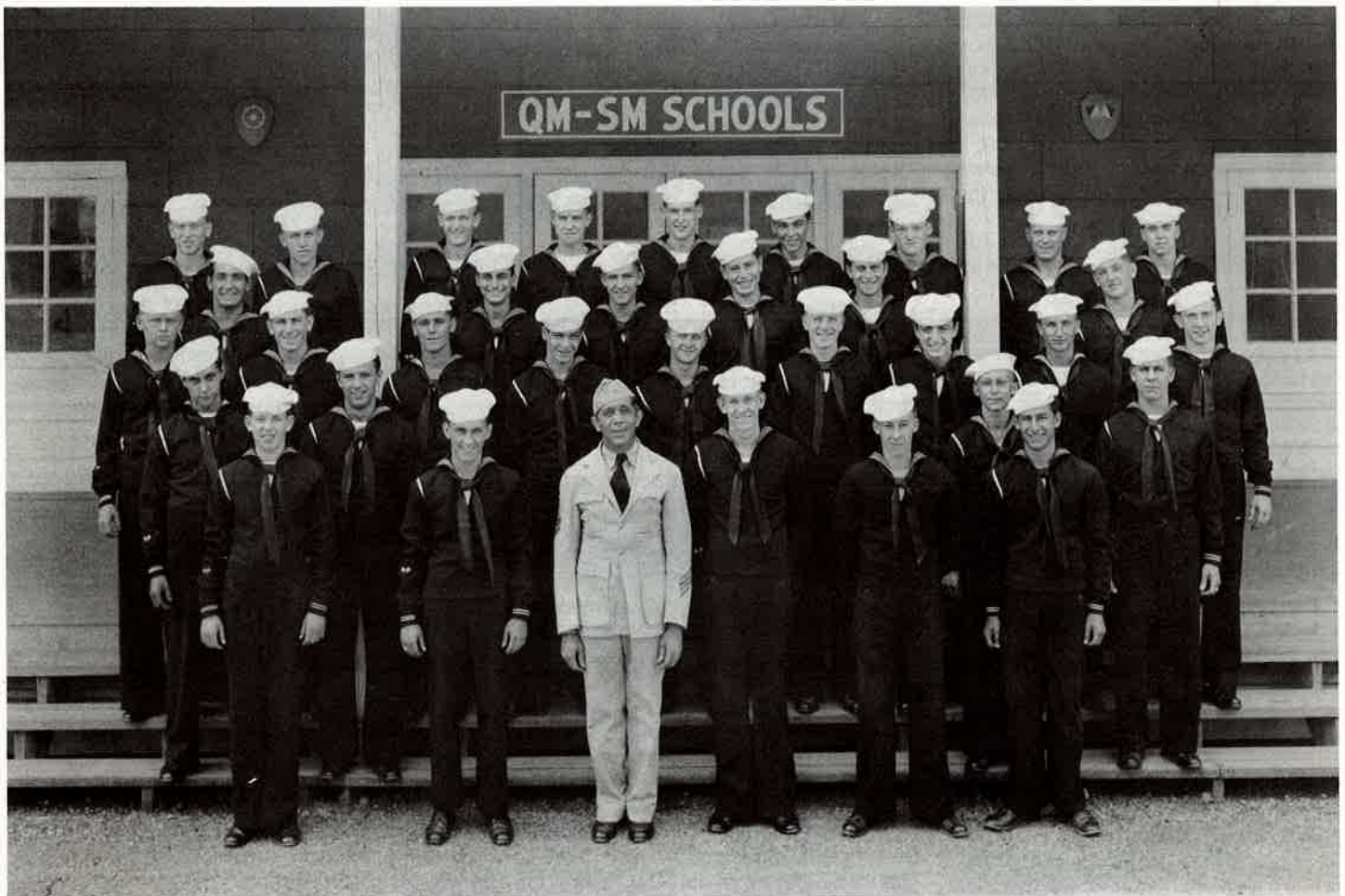


JAN./FEB./MAR. 1998

THE INTER

Honoring all the Signalmen Who Served in WWII



U.S. Naval Training Center, Sampson, New York
Section II - Signalmen, Class of June, 1944

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

Joseph and Jeanne Benedict, 1998 Hosts
8220 Quinn Circle
Bloomington, MN 55437-1228
1-612-835-1380

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ATTENTION

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

Non-Profit Organization

Tax Exempt No. 74-2316668

THE POINTER

AND

THE PLANE SHOOTER

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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"

Dear "ALL Y'ALL" - (Plural for YOUSE GUYS):

Jan/Feb/Mar., 1998

So we all got Christmas, New Year and Valentine's Day behind us and with Easter just around the corner, it's time to get your reservations for the Bloomington, Minnesota Armed Guard National Reunion completed so you can be with the FAMILY of Armed Guard, come June 25-30, 1998. Don't let it slip up on you and then find that you can't get a room. It's easy to make room reservations now and you can cancel out if you have to, but after the cutoff date, you will be on your own. We will try to accommodate the "NEW OL'SALTS" located after the CUT-OFF DATE if possible. Our Hosts, Joe and Jeanne Benedict, have worked hard to make this event successful and let's not let them down. Not too many more to go!!

Many have called Joe to see that IF they paid for the events and were taken ill, would they get their money back. The answer is YES, if within reason. We don't want your money. We want you there. PEOPLE MAKE REUNIONS. We want you to come and dance to the BLOOMINGTON's POLICEMEN BAND. Joe heard them!! Joe got 'em!! And remember ladies, Minneapolis has the largest shopping mall in the U.S.A. and it's only 10 miles away from the Radisson Hotel S. For those who have not signed on by the time you get this, please circle 4 P.M. or 5 P.M. for the time you would like to be picked up as we will use the same buses rotating to save cost.

Many of you have been complimentary on the "POINTER," its photos and stories. It's encouraging and I would like to say "THANK YOU." In return, I would like to THANK those of you who have made it possible by the donations, photos and stories that you have sent. If I have failed to return what is rightfully yours, I do apologize but there are not enough hours in the day to keep up. If any of you, or a group of you would like to relieve me, PLEASE step forward and let's talk. It will be of your own freewill and accord with NO PERSONAL PAY, but if you are as lucky as I have been, donations will cover Armed Guard costs.

I have so much to put into this POINTER that it is hard to decide what to enter but I put top priority on letting you know of the tapes by Zed Merrill, and books by Bill McGee and Lyle Dupra. Not only are we letting the World know who we are and what we did, we are placing something out there for historians of the next generation to know what the Armed Guard and also what the Merchant Seamen did. If you can't afford one, maybe your children or grandchildren will give you one on your birthday. Maybe you would like to donate one to your local school or County Library system. I have picked up many names who saw the advertisement in different magazines and called or wrote to me. We have gone over 15,100 in names and the list grows. About 500 of these are Merchantmen or other people who show interest.

Words cannot express my appreciation to Tom Bowerman for entering the Armed Guard on the computer network. He entered the Armed Guard address and I get many names from all over. Many send the "INTERNET" letters back to him and he answers them and then Tom passes the info on to me. This gets rather expensive but ask those who learn of the crew and you will see that it's worthwhile.

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**

Thanks also go out to Bob Ober in Cincinnati, OH.; Gerald Greaves, Foster, R.I.; Ralph Lucas in Hanahan, S.C.; Phil Bradley, Monroe, N.C.; George Milk, Port Charlotte, FL., and Alex Lombardi, Montclair, NJ; Tom Bowerman, Anniston, AL; Ernest Cochran and Rudy Kozak to whom I send weekly backup of the names and ships to keep their computers up-to-date as best we can, for sending printouts of shipmates we have located so far. Their names appear in past "POINTERS."

Many of you have donated through Joe Benedict in Bloomington, Mn. towards the upcoming reunion and he asked that I express his THANKS for your donations. It sure takes the burden off of the financial situations as they come up. This is our way of support and I don't have to endorse all those checks. I have a hard enough time endorsing and depositing the ones sent here to cover expenses. I'd like to say "THANKS" also for your continued support.

Behind your name are the numbers indicating the year you donated. Example: John Trotter (6 7 8 8M). The 6,7,8 indicates he donated here in '96, '97 and '98. The 8M indicates that he donated to the Minnesota Reunion in 1998. He and some of you who had more numbers behind your names before may notice they have been removed. I placed those numbers under ITEM 2 in the computer and you will see in future printouts of shipmates as: ODs: /123 45,

Etc. ODs: signifies "OTHER DONATIONS". It's my way of keeping tab.

To the Widows who are still interested in getting "THE POINTER." Please drop me a postcard with just: KOML which tells me- KEEP ME ON THE MAILING LIST. I have many of you already posted in the computer this way and you will continue to receive it as long as I send them out. I will give all the rest of you until April 10, 1998 to let me know and if I don't hear from you, I will just have to remove you from the mailing. Remember!! The Widows are welcomed to attend the reunions as many still do. Also, your family members are encouraged to join in with us. Someday, it may be one of you or your offspring who will carry on as SONS and DAUGHTERS of the U.S. NAVAL ARMED GUARD of WWII. Think about it!!

THE JOHN W. BROWN WILL SAIL TO CHARLESTON, S.C. - due to arrive 8/12/98 with a CRUISE SAILING on the 15TH. The price is \$100.00 per person so start saving now for the Historical Event. This includes a 5 hour cruise, live band, dinner and "FLYBYS" with the guns blazing. We will try to get a Hotel for our Hdqtrs. and a "VOLUNTEER" host to be announced in next POINTER. CONTACT the 3 ships for other sailings. Their addresses are in past POINTERS under REUNIONS! The S.S. JOHN W. BROWN cruise to Detroit, Michigan in year 2000 is still in the planning stage and hopes to be

finalized soon. If you live in a City on the St. Lawrence River and the City that you would like to see it visit has the proper docking facilities (free) and will help support the cruise, have them contact Brian Hope, Ship's Master for more information.

In this POINTER are several books you can purchase. I regret that they were all published at one time but I am grateful to those who took time to author them. They are all worthy and they all contain writings on different aspects of the war. For those who can afford it, or have "pull" with your local Library System, see that one of each is placed there. We don't have too many more years to leave our mark for the next generation of the hardship many went through that is unbelievable.

And before I forget it!! Armed Guard Robert D. Floyd (Ret-Gen), 3710 Devereaux Rd., Columbia, S.C. 29205 has sent to me an album of photos showing laying of the keel to launching of the S.S. ROBERT E. PEARY at the Richmond, Ca. shipyard #2 on November 12, 1942. The Permanente Metals Corporation built the ship and Mrs. James F. Byrnes of S.C. had the honor of Christening it. I hope to have copies made and placed on the 4 ships and other places of importance. This will be an expensive project but I consider it very historically worthwhile.

Our best to all of you. Make your reservation NOW! See you in Bloomington. cal

"BLUEJACKET ODYSSEY"

Guadalcanal to Bikini 1942-1946

By William L. McGee

"BLUEJACKET ODYSSEY" is a factual story of invaluable contributions of the U.S. Navy Armed Guard and the Merchant Marine of WWII. It contains 522 pages, 250 photos and illustrations, appendices, biblio, index, is hardbound and was published Oct. 1997 (ISBN 1-889901-05-9). A "MUST" for everyone's home and especially the U.S. Navy Armed Guard of WWII and their families and also the Merchant Seamen and their families. This book is a special tribute to all those who served in the Pacific Theatre during WWII. I recommend it. (calloyd)

Price: \$35.00 plus \$3.00 shipping and handling.
(CA residents add sales tax - \$2.74)

To order, send check or money order to:
BMC Communications, 1187 Coast Village Rd., Suite 1401, Santa Barbara, CA 93108-2794, (805) 969-5970, Fax (805) 969-4402, Email: McGeebrmc@aol.com

\$5.00 will go to National A.G. Headquarters for each book sold!

ORDER FORM

Name _____

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City _____ State _____ Zip _____

Number of Books _____ at \$35.00 each Total \$ _____

"WE DELIVERED"

The U.S. Navy Armed Guard of WWII

By Lyle E. Dupra

"WE DELIVERED" (ISBN 0-89745-212-7) is a well documented book, with factual presentation, and is a tribute to the U.S. Navy Armed Guard in which he served. It's also a tribute to the U. S. Merchant Seamen who navigated and ran the ships and suffered the hardships together with the Armed Guard through storm tossed seas to the frozen runs to Murmansk, Russia. It contains 160 pages, soft-bound, published in 1997 by SUNFLOWER PRESS. It is a book that is hard to put down. I recommend it highly as it is a book you would like to purchase and pass along to the next generation to learn the history of our unit and what they went through. Lyle Dupra has left such a book for them. (calloyd)

Price: \$21.95 plus \$2.50 shipping and handling.

To order, send check or money order to:
Lyle E. Dupra, 31 Cedarview, Fairport, NY 14450-8971, (716) 425-2432 (Or to: Sunflower Press, 1531 Yuma, P.O. Box 1009, Manhattan, KS 66505, (913) 539-1888, Fax (913) 539-2233, and they will accept MC/VISA - Orders: 800-258-1232).

ORDER FORM

Name _____

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Number of Books _____ at \$35.00 each Total \$ _____

— In Memory —

Deceased shipmates since Nov./Dec., 1997 POINTER

Bolf	Joseph P.	Chesaning	Mi	Helen	12/1/97
Bottaro	Frank	Sacramento	Ca	Dody	9/11/97
Bradman	Gordon	Lansing	Mi		12/23/97
Brinkley	Dean L.	Warsaw	Oh	Ava	10/25/97
Brinson	Willis L.	Clafin	Ks	Elva	12/9/97
Burkes	Lewis W.	Lakewood	Ca	Ruth	11/23/97
Collins	David W.	Yuma	Az	Jackie	12/20/97
Davis	Reece A.	Yuba City	Ca	Audrey	5/14/97
Dippel	Donald	Huntingburg	In	Dorotha	11/1/97
Fellows	William R.	Stratford	CT		1/22/98
Forest	Roland W.	Pawtucket	RI	Lucille	10/26/97
Gilby	Eugene	Port Hueneme	Ca	Frances	?
Golchert	Arthur	Hendersonville	NC	Virginia	12/31/97
Grigg	Ben D.	Sewell	NJ	Anna M	3/31/95
Guldin	Harold L.	Honeybrook	Pa	Elaine	7/7/97
Hall	William J.	Napa	Ca	Donna	11/4/97
Hawes	Verle J.	Cardiff	Ca	Louise	11/10/97
Hinchey	Edward E.	Mckeesport	Pa	Ellen	10/31/97
Huddleston	Eskell	Camden	Tn	Pauline	1/27/97
Hughes	Stuart G.	Rumford	RI	Linda	12/7/97
Huls	Harrison	Tulsa	Ok	*	12/11/97
Jacobberger	Louis H	Omaha	NE	Ludie	12/1/97
Laroche	Ovila J.	Springfield	Ma	Elaine	11/19/97
Light	Calvin E.	Belleville	Mi	Jane	11/10/97
Marti	Harold L.	Warwick	RI	Monica	11/12/97
Masonheimer	C W	Citrus Heights	Ca	Eleanor	10/23/97
Matthews	Howard	Bena	Mn	Betty	11/17/97
McCarty	A. G.	Winnfield	La	Lorris	8/16/97
McKigney	William J.	Pompano Beach	Fl	Mary	10/16/97
McPhail	Benard	Beaver Dam	Wi	Margit	?
Mitchell	Mike M.	Carson City	Nv	Joan	10/97
Mott	William C.	Carson City	Nv	Joy	1/4/98
O'Bryant	James E.	Louisville	Ky	Eva	97
Palen	William D.	Rodney	Mi	Frieda	12/28/97
Perozzi	Leon A.	Cherry Hill	NJ		?
Sarfin	Sidney	Brooklyn	NY	*	12/1/97
Schettle	Joseph R.	Houlton	Wi	Beatrice	97
Schueller	Mark J.	Hot Spgs Vlge	Ar	Linda	1/1/98
Thompson(MM)	Raymond ++	Fallston	Md	Nancy	97
Todd	Walter C.	Dallas	Tx	Virginia	7/24/97
Wohlers	Albert F.	Kansas City	Mo	*	11/15/97
Zapotocky	Joseph J.+	Vista	Ca	Mary	1/7/97

+Zapotocky was the National Host for the 1995 Armed Guard Reunion held in San Diego, CA, which was a great success. Joe was active in many other organizations in the area and will be missed by the Vista Armed Guard Crew.

++Thompson was Author of books -"THE WATERY HELL"- 1993 and "34 Days in Hell"- 1996. The latter tells of the Kamikaze hitting the S.S. LEONIDAS MERRITT on 11/12/44, the 1st merchant ship hit by Kamikaze planes. It was hit by two of them.

(FOR YOU BOOKLOVERS)

"THE SANDSCRAPERS"

By Griffin T. Garnett, a novel dedicated to the LSM (Landing Ship Medium) crew. ISBN 1-883911-10-9. 2nd Edition 1997 \$21.00 includes Postage and Handling.

"WHEN CIVILIANS MANNED THE SHIPS"

By James A. Kehl, also dedicated to the LSM and the Amphibious Fleet. ISBN 1-883911-15-X 1st Edition-1997. \$19.00 includes P&H.

Both of the above books were published by: Brandylane Publishers, PO Box 261, White Stone, Va. 22578, 804-6900 or 1-800-553-6922. GREAT READING!!
calloyd

Book by an 86 year old Armed Guard: Life prior to, during, and after WW II:

"BEACHMASTERS AT IWO JIMA"

(ISBN 0-939241-23-4) by Jesse D. Cooley, Box 128, Forest City, N.C. 28043 (704) 245-0481. Cooley served on the S.S. BEACON 42/43 and the S.S. THOMAS NELSON in '43 and LST 638 before serving as BEACHMASTERS at Iwo Jima. Before, during and after WW II. Great reading. \$15.00 includes P & H.

Author-Armed Guard Bob Galati has informed me that he still has some of his books, "THE WINNING TEAM" left and would like to sell. They are softback, 188 pages, with many pictures and good Armed Guard reading. Order directly from him for \$12.95. Robert Galati, 6366 S. Watertown Dr., Tucson, Az. 85746, (520) 578-1766

BROWN TO SAIL IN 2000

Martin Vallee, P.O. Box 809, Flint, MI 48501-0809, 810-235-3530 has got the OK for the S.S. JOHN W. BROWN to sail to Detroit, MI in the year 2000. He has been notified by Captain Brian Hope of the Brown. Dates will be announced later. The cost to sail the ship there and back will be \$250,000, and it will stop at several cities along the St. Lawrence River and the lakes.

★ ★ ★ ★ REUNIONS ★ ★ ★ ★

"REGIONAL, MINI-REUNIONS AND GET-TOGETHERS"

Support these local meetings while you're able.

OOOPS!! COLUMN!! BEFORE I FORGET IT AGAIN!!

UNDER REUNIONS, BE SURE TO PAY ATTENTION TO:

"AND IF MAKING RESERVATIONS, BE SURE TO SAY "ARMED GUARD."

Many of our "OL'SALTS" are not able to attend reunions, some physically, some financially, some are scared to fly and some can't drive and a lot of other reasons due to getting older. If any of you would like to get your locals together for monthly meetings, just let me know and I can send names of those located in your area and YOU send me the DATES, PLACE and TIME and any other information to help you have a successful meeting and I can get future meeting in the POINTER. Many do attend and after a few meetings, they have an enjoyable time. YOU WILL TOO!! I regret that I can not place individual ships, such as; BBs, DEs, DDs, etc. but I do get the Headquarters group in like DESA, LST, Tugs, etc.

LST ASSOCIATION will hold their Sept. 2-8, 1998 National Reunion at the HYATT REGENCY on Capitol Hill, Washington, D.C. CONTACT: Mike and Linda Gunjak, 64 Ponderosa Dr., Oregon, Oh. 43616, 800-228-5870. They publish a GREAT PAPER!!

TEXAS SAN ANTONIO CREW: CONTACT: Dan Mock, 8810 Silent Oaks, San Antonio, Tx. 78250-6267 for their next breakfast, Mar. 28, 1998 AT THE GOLDEN CORRAL, NW Outer Loop, San Antonio, Tx. THE TEXAS "4-STATE MINI-REUNION" WILL BE HELD Mar. 12-14, 1998 in Fredericksburg, Tx at the SUNDAY HOUSE. Contact: John Shirley, 5605 Berkman Dr., Austin, Tx 78723, 512-928-0777.

The "HALL of FAME CHAPTER" of the WWII Merchant Seamen in the CANTON AND ROOTSTOWN, OHIO AREA meets at BACHELLI'S ITALIAN VILLA and STEAK HOUSE, 2016 Whipple Ave, Canton, Oh. on the "LAST TUESDAY" of the month at 10 A.M. and they would like to get more Armed Guard to meet with them. O.K.! This is your chance to join in with more "UNSUNG HEROES" and talk about the tall waves and the strong winds and have a great time. We have 6 Merchant Seamen who join us regularly each meeting and enjoy them. Contact: Robert Hahn,

3771 Tallmadge Rd., Rootstown, Oh. 44272, 216-325-9657.

WEST VIRGINIA CREW: Forrest Flanagan, P.O. Box 119, Craigsville, WV 26205, Tel. 304-742-3160; Murrey Shuff (MM), 106 Kinzer St., Beckley, WV 25801, 304-252-6995; and Paul Bennett Rt 2 Box 29, Jane Lew, WV 23678 are trying to get the area together for another meeting. They held one last Spring and were very successful. Y'all contact them for future date and information.

HOFFMAN ISLAND RADIO ASSOC. 7TH NATIONAL REUNION WILL BE HELD AT THE H.I., PHILADELPIA, PA. ON APRIL 22-24, 1998. Contact: John J. Murray, 122 Wyndale, San Antonio, Tx 78209-2348, 210-826-4687; or, Bill Yerger, 607-776-4965.

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

ORANGE COUNTY, CALIFORNIA AREA MEETS THE 2ND TUESDAY of the month at THE BARN Restaurant, 14982 Red Hills Ave., Tustin, Ca. for 11:30 LUNCH! Contact: Walter Davis, 2604 N. Tustin Ave. #F, Santa Ana, Ca. 92705, 714-997-7119; or, Curtis Mellin, 3173 Bern Dr., Laguna Beach, Ca. 92651, 714-494-6603. They have a wonderful crew and welcome more of you. Attend while you're able!!

CALIFORNIA SANTA BARBARA AREA with ZIP CODES 90265 through 93483 will be starting up a "CENTRAL COAST GROUP" with William "BILL" McGee, 1187 Coast Village Rd, #1401, Santa Barbara Ca. 93108-2794, (805) 969-5970 as Skipper. Anyone else who would like to take part are welcomed. VISITORS ARE ALWAYS WELCOMED TO CHOW DOWN WITH THE CREW!!! Contact Wild Bill!!

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

ROCHESTER, N.Y. AREA ARMED GUARD AND MERCHANT SEAMEN of WW II contact John and Mary Shevlin, 37 Winfield Rd., Rochester, N.Y. 14622-2212, 716-467-2057. A LUNCH MEETING is held at 11:00 A.M. on the "2ND" TUESDAY at the "OLD COUNTRY BUFFET" Culver-Ridge Plaza East Ridge

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

IOWA CREW meets the 2nd Wednesday, 10:00 A.M. at the "VALLEY WEST INN," 3535 Westown Parkway, West Des Moines, Iowa, off I-235. Arnie and Mary Latare, 601 34th St. W, Des Moines, Ia. 50265, 515-225-1084 are the hosts. Reports are their Mini was great.

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

NEBRASKA Host, Moe Carlton, 2425 FOLKWAY BLVD #321, Lincoln, Ne. 68521, 402-438-9321 holds an 11:00 LUNCHEON on the FIRST MONDAY of each month at FARABEES RESTAURANT, 58TH and OLD CHANEY ROAD.

WESTERN N.C. AREA MEETS AT THE "MILLS RIVER RESTAURANT", MILL'S RIVER, N.C. ON THE "4TH THURSDAY" OF EACH MONTH. "LUNCHEON" starts at 11:30 AM. Contact: Crayton Hall, PO Box 39, 88 Wilkie Way, Fletcher, N.C. 28732, 704-684-4588. Hall is stepping down in 3 mos. so I hope you get someone else.

The "NORTH-WEST PASSAGE", "AK-OR-WA-ID" HOLDS A LUNCHEON AT 1400 HOURS ON THE 3RD WEDNESDAY AT THE BELL'S RESTAURANT, 8501 FIFTH AVE N.E., NORTH SEATTLE, WA. 1 MILE SOUTH OF NORTH-GATE MALL. Contact: Bob Heitzinger, 9227 169th Place, NE, Redmond, WA 98052, 425-861-9706; or James Davies, 4231 134th St., Bellevue, WA 98006, 425-641-9293. They will also host the WA-OR-ID-MO & Alaska Mini-Reunion 4/21-23/98 at the Holiday Inn on Pacific Ave., Everett, WA. All are invited to come and join in for a great time.

UTAH ARMED GUARD CONTACT Charles Gray, 1316 N 2900, W VERNAL, UT 84078, TO SEE IF STILL HOLDING MEETINGS.

LANSING, MICH. AREA holds a "3RD" WEDNESDAY of the ODD MONTHS at the "CORAL GABLES RESTAURANT," 2838 E. Grand River Ave., East Lansing, Mi. 517-337-1311. Hosts are Carl Mescher, 508 Wayland, East Lansing, Mi. 48823, 517-332-1027; or Martin Vallee, P.O. Box 809, Flint, Mi. 48501, 810-235-3530.

MEETING PLACE CHANGE!!
(OVERLOOKED IN LAST POINTER)
TOPEKA, KS. AREA ARMED GUARD
AND MERCHANT MARINE meet on the
"FIRST THURSDAY" of EACH MONTH
at 8:30 A.M. AT "TEVIS RESTAU-
RANT," 821 SW 6TH WITH DON
GLEASON, 2405 NW CROSS ST,
Topeka, Ks. 66606-1716, 913-234-6087,
and Dean Vining, 1026 SW Cambridge
Ave., Topeka, Ks. 66604, 913-273-1247 as
hosts. The Gleasons will host the "MID-
WEST" REGIONAL REUNION at the
"HOLIDAY INN WEST" in TOPEKA,
KS on Sept. 18-20, 1998.

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

The **UPPER PA** meets at PLATZ'S
RESTAURANT, 101 Harry Rd.,
Lehighton Pa. 18235, 610-258-3056 on the
4th TUES. in April, June, Aug. and Oct. of
1998 at NOON. CONTACT: Bea and Clint
Barr, 2340 3rd St., Easton, Pa. 18042-6064,
610-258-3056. They have a great time!!

COLORADO CREW: EVERYONE is
invited to attend their FIRST (1st) TUES-
DAY MONTHLY LUNCHEON (11:30
A.M.) at the COUNTRY BUFFET, 7475
Park Meadow Dr (C-470 and Quebec St.),
LITTLETON, CO 80226, 303-988-5583
(Suburbs of Denver). Contact Ed Jones,
616 S. Carr St., Lakewood, Co. 80226,

303-988-5583. Sez-If passing through,-
JOIN IN!!

FULTON, N.Y. AREA: The Armed
Guard and Merchant Marine meet the 4th
Tuesday of the month at the Golden Corral.
Time: 11 A.M. and all are welcomed.
Contact: Arlene and Bill Sullivan, 104
Meadowbrook Cir., Fulton, N.Y. 13089.

MESA, ARIZONA HOSTS ARE
Clarence and Marilyn Halpny, 1180 S.
Starr St., Apache Junction, Az. 85219,
602-983-5212. THEY MEET AT THE
"RED MOUNTAIN STEAKHOUSE,
7000 E. Main St., Mesa on the "FIRST
THURSDAY" of the month at 11 A.M.
Assisting is: Adele Traficano, 108 N.
Greenfield Road, Apt-2117, Mesa, Az.
85205, 602-396-6233.

The **IL/WI AREA** Armed Guard will meet
"On the Border" in Wisc at I-94 and Hwy.
H on Tuesday, 3/3/98 at 12 Noon sharp.
Contact Jay and Jean Wildfong, 13211
Durand Ave., Sturtevant, WI 53177, 414-
886-2966.

NATIONAL ASSOCIATION OF USS
LCS(L) 1 THRU 130 CONTACT "JEFF"
JEFFERS, PO BOX 9087, WAUKEGAN,
IL 60079, 847-360-0560, FAX- 847-623-
7450 FOR AUGUST 12-15, 1998
REUNION AT THE SHERATON TARA
HOTEL, FRAMINGTON, MA.

SOUTHERN CALIFORNIA REGION-
SAN DIEGO plan to meet "EVERY TWO
MONTHS" at 11:00 from 1/11/1997 at the
"BAYVIEW CLUB," MCRD, San Diego,
Ca. Hosts are: Howard Wooten, 772 E.
Vista Way #B, Vista, Ca. 92084, (619)
724-7871, and George Kost, 3609 Belle

Bonnie Brae, Bonita, Ca. 92084, (619) 267-
5797. They are doing just great on their
meeting, too!! Wooten keeps me informed
on actions taken there and in one of his let-
ters, he is in search for the shipmates on a
ship that his ship, the S.S. MARTIN VAN
BUREN and another ship crossed anchors
with as they were at anchor in Hull,
England. They were getting underway to
go to Murmansk, Russia in probably PQ-17
or PQ 18 in Sept., 1944. Contact Wooten if
you have information.

GULFPORT, MS AREA: CONTACT
John and Dean Foretich, 310-44TH St.,
Gulfport, Ms. 39507, 601-868-2551. They
also are hosts for a 2nd Sat. meeting at the
American Legion, GULFPORT.

TINCAN SAILORS of NJ will hold their
18th Annual BULL SESSION 3/28/98.
Contact Vince Diomede, 20 Admirals Row,
Freehold, N.J. 07728, 908-308-0071. Also,
contact him for other Tincan meetings.

AGC FLAGSHIP ALLIANCE (All USS
AGCs, LCCs and Coast Guard WAGCs)
will hold their National Reunion Sunday
Oct. 18-22, 1998 at the RAMADA PLAZA
RESORT, VA BEACH, VA. CONTACT:
Bill Graham, 30 Belnap St., Dedam, Ma.
02026, 617-329-0473.

*Check with Area Hosts in case of Date or
Place Changes.*

DID YOU SEND IN CORRECTIONS?
Please send me any correction as to time or
date changes too!! IT IS THE ONLY WAY
I CAN CORRECT ERRORS. Y'ALL
HEAR!! (CALLOYD)

A Video of U.S. Navy Armed Guard Center, 1st Avenue & 52nd Street, Brooklyn, N.Y.



A Video of still pictures taken at U.S.N. Armed Guard Center
from 1943 to 1945, narrated by Photographer's Mate Clarence
F. Korker, with some pictures from U.S.N.A.G.C. New
Orleans, Louisiana, and U.S.N.A.G.C. Treasure Island,
California.

Price: \$20.00 postage paid.

To order, make checks or money order out to U.S. Navy
Armed Guard WWII Veterans and send order to:
C. F. Korker, 7 North Mulberry Street, Fellsmere, Florida
32948, Phone (561) 571-0230.

All proceeds from the sale of this video tape will go to
U.S.N. Armed Guard WWII Veterans. Please support
your organization!

ORDER FORM

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Number of Books _____ at \$35.00 each Total \$ _____

SERMON NOTES... LETTERS FROM OUR MEMBERS

Charles,

12/9/97

A sincere "THANK YOU" for all the great work you are doing to help keep the Armed Guard Veterans informed and together. Enclosed, please find a donation and a graduation picture of the Signalman's Class of June, 1944 from Sampson, New York. I'm in the 3rd row from the bottom, 4th from the right. Some of us went to MERSIGS School in Darien, Ct. and on to Murmansk, Russia in Convoy RA 64. I would like to hear from anyone in the picture, or in the Convoy. I have all the British Press on the Convoy from 2/45 and some great pictures taken at sea. One is of the S.S. THOMAS SCOTT being hit and also one of the S.S. Horace Gray. As a 17 year old, I didn't know that I was not supposed to have a Camera. THE BEST! John F. Dunn, PO BOX 452, Charleston, RI 02813, (401) 364-3866.

Dear Shipmate Lloyd:

1/11/98

Many "THANKS" indeed for the information you forwarded to me concerning crewmen of the S.S. WILLIAM W. GERHARD which you sent to me 12/30/97. I must also "THANK YOU" for the Nov./Dec. edition of "THE POINTER" which is one of the best newsletter magazines that I have read. It is very informative and has some very interesting stories which are sent in by your readers and are of great interest to anyone like myself who is interested in Naval History and Research.

May I pass on my respects and best wishes to you and all your fellow ARMED GUARD and MERCHANT SEAMEN shipmates, the very best of health to you all for 1998. Keep up the good work!! God Bless you all!! I remain respectfully, Terry M. Govier, 17 Russett Grove, Newby, Scarborough, N. Yorks YO12 6HS England.

(Thanks, Terry. Great to know another on that side of the water remembers. cal)

Sir: For a point of information, I am presently the Commander of the VFW Post 8189 in Crystal River, Fl. and if any of our members are in the area, they will be more than welcomed to stop by our post. We welcome all Veterans!! Thanks! Walter R. Grant, P.O. BOX 1092, Crystal River, Fl. 34423, 352-795-5012.

Lloyd: Thanks again for the Notice of my book, "NO TIME FOR FEAR" in the Armed Guard THE POINTER. My purpose was to honor the nurses who served their country well and did the job they were trained to do and when the hardcover sold out, I felt I was successful. I am still going strong with more talks and book signings. Diane Fessler, 5738 N. Central, Phoenix, Az. 85012.

Cal: Was so nice to meet you and your wife, brother L.D. and his wife and all the wonderful people there at the POCONO MANOR INN, Pa. Please "THANK" Alex Lombardi for a great reunion. I realize that I am one of the LUCKY ONES as I have met 4 shipmates from the S.S.



Three of the 24 man gun crew on the S.S. Stanley Matthews from April 15, 1944 til Feb., 1945. (L-H) John H. Ehlenberger (Norwich, CT), Clement J. Sheridan (Alexandria, VA), and William F. "Bill" Quinn (Pocono Lake, PA) met at Pocono Manor in 1997.

STANLEY MATTHEWS and have had contact with nine men. I've met 5 more shipmates at the POINT JUDITH Dedication Ceremony to the S.S. BLACK POINT. I hope to meet 1 more from my first ship, the S.S. ALCOA GUARD. Photo of 3 of our crew from the Matthews enclosed. Thanks. J.H. Ehlenberger, 50 Myron St., Norwich, Ct. 06360-1335.

Charles:

12/10/97

"THE POINTER" Nov/Dec 1997 cover, USS NEWTON!! YEP!! Rats of all rates were our guests! The M/S AMERICAN BUILDER's (C-3) entire gun crew were "PAL"s for three weeks of June 1944 waiting for charges before the MAST of pilferage on the High Seas, first of its kind, during time of war. If interested in this story, it will be submitted upon request. Paul G. Carroll, 62 Spruce Ct., Box 343, Bracey, Va. 23919, 1-894-636-5893.

Charles, enclosed is an article about a ship I was on, the S.S. WEST KEYBAR which was sunk 11/24/42. Mrs. Fowler wrote a book-"STANDING ROOM ONLY" in 1943. There was also an article in the "SEA POWER MAGAZINE" in February 1993 and one in the April 1994 Readers Digest. Keep up the good work. I enjoy "THE POINTER". James J. Seitz, 2719 Lolita Dr., Dallas, Tx 75227-6912.

Following is the text of the article:

One Woman, 34 Men Drift In Open Lifeboat for 10 Days

Mrs. A. F. Fowler, American wife of a British doctor stationed in Africa, today described the hairraising experiences of 10 days with 34 men in an open lifeboat on the shark-infested Atlantic. She was the only woman survivor of an American merchant ship which was torpedoed in October.

"We were 13 days out of Freetown, carrying a cargo of oil, when the German raider struck. In the pitch-black night," Mrs. Fowler said. "I was

sitting on the deck, knitting on a sweater in the darkness and talking to the captain. Suddenly, wham! The torpedo hit us amidships, blowing two of our four lifeboats to bits. 'This is it,' I heard the captain yell. I picked myself up from the deck and started for my lifeboat station."

"I didn't have my life belt on. I snatched up the small traveling case I always kept with me and ran to the other side of the deck. The freighter was listing badly. I slid down a rope into the lifeboat, losing my shoes as I went. My bag landed in the boat and next day we fished my passport and gingham dress out of the blue water. Vincent, the freighter's Negro cook, had been taking a shower bath when the torpedo struck and he reached the lifeboat without clothing. So he wore Mrs. Fowler's gingham dress for the next ten days. Mrs. Fowler, a pretty brunette in her late twenties, is a slender person. The cook was a big fellow and she says he had to take a lot of kidding about her dress.

Mrs. Fowler pays high tribute to the courage, unselfishness and courtesy of her fellow survivors, struggling to keep the little lifeboat afloat in the rough seas, "so cold at night our teeth chattered until they sounded like castanets," with skins "sunburning in the daytime while our bones never seemed to thaw out," constantly soaking wet from water continually being shipped. They prayed and sang and laughed and never stopped bailing. The most common cry aboard the lifeboat was "for blankety-blank's sake, take your feet out of my mouth - and keep 'em out!" The complaint was a literal and accurate one, according to Mrs. Fowler.

On November 9 the lifeboat and its cargo of 35 reached an island in the Caribbean. Flares and rockets were sent up. "Then a motor torpedo boat came out and whisked us rapidly around the island to the piers," Mrs. Fowler said.

Dear C.A.

12/22/97

Thank you for printing "THE POINTER". It brings back a lot of memories. One of the things it brings to my mind is the many really fine people we sailed with. It almost seem like it was a different country, with different people than it is

today. (John—Amen, Amen, Amen!! calloyd)
John S. Stirling, 1921 Lowell Ave., Louisville,
Ky. 40205.

Dear C.A.

Christmas 1997

Just a note to wish you guys many happy days, and a little cash for the pot. I don't know how you manage to put out so much info and so often as I have a problem getting out our Christmas cards once a year. The other day I heard from an old friend who visited Egypt recently. He didn't get shot, but it cost him "bucheas" to get the camel driver to make the camel kneel so he could get down. I was there for a few weeks in 1943 and we would buy a paper from a kid and after we read it, he would ask for it back—so he could sell it again. Thanks!! **Dan and Pat Chaulk, 2725 E. Hillery Dr., Phoenix, Az. 85032, 602-485-9922.**

Dear C.A.:

12/18/97

I have been up here in Wisconsin, wondering for years why there was never any mention of the U.S. NAVY ARMED GUARD. Not long ago, a friend of mine, Everett Brill here in Reedsburg, told me about you and what you were doing. I sent for and got the tape, "FORGOTTEN VALOR" by Zed Merrill and what an eye opener it was. It brings back many memories as I served in the Armed Guard from 1943 til 1946 on the tanker S.S. WHITE PLAINS in the South Pacific; the S.S. MICHEAL J. STONE in the Atlantic where we got torpedoed in the Strait of Gibraltar, 2/17/45, and I finished my time on the USS ALASKA. (CBI) I am hoping to make the reunion in Bloomington, Mn in June. I'm about a four hours drive. Keep up the good work. **Art Nachtigal, E7468 So. Ave., Reedsburg, Wisc. 53959, 608-524-6611.**

Dear C.A. and Hilda:

12/17/97

A Mr. Edward Squazza of Agawan has donated his farmland for the VETERAN'S CEMETERY in Agawan. The ground breaking ceremony was October 8, 1997 and our group participated in the march. The Agawan High School sent our "boys" an invitation to participate in their World War II Veterans Week and they did. The students questioned them after they made their speech and both learned a lot. The High School students now know about the Armed Guard and what they did and asked them to come back.

What was really nice is that we received many letters from the students and teachers. The students actually went home and asked their grandparents what they did in WW II and learned from them things that no one ever told before. So we all learned from this experience. They said it was so successful, they would like to do it again next year.

The Armed Guard who took part were George Hurley, Ken Slicer, Charles O'Leary, Norman March, Roger Manning, Al Midgley, Robert Lamprey, Joe Dulka, Charles Hayes, Henry Martin and Tom Dufresne, at one week intervals. Everyone brought something. Tom carried his Liberty Ship model and also donated the Armed Guard video "FORGOTTEN VALOR" by Zed Merrill, Hurley donated the "UNSUNG SAILOR" book by Justin Gleichauf for their library. Others donated literature, stories, etc. **Tom and Priscilla Dufresne, 289 Munsing St., Ludlow, Ma. 01056.**



Armed Guard Crew takes part in Agawan, Ma. Veteran's Memorial Service. Fred Harvey, Louis Carr, Bill Lak, Bob Lamprey, Roger Hanning, Tom Dufresne, George Hurley and Ken Slicer. (Charles O'Leary and Charles Hayes-not shown.)

Edward Squazza

I salute you, with this old shovel
As I dig deep in the ground.
This land is my heart, veteran
It's always been around.

All my life I worked it
While you went off to war.
Now I give it back to you,
Defenders of our shore.

Thru the war, I thought of you
In sunshine and the rain.
I worked my fields of plenty
But I too felt your pain.

My field is quiet and peaceful
Ringed by trees of God.
No finer tribute can I pay
Than this sacred sod.

They say that I am generous
Perhaps that is so.
But I kept this land for you
because I could not go.

- George Hurley

Charles:

11/24/97

I enjoy "THE POINTER". Enclosed is a check to help out with your expenses. On May 26, 1942, while serving on the fruitship, S.S. ATE-NAS, with an Armed Guard gun crew, along with about 40 merchant seamen, plus 10 Government workers as passengers on our way to the Panama Canal, this is what happened:

We put the Pilot off about dark at the mouth of the Mississippi River and about an hour or so out into the Gulf, we were shelled without warning by a German submarine. We exchanged fire and two of our shots from the 4"50 hit the sub. Later on in the day, we were attacked by another sub. We were hit several times and one hit set a lifeboat afire. We cut it loose but another hit set the lines afire in the Boatswain's locker. The fire was put out by the merchant seamen. One enemy shot went through the mast and two more went through the hull at the water line. All of this time, we were firing back and running at flank speed trying to escape. We were told that

the Coast Guard spotted an oil slick where we were attacked the first time. Photo and writeup enclosed and also a writeup of another ship, the S.S. JAMES W. FANNIN that I served on that might be of interest to the crew. I also served on the USAT MONTEREY on 2 trips to North Africa in 42/43 and on the M/S Honacker in 43 and the Navy Tug ATF 153 (44/45) and we went in to Japan for the signing of the Surrender Treaty. Thanks. James T. Terry, 517 Larkin Ln., Montgomery, Al. 36109, 334-272-3113.

Dear Cal:

10/8/97

Just a short note to tell you how much I appreciate reading "THE POINTER." I receive it from a friend of mine, Gavin Moodie, who lives locally. Gavin was in the DEMS during WW II and in a casual conversation, I mentioned that a cousin of mine (Fred Meehan) was also in the DEMS, a small world, but Gavin knew him quite well; hence, this is how I come to read "THE POINTER."

I was too young to go to war, but the war almost came to us. As a ten year old in 1941, we lived in Brisbane through which passed hundreds of thousands of Americans on their way to the Pacific fronts. Our wharves were always full of Allied ships, both Merchant and Navy. We also had a small dry dock which was always occupied, and in particular, submarines. You could see into the dock from the street in South Brisbane, an in retrospect, some of those subs and ships had taken a battering. Perhaps some of your members spent some time in this fair city.

An article of historical interest, which keeps being denied, is the "BRISBANE LINE." What this was about referred to the impending invasion in 1942 by the Japs and the top part of Australia was to be only token defense and falling back to Brisbane to set about defending Australia, hence all the troop movement here. Your comments about the A-Bomb are the same as mine and many others that I know. It has been well documented in the past the appalling number of Allied servicemen and women that would have been either killed or wounded in an invasion of Japan. It may have also been a deterrent to warlike nations since that day in August. General MacArthur had his headquarters here in Brisbane for some time, and he was regularly seen by us locals going to and from his home (Lennon's Hotel) to his "WORK."

Anyhow, more power to you and your members and I look forward to reading many more issues of "THE POINTER." Kind regards, **Alan Davey, 9/12 Cupania Ct., Tweed Heads West, New South Wales, Australia 2485.**

Answer: Dear Davey, looks as many in your wonderful country would like to write history to satisfy the pocket book. History is History!! It should not be falsely written to appease anyone. Let's not forget history and let us tell it as it was and go forward to make this a better world. cal

Dear Cal:

Just a small "THANKS" for all you do. I look forward to "THE POINTER" but got a real surprise in the Aug/Sept/Oct issue. You see, I was on board the S.S. ESSO WASHINGTON about Jan. 1st, 1944 and served on her until about Sept. 1944. The angle of the picture was perfect as I was a pointer on that 5"38 and my other gun station was that 20mm a few feet away. My quarters were directly below. Brings back a lot of memories!! Hope the check helps. I also served on the USAT Argentina 42/43 and the S.S. BENNINGTON 11/44-2/45. THANKS! **Mike A. Picchione, PO Box 388, Purcellville, Va. 20134, 540-338-7258.**

Dear Fellow Veteran

1-20-98

I have a suggestion - one that I believe would be helpful to each of us who may wish to contact one another from time to time or even the first time most especially.

For those of us wishing to contact one another by mail, E-mail, video, or otherwise, it would be very helpful if we would include photographs of ourselves. At least two. One when we were together and the other a current one. If we don't have any to space, copies can be made from old

and current pictures. This way, for those of us seeking and those of us corresponding, we would remember each other better. It would be very helpful. Thanks! Sincerely, **Donald H. Storms, 609 Dale St., P.O. Box 310, Monticello, Miss 39654-0310, 601-587-2269.**

Dear Everyone:

1/28/98

James W. Biscardi, 1 Clover Lane, Quakertown, Pa 18951-3920, 1-215-538-1769 has contacted his District Congressman, the Honorable James C. Greenwood, Pennsylvania's 5th District House of Representatives, and through him, Congressman Greenwood has introduced a resolution on November 6, 1997 "Whereby the Congress of the United States and the American people express their appreciation for the service performed during World War I and World War II by members of the Navy who were assigned as gun crews on board merchant ships as part of the Armed Guard Service."

The 105th Congress, 1st Session will vote on H.J. RES. 99 sometimes in February of 1998. Biscardi highly encourages you, and so do I, to write or call your Congressman from your district and ask him to support H.J. RES. 99. We think it would be a great honor to be so recognized for the heroic deeds the U.S. Navy Armed Guard did in both wars which has gone unnoticed all these years. In behalf of all the U.S.N. Armed Guard WW II Veterans, as your Chairman, I would like to thank "Jim" Biscardi, Armed Guard; Congressman Greenwood; Lyle Dupra, NY (A.G.); Henry Carrangi, NY (A.G.); Lyle Kell, Chaplain, 1998, U.S.N. Armed Guard Veterans, and others for bringing this resolution before the Congress of the United States of America.

Charles A. Lloyd, Chairman 1985-98, 5712 Partridge Ln., Raleigh, N.C. 27609-4126.



Two happy and all smiles, shipmates of the S.S. George Berkley 42/43 (L-R) Roger Braun, 1038 Alpine Dr., Sanduskey, Oh. 44780 and Victor Mandell, 1013 Cavite Ct., Rockford, Il 61108. (To all of you who would like to have your photos in THE POINTER, I hate to discourage you but I just do not have space so please do not send them. I am so sorry to inform you. calloyd)

OOPS!!

In a letter on page 5 from the last POINTER, the typesetter left off part of the address for Chris Riker, who is selling prints of the watercolor she did of the Jeremiah O'Brien. The full address is: Clear Water Ranch Art Studio, PO Box 368, 695 Cherry Creek Rd., Cloverdale, CA 95425-0368, 707-894-4434.



Dear Charles

10/10/97

Thank you for sending the Armed Guard Flag. It was given to the BEEHIVE Chapter of American Merchant Marine and the U.S.N. Armed Guard Veterans and a Monument was dedicated May 22, 1997. All contribution were made from local Merchant Seamen and Armed Guard Veterans and their families. Lloyd and Mary Armstrong, PO Box 12662, Ogden, Utah 84412, 801-782-6870.



HOW I SURVIVED dive bombers, torpedoes, mines AND MET MY RESCUER 55 YEARS LATER

An old salt revisits Norway to say thank you for an act of wartime kindness on the Arctic Ocean.

He's known to the entire crew of the Liberty ship, S.S. John W. Brown, as "Blackie," the man who cheated death four times on the Murmansk run and still goes to sea after six decades.

Charles F. Blockston, of Rosedale, Baltimore County, is the third engineer on the Brown, docked at Pier 1, Clinton Street, Canton. Last month, at 78, he helped sail the old freighter up the East Coast to Connecticut.

"Blackie's" story begins on June 27, 1942, when his ship and 37 others set sail from Iceland to Murmansk in the Soviet Union. German U-boats and planes attacked the convoy for a week. Only 14 vessels completed the 2,500-mile journey. More than 153 seamen were killed.

"Blackie" and his crewmates sailed three weeks in an open lifeboat in the Arctic Ocean after their ship was torpedoed 600 miles north of Norway.

Off and on, he has wondered about a teen-age Norwegian fisherman who helped rescue the ship's survivors. He didn't know the youth's name, didn't know if he was still alive, didn't know, if so, where.

"Blackie" did know that at his age, he'd better weigh anchor and find out this summer. Unlike the bilge in an old ship, time has a way of running out.

Here's "Blackie's" story as told to Sun reporters Ernest F. Imhoff and Frederick N. Rasmussen.

WHERE I GREW UP, above Boston Street in Canton, we were all seafaring people.

I didn't graduate from high school at Paterson Park. I went to sea. We were able-bodied seamen, firemen, oilers, wipers, longshoremen, tugboat men, barge men.

My first ship, I was 18, a wiper on the S.S. Berkshire to Miami. I always served on steam ships, never worked a diesel, and it was always the merchant marine. I'm on a good ship now.

Anyway, the war came. I was an oiler, 23 years old. We joined the S.S. Carlton in Baltimore in March 1942. We went up to Philadelphia to load more cargo ammo, vehicles, food, guns.

We sailed to Halifax and spent a couple weeks there while the convoy was assembled. When you're on con-

voy duty, you spend a lot of time waiting. We finally left Halifax and got lost. Heavy weather and fog.

We had 40 men on board, the usual four-hour watches. One man, Charlie Stillwell, went over the side. I don't know why. Even if we had seen him, we couldn't have stopped because of the Germans.

We finally got to Iceland. We were in the convoy PQ 16 — about 37 ships. We finally left Iceland about May 20, bound for Murmansk.

In a few days, a German dive bomber hit us. We didn't sink but we had to go back to Iceland for repairs. We sailed again soon for Murmansk. Now we were PQ 17.

On the Carlton, we were old-timers, 22 and 23 years old. Our gun crew was youngsters, teen-agers. You're under attack all the time.

There was anxiety, some fear. But you had agreed to go and there was nothing you could do about it. German recon [reconnaissance] planes were always sending word on where you are.

The attack went on for days. It began with torpedo bombers. Soon they sunk the Christopher Newport near us.

Then a German submarine got us.

It was 10 or 12 minutes after 8 o'clock in the morning of July 5, 1942.

The torpedo hit us in the engine room. I was walking to the aft steering compartment but we all felt and heard the impact. It killed two men down below. I went to the only lifeboat station not damaged. Some of the guys got on four rafts and we got in the one lifeboat.

The Carlton went down by the head in 10 minutes. Before she went down, the submarine surfaced 100 feet from us. The captain came on deck. He took pictures of the stern going down. It was evidence he sank her. No words were spoken. Then the sub disappeared. I learned this year the captain's name was Bohmann and it was U-boat 88.

We didn't say much in the lifeboat. There was nothing much you could say.

Right away we secured the four rafts and lifeboat to each other so we could stay together. On the first or second day, the Germans came in with flying boats and took off all the men on the rafts — the captain and others — to question them and take them to a [prisoner of war] camp.

We were way [See Reunion, 5a]



ERNEST F. IMHOFF: SUN STAFF

Charles F. Blockston is the third engineer on the S.S. John W. Brown.

WWII seaman finds rescuer 55 years later

[Reunion, from Page 1G]

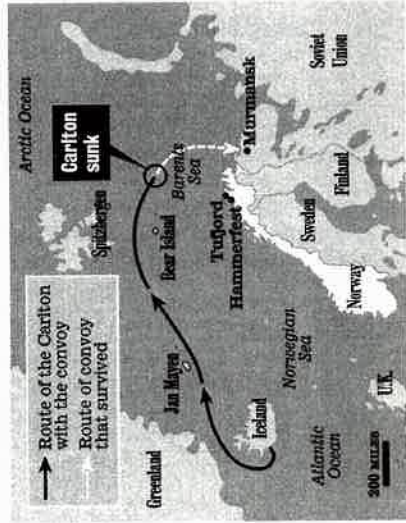
above the Arctic Circle so there was no light. I was very cold. I had on only thin dungarees. A friend of mine, Dooley, saved my life. He gave me a second pair of pants. There was nothing much you could do. We got the sail up. There were 17 of us in the lifeboat. Temperatures were in the 30s and 40s. We had pemmican, sea biscuits, pilot bread and water. Six ounces of water a day.

On the eighth day, we met a U-boat on the surface. I was curious, some apprehension. I wasn't trembling with fright. The U-boat captain was a good seaman. He filled our water breaker [water barrel] for us, gave us a bag of blankets, box of biscuits, charts, compass, pilot bread. Some of the supplies were from the El Capitan and the Hoosier. The Germans had picked up some stuff after they sunk.

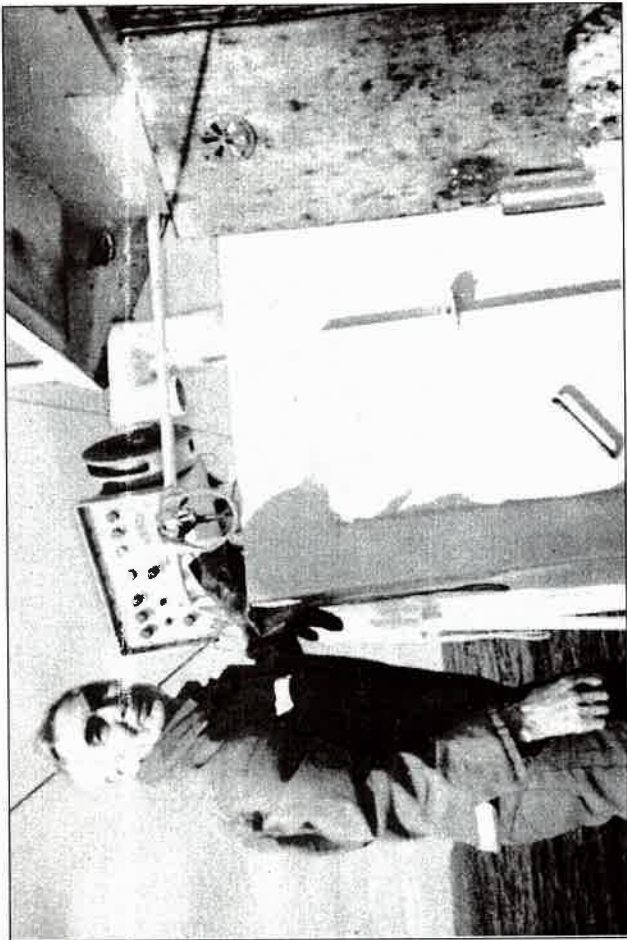
The captain asked if anyone was sick or wounded. We said no. He said he'd have taken them along if so. He was a typical Nazi captain: 27 or 28 years old. Spoke perfect English, better'n mine. Hat on and binoculars around the neck. We were side-by-side about an hour. Finally he said something like, "Goodbye, I've got business to take care of," and he went away.

We kept sailing. There was no sleeping room. We bickered over that. My buddy Jimmy Yeakins said I was always falling asleep on top of him. But I never heard a word of discontent. We merchant seamen were a funny bunch of people, close and generous to each other. George Hurley, the second mate, was a good captain. It never crossed my mind we wouldn't make it. We were extremely fortunate. We had good weather.

The route of PQ17



SUN STAFF



Otto Josefsen is still a fisherman in Norway after all these years. He rescued Charles Blockston and his crew mates. He says when you see a fellow seaman in distress, you go help him.

prisoners? We said 'Yes,' and he said 'You still are.' They took us to Alborg, in Denmark. We wound up at the POW camp, Mlag Nord, between Hamburg and Bremen. We had a good reunion with other buddies from the Carlton. I met a great Norwegian prisoner, Ragnar Johansen, who became a good friend. We were there 32 months. Played baseball, softball, soccer, cribbage, bridge. Got Red Cross packages.

We were liberated in a prisoner exchange in February 1945. We went home on the S.S. Gringsholm. I came home to Baltimore on George Washington's birthday. Went back to sea in a year. Been to sea all my life. On and off for 60 years. I was on about 25 ships. Had all the jobs — wiper, fireman, water tender, deck engineer, firing tugboats. Retired in 1982. When they brought the Brown up from Norfolk 10 years ago, I rode her up and have volunteered on her ever since. We just had a great trip to New London. For years I kicked around the idea of retracing my steps to Norway. I lost touch

with the Carlton buddies. But I always remembered that Norwegian teen-ager and I wanted to thank him. I'm single — divorced — no anchors down. I'm not getting younger.

This spring I got in touch with several people: the Norwegian counsellor, a travel agent and veteran's groups in Norway. The only thing that stuck in my mind was the town Tufjord. I flew to Norway in July. Some Norwegian TV guys heard about it, told me my fisherman was dead. I traveled by boat to Tufjord. Only 20 people there now. I asked around. People mentioned Jarl Josefsen.

"We all know your story," Josefsen said. "But the man you want is my brother Otto in Hammerfest."

I went south 40 miles and asked for Otto Josefsen. Someone pointed out a man standing on the dock. He walked into a bar. I went inside and introduced myself.

Otto was alive. I said 'thanks' and gave him a hug and said I was glad to see him. Otto's about 74 now. He's still a fish-

erman. His feeling is when you see a seaman in distress, you go help him. "It was no big deal," he said, or words to that effect. It was simple talk. Like "Sighted sub, sank same."

He was happy to see me. He said he was sorry the Nazis had interrupted his mother's fish dinner for me and my Carlton buddies 55 years ago and he wanted to make up for it.

He and some friends took me out in his fishing boat, the Lillholmen. They caught some fish and



Reunited: Charles Blockston, left, tracked down Otto Josefsen almost 55 years to the day after Josefsen rescued him.

S.S. John Brown

Project Liberty Ship is an all-volunteer group of World War II veterans and younger sailors who preserve the S.S. John W. Brown at Pier 1, Clinton Street, Canton and sail her on cruises in the Chesapeake Bay and Atlantic Coast waters.

For information on volunteering, an Adopt-A-Rivet program and future cruises, call the staff office phone at 410-661-1550 or the ship's phone at 410-568-0646.

Mailing address is Project Liberty Ship, S.S. John W. Brown, P.O. Box 25846, Highlandtown Station, Baltimore, Md. 21224-0846.

cooked them. We ate them right on the boat — excellent — boiled fish and potatoes. Best meal I had in Norway.

I was with Otto and his friends for three or four days. They still don't speak English and I still don't speak Norwegian. We got along fine.

□□□

PQ 17 carried enough equipment and supplies to outfit an army of 50,000. Fourteen of the sunken ships were American. About 210 combat airplanes, 430 Sherman tanks, 3,350 vehicles and nearly 100,000 tons of cargo went to the bottom.

A military blunder was responsible for the great loss of life and materiel. A British admiral recalled the escort ships to meet the threat of a German battleship. The threat never materialized, and the convoy was left defenseless.

Prime Minister Winston Churchill later wrote, "All risks should have been taken in the defense of the merchant ships. It was one of the most melancholy episodes in the whole of the war."

"Blackie" learned last week that Johansen, the Norwegian he befriended as a POW, was moved to the German's Sonnenburg concentration camp and died there in 1944.

"Blackie," the POW, never reached Murmansk. Crewmates on the Brown today kid him about the Murmansk medal given by the Russian government to many Allied sailors who tried to help Russia.

"Blackie" says, "Two half trips count as one."

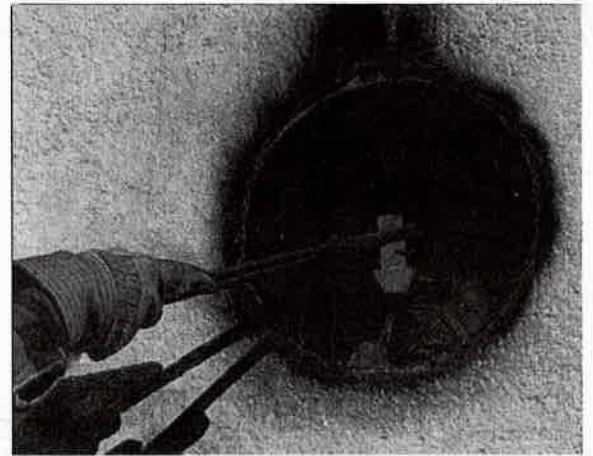


PERRY THORSVIK / SUN STAFF PHOTOS

Flattening: Terry Jagielski, foreman of the crew from the Toledo Ship Repair Co., uses a pneumatic hammer to flatten the end of a hot rivet in the SS John W. Brown in Baltimore. "The pay is double," he says, "but the work is more than double."

The 'lost art' of riveting

Reprinted from *The Sun*, Nov. 20, 1997



■ **Ship:** The SS John W. Brown, a relic of World War II, is getting nearly 3,000 new rivets by Midwest practitioners of the dying skill under the direction of a Laurel man.

By ERNEST F. IMHOFF AND
FREDERICK N. RASMUSSEN
SUN STAFF

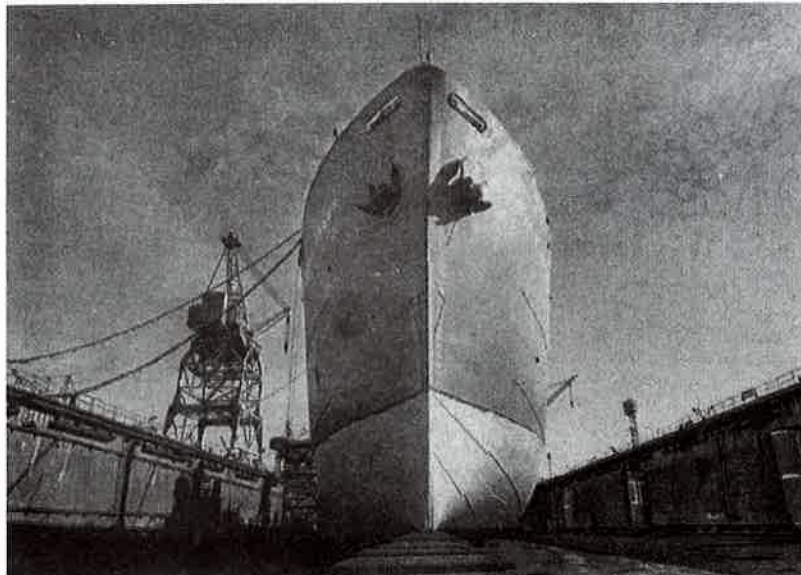
Turkey in Toledo.

That's what the elite Midwest riveters want after long workdays this week and last at Sparrows Point. They have a grueling job that is fading as surely as raising sail: replacing the rivets on the hull plates of an old Liberty ship, the SS John W. Brown.

The 10 members of Local 85 of the Boilermakers Union at Toledo Ship Repair Co. have been working here instead of near their homes in Ohio and Michigan because the crew is one of the only ones left. Their rare skills are so much in demand that in January, they will head south to replace rivets in locks of the Panama Canal.

"It's a lost art," said John Willett, 31, one of the crew members laboring to keep afloat a great cargo and troop carrier of World War II built before they were born.

Riveting has long been



succeeded by welding to hold ships' plates together. Only a few hundred U.S. workers still do the demanding work. Many work on Great Lakes ore carriers, in Toledo, Ohio, or at other companies in Duluth, Minn., and Sturgeon Bay, Wis. They do other heavy industrial

work when not riveting.

The Brown is one of only two Liberty ships still sailing, out of 2,700 built in World War II. The ships had armed Navy guards and were crewed by the merchant marine. More Liberties — 384 — were built in Baltimore than anywhere else. The other

survivor is the SS Jeremiah O'Brien in San Francisco.

The Brown became the personal mission of Stephen Ciccalone, 45, of Laurel, the riveting expert overseeing the crew's work.

As a civilian Coast Guard ship inspector, Ciccalone in 1994 forbade [See Rivets, 5c]

Teamwork:

Chris Coker (above) passes a red-hot rivet to Dave Hart inside the 7,700-ton Brown (left), a World War II-era cargo and troop carrier and one of only two Liberty ships still sailing. Crews are replacing 2,850 rivets in the bottom and sides of the hull.

the all-volunteer crew on the Brown from sailing to Normandy, France, in a convoy marking the 50th anniversary of D-Day. Its rusting hull rivets made it unseaworthy. Plates might come loose, he said; the ship might sink.

The Brown's crew got his message: Replace the rivets or eventually lose the ship, afloat since 1942.

"I promised the Brown," said Ciccalone, "that when I retired I'd volunteer to come back and fix it. The Liberty ship is such an important part of maritime history, it needs to be preserved to let people appreciate what these men who built and sailed them went through."

Ciccalone retired because of a condition called "smoldering" multiple myeloma, a tumor of the bone marrow. It tires him but allows him to remain active.

The 7,700-ton Brown, usually at Pier 1 on Clinton Street in Canton, temporarily rests on a row of concrete blocks in the graving dock of Baltimore Marine Industries Inc., the new owner of the former Bethlehem Steel shipyard. The graving dock is a three-story-deep permanent hole. It differs from a dry dock, which floats.

The Brown looks like comedian Danny DeVito in Arnold Schwarzenegger's suit: a 441-foot-long ship in a 1,200-foot dock built in 1971 for supertankers 1,000 feet long.

Under a \$191,000 contract with the Brown, the Toledo crew is replacing 2,850 rivets in the bottom and sides of the hull's vulnerable midsection. Vibrations from the nearby engine room loosen rivets more readily there.

On a good day, such as Saturday, the repairers replaced 500. The day before, lashed for hours by driving rain and wind, they prepared the section for plugs.

"This rivet gang works hard," said Terry Jagielski, the Toledo company's foreman. "The pay is double, but the work is more than double."

Earplugs are common. The riveting is carried out against blasts of ear-splitting noise — the pow-pow-pow of the screaming compressor firing the stove, and the rat-tat-tat of the rivet gun securing each fastener.

Jagielski operated a 35-pound pneumatic rivet gun that he held against the sides or under the ship, which is raised 5 feet off the dock floor. The gun is lighter than World War II rivet guns. Women riveters — the famed Rosies of World War II — worked on airplanes, not ships, because women found the ship riveting guns too heavy.

Each \$4 steel rivet is 3 inches long and weighs 14 ounces. Rivets

hold the ship's seven-eighths-inch-thick steel plates together.

The intricate process of removing an old rivet, cleaning the hole and putting in a new one takes about 10 steps. Doing all 10 at once would take 30 minutes, but the team doesn't work that way. Instead, it does Step 1 in one section of the ship, then Step 2 and so on.

The moment of truth for each rivet is 45 seconds.

One man heats a rivet to a bright orange in a kerosene-and-oxygen-fueled stove. He passes it by tongs to another man, who runs a few steps and passes the plug through a porthole. A colleague inside the ship grabs it with his tongs and jams it into a clean hole. A second man inside holds the rivet in place with a backing tool. The foreman outside holds his gun to the new rivet, flattening it into a stable cover the size of a silver dollar.

Over and over and over again.

"These guys are very versatile," said DeLacy L. Cook, 74, of Lutherville. "They can do any job from prepping to handling the furnace to riveting." As the Brown's port engineer, he is the local boss.

Meanwhile, during the two weeks, the ship's lower hull got a fresh coat of red paint. The vessel is expected to be refloated and returned to Canton next week.

The men are expected to finish their 12-to 14-hour shifts this weekend on or ahead of schedule, because "they're a terrific bunch," Ciccalone said.

Actually, they have another motivation. After work on the Brown and Thanksgiving dinner, they want to make the most of what's left of the deer-hunting season.

If the Brown volunteers raise enough funds, two more riveting sessions will be scheduled. The Brown has more than 20,000 rivets; almost 13,000 would be replaced in these three stages.

The Brown's keel was laid July 28, 1942, in Shipway 12 of the Bethlehem-Fairfield Shipyard across the Patapsco River from the graving dock. The ship was launched Labor Day, Sept. 7, 1942, sliding into the river stern first to the strains of "Stars and Stripes Forever." That day, U.S. shipyards launched 173 ships in the war effort.

Contrary to what some believe, the SS John W. Brown is not named for the abolitionist hanged in 1859. Six of the 173 ships were named for labor leaders, including Brown, a maritime union official.

Brown, who began his career at Bath Iron Works in Maine, died June 19, 1941, at 74 of an accident.

Bay trips

The SS John W. Brown offers six-hour day trips on the Chesapeake Bay for \$100 a person. Next year, cruises are planned for May 23, July 18 and Sept. 5.

For information on programs of the Brown, including an Adopt-a-Rivet project, call Project Liberty Ship at 410-661-1550 or 410-558-0646.

tal gunshot wound while working on his hunting rifle at his home in Woolwich, Maine.

A book on the Brown's history by Sherod Cooper was published this fall: "Liberty Ship: The Voyages of the John W. Brown 1942-1946."

The Brown made eight wartime voyages to the Persian Gulf, the Mediterranean and southern France. It made five peacetime trips and was a school ship in New York for decades.

After five years in Virginia waters, the all-volunteer Project Liberty Ship had it towed to Baltimore in 1988.

REUNION NEWS

Make copies of form on page 17 before filling out in case you find more of the crew and also to keep in the "POINTER" if you're saving them as many do. Looking forward to a great turnout so make your reservation early. Makes it easier on all the hosts.

LADIES!! MINNEAPOLIS HAS THE LARGEST SHOPPING MALL IN THE U.S.A.!!

The play at the "CHANHASSEN DINNER THEATER" will be "BRIGADOON," a delightful fantasy written by Alan Jay Lerner and Frederick Loewe. They have 250 dinner reservations set aside for us. We can get more if reservations are made before April 1, 1998.

We have 450 total capacity (on a first come basis) for the brunch cruise on the Harriet/Bishop Riverboat. The cruise will be narrated up the Mississippi to within sight of Fort Snelling and return. A beautiful exciting cruise.

There is a complimentary shuttle to Mystic Lake Casino on a daily basis. Departs the hotel at 7:00 pm and returns at 11:00 pm. The Raddison Hotel South is at Interstate 494 and Hwy. 100 and has 1300 free parking spaces. It is 7 miles from the "Mall of America; 9 miles from the Minneapolis/St. Paul Airport and is only 10 miles from downtown Minneapolis and St. Paul.

Prisoners of Japanese killed by the thousands

This is the 24th week in this special series about the Merchant Marine and Navy Armed Guard during World War II. Over these past weeks, many subjects have been covered and, I hope, much has been accomplished in my original purpose in starting this series — that is, to set the record straight about the many contributions, in accomplishments and sacrifices, made by these men to the war effort.

As I reflect on my experiences while putting this series together, I feel like the captain of an ice breaker as he looks for "leads" in the ice which he will take to open up the shipping lanes in the frozen Arctic. He has to weigh the pros and cons of each lead and then select the one which will help to get the task done and the ships to their destinations.

I have relied to a great extent on materials I have researched, read, had sent to me or otherwise obtained which would help me convey to you and my other readers as informative and interesting a series as possible.

The latest "lead" which I have been exploring is that of the manner in which our Merchant Marine and Navy Armed Guard and men of our other military services, plus our Allies, were treated by the Japanese while POWs.

In the materials sent to me by Burt Hinds of Cincinnati was an article written by John Lehman, former Secretary of War. In his article, Lehman mentions Gavin Daw's book "Prisoners of the Japanese." I obtained a copy of the book from the Harbor-Topy Library, here in Ash-tabula Harbor and immediately set about reading it to get a "feeling" about this important subject. It is not "fun" reading, for there was no fun involved as far as the prisoners were concerned at the time and also subsequently after they were released and repatriated after the war.

Before sharing Lehman's article with you, I'd like to quote the following from the jacket flaps of Daw's book to set the tone:

Inhumane treatment

"In the first disastrous months following Pearl Harbor,



JOE COOK

the Japanese took over 140,000 Allied prisoners. More than one in four of these POWs died at the hands of their captors.

"They were denied medical treatment. They were starved. When the International Red Cross sent food and medicine, the Japanese looted the shipments. They sacrificed prisoners in medical experiments. They watched them die by the tens of thousands from diseases of malnutrition like beriberi, pellagra and scurvy and from the epidemic diseases of the tropics: malaria, dysentery, tropical ulcers and cholera. Those who survived were slated to be worked to death. If the war had lasted another 12 months, there would not have been a POW left alive.

"Fifty years later, at a moment when U.S.-Japan relations were highly volatile and with the future military role of Japan in Asia more problematic than at any time since the end of World War II, the Japanese government still refused to acknowledge responsibility for those mass atrocities committed against POWs, much less other compensation.

'Friendly' fire

"'Prisoners of the Japanese' raises disturbing questions as well about the value placed on the lives of Allied POWs by their own supreme command. Of all military prisoners who died in the Japanese zone of captivity, more than one in four were killed by 'friendly fire' ordered by Gen. Douglas MacArthur.

"That terrible fact is nowhere to be found in official military histories. It is one of many in this book, unearthed by 10 years of documentary research and hundreds of interviews with surviving POWs who carry the dreadful scars of the Bataan Death March and slave labor along the notorious Burma-Siam railroad.

"It is impossible not to be

seized by the horrors of the POWs' ordeal. But while the inhuman cruelty of the Japanese prison camps is documented exhaustively — beyond the shadow of a doubt — the book, at its core, tells a heartening story of ordinary men, trapped in impossible circumstances, not only struggling to survive but stubbornly, triumphantly asserting their humanity."

Japan's darkest secret

By John Lehman
former Secretary of the Navy

Through much of the postwar period there was at Cambridge University a legendary rowing coach and man of God called Cannon Noel Duckworth. Those of us who rowed on his teams were utterly charmed by him but also perplexed by occasional embarrassing incidents: Whenever he found himself in the presence of a Japanese student or visitor, he would immediately turn pale and begin to shake uncontrollably, abruptly leaving the room. We knew he had been a POW of the Japanese, captured as a British Army chaplain in the fall of Singapore, but we always thought this was a bit theatrical.

A story never told

Having read Gavin Daw's "Prisoners of the Japanese," I now understood. It is difficult to read such a relentlessly horrifying story. Except for the Nazi treatment of the Jews, there is no parallel to the organized, systematic, genocidal cruelty inflicted by the Japanese government on white prisoners in World War II.

It is a disgrace, really, that because of political priorities this story has never been systematically recorded or documented and hence it has never fully been told to the public. Partly because it was a political embarrassment to the British and American armies and especially to Gen. Douglas MacArthur and other allied leaders, there were no official histories written.

Because it soon became necessary to rebuild Japan as a bulwark against Asian communism, the story was rapidly shoved into the memory hole. The U.S. occupation forces made an initial attempt to bring evildoers to justice and 920 were tried and hanged as war criminals. (The Japanese then quietly built a monument to the most prominent of these, including Gen. Tojo.) But thousands more were quickly rehabilitated and some went on to

power in government; at least one became prime minister. Some of the most evil scientists from the Japanese army's unit 731, which killed thousands of POWs in gruesome medical experiments, were not prosecuted at all in exchange for their sharing their findings on germ warfare.

Nearly 140,000 Western POWs were American, British, Australian, New Zealand and Dutch soldiers and sailors captured in the first months of the war when Guam, Wake Island, Hong Kong, Malaysia, Singapore, Indonesia, Burma and the Philippines fell to Japan. Some 180,000 Asian soldiers were captured as well, but nearly all the Asian soldiers were released in a few months. Almost without exception, those who remained in the camps were white.

Thousands are killed

"In the eyes of the Japanese," Daw writes, "white men who allowed themselves to be captured in war were despicable. They deserved to die. The Japanese viewed caucasians as racially inferior, incomprehensible — and indeed, barely human. The Japanese beat them until they fell, then beat them for falling, beat them until they bled, then beat them for bleeding. The Japanese denied the POWs medical treatment. They starved the POWs... They sacrificed prisoners in medical experiments. They watched the POWs died by tens of thousands. If the war had lasted another year, there would not have been a POW left alive."

Daw, an experienced scholar and prolific writer, spent decades doing archival research and interviewing survivors. He wisely allows the survivors' oral histories to carry the narrative, while documenting their accounts and providing background and commentary. The letter, written in a mately Australian style, evinces a strong prejudice against all the officers who were POWs, but especially English ones.

There is new material in the chapter on the Bataan Death March. Gen. MacArthur had 78,000 men in uniform. Only 54,000 survived the death march and, of these, 9,000 more died within six weeks.

A favorite activity of the Japanese guards were chopping off POW heads with their samurai swords "often as not just for Japanese warrior sport and just as often as not incom-

pletely, needing one or more hacking blows to finish the bloody sport." One Japanese officer, a graduate of Amherst College and Fort Benning, personally supervised the butchering of 300 POWs in cold blood, using only swords and bayonets.

As the war turned, the government of Japan decided to move all of the POWs back to Japan. The POWs were crammed into cargo ships with no ventilation, water or sanitation. Thousands died en route and thousands more drowned as U.S. submarines sank ships that Japan refused to mark as prison vessels.

There is no memorial

About as many Allied boys died in Japanese Prison camps as died in the entire Vietnam War, but there is no memorial to them. Daw notes with bitter irony the refusal of the U.S. or Japanese governments to provide any compensation to these victims of Japanese policy while the U.S. government provided \$20,000 to each Japanese interned in the U.S.

The persistence of the survivors of Japanese genocide in bringing their vile suffering to public knowledge is an acute embarrassment to the curators

of the Smithsonian Institution and other purveyors of the politically correct myth that Japan was a victim of American racism and imperialism. I wonder when Daw's excellent book will make its way to the Smithsonian's gift shops.

Raiders rove Pacific

American Convoys Are Alerted After Ship is Sunk, Crew Stranded

SAN FRANCISCO, Jan. 20, 1945. (AP) — Tacit admission that convoys sailing out of Pacific Coast ports have been alerted against roving Japanese submarines came today after the Navy disclosed the loss of the Liberty ship John A. Johnson and 10 of its crew in a torpedoing and lifeboat strafing attack.

The sinking and machine-gun attack came last November between the mainland of Honolulu, about 400 miles west of Hawaii.

Of the American seamen killed, most of them died under sprays of bullets fired, survivors said, by frenzied Japanese who danced on the submarine's deck, shouting banzais and cursing the Americans.

The survivors told how they spent two terrifying hours submerging themselves and hiding

behind wreckage to keep out of the range of the rampaging enemy craft.

They said the submarine in its surface hide and seek hunt strafed a lifeboat with machine-gun fire and rammed a life raft.

Lt. Peter Chelemados, San Francisco, experiencing his eighth torpedoing, said all of the 10 who perished died after abandoning the Johnson. One was crushed between a lifeboat and the submarine; another was sucked into the submarine's propeller. Five men were seriously wounded in the machine-gunning.

Seventy Americans survived the harrowing night. They watched the sub shell the sinking Johnson and then circle the wreckage strewn water in attempts to ram rafts and boats. Eighteen Japanese were counted on the submarine's deck, shouting gleefully and cursing the survivors.

The submarine disappeared shortly before an American plane came overhead. The survivors were picked up by dawn. The Johnson's skipper, Capt. A.H. Beeken of Tacoma, Wash., was rescued after 15 hours in the water. He had escaped after his lifeboat was cut in half by

the raider.

The Liberty ship SS. John A. Johnson was torpedoed by the Japanese submarine I-12 (Kudo) at 06:05 GCT on Oct. 30, 1944, in the North Pacific while enroute from San Francisco to Honolulu, Hawaii, with a cargo of provisions, explosions and a deck cargo of crated and uncrated trucks. Her complement was 41 Merchant seamen, 28 Navy Armed Guard and one Army security officer. Of this number, four merchant crew, five Navy gunners and the Army security officer were lost when the Japanese submarine rammed the lifeboats and rafts and then machine-gunned the survivors in the water.

For security reasons, the newspaper in which this article appeared was not allowed to publish this story until Jan. 20, 1945, nearly three months after the incident occurred. This is just one example of a number of known cases of Japanese atrocities involving U.S. Merchant ships that occurred in World War II.

Write Joe Cook at P.O. Box 3065, Ashtabula, Ohio 44005-3065; call (440) 964-9313 or fax c/o Star Beacon (440) 998-7938.

Reprinted from the *Star Beacon*, Oct. 17, 1997

Target Ship Landmark Sinking into History

Research for this article relied heavily on Noel Beyle's definitive book, "The Target Ship in Cape Cod Bay," and on interviews with Mr. Beyle.

By Doug Fraser

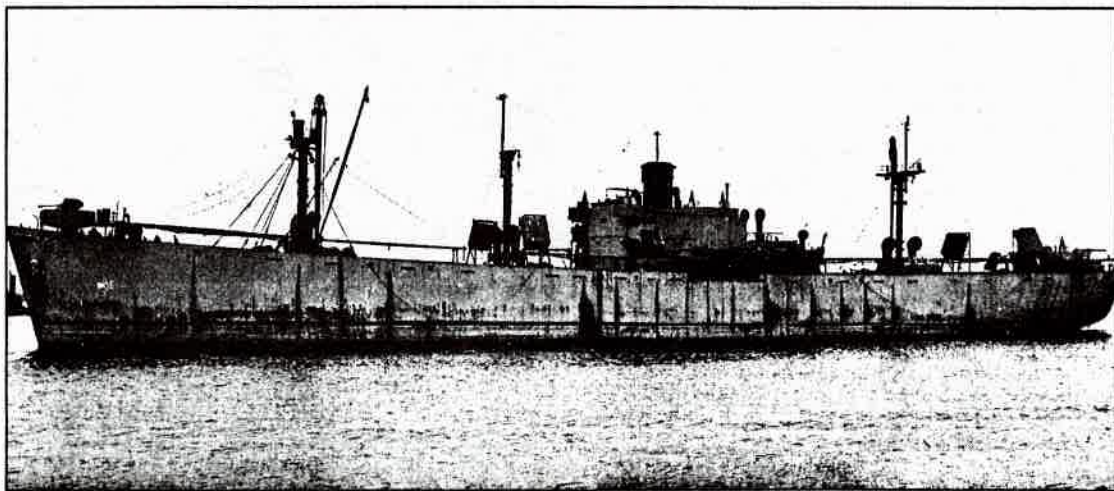
When Eastham writer Noel Beyle published his first book about the target ship back in 1978, he hoped to do what most locals had done at some time or another: explain "what a rusty and battered old freighter is doing scuttled in Cape Cod Bay."

For new wash-ashores, it was fun to show off your recently acquired knowledge when someone fresh over the bridge would squint out over the bright water at the large rusty ship that never moved and ask, "What is that?" It was a sign you had arrived, even if it was only yesterday.

For those residents of long standing, who tired of the question, it was a chance to engage in Yankee leg-pulling, like the time the cigar-chomping, nattily dressed visitor was told the target ship was actually an exclusive resort, off limits to all but those with enough cachet and cash.

But 20 years ago there was at least a recognizable shape out there to be explained. Only locals with a long memory can still see anything but two chunks of metal marring otherwise perfect sunsets. The bow has collapsed back on itself and will probably be swept away in the next big storm. With it goes the last recognizable feature of the S.S. James Longstreet, a former Liberty ship (one of 2,708 built during World War II), brought to Cape Cod Bay April 25, 1945, never to leave again.

The Navy tugs towing the ship had to enlist the aid of



The SS James Longstreet runs aground in 1943 off Sandy Hook, N. J. It was the third and final voyage for the Liberty Ship before it was turned into a target.

Photo Courtesy of The Mariners Museum, Newport News, Va.

an Orleans fisherman, LeRoy Richardson, to guide them to the oval-shaped New Found Shoal where it was purposely run aground to serve as a target ship. Ballasted with scrap metal and over 10,000 steel drums, it was partially sunk in the shallow shoal waters when Navy personnel opened the seacocks.

Used first as a target for a new heat-seeking missile the Polaroid Corporation was developing for the Navy, the Longstreet eventually became the mark for everything from flour bombs to rockets and machine-gun strafing.

The bombing went on day and night during the summer for more than 30 years, with planes and jets coming from as far away as Rhode Island. There were no set times. Eastham residents would hear the low rumble of engines, and they'd know another attack was about to be mounted against the ship.

July 4th a Big Bombing Day

Children loved it. It was the highlight of any day or evening to run down to the beach and watch the planes bomb the big ship out on the bay. Nighttime bombings with rocket streaks, illumination flares and tracer rounds were especially colorful. The Navy was particularly fond of 4th of July bombings. It was a chance to show off for the taxpayers and they let

the ship have it with everything in their arsenal.

"It's a shipwreck, and to a kid, that's just unbelievable," said Mr. Beyle, who came to Campground Beach at age 6, when his parents purchased land and set up an old Army barrack as a vacation home there after the war.

While these raids delighted the tourists, they did not always please the locals. Seashore residents in particular took exception to having their windows rattled by low-flying planes. And then there were the errant bombs.

"Maurice Wiley, chairman of the board of selectmen and chief of police in Eastham, has written to the authorities of the Naval bases at Quonset, R.I., and Squantum, Mass., about bombs being dropped from planes on target practice and landing dangerously near cottage and people in the Campground Beach development," wrote The Cape Codder in June of 1951.

"Mr. Wiley indicated his letters were of a mild nature, simply reporting what had been happening in the dropping of bombs on Eastham," the Codder commented dryly.

But residents didn't find it funny or mild. When a bomb exploded near her front door off Shurtleff Road in Eastham, Mrs. Harold Whitmore said the explosion startled her.

"Mother's Day was not peaceful around here — planes were swarming overhead," she told The Cape Codder in May of 1951. "I was in my bedroom when the bomb hit near here... It scared the life out of me. The wind was coming toward the house, and I noticed the smoke coming by the bedroom window."

Not only bombs fell from the sky. An airplane part once crashed through the roof of a house in Wellfleet. And at least one plane went down on a Wellfleet beach near a surf-casting fisherman, injuring pilot and co-pilot and killing one of the crew who bailed out at low altitude and hit the water before his chute could open.

Mr. Beyle said the Cape around World War II was a pretty isolated, rural place. It was the perfect place for military practice, until the tourists started coming.

"A lot of people don't realize how the military had the Cape locked up," he said. "They bombed at Monomoy, at Camp Wellfleet, at the Billingsgate Light. They conducted amphibious landings at Sandy Neck (in Barnstable)."

Near Miss for Fishermen

Not only the tourists but the fishing industry started coming back after the war. Mrs. Whitmore wondered how the Cape Cod Bay fishermen avoided being hit during these runs. Sometimes it was just dumb luck.

Fishermen used the target ship as a mark to locate familiar fishing grounds and to get home. They would also tie up there in the lee of bad weather, and there were fish and lobster to be had around what was essentially a man-made reef.

While most knew to scramble when they heard the planes coming, fisherman/writer Phil Schwind, in his book "Cape Cod Fisherman," recalled seeing one "greenhorn" hove to under the stern of the target ship while bombs rained down around him.

Questioned as to why he remained in a place of obvious danger, the fisherman replied he didn't think the pilots would hit him. "I screamed at him, 'What the hell do you think that plane just dropped? Eggs?'" wrote Mr. Schwind.

"Oh, no," said he, "they were little bombs, but you saw how careful they were not to hit me."

But Mr. Schwind was not always as astute. Fishermen would sometimes tie up to the Longstreet and climb aboard to have lunch. During one lunch break, a contemporary of his recalled, Mr. Schwind was unable to make it off the target ship in time, and hunkered down below decks while the bombs exploded above.

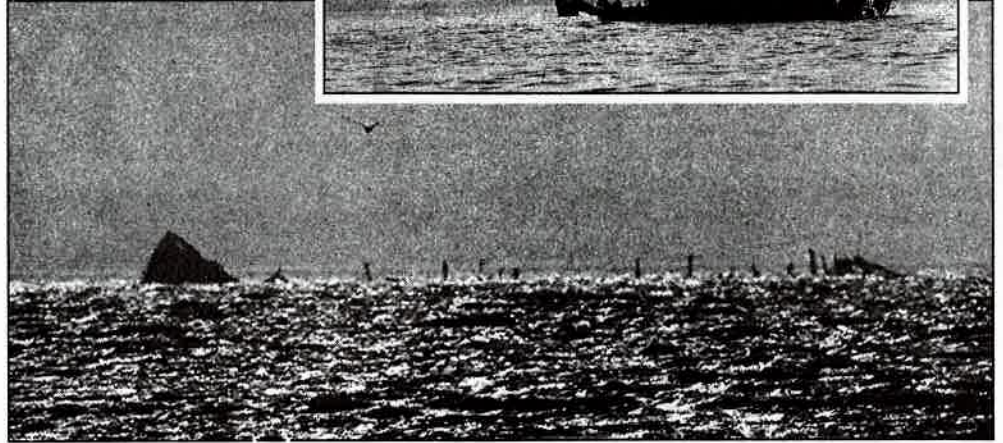
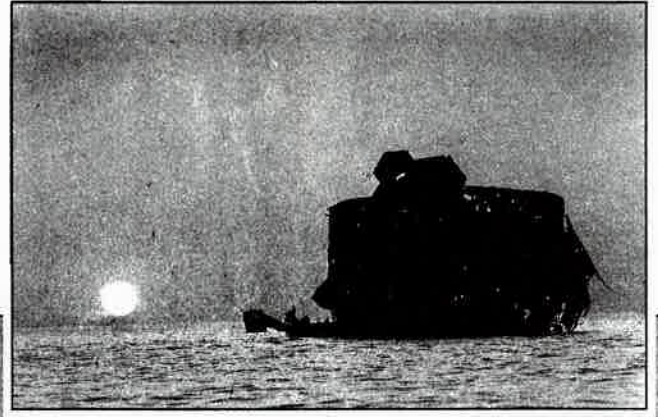
"It made quite a racket," he said of the experience.

The ship was, and still is, very dangerous. But people, especially foolish ones, love a challenge. Rusting metal makes for some pretty sharp edges and points. By the '70s, missiles and salvagers had ripped a gaping hole midship. One foolhardy soul tried to run his boat into the center of the ship and he paid the price when the rise and fall of waves within the ship impaled it on a rib.

At first there was a crew of Navy personnel stationed on board, but they were removed after World War II, and a long tradition of Cape Cod salvaging took over. Bombs, steel drums, plumbing fixtures, heavy hatch

There's very little left and what's left is thin and porous in this 1994 shot of the target ship.

Staff File Photo by Barry Donahue



The view last week from Thumpertown Beach in Eastham. The silhouette of the ship is no longer recognizable.

Staff Photo by Barry Donahue

The Cape Codder Friday, February 28, 1997



In 1990, everything is still looking ship-shape.

Staff File Photo by Barry Donahue

covers, and scrap metal were all removed from the vessel by moonlight and more brazen daylight salvagers. Navy pilots took to making clearing runs, buzzing the ship once to warn those below they were coming.

On one occasion, a plane laid down a line of fire to warn one sailboat to move off. Caught in slack wind, the two sailors jumped into the water and kicked frantically, pushing their boat out of harms way.

Playboy Bunny Caper

Some had more than salvaging on their mind. Occupying such a prominent position, the Longstreet became a canvas for one group of painters. In the summer of 1966, early morning risers were treated to a 15-foot-tall white Playboy bunny symbol painted on the side of the target ship.

This artwork was the result of a daring nighttime mission by five teenagers, summer kids who hung out together at Campground Beach in Eastham.

"It was just something that seemed like it had to be done," said Norman Woodside, one of the "artists." The

target ship had been a part of their summer since their families began coming down after World War II. As kids, they enjoyed the daytime bombing and nighttime light shows. Others had put their mark on the ship; it was heavily graffitied. At 17, it was time to put their stamp on an icon.

He and his four companions left from Rock Harbor one summer night in a 17-foot motorboat. Without lights they worked their way across the bay toward the large vessel which was lit by partial moonlight.

"It was damn scary," he recalled. His job was to hold the boat steady up against the side of the ship and hand paint-filled brushes up to the guys doing the painting. The painters used missile holes to climb up the side of the ship, and they were all on the lookout for anyone coming out to stop them.

"It was a big ship, over 300 feet long, and the water inside was making everything move around. There were some pretty scary noises. It was like a big ghost," Mr. Woodside remembered. The image caused quite a sensation but the rust it was painted on flaked off, and in a few years it was gone.

"I know the pilots liked it," Mr. Woodside said. "At night, when they'd run their searchlights over the water looking for the ship, they always focused right in on the bunny."

In the freewheeling '60s and '70s more than rust grew on the Longstreet. Windborn seeds of beach grass found "soil" in the accumulated rust and dirt on deck. Mr. Woodside said another kind of grass took root in the stern of the ship. Marijuana plants sprouted from seeds brought aboard or deposited by birds or wind.

"I saw it myself," Mr. Woodside said, although he never heard of anyone proffering Longstreet Gold.

The bombing stopped in the early '70s, a victim of one too many close calls with an ever-increasing tourist population.

"Sometimes rockets would skip along the water to Dennis and Brewster," said Mr. Beyle. Unexploded rockets were found on beaches, an 11-year-old boy on a Brewster beach was nearly hit by machine gun fire — the list began to grow.

Once the bombing ended, the ship was no longer center stage, but rusted away in peaceful retirement. Now, comes the end of another era. The ship no longer resembles even a ship. Only in the mind's eye can the outline be filled in, and soon the last vestige of the ship will disappear forever. It is a landmark that cannot be moved or saved, but was a part of many people's lives.

"It's sad to see it go," said Mr. Woodside. "It's always been there."

TO ALL NEW JERSEY AND FORMER RESIDENTS OF NEW JERSEY THAT WERE MEMBERS OF THE U.S. NAVY ARMED GUARD OF WW II:

Governor Whitman has authorized General Glazer to present our outfit with the New Jersey "CERTIFICATE OF APPRECIATION." They were presented to us on October 26, 1997 and our names have been printed on them. Any of our New Jersey Members that would like to obtain their certificates are to send in your name, address, phone number and service number to: Alex Lombardi, 14 Brookfield Rd., Montclair, N.J. 07043 along with a \$1.00 donation to cover postage. U.S. Merchant Seamen WW II Veterans of New Jersey are asked to write to George Glodman, 135 Emerson Ave., Teaneck, N.J. 07666 to receive theirs. *Alex Lombardi.*

26 NOV'97

C.A. Lloyd, Chairman
USN Armed Guard WW-2 Veterans
5712 Partridge Lane
Raleigh, NC 27609-4126

Dear Charles,

Aye, it's a fine thing you did in 1988, standing up for our veterans status. I gave testimony at the hearings and remember the flurry of excitement created by your letter of support. It was a first, a bold, and I suppose for the time a somewhat risky move. It took courage for you to do that, and all MM Vets are in your debt. And now I see your letter of support for the 31 DEC'46 cut off date, another fine thing done.

I will be going out of my way to shake your hand one of these days.

Cosby M. Newsom, MM
15517 S. Seaforth Ave.
Norwalk, CA. 90650
NEW AREA CODE, (562) 921-1972

*Sincerely yours,
Cosby*

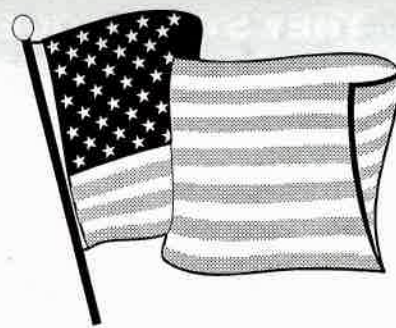
Dear Everyone:

1/26/98

The reason I put Newsom's letter in THE POINTER is to let all of you know that this was the gentleman who gave me a call from California in January 1988, a few days before they were to hold the Congressional Hearing on whether to grant Veteran's Status to the Merchant Seamen who served in World War II, the first I had heard about it. Newsom called to ask for the backing of the U.S. Armed Guard as all other avenues had failed in other tries to be recognized as serving their country in time of need. I explained to Newsom that I could only speak for myself in my feeling towards the Merchant Seamen based on my dealing with them and what my brother Whitson had told my parents about what the Merchant Seamen did for them on the "Murmansk Run" to Russia as stated in the article to Congressman Trent Lott.

I asked Newsom what could I do and he gave me a person's phone number to call in Washington, D.C. who was in charge. I called that person and told my story and the gentleman was elated and asked me to come and appear before the Committee and tell exactly what I had told him, and that he needed 1200 copies of what I would say so he could have them distributed out to others. I advised him that I could not attend due to a back operation problem but that I'd type a letter and send it in overnight mail and if he would run the copies and send me the bill, I'd send a personal check of reimbursement. He informed me that if I would get the letter to him overnight, he would pay for it out of his own pocket and wished me well. I carried it to RDU and mailed it that day.

Newsom said the letter entered into the records. I tell you this for that is the way it was and I know many had tried many times before and it fell on deaf ears. I did what I thought was right. I look for no credit for anything. Give credit where credit is due and that is to those who fought for a right for so long and Cosby Newsom for contacting me. I proudly say that Merchant Seamen did what they had to do. They did not do it for glory. Someone had to get the Army and Marine's fighting men overseas and all the things to win a war had to be delivered. And they did it. They delivered to the Navy most of the fuel for the Battlewagons, Destroyers, Carriers and all the other branches of the Navy and you know what, they manned the ships that brought us all home unless you were lucky and got a flight home. I still think that I was right and so do many others. If you have other feelings - so be it. *C.A. Lloyd*



Old **G**lory

To see Old Glory flying high

Instills my heart with pride.

Fills me with thanksgiving

For noble men who died.

Men who gave it all they had,

Paid in blood by freedoms call.

Wave on Old Glory, wave on anew,

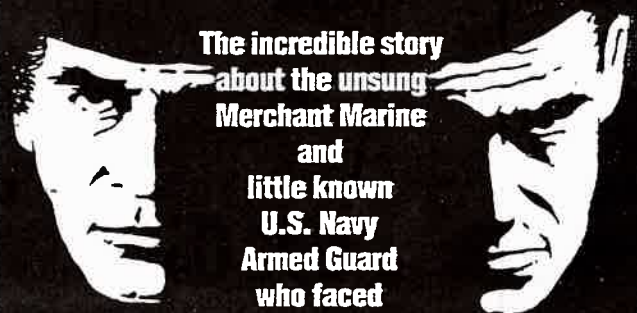
For freedom is worth it all!

--Arthur F. Ward--

WHAT A WASTE!

The USS CABOT, a WWII Aircraft Carrier whose crew once fought off the Japanese Kamikaze attacks has left New Orleans, La. leaving a 2 million dollar debt. She is subject to be scrapped in Brownsville, TX, or may be sunk off the Florida Coast as an undersea artificial reef for fish and divers, as of October 1997. Group Chairman Stephen O'Neal's comments were, "American men died on those decks and it boggles the mind that Louisiana failed to protect a treasure like this."

THEY STOOD TOGETHER
and suffered one of the highest casualty
rates of World War II. Many were only 15 years old.



The incredible story
about the unsung
Merchant Marine
and
little known
U.S. Navy
Armed Guard
who faced

THE WINTER WINDS OF HELL

THE NIGHTMARE RUN TO MURMANSK

A WORLD WAR II COLLECTOR'S ITEM !

PRESERVE THEIR GALLANT WAR RECORD BY ORDERING
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GRANDCHILDREN OR SPECIAL FRIENDS. THIS VIDEO IS
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ZED MERRILL & ASSOCIATES

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Portland, Oregon 97219

_____ No. of videos

Enclosed is my check, or money order, in the amount of
\$27.95 (including \$3.00 S&H) per video.

PRINT NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Zed Merrill received a Telly award for his first video, "Forgotten Valor."



Dry Dock for Liberty Ship



The Jeremiah O'Brien, a beloved
symbol to West Coast seafarers,
was taken to dry dock yesterday.
It's the first dry docking for the
historic Liberty ship since April
1994, when the vessel underwent
maintenance before its
commemorative trip to the beaches
of Normandy. Right: Jim Miller and
other volunteers hauled lines to
position the ship in dock. Above: At
the San Francisco Drydock, Peter
Zwart pumped water out of the
dock, with the ship barely on
blocks. The Liberty ships were the
backbone of U.S. maritime service
during World War II.

PHOTOS BY ERIC LUSE/THE CHRONICLE

U.S. Navy Armed Guard WW II 17th National Reunion

Room Rate \$75
Plus 12.5% tax

June 25-30, 1998

Check in Time 3:00 pm
Check Out Time 12 Noon

Radisson Hotel South

7800 Normandale Blvd. • Bloomington, Minnesota 55439-3145
Tel. 612-835-7800 • Fax 612-893-8431 • Toll Free 1-800-333-3333

More info
on Page 12

TELL THEM "ARMED GUARD"

Let the Hotel know if you want Smoking or Non-Smoking

ITINERARY AND RESERVATIONS

Hospitality Room will be in the Cabana Rooms 214 thru 219 and will be open from 8 am til 11:59 every day except during breakfast or dinner functions (update will be posted later).
NOTICE PLEASE: "ITG" signifies "Includes Tax and Gratuity."

("Cabana Room 213" will be SHIP's STORES" run by Ellie and Rudy Kozak.)

THURSDAY JUNE 25 - Registration 9 AM-5 PM.

(On your own to look over Hotel and area, old shipmates, etc.)

FRIDAY JUNE 26 - Registration 9 AM-5 PM

BREAKFAST TOGETHER 8 AM-10:30 AM EACH \$15.00 ITG
CHANHASSEN DINNER THEATER 5:45 PM-11:30 PM EACH \$47.00 ITG

Price Includes Dinner - (Choice of Entrees), Theater and Transportation
(250 reservations allotted so far.)

TOTALS

No. () \$ _____
No. () \$ _____

SATURDAY JUNE 27 - Registration 8 AM-9 AM and 12 Noon-5 PM.

BUSINESS MEETING 9 AM TIL 12 NOON.

LADIES TEA - Noon-3 PM (Not a Lunch) EACH \$13.00 ITG

+DINNER/DANCE:

No. () \$ _____

6-7 PM Social Hour - Dinner/Dance 7PM-11:59 PM EACH \$26.00 ITG

No. () \$ _____

SUNDAY JUNE 28 - Registration 8 AM-10 AM and 5 PM-6 PM

BRUNCH CRUISE ON THE HARRIET/BISHOP BOAT - 11 AM-2 PM

(Board Buses at 10 AM—SHARP!)

EACH \$26.00 ITG

No. () \$ _____

Cost of Bus Ride To and From

EACH \$ 7.50 ITG

No. () \$ _____

(450 capacity on 1st come basis)

MONDAY JUNE 29

GUIDED TOUR OF MINNEAPOLIS / ST. PAUL AREA - 9 AM-Noon.

DROP OFF AT "MALL OF AMERICA" 12 Noon for Lunch and Shopping til 5 PM.

(On your own at Mall) CIRCLE RETURN BUS PICKUP TIME: 4 PM 5 PM

INFORMAL DINNER AT THE HOTEL - 7 PM-9 PM EACH \$19.00 ITG

No. () \$ _____

(Buffet Style)

EACH \$22.00 ITG

No. () \$ _____

TUESDAY JUNE 30

"SO LONG" BREAKFAST 8 AM-10 AM

EACH \$16.00 ITG

No. () \$ _____

GRAND TOTAL \$ _____

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

LAST NAME _____ FIRST _____ M. _____ LADYS NAME _____

STREET AND NO. _____ BOX _____ APT _____ CITY _____ STATE _____

ZIP _____ +4 _____ TEL. (____) _____ OFF (____) _____

Fill out and make a copy of this form and bring it with your cancelled check for proof, in case of mixup. It is a good policy to bring your room confirmation form also and be sure to have them send you one, if time available.

Make check or money order payable to: "USN Armed Guard WWII Veterans." Send to: Joe and Jeanne Benedict, Hosts, 8220 Quinn Circle, Bloomington, MN 55437-1228. (Notice: His Armed Guard Telephone Number is: 1-612-835-4429.)

Make your own room reservations. If you use the 1-800-333-3333 number and they say they are filled, remind them you're Armed Guard and if they still tell you they are filled, call the Hotel direct and inform them. Bloomington is on "CST" time.



Lone Sailor

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



DEDICATION

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

THE U.S. NAVAL ARMED GUARD WW II VETERANS 17TH NATIONAL REUNION WILL BE HELD AT THE RADISSON HOTEL SOUTH, 7800 NORMANDALE BLVD., BLOOMINGTON, MN. 55439, 612-835-7800, JUNE 25-30, 1998. MAKE YOUR RESERVATIONS EARLY. HOSTS ARE: JOSEPH AND JEANNE BENEDICT, 8220 QUINN CIR., BLOOMINGTON, MN. 55437-1228, 612-835-4429. LET THEM KNOW YOU ARE "U.S.N. ARMED GUARD." -"YOU HEAR!!"



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Remember Pearl Harbor!
December 7, 1941



Support The USN Armed Guard
WW II Veterans Reunions

JAN./FEB./MAR. 1998