, Sandpoint, Id. 83864-1852, 208-263-4271.

SPECIAL NOTICE!! FARRAGUT, IDAHO BOOTS will hold the 50th Anniversary Reunion of the closing of the base, which was the 2nd largest "BOOT CAMP" during WW II. CONTACT: Al Leiser, ASST. PARK RANGER, East 13400 Ranger Rd., Athol, ID 83801, 208-683-2425, Ext. 26. for more information. This will be the "LAST REUNION EVER" to be held at FARRAGUT, I'M TOLD!!

GREAT LAKES NAVAL ASSOC. P.O. BOX 88 - 6835, GREAT LAKES, IL 60088, 847-662-5545 WILL HOLD A REUNION 10/17-19/96. HOST-JEFF JEFFERS.

37TH NAVAL CONSTRUCTION BATTALION WW II REUNION WILL BE HELD 9/12-14/96 IN FRANKENMUTH, MI. AND FOR MORE INFO, CONTACT: John Barden, 3142 Kingston, Mi. 48741, 517-683-2219.

THE AMERICAN ASSOC. OF NAVY HOSPITAL CORPSMEN (AAONHC) will meet 9/12-16/96 in CORPUS CHRISTI, TX. Contact: Ned Johnson, 224 Jackson St., De Quincy, LA. 70633-4128, 318-786-2082; or AAONHC, Joe B. Havens, Founder, Homeport Place, #43 Pleasant Valley Rd. W., Greenbrier, Ar. 72058.

FAIRVIEW HEIGHTS, ILLINOIS Armed Guard area meets at McDonalds in Fairview Hgts on the 2nd Saturday of each month 9:30-11:00. Contact: Skipper Theodore Kawula, 3232 Carlson Ave., Granite City, Il. 62040. A.G. and M.M. "GET-TO-GETHER."

SACRAMENTO, CA. AREA ARMED GUARD CREW, WIVES AND FRIENDS: 10:00 A.M.- 3rd Thursday at BRADSHAW RESTAURANT, HIWAY 50 at Bradshaw Exit. Welcome Hosts are: Bill and Doris Welch, 6048 Holstein Way, Sacramento, Ca. 95822-2955, 916-428-4681 and Peewee and Charlotte Hunter, 916-354-0623. Come and enjoy!!

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.

ALABAMA CREW Contact Gene Pugh, 3131 Hale Dr., Huntsville, Al. 35805, 205-533-6049 for meeting at the Golden Corral, 3117 Lorna Rd., Hoover, Al. until further notice. Tentative dates for '96 are: 8/13/96 and 11/12/96.

INDIANA CREW meet each month on the last Saturday at 11:00 A.M. at LOUIE'S Restaurant located on U.S. 24 West and Wilkerson St. intersection, Logansport, In. 46947. Hosts are: Forrest and Annabelle Spencer, 219-753-7066.

GEORGIA CHAPTER Skipper Bill Burton, 251 Cardigan Cir., Lilburn, Ga. 30247, 770-381-5395 and the Ga. Crew meet at SHONEY'S Exit 38, Lilburn, 11 AM "FIRST MONDAY" of "SEPT" and "Dec."

PBY CATALINA INTERNATIONAL ASSOC. WILL HOLD THEIR REUNION SEPT 11-15, 1996 in Bloomington (MINNEAPOLIS), MN. at the Thunderbird Hotel, 2201 E. 78th St. 9/11-15/96. CONTACT: Jas. Thompson, 1510 Kabel Dr., New Orleans, La. 70131.

"ROCHESTER, N.Y. AREA" ARMED GUARD and MERCHANT SEAMEN of WW II contact John and Mary Shevlin, 37
Page 3

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 "OLD COUNTRY BUFFET" Culver-Ridge Plaza East Ridge Rd., "IRONDEQUOIT, NY". Vincent Daddazio, 100 Dunn Tower Dr. #1, A-404, Rochester, NY 14606, 716-429-6653 assists John. They are the hosts for the NORTHEAST MINI-REUNION in Rochester, N.Y. Oct. 10-13, 1996. Contact them for info.

IOWA CREW meets the 2nd Wednesday, 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! They will also Host the **Iowa-Minnesota Mini-Reunion**, 9/19-22/96 at "THE INN AT THE UNIVERSITY," 11001 University Ave, Clive, Iowa 50325. Everyone invited.

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

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. ALSO!! Nebraska will host their **NE-KS-MO-OK MINI-REUNION** SEPT. 20-21, 1996 AT THE BEST WESTERN AIRPORT INN, 1-800-528-1234. CONTACT CARLTON FOR MORE INFO.

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.

HOSTS Alvin and Thelma Kemble, 8150 Chamber Hill Rd., Harrisburg, Pa. 17111, 717-566-8728 hold their "FIRST THURSDAY" of each month meeting for their area at "HOSS'S STEAK HOUSE" in HUMMELSTOWN, PA at 1:00 P.M.

KEYSTONE MM CHAPTER invites all ARMED GUARD to their meetings. Contact: Geo. K. Bathie, 580 Melissa Ln., State College, Pa. 16803-1221, Phone/Fax 814-237-0329 on the 4th Sat. of each month at a 12 NOON LUNCHEON at the "DAYS INN MOTEL," ALTOONA, PA.

WESTERN N.C. AREA meets at the "MILLS RIVER RESTAURANT," Mill's River, N.C. on the "4TH THURSDAY" of each month. "LUNCHEON" starts at 11:30 AM. Contact: Crayton Hall, PO Box 39, 88 Wilkie Way, Fletcher, N.C. 28732, 704-684-4588.

ILL-WISC. will hold their Mini-Reunion October 11-13, 1996 in Joliet, Il. with Joe Esposito, 328 S. Michigan, Addison, Il. 60101, 708-832-2978 and Mike Pavilich, P.O. Box 2347, Bridgeview, Il. 60455, 708-481-6468 as their Hosts. I know this crew will miss Bob Grossman who organized them.

WILMINGTON, N.C. Armed Guard holds a 1ST WEDNESDAY monthly meeting at 9:30 A.M. at WHITEY'S Restaurant, 4501 Market St., Wilmington. Host is George W. Cameron, 611 Middle Sound Rd., Lot 16, Wilmington, N.C. 28405, 910-686-4193. Thanks to all the Wilmington Crew for their help on the S.S. JOHN W. BROWN CRUISE!! JUST GREAT!!

PHILADELPHIA-DELAWARE VALLEY PA Area Armed Guard holds an 11:30 A.M.-2ND WEDNESDAY MONTHLY MEETING at the AMERICAN LEGION, FALLS TWP POST #834, FALLSINGTON, PA. 19054, 215-295-9858 AT 11:30 A.M. HOSTS: AL AND NORMA FARRARA, 45 UPPER HILL TOP RD., YARDLEY, PA. 19067, 215-493-9134.

SOUTHWEST OHIO HOSTS Bob and Dot Ober, 7115 Dunn Rd., Cincinnati, Ohio 45230, 513-231-3181 hold an 11:30 Luncheon Buffet on the 2ND SAT. "EVERY OTHER MONTH" starting in Feb. 1996, at THE "OLD COUNTRY BUFFET," 1097 Smiley Ave., Cincinnati, Oh., Exit 39 off I-275.

ALSO, CONTACT HOSTS BOB AND DOT OBER FOR THE FOLLOWING: **OHIO-INDIANA-MICHIGAN-KENTUCKY REGIONAL REUNION** SEPT. 13-14-15, 1996 **KINGS ISLAND INN**, 5671 **KINGS ISLAND DR.**, **KINGS ISLAND, OH.** 45034-0906, 513-398-0115. 20 MINS. FROM DOWNTOWN CINCINNATI. LET HOTEL KNOW - "ARMED GUARD"!!

DEMS—CONTACT: DOUG SEPHTON, RCNA-DEMS, 203 ANNE ST. NORTH, BARRIE, ONTARIO, CN L4N 4T4 FOR INFORMATION ON THE "ROYAL CANADIAN NAVAL ASSOCIATION." I understand they will be in Burlington, Ontario for their 1997 Reunion. ALL U.S. NAVY ARMED GUARD AND MERCHANT CREWS ARE WELCOMED.

(NOTICE CHANGE FOR PORTLAND, OR. BELOW) **GREATER PORTLAND, OREGON ARMED GUARD** MEETS WITH THE OREGON CHAPTER AMMV THIRD MONDAY, 11:30 A.M. at NORTH'S CHUCK WAGON, TIGARD, OR. Contact: George Goode, 4017 S.E. Aldercrest Rd., Milwaukee, Oregon 97222, 503-659-1925.

The "NORTH-WEST PASSAGE", "AK-OR-WA-ID" holds a LUNCHEON AT 1400 HOURS ON THE 3RD WEDNESDAY AT THE BELL'S RESTAURANT, 8501 Fifth Ave. N.E., NORTH SEATTLE, WA. 1 MILE SOUTH OF NORTHGATE MALL. Contact: Bob Heitzinger, 9227 169th Place NE, Redmond, Wa. 98052, 206-524-3100; Or, Billie and Richard Kohse, 2304 Lister Rd., N.E. Olympia, Wa. 98506-3616, 360-456-1946; or, Don and Pearl Werner, 18605 N.E. 219th St., Battleground, Wa. 98604, 206-687-3630. SEZ—"DON'T FORGET TO BRING THE LADIES"

WYOMING Armed Guard Skipper Charles Gray, P.O. Box 126 Fort Duchesne, Utah 84078 - ADDRESS CHANGE.

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. Vallee is trying to get financial help from Cities along the Lakes to sponsor the S.S. JOHN W. BROWN up the St. Lawrence River as far over as Cleveland, Detroit and Chicago. The ship has O.K'd it!! Now!! To raise \$81,000.00 for fuel. GO FOR IT!! YOU'LL MAKE IT!! Contact Vallee for a PIG ROAST Sept. 21st at the Felgel Farm in Brant, MI.

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 Crew 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.

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 with Dean Vining, 1026 S.W. Cambridge Ave. Topeka, Ks. 66604-1716, 913-273-1247 as host.

The **WICHITA, KS Area Merchant Marines** WW II Veterans CONTACT: Glen Trimble, 1725 Woodrow Ct., Wichita, Ks. 67203.

The **MO-KAN CREW** will meet on the 3RD TUESDAY of each month and the location is: D.A.V. Chapter #2, 8787 Old Santa Fe Rd., Kansas City, Mo. 64138, near the intersection of 87th St. and Blue Ridge Blvd. at 11:00 A.M. with Stan DeFoe, 4308 South Osage Ave., Independence, Mo. 64055-4645, 816-373-5890 and Bill Sears, 8505 NE 56th St., Kansas City, Mo. 64119, 816-453-2179 as hosts. All are welcomed!!

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

LITTLE FERRY, N.J. AREA meets on the 1ST TUESDAY of EACH MONTH for an 11:30 AM luncheon at TRACEY'S RESTAURANT, #4 Bergen Pike, Little Ferry NJ 07643. Host for this area will be William and Irene Yansick, 80 Charlton Ave., Lodi, N.J. 07644, 201-473-6640.

PITTSBURGH, PA. CREW meets on the "3rd Sat." for a NOON LUNCHEON at the GREENTREE MARRIOTT. CONTACT: Hilary Makowski, 202 Wedgewood Crt., Carnegie, Pa. 15106, (412) 429-8510. They have some great YANKEES.

CHICOPEE-LUDLOW, Ma. HOSTS Tom and Priscilla Dufresne, 289 Munsing St. Ludlow, Ma. 01056, 413-583-8580 hold 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 their 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. They plan a 1996 Mini-Reunion in Colorado Springs, Co. in AUGUST. EVERYONE WELCOMED!!

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!!

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 are Clarence and Helen Durham, 4813 Lowells Rd., Richmond, Va. 23224, 804-233-6023.

In **NORFOLK, VA** Contact: Reginald Dolliver, 3820 Amberly Forest Pl., Virginia Beach, Va. 23456, 804-471-6397 for their meetings on the LAST SATURDAY OF THE MONTH at the OLD COUNTRY BUFFET, 1952 Laskin Rd., Virginia Beach, Va. at "HILLTOP REGENCY SHOPPING PLAZA."

ROANOKE, VA. AREA meets on the 2nd Friday of each month at the Roanoker Restaurant, 2522 Colonial Ave. Roanoke, Va. at 11:30 A.M. Contact: Bill Miller, 157 Houston Ave., Roanoke, Va. 24012, 703-362-0576. That's pretty country, especially in the fall.

DESTROYER ESCORT ASSOC. will hold their National Reunion Sept. 2-6, 1996 in RENO, NV. 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.

CORRECTION FROM MAR/APR. '96 POINTER. CHANGED IT TO: MID-FLORIDA CHAPTER - CONTACT: Jack and Corinne Renaud, 839 S. Success Ave., Lakeland, FL 33801, 941-688-1312 and assisted by: SAM and DOLLY MORRIS, 2055 S. Floral Ave., Lot 221, Bartow, FL 33830, 941-533-4891

SPRINGHILL, FLORIDA AREA - Contact: William T. Young, 4206 Parkhurst La., Springhill, FL 34608, 904-683-9333. They hold a breakfast on the "SECOND" Saturday 10 AM AT: EVERGREEN WOODS RETIREMENT COMMUNITY.

PORT ST. LUCIE, FL area meets on a "LAST FRIDAY" IN THE MONTH" at JOHNNY'S CORNER FAMILY RESTAURANT, 7180 U.S. #1, PORT ST. LUCIE, FL 34952, 407-878-2686 by HOST DICK JARMAN, 1461 MERION CT. S., PORT ST. LUCIE, FL 34952, 407-335-3716. THEY WELCOME all "Y'ALL"!

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 THE "RED MOUNTAIN STEAKHOUSE" in Mesa on the "FIRST THURSDAY" of the month at 11 A.M. 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 "FRIDAY" of each Mo. meeting at 11 AM at the VILLAGE INN, 6251 N. ORECLE RD., TUCSON, Az. 85704, 602-297-2180.

PBY CATALINA INTERNATIONAL ASSOC. CONTACT: James Thompson, 1510 Kabel Dr., New Orleans, La. 70131-3632, 504-392-1227.

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. EDITOR ROBERT KIRSCH, 643 CALLERY RD., EVANS CITY, PA. 16033, 412-538-8151 INFORMS THAT THEY'LL HOLD THEIR NATIONAL REUNION 4/23-27/97 in CHERRY HILL, N.J. (AT HIGH TIDE ON THE BEACH!!)

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

SOUTHERN CALIFORNIA REGION-SAN DIEGO plans to meet "EVERY TWO MONTHS" at 11:00 from 1/11/1996 at the "BAYVIEW CLUB," MCRD, San Diego, Ca. Hosts are: Howard Wooten, 772 E. Vista Way #B, Vista, Ca. 92084, (619) 724-7871; Joe Zapotocky, 1846 Warmsland, Vista, Ca. 92084 and George Kost, 3609 Belle Bonnie Brae, Bonita, Ca. 92084, (619) 267-5797.

BELOW ARE ARMED GUARD CONTACTS ON THE THREE SHIPS! DO NOT ORDER TICKETS FROM THEM!! ONLY FROM THE SHIPS!! AND THE SHIPS CAN GIVE PRICES AND DATES OF SAILING IN CASE OF A CHANGE.

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. Ship's address is: S.S. JOHN W. BROWN, P.O. Box 25846, Highlandtown Sta., Baltimore, Md. 21224-0846, 410-558-0646. Contact them for sailing dates.

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) Ship's address is: S.S. JEREMIAH O'BRIEN, Ft. Mason Center, Bldg-A, San Francisco, Ca. 94123-1302, 412-441-3101. **SAILING DATES:** AUG 17 AND 18, 1996; SEPT. 14 AND 15, 1996 I was told. **CONTACT:** 310-519-9545 FOR INFO.

SPECIAL LATE NOTICE - The O'BRIEN will be in: Victoria, B.C., Canada 6/29 - 7/1/96; Seattle, WA 7/2-9/96; Vancouver, B.C. 7/10-16/96; Longview, WA 7/18-24/96; Portland, OR 7/24-31/96; Longview, WA 7-31 for Cruise to Astoria - be at Astoria 8/6/96. Return date to San Francisco unknown.

On the **S.S. LANE VICTORY**, Contact Joe Piccolini, 9724 Paseo De Oro, Cypress, Ca. 90630, 714-952-2656 for info. The ship's address is: S.S. LANE VICTORY, 839 S. BEACON ST., PIER 94, SAN PEDRO, CA. 90733, 310-519-9545. Contact them for **SAILING DATES**.

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

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, 255 TEXAS ST. #H-226, Rapid City, S.D. 57701, 605-343-4171 have a 2ND Wednesday 8 A.M. meeting at "TALLY'S" across from the ALEX JOHNSON HOTEL in RAPID CITY, S.D.

THE 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.

STATESVILLE N.C. AREA meets the 1ST TUESDAY- 8 A.M. at SHONEY'S "SIGNAL HILL MALL." **CONTACT:** K.E. Watt, 2967 Wilksboro Hwy., Statesville, N.C. 28667-9242, Tel-910-876-0650. Sez, "ALL Y'ALL COME ON."

CHINA COASTERS CHAPTER of AMMVWWII **CONTACT:** Floyd (RED) Hayes, 4501 W. 141ST., Hawthorne, Ca. 90250, 310-679-2107.

CORRECTION FOR GULFPORT REUNION. CHANGE YOUR MAR/APR. '96 POINTER SO YOU WILL NOT GET DATES MIXED UP!! GULFPORT, MISSISSIPPI WILL HOST THEIR FIRST MINI-REUNION THURS., AUGUST 8-10, 1996 AT THE HOLIDAY INN (BEACH). **RESERVATIONS:** 1-800-441-0887. **CONTACT:** John Foretich, Host, 310-44TH St., Gulfport, Ms. 39507, 601-868-2551.

THE RALEIGH, N.C. Armed Guard meets on the FIRST (1st) Saturday of the month at 8:00-1100 A.M. at "MR B'S," 3812 Western Blvd., Raleigh, N.C. See previous POINTER for directions.

TINCAN SAILORS, INC. Contact Vince Diomedes, 20 Admirals Row, Freehold, N.J. 07728, 908-308-0071.

PATROL CRAFTS SAILORS ASSOC-(PSCA) Contact: Joe Kelliher, 14 Hickory Hills, Southington. Ct. 06489 for Reunions.

U.S.N. CRUISER SAILORS ASSOC. Contact: Ray Snapp, 3705 Heatherwood Dr., Tipp City, Oh. 45371, 513-339-3217.

MISS ANY MORE? SOME LET ME KNOW NOW! IT IS THE ONLY WAY I CAN CORRECT MY ERRORS.

SAVE THIS POINTER! NEXT ISSUE WE'LL ONLY PRINT ANY CHANGES, IN ORDER TO SAVE SPACE. (CALLOYD)

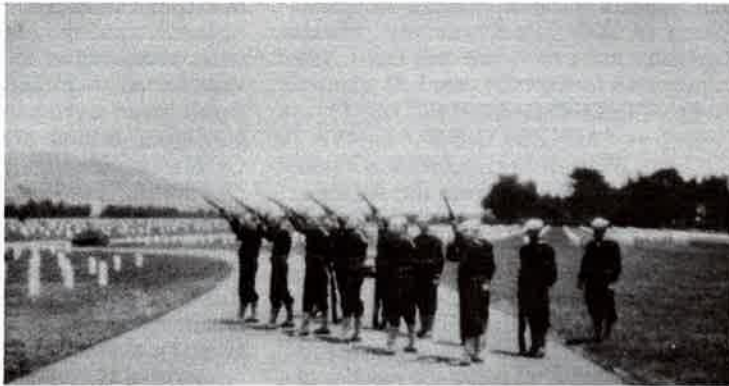
SERMON NOTES... LETTERS FROM OUR MEMBERS

DEAR CA. -

I would like to report a unique detail that most men in the Armed Guard did not know existed - the assignment of "F.H.G." I would like to summarize how one gets this duty. First, let me begin in the beginning of my Armed Guard career if I may. I had 16 weeks of "BOOT CAMP" and 16 weeks of "GUNNER'S MATE SCHOOL" at Great Lakes near Chicago. I was then sent to San Francisco, California for an additional 8 weeks of training on the new 5"38 gun with hydraulic system plus an auxiliary Chrysler engine. As soon as the Liberty ships were available with this new weapon, each man in the class was assigned to a ship along with a striker. My first ship was the S.S. JOHN SARGENT, serving the better part of 1943 and early '44 shuttling troops and cargo from Australia to New Guinea. When we arrived back in the States, I was given R&R at the Sonoma Mission Inn, Boyes Spring, California.

I was later "selected" for a "NEW HOME" on a T-2 tanker, the S.S. SMOKEY HILLS. After several trips to the Marshall and Carolina Islands, I was detached from the tanker at San Pedro, Ca. and given long overdue leave. Reporting back to Treasure

For the next two months, my job would be with the "F.H.G."; that is, FUNERAL HONOR GUARD. This detail consisted of 6 pallbearers, 12 riflemen, 1 bugler, 1 chaplain and myself. Each morning, all the men would be in dress jumpers, except on Sundays. A Warrant Officer would give me the list of burials for the day. Most of the internments were at military cemeteries,



particularly San Bruno and the Presidio. Families who lived within a 75 mile radius of San Francisco who wished their kin to be buried in private cemeteries, were given whatever they requested, which included both church and gravesite services.

This duty did have some "perks" such as a special chit to eat chow anytime, plus "liberty" once their chores were done for the day. Most men were married and their wives lived in the San Francisco area. We were not required to report back on Base until early morning muster. (Sunday was a full "Liberty Day" for all of us.)

Everything went well with this job, with one exception. The bugler was a very young man and on one occasion, we were to lay to rest a full Commander. Many officers were attending this funeral. At the end of the proceedings, the very nervous bugler, instead of playing taps, played a different call. An officer approached me and asked what the bugler had played. When I told him, he said we would be

put on report. Needless to say, the next day, we had a new bugler.

After seven weeks, I was relieved of this position to get ready for the transfer to Aberdeen, Maryland. This was nine days before Japan surrendered. Instead of schooling, I was allowed to take a hardship

discharge out of Shoemaker, Ca. and bring my San Francisco wife back to the East Coast. I am sure you are curious about what that bugler played at the Commander's gravesite. It was a combination of "Mess Call" and "TAPS."

Enclosed are photos of this sad task at San Bruno. Perhaps you would like to use them in the "POINTER." Also, here is a check to help with the cost of the publication for the "POINTER." Sincerely, **Harold E. Carson, 25 Halcourt Dr., 11803, 516-935-4269.**

Carson wrote this letter in 1993. I read the letter, marked it "NEXT POINTER" and deposited the check. While in the garage, in search for someone else's photos, etc., I saw this, reread it and came in out of the heat and typed it and hit the wrong key, deleted it and had to start typing again. I think it was worth the trouble. Thanks Carson for sharing your story. (cal)

Just a little note to you plus a check to help defray expenses. I mean to send a check now and then and I always put it off until I get one of your SOFT SELLS and that, plus page 18 caught my eye. It was about the DECORATIONS AND MEDALS for the Armed Guard Crews. On that list, I found two of my ships. One was the S.S. JOHN S. BASSETT I had sailed on previously. It had taken me around the World from Frisco to L.A.; to Hobart, Tasmania; to Colombo, Ceylon; to Calcutta, India; back to Colombo; to Laurencio, Mozambique; to Port Elizabeth and Capetown, South Africa; over to Santos and Rio de Janeiro, Brazil; to Port of Spain, Trinidad; on to Guantanamo, Cuba and to New Orleans and the Algiers Armed Guard shipping and receiving station.

I received a delay enroute by the way of my home in Nebraska for a few days and then on to San Francisco and the Treasure Island Pacific Shipping and Receiving Station and another Liberty Ship, the S.S. DONALD MACLEAY. We sailed to Pearl Harbor; Eniwetok; Ulithi; Ili Shima where Ernie Pyle was killed. You remember, they said the Japs could wade across from mainland Okinawa, to Ili Shima but I didn't see any of them doing that.

When the U.S. ARMY stevedores came on board to unload us, we asked them, "ANY ACTION AROUND HERE?" They replied, "THERE SURE IS - WE SHOT DOWN two planes Tuesday and some a while back." About that time, the alarm went off and from my gun tub midships, I could see the stevedores get under the bow gun tub. And then, the bow 3"50 went off



Island, I was notified that all First Class Gunner's Mates were to take examinations for additional schooling at Aberdeen, Maryland. For those who were accepted, it meant a promotion and probably a transfer to a FLEET UNIT!! My name was posted to be sent to Aberdeen but my class would not form up for seven or eight weeks.

and the stevedores ran to the stern and under that gun tub and it went off about that time and they ran to mid ship and went clear down to the shaft alley. Me!! I was pooping my pants in the bridge gun tub and I heard over the ship's radio, "*@#%*#@ it!! Quit shooting!! I'm a friendly plane!!" While I laughed at the stevedores and the friendly plane, I know just how they felt for at Avola, Italy, we had 29 air raids in three days and I was on a 20MM on the fantail and we charged our magazines during raids. The deck had bundles of camouflage piles on it and as I was carrying a magazine in each hand up to the mid ship, I had to climb over these piles. Well, I stepped off a pile and twisted my ankle, and being a country boy, I was afraid to drop the magazine in fear of it exploding and killing me. Anyway, I got a bad sprained ankle and couldn't stand on it. The gunnery officer asked me if I wanted to go over to the hospital ship near us and luckily I said "NO" for the hospital ship was bombed and sunk that night. I was laying in my bunk for part of one air raid but was scared poopless and crawled up to the gun tub and charged the magazines. Our ship got credit for two planes but no battle stars. Anyway, I know how the POOPDECK got its name. This is probably more than you want to hear of some of my Armed Guard tales. Maybe I should write a book!! Ha!

Back to why I decided to write besides the check. It was to inquire if possibly there were other lists like page 18. Maybe Sicily, July 10, 1943 until ??? and others from—to—???, etc. I guess my records from the Navy don't have any signs of my getting a BATTLE STAR if I was on the Macleay during this period that I would be entitled to. Or would I??

I know the records for the Armed Guard Crews were somewhat skimpy. I have sent for, and received several Armed Guard Logs, etc. for ships I was on and these show engagements, etc. but I guess we were so glad when it was all over and we got home safely that it didn't, nor does it still matter that much. But who cares!! I forgot to say, "HOPE YOU OL' SALTS ARE WELL AND HAPPY!" LOVE TO ALL. **Dan Chaulk, 8100 E. Camelback Rd. #29, Scottsdale, Az. 85251**

I have read more than once of the '42 convoy to Malta. Neither time nor repetition have stopped me from choking up. These men were more than fighters, they were GALLANT. I am enclosing an article that I wrote on this convoy and the Americans that were part of it, and a few who fought under the flags of both the U.S.A. and the British. It gives a slightly different view of this epic struggle that lasted for a week, and was a 24 hours a day battle.

In the same issue was an article on the S.S. HENRY A. BACON. May I add a foot-

note? (SECNAVINST 1650.1D, ANNEX I, 1 OCTOBER 1970 USN AND MARINE CORPS UNIT AWARDS-NAVY UNIT COMMENDATION—page 61, column 2, 23 February 1945—from Murmansk to United Kingdom) S.S. HENRY A. BACON: Quite an honor for that under gunned, slow, merchant Liberty Ship. She is the only Merchant ship so recognized by the Navy in WW II, out of the 2710 that fought in that war. Not even the S.S. STEPHEN HOPKINS, that sank a German Raider and damaged its supply ship, was so recognized. (The HOPKINS was responsible for sinking the only German surface warship sunk by American forces in WW II). **Sincerely, Mark Enright.**

** MEDITERRANEAN CRUISE **

**1942 STYLE **

For a large convoy to cross the Atlantic, there is much room to maneuver and there are many routes open to the Convoy Commodore. When a Convoy starts into the Mediterranean Sea it must pass through the Straits of Gibraltar. This CHOKE POINT is about 15 miles wide. In August 1942, Germans could count the number of men on the bridge of every ship entering this Sea, let alone the number of ships. Malta was 1100 miles away. The Med was controlled by German and Italian air, surface and subsurface forces. It was mined and under constant surveillance.

Malta, 50 miles south of Sicily, was under almost constant attack by the Axis powers. For months, this British Island stood firm against every effort to force surrender. Nicolas Monsarrat, in his book, "THE KAPPILLAN OF MALTA," tells of the shortages the Islanders experienced and how they knew help was coming, but wondered how it could make it. The book describes the arrival of the British Tanker, S.S. OHIO, burned, battered and sinking. She was under tow and had a British Destroyer lashed to each side to keep her afloat. When the Destroyers cast off, in the harbor, the OHIO sank. The cargo of oil had made it and was immediately pumped out.

On August 9, 1942, the American Merchant ship, S.S. SANTA ELISA, with United States Merchant Marine Academy Cadet Francis Dales (D) and Cadet N. Pettinata (E) embarked, entered the Med Sea along with a dozen other merchant ships, including the British flagged and British manned tanker OHIO. The British placed great importance on this convoy and supplied the Aircraft Carrier HMS EAGLE and a dozen Destroyers. At noon of the first day, the HMS EAGLE was sunk. Now air, surface and submarine attacks were carried on around the clock. On the morning of the 13th, the SANTA ELISA was sunk by an Italian torpedo boat.

Prior to the sinking, Cadet Dales was man-

ning his battle station, a 20MM anti-aircraft gun on the port side. Because of the intensity of the battle, the SANTA ELISA was alone when attacked by 4 PT boats. Dales's gun and another gun managed to destroy the boat that sent the telling torpedo. The torpedo set fire the high octane cargo and the ship was soon afire fore and aft and all hands abandoned her.

Two hours later, the HMS PENN found the survivors and took them aboard. Most of them were burned and needed treatment. The PENN was so full of survivors from this ongoing battle that the "newcomers" had to find sitting room on the open deck. About noon of the 13th, the HMS PENN came alongside of the S.S. OHIO. Dale volunteered to go aboard the now abandoned tanker and man her guns. The battle continued and at dawn of the 14th, a German bomber put a bomb down the OHIO's stack and blew out the bottom of the engine room.

By the 13th, there were only 6 merchant ships afloat and only three of the Destroyers and Malta was about 100 miles away. On the 14th, some relief came to the beleaguered Convoy when the remnants of the ROYAL AIR FORCE (RAF) on Malta were able to provide some air cover. Malta had 7 aircraft being flown ON A WING AND A PRAYER! At Noon, 15 August, 1942, the remains of the Convoy entered the Valletta Harbor, Malta— AND THE TOWN CHEERED.

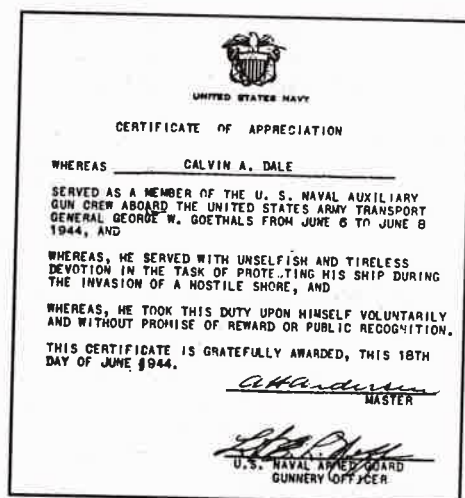
Cadet Dales "fought the ship" under two flags. I know not what the British gave their men for this voyage, but surely, Francis Dales deserved consideration for any awards so bestowed. Perhaps, they, like America, take their Merchant Mariners for granted. Cadets Dales and Pettinata returned to the United States Academy but, for whatever the reasons, did not graduate. Their story ends in April 1943, with the filing of their enemy action reports. Francis Dales was awarded the United States Merchant Marine Distinguished Service Medal for his outstanding gallantry. **Marc E. Enright (MM), CDR, USNR (Ret) 169 Devon Rd., Williamsburg, Va. 23188, T/F 804-229-6407**

A tribute to brave men whom the World is indebted to but have forgotten. CAL

Our Armed Guard Chapter here in Rhode Island visited the R.I. Veterans Home and a Veteran told me that his brother was an Armed Guard in Florida. I called him and here's his letter. Enter his name into the computer and send him the usual packet of Armed Guard info. Have fun. Enjoyed the St. Louis reunion. **Gerry Greaves, 143 East Killingly Rd., Foster. R.I. 02825, 401-647-2212**

(LETTER:) Hi Gerry, I was surprised to get your phone call this afternoon. I never knew of an Armed Guard WW II Veterans Organization. I am curious as to how you contacted my brother in the R.I. Veteran's Home. I served in the Armed Guard on the S.S. GEORGE WOODWARD in 43; S.S. Pan Pennsylvania, sunk 12/16/44; S.S. Cerro Gordo and the S.S. Markay. It was interesting how we got to be on the S.S. Cerro Gordo. After we landed in Londonderry, Ireland from our rescue ship, we received orders to proceed to England to man a ship to be sunk off France when the landings were made. Our Lt(jg) got on the phone to SHAFF and protested and told them we had been through enough with the sinking, etc. and they let us go so they put us on the CERRO GORDO which had had half of her forward part of the ship removed. We went into drydock and they floated it but we could only go 7 knots. We were put in a convoy to the States and we held up the whole convoy home, taking 45 days to New York. Some of the guys may have been in that convoy.

In May of 1945, they shipped fifty of us radiomen to the Pacific to serve in the Marines as Communications personnel. Thank God they dropped the Atomic Bombs on Japan because I would have had to gone in with the Marines and they were expecting ninety per cent casualties on the landing, we were told. It's been over 50 years. I hope this helps. Please keep in contact. Sincerely, **Rene L. Smith, 1003 S. Oriole Dr., Barefoot Bay, Fl. 32976, 561-664-0340.**



I just recently reread your column in the June/July, 1995 "POINTER" regarding the San Diego, Ca. Reunion. It was a SPECIAL period for me, working in the reception area, observing the many reunions of men who had served together. I'm having my own Reunions with an ex-WAVE, who was also a gunnery instructor on Treasure Island, Jesette Dermody Wingo.

Since receiving your packet of Armed Guard information and an invitation to join

the Armed Guard WW II Veterans here, I've missed only a couple of meetings as we (my husband and I) look forward to being with the group of men we have come to know out here.

A year ago, I was invited to represent the "WAVES" in a program, "WOMEN AND THE WAR YEARS" sponsored by the Cabrillo National Park and Historical Association and Traditions Magazine. In my talk, I said, "I think of those men who manned the guns and served as Armed Guard on Cargo Ships; Tankers, Liberty's, Troop Transports and other ships as "UNSUNG HEROES." Becoming more acquainted with so many of these Veterans today, I feel that way even more strongly. Sincerely, **D. Lorae (Compton) Anderson, Secy-Treas Southern California Region of Armed Guard, 635 Via Santiago, Vista, Ca. 92083, (619) 945-9039.**

Thanks Lorae for becoming active with the S. Cal. Crew. Now, "All Y'all" who would like to join in with the crew there for fellowship, call her for info. cal

It was good to see you and Hilda again in St. Louis. We enjoyed the reunion and had a great time. The number of canes, walkers and hearing aids seems to be increasing at a rapid rate but I guess there will be no relief from that. I appreciate the job that you do in keeping the organization running. It certainly stands out as a labor of love on your part and Hilda's. Please send some rebel weather. Check to the Armed Guard is enclosed. God Bless, **Gordon Carlson, 201 Brandston Ave., Elyria, Oh. 44035-3933**

I was a radioman in the Armed Guard during WW II and served for about 10 months on an old freighter, the S.S. FLORIDIAN. We sailed out of Portland, Maine about February of 1944, bound for England with supplies for the GIs in England prior to the invasion of France.

The reason for this letter is that I was sent a copy of the "POINTER" by my good friend and ex-shipmate, Joe Conroy of Easton, Pa.. Evidently, Joe has been a member of the association and he assumed that I would be interested in looking through the publication. Little did he know that there was an article in there that really was of interest to me. It was an article written by Roman Gonzales in the Jan/Feb issue. As Yogi Berra would say... it was deja vu all over again. He tells a story in one of the previous POINTERS of a ship that was in a storm and was listing badly and he relates the S.S. ROBIN SHERWOOD listed for quite some time at 53 degree angle.

I can relate to that myself as on our return trip from England, we were in a severe storm in the North Atlantic around March

of '44 and our sand ballast shifted over to our port side to a 45 degree list. Needless to say, the crew really had their hands full for quite some time. (As the old saying goes—"Like shoveling sand against the tide.")

Being a Radioman, I still had to stand my watch and since the crews quarters were aft of midship, I had to come up above deck and make my way across the tilted deck in a raging storm and make my way up the ladder to the radio shack. Well, as I was scooting across the wet deck, the ship lurched and knocked me, head over heels, and I found myself being washed across the deck and down to the rails on the Port Side. Thank goodness for the scuppers because my feet hit them and kept me from being thrown over the side. I grabbed the railing and pulled myself up... soaking wet, freezing and just about scared to death. I ran up the ladder to the radio shack. There, I stripped down and wrapped myself in a blanket and stood my 2 hour watch. I spent the rest of the night there and in the morning, realized that while being washed across the deck, I had lost my manual that I was studying to take my test for a better rating. It was an experience that I will never forget and one I had recounted many times to any one that would start telling a tale of how rough the weather, whether in the service, or somewhere here in Florida during a hurricane or tropical storm. I guess nothing can compare to the wild storm and the position of the old S.S. FLORIDIAN for the short time that we were in that predicament.

After leaving the Armed Guard, along with my friend, Joe Conroy and a dozen or more radiomen, we were sent to Little Creek, Va. to await our assignment to either the Amphibs or some other "GOOD" duty. I was in the radio room when the list was posted on the board, looking for 15 radiomen to "volunteer" for this minesweeper duty. I thought that this was the better of two evils since these ships were just built and not commissioned yet. This would give us more time in the States, which it did.

While in the Pacific, our little Sweeper, the USS PROJECT (AM-278) was in two typhoons one on the way out and one on our return from Japan. Needless to say, after my experience on the S.S. FLORIDIAN, these seemed like thunderstorms. I was really glad that Joe sent me that copy and that I was able to read about another sailor's wild experiences in a violent storm. It was experiences such as those that made the United States Navy and the Armed Guard such an enjoyable time of my past. Memories such as those shared with shipmates that will stay with you all the days of your life and will never be forgotten. Hopefully, this letter finds you and yours in good health and wish you all the best. Sincerely, **Vinnie Iannucci, 28877 Marsh Elder Ct., Bonita Springs, Fl. 33923.**

I hadn't had time to read the "POINTER"s and material until yesterday. Thanks for the packet and your letter to me on my letter in the Scottish Rite Journal on the Merchant Marine that left out the Armed Guard. It was very unfortunate that the Armed Guard was not mentioned. I am fully aware that you were one of the fighting forces of WW II to protect the ship and crew as I served on the 3"50 gun crew at Normandy and at Okinawa on the USATs GENERAL W. GOETHALS and the ACONCAGUA respectively. My most prized possession of WW II is the: "APPRECIATION CERTIFICATE" given to me by the Navy for the Normandy Invasion.

I have answered over 200 letters in addition to many phone calls and it has located many Mariners who were not aware they'd been given Veteran's Status in 1988. I've assisted in Memorial dedications in Cincinnati and Chicago (Navy PIER), the latter being a combination for Mariners and Armed Guard. The former did not include the Armed Guard but will soon be rededicated to include both. Armed Guard John Nevens, I know, was present at Chicago and Bob Ober at Cincy.

I am sending a copy of Page 11, Feb/Mar/95 issue of the "POINTER" to my brother, Jim Dale, in Salt Lake City who was a Mariner aboard the S.S. EDWARD S. HURLEY and was a shipmate of Armed Guard Francis McMahon. There'll soon be phone calls and letters sharing their experiences on the North Russia trip.

I have the highest respect for your leadership and endeavors to promote the awareness and recognition for both the U.S.N. ARMED GUARD AND MERCHANT MARINE. Please let me know if I can assist you in any way. **C.M. Dale, Central Region V.P., AMMVWWII, 1610 Buckingham Dr., Lincoln, Ne. 68506-1718, 402-489-7025**

Here's the story I promised. It was not an easy one to write since the details tend to fade after many years. I appreciate the material you have sent me. If you decide to print this, I would prefer you not to use my name, city, State, country or planet. Just say, "NAME WITHHELD UPON REQUEST." Here goes!!!

I joined the Navy on Feb. 2, 1942 and took my "BOOTS" in San Diego. One morning, as we lined up for inspection, the chief said, "WE NEED THREE VOLUNTEERS FOR A SPECIAL DUTY. YOU THREE MEN ON THE END, FALL OUT!!" Great!! I had visions of driving a truck around the base. Onto a bus in Los Angeles, then a train to Treasure Island in San Francisco. Finally, we were told that we would be in the ARMED GUARD!! Not exactly my first choice but I wouldn't mind standing guard at the gangway of a

battleship, cruiser, or whatever. Instead, I was shoved into a SIGNAL CLASS.

After several weeks of training, I was sent to San Pedro to board my first ship and a far cry from the USS SARATOGA, but what the heck!! I found a top bunk, stowed my gear in a lock and took a stroll around the deck. I then returned to my bunk to find a Petty Officer stretched out on it. "Hey, you're in my sack", I said. He raised up one elbow and said, "It's mine now. Find yourself another one." I said, "Get your butt off my bunk" and he says, "The only way you are going to get this bunk is to drag me out." So I did and smacked him in the mouth for good measure. Up to the Officer's quarters we went where I heard "You struck a Petty Officer in the United States Navy. You are restricted aboard ship as long as we are in this port. If you get into any more trouble, I'll have you court martialled." A hard lesson learned the hard way!!

A few days later, we sailed up the coast, traveling alone with the cargo holds empty to pick up a load of lumber for Honolulu. About two days out, I was on signal watch and the sea was starting to get rough. A P-38 flew out from shore and circled our ship twice with blinker lights flashing. I grabbed an Aldis Lamp (a hand held signal light) and tried to follow the plane around the stack. I fell over some cables, got tangled up in the cord and spent most of the time on my hands and knees. Then the plane flew back towards shore. Of the MESSAGE, I got NOTHING!!

Referring back to the signal classes, those who were coming off leave reported back to their home base to await their next ship. They were stuck in our class so their presence was known at all times boring. We asked them, "What do you say when you don't get the message?" They all said, "Never say that you didn't get it. Say anything!! Fake it!!

When the Merchant Marine Captain, a crusty old Swede, asked me, "Well, what did he say?" I remembered the advice from the veterans. FAKE IT!! So, I did. "It was in code, sir." "Well, what was the code?" I made up one figuring it wouldn't be in the code book and I could then say the plane sent it wrong. It "was" in there. It said, "STOP THE SHIP!" "Are you sure you got the message right?" "Yes, that's what it he said." I was starting to break out in a cold sweat. "Where in the hell is he going?", he said, as the plane disappeared. "I guess he's going to get the rest of the message."

Obviously, I should have said the "I didn't get the message" at the beginning of this mess. But, being only eighteen, I figured I could still save myself from this point of "NO RETURN." Thoughts of a firing squad were entering my mind as the Captain shouted into the speaking tube that connected with the engine room, "STOP

THE SHIP." A long pause. "THAT'S RIGHT, I SAID STOP THE SHIP." We stopped. He paced for about two minutes and couldn't take it any longer. The plane was long gone. "Slow ahead." he said into the tube. By now, we were into a real storm. The seas were running straight into the bow. We made little headway for the next 24 hours. We finally arrived in port two days late.

Our Navy Officer went ashore to check in with the Port Headquarters. "What are you doing here?" he was asked. "We have you reported sunk." "What do you mean sunk?" said our Officer. "Didn't you get a message from a plane telling you to pull into the nearest port because a Jap submarine was spotted following your ship?" Our Officer returned to the ship and told the sailor on gangway watch, "Tell that jackass (me) to report to my quarters on the double."

When I arrived, he was so mad he could hardly talk. "If we had a yardarm, I'd hang you from it. If I hear of any more mistakes, goof-ups, or anything about you while you are on this ship, I'll make sure you'll be sorry you ever joined the Navy. BIG DEAL! I was sorry when I first saw this Liberty Ship, I thought. For the rest of the trip, whenever I came on signal watch, and the Captain was on the bridge, he left. When I came off watch and was asked about the weather, someone would say, "Would one of you check on that." This was a miserable trip for me. We went to Honolulu, then through the Panama Canal to New York. Then, to England and nine months later, I got off for leave. Fortunately, my next 3 ships, all Liberty's, were smooth sailing. Well, smoother, that is, as far as my doing anything stupid!!

HOW DID THIS ALL HAPPENED?? Except for some very bad advice, the main problem was the lack of complete training. In early 1942, when I went in, everything happened so fast. A few weeks of signal school and you were at sea. THEY NEVER TOLD US HOW TO TAKE A MESSAGE FROM AN AIRPLANE!! Later, I took several such messages. The plane circles the ship, sending only from the side away from the sun. You stand in one spot. He sends on your side, shuts off on the other side then continues on your side, etc. Nothing to it!!

Luckily, the storm kept the sub down so it couldn't sink us. It would be hard not to know someone above was watching over us. I have managed to keep this bad memory buried, until now. **(NAME WITHHELD UPON REQUEST)**

THANKS (N.W.U.R). I threw away the name and address but kept the original. CAL

I am sending a check for my contribution to the "POINTER". I have received two copies and I enjoy it very much. I was in the Merchant Marine from '43 till '45 because I was a chef by trade. I went to Merchant Marine Cooking School in '42 and started sailing in '43 until the war was over. I saw enemy action and was a backup with our Armed Guard Crew. Our ship was a troopship, S.S. SEA PARTRIDGE and carried over 2,000 troops. We saw enemy action at Il Shima at Okinawa and our Armed Guard shot down a Jap torpedo bomber. The torpedo missed the ship by a few feet and we were bombed all night. I was proud to have been a Merchant Marine and I really enjoy the "POINTERS". Those stories are all we have left, in our memories. Thank you again, **Albert Bliss, 1503 N. Hayden Island Dr. #119, Portland, Or. 97217-8250, 503-285-6416**

I received my copy of the Mar/Apr "POINTER" a little late but it doesn't matter as long as I can get it. On Page 18, notice the name of the ship, the S.S. WILLIAM B. ALLISON that was torpedoed 5/24/45 by a Jap aircraft at Okinawa. I never received any medals for the Atlantic or the Pacific duty. Maybe it's too late but just thought I would ask about them as my son and daughter and Grand Children would like to see them. I attended the sailing of the S.S. JOHN W. BROWN out of Wilmington, N.C. It brought back a lot of memories. Sincerely, **John M. Stockton, 533 Dogwood Dr., Spring City, Tn. 37381, 423 365-4413**

NOTICE: On Page 18 of the Issue of the "POINTER," I should have stated that you should get this award when you filled out the Form-180 and it to the St. Louis Missouri Records Center for your records. If they do not issue it to you and your ship was there on dates prescribed, call your local congressman ask to speak with anyone in charge of war veterans affairs. They should have someone there to assist you. I do not have these awards, but I can send you another Form-180 that is marked for Armed Guard personnel to use. It has been in some of the past "POINTERS." Please send a self-addressed stamped envelope when you write to me. Postage can add up at \$.32 cents each and if a put in a bumper sticker and decals, the postage goes to \$.55. C.A. LLOYD

I am sitting here listening to our PUBLIC CHANNEL TV with Glenn Miller's Band. It sure brings back a lot of YOUNG MEMORIES!! You are also keeping the good memories alive by your hard, consistent work. May God keep you healthy and safe. If I don't meet you here on Earth, I would like to meet you in Heaven. (Romans 10:9-10) **C.W. Spurgeon.**

I hope we all get to meet you there, Spurgeon. calloyd

First of all, I would like to "THANK ALL OF YOU" (Please notice she hasn't learned to say-"ALL Y'ALL", which is plural for Y'ALL") for the support of our first TEA for the ARMED GUARD. I would consider it very successful in St. Louis. For those who missed it, you had to be there to enjoy the fun and socializing. I hope next year will be even larger and please inform all that the dress code is "AS YOU ARE!!" What ever you are comfortable in. Please do not stay away if you did not bring a dress. You're there to relax and enjoy yourselves.

THANKS again for those who took part in St. Louis. If anyone took pictures of the event and would like to share them with me to put in a book, "FIRST TEA", please send them to me. I look forward to host the second "LADIES TEA" next year in Alexandria, Virginia at the Radisson Hotel. I hope you can get the date and price in a "POINTER" whenever you get the ITINERARY together. **THANKS, Eloise Moran, P.O. Box 524, Long Beach, Ca. 90801.**

Thanks Eloise for adding the "TEA" to our Armed Guard Reunion. The Radisson Hotel Staff are enthused that you are willing to host another event in '96 CAL

Enclosed is a personal donation and not part of the "FORGOTTEN VALOR" Video arrangement. Pre-orders have hit 200 as of today...and, of course, I can't touch any of the money until the video is completed. That's \$400.00 so far for the Armed Guard. Editing is underway and things look good. We should be on schedule for release around July 26, 1996.

The response from the Armed Guard Veterans and their wives has been incredible as I am getting letters with all kinds of information and photos. FAR MORE THAN I CAN USE!! Everyone has been wonderful. Really inspiring. Best regards, **Zed Merrill, P.O. Box 19608 Portland, Or. 97219, 503-252-1485, Fax 503-257-7448.**

Short note to ALL Y'ALL!! Thought I'd keep you informed of the progress of the Video Tape Production on the Armed Guard. This will be the best publicity item for a keepsake for the family and friends. I hope this Video will be accepted and aired on Public T.V. in the near future. More in the next POINTER. (cal)

Many THANKS for the GREAT NEWS BULLETIN, "THE POINTER." I find the news very interesting and I pass them on to the EX-ROYAL NAVY group but I get

them back. I have all that you have sent me.

I do have a little story of mine that started back on the 17th of March, 1942 in the South Atlantic on my way home from the India-Ceylon Area. My ship was the S.S. SCOTTISH PRINCE and was torpedoed by a German U-Boat off the Coast of Liberia. We landed at Cape Palmas. We were well looked after by people who worked for the Firestone Rubber Company. (American Personnel) It was St. Patrick's Day and me a WELSH!! I had been searching for the German submarine captain whose sub sank my ship and I finally located him in 1990 and we have been swapping yarns and exchanging gifts, etc. at Christmas. He sent me a copy of his log on the sinking of my ship. He also sent me a photo of the last moments of my ship. The German Submariners hold a reunion once a year in Southern Germany called, "WALD-SLUT." Are you aware of this?

The U-68, which sank my ship, was sunk by the Carrier, USS GUADALCANAL (CVE 60). I would like to know where I can get a photo of Her. Enclosed is a copy of a photo of the S.S. JEREMIAH O'BRIEN taken at Portsmouth, England during her visit to England for D-DAY PLUS 50 event. Thanks Charles for listening to me. All the best of health to all your family and Armed Guard and Merchant Marine friends from a "LIMMEY" down under. **Richard T. Lloyd, Unit 15/127 Vary S., Morwell 3840, Australia**

Sub log retyped to save space: Date 3/17/42 Time: 1059 Winds: Light

Steamer in sight at 75 degrees. Approaching from general course of 285 degrees.

1216: submerged for underwater attack. 1326: Twin tube attack, tubes 2 and 4, depth 3 metres, speed 10 metres. Hit target amidships in 24.8 seconds. Crew launched one lifeboat and started rowing to nearby coast. Other lifeboat damaged. Steamer will not sink. Surface artillery, steamer started sinking stern first. When steamer was on fire, approached closely for identification. The name "SCOTTISH PRINCE" was over painted. 4917 tonnes could be read as 6917 tonnes. The steamers weapons were 1 X 10.2 centimetre cannon stern mounted, and 2 X twin machine guns on the bridge. Fire control located behind the bridge. Cargo soya beans and oil seeds. 1450: Steamer sinks from port to rear quarter.

1501: Aircraft approaching from land at 140 degrees. Emergency dive.

1600: submerged 180 degrees. (RTL)

On behalf of my Mother, Ruth L. George, please accept the attached donation in memory of my late father, Edward J. George, U.S.N. Armed Guard, WW II. It's not a lot of money but it makes it appropri-

ate. There weren't a lot of rich men in the Armed Guard.

From my early childhood, I remember hearing stories of Liberty Ships, Troop Transports, T-2 Tankers on wartime voyages to the Persian Gulf, Utah Beach and the island chains of the South Pacific. Lacking an "adult perspective" on the matter, I thought these voyages were great seafaring adventures, suitable subjects for action adventure movies and centered around a conflict whose outcome was never really in doubt.

After having gained some maturity, read the articles in the "POINTER", talked to several members of the organization, as well as volunteers on the (Liberty) museum ships, I've come to realize that a "monstrous tyranny" came within a hair's breadth of enslaving the entire world. The Allied Nations hung on by a ragged thread for a perilously long time. Men died, often unnecessary, hideous deaths, to preserve the way of life which we claim as our birthright, and take so much for granted.

It is through the efforts of organizations like yours that we are reminded of our maritime heritage and the high price some were required to pay. I hope this donation enables you to continue your worthwhile endeavor. Sincerely, **Edward J. George, 4516 Hillview Shores Dr., Clarkston, Mi. 48348, 810-628-5023**

Subject: Loss of the JONATHAN STURGES, 2/23/43 Convoy ON 166.

As a survivor of the above battle in which I served on the British Commodore Ship, "CITY OF CANBERRA," I have been researching the history of the Convoy because all the accounts of this convoy action including the official histories on both sides of the Atlantic are highly inaccurate and I feel it is my duty to set the records straight, if possible.

One of the biggest mysteries in the battle was the loss of the American Liberty Ship the S.S. JONATHAN STURGES. All accounts of this loss and the resulting heavy casualties are badly garbled and inaccurate even to the extent of crediting the sinking to the wrong U-Boat. I have a large file of records and documents from the National Archives and elsewhere and have largely pieced together the remarkable story of the fate of the survivors but there are still a few gaps which could only be filled if there are any records of the debriefing of the Armed Guard survivors.

What happened is this. On the evening of Feb. 23rd, the convoy in desperate trouble and down to three escorts, carried out an emergency turn of 80 degrees in poor visibility which had the effect of stringing out the convoy. Two shadowing U-Boats were

not shaken off and attacked, hitting a Dutch ship, the S.S. MADOERA, which did not sink and was reboarded later by her crew. The sub, also, torpedoed the S.S. JONATHAN STURGES which sank in a few minutes, but all the crew got off. Unfortunately, one lifeboat capsized with heavy loss of life and from thereon, the story is very confused.

A lifeboat from the Dutch Ship S.S. MADOERA, containing 3 British Indian seamen and 18 men from the S.S. JONATHAN STURGES was picked up by the USS BELNAP on March 11th, 1943, 16 days later. These men landed in Argentina, Newfoundland and almost immediately shipped to Boston for hospitalization, suffering from exposure. Several of the A.G.s had lengthy stays in the hospital. Seven A.G.s among this group and their service numbers were as follows: Horn, Clayton 634 57 35; Jablonski, Frank 639 01 32; Leland, Robert Mason 608 4 32; Liljedahl, Donald Francis 329 21 06; Mattson, Kermit Wayne 648 06 67; McCarthy, John Patrick 724 57 77; McChesney, Irvin Leroy 620 94 45.

A lifeboat from the JONATHAN STURGES was found by U-336 on April 5, 1943, 41 days after the sinking containing 4 Merchant Seamen and 2 Armed Guard. They were all in a bad way when rescued by the Germans and taken to France and subsequently, to the Seamen's P.O.W. Camp MILAG NORD near Bremen. The two Armed Guard were: Boileau, Lewis Dale 628 53 90 (P.O.W. No. 1082) and Hatcher, Emur Vurl 648 51 64. Boileau and Hatcher were repatriated on the Swedish exchange RED CROSS SHIP, S.S. GRIPSHOLM, arriving in New York on Feb. 22, 1945 presumably due to lasting injuries caused by their ordeal in the lifeboat. They must have been debriefed extensively but I cannot find any record of this despite the assistance of the National Archives. They were all Seamen I/C. Does your organization have any records of these men? The two returning P.O.W.s must have had their stories extensively reported by the press apart from the official records. There is sort of a sad postscript to this tale. In correspondence with the U-Boat Archives in Germany, Horst Bredow reports to me that he had been approached by the last living men picked up by the U-336 to try and locate the man who had saved their lives and Bredow had written to the American to give him details, only to be informed that he had died in the meantime. So, it would seem that the last two A.G.s are now dead but it's possible that there are some of the other seven still with us.

The other 22 Armed Guard were lost as were the remaining 29 Merchantmen. No trace of the missing lifeboats were ever found. If you could help me in any way, I would be most grateful. I wish your organization all success. Sincerely, **Arthur**

Austin, 45 Wentworth Rd., York YO2 1DG ENGLAND

I forwarded off the names and addresses of: Frank Jablonski; Robert Leland; Donald Liljedahl and Kermit Mattson to Mr. Austin. I hope he can enlighten the historians with a story from our crew. If you know of the others, please let me know. Search your local phone books for names, You may get lucky!! I also have sent Mr. Austin something about the Armed Guard. I will also inform him that The S.S. CHAT-TANOOGA CITY was sunk 2/22/43 and on 2/23/43, the S.S. EXPOSITOR was sunk with the loss of 3 A.G.s and 6 MMs; S.S. HASTING was sunk with a loss of 9 MMs in the same Convoy ON 166. Brother Whitson survived the S.S. EXPOSITOR sinking, receiving a bruised right hip and spent a 30 survivors leave at home and was sent to the Pocono Manor Inn, Pa. Rest Camp for 30 more days of rest. A full copy of Mr. Austin's letter was sent to the 4 listed above. (calloyd)

Thank you for the mention of "THE QUACK CORPS" in the Mar/Apr issue of the "POINTER". Only two books were sold as of today but at least over 10,000 on your mailing list can search their memory that we were there, too. For others who may want to order the book, postal rates have gone up and Shipping and Handling is now \$2.50. My gratitude for the mentioning.

I noticed in an earlier issue that you send a packet of info to "NEW OL'SALTS" and in it, included a photocopy of the article, ANOTHER SUNDAY IN PEARL HARBOR. The article appeared in the PEARL HARBOR-GRAM in October 1986 and was written by the author of THE QUACK CORPS. The GRAM is not copyrighted and I have no objections to its distribution as that event has received little publicity in WW II history accounts. The excerpt is quite generic on purpose because I knew the book would be in print eventually; it is excerpted from the book chapter titled "FIRE STORM IN WEST LOCH"

Good luck to you and the other members of the Armed Guard. We couldn't have had "CHOW DOWN" or the "MEANS" to fight if it had not been for the Armed Guard and the Merchant Seamen. Enclosed is a check to help defray costs of the "POINTER". **Arthur W. Wells, 1629 Sunset Ave., Chico, Ca. 95926. See pg. 12, Mar/Apr. "POINTER".**

CANADIAN NAVY REUNION REPORT MAY 1996

The location for the May 23-26, 1996 Canadian Navy Reunion was held at the beautiful Landsdown Park in Ottawa, Ontario with approximately 2500

Canadians, 100 British, 1 American U.S. Navy Armed Guard and 1 U.S. Merchant Marine. The one Armed Guard was yours truly and the Merchant Marine was Bill Ryan, CSM, USA, Ret. my friend and your friend from the 50th Anniversary of PQ-17 Ceremony held in England 4th of July 1992

informed that the Canadian Naval Wreath would be presented first, followed by the British wreath. We were third and were announced as the U.S. Navy Armed Guard and U.S.M erchant Marine. There was a great ovation when we were called on and it made us feel proud. You had to be there



(L-R) Unknown French Canadian WW II Navy Veteran, Bill Ryan and Martin Vallee in front of the War Memorial, Ottawa, Ontario, Canada.

and a member of the NORTH RUSSIA CLUB who is from 445 Grove Lane, Melbourne, Fl. 32901-1361, 407-724-5514.

On Sunday, the 26th, we gathered in front of the Parliament Building for the parade and laying of the wreaths at the War Memorial. The parade was rather short. We were assigned to the first group and were lead by the bagpipers. Over 50 wreaths were to be presented. The names of various Naval Groups would be read off and the wreaths were to be presented, five at a time and not necessarily in order. Later, we were



Armed Guard/Merchant Marine wreath placed at the War Memorial Ottawa, Ontario.

to know the feeling. The other wreaths followed procedure.

The event was well thought out, planned and executed with little confusion. All had a wonderful time and the Canadians were very hospitable. **Martin Vallee, P.O. Box 1189, Flint, Michigan 48501.**

(Part of Bill Ryan's letter to President David Robinson, RCNA 450 St. Lawrence Ct., Sarnia, Ontario N7S 6E3 Canada)

My American Mate and I were caught off guard, during the wreath laying ceremony. We both assumed we would be the last one to present our U.S. Navy/Merchant Marine wreath, because this was a RCNA ceremony. As you know, we laid our wreaths right after the VIPs and the one from England. To me, this was a place of Honor. I found out later that President Manning directed that the U.S.A. be given this Honor. This is just one more indication of the organizing that went into this reunion. I am looking forward to attending next years Reunion at Burlington. I sincerely hope all of my old Canadian shipmates, and the new ones I met during this Reunion will still be on the active list. Please insure that my congratulations are passed on to all of those great workers. In Comradeship, Bill Ryan.

On behalf of the U.S. Navy Armed Guard and I think that I can speak in behalf of the U.S. Merchant Marine, we are proud that you and Bill Ryan represented the 2 Units

in the Land of our neighbors to the North. Our thanks also go out to Doug Sephton-RCNA-DEMS 203 Anne St. North Barrie, Ontario, Canada L4N 4T4 and Editor of the D.E.M.S. Canadian Paper who keeps us aware of their reunions. (CAL)

Good Morning!! How are you keeping these days my good friend? I often think of you guys of the "U.S.N. ARMED GUARD," another of the "FORGOTTEN WARTIME SECTION OF THE NAVY." Or, it would be if we fellers did not try so hard to keep our group names afloat. We are all growing older by the day, Charlie. "We are only as old as we feel" as they say and BOY!! Oh, some day we feel so very old. Then we write or get in touch with ex-shipmates and we feel 21 again. It's GREAT!! Many, many thanks indeed for the great newsletters enclosed in your great magazine, THE POINTER. What a great mag it is too, Charlie. We guys here in the United Kingdom sure do appreciate your extreme kindness in keeping in touch like this. We salute you in keeping the spirit of friendship alive with all the guys of wartime WW II Armed Guard Section. I can recall seeing your boys aboard your country's ships in the great Convoys of the North Atlantic. And when meeting up with some of them ashore, we all had a good time together, pal. We shall never forget the sailors of the "ARMED GUARD." We are so proud to have known a few of you.

Well, Charles, my good buddie, this has been a short letter this time as my "COMMANDER-IN-CHIEF" will soon be "piping" me for dinner and I must slide down the bannister, so look after yourselves over there in good old U.S. of America. We often think of you veterans. Keep well!! Keep warm!! and above all, keep smiling. Good Cheers. Always pleased to hear from you or others. Thanks again for your kindness to me. To all I remain very sincerely,
Ronald J. Gardner, 96 Dunch Ln, Melksham, Wiltshire SN12 8DX England U.K.

While in "BOOTCAMP" at Bainbridge, Maryland, one of the dentists explained that some of my upper teeth were bad. One was knocked out and two had been loosened playing football. He convinced me to pull all of them. I did not realize that I could have refused. In fact, in boot camp at Bainbridge, a BOOT soon found out that you didn't have any rights. All of my upper teeth were pulled and I was assigned to the "GUMMERS MATE BARRACKS." We were all waiting for our gums to heal. I must mention how kind the mess cooks were with very hard toast and boiling hot coffee for us GUMMERS with healing mouths!!

This morning as I was getting dressed, I thought about—I have the same set of

upper teeth given me by the U.S. Navy in 1943 and I was just wondering—how many shipmates have theirs after 53 years. Is that a record? Sincerely, **Jack Becker**.

Becker, it may not be a record — But I'd say it's a very good average. cal

Enclosed is a picture of the ship you were interested in which was one of the many sunk at Bari, Italy where a big battle took place. We were on the S.S. ALCOA SCOUT and we arrived about 2 weeks after these were sunk. We were tied up between two other ships that was sitting on the bottom. We were in a holding pattern for a few days prior to our appearance at the front which was Anzio Beachhead. The Germans would try to bomb us at night after dark if they could find us. Some of us would stand out on deck and see them flying around. We couldn't fire on them for it would give our position away. The lights would be turned on along the shore for a few seconds and the planes would bomb along the shore. Four or five of us rowed out to the ship shown in the picture to explore it. **Albert Martin, 1553 Wildwood Dr., Los Angeles, Ca. 90041-3132**



Bari, Italy, December 1943

I received your packet containing the "POINTERS" and other interesting articles which included data on people who served on the same ships as I did. I came across an "OLD BUDDY" and shipmate, who unfortunately is now deceased. He was Lou Colucci, and we had served together for 15 months on the S.S. EDWIN BOOTH, from 6/43-9/44. I also sailed on the S.S. ALCOA POINTER, 10/44-12/45.

I would like to take this time to express my deepest gratitude to you for taking the time to send me all this information. You see, it has been over 50 years since I had read or

seen anything about the U.S.N. ARMED GUARD of WWII. I had no idea that the Armed Guard was "STILL ALIVE AND DELIVERING."

My first encounter was in April, 1996, in an article in our local newspaper about a reunion and dedication at the King's Point Merchant Marine Academy in New York for Merchant Marines and Armed Guard. I called and made reservations for myself and my oldest son. We had such a successful time!! I met some great shipmates and was introduced to Alex Lombardi, who got me started off with all kinds of information about the Armed Guard. I am deeply grateful to him. I was also introduced to Mike Molinari from the Brooklyn, NY Chapter. Also met Rudy Kozak, who now lives in Florida, and I bought some items from him. All in all, I am happy to be alive and going strong. Wish I had known of the Armed Guard Organization sooner. Maybe I will meet more of you guys next year at the 1997 Reunion. Again, MANY THANKS!! Keep sending me and others you may find information about the Armed Guard. I enjoy reading it. A located shipmate, **Frank Rizzo, 19 Rosella Ct., West Babylon, NY 11704, 516-661-5142.**

Thanks, Rizzo, for such a complimentary letter. At least you remember and know of the passing of your shipmate. The reason Rizzo was aware of his shipmate's passing is that I enter into the computer and place an asterisk() behind his last name when I am notified of a shipmate who has died. Example: COLUCCI*LOU. (CAL)*

I sure enjoyed the visit I had with you on the phone while visiting my brother Fred. He was also an Armed Guard, and lives in Wake Forest, near you. I wish I could have had more time to attend another one of your Armed Guard breakfasts there in Raleigh, but due to the hurricane in the Gulf and not knowing what it would do, I had to come home.


The last time that I was in N.C. visiting, I looked up an old Armed Guard buddy whose name I had gotten from the ship listing books at the Orlando Reunion. I tried calling him from Orlando but got no answer. I finally found him in Lexington, NC and visited with him. We were both elated to see each other again since it had been 52 years since our last meeting. We had served on the S.S. KEWANEE, an old oil tanker, from February 1941 until November 1941. We could really tell you some tales about the Gulf of Mexico during that time.

His name is Larkin P. Keller. We were both 16 years of age at the time and all the other Armed Guard were much older. He told me that he believed that we were the only ones

left of our crew. Our pay in those days was \$21.00 a month, so you see, we didn't have much money. We made up for it by working for some of the Merchant Marine Captains, loading shipstores, etc. I am enclosing a picture of the two of us and if you have room in the POINTER, feel free to use it so you can let all the crew see two happy "Ol' Salts" brought together by the Armed Guard Association. Sincerely, **James B. McKaig, 1706 22nd Ave., Texas City, TX 77590, 713-945-4908.**



(L-R) Larkin P. Keller and James B. McKaig together again after 52 years!



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WWII VETERANS ASSOCIATION.**

New York's U.S. Naval Armed Guard Day - April 15, 1996

Through the efforts of the Honorable Martin Connor, State Senator of New York; Dorsey Whitehead of the Minority Program Office; Henry Carrangi, New York Armed Guard Chairman; and Lyle Dupra, N.Y. Armed Guard Historian, N.Y. Senate Bill # 2975, which was a Legislative Resolution proclaiming April 15, 1996 as UNITED STATES NAVAL ARMED GUARD DAY, April 15, 1996 recognizing the 55th Anniversary of the New York State's Armed Guard 746 surviving Veterans and commemorate those 1810 members who gave their last full measure of devotion to this country was declared. This was a joint effort by those listed above and I know it makes you proud of them to have such an Honor bestowed upon you. Below is a "THANKS AND APPRECIATION" to the Honorable Martin Connor from the entire New York crew for his endeavor in this recognition.

C.A. Lloyd

The United States Naval Armed Guard Veterans of New York State gratefully acknowledge the **Honorable Martin Connor** with gratitude, appreciation, and honor, and salute him as a champion of our concern for recognizing the many deeds accomplished by the **United States Naval Armed Guard** during World War II and the 1,810 members who gave their last full measure of devotion to this country.

Dear Mr. Lloyd,

In looking through the Jan./Feb. 1996 issue of the POINTER, I read about the action in the Med. on Aug. 13, 1943 about the William T. Barry in route to the Gibraltar. I am enclosing information on the same incident about the S.S. ANNE BRADSTREET and the gun crew aboard in hopes that one of the members will read this article and contact me. The official location and time of the Bradstreet was Convoy #M.K.S.-21; Lat. 36° 19'N; Longitude 2° 18'W. Time planes were spotted was 20:55 B.S.T. We were loaded with German prisoners who seemed to be happy to be going to the States and when we reached New York they could not believe all the high rise buildings were still standing . . . they had been told the City had been destroyed. Robert Mathers, 3832 West 157th St., Lawndale, CA 90260-3501.

MERCHANT CREW PRAISES NAVY ARMED GUARD CREW December 27, 1943

The skill and courage of a Navy Armed Guard Crew which downed at least three planes during a determined air attack on an Allied convoy has been highly praised by the members of the merchant crew of their vessel. The commendation was made in a story written by the merchant crew, adopted by them as a formal report on the action, and signed by each of them. The vessel is the S.S. ANNE BRADSTREET, a Liberty ship. Delegated by crew members to prepare their account of the action was Chief Steward Ralph E. Byers. His story follows:

"Late in the afternoon of Friday, August 13, 1943, our convoy, in the Mediterranean bound for Gibraltar, was attacked by a formation of about fifty German dive bombers and torpedo planes. It was a surprise attack, and the planes came into the convoy low and fast, hedge-hopping over the horizon. Silhouetted against the setting sun they resembled a pack of swift greyhounds clearing the hurdles. The brunt of the attack struck on the port forward side of the convoy, where the ANNE BRADSTREET was conspicuous.

"The Germans meant business. In spite of the point-blank fire from the convoy's anti-aircraft guns, they came in head-on a few feet above the water in what looked like a suicidal assault. And that's what it proved to be. Three planes, including a huge four-motored Junkers 88, made a direct attack on two Liberty ships off our port side. The big plane, at deck level, came in with a blasting roar of engines and machine guns blazing between the Bradstreet and another Liberty. We could see the expression on the pilot's face. Our guns opened fire as the plane banked for position to launch torpedoes, and as it banked it offered a large and, momentarily, almost stationery target. Our gunners took full advantage of the opportuni-

ty. The plane seemed to fall apart in mid-air, then burst into flames and crashed into the sea.

"This was number one for the Navy boys aft. The forward gunners were engaging a Heinkel 111, which was diving on the same Liberty ship next to us. When it was overhead, barely clearing the mast, it loosed its bombs. With a shrill scream the plane pulled out of the dive at an unbelievable speed and headed out to sea. But as it did so, a column of black smoke began pouring from its tail. All the bombs missed their mark and dropped into the water off the stern. The withering fire of the Bradstreet's gunners followed the crippled, wobbling plane until it dove into the water and the black cross on its wings and the swastika on its tail sank out of sight. That was number two.

"Meanwhile, a third plane, a Dornier, had broken through and was coming in. Although it was maneuvering to launch its bombs at the other ship, its guns were trained on the Bradstreet. With a deafening roar, the plane came in through a wall of fire. It was so low it looked like a crash dive. Even as it approached, white streaks of smoke began spurting from the fuselage, but it didn't drop its bombs until we could see the goggles of the pilot. Incredible as it sounds, all the bombs fell clear of the ship, and the plane zoomed off, leaving a trail of smoke. When last seen it was limping barely a few feet above the water, and we are certain it was lost.

"There were other planes engaged by our gunners both in this attack and in one that immediately followed, so it is possible that they aided in downing some others. There can be no doubt but that it was the concentrated firepower of the Bradstreet that distracted the enemy bombardiers, causing them in every instance to overshoot their mark. There is no other explanation for the incredibly poor marksmanship of the Germans, particularly as in two instances the planes were almost resting on the mastheads of the ships they were bombing.

"The 27 men and commanding officer who comprise the Armed Guard of the Bradstreet are all volunteers. They are, by and large, in their late teens or early twenties, and only one of them had ever been on the high seas before. Months of patient training enabled them to cope with any conceivable emergency. This hectic engagement was their moment, the time for which they had waited. They rose superbly to the occasion in the loftiest traditions of the Navy. The score was no ships sunk, two damaged, 10 German planes shot down. We, the personnel of the Anne Bradstreet, salute the men of the Armed Guard and wish to commend them and their commanding officer for their superb marksmanship and conduct. A job had to be done and they did it coolly, systematically, and thoroughly. Perhaps the finest commentary on the spirit of these men were the cheers that swept the Bradstreet from bow to stern as each of the attacking planes burst into flames and crashed into the sea."

THE SINKING OF THE S.S. WILLIAM W. GERHARD

by Rex Brown, Paxton, IL

The picture at right was taken October 17, 1996 at Pittsburgh, PA, at the North Eastern Armed Guard Reunion. They were part of the Gun Crew aboard the Liberty Ship S.S. WILLIAM W. GERHARD 52 years ago. On July 31, 1943 we made Palermo, Sicily. There was only one dock open that didn't have a ship sunk or scuttled to keep the Americans from using the port. We tied up to this dock which was loaded with ammunition and two trains also loaded with ammunition. Of course the enemy tried to sink our ship. That would have closed Sicily's largest sea port, and General Patton would have had to find supplies some other way. Our ship was very badly damaged. We had thirty-eight air raids and some of the bombs hit their target. We had a ship full of holes from the bombs and the ammunition dock and trains on fire and blowing up. On our starboard side a small tender ship sank but the fuel it was loaded with caught fire. We were in the middle for six days and nights.

August 13, 1943, torpedo bombers hit us as they came out of the Spanish coast. Around 20:55 or about 9:00 p.m. there were 35 or 37 planes and we were ready for them. On their first pass we downed several of their planes. They still had more torpedos left so they tried once more, but this was a disaster for them. It looked like maybe five or six got away. Our seven ship convoy was still afloat and went on to Casablanca for more troops and supplies for General Patton.



*Crew of the S.S. WILLIAM W. GERHARD at Pittsburgh N.E. Reunion.
(L-R) Back Row: Robert Slaone, Walter Jaques, Rex Brown,
Clyde Christner; Front Row: Robert Hannon, Tony Frialla*

On September 22, 1943, at 9:15 a.m. going into Salerno, Italy with troops and supplies, a sub was waiting and got us, hitting #1 hole. Jeeps, trucks and men were seen going through the air. Our ship broke in half, the bow sunk, the stern was on fire and couldn't be saved, so our escorts finished sinking the S.S. WILLIAM W. GERHARD.

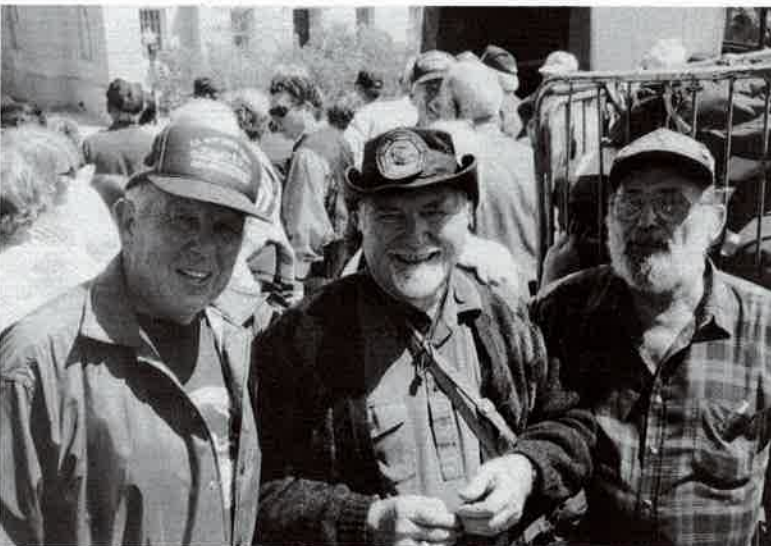


THE S.S. JOHN W. BROWN VISITS WILMINGTON, N.C.

The photos **at left** were taken in Wilmington, N.C., during the S.S. JOHN W. BROWN's recent visit.

TOP: (L-R) Ralph W. Lucas (Hanahan, S.C.); C.A. Lloyd (Raleigh, N.C.); Edward J. Heins, Jr. (Charleston, S.C.); Leroy Mazyck (Goose Creek, S.C.); and Ralph T. Catoe (Camden, S.C.) on the S.S. John W. Brown. The banner behind them was given to the Brown by the Merchant Marine in Charleston, S.C., and will stay with the ship.

BOTTOM: (L-R) A.T. Terrell (Raleigh, NC); Vincent J. Mitchell (Folly Beach, S.C.); and Robert Abbott (Manhattan Beach, CA) on the S.S. John W. Brown. All three were shipmates on the S.S. GREY-LOCK when it was sunk on 2/3/43.



NEW MONUMENT AT KING'S POINT

The photos **at right** were taken in King's Point at the dedication of a new monument to Merchant Marine and Armed Guard.

TOP: (L-R) Mike Molinari, Russ Kever, Joe Scheinberg, Jim Bolzer, Al Lowe, and Russ Wells display the Armed Guard Eagle at King's Point.

BOTTOM: ((L-R) Mike Molinari (under gun barrel) stands proudly with two unidentified Merchantmen with the gun and plaques at the unveiling at King's Point, dedicated to the Armed Guard and Merchant Marine of WWII.

Dear Mr. Lloyd:

The S.S. Lane Victory was in San Diego yesterday and for Father's Day I took my father, Edward Turk and my son on a tour of the ship. My father had served on a similar ship, the S.S. ROBERT J. WALKER, in WWII. He was a commander of the Navy gun crew on the Walker, which was attacked by the Japanese on December 24, 1944 and ultimately sunk. Mr. Piccolini gave us a tour of the ship and I found out several things I had never known about my father. Michael E. Turk, P.O. Box 3114, Del Mar, CA 92014

Text of newspaper article, 1945:

"Thrilling Tale of Fight Told by Ship Radioman

The story of attack by a Jap sub, many hours in an open boat on the wide expanse of the Indian Ocean, further dangers from the sub and final rescue are thrillingly told in a letter by the Liberty ship radio man to Mrs. John Pessenda, whose brother Ensign Edward Turk, U.S. Navy, was in charge of the Armed Guard on the boat. Written following the return of the ship's crew to San Francisco, the saga of the sea still brings a chill although it concerned an American ship sinking which happened way back on Christmas Day.

Ensign Turk was aboard the Liberty ship in charge of the Navy's Armed Guard. The ship had but recently sailed into bad weather just outside a hurricane area which in that district can be particularly tough, especially when the ship was empty, and the crew on their way to port for another load.



It was about 2:30 a.m. Christmas morning when a terrific explosion shook the craft from stern to stern, throwing the radio operator out of his bunk. General alarm sounded and the crew took their stations. It was dark of course with a light fog lying on the surface of the water in a medium rough sea.

"The gun crew was on the job. Turk looked like a mad bull, and I guess he was," the radio man wrote. "The first SOS that went out (sent by me) said that we had been torpedoed or mined. We didn't know which. But our rudder was gone, and there we were, helpless as far as making headway was concerned. All we could do was wallow in the seas, and wait for help or be sunk.

"About an hour and 40 minutes later (still dark) we knew that it was a torpedo and not a mine, for the Jap sub fired another. Turk was on his toes, and so were his men. One of them, a kid from Texas about 19, exploded it about 200 yards off with a 20mm gun.

"From then on Turk was all over the ship fighting off the sub. They kept the sub either out of range or down until daylight, but shortly before six o'clock, the Jap gave us another torpedo, and blew us out of there. It was a perfect setup for the sub. The light fog on the surface of the water, and the heavy seas prevented him from being seen, but permitted the big ship like a Liberty to be visible. We never did see the sub, and it is all the more remarkable that Turk was able to fight him off for four hours with indirect fire.

"When I finally got out on deck, Turk had his lifeboat in the water, we were not in our assigned lifeboats, as two were blown up. I scrambled down the lifeline and we were ready to shove off when the skipper and chief steward appeared above and of course we waited for them. Seas were heavy, throwing the lifeboat around, and we had a tough time to keep from swamping. In taking on the skipper and steward, we took a heavy sea, which filled the boat half full of water. The sea was covered with a heavy coating of oil, and the 'water' in the boat was largely fuel oil.

"But we finally managed to shove off, and a couple of us started bailing the boat with hats and helmets. After we passed to the stern of the Liberty, another lifeboat called us that they were full of holes and sinking. We managed to pick up a lifecraft, take it in tow, and rescued the men. We then let the raft pass to our stern, and kept it tied to us the rest of the day. When night came it was decided to take the men off the raft into the boat. This overcrowded us. The idea was some of the men on the raft were exhausted, they had been washed by seas all day long, and were in a bad way from the cold. But luck proved on our side.

"The next day we were picked up by an Australian destroyer and from there on we fared rather well. The Australian navy treated us splendidly, did all that was necessary without doing too much. We stayed for a couple of days looking for subs, but none were sighted and went on to Sydney." Ensign Turk is the son of Chief and Mrs. Louis Turk, and is now waiting further assignments with the Navy.

CREW OF S.S. ROBERT J. WALKER

Turk, Edward	Ens.	Rison, Harry J.	S1c
Gainey, Tillman W.	GM2c	Thompson, Luther D.	S1c
Wilson, Arthur C.	Cox	Waldrop, James E.	S1c
Ake, Robert A.	SM3c	Sanna, Salvatore P.	S1c
Walker, Hez N. Jr.	S1c	Bontempo, Emil	S1c
Williams, Wendell C.	S1c	Taylor, Marvin L.	S1c
Kaufman, Walter	S1c	Novotny, Joseph F.	S1c
Smith, William R.	S1c	Crosby, Joseph N.	S1c
Dorsett, Homer S.	S1c	Stone, Harold E.	S1c
Parker, Clarence E.	S1c	Beard, Eldon E.	S1c
Cobill, Herbert T.	S1c	Lamon, Emmitt I.	S1c
Sandberg, Edwin A.	S1c	Smith, Charles W.	S1c
Dulin, Wayman C.	S1c	Walker, Herbert J.	S1c

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06 - EMBROIDERED EAGLE.....WHITE	WINTER_____	SUMMER_____	TOTAL \$_____
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