

JANUARY 1994

THE INTER

EASTER GREETINGS FROM GUNNERY OFFICER TO MEMBERS OF GUN CREW

ON THIS EASTER SUNDAY, I EXTEND YOU GREETINGS!

NEARLY 20 CENTURIES AGO, ON THE FIRST EASTER MORNING, THE PRINCE OF PEACE ROSE FROM THE DEAD. WITH THE DAWN OF THAT DAY A WORLD OF DESPAIR WAS GIVEN NEW HOPE. THE CHRIST WHO HAD SUFFERED AND ENDURED UNTOLD TORTURES AND HARDSHIPS, PRIVATIONS AND PERSECUTIONS, FOR THE REDEMPTION OF MANKIND, HAD BROUGHT A RESURRECTION OF CONFIDENCE IN THE FUTURE.

ON THIS SACRED DAY I THINK OF YOU, IN A VERY SMALL WAY, AS EPITOMIZING THAT SAME SPIRIT.

YOU ARE A NAVY GUN CREW THAT HAS KEPT THE FAITH. YOU HAVE WITH FORTITUDE STOOD YOUR GUNS THROUGH LONG FRIGID HOURS AS THE ENEMY LURKED ONLY A FEW CABLES AWAY, READY TO STRIKE HIS PREY WITH VICIOUS WEAPONS OF DESTRUCTION. DESTRUCTION FROM UNDER THE SEAS; FROM THROUGH THE CLOUDS; OR FROM CAPITAL SURFACE MEN-OF-WAR, SUCH AS THE "VON TERPITZ" WHICH OUR SUPPORTING GROUPS ATTACKED SO MAGNIFICENTLY AND HEROICLY. YOU HAVE BRAVED THE STORMS OF THE ARTIC OCEAN AND THE BARENTS SEA AS OUR HEAVILY LADEN SHIP HAS PLIED THE TREACHEROUS ICE FIELDS WHERE VIKINGS OF OLD AND COUNTLESS OTHER BOLD SEAMEN OF MORE ADVENTUROUS NATURE THAN YOURS, BUT NONE THE LESS DARING, HAVE LOST THEIR LIVES.

BUT YOU HAVE SUCCEEDED, UNDER ALL THE WORST OF NAZI OPPOSITION, OVER THE MOST HAZARDOUS SUPPLY ROUTE IN ALL HISTORY, IN BRINGING TO THE GALLANT AND FREEDOM LOVING RUSSIAN PEOPLE THINGS NEEDED TO CARRY ON THE FIGHT AGAINST DESPOTISM AND TYRANNY, AND ALL THOSE OTHER ATTRIBUTES OF SIN THAT CHRIST CAME TO THE WORLD TO CONDEMN.

AND AS WE SPEND THIS EASTER SUNDAY ON THE BLEAK MURMANSK COAST OF RUSSIAN LAPLAND AND ENROUTE TO A SOVIET CITY FARTHER TO THE EAST, LET US MEDITATE THAT THE HISTORY OF THE WORLD IS IN REALITY THE STORY OF TEARS TRANSFORMED INTO TRIUMPHS. YOUR DISCOMFORTS AND HARDSHIPS, ALONG WITH THOSE OF YOUR ASSOCIATES IN ARMS, MAKE POSSIBLE A RESURRECTION OF A NEW, A BRIGHT, HAPPY WORLD, AND MY PRAYER IS THAT YOU MAY SEE THIS WORLD LIVE AGAIN, REDEEMED, AND AT PEACE.

This message was given to the ten members of the S.S. BARBARA FRITCHIE on Easter of 1944 by their Commanding Officer, Lt. Norman Means Wilkerson, P.O. Box 610, Greenwood, ARK 72936, (501) 996-2558 and was sent in by Harold L. David, 229 Alcoa St., Monroe, GA 30655, (404) 267-3882, of the gun crew. I believe it was meant for all those who served, although Lt. Wilkerson did not know it at the time. I had missed some of you in material sent. Thought it worthwhile to do again with Easter coming up. See page 5 for letter from David.


LT. NORMAN MEANS WILKINSON
COMMANDING OFFICER

THE POINTER

Officers for 1993

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

Rudy and Ellie Kozak
1994 Reunion Hosts
4950 Dory Drive
New Port Richey, FL 34652
1-813-842-2274

Lonnie D. Lloyd, Treasurer

Board of Directors

C. A. Lloyd	NC
L. D. Lloyd	NC
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Joe Piccolini	CA
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Pete DeLa Cruz	IN
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Ray Didur	MI
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Richard Kohse	WA
Jerry Groucher	NV
Elmer Vincent	LA

Chaplains

Lyle Kell	WA
Robert Aldrich	NV

ATTENTION

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

Non-Profit Organization
Tax Exempt No. 74-2316668

Officers - Gunners - Signalmen - Radiomen - Medics - Waves - Boatswains - Coxswains - Ship's Company - Radarmen

* Remember, I can't move as fast as I did when I was in my twenties!
When you call, let the phone ring so I can get to it! cal

THE PLANE SHOOTER

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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"

Dear Everyone:

*January 18, 1994

The Old Year of 1993 has gone with the others and Winter is here and Spring is not too far off. The ones with the 4 foot of snow would welcome back a good ol' summer day and wish it was winter again. To all of you Ladies, "HAPPY VALENTINES." To all the Ol'SALTS, "HANG IN THERE, KID."

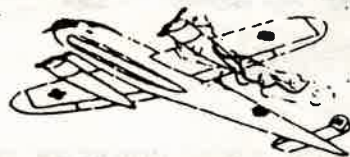
REMEMBER, Y'ALL!! The "CUTOFF DATE" for CLARION HOTEL ROOMS IS MARCH 10, 1994. MAKE YOUR RESERVATIONS NOW! You can always cancel out IF YOU WILL NOTIFY THE HOTEL. Make your room reservations now with them. RUDY and ELLIE can not do it for you!! USE the new number 1-800-627-8258. PLEASE NOTICE the "phone number change." This one is easier for them to handle your call.

Rudy Kozak has asked for you to get your money in early for "DINNERS and TOUR". It gives them more time "AT THE LAST MINUTE RUSH!!". Rudy also has informed me that those flying in can use the TOWN and COUNTRY BUS SERVICE from the airport directly to the Clarion Hotel by calling 826-3036 "at" the airport. Cost \$11.00 less \$2.00 discount to AGs.

Let Rudy know now if you are going to the Reunion but will be staying with friends, relatives, etc. so he can get a "full account" of those attending so your name will be on the list of attendees. It is easier on him!! Be sure to have your pictures taken by Larry French, for the Reunion Year Book. The LAS VEGAS BOOK has been delayed. I hope you will have received it by the time you get this. DO NOT CALL or WRITE ANYONE on this. It is being printed as of this writing and YOU WILL GET IT!!

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

AND



Those of you going to NORMANDY 50TH ANNIVERSARY. I am sorry to report that I have no plans for the ARMED GUARD at this time, nor a specific place to meet. If you're interested and haven't made plans yet, try the Navy Memorial or just fly over and I am sure you will enjoy every minute there. I may see you there someplace. (wherever the ships are)

I FINALIZED A CRUISE to start "April 14-17" for a "4 DAY-3 NIGHT CRUISE" from Cape Canaveral to the BAHAMAS. I had problems getting enough berths on one ship if the demand was too great. I contacted "CRUISE WORLD" 1-800-874-3220 and time is running out. We have 100 berths on 1 ship. It's on a "1ST COME BASIS." Call them immediately! They can give you up-to-date info. LET THEM KNOW YOU ARE ARMED GUARD and you want to board on the APRIL 14th. I, nor RUDY KOZAK, will be able to help you at this late date. If we fill the berths available on one ship, let her know if you care to take the other. We will have a wreath laying ceremony from these ships. Make reservation with "CRUISE WORLD REPRESENTATIVE SYLVIA PONTI. NEED PROOF of CITIZENSHIP!

Many ask what the "Symbols and "Numbers" on their shipping labels represent. (MM) is for Merchant Seaman. (only MM should have). (?) for "NO SHIPS" listed. (^s) no word--no ships. (^) I have not heard from in a long time!! Are you still there?? (PH) is known Purple Heart. (P) is for POW. (HON) is Honorary. (.) (dot) donated in '89; (/) donated in '90. 1-'91, 2-'92, 3-'93 and 4-'94. I'll remove all the dots and back/slash marks when I have the time for it's crowding some doners labels. DO NOT pay any attention to any other than: (^) and (^S) for I need to know your STATUS and your SHIPS and DATES! (SSM and date on printouts-SENT SHIPMATES) SEE NOVEMBER POINTER FOR "HOW TO GET PRINTOUTS".

There is no way that I can give a 100 percent accurate account of who gave, or amount, since many give through local functions and "passing of the hat" at the National and Mini-Reunions. Many of you may have (sDATES) on your label. This is to let you know that I have your ships but NO DATES! Send them to me, so they'll be on the list in the computer printout at ORLANDO.

TO THE WIDOWS, I'll have to delete your name from the mailing if I do not hear from you before the next mailout. Just a 19 cent "PENNY" postcard is all it takes saying you are there and to keep you on the list. Is that too much to ask? We will not take anyone off the mailing, unless funds are too low. If you do not get a "POINTER" at least every 4 months, it will be up to you to find out (WHY?) If you have a Number on your label, you will not be removed unless you request removal.

Enclosed in a FORM 180 for you to get your record of ships from St. Louis, Mo. (#14). Fill it out at spaces checked and send to St. Louis. You are entitled to it--FREE!! KEEP THE PEOPLE IN ST. LOUIS IN A JOB!! THEY NEED IT!! When you get the ships and dates back from them, forward them on to me. On the INSTRUCTION side of FORM-180, #14 is the place to send for your personal records. #6 is a place to send for ships records. Give "RUNTIME" (actual time on and off) and they will send cost. Merchant Marines, write #3 for personal records.

Many have asked about Military Cemetery locations overseas and in the U.S.A. You can contact:

THE AMERICAN BATTLE MONUMENTS COMMISSION
CASIMIR PULASKI BUILDING
20 MASSACHUSETTS AVE, N.W.
WASHINGTON, D.C. 20314-0300
TE-(202) 272-0537
FAX: 202-272-1375

We will have additional cost for wreaths to Honor our Armed Guard for various ceremonies during the year. I will send to the 3 ships enough money so

the Armed Guard will be recognized, twice a year, on Memorial and Veterans Day sailing. It would be wonderful to lay wreaths from all three ships, as they leave the United States; one each at the Mid Atlantic; one each upon arriving and one each on D-DAY. This money will be taken out of the Bank Account and gives all of us a chance to be a part as an Armed Guard Unit. I would like your comment on it, pro or con. This is your organization!!

**** NOTICE ****

GOLFERS! Bob Boushor 2294 Restmere La, Springhill Fl. 34609 904-686-7535 will hold a Tournament and you are to bring YOUR OWN clubs. "SHOTGUN START" will begin on Monday 4/11/94 at 10 AM with prizes galore! Contact him "NOW" to get counted in!!

I'd like to thank "Y'ALL" for the many Christmas Cards and words of encouragements to carry on. It is with "SPECIAL THANKS" to all of you who donate to keep the ship afloat. You were just wonderful. I have entered a few letters and they are for you too for if it was not for the efforts of all, the effort would be in vain. I do what I must do!! If you ordered anything, or asked for anything and I did not send, let me know. One of you wrote that you had a computer and would like to assist. Call me collect, if you can use FILEPRO SYSTEM which I have gone back to. I can send 1/4" mini-tape cart ridge or 3 1/2" disks.

Thanks again and stay healthy and be at "ORLANDO" and see and feel the Comradery of a SPECIAL CREW.

calloyd

* On 1/18/1911, Eugene Ely makes a first aircraft landing on a ship, USS PENNSYLVANIA (ACR-4).

NORMANDY 1994 CREWING

The crewing committee is presently reviewing letters of request for prospective crew members for the trip to Normandy in 1994. The trip is expected to begin in April and end in August. To accommodate the many requests and for relief of the crew during the period, the committee is planning for three phases of the voyage: the trip to Europe, the movements of the ship while in Europe, and the return trip. When you send in your application, please mark on the sheet which part of the cruise you desire.

The first requirement is that you must be a member of Project Liberty Ship; S.S. *John W. Brown*. We have proposed that a crew member must have either expended 500 volunteer hours on the Brown, or must make a donation of \$2500 per person to the Project. Our feeding costs alone will be over \$500 per day and the donation will be to cover those and other costs. At this point, the air fares will be the responsibility of the crew member. However, in this respect, we are trying to work out arrangements for reduced fares.

There will not be accommodations for any passengers. Each member of the crew will be fully licensed or documented for the member's respective position. (Those requiring upgradings or reissuing of documents will submit requests through Project Liberty Ship — they will be handled through the Project.) Persons applying will have to be in good health. This is an essential requirement, since the S.S. *John W. Brown* is still a World War II built vessel with cramped quarters, narrow passageways and steep ladders.

According to the above, please submit your request by letter to:

Project Liberty Ship
P.O. Box 25846
Highlandtown Station
Baltimore, MD 21224-0846

(Reprinted from "Brownie's Bights" December 1993.)



REUNIONS



REGIONAL and MINI REUNIONS, GET-TOGETHERS, ETC.
PLEASE LET ME KNOW OF ANY ERRORS SO IT CAN BE
CORRECTED IN NEXT "POINTER". HERE'S A COUPLE!!

#0. OOPS THE BOOKLET "MILITANT MARINER" by Authur
Patterson 81 C St. Fairbanks, Ak 99701 907-456-7476
is available now at \$20. PPD. Contains 350 pgs. 50
photos, 6 sketches, 8 poems. Material on the M.M.
and USNAG. Order from him!!

"OOOOPS COLUMN FIRST"

#1. OOPS!!

OOOPS! Captain Art Moore's book, "A CARELESS WORD-
A NEEDLESS SINKING", should have been \$65.95 per
copy and \$68.95 in CANADA. Maine residents are to
add 5 per cent State Tax. The cost of printing has
gone up since 1983. (So Sollie, Chollie)

#2 OOOOPS!!

Before I forget, again!! Robert L. Bouschor, 2294
Restmore Lane, Springhill, Fl. 34609 904-686-7535
has volunteered to hold a GOLF MATCH for you ARMED
GUARD GOLFERS during the National Reunion. Contact
him for TEE TIME and date.

#3. OOOOPS!!

ROCHESTER, N.Y. AREA HOSTS, John and Mary Shevlin,
37 Winfield Rd., Rochester, N.Y. 14622 716-467-2057
holds AG meetings 2nd Tuesday at 11:30 A.M. at the
Eastman Kodak Co. Park Bldg. #28, Ridge Road there
in Rochester. My apology is extended to Mary and
John, and their crew for not inserting their meet-
ings in the last few POINTERS. After talking with
John at the Albany, NY Northeast Reunion about the
low bank account and unbeknowing to me, they took
it on themselves and did a "SAVE THE POINTER" mail
out to those in their area. Approx. \$1200.00 was
collected and has been deposited and it helped pay
for what you are "now reading." Jeff Haseldon from
S.C.; Rudy Kozak from Fl.; Jerry Greaves from RI.;
Alex Lombardi from NJ and others "CONSPIRED" to do
the same as Shevlin did. Over \$4000.00 was raised
by and through them with many sending their money
straight to me. All moneies has been deposited and
accounted for. I use it wisely "ONLY" for "ARMED
GUARD EXPENSES!!" I had received enough \$\$ by Dec.
22, 1993 to print another POINTER and you are now
reading it. THANKS TO ALL WHO CONTRIBUTED!!

Wilmington, N.C. Armed Guard will begin holding a
FIRST WEDNESDAY of each month meeting at WHITEY'S
Restaurant 4501 Market Street in Wilmington. Host
for the meetings will be George W. Cameron, 611
Middle Sound Rd., Lot 16, Wilmington, N.C. 28405
919-686-4193. The Battleship USS North Carolina is
nearby along with good fishing and sandy beaches.

SOUTHWEST OHIO HOSTS Bob and Dot Ober 7115 Dunn Rd
Cincinnati, Ohio 45230 513-231-3181 and Clyde Gutz
willer 9799 Mt. Nebo Rd., North Bend, Oh. 45052 513-
941-3072 will hold a Luncheon Buffet on the "2nd"
Saturday of each month at the OLD COUNTRY BUFFET,
COBBLEWOOD PLAZA 1097 Smiley Ave., Cincinnati, Oh.
Exit 39 off I-275. (Forest Park Area)

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

THE ROYAL CANADIAN NAVAL ASSOCIATION AND "D.E.M.S."
WILL HOLD THEIR "JUNE 3-6, 1994" NATIONAL REUNION
AT THE HAMPTON INN, 5591 VICTORIA AVENUE, NIAGARA
FALLS, ONTARIO, CANADA L2G 3L4 1-800-263-2552. FOR
INFO. CONTACT: DOUG SEPHTON, RCNA-DEMS, 203 ANNE
ST. NORTH; BARRIE, ONTARIO L4N 4T4. AGs Welcomed!

The PORTLAND-MILWAUKIE, OREGON ARMED GUARD will be
holding a 10:00 A.M. BREAKFAST at the GATES FAMILY
RESTAURANT 18203 S. McLOUGHLIN, Milwaukie, Oregon.
3RD SATURDAY of each month. Contact: George Goode
4017 S.E. Aldercrest Rd. "Milwaukie, Oregon" 97222
503-659-1925. They have a great crew there!!

Wyoming Armed Guard Contact: Bob Gerard 1604 Sher-
idan, Laramie, Wy. 82070 307-745-3532.

Lansing, Mich. Area holds a FIRST WEDNESDAY--EVERY
2 MOS. at THE GOLDEN GATE RESTAURANT at 6435 South
CEDAR, Lansing, Mi. (Exit onto 104 from I-96) Hosts:
Carl Mescher 508 Wayland, E. Lansing, Mich. 48823
517-332-1027; or, Martin Vallee, 1412 Brookwood,
Flint, Mi. 48503 313-238-3392 AND AL WILBUR, 520
WOOD ST. EATON RAPIDS, MI. 48827 517-663-5301.

KENTUCKY Hosts for the OH-MI-KY-IN 94 Mini-Reunion
will be Joe and Earlene Foreman P.O. Box 99303,
Jeffersontown, Ky. 40269-0303 502-267-4576, along
with Co-Hosts James and Norma Close, 4036 Preston
Hiway, Louisville, Ky 40223 502-366-8966 to be at
the Executive West Hotel, Freedom Way at the Fair-
grounds, Louisville, Ky 40209 1-800-636-2708 on
October 3-6, 1994. Please make note.

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
Greaves 143 E. Killingly Road, Foster, R.I. 02825
401-647-2212 is the HOST. They have snow sometimes

TEXAS CREW HOSTS WILL BE: ED AND EMILIE QUIN, 8119
MORLEY DR. HOUSTON, TX. 77061-3116 713-643-3620 FOR
THEIR "1994 FALL REUNION" in Houston. His Co-Hosts
are: DAN MOCK, 8810 Silent Oaks, San Antonio, Tx.
78258 210-681-2120 or John Shirley 7200 Twin Crest
Dr., Austin, Tx. 78752-2540 512-928-0777. Shirley
will hold a Mini-Reunion in Feb. 10-12, '94 HJ NORTH
512-836-8520 and Mock will hold a breakfast in San
Antonio in March.

Oklahoma should contact RALPH McNALLY P.O. Box 423
Skiatook, Okla. (918) 396-2693 on their meetings at
Perry's Cafe HWY 169-76th St. N. Owasso, Ok. They
have a great time getting together.

MISSOURI CREW will meet on the 3RD TUESDAY of each
month and the location is: D.A.V. Chapter #2, 8787
Old Santa Fe Rd., Kansas City, Mo. 64138, near the
intersection of 87th St. and Blue Ridge Blvd. at
11:00 A.M. with Stan DeFoe, 4308 South Osage Ave.,
Independence, Mo. 64055-4645 816-795-8915 and Ed
Hollenbeck 8704 Bannister Terr., Kansas City, Mo.
64134 816-761-7448 as hosts.

UPPER PA. CREW meets at "PLATZ'S RESTAURANT", 101
Harrit Rd. Lehighton Pa. 18235 215-377-1819. Host
Clint Barr, 2340 Third St., Easton, Pa. 18042 215-
258-3056 welcomes you to a great time.

EASTERN PA. CREW HOST is Harlan P. Ross, Box 116
Timber Lane., Exton, Pa. 19341 215-363-6275. This
is a great location for the Philly crew.

LITTLE FERRY, N.J. AREA meets on the 1ST TUESDAY
of each MONTH 11:30 AM luncheon at TRACEY'S REST-
AURANT #4 Bergen Pike Little Ferry NJ 07643. Host
William Weber, 460 Liberty St. A-101 Little Ferry,
NJ 07643 (201) 641-1191 invites you to attend.

Pittsburgh, Pa. crew meets on the "3rd Sat." for a
NOON LUNCHEON at the GREENTREE MARRIOTT. CONTACT:
Hilary Makowski, 202 Wedgewood Crt., Carnegie, Pa.
15106 (412)-429-8510.

✓ CHICOPEE-LUDLOW, Ma. HOSTS Tom and Priscilla Dufr-esne, 289 Munsing St. Ludlow, Ma. 01056 413-583-8580 hosts a "2ND SUNDAY" 9 A.M. BREAKFAST at the MOOSE LODGE #1849 244 FULLER RD., CHICOPEE, MA. and are assisted by Roger Fournier, Springfield, Ma. 413-782-9256; Sam Pitittieri, 413-592-1854 and Louis Carr 413-783-5904.

Albany, N.Y. AREA HOSTS, Henry and Joyce Carringi, 11 BULLARD AV. QUEENSBURY, N.Y. 12804 518-793-0326 and crew meets at 12 NOON, "4TH" THURSDAY of each month at the "WATERVLIT ARSENAL OFFICER'S CLUB" WATERVLIT, N.Y. NOTICE: NEW MEETING PLACE - DATE!

Jeff and Mabel Haselden, 120 Richardson Blvd. Lug-off, S.C. 29078 (803) 438-1491 can advise when and where of S.C. meetings are to be held.

Richmond, Va. Crew meets at 12:30 PM for LUNCHEON at MORRISON'S Cafe 7035 W. Broad St. Richmond, Va. on the "2ND SAT. Hosts Clarence and Helen Durham, 4813 Lowells Rd. Richmond, Va. 23224 804-233-6023.

In NORFOLK, Va. Contact: Ralph Womeldorf 1400 Gar-wood Ave., Virginia Beach, Va. 23455 804-464-1130 for new meeting place and time.

George Milk 449 St. James St. Port Charlotte 33952 813 627-6759 area meets at the Golden Corral-PUNTA GORDA, FL. on the 3rd Tues. at 1:30 P.M. When vac-ationing, join in with these Florida Crews.

Rudy and Ellie Kozak 4950 Dory Dr. New Port Richey Fl. 34652 (813)-842-2274 will start back holding meetings after reunion. They are looking for you to be in ORLANDO APRIL 10-14 for the NATIONAL!!!

Springhill, Florida area (and others) can contact William T. Young 4206 Parkhurst La. Springhill, Fl. 34608 904-683-9333. They will hold a breakfast on the 3RD Saturday of each month.

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

Lodi, California Area Host for a July 10, 1994 at Mickey's Grove County Park-Pixley will be Calvin C Fisher 8047 Westboro Way, Sacramento, Calif. 95823 916-682-8009 from 10 AM til 4 PM. SHOULD BE GREAT!

Arizona Host Carlo Traficano 108 N. Greenfield Road Apt-2117, Mesa, Az. 85205 602-396 6223 will carry on in place of our deceased Armed Guard Veteran, John Noyes for their FOURTH SATURDAY of each Month 11 A.M. meeting at the Mountain View Restuarant at 1220 E. Prince Rd. TUCSON. Carlo will continue to host the "1ST" SAT. of the Month meeting at "SANTA FE CAFE", SOUTHERN AND GILBERT, Mesa, Az. at 10 AM BREAKFAST. "NOTICE THE SITE CHANGE". Again, our sympathy goes out to Joan Noyes and the family.

LST CREW CONTACT: LST ASSOCIATION, Mike and Linda Gunjak, P.O. Box 167438, Oregon, Ohio. 43616-7438 1-800-228-5870 for their 1994 LST REUNION. I highly recommend all LST to subscribe to their paper.

Destroyer Escort Assc (DESA) has a wonderful paper called THE DESA NEWS and is published bi-monthly. CONTACT: DON GLASER, DESA NEWS, P.O. Box 680085 Or-lando, Fl. 32868 407-877-7671. DESA 19th NATIONAL will be held in Kansas City, Ks. 9/4-9/1994.

PUGET SOUND CHAPTER OF M.M. VETERANS should con-tact James Colamarino 2904 168th SE, Bellevue Wa. 98008 (206) 746-6984. Armed Guard are welcomed!!

Ralph Taylor, 426 Littlefield Dr. Lone Oak, Texas 75453 903-447-3180 is trying to locate all Merchant Marine crews in the area. Armed Guard are welcomed to join them. They have a wonderful crew and want you to be a part of their meetings.

Patrol Crafts Sailors Assoc. 11610 Paso Robles Av. Granada Hills, Ca. 91344 will hold their National Reunion in Bay City, Mi. June 9-11, 1994.

U.S.N. CRUISER SAILORS ASSC. are in search for all "CRUISER" men of "WW II" and "KOREAN WAR". CONTACT R.J. MACLEJOWSKI 55 Donna Ter., Taunton, Ma. 02780 They will hold their reunion Sept. 29-Oct. 1, 1974. Contact: brad carr, 2153 Scenic Park, Thousand Oaks Ca. 01362 805-493-1465.

S.S. JEREMIAH O'BRIEN ACTIVITIES! Check with "MARCI HOOPER" Sales Rep., Fort Mason Center, Bldg-A, San Francisco, Ca. 94123 for the "O'BRIEN" on sailing date cruise tickets. DON'T MISS SAILING HER IF IN THE AREA. Thanks Marci for the NEW OL'SALTs NAMES.

The "DUKW"s Host Art Wells 1629 Sunset Ave. Chico, Ca. 95926 916-342-1452 will announce their 1994 Reunion soon. He'd like your comments on the DUKW book if you purchased it. REALLY A GREAT TRIBUTE!!

WE still hold our 1ST SAT. OF THE MONTH BREAKFAST at "GRIFFIN'S RESTAURANT", 1604 North Market Dr., Raleigh, N.C. off 4500 Blk of OLD WAKE FOREST RD. behind RED LOBSTER in the NORTH MARKET WAY PLAZA". Take 440 BY-PASS NORTH and get off at #10 Exit and head North. If you come into Raleigh to stay over-night, get a room on the "North Side" and you will be close by, and then give me a call 876-5537 (AG) or; (872-7115-Res-IF IN TOWN "ONLY") Y'ALL COME ON!

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

Contact: Jack Rhodes 3143 Cotter Rd., Millers, Md. 301-343-0369 about the S.S. JOHN W. BROWN. I'd like to congratulate Walt Magalis for being elected as Vice Chairman of the S.S. John W. BROWN again and Jack Rhodes and Joe Colgan as Directors.

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

The "AMERICAN MERCHANT MARINE VETERANS" will hold their 8th National Reunion May 15-17, 1994 at the Plaza Hotel in Las Vegas Nevada. Contact Chairman Bill Irin, 1442 Rawhide Rd., Boulder City, Nevada 89005 702-293-7438. U.S.N ARMED GUARD ARE WELCOMED

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

FLEET TUG SAILORS National Assoc. (ATF, ATR, ATO, ATS, ARS, ASR and YT-CLASS ships should Contact: George Kingston, 1611 Woodbridge Cir. E., Foley, Al. 36535 205-943-4023. Many Armed Guard served with them.

Check with your DAV; AMERICAN LEGION; VFW; AMVETS, etc. for other reunions

GUNBOATS PGM 1 THROUGH PGM 8 CREWS OF WW II SHOULD CONTACT: GEORGE PUENTE, 73 ALEXANDER AVE., YONKERS N.Y. 10704-4229. PLEASE PASS THE WORD!!!

Clarion Hotel rates are: \$60. per day plus 11 per cent tax, so, MAKE YOUR OWN HOTEL RESERVATIONS by phoning 1-800-627-8258 NOW!! SEE Y'ALL THERE!!

U.S.N. ARMED GUARD WW II VETERANS FINANCIAL STATEMENT 1993

BALANCE 12/31/92-----\$15,495.07
DONATIONS FOR 1993----- 68,110.47

TOTAL-----\$83,606.04

DEBITS FOR 1993

REPAIRS TO EQUIPMENT-----\$ 550.00
TELEPHONE----- 1,263.76
PRINTING----- 23,277.60
SUPPLIES----- 2,431.26
LABELING OF "POINTERS"----- 1,079.67
UNITED PARCEL SERVICE----- 891.25
EQUIPMENT (INCLUDES NEW COMPUTER AND COPIER)--- 5,395.20
TRAVEL----- 1,146.71
POSTAGE----- 9,752.26
DONATIONS (SHIPS, PLAQUES, ETC. ACCOUNTABLE)----- 5,425.00
MISC. (FOR RETURNED POSTAGE, ETC.)----- 390.00
SUBSCRIPTION----- 39.95
ADS----- 120.00
RETURNED CHECKS----- 68.00
CHECK ORDERS----- 26.61
ACTIVITY FEES (BANK CHARGES)----- 14.35
INCOME TAX PREPARATION (CPA)----- 400.00
DECALS, JACKETS, CAPS, LAPEL PINS, BUMPER STICKERS- 16,844.33*

TOTAL EXPENDITURES FOR 1993-----\$71,115.95

\$71,115.95

BALANCE AS OF 12/31/93-----\$12,490.09

* INCLUDES CHECKS SENT HERE. INCLUDES BALANCE FROM LAS VEGAS NATIONAL REUNION. ALL DEPOSITED. THIS DOES NOT INCLUDE COSTS OF MEALS AND TOURS AT THE REUNION. INCLUDES CHECKS SENT HERE, RE-WRITTEN, AND FORWARDED ON TO RICHARD AND BILLIE KORSE FOR JACKETS.

U.S.N. ARMED GUARD WW II VETERANS
CHARLES A. LLOYD, CHAIRMAN
5712 PARTRIDGE LANE
RALEIGH, N.C. 27609-4126
919-876-5537

Bank balance as of
1/19/94 is \$12,609.02.

Dear Charles, December 25, 1993
I received the book "UNSUNG SAILOR" by Mr. Justin Gleichauf on August 10, 1993 and read it all the way through. I also called and told him how much I have enjoyed reading it. You see, my wife Myrna was planning on giving the book on my birthday on November 17th but I talked her into making this a present for our wedding anniversary on August 10. I knew she had a secret present for me but not a book that meant so much.

I have phoned Jack Michel from the S.S. CAPE COD, who was my shipmate from your computer printout. Even though I did not remember him, we do plan to visit him next summer. The ship had a large gun crew of around 50 or more men. I also noticed in the printout that I am the only one you have on list so far from the S.S. NORTHWIND when we hit a reef while I was on the 8-12 watch. The ship was listing hard to starboard and began to break up. We abandoned ship at 11 at night and was rescued the next day around 11 AM. We were lucky to drift into a convoy. It was the longest hours that I've ever spent anywhere! I was put on the troopship, the S.S. CAPE COD. I spent Christmas Day of 1944 at Dutch Harbor, which made me to think it was a good time to write you on this Christmas Day. It was 49 years ago!!

You also told me that you couldn't find WILLIAMS, OREGON on the map!! You are not the only one who couldn't find it. When I was in the Navy, they'd say, "WHERE IN THE (censored) is WILLIAMS, OR.?"

Thanks to you, Justin Gleichauf and others, the Armed Guard and Merchant Marine are getting alot respect they deserved for a long time. I hope you are still in good health. I am still working in timber related jobs and still enjoy good health. I will get an article in the local newspaper here in the near future. I will send you a copy. Give all the ol' shipmates my regards.

Aaron E. Morrison 2465 East Fork Rd, "WILLIAMS",
OREGON 97544 503-846-6386. (Thanks Aaron)

Dear L.D. and C.A.:

August 13, 1984

First, I would like to tell you how much I have enjoyed the information about the Armed Guard. I served on the S.S. Barbara Fritchie and we boarded her in Baltimore, Maryland in October of 1943. Our first trip was to Liverpool, England. I turned 18 on this trip. Our next trip was to Murmansk Russia. First, however, we stopped in Molotov on Easter Sunday, 1944. This was near Archangel.

We were "damaged" in the White Sea and they towed us back to port. By the time we were repaired, it was daylight--24 hours a day--so we shuttled back and forth to several ports in the White Sea. We'd left New York in January 1944 and arrived back in late October of 1944. I am enclosing a letter our C.O. wrote to the crew on Easter of 1944.

Keep up the good work and if I can be of any help to you, please let me know. I am also enclosing a check to help with expenses. HAROLD L. DAVID

With Easter so near by the time you receive this "POINTER" and many of you never never received a copy, I thought it appropriate to reprint it. It was "one" of the things that have inspired me get a computer and to carry on and try to figure out a way to locate shipmates. It paid off for Harold for since that time his C.O. has been located. The system has also helped many of you, also. cal

See front cover for letter.

Robert "Bob" Grossman, Illinois Chairman, 10333 South Campbell, Chicago, IL 60655, (312) 779-1102 informed me that the "Midwest Chapter AMMV" will dedicate a plaque in the Auditorium of the Museum of Science and Industry in Chicago, May 22, 1994 to be placed at the "U-505 Submarine." The Armed Guard have been extended a special invitation to attend and you are to contact Mr. Zoll as indicated. The Auditorium will hold 800 people.

The American Merchant Marine Veterans

Extends an invitation to attend the dedication of a Memorial Plaque honoring the Merchant Marines and the U.S. Navy Armed Guard of World War II.

The ceremony will occur on May 22, 1994 at 2:00 P.M. in the Auditorium of the Museum of Science and Industry. Parking will be available in the employee parking lot.

Refreshments will be served. Please R.S.V.P. indicating the number of persons that will attend.

Midwest Chapter AMMV

*American Merchant Marine Veterans
c/o Frank Zoll
14956 Terrace Lane
Midlothian, IL 60445*

— In Memory —

In Memory of our departed Shipmates.
Since the 1993 Thanksgiving/Christmas POINTER

Badach	John		Long Meadow	Ma	Joan A.	11/15/93
Ball	Ralph	E.	Lockport	NY	Joyce	93
Bonnelli	Anthony	D.	Riverdale	NJ	*Nancy	3/14/86
Shope	Cliff	D.	Emmet	Ok		7/93
Christoph	Paul		Glen Allen	Va	Garnett	11/6/93
Cooke	Donald	F.	Marblehead	Ma	Joanne	12/16/93
Cupp	A.	A.	Paragould	Ar	Mae L.	93
Dauer	Otto	A.	Toledo	Oh	Catherine	7/3/93
Dill	Orval	R.	Mannford	Ok	Edith	93
Diller ***	George		Newfield	NY	Ann	12/4/93
Dillon	John	R.	Dunellon	NJ	Irene	8/31/93
Felser	Eddie		Palm Coast	Fl		8/5/93
Flannery	John	J.	Linwood	Pa	Dolores	11/30/93
Goswick	Jess		Osage	Ok		793
Harmon	Neal	F.	Corpus Christi	Tx		3/20/68
Hill	Duane	M.	Cedar Vale	Ks		9/24/93
Hoffower	Allan	S.	San Diego	Ca	Violet	5/11/93
Hoyt	Clyde		Bennington	Vt	Mildred	10/16/93
Inman **	Carl					
Koller	Gordon		San Jose	Ca	Charlotte	10/31/93
Latvala +	Allen	R.	Astoria	Or	+(see below)	11/8/78
Logan	Leeman	R.	Wichita	Ks	Betty	11/16/93
McDonald	Donald		Danbury	Wt	Marian	9/13/93
MacPherson	Harold	Art	St. James	NY		9/29/93
McCormick ++	Harold	J.	Stamford	Ct	+++Helen	10/93
Montague	Robert	J.	Philadelphia	Pa.		93
Noyes *****	John		Tucson	Az	Joan	12/4/93
Osborn	Frank		Buradoo, Australia	(Army A.G.)		7/93
Patton	Peter	P.	Branford	Ct	?	5/11/93
Plyler	James	B.	Gastonia	NC	Beulah	12/23/93
Rogers	A.	R.	Mollymook, Australia	(Army A.G.)		8/5/93
Rossman	Frank		Livonia	Mi	?	8/4/93
Scanlan	Maurice	D.	Rochester	NY	Nancy	1/1/94
Scott	Duncan	B.	Harrison	NJ	Agnes	7/93
Shannon	John	P.	Port Charlotte	Fl.	Christine	2/22/92
Shope	Clifford	D.	Emet	Ar		93
Simons	Thomas	C.	La Porte	Tx	Dorothy	? 12/93
Spain	Gordon	K.	Worthington	Oh	Dorothy	12/1/93
Sweeney	John	J.	Zephyshill	Fl	Alice	6/12/93
Taylor	James	Edwin	Elberton	Ga.	Margie++++	11/93
Teel	Carlos		McComb	Il		10/14/93
Thatcher	William	J.	Utica	Mi	Lottie Mae	7/93
Trumble	Everette		Jackson	Mi	?	7/93
Walker	Joseph	L.	Tempe	Az	Harriett	6/10/93
Wiles	Clayton		Landis	NC		1988
Wisniewski	Edward	Jos.	Cincinnati	Oh	?	6/3/92

FROM THE S.S. THOMAS FITZSIMMONS CREW KNOWN DECEASED AS FURNISHED BY SHIPMATE HERB NORCH OF EL PASO, TX. IS AS FOLLOWS: Milton Gerofsky, Henry J. Dombrowski, Leslie J. Blythe, Frank Collins, Denis A. Sheeran, Charles R. Stansfield, Audrey Dolin, Angelo E. Delpha, George Fowler, Millard Mills and Richard G. Oakleaf

- ** Armed Guard Killed in the ramming of the USAT J.W. McAndrews
- + Anyone serving with GM3/C Latvala on the S.S. H.M. Storey and Thomas Johnson, contact me for daughter's name and address.
- ++ McCormick was author of "TWO YEARS BEHIND THE MAST".
- +++ Mrs. McCormick passed away in 1992
- ++++ Margie died 1 month prior.
- *** Diller was one of 11 PORT CHICAGO 7/17/44 explosion survivors of the S.S.E.A. BRYAN when it and the S.S. Quinault "V" blew up.
- ***** John was the Host for the Tucson, Az. Area.

In Memory of Shipmates-Mates

Hollenbeck	Alice	Kansas City	Mo.	Edward W.	11/ /93
Brown	Grace	Otis Orchards	Wa.	N.A.	10/27/93
Ball	Ester E.	So. Plainfield	NJ		12/10/91

Dear Charles:
Your efforts are much appreciated. Use enclosed check for "whatever." You are also welcomed to use the enclosed poem if you wish.
Thanks, Bob

"OLD SHIPMATES"

*Where are the shipmates of my youth,
those lads so brave and true.
Do they remember days gone by
as I remember too?*

*Do they recall the starlit nights
spent plowing o'er the sea,
headed for a foreign land,
or snug in harbor's lee?*

*Do visions of the Southern Cross
and palm-fringed island's shore,
jog memories of golden days
and quiet nights of yore?*

*Or do the scenes of desperate strife,
loud and raw and shrill,
crowed out the gentle memories
of those who ponder still?*

*Do kamikazes' chilling drone,
do bomber's screaming dive,
still linger somewhere deep within
those shipmates still alive?*

*Do they still see torpedo's wake
or hear the typhoon's roar,
or feel the bite of winter's gale
though they're at sea no more?*

*Are they all doomed to ever sail
those seas of yesteryear,
as "Flying Dutchman" still plows on
with no more gales to fear?*

*When will the final "all clear" sound
so they can all secure,
or, are their visions too intense,
too vivid, real, and pure?*

*When finally they all make port
will then the anchor set,
will all old shipmates brave and true
then finally forget?*

Bob Benner, 117 Rigi Slope, Winter Haven, FL
33881-9688, (813) 293-2995.
U.S. Navy Armed Guard 1943-1946
S.S. Samuel V. Stewart: 1/44-3/44
S.S. Prince L. Campbell: 4/44-1/45
S.S. Julia L. Dumont: 2/45-8/45

Dear Mr. Lloyd

7/17/93

We were pleased to make contact with Armed Guard Veterans while we were in Florida recently. With the help of George Milk, John and I, along with all his ships were entered into the Armed Guard computer. I feel as if I was in the Armed Guard, also. John and I were married and had 2 children at home. I stayed home and took care of them but my heart was with John. Meeting Mr. Milk and some of the other Armed Guard Veterans took "us both" way back into time.

We appreciate the "POINTER". Just got around to ordering the jacket. John has his caps, banners, all papers, too. Somehow, through the passing of the years, his ribbons were lost, so I sent to St. Louis for them. (This info was in the papers Mr. Milk gave us) They recently arrived and now we have them "proudly" framed along with a large map which I kept and "marked" his travel and his "SHELLBACK" initiation. Thanks for your help. Mrs. John Emory (Dorothy) Cook, 6220 So. 530 E., Wolcottville, In. 46793. (Computer #10456)

Gun crew members recall WWII action aboard merchant ships

By Durham Caldwell

This is Part 2 of a three-part series on the Armed Guard, the "unsung sailors" of World War II who served as gun crews aboard U.S. merchant ships. Their motto — think about it — was "We aim — to deliver."



LUDLOW — Nineteen Armed Guard veterans turned up at Tom Dufresne's house on Munsing St. the other day to swap stories with each other and to relay to *The Register* the events they remembered most keenly.

'It missed us'

Joe Beaulieu of Springfield remembers being in a convoy which came under attack by German U-boats. "I saw tankers go down. I saw a D-E (destroyer escort) go down. It took a torpedo in the stern. A tanker took a torpedo meant for us. It went down. We were zigging, and it missed us."

Beaulieu was on the S.S. *Exceller*, a C-2 cargo and troop ship. Troop ships were a prize U-boat target. They were usually in the center of the convoy so they were shielded from torpedoes by the ships on the fringes.

The *Exceller* was a fast ship — 18 knots — twice the speed of the "floating coffin" Liberty ships that most Armed Guard members served aboard. She usually traveled in a convoy of about 50 ships, surrounded by "fast tankers," with perhaps a cargo of P-51 or P-38 fighter planes lashed to her deck as well as the troops in the hold.

Subs' favorite spot

Beaulieu estimates he made "about 10" transatlantic crossings. "There

were at least warnings on every trip," he says. A favorite spot for the German subs to lie in wait was the Grand Banks off Newfoundland. The Banks were usually covered with fog. "They'd hit you going into it, or coming out of it," Beaulieu recalls. "It would be common to detour way to the north on our crossings to avoid the wolf packs."

Exposure to the tensions of submarine attacks came early to most Armed Guard members — many of whom hadn't even finished boot camp when they were yanked out and assigned to gun crews. Charlie O'Leary, retired Springfield elementary school principal, remembers his first convoy to Europe — 144 ships. "We lost a ship coming out of New York," he says. "We think they sank the sub, but nobody told us anything. The Canadian frigates that were in the escort were laying down depth charges."

Unless one of them surfaced, the gun crews themselves played no role in defense against submarines. Their guns were meant to repel surface craft and to shoot down airplanes.

'They got a couple'

"Another time," O'Leary recalls, "they got a couple of ships as we were arriving at Liverpool. They knocked down a German observation plane on the other side of the convoy." O'Leary says he was astonished by the number of ships on the bottom of the Mersey River at Liverpool, "only their masts sticking up out of the water."

Bob Cheetham of East Springfield like many Armed Guard members was only 17 when he made his first voyage. "On our first trip, coming back, the third ship in back of us was sunk just as we were coming out of the English Channel."

Paul Fenton, retired Springfield police chief,

was an Armed Guard signalman. Of his four runs to Europe and one around the world, he especially remembers the 199-ship convoy to the Mediterranean on which he earned the Bronze Star. The convoy shot down seven German planes and didn't lose a ship. This was only "a couple of months," Fenton says, after German planes had surprised a harborful of merchant ships at Bari, Italy, inflicting one of the biggest losses of life and of ships and materiel in any action of the war involving Allied shipping.

Raining metal on deck

Sam Pitittieri of Chicopee was in a convoy off Philippeville, North Africa, which was hit by German planes on Nov. 11, 1943 — the 25th anniversary of the Armistice which ended World War I. "We lost three or four tankers," Pitittieri remembers. "A Dutch ammo ship exploded. It was so close to us there were pieces of metal raining down on the deck of our ship. I found out later that one of my Chicopee neighbors was killed on one of those ships."

George Hurley of Chicopee remembers his ship being "hit a few times, but not sunk."

Hurley and Pitittieri made their maiden voyage together — around the world on the Liberty ship *Henry Bacon* — then were split up and sent to different ships. Hurley was in the same convoy later in the war when the *Bacon* went down.

Torpedo Alley

But all the danger was not on the ocean crossings. Roger Fournier of Springfield was making coastal runs early in the war when the stretch of Atlantic off Virginia and the Carolinas was known as "Torpedo Alley." Fournier's ship survived, but he remembers that "ships next to us got hit." He also served on the *Ville D'Anver*, a Belgian ship



REMEMBER ME? — Sam Pitittieri (L) and George Hurley, both of Chicopee, meet up in Tom Dufresne's living room for the first time since they were together 48 years ago on a Liberty ship.

which he describes as "an old World War I pigboat — it would do nine knots if they pushed it." The *Ville* carried troops and cargo to various ports in the British Isles, usually in convoys of 60 to 70 ships. Again, Fournier was lucky — but "some ships on the outskirts got hit."

Looking back on their experiences today, most Armed Guard members are keenly aware of the role they and their ships played in the eventual Allied victory. But it was not all troops, gasoline, and war materiel that they carried. Tom Dufresne, after a maiden voyage to

North Africa in "an old Hog Islander," drew a berth on a brand-new Liberty ship sailing out of Baltimore with a full load of flour. They dropped the flour at several ports in Sicily and Italy. "The Germans starved 'em," Dufresne says. "We fed 'em." The same ship ferried equipment and vehicles of the British Eighth Army from Algeria to Italy, then took 1000 German POW's, veterans of Rommel's Afrika Korps, to Hampton Roads, Va. "We had a skirmish. We were under air attack between North Africa and Italy," says Dufresne, "but nobody was hurt."

POW's jump overboard

Pitittieri has his own memories of German prisoners of war. The most gung-ho among them would jump overboard in the narrow Straits of Gibraltar and try to swim to shore — so many in fact that orders came to the U.S. soldiers detailed as guards not to shoot at them, just let patrol boats pick them up.

Some of the most vivid memories are of D-Day, the invasion of Normandy on June 6, 1944. Ray Gelinis of Chicopee, aboard the Liberty ship *George H. Woodward*, remembers, "In front and back of you, as far as you could see, there were airplanes." Says Tom Dufresne: "I'll never forget it. It was my 19th birthday." Dufresne was on the Liberty ship *Frederick H. Newell*, which was carrying supplies to support the troops who were already ashore.

The *Newell* arrived after the main assault during a relatively quiet period, unloading at a "mulberry," one of the floating docks the invasion force had brought with it from England.

Floating mine

Gelinas's ship got a warmer reception. The Woodward was a supply and repair ship specializing in hoisting disabled landing craft out of the water and repairing them. She traveled along Omaha, Juno, and Gold beaches with German 88-millimeter artillery fire a constant companion. One shell hit the Woodward. "We lost a life raft, but there were no injuries," Gelinas recalls. "The ship next to us was sunk by a floating mine." At one point, Gelinas lost his helmet overboard ducking a shell.

Off Omaha Beach, Gelinas says, "A plane came down by the ships. The crew bailed out. I could swear the plane was going to land on us, but it missed. We picked up five crew members."

Strafing out of the sun

Gelinas also remembers another hair-raising occa-

sion off the Normandy coast. "A German plane came out of the sun strafing us," says Gelinas. "We got hit." But the gunners also got the plane. Gelinas will never forget the German pilot slicing through the water in a huge arc, one wing in the water, the other wing pointing skyward, until the plane finally settled into the drink.

And there were the mistakes. Sam Pitittieri was aboard a C-2 supply ship, the Robin Tuxford, which on D-Day-plus-One was at Utah Beach, an area all Allied planes had been ordered to stay out of. "Two British Spitfires came out of the clouds," Pitittieri says. "Every gun opened up on them."

Ken Slicer of Ludlow was a gun crew member on a Liberty ship which crossed the Channel with troops on D-Day-plus-2, as soon as the bad weather which hit shortly after start of the invasion had

cleared. Ray Gelinas remembers the swells from that spell of bad weather as being so high that men on the Woodward lost sight of the British battleship Rodney which was at anchor the next ship over.

Slicer recalls, "We came under fire from dive bombers, but the ship wasn't hit."

Joe Beaulieu's S.S. Ex-celler, the 18-knot C-2, had made its fastest Atlantic crossing shortly before the invasion, making Glasgow in four days with special engineers and communications equipment needed by Eisenhower's forces. Now they were in the first west-bound convoy after the invasion loaded with men wounded in Normandy.

Kamikazes

On the other side of the world, Ken Tomlinson was aboard the Liberty ship Katherine B. Sherwood, which was part of the supply task force for the invasions of the Philip-

pines, Iwo Jima, and Okinawa. "Off Naha, Okinawa," Tomlinson says, "a kamikaze pilot came for us but didn't hit us. Our ship knocked down two kamikazes."

As the war in Europe ended, more Armed Guard veterans of the the Atlantic runs found themselves in the Pacific. Tom Dufresne was on the gun crew of a refrigerator ship which unloaded its cargo in Manila Bay while the Japanese were still holding part of the city. But many of the group reminiscing in the Dufresne living room were transferred out of the Armed Guard to other duty. Ken Tomlinson went to the battleship Texas, which was shelling the Japanese coast when the war ended. Ken Slicer was on a destroyer which shelled Japanese forces on Wake Island, was one of the first American ships into Tokyo Bay, and was carrying Admiral Bull

Halsey's saddle — for the white horse the admiral planned to ride through the streets of Tokyo. Bill Lak of Chicopee was assigned to landing craft preparing for the invasion of Japan. Charlie O'Leary went to a British army camp outside Calcutta for infantry training in preparation for occupation duty. Roger Fournier went to an LST and was on the first ship to dock with occupation troops on the Japanese island of Hokkaido. And John D'Amato of Wilbraham — whose ships had carried ammo to Murmansk and to Normandy (his ship had been the first to dock at Cherbourg) — had a pleasanter run. He was aboard the first U.S. ship to dock at Yokohama. The ship was carrying PX supplies and beer.

Dear Charles,

6/22/93

Thank you so much for Harold Thompson's address and telephone number. I called him last night and as one would expect, we were to a certain extent, like a couple of kids meeting for the first time. There was so much to be said. It was difficult to know what to say first!!! It was a tremendous pleasure for me to have the opportunity to talk with him again after almost 50 years.

He is without a doubt a person of great memory as we had talked only a few minutes, he said, "You were our gunner's mate! Your voice hasn't changed one bit." It just goes to show you how deep seeded those formative years in Mississippi can be.

I trust the good Lord will be generous to me in my remaining years so that Harold and I can meet for a person to person visit. Thanks to you for taking your time and effort of providing me with the means for us to get together again. Sincerely
Stephen L. Brantley 1089 S. Buchanan St. Aurora,
Co. 80018 303-343-4405.

Glad to be of help, Steve. Do not put it off too long as we don't have but about "40" more years!!

Dear Cal:

I received a Christmas card from a pen pal William Evans, Ex-Royal Navy DEMS, 57 Government Rd. Hoylake, Merseyside, England L47 2DQ U.K. who was on the S.S. OHIO to Malta Convoy and he says that all those there during the siege up till 1943 can get a medal from the "Malta Government." It may be of interest to someone. Sincerely,
Robert Wolff P.O. BOX 951 Keystone Hgts, Fl 32656

Robert, I had put a notice in the POINTER before but in case "any of you missed it, too," I have a FORM to fill out for the Medal and would be happy to send it to anyone due this medal. Send to me a self addressed envelope. calloyd

Dear C.A:

1/4/94

I would like for you to mention in the "POINTER" that I am now DIRECTOR on the Board of Directors of the "S.S. JOHN W. BROWN Liberty Ship" here in Baltimore, Maryland. I thought, since you have various organizations, besides our Armed Guard Crew, you could place a notice whereby they can contact me for "PRESS RELEASES, MEDIA KITS ETC." Because of the "50th Anniversary of Normandy", I have them to contact me through the "POINTER."

We are very busy with meetings, here and there, on this Historic occasion and there is so much to be done in such a short time. Drydock is all planned in the next few weeks to replace some of the badly needed "PLATES" on the bottom of ship.

The local T.V. stations, many of which to come, is planning a big T.V. coverage. "BOSTON GLOBE" newspaper has been in touch on a story. I'm sure that by March, the various media will be getting involved. I will send you any news releases and other info as it develops. The next few months should be great!

Charlie, I told them at the last board meeting, I didn't see why it takes so much planning time, work, money, etc. because during WW II, we just BOARDED the ship and LEFT!! It did bring on a few good laughs. Robert L. Auer, 2111 Suburban Greens Dr. Timonium, Md. 21093 410-252-3058

A JAPANESE ATROCITY ON THE HIGH SEAS DURING WW II

by Captain Art Moore, Jr.

The horrible ordeal of the Merchant Seamen, U.S. Naval Armed Guard and other passengers on board the "S.S. JEAN NICOLET" after being sunk July 2, 1944.

This is a true story of one of the most horrible atrocities committed by the "Japanese" during World War II. Some people are aware of it, a majority are not. You will never read about this in today's media. It is so unfortunate that these men suffered so much at the hands of "Barbarians" of their day, to be forgotten.

The Liberty Ship S.S. JEAN NICOLET was built in Portland, Oregon, in October of 1943 was operated for the U.S. War Shipping Administration by the Oliver J. Olson Company of San Francisco, California, and was under the command of Capt. David Martin Nilsson of Oakland, California. A complement of 100 men consisting of: 41 Merchant Seamen, 28 Armed Guard and 31 passengers. The passengers consisted of 6 U.S. Army Officers, 12 U.S. Army enlisted men, 8 technicians, 4 civilians and 1 Army Medical Corpsman.

On July 2, 1944, the "S.S. JEAN NICOLET" was steaming alone in the Pacific Ocean, loaded with war materials for the "CHINA/BURMA/INDIA THEATER" of War. Sailing from San Pedro on May 12th, she had stopped at Fremantle, Australia for bunkers, stores and to discharge some of it's cargo. Departing from Fremantle on June 21st, she was bound for Colombo, Ceylon where she was to stop for orders, prior to proceeding on to Calcutta, India. The NICOLET's cargo consisted of heavy machinery, trucks, steel plates, landing barges, steel mooring pontoons and other general wartime cargo.

At 1907, ship's time on this date, she was located in position 3.28 South /74.30 West, or; about 700 miles south of Ceylon. At this time she was hit by two torpedoes fired from the Jap submarine, I-8. The first torpedo hit between #2 and #3 holds on the starboard side and the second at #4 hold on the same side. Minutes later the Captain ordered all to abandon ship as he feared the ship may capsize, due to heavy listing to starboard. Everyone abandoned ship safely in lifeboats and rafts. The radioman, Augustus Tilden sent out a radio message before leaving his post that the ship had been torpedoed in the above position. The message was acknowledged by Calcutta and Ceylon. This message "saved" the lives of 23 men.

Soon after the ship was abandoned, the submarine I-8, surfaced. As it was dark, the I-8 used it's powerful searchlight to locate the boats and rafts. The survivors were threatened by Japs with "machine guns" and were ordered to come alongside by a Japanese submariner, who spoke perfect English. Someone slipped over the side of the one of the rafts and was seen by one of the Japs and was ordered back into the raft. Then, they were ordered to swim over to the submarine. Five of the "survivors", who were on the other side of the sub, were not discovered. These 5 were the only ones who did not board the sub. They were four Armed Guard and one Army enlisted man and were among twenty three survivors.

One of the men forced to swim to the sub was WILLIAM M. MUSSER, a 17 year old messman, from Lancaster, Pa. who was making his "first" trip to sea. Each man who lived to tell his episode had a different story about what happened to him, but it was basically this way.

After boarding the Jap submarine, William Musser was escorted towards the bow and as he walked forward one of the Jap sailors swung him around and hit him over the head with a piece of steel pipe. As Musser staggered from the blow, the Jap laughed and took out his pistol and shot Musser in the head and he then kicked his body over the side, as he fell.

Another crew member, RICHARD L. KEAN, a 19 year old Ordinary Seaman from Portland, Oregon was also brutally murdered. As he climbed from the lifeboat to the sub's deck, he was searched and he had his lifejacket removed. Then, his arms were banded behind his back. The Jap who was leading him forward, suddenly turned with a bayonet in his hand and plunged it into Kean's stomach. As Kean doubled over with pain, the Jap then struck him in the head with his rifle butt and kicked him over the side into the water.

As each of the other survivors boarded the I-8, they were immediately roughed up, searched, had their life jackets removed and all their valuables, shoes and ID tags taken from them. They were banded with rope and wire with their arms behind their back. They were all forced to sit on the deck with their heads bowed, and on their knees. Anyone who raised his head, or made a noise of any kind was beaten with iron pipes and cut with bayonets. The deck ran red with blood and vomit.

CAPTAIN DAVID MARTIN NILSSON, GUS TILDEN, (radioman) and FRANCIS J. O'GARA were taken to the conning tower and shoved below. O'Gara was a War Shipping Administration Representative en route to the Calcutta, India office. They were never to be seen again by the other survivors.

While sitting in this painful position, the survivors were forced to listen to a harangue by the submarine I-8's commander. He hurled insults at them saying:

"You are now my prisoners. Let this be a lesson to you that Americans are weak. You must realize that Japan will rule the world. You are stupid for letting your leaders take you to war. Did you not know that the entire American Fleet is now in the bottom of the Pacific Ocean?"

While all of this was going on, the I-8 cruised the area looking for any boat or raft survivors they may have missed. Then the sub commenced shelling the S.S. NICOLET which was still afloat. As the sub cruised around, a wave came over the deck of submarine washing three of the men overboard, their hands "tied" behind them. CARL ROSENBAUM (F/WT) and GEORGE KENMORE HESS- (A.B.) survived but Lt. MORRISON R. MILLER, U.S. Army, was never seen again. Lt. Miller had suffered a broken arm when abandoning the NICOLET and he had no chance of surviving.

In the meantime, a gauntlet of 10 to 15 Japanese was formed on the after deck behind the conning tower and those held on the fore deck could not see what really was happening. They could, however, hear the horrible screams of the men who were forced to go through the gauntlet. The Japs were armed with "steel stanchions, bayonets and rifles". Waiting at the end of the line was a huge Jap, holding a rifle with a fixed bayonet, with both hands. If any of the NICOLET crew survived to the end of the gauntlet he was impaled on the bayonet of this Jap and his body heaved overboard like a side of beef.

Three men survived this torture by jumping overboard, halfway through the gauntlet. Even though their hands were still bound, they decided they would take their chances in the ocean, regardless of the "sharks". All three suffered wounds from bayonets and steel pipes. Two of them were from the Merchant Crew, CHARLES E. PYLE (1st Asst. Engineer) and HAROLD R. LEE (messman). The third was Robert C. Butler (U.S.N. Technician.)

While all of this torture was going on, those on the fore deck, unaware of what was happening on the after deck, where, led one by one, to the "slaughter" until there were about 30 men left alive on sub's deck. At this time, the diving siren sounded and the Japs were ordered below. An aircraft had been reported on the "sub's radar" heading in the direction of the submarine. Those left on deck, with their hands tied behind their back were left to drown. Seventeen of these men drowned, or; were killed by sharks. Thirteen survived this ordeal by swimming in the shark infested waters all night, some still with had their hands tied while others were able to get free themselves or were freed by a "Navy Armed Guardsman" who had concealed a knife in his jumper. He cut as many free as he could as the sub went under.

The aircraft reported on radar was in all likelihood, searching for the survivors of the S.S. NICOLET. This was the result of the "radio message" sent by Tilden just before he abandoned ship. Many of the survivors were in the water 13 to 14 hours without any support. About 0800 hours the next morning July 3rd, survivors saw a LIBERATOR plane approaching the scene. It dropped a small rubber dinghy made to hold "four" people.

Eventually seven men ended up in this dinghy. An hour or so later, three more planes (PBYS) appeared overhead searching for survivors but flew off without any action.

At daylight, on July 4th, another "LIBERATOR" appeared overhead. Then a ship was seen approaching. It was the HMIS HOXA, on her way to rescue survivors. Seven men were found clinging to the small dinghy, thirteen others were rescued from rafts and dinghies and three others were found clinging to wreckage. They were all taken to Addu Atoll of the Maldive Islands group and landed there on July 5th where they were interrogated by the British Intelligence.

They left Addu Atoll on July 12, 1944 aboard the HMIS SONNETI and arrived in Colombo on July 14th. On July 27th, they were flown to Calcutta, India where the 3 Army men were assigned to their duties. The ten Merchant Crewmen and ten Naval Armed Guard were eventually taken to Bombay by train. At Bombay, they boarded the U.S. ARMY TRANSPORT GENERAL WILLIAM MITCHELL. They finally got back to the "States", landing in San Diego, California on October 6th more than three months after their horrible ordeal.

Of the 100 men sailed aboard the "S.S. JEAN NICOLET", only 23 survived. A breakdown of those who were lost is as follows: 31 Merchant Seamen, 18 U.S. Navy Armed Guard and 27 passengers. Frank J. O'Gara was found alive in Ofuna prison camp, near Yokohama, Japan after the end of the war. He had been declared dead by the U.S. Navy. He even had a Liberty Ship named for him, the "only living person" who was to see his name on a Liberty Ship. The "S.S. FRANCIS J. O'GARA" was built, June 1945 in Panama City, Florida.

Francis J. O'Gara had been a "sports writer" for the Philadelphia Inquirer prior to the "December 7, 1941" bombing of our Naval Base at Pearl Harbor, Hawaii by the Japanese Naval Air Force in a sneak attack. Early in 1942, O'Gara joined the Merchant Marine as a Seaman. After about 2 years of sea duty, he came ashore to work for the WSA.

After the I-8 submerged, O'Gara spent 44 days aboard the submarine, suffering frequent beatings, denial of food and water most of the time. During this time, he got a glimpse of Captain Nilsson and Gus Tilden, the Radio Operator. The I-8 reached Penang on August 15th where he and Captain Nilsson were taken ashore. He never saw Gus Tilden again, but O'Gara got a glimpse at Captain Nilsson, through a window in his cell. He was returned aboard the I-8 on September 15th and he eventually ended up in Yokohama on October 9, 1944.

Captain Nilsson was left behind when O'Gara was taken to Penang to Japan. Nothing is known of his fate. In the "opinion" of O'Gara, Captain Nilsson was also put onboard a sub to be transported back to Japan and the submarine was sunk enroute by the U.S. Navy.

The Commander of the I-8 was a brutal, sadistic creep named "Tetsunosuke Arizumi". He had been named "THE BUTCHER" by the British Royal Navy because of several other atrocities he had committed against Allied Merchant and Navy Gun Crews similar to that of the JEAN NICOLET. One such atrocity was perpetrated against a Dutch Merchant Ship, the "S.S. TILISALAK" on March 26, 1944. Of the 103 men on board, only "5" survived. The men on board this ship suffered the same fate as the JEAN NICOLET crew. The "5" survivors saved themselves by jumping overboard and swimming underwater, despite the fact they were being machine gunned. They eventually reached one of the boats previously abandoned. They were picked up by the Liberty Ship S.S. JAMES A. WALKER on March 30th.

Towards the final days of World War II, Arizumi was a flotilla commander and was on the I-401, which was the largest submarine ever built, a boat of 5000 tons equipped with three (3) catapult planes. Subs of that class were called undersea aircraft carriers. At this time, he proposed using the I-401 and 3 other subs of that class to destroy the Panama Canal. When his plan was scrapped in favor of attacking Ulithi, he was infuriated.

Upon receipt of the Japanese emperor's surrender orders, the "I-401" proceeded back towards Japan and was surrendered to the U.S. Navy submarine, "USS SEGUNDO". Five of the SEGUNDO's crew were put onboard the I-401 as guards. The U.S. Navy reported that the I-401 was

entering Tokyo Bay on August 31, 1945, at about 0400 hours and Arizumi had committed suicide and his body was thrown overboard. Mr. O'Gara disputed this report by the Navy and expressed outrage to the Criminal Registration Officer. The officer in charge agreed with O'Gara and assigned a Nisei investigator to track him down. Mr. O'Gara was convinced that Arizumi was put ashore before the I-401 was captured by the Americans or, he slipped through a hatch and swam ashore, after entering Tokyo Bay.

Upon investigation, it was determined that the I-401 came within sight of land en route to Tokyo Bay around Sendai in Northern Honshu where he could have been "easily" put ashore before the submarine surrendered. None of the Navy men on the I-401 ever saw him aboard nor did they see a body or a burial at sea.

Mr. O'Gara was brought back to Japan in "1948" by the War Crimes Tribunal as a witness against Japanese war criminals that he had experienced while he was a POW. However, the one he wanted most was Arizumi. He even took it upon himself to search for him personally. He wanted him that bad and who could blame him!

Some members of the I-8 were tried and received light sentences but even those sentences were commuted. Arizumi was "never caught". It could very well be that this man and other crew members of the I-8 are still alive today, and doing well in Japan. This infuriates me and all who care.

O'Gara said one person who was most helpful as far as the attack on the S.S. JEAN NICOLET, was the one who spoke perfect English from the deck of the sub giving orders to the Americans. He came forward, voluntarily to the authorities, and told all he knew of the sinkings and atrocities and identified all he knew who he said was responsible. His name was Harold Jiro Nakahara who was "born in Hawaii and lived there". At the time of the outbreak of World War II, he was studying in Japan and unable to return to his homeland. He had been pressed into service as a Radio Operator, and as an interpreter.

Francis O'Gara died September 18, 1981, at age 69.

MERCHANT SEAMEN KILLED ON THE S.S. JEAN NICOLET

Beeson, Harold E.	Husten, James A.	Roach, Floyd W.
Bird, Stirling	Kagy, Donald L.	Rutan, George M.
Brandon, Willis L.	Kean, Richard L.	Selvaggi, Leo J.
Butler, Ermal	McDonald, Douglas	Strong, William W.
Carlin, Clement	Martinez, Ernest	Sullivan, Edward M.
Carstairs, Jack E.	Medlock, Troy	Thurman, John W.
Christen, Walter	Musser, William M.	Tilden, Augusta
Downing, Howard R.	Nilsson, David M.	Walker, Floyd M.
Harding, Dexter	Peshen, Stanley	Walker, Robert W.
Horgersheimer, R.	Reser, Paul	Weir, Robert O.
*****	Wright, Oswald S.	*****

MERCHANT SEAMEN SURVIVORS OF THE S.S. JEAN NICOLET

Charles E. Pyle	1st Engr.	Lodi, Ca.
John McDougall	A.B.	Berkley, Ca.
Paul Mitchem	Dk. Engr.	San Francisco, Ca.
Jack C. Van Ness	Carpenter	Burlingame, Ca.
Lloyd B. Ruth	Wiper	Akron, Oh.
George K. Hess	A.B.	Berkley, Ca.
William B. Flury	2nd Cook/Baker	Chilloguin, Or.
Stuart R. Vanderhorst	A.B.	San Francisco, Ca.
Carl Rosenbaum	Fireman	Crockett, Ca.
Harold R. Lee	Messman	Dunbar, WV

U.S.N. ARMED GUARD KILLED ON THE S.S. JEAN NICOLET

Walter D. Arment	S1/C
Ernest E. Atchley	S1/C
Frank R. Aten	GM3/C
Alec F. Bak	S1/C
David L. Floyd	S1/C
Patrick E. Gagnier	Cox
Ralph Hardwick	S1/C
Terry W. Holmstrom	S1/C
Raymond R. Kolczynski	S1/C
Harry T. Konya	S1/C
Richard J. Krajewski	S1/C
Charles E. Kuhn	S1/C
John E. Lasky	S1/C
Frank J. Lallathin	S1/C

(OVER)

U.S.N. ARMED GUARD SURVIVORS OF THE SS JEAN NICOLET

Gerald V. Deal	Lt.(jg)
Teofils Wyrozumski	GM3/C
Williams E. Simons	RM3/C
Collie C. Stone	BM3/C
Robert Applegate	S1/C
Carl L. Bevatori	S1/C
Robert L. Nuvill	S1/C
Raymond M. Wheeler	S1/C
Ora E. Lamb	S1/c
Archie L. Howard	S1/C

PASSENGERS

John Gussak	Captain U.S.Army
Harvey Matyas	Private U.S.Army
Robert C. Butler	U.S.N. Technician

Names of 26 passengers and 1 Army Medic to Honor them will be placed in a future "POINTER", if located.

To my knowledge, William B. Flury, 7650 Division Road #6, White City, Oregon 97503, may be the last living survivor of the most heinous of all atrocities. Some more may be still be alive but Mr. William Flury does not know of any of them. He was first denied Prisoner of War Status by the U.S. Coast Guard but he appealed the decision and won. Regardless whether he was "POW"

for five (5) minutes or five years, one is a Prisoner of War if he has been captured by the enemy! Remember what Arizumi said--"YOU ARE MY PRISONERS-----"!

I wish to extend my thanks to Robert Carl Rosenbaum, son of Carl R. Rosenbaum, for much of the material in this article. Carl R. Rosenbaum was one of the twenty three survivors of this tragedy. I am also indebted to William J. Howard, Jr. Captain USAFR (Ret) for the information on Mr. Francis J. O'Gara. Captain Howard's daughter is married to the son of Mr. O'Gara; Francis J. O'Gara, Jr.. Also, thanks to William B. Flury for sharing some of his experiences with me regarding his survival of this atrocity.

This article appeared in the 1993 No. 4 Newsletter of the AMERICAN MERCHANT MARINE VETERANS. I called Capt. Moore and told him I would like to re-type this part of our history and send out to more than 10,000 homes throughout the USA and many foreign homes so that the whole world may be enlightened to what both our crews faced during World War II. If you know any survivors listed here, please contact me "immediately." I would like to thank Captain Arthur Moore for allowing me to print this in the "POINTER".

The names of the 1 Army Medic and the 26 passengers will be placed in a future "POINTER", if located, so they too, will be so Honored.

calloyd

A SALUTE TO THE U.S. NAVY ARMED GUARD WAVES

by Charles A. Lloyd

The United States Congress enacted legislation establishing a "WOMEN'S RESERVE", for duty with the U.S. Navy, stateside, on July 30, 1942. On August 3, 1942

Mildred Helen McAfee, President of Wellesley College was sworn in as Lt. Commander becoming the first Director of Women's Reserve, subsequently, to be known as the "WAVES".

On August 28, 1942, U.S. Naval Midshipman's School, in Northampton, Massachusetts, was commissioned for training an advance group of 120 women officers. By October 1942, four "BOOT CAMPS" were in operation in the States of Iowa, Oklahoma, Indiana and Wisconsin to train enlisted women.

In February 1943, a permanent Boot Camp, U.S. Naval Training School (WR) was established at Hunter College, New York. By July 1943, there were 27,000 Waves and by their 3rd Anniversary, there were 86,000. Lt. Commander McAfee was promoted from Director of Women Reserve to Captain, U.S. Naval Reserve by Act of Congress. In September 1944, Congress passed legislation permitting Waves to volunteer for duty in Hawaii and in the Aleutian.

The Waves of World War II served at 500 naval shore establishments in the U.S. and Hawaii. They were eligible for 34 different ratings and almost one-third were in naval aviation, serving as Link trainer instructors, aircraft repair and parachute packing. Eighty officers wore the gold wings of Naval Air Aviators.

Did you ever ask anyone of the history of the Waves who served in the Armed Guard and what was their job during World War II? My guess, unless you were talking to an Armed Guard who received gunnery training at facilities across the U.S.A, not one person would know. I would say, very few would know who the ARMED GUARD were either, or what they did.

Armed Guard Waves released the men from their shore, non-combatant jobs, so they could join the ranks of the fighting men at sea. Some of these jobs were of a nature that women had never been accustomed to doing in civilian life. They were gunnery trainers for U.S. Navy Armed Guard and "Allied" servicemen as they came through the facilities prior to shipping out or

while their ships were being loaded, or unloaded. It was a never ending task for these women. They were also truck drivers, security, physical trainers, recreational supervisor, pharmacist, medic, clerical worker and many other jobs men had been doing. These women did it well in their efforts to bring the war to an end.

Around the first of October 1943, the first 40 Waves arrived at Treasure Island, California which was one of the three shipping and receiving centers; the two others being: Brooklyn, N.Y. Armed Guard Center and Algiers, New Orleans, Louisiana. They arrived feeling thoroughly "NAVY" since they had completed their two or three months of intensive training from CIVILIAN to NAVY WAVES. They felt that they had succeeded in being fully indoctrinated, but as they first glanced out of bus windows as they entered the base at T.I., left them in some doubt. What they saw were hundreds of boys in Navy Blue, part of one of the Navy's biggest fighting outfit.

They hopped off the bus, and with some apprehension, tried to remember all the things they had been told to do when approaching their Commanding Officer. As they were interviewed by Lt. Wendt of the Personnel Office, they were greeted with- "WE'RE GLAD YOU ARE HERE!!!" LT(jg) Wanda Castle, a new arrival Wave in charge the Wave Personnel expressed her appreciation for the generous WELCOME and in her own words, said:

"We want them to know that we are aware of the job that lies before us, and our only concern is to do the job which lies before us and our only concern is to do that job as well as they have." She then finished with a quote from the Wave's famous song:

Marching onward, Ever forward

Strong may our purpose be,

To back our men, and bring them home again,
Victorious and free.

Over 50 years have now passed since these women left their families and friends, to join ranks along side of the men of the U.S. Naval Forces, only to be just another unit of World War II that were forgotten for their deeds to mankind whereby peace was obtained to keep the "people of the world" free from aggression. To you dedicated women, we of the U.S.N. Armed Guard World War II Veterans, SALUTE YOU.

Dear CA: If you can fit this into the next Pointer I would appreciate it very much. I would like to have the Armed Guard well represented but that is up to the men of course. *Thank You*

DID YOU GET THE RUSSIAN MEDAL FOR THE MURMANSK RUN?

I am in the process of gathering data for a book which will include a roll of honour of all who have been awarded the medal. If you wish to be included please send you data before the end of March 1994.

Your full name

Name of the ship you served aboard and dates of service if known
Your rank aboard ship.

Any recollections of service on the North Russia Run.

Due to the very large number of men I will not be able to acknowledge your letters unless you enclose a S.A.S.E.

Ian A. Millar, Maritime Research, 1806 Bantry Trail
Kernersville, NC 27284-4306

CALENDARS ON SALE

The U.S. Navy Armed Guard and Merchant Marines are featured for the month of September in the 1994 Calendar from the U.S. Navy Memorial Foundation.

They can be purchased from their ship store at 701 Pennsylvania Avenue N.W., Suite 123, Washington, DC 20004. You can also call their Toll Free Order Line, 1-800-821-8892. The cost is \$5.00 and includes shipping.



MARY MADRID BAUER

One such Wave was Mary Madrid Bauer, who as a Yeoman 1st Class had the assignment of interviewing men who were requesting a discharge from the Navy on a basis of hardship. Mary also reviewed enemy action reports involving merchant ships and the enemy. Another job was to forward to BuPers (Bureau of Personnel) recommendations for purple heart awards. Mary turned down a Chief rating at the end of World War II, to assist in the demobilization of the Armed Guard as they returned from the seas.

Mary Madrid Bauer was born in Clint, Texas on December 14, 1917. She volunteered for the Waves in June of 1943 in Los Angeles, California. Her "Boot Camp" training was at Hunter College, Bronx, New York and was sent to Iowa State Teachers College, Cedar Falls Iowa for Yeoman training. Mary, along with forty other Waves, reported for Armed Guard (Pac) at Treasure Island, California.

Mary gained lots of experience from her service time in the Waves of the United States Navy. She acquired a "TROPHY" in her husband, Cyril L. Bauer, who was



CYRIL L. BAUER

born in Akron, Ohio, January 6, 1920. Cyril joined the Navy May 18, 1938 and received his Boot Training at San Diego, California and Radio School in Norton Heights, Connecticut, he was assigned "Cruiser" duty before being assigned Armed Guard, temporary duty on the USS CRANE, training gun crews. Cyril went on to serve on the S.S. PRESIDENT POLK, the S.S. WILLIAM L. THOMPSON, S.S. JOHN B. FLOYD, S.S. SANTA CRUZ CEMENT, S.S. SCULPTOR, S.S. MEACHAM and S.S. ALCOA PATRIOT as an Armed Guard. After VJ DAY, he reported aboard the USS BADOENG STRAIT to finish his enlistment. He had met Mary while station at Treasure Island and on June 1, 1947, the two U.S.N. Armed Guard were joined together in Holy Matrimony.

Mary Madrid Bauer and Cyril L. Bauer attended their first Armed Guard WW II Veterans National Reunion in Austin, Texas in 1994 and have attended many of the functions since then, locally, and nationally. This tribute is not only for the them but to Honor all of service men and women whose life was changed by fate by serving their country in time of need. I'd like to thank Mary and Cyril for this material. calloyd

Hi Charles,

6/21/93

A few lines to say HELLO, and that I hope all is well in the States. Myself? Well, I have on and off days, but still getting around. Things have been quite here in Sydney for the American Legion now that our winter has set in except for the Fourth of July, when we have a get-together and have a few and talk over old times.

On "Thanksgiving", we have another night out at the club and we have turkey, pumpkin pie and all the trimmings. We also have pecan pie for it is our harvest season for pecans here in Australia when it's off season in the U.S.A. We ship lots of them to the States which is a "multi-million" dollar trade with the States as the pecan trees were transported here just a few years ago.

Charles, this news is a bit late but I'm reporting the passing of Frank Osborn of Buradoo, NSW. Hope your reunion went well. So sorry that I can not make any of them but I am always there in my thoughts. Keep up the good work and give my regards to all the Armed Guard shipmates. "Tex" Another from "Tex".

September 10, 1993

Just a few lines to send you the writeup on the "50TH ANNIVERSARY" of the sinking of the tanker,

the "S.S. CITIES SERVICE BOSTON", May 16, 1943. I was unable to attend the service this year due to health reasons. However, as you see enclosed, is a story of the sinking. I have tried to find out more about the 21 U.S.N. Armed Guard onboard at that time but have been unable to do so. Just maybe you will be able to find some of the "BOSTON" crew. This Memorial Service is held each year on Sunday, nearest to "May 16th". This year, it was on Sunday the 16TH and the 50TH ANNIVERSARY. If any of the Armed Guard or Merchant Seamen are in the area during this time, they should attend.

Also, at low tide you can see part of one of the engines, just behind the Memorial. This article has been printed in the "Ex-Serviceman" monthly paper here in Australia by the name of REVELLE. Hope this is of interest to you.

So for now, I will say, "SO LONG". So until next time, "Y'ALL TAKE CARE AND HAVE A NICE DAY"

Tex McPherson, 2/243 Fitzgerald Av. Maroubra, 2035 N.S.W. Australia.

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Tex. Our Christmas Holidays will be over and we will be into '94 when this goes into the POINTER but it is always great to hear from you and will keep you in our thoughts, as you sweat it out in your summer as we shovel the snow. cal



Armed Guard Crew Members from the S.S. Silas Weir Mitchell enjoy the Las Vegas National Reunion:

(Left to right)

William Stump, Reading, PA
Bill Fiederlein, Wichita Falls, Texas
Bernard Taylor, Earleville, Maryland
Tom White, Pahump, Nevada
Ralph Torcello, Batavia, NY
William Fellows, Stratford, Conn.
Eugene Suarney, Johnson City, NY

**Rochester, New York Area
Armed Guard Crew:**

(Standing, L to R):
Neil Keyes,
Vincent R. Daddazio,
Vincent Daddazio (son),
Lyle Dupra,
John Shevlin (Host),
Walter Mace, Bud Seymour,
Keith Baker,
Max Leonardson,
Paul Story, Ralph Smith,
Ward Harris.*

(Sitting, L to R):
Bill Sullivan, Paul Graham,
Sam Lo Biondo,
Joe Gombatto, Larry Proia.

* Ward Harris is a Royal Canadian Air Force serviceman and brother to Charles Harris.

(Shevlin reports that 24 Ol' Salts and 12 of their spouses attended the 1994 Christmas party and had a great time.)



NAVY AMATEUR RADIO CLUB

CDR: EA, KJAR
VICE-CDR: Dick, KC4EZ

MAA: Dan, K4HFQ

SEC/TREA: Dilly, WE4C
CHAPLAIN: Gary, NZ5Z

November 25, 1993

Dear Cal,



2811 Maplewood Street
Inverness, FL 34450-1713
804 726-2806

First of all, I would like to apologize for waiting so long to get back to you. I have enjoyed all the material you sent. I have read every word you sent and on some I had to use the magnifying glass. Ha! I have to use that on lots of things I try to read.

I did not know about the USN Armed Guard WWII Veterans until Walter W. Parker told me about it. He placed a notice in one of the Farmers Magazines that he was looking for me and one of our Navy Amateur Radio Club members, living in Wheeling, MO, saw it and gave me a phone call and that evening I called him. It had been almost 50 years since we had contacted each other. We went to sea for the first time, together, on the SS J. Warren Keifer (New Liberty just down from the shipyard in Oregon) out of San Francisco. That was some experience for two sailors just out of Radio Compool at Los Angeles, CA and didn't know too much about ships. About ten days later we crossed the Equator on our way to Auckland, NZ where we spent Christmas 1943. We sailed back to Mobile, AL and were sent to New Orleans AGC for leave. After a few months I was assigned to the USAT CHARLES LUMMIS at Mobile and spent over a year on that Army Transport. Walter sailed out of New York and after a trip was put in the regular Navy and I lost contact with him. He and his wife Clarice visited us recently - what a time we had enjoying our reunion and reminiscing about those Navy days. He left me his three copies of, "A HISTORY OF THE ARMED GUARD VETERANS OF WORLD WAR II." I will return them to him when we meet in Orlando. I have really enjoyed reading the stories and found one that was a crew member on the CHARLES LUMMIS and I will get in touch with him and help him remember some of his story. Ha! We can all remember different things. It is a shame we didn't keep some of the things we had but guess at that age we were just going along and enjoying the day. The picture of Walter W. Parker was made by the Navy the day we went aboard the J. WARREN KEIFER and if it hadn't been for my mother keeping things in her cedar chest and having it returned to me after many years, guess I would have nothing at all.

I am Secretary/Treasurer of the Navy Amateur Radio Club and have been for the last 5 years. I will spend some more time going through our records and try to find others that have been in the Armed Guard. I think I have found them all but we have more records. When the Club first started with 12 members they didn't keep very good records because they had no idea that it would go to the size it is today. We have 235 active members and numbers going up to 408 and members coming in all the time. Once they are assigned a number they keep it - we also have 50 silent keys that we know. As you know, the longer it goes the bigger it gets and with more members they tell others. Thanks to computers it sure makes the job easier. We are using File Express for a data base but I notice you are back to FilePro. I have Paradox for DOS but I think the copy for Windows would be better to use but File Express does a good job so far. It is pretty hard to imagine what you have created with the number of members you have. You are doing a great job managing all this. I am Glad Walter Parker gave you my name to get me on the List.

These members of the Navy Amateur Radio Club were in the Armed Guard and are now Amateur Radio Operators. This information is out of our records on file and the ratings are the ones they had when they were discharged after WWII. Some may already be members of the Armed Guard WWII Veterans. You could check your Data Base.

11302 Ermol E. Ramey (GM3/c)
9098 Upper Johns Crk. Rd.
Kimper, KY 41539-9722

John J. Gould (BM2/c) 11304
2395 Sunburst Ct.
Oregon. WI 53575

11303 Calvin Epstein (RM1/c)
10307 Sunburst Ct.
Tampa, FL 33615

James J. Woulfe (RM1/c) 11305
11184 69th Ave.
Seminole, FL 34642

We have a reunion once a year for the Navy Amateur Radio Club and this year (15th) it will be at the Lake Wright Motel, Norfolk, VA Last year Memphis and the year before Pensacola, FL.

Shirley and I plan to attend the reunion in Orlando. Look forward to meeting you there.

73,
Billy R. Covington
Billy R. Covington
U S Navy Retired
Master Chief Radioman (RMCN)
Armed Guard #10835

S.S. WARREN KIEFFER	11/11/43-3/44
S.S. CHARLES LUMMIS	5/44-8/45
USS ANTIETAM CV-36	51/52
USS SALISBURY SOUND AV-13	52/53
USS CURTIS AV-4	53/54

March 1942 - May 1945

The Battle of the Atlantic, an antisubmarine campaign, was fought for control of the maritime trade routes upon which Europe depended for vital supplies. From the start of the war, the German Navy sought to destroy enough merchant shipping to force Britain out of the conflict. Fighting was at its worst the first six months of 1942 as the Allies lost 492 ships off the U.S. Eastern seaboard. By March 1943, the German U-boats appeared to be winning despite valiant efforts of the convoy escort ships. However, the tide turned when aircraft were able to provide protection to Allied convoys. When fighting finally ended in May 1945, more than 70 percent of all U-boat crews, 47,000 British and Commonwealth seamen and 30,000 Allied merchant marines had lost their lives. The majority of these were lost during the Battle of the Atlantic.

Department of Defense 50th Anniversary of WWII Commemoration Committee, HQDA, SACC, Room 3E524, Washington, D.C. 20310-0107

OUR TRIP TO BARI, ITALY

By John F. Whitley

I boarded the S.S. SAMUEL J. TILDEN, June, 1943 in New York and was assigned as a gunner on a "World War I" 4"50 surface gun, on the stern. After loading the ship, we left New York July 14, in Convoy UGS-15, arriving at Gibraltar in August. While we anchored there, we had our first "LIBERTY" on foreign soil. Watching the girls sunbathing and walking along the beach of Spain through our gunsights was a daylight pastime for our crew.

We finally sailed to Bizerte, North Africa to unload our cargo taken on in New York. Our crew had our first encounter with the German aircraft while in Bizerte. We spent the summer and fall carrying troops and war material from North Africa over to Sicily and Italy.

We were in Taranto, Italy, December 2, 1943 and we sailed with one other merchant ship the S.S. PUCK, a Polish ship. The trip up the Adriatic Sea which is between Italy and the Balkan Peninsula to Bari, Italy was uneventful. We did see a British patrol vessel in the Brindise area. We were carrying war supplies; army trucks loaded with high-test gasoline, 2 tractor trailer gasoline tankers carrying high-test gasoline and hospital equipment.

We arrived at Bari just after dark, dropped anchor and were awaiting the harbor pilot to take us in. Our ship was illuminated by a search light onshore when, at 1820, local time, German planes attacked the ships in the Bari harbor and neither the search light nor flood lights were ever extinguished during the raid, leaving all the ships exposed to the enemy planes in full view.

The Navy gunners were pinned down by anti-aircraft fire from a British shore battery as German JU-88 dive bombers strafed and bombed the S.S. SAMUEL J. Tilden and other ships in the harbor. An incendiary bomb hit forward of the bridge and spread the flames forward and then back aft. The fire reached the aft magazine and it exploded.

We carried a 28 man Armed Guard crew, 41 Merchant Seamen, 186 U.S. Army personnel and 23 British military personnel. There were 10 Merchant Seamen, 14 U.S. Army and 3 British personnel killed. Many of the Merchant Seamen, Armed Guard and military personnel were wounded. The Armed Guard gunners received shrapnel wounds and burns from the incendiary bomb dropped on the ship by the Nazi planes. The personnel above deck seem to have fared better off than the ones caught below.

The "ABANDON SHIP" order was given as soon as we were hit. All of the life boats were lowered immediately and life rafts were released. Some of the lifeboats were damaged from strafing and shrapnel. Many men were in the water either blown overboard, or, had jumped. I do remember tossing a life ring to a soldier in the water. I was able to get on a life raft and I was picked up by a British launch. They gave us a drink of rum then put us out on the nearest jetty and we were told to walk ashore so they could return to the scene to search for other survivors, which they did.

While walking along the jetty a ship in the harbor blew up and we fell down flat on the jetty, and we could feel the heat passing over us. Upon getting ashore, we were taken to the nearest civilian hospital in Bari by truck, or lorry. We got as far as the lobby entrance and the halls were already full with injured civilian and military personnel. There was a German pilot in the lobby, still wearing his "side arms". It was obvious that this hospital did not need any more patients because they could not take care of their own. We were taken to a British field "tent" hospital, "MASH STYLE". Our quarters

for the next several days was the floor of a large gymnasium in the city. During our stay in the gym, a doctor kept going from man to man, asking-- "ARE YOUR EYES BOTHERING YOU?" Seems that the next day, some men began having trouble seeing.

During our stay in Bari, German reconnaissance planes would fly over to observe the damage they had done. This would cause an air raid alert each time and sharing an under ground air raid shelter, with the local men, women and children crying and praying while standing in water was an experience with in itself and one I will never forget.

One of the Armed Guard gun crew had left the ship without his shoes for he was taking a shower when general quarters were sounded and did not wait to put his shoes on before going to his battle station. I "lost" my shoes while I slept in the gym. I made a mistake of taking them off!! We walked down to the dock where the British had piles of supplies. A British soldier on guard duty gave us both a pair of British combat boots.

Gunners Mate Humphries convinced the English doctor to release us from the "walking wounded" and we would take care of his men. The U.S. Air Force from Foggia, Italy, furnished us a truck and driver and they moved us to Toronto, Italy. Our quarters in Toronto was a public school building.

Here, I had my first experience with a TOILET/HOPPER that was shaped like a bowl, a couple of inches above the floor. You squatted over this bowl in the floor and pulled a chain from overhead. Crude but it worked. (Almost!!!) Before conquering this Italian lavatory, we were put on an LST #359 which was bound for Bizerte, North Africa. We arrived in Bizerte on December 9, 1943. We spent four days in an olive orchard in a small masonry building.

On the fourth day, we were loaded on a C-46 to be flown to Catania, Sicily. When we asked for information on how to use the parachute. The Air Force Officer advised us to use them to "sit on" because it was much safer to ride the plane down! Catania air strip seemed to have been an old Nazi airfield with all the hangers and the other buildings nearby had been all "shot up". From here we were taken to Augusta, Sicily and went aboard the S.S. LYMAN ABBOTT which had also survived the Bari, Italy air raid. On December 23, six of the S.S. TILDEN crew stayed on the ABBOTT so they would have a full gun crew as they had lost men there.

The ABBOTT went back to Bari to be unloaded. They then returned to the States. All of the other men were transferred to the S.S. GEORGE SHIRES as passengers which I was a part of and they landed us in Oran, North Africa, December 31, 1943. From Oran, we were put on a freight train to Casablanca. Our accommodations there was the floor of a boxcar and it took us three days and two nights to get there. It was hot in the daytime and freezing during the night as the train bounced on to Casablanca. This train did not have a caboose. The conductor sat on a small box (cupola) which was attached to the top and at one end of the box car. This train was powered by steam to Rabat, Monaco. From here, we got an electric train to Casablanca.

We departed Casablanca on the USS Gen. W. A. MANN (APA-112), landing in Norfolk, Virginia on January 17, 1944 and sent over to Little Creek, Va., which was an Armed Guard Gunnery Training Base. We took the ferry from Little Creek to Cape Charles, Va. and the train to "New York City", arriving back in Brooklyn, N.Y. January 19, 1944. Needless to say, we were very lucky to have survived and to be safe at home again, ready to catch the next ship out to the unknown. We had a job to do.

John F. Whitley, RFD 1 Box 489N, Delmar, De. 19940

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

FORM 180

REQUEST PERTAINING TO MILITARY RECORDS

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

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

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

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

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

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

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

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

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

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

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

8. IS SERVICE PERSON DECEASED

☐ YES ☐ NO

If "yes," enter date of death.

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

☐ YES ☐ NO

SECTION II—REQUEST

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

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

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

3. LOST SEPARATION DOCUMENT REPLACEMENT REQUEST

☐ a. REPORT OF SEPARATION (DD Form 214 or equivalent)

YEAR ISSUED

This contains information normally needed to determine eligibility for benefits. It may be furnished only to the veteran, the surviving next of kin, or to a representative with veteran's signed release (Item 5 of this form).

☐ b. DISCHARGE CERTIFICATE

YEAR ISSUED

This shows only the date and character at discharge. It is of little value in determining eligibility for benefits. It may be issued only to veterans discharged honorably or under honorable conditions; or, if deceased, to the surviving spouse.

c. EXPLAIN HOW SEPARATION DOCUMENT WAS LOST

(Complete a or b, and c.)

4. EXPLAIN PURPOSE FOR WHICH INFORMATION OR DOCUMENTS ARE NEEDED

6. REQUESTER

a. IDENTIFICATION (check appropriate box)

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

b. SIGNATURE (see instruction 3 on reverse side)

DATE OF REQUEST

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

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

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

VETERAN SIGN HERE

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

7. Please type or print clearly — COMPLETE RETURN ADDRESS

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

TELEPHONE NO. (include area code) ▶

INSTRUCTIONS

- 1. Information needed to locate records.** Certain identifying information is necessary to determine the location of an individual's record of military service. Please give careful consideration to and answer each item on this form. If you do not have and cannot obtain the information for an item, show "NA," meaning the information is "not available." Include as much of the requested information as you can. This will help us to give you the best possible service.
- 2. Charges for service.** A nominal fee is charged for certain types of service. In most instances service fees cannot be determined in advance. If your request involves a service fee you will be notified as soon as that determination is made.
- 3. Restrictions on release of information.** Information from records of military personnel is released subject to restrictions imposed by the military departments consistent with the provisions of the Freedom of Information Act of 1967 (as amended in 1974) and the Privacy Act of 1974. A service person has access to almost any information contained in his own record. The next of kin, if the veteran is deceased, and Federal officers for official purposes, are authorized to receive information from a military service or medical record only as specified in the above cited Acts. Other requesters must have the release authorization, in item 5 of the form, signed by the veteran or, if deceased, by the next of kin. Employers

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

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

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

5. Definitions for abbreviations used below:

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

SERVICE	NOTE: (See paragraph 4 above.)	CATEGORY OF RECORDS	WHERE TO WRITE ADDRESS CODE
AIR FORCE (USAF)	<i>Except for TDRL and general officers retired with pay, Air Force records are transferred to NPRC from Code 1, 90 days after separation and from Code 2, 180 days after separation.</i>	Active members (includes National Guard on active duty in the Air Force), TDRL, and general officers retired with pay.	1
		Reserve, retired reservist in nonpay status, current National Guard officers not on active duty in Air Force, and National Guard released from active duty in Air Force.	2
		Current National Guard enlisted not on active duty in Air Force.	13
		Discharged, deceased, and retired with pay.	14
COAST GUARD (USCG)	<i>Coast Guard officer and enlisted records are transferred to NPRC 7 months after separation.</i>	Active, reserve, and TDRL members.	3
		Discharged, deceased, and retired members (see next item).	14
		Officers separated before 1/1/29 and enlisted personnel separated before 1/1/18.	6
MARINE CORPS (USMC)	<i>Marine Corps records are transferred to NPRC between 6 and 9 months after separation.</i>	Active, TDRL, and Selected Marine Corps Reserve members.	4
		Individual Ready Reserve and Fleet Marine Corps Reserve members.	5
		Discharged, deceased, and retired members (see next item).	14
		Members separated before 1/1/1908.	6
ARMY (USA)	<i>Army records are transferred to NPRC as follows: Active Army and Individual Ready Reserve Control Groups: About 60 days after separation. U.S. Army Reserve Troop Unit personnel: About 120 to 180 days after separation.</i>	Reserve, living retired members, retired general officers, and active duty records of current National Guard members who performed service in the U.S. Army before 7/1/72.*	7
		Active officers (including National Guard on active duty in the U.S. Army).	8
		Active enlisted (including National Guard on active duty in the U.S. Army) and enlisted TDRL.	9
		Current National Guard officers not on active duty in the U.S. Army.	12
		Current National Guard enlisted not on active duty in the U.S. Army.	13
		Discharged and deceased members (see next item).	14
		Officers separated before 7/1/17 and enlisted separated before 11/1/12.	6
		Officers and warrant officers TDRL.	8
NAVY (USN)	<i>Navy records are transferred to NPRC 6 months after retirement or complete separation.</i>	Active members (including reservists on duty)—PERS and MED	10
		Discharged, deceased, retired (with and without pay) less than six months, TDRL, drilling and nondrilling reservists	PERS ONLY 10 MED ONLY 11
		Discharged, deceased, retired (with and without pay) more than six months (see next item)—PERS & MED	14
		Officers separated before 1/1/03 and enlisted separated before 1/1/68—PERS and MED	6

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

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

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

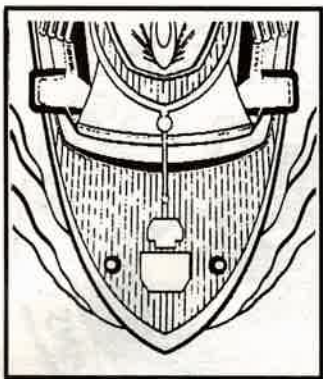
1	Air Force Manpower and Personnel Center Military Personnel Records Division Randolph AFB, TX 78150-6001	5	Marine Corps Reserve Support Center 10950 El Monte Overland Park, KS 66211-1408	8	USA MILPERCEN ATTN: DAPC-MSR 200 Stoval Street Alexandria, VA 22332-0400	12	Army National Guard Personnel Center Columbia Pike Office Building 5600 Columbia Pike Falls Church, VA 22041
2	Air Reserve Personnel Center Denver, CO 80280-5000	6	Military Archives Division National Archives and Records Administration Washington, DC 20408	9	Commander U.S. Army Enlisted Records and Evaluation Center Ft. Benjamin Harrison, IN 46249-5301	13	The Adjutant General (of the appropriate State, DC, or Puerto Rico)
3	Commandant U.S. Coast Guard Washington, DC 20583-0001	7	Commander U.S. Army Reserve Personnel Center ATTN: DARP-PAS 9700 Page Boulevard St. Louis, MO 63132-5200	10	Commander Naval Military Personnel Command ATTN: NMPC-036 Washington, DC 20370-5036	14	National Personnel Records Center (Military Personnel Records) 9700 Page Boulevard St. Louis, MO 63132
4	Commandant of the Marine Corps (Code MMRB-10) Headquarters, U.S. Marine Corps Washington, DC 20380-0001			11	Naval Reserve Personnel Center New Orleans, LA 70146-5000		

*U.S. GPO: 1993-515-366/61285

STANDARD FORM 180 BACK (Rev. 7-96)

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

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



OUR APRIL MEETING OF THE ARMED GUARD JUST GOT BETTER

Extend your Orlando vacation with a
Cruise to the Bahamas

April 14-17, 1994

Special Wreath Laying Ceremony at Sea!

We have reserved space on the Big Red Boat for the April 14, Thursday to Sunday sailing for the Armed Guard group. (I have also booked cabins on Carnival's, sailing on the same date, from Port Canaveral, in case we can't get enough cabins for our group's needs.) The Premier's Atlantic makes two stops on their Bahamas cruise, Nassau and Port Lucaya. (Carnival only one — Nassau — and spends the second day "At Sea.")

Unfortunately our cruising time is extremely short, but between us, we should be able to get some onboard.

**They need a deposit of \$200 per person
by Jan. 28 and final payment
by Feb. 13 on both ships.**

It's quite rushed, but we just have to stress that. Next year, we can have months and months, when we send it out with your original information.

You may not get the POINTER by the "Cut-Off Date" but I would call anyway if interested, for they are going to board as many as possible due to our circumstances. I'd like to know if you will be aboard for we do not want to overlook any of you. Sylvia will try to get all she can on the Cruise. **She wants our business "next time."** I have notified many who have called or written me!!

All meals are included. From breakfast in bed to midnight buffet, there are nine opportunities to enjoy the award-winning cuisine. Your ship serves as your hotel with sightseeing and exotic ports of call. Win a free cruise — drawing to be held on board, with money to be refunded to lucky cruisers.

PRICES:

**\$319 per person plus \$69.50 port taxes
(Inside Cabin)**

**\$369 per person plus \$69.50 port taxes
(Outside Cabin)**

Prices are based on double occupancy. Reduced fares for third and fourth passengers sharing a cabin with two full fares. Single passengers let us know if we can match you up with a roommate. All rates quoted in U.S. Dollars.

Proof of citizenship is required. Travel Insurance is recommended and should be included with deposit.

**Call today for information or reservations:
800/874-3220**

All major credit cards accepted.

Cruise World Representatives
11656 Lake Willis Drive, Orlando FL 32821
(800) 874-3220 FAX (407) 239-4232

Do not cut this out of the "Pointer" — Xerox copies are acceptable.

Option Date: _____ Deposit: _____ Final Payment: _____

Client's Signature: _____ Agent's Signature: *Sylvia Ponti*

Credit Card Information: AMEX MC VISA DISCOVER

Credit Card # _____ Expiration Date: _____

Name as it appears exactly on card: _____

* Reservations made within one month of sailing may require pier pick-up of documents.

Page 18

Cruise World Representatives and Trips 'N Tours, are agents for and represent certain companies, tour operators, hotels, wholesalers and service companies, all of which are independent disclosed principals. Cruise World Reps and Trips 'N Tours are not responsible for any negligent act or omission by any of these organizations. In the event of cancellation of this transaction we reserve the right to deduct a service fee based on communication costs and for time extended.



Lone Sailor

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



ATTENTION!!

For free promotion kits on Normandy and D-Day travel, call the French Government Tourist Office, 900-990-0040 (50 cents per minute); British Tourist Authority, 212-986-2200; or Belgian Tourist Office, 212-758-8130.

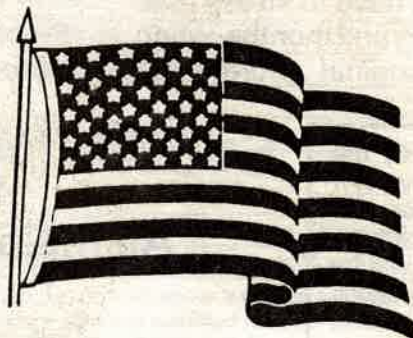
DEDICATION

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

THE U.S.N. ARMED GUARD WW II VETERANS "13TH" NATIONAL REUNION WILL BE HELD APRIL 10-14, 1994 AT THE CLARION PLAZA HOTEL, 9700 INTERNATIONAL DR., ORLANDO, FL 32819, (800) 627-8258, (407) 352-9700, FAX (407) 351-9111. THE HOSTS ARE: RUDY AND ELLIE KOZAK, 4950 DORY DR., NEW PORT RICHEY, FL 34652, (813) 842-2274. MAKE YOUR RESERVATIONS EARLY! LET THE HOTEL KNOW YOU ARE A "U.S.N. ARMED GUARD VETERAN."



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



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Raleigh, N.C.

Address Correction Requested

Remember Pearl Harbor!
December 7, 1941



Support The USN Armed Guard
WW II Veterans Reunions
JANUARY 1994