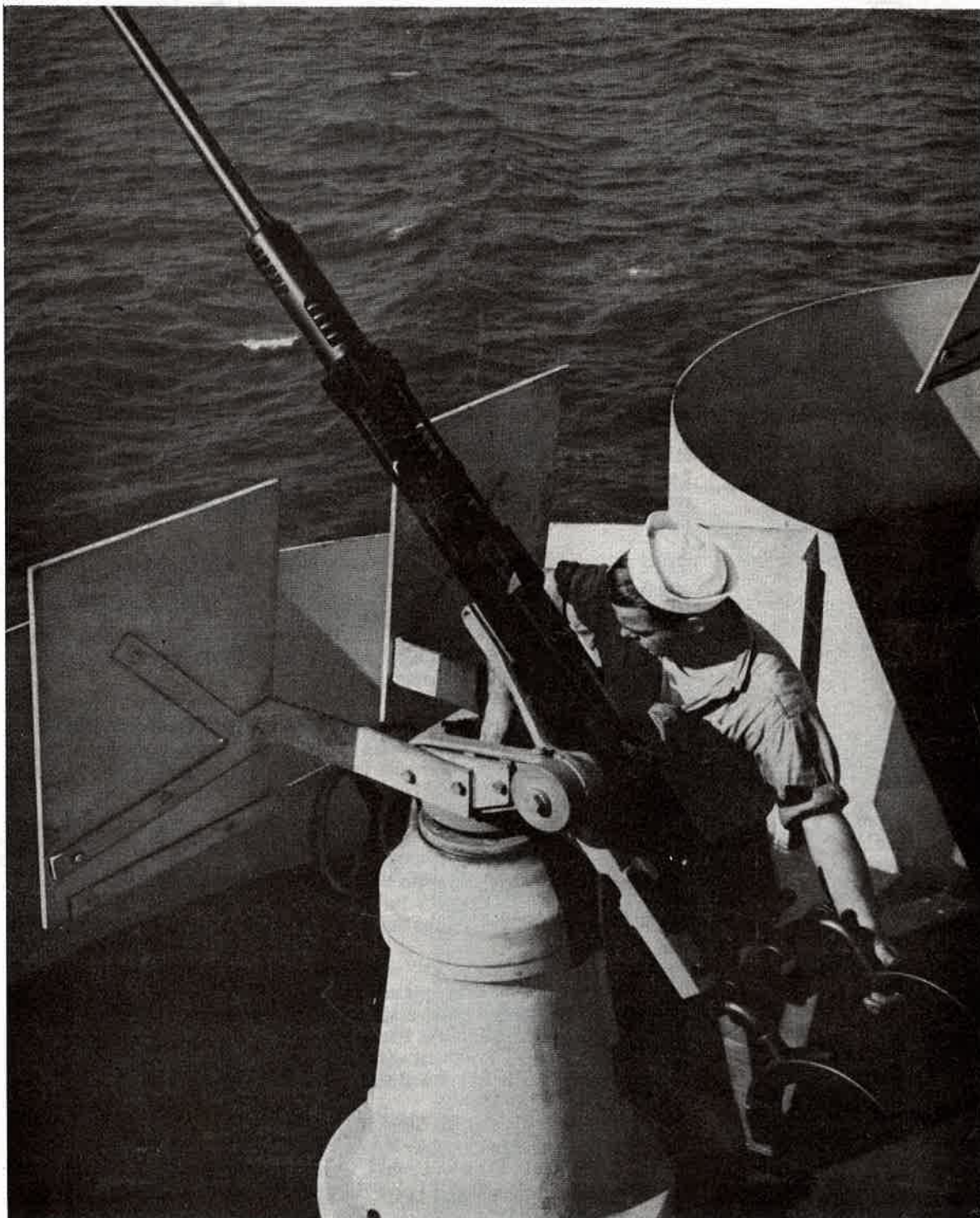


OCT./NOV./DEC. 1998

THE INTER



Gunner's Mate works on 20mm.

REMEMBER PEARL HARBOR!

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ATTENTION

You know where you are.

You know where we are.

We know where we are.

But we don't always know where you are.

Please notify us when you move.

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THE POINTER

THE PLANE SHOOTER

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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"

HAPPY THANKSGIVING, MERRY CHRISTMAS AND A HAPPY NEW YEAR TO
"ALL Y'ALL"!

Thought I'd send GREETINGS to start with as this may be the last "POINTER" until GROUNDHOG or VALENTINES DAY!!! At least, I am able to get the May 16-20, 1999 Itinerary in this one so plans can be made for Las Vegas. You don't have to cut up the POINTER to make your Reunion reservations. If unable to make a copy, just write in your information and send to Chet and Wanda Colella, our hosts for the next National Reunion in Las Vegas, Nv., come May 16-20, 1999. Make your reservation early as we have only 500 rooms and they will be taken up fast. If flying out, look for the cheaper rates as Las Vegas has them.

YES! That was a 5"38 gun on the front cover of the July/Aug/Sept. 1998 POINTER. I proofread it and didn't catch it until two days after 14,500 had been printed and then it was too late. Many of you called or wrote!! THANKS!! Make an 8 out of the 0 and things will be all right. And on page 3, put "PO Box 1267" on the S.S. RED OAK Victory's address. On page 12, strike through "DECK LOGS" and put SHIP LOG. And then, "X" out all of the 2nd paragraph of DECK LOG information.

Hilda and I would like to say "THANKS TO ALL Y'ALL" who contributed so generously to a well earned vacation on our behalf. The trouble is—I have not had time to take advantage of it so far but the gift has been set aside and put on "HOLD" until such time is right. Thanks also for those who have had the brochures sent and they all look great. Maybe by next spring, we'll make use of it. To those who did not hear of Bill McGee's "VACATION PROJECT," Bill took it upon himself to contact the ones holding luncheons, etc. in various states and took up a collection. It was more than enough for the two of us to take a vacation unless we went to China. If you feel as if you were left out, you can just send a donation to U.S.N. ARMED GUARD WW II VETERANS for POINTERS!! The address is on the label side of the POINTER. It will be used for the future POINTERS and expenses!! It is needed there.

To the many "NEW OL'SALTS" who have come aboard, I would like to remind you, there are "NO DUES." It does cost to operate so if you can afford it, send in a little, for many just can not. If your label number, which is shown on your mailing label, is over 15,000 and you did not get the BROWN ENVELOPE PACKET with some back issues of the POINTER, other literature, a bumper sticker Decal and membership card, plus a FORM-180 to send to St. Louis for your Navy Records, call or write me and I will see that you do get one.

I had over 3,000 copies of the SPECIAL on the S.S. ROBERT E. PEARY printed and some have asked for 4 or 5 extra copies to put in their local libraries, or in their local school history classes. If you would like some extras, let me know and I will send you some as long as they last. I can have more printed if I give out, and if we have enough money to do so. We need to

Officers - Gunners - Signalmen - Radiomen - Corpsmen - 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**

let the world know a little of who the Armed Guard and Merchant Marine were and what they did.

If I have something of yours that I should have returned and didn't, please let me know again by writing a letter. I hope to start a file and as I search through the boxes this winter and I run across them, I would like to return them to you. If you send me pictures or items and want them returned, please let me know then, not the next year.

There was so much more that I was going to write about but now I don't seem to remember. Do you have that problem??? Anyway, as we close out this year of 1998 and go into the last year of this century, I will be thinking of you at the stroke of midnight and think about the 72 good years I have had and how fortunate I have been in life to have had a fine wife, two daughters, three grandsons and to let you know Hilda will be a GREAT GRANDMA next June. Just thought of it!! That will make me a GREAT GRANDPA, too!! Boy!! We're getting older. **"HAPPY HOLIDAYS" TO ALL OF YOU FROM ALL OF US!**
calloyd

Hi Old Salt,

Enclosed find the good news. We have finally made it after all these years!!! **Jim Biscardi, 1 Clover Lane, Quakertown, PA 18951-3920, (215) 538-1769.**

Press Release - Oct. 19, 1998
from the desk of U.S. Rep. James C. Greenwood
"President Sign Greenwood Language to Honor Forgotten Navy Heros"

WASHINGTON, DC - Saturday, the President signed into law the Fiscal Year 1999 Defense Authorization Act, which includes language drafted by Congressman James Greenwood (R-8) to honor the brave men of the Navy Armed Guard during World Wars I and II.

"I am pleased that over 144,970 men who served in the Armed Guard during WWII, as well as those who served in WWI, will receive the proper recognition for their defense of our country," Greenwood stated.

Greenwood has worked with his constituent, Mr. James Biscardi of Quakertown, PA, to bring home this honor to the survivors and families of deceased crewmembers of the Navy Armed Guard across the nation. Mr. Biscardi, a former member of the Armed Guard, has worked tirelessly to bring this prior lack of recognition to the forefront.

The Armed Guard was created as a branch of the United States Navy during World War I to protect the merchant ships of the United States by maintaining weapons on 384 merchant ships. During World War II, the Armed Guard was reactivated as a response to the German strategy of attacking and sinking merchant ships, even those of neutral countries, which appeared to be bringing goods to the Allied Nations in Europe. Nearly 2000 men lost their lives in the defense of their country in relation to this operation in WWII alone.

Greenwood continued by stating that, "On behalf of a grateful nation, the United States Congress and the President are pleased to salute the men of the Armed Guard by memorializing their efforts into law."

— In Memory —

CROSSED THE WAVES SINCE JULY/AUG/SEPT, 1998 POINTER

| | | | | | |
|-------------|------------|---------------|----|-------------|----------|
| Allen | Homer L. | Crystal River | Mi | Leona | 10/16/98 |
| Austin | Arthur G. | Bethlehem | Pa | Helen | 9/24/98 |
| Chalk | Dan | Phoenix | Az | Pat | 10/16/98 |
| Condie | William | New Eagle | Pa | | 7/6/98 |
| Corcoran | John D. | Narragansett | RI | * | 11/98 |
| Dean | Gilbert T. | San Lorenza | Ca | Elizabeth | 3/13/98 |
| Delliveniri | Alfred L. | Lakeland | Fl | - | 11/14/98 |
| Dossel | Roy L. | Hollister | Ca | Lydia | 10/29/97 |
| Fialla + | Tony | Pittsburgh | Pa | Ann | 5/23/98 |
| Forbes | Harold M. | Rochester | Mn | * | 10/7/98 |
| Guis | Robert C. | Drummond Isle | Mi | Mildred | |
| Lengel | Royce H. | Malott | Wa | Ordine | 5/29/98 |
| Mazigian | Oscar | Co Springs | Co | Dorothea | 10/18/97 |
| Pappas | Gerard P. | Eatontown | NJ | Joan | 5/27/98 |
| Parkinson++ | Dorothy J. | Norfolk | Va | Gene (Husb) | 10/15/98 |
| Patterson | Angus N. | Jacksonville | Fl | | 9/9/98 |
| Pennington | Lloyd | Dayton | Oh | Thelma | 10/1/98 |
| Perkins | Clifton N. | Massillon | Oh | | 1998 |
| Peterson | Ernest G. | Melbourne | Fl | Alice | 11/7/98 |
| Rush | Charles A. | Mill Valley | Ca | Marie | 4/25/98 |
| Shipley | Francis M. | Indian Head | MD | Alice | 11/6/98 |

+ Listed City as Houston, Tx. in July/Aug/Sept POINTER. (*regrets-cal*)

++ Dorothy was an U.S.N. ARMED GUARD WAVE at Camp Shelton, Va.



CA and Hilda Lloyd on board the S.S. JOHN W. BROWN in Charleston, SC.

★ ★ ★ ★ REUNIONS ★ ★ ★ ★

"REGIONAL, MINI-REUNIONS AND GET-TOGETHERS, ETC."

SUPPORT THESE LOCAL MEETINGS-WHILE YOU'RE ABLE.

WHEN CONTACTING HOTELS FOR REUNIONS, LET THEM KNOW YOU ARE USN ARMED GUARD WWII

OOOOPS COLUMN!!

ERRORS IN THE JULY/AUG./SEPT., 1998 POINTER

ON THE FRONT COVER- 5"38 GUN. PLEASE CORRECT YOUR COPY IN CASE IT FALLS INTO "ENEMY HANDS"!!

PAGE 2: CORRECT THE SPELLING OF GERMANY IN THE "THEY AIMED TO DELIVER" BOOK FORM

PAGE 3: THE S.S. RED OAK VICTORY'S ADDRESS TIL FURTHER NOTICE IS: RICHMOND MUSEUM ASSOCIATION, INC., 400 NEVIN AVE., PO BOX 1267, RICHMOND, CA. 94802, 501-235-7387, FAX 510-235-4345 (correct zip code page 3).

PAGE 8: TOM BOWERMAN'S ADDRESS: 814 SPRINGDALE AVE. ANNISTON, AL 36207-7074.

PAGE 10: I HAVE BEEN INFORMED THAT IT WAS NOT THE SUNKEN U-233. WHICH ONE??

PAGE 11: 3RD COLUMN-2ND LINE CHANGE 8/15/46 TO '45.

SPECIAL NOTICE

Requested by Archives in College Park, Md. that all Armed Guard ask for: **ARMED GUARD LOGBOOKS-WW II PERIOD.** Description: These records are daily logbooks of U.S. NAVY ARMED GUARD detachments aboard NON-NAVY ships during WW II. These "logs" were prepared under the direction of the Armed Guard Commander aboard each ship and comprise a brief daily account of events of the Armed Guard crew. These logbooks vary widely in quality. The collection-as transferred to the National Archives by the Navy - is not complete, including occassional gaps in coverage of some ships. It is possible that the logbooks of certain ships may not be available for a particular time.

INFORMATION YOU MUST PROVIDE:
7.) WHEN ASKING FOR ARMED GUARD LOGBOOKS.

01: NAME OF SHIP TO WHICH UNIT WAS ATTACHED.

02. DATES OF INTEREST

++ HELPFUL INFORMATION

B-1: SHIP'S FORMER NAME, IF NAME OF SHIP WAS EVER CHANGED.

REPRODUCTIONS: ELECTROSTATIC (PAPER) COPIES.

10.) ARMED GUARD REPORTS- WW II PERIOD. DESCRIPTION: THESE ARE REPORTS OF THE U.S. NAVY ARMED GUARD DETACHMENTS ABOARD NON-NAVY SHIPS DURING WW II. THE REPORTS USUALLY INCLUDE ARMED GUARD CREW LISTS, VOYAGE REPORTS, DATA RELATING TO ARMANENTS AND SUPPLIES PROVIDED BY THE U.S. NAVY, CORRESPONDENCE RELATING TO RECOMMENDATIONS FOR MEDALS FOR MEMBERS OF THE ARMED GUARD CREWS, ORDERS AND MISCELLANEOUS CORRESPONDENCE.

++ HELPFUL INFORMATION
(SAME AS 01. AND 02. AND B-1 ABOVE.)

THIS CORRECTION WAS FURNISHED BY: NATIONAL ARCHIVES AT COLLEGE PARK, 8601 ADELPHI ROAD, COLLEGE PARK, MARYLAND 20740-6001, ATTENTION: VERNON R. SMITH-(NWCTM).

The **NEXT ILLINOIS/WISCONSIN MINI-REUNION** Will be held Sept. 30 thru Oct. 3, 1999 at the Quality Suites, U.S. Hiwy 94 and Wisconsin Rt. 50, Kenosha, Wi. CONTACT: John Arnett, Host, 1517 15th St., Kenosha, Wi. 414-551-0561. Frank Copobianco, 1127 W. Miller St., Oak Park, Il 60302, 708-873-8530, will be the Il/Wi Skipper for 1999, replacing Robert Blake of Madison, Wi. This will be another great Mini-Reunion.

"TEXAS MINI-REUNION" will be held March 18-20, 1999 in Fredericksburg, Tx. at the SUNDAY HOUSE HOTEL, 1-800-274-3762. BE SURE TO LET THEM KNOW-ARMED GUARD. HOSTS ARE: John Shirley, 5605 Berkman Dr., Austin, Tx. 78723, and Dan Mock, 8810 Silent Oaks, San Antonio, Tx. 78250-6267, 210-681-2120.

GEORGIA CHAPTER Skipper Bill Burton, 251 Cardigan Cir., Lilburn, Ga. 30247, 770-381-5395 and the Ga. Crew meet 1ST MONDAY OF MARCH, JUNE, AND DECEMBER. IN SEPT. THEY'LL MEET ON THE "2ND MONDAY" DUE TO LABOR DAY, at SHONEY'S, Exit 38, Lilburn, at 11 AM. They have a great crew and welcome you to attend.

TIME CHANGE NOTICE: Pittsburgh, Pa. crew meets on the "3rd Sat." for an 11 A.M. BUFFET BREAKFAST at the PITTSBURGH GREENTREE MARRIOTT. CONTACT: Hilary and Dorothy Makowski, 202 Wedgewood Crt., Carnegie, Pa. 15106, (412)-429-8510.

U.S.N. CRUISER SAILORS ASSOC. NATIONAL REUNION May 27-June 1, 1999 at the Embassy Suites, Jacksonville, Fl. CONTACT: John Amicone, 588 Gallivan Blvd., Dorchester, Ma. 02124, 617-436-7202.

NOTICE!!

Please discontinue contacting Phil Bradley for prinouts of shipmates. Send your requests to Bob Ober, Tom Bowerman, or Gerald Greaves.



The U.S.N. Armed Guard Reunion, June, 1998, in Bloomintgon, Mn. We had a wonderful time!

SERMON NOTES... LETTERS FROM OUR MEMBERS

Greetings Lloyd:

10/14/98

I hope all is well. I have enjoyed the POINTER very much indeed. Each issue, I share with other Veterans in the local area.

Finally, I received the BATTLE REPORT of the S.S. KAIMOKU, torpedoed 8/8/42 in the North Atlantic enroute to Liverpool, England. My cousin, Louis DeGennaro who was Armed Guard aboard that ship, had invited most of the gun crew to our house for a big SPAGHETTI and MEATBALLS dinner before they shipped out in July. Two weeks later, Gun Crew #230 was fighting for their lives in the North Atlantic.

Robert Bouschor is the only NAVY ARMED GUARD who I am in touch with. I have the Navy and Marine Corps Medal awarded to Louis. Thank you! **Shipmates Forever, Lou V.Cofiero.**

Dear Charles:

10/14/98

I am a docent with the S.S. JEREMIAH O'BRIEN. One of our perks is copies of the POINTERS that are always available to us. The many great letters searching for people, or information printed in the POINTER has prompted me to write to you. I was a Merchant Seaman aboard the M/S CAPE LOPEZ and in July 1945, we arrived at Naha, Okinawa in a convoy from Ulithi in the Pacific. About August 3, during one of the numerous air raids, the Liberty Ship JOHN A. RAWLINS, which was anchored along our Port Side, was torpedoed by Japanese aircraft.

The crew worked feverishly, unloading her to raise the ship enough to get the torpedo hole above the waterline. They succeeded!! The ship and cargo were saved and a few days later, the entire convoy went to sea to ride out a typhoon. The RAWLINS was left at anchor. As we sailed away, I wondered what would happen to that ship and crew if the typhoon hit that crippled ship at anchor. When the storm passed, we returned to anchor at Naha and I couldn't find the RAWLINS. I have wondered what happened to her and the crew since that time. I also thought of their heroic actions in efforts to save a sinking ship and a possibility of losing it to a typhoon.

Is there someone reading this that can tell me what became of all the Armed Guard and Merchant crew during that typhoon? Sincerely, **Robert R. Glissman (MM), 719 Windham St., Santa Cruz, Ca. 95062, 408-459-0567.**

(I think it made it Glissman as I had some listed on it at a later date. Hope they will write their version of what happened for the next POINTER. calloyd) ((P.S. I sent Glissman 5 of the crew at the time. cal))

Lloyd:

In the July/Aug/Sept 1998 POINTER, there

was a request from Wm. C. Wenzel for information about the Feb. 5, 1945 tanker explosion in New York harbor. I was a survivor of that fire as indicated in the enclosed copy of that fire. I had a copy of my home town paper but it wasn't too good to make copies so I went to the Library and they found both articles. I didn't know Milton C. Yahn, but the daughter just wanted information about the fire. I hope the articles helped that I sent to her. I am sending you the same articles. I told you about this at the reunion. My wife and I had a wonderful time there and it was nice to see so many Ol'Salts there. Enclosed is a check to help the cause. Thanks, **Enrico J. Potenzi, 88 King St., Danbury, Ct. 06811-2730, 203-748-1352.**

(Thanks for your help in supplying the above. Will reset article to fit the POINTER pages. I had Michael Politis listed. Hope to find the others. cal)

From the Danbury News Times, Friday Feb. 9, 1945

BOARD OPENS INQUIRY

A five man board of the Coast Guard has opened hearings in New York City to determine if the collision of two tankers in New York Bay Monday morning was due to negligence. The tanker, SPRINGHILL, according to the Navy, was tied to its pier and loaded with 120,000 barrels of high octane gasoline when the Panamanian tanker, CLIO, with a cargo of oil, rammed it. Fire and explosions followed, with men jumping or being hurled into the bay while burning oil and gasoline spread over the waters, clogged with floating ice.

Enrico J. Potenzi, 18, seaman first class of the U.S. Navy, a son of Mr. and Mrs. Constantino Potenzi of 365 Main Street was among 31 sailors ordered to jump into the bay from the S.S. BERNARD CARTER, which was anchored at Pier 18, Staten Island. He was rescued by the Coast Guard and was taken to the U.S. Marine hospital at Stapleton-Staten Island for treatment for shock from the plunge into the icy water. Five others from Connecticut were injured: Philip Arbo, 18, Bloomfield; Robert Painter and Edward Ernest, both from Naugatuck and Marvin Miney and Michael Politis, both from Bridgeport. At least 18 were reported dead in the explosion with 121 injured and 22 still missing according to the Associated Press. Besides the tankers, three other ships were damaged.

(P.S. Partial extras from Feb. 7, 1944 article prior to above one.)

The S.S. Bernard Carter was loaded with ammunition and the action was taken as a precaution to save the lives of the crew. Potenzi was in the icy waters of the bay for seven and one-half minutes. The Clio was in ballast and the SPRINGHILL was carrying the gasoline. Flames shot upwards 50-100 feet high. His parents visited Seaman

Potenziani at the Marine Hospital Monday Night. Enrico told them that he hoped his experience Monday would be his last of that kind. While struggling in the water, he heard men calling for help and after what seemed an interminable period, the Coast Guard reached him. Potenzi expects to receive a "SURVIVOR'S LEAVE" and return home for awhile after he has sufficiently recovered. Potenzi is stationed at the Armed Guard Center in Brooklyn, N.Y. and has been on Convoy duty. *(end of article)*

Hello Lloyd:

I am one of the "NEW OL'SALTS" who just found out about the organization this past summer from an article in our local newspaper. I got in touch with Allan Ferrara who is the host for the DELAWARE VALLEY CHAPTER and he was very glad to hear from a "NEW ONE". He sent me a great deal of information and some back issues of the "POINTER" of which I read every word with memories coming back to me from long ago and so far away. I then filled out the ship form and sent to you and you, in turn, sent me a printout of the ships and shipmates that I was on that you had listed. I found two names that I recognized that I had sailed with. WHAT A SURPRISE!! The printout you sent of the local area had 5 names and addresses of Armed Guard who live within walking distance of me. I could not believe they were so close!! I got in touch with them as you suggested and they are all still with us!! I have been on the phone with them and we plan to attend Ferrara's meetings at the Fallsington American Legion Post where he is the host. We are all excited about going.

You sent me a Form-180 along with the other info and I am going to send for more as others want them, also. I put my bumper stickers on the same day I received them and was very proud to, I might add. You mentioned a "MEMBERSHIP CARD" that many may not have received. I did not get one so I would appreciate it if you would send me one. I have inserted a S.A.S.E. to return it. I have also sent to the Kozaks for a jacket and cap. I can't wait to get them to wear.

About two years ago, I found a little address book that I had lost when I was discharged in 1945. It had fallen behind a drawer in my desk and laid there for over fifty years. The addresses are all over fifty years old, too so I imagine they are not going to do much good in locating them after so long a time. I may call on you to help and suggest how to find them if still around.

In the last Pointer with the "5"38 gun" on the cover, I read an article about something that has bothered me for over 50 years, also. In all the articles in the papers and on television I have read or watched, I never read anything about an incident I experienced until I read it in the POINTER. It was about the

"BREAKWATER SHIPS", or; "GOOSE-BERRY" as it was called. I was beginning to think it was a dream, but now I know it wasn't. It was on the "BRENNAN" and I have nicknamed my ship "THE LUCKY BRENNAN" as we almost went to the bottom twice in one trip; not through enemy action - just change of orders.

My years in the Armed Guard are years that I will never forget. I am sure the Navy made a better man out of me and took me all over the world to places I would never have gotten to go on my own. Although some of the trips were a little "HAIRY", some were like a pleasure cruise.

After I got off of the BRENNAN, I was sent to New Orleans and shipped out on the tanker, S.S. SOUTHERN SUN, owned by the Sun Oil Company. We went through the Panama Canal on to the South Pacific to islands like Boro Boro, Tonga Tabu, and Manus, along with the Phillipines. We crossed the equator and they initiated me into "DAVEY JONES LOCKER" by King Neptune, himself!! What a fun day that was!! So, I am an official "SHELLBACK" and I still carry my card in my wallet. Thanks for listening. Donation enclosed. Take good care of yourself. Respectfully, **Norman Cataldi, 526 Buckman Dr., Hatboro, Pa. 19040, 215-674-8674.**

Dear Lloyd: 10/5/98

Thanks again for all the information you sent which gave me access to Tom Bowerman who has been more than helpful in finding info about my ol' shipmates. Just today, I received an E-mail from the granddaughter of Milfred Banwart of Minnesota who was on the S.S. SEAMAN A. KNAPP with me from 3/44-3/45. He has that Gun Crew picture also, the one I sent to you and you forwarded on to him. He is not on the "NET" but I have his granddaughter to contact me. So, you see, even now, new information is still coming in of the Armed Guard. I have not read all the "POINTERS" you sent, but am working on them. Each is so interesting that I don't want to miss a thing. I have more information and pictures to send and will do that, soon.

I bought Tom Bowerman's book, "FIRECLAY," finished reading it and found it well worth the time and money. His lasting compassion for the Armed Guard and the Merchant Seaman is truly amazing and admirable. He put some of my pictures and information on the Internet so now I hope to hear from other shipmates. I will keep you posted. In the meantime, enclosed is a check to help offset expenses. THANKS! **Bob Ekoos (MM), 2924 Dolphin Dr., Nanoose Bay, B.C. V9P-9J4 Canada.**

Lloyd: 8/22/98

Thanks for your quick response for the exciting packet of Armed Guard Material. I was suddenly a teenager again! I am enclosing the requested information you asked for and a S.A.S.E. for a membership

card along with a check to help with the cost of informing the crew.

After a trip (BOOTS) through Great Lakes, many of us were sent to the Naval Armory, foot of Randolph Street, Chicago for gunnery training. We were called "GUNSCREWS". I remember "GRADUATION DAY". We marched in a typical Chicago summer day - mid 90s and us in our "dress blues" with our seabags over our shoulder, to a railroad station to catch a train for a trip to the Armed Guard Center, 1st Ave. and 52nd Street, in Brooklyn, New York. The streets in Chicago were lined with waving, smiling folks, saying goodbye to a bunch of young sailors, marching into HISTORY!! Quite a time for a 17 year old.

I look forward to hearing more about the forgotten Armed Guard. Yours truly, **Richard C. Karas, 9201 Berkshire Circle, Chattanooga, TN 37421, 423-894-4236.**

Charles: 8/98

I was extremely pleased when I read Richard Schmitter's great article in the POINTER, to discover that I knew him well. I was 2nd and 3rd Mate on the S.S. LEWIS EMERY, Jr. and being blessed with a good memory, I can remember incidents like that. I went aboard that ship on its return from the trip he wrote about and went to the Persian Gulf on it. I'd like to tell of my episode on a ship:

A "GRANDSTAND SEAT," safe from any torpedo action, watching a sister Liberty Ship on the receiving end of two "TIN FISH" was a rare occasion in World War II but it did happen. The location was Mostaganem, a small port in the Med Sea, East of Oran, Algeria. The dock was just large enough to accommodate two ships and in the early days of March 1943, two Libertys, the Ethan Allen and the NATHANIEL GREENE were busy discharging cargo for the Army which was out chasing Rommel's Afrika Corps back across the sands of the Sahara Desert.

I was an AB on the ALLEN. The NATHANIEL GREENE had arrived first after a rough trip to North Russia and was nearly unloaded. Her bent bow plates mutely testified to a passage in the ice of those northern ports. It was like a reunion, for both vessels were U.S. Lines operated and many of the crews knew each other from the NMU hiring hall. Plenty of vino was available and headquarters for the "business ladies" was close by.

It came time for the GREENE to depart from behind the breakwater and on a pleasant day, early afternoon, the ship cleared the little harbor and headed into the blue sparkling waters of the Mediterranean Sea. We could hear the jingle of the telegraph when it placed on "FULL AHEAD." With a few farewell blasts of the whistle, the GREENE altered course to - Westward.

The voyage didn't last long, for a submarine was waiting and suddenly, there was a

muffled explosion, then another, and the Liberty received two of the deadly "TINFISH," one in the engine room and one in Number 2 hatch. Being light, the ship didn't sink and was finally grounded out on the beach. Four shipmates were killed and one of the explosions caused the crows nest on the foremast to fly off and land on Number 1 hatch with the lookout still in it. We heard later that he survived.

Occasionally, one of the five ton cargo booms on those first Libertys would bend just above the mast house and it happened on the ALLEN. Arrangements were made to borrow a small landing craft, and some of the ALLEN's crew went out to the GREENE, removed a boom and brought it back to the ALLAN and replaced the bent one which enabled the remaining cargo in No. 5 hatch to be discharged. While the crew was aboard the GREENE, someone discovered a few cases of 150 proof rum, the kind issued out on British ships. Evidently, the stuff had been overlooked!!!? Anyways, it made it's way to the ALLEN, - accidentally!!!? The ensuing results can best be imagined!! We finally departed Mostaganem and made our way back to New York with some of the GREENE's crew aboard as passengers. Thanks, **Captain Don Rogers, RR-5 Box 5435, Belfast, Maine 04915-9703.**

Dear Mr. Lloyd: 10/5/98

Thank you so much for sending me the "POINTERS." I enjoy so much reading of the veterans. I wrote to you a long time ago that my husband wasn't NAVY, although he spent most of 3 years at sea as a pharmacist on an Army transport, the USAT MARIPOSA. It was with your help that I was able to contact some of its crew members who remembered him.

It made me very pleased to be able to answer your request for some information on the big BOMBAY EXPLOSION a few years ago. And my latest bit of Navy information is that my grandson joined the Navy last March, finished his "BOOT" camp at the Great Lakes, went to school at Virginia Beach and at present, he is assigned to a destroyer in San Diego, California! Enclosed is a little help to keep up the good work. Sincerely, **Shirley Goldberg, 222 Heritage Rd. Apt 202, Guilderland, NY 12084.**

Thanks Mrs. Goldberg for your appreciative letter and on behalf of the Armed Guard crew, we wish your grandson a safe journey wherever he goes and hope he visits many of the places that the USAT MARIPOSA visited during WW II. cal

Dear Charles: 9/26/98

I served in the U.S.N. Armed Guard from June 1943 until the war ended on the S.S. JOHN ROSS. I have lost touch with the members who served with me. The ROSS was loaded at the Benecia, California port with 500 and 1000 lb. bombs in four holds. Number one hold carried PX supplies.

Between decks was loaded with 1500 tons of MUSTARD GAS, in bombs. Six "Chemical Warfare" soldiers joined us at the Benecia arsenal. Everyone aboard was issued gas masks, which we were required to carry with us at all times.

We departed the Bay area on August 10, 1943 and docked in Townsville, Australia on September 8, 1943. The gas bombs were to be unloaded and held there as mustard gas was "NOT SUPPOSED TO BE" in a war zone. It was to remain in Townsville and be used in retaliation if the Japanese used chemical warfare weapons. The bombs were not unloaded in Townsville for our deck cargo was needed in New Guinea so we sailed to Oro Bay, New Guinea, arriving 10/1/43.

The harbor at Oro Bay was bombed by the Japanese on Oct. 8-13 by Betty bombers based North in Finchhafen. Early in the morning of Oct. 15, the harbor was attacked by Val K-99 dive bombers, escorted by Zero fighters. The attacking forces was engaged by P-38 fighters from Doubadura Army Air Force Base and most of the Jap bombers were shot down. However, one dive bomber made a low angle attack on our ship, released two bombs before it was hit and shot down by our guns, or guns from other ships in the harbor. The S.S. JOHN ROSS was straddled by the two bombs but we were not hit. I have often thought, and with chills, of the devastation which could have occurred if the bombs had hit our ship!! Certainly, I would not be writing this letter. With the bombs and gas aboard and if it exploded, it is no telling what would've been the results. We departed Oro Bay October 21, 1943, still fully loaded, for Townsville again, arriving October 25 where the mustard gas bombs were unloaded. We returned to Oro Bay, where the bombs were unloaded and delivered to Doubadura Air Base.

The reason that I am writing this is that I am asking for your help in finding current names and addresses of the Navy personnel who were aboard the S.S. JOHN ROSS during this time. We were together 13 months before arriving in San Francisco. We were given 30 days leave and were cautioned strongly to say NOTHING about our experiences as far as the Mustard Gas was concerned. We were assigned to other ships as the war continued. I was assigned to the USS PASADENA (CL-65) for the duration. The year, 1943, was a memorable year. It would be good to share those experiences with the gun crew members of the Armed Guard who served on the ROSS. Sincerely Yours, **Charles Rex Berry, 55 Marcrest South, Provo, Utah 84604.**

Berry, I had you listed incorrectly on the S.S. J.D. ROSS and I will have sent you addresses for M. Mabry and William Dum before anyone will get a chance to read this. I hope you the best "telephone reunion" ever. Get them to meet you in Las Vegas and really catch up on 3 years of sailing together. calloyd

Dear C.A.L.-

9/14/98

At 17, on 6/16/43 and just 2 weeks out of high school, I enlisted, not drafted, and was sent to take Boots at Newport, Rhode Island. Then, to signal school in Newport and on to Norton Heights, Ct. for advanced signal training. I spent nearly a year on the S.S. TARLETON BROWN and less than a year on the S.S. GREEN MOUNTAIN. Then the "PLEASURE of a DRAFT" via gas-lit rail coach; 3 sailors facing two facing seats, no heat, or lights, no showers, or change of clothes for 7 days and nights from Brooklyn, N.Y. to Treasure Island, San Francisco, Ca and arrive at 2:30 A.M.; torn between taking a shower and cleaning up, or going to sleep on the drill hall floor of the reception center. Two meals a day from a large trash can of mostly soup and hardcrusted bread. All of this while the POWs were traveling cross-country via pullman sleepers, to POW camps in various parts of the country!!

The Navy took me to the North and South Atlantic; England, Belgium, Holland, France, Algiers, Libya and Sicily, Italy. Then to: Haiti, Brazil and Uruguay. Then, as a "DRAFT" passenger on a LCT, to: Ulithi, Eniwetok, and the Phillipines. Then, on to Okinawa where there was a big typhoon and on the USS ARD-22, a floating drydock, to Sasebo, Japan that had to be towed at 4 to 5 knots by sea going tugs (a great target for Kamikazes).

Living-in-the-past syndrome! Hope the check is helpful! Thank you for the patience and remembrances. **Alfred E. Bourassa, 59 Wickams Fancy, Collinsville, Ct 06022-1244, 941-349-8337.**

Thanks Al for your interesting letter. I am sure many followed you as they read your journey. Since you sent a copy of the Commendation of the USS ARD 22, I thought

I'd reprint to tell the story and saved "POINTER SPACE."

USS ARD-22

c/o Fleet P.O., San Francisco, California
12 October 1945.

From: The Commanding Officer.

To: All Hands.

Subject: Commendation.

1. All hands are commended for meritorious conduct and devotion to duty while serving aboard this vessel during the typhoon of 9 and 10 October 1945 at Buckner Bay, Okinawa.
 2. The survival of this vessel, the vessel in dock, and all the personnel on board, and the rescue of ten men from the U.S.S. SOUTHERN SEAS, was due to the ceaseless efforts and tireless energy of each man aboard.
 3. For your constant devotion to duty you are hereby commended.
 4. A copy of this commendation will be entered in the service records of all personnel.
- L.H. de Santy

As you can see by this Commendation, many Armed Guard who were transferred over into the fleet, went on to serve their country in the way they were taught. Some of you may have been in the same Convoy at the time Leonard Wood and his crew received theirs as shown below. I wish I could put in all the entries that was earned by the Armed Guard, but it is impossible as I can not put in all the photos, etc. sent. Hope you understand. calloyd

Charlie:

10/21/98

Missed you at the North East Mini-Reunion at the Pocono Manor Inn at Pocono, Pennsylvania. We all had a great time. Hope you can use the enclosed photo of FIVE OL' SALTS taken in the hospital room of Ed Quinn. It's hard to believe that we were together again after 54 years. We were part of the S.S. STANLEY MATTHEWS from



(L-R) Front Row: John Ehlenburger, Norwich, Ct.; Jim Pellegrino, Westbury, NY.
Back Row: Clem Sheridan, Alexandria, Va.; Bill Quinn, Pocono Lake, Pa. and Jim Thomas, West Roxbury, Ma.

4/19/44 til 1/15/45 and our ship got credit for shooting down 3 Japanese planes – one at Morotai and two at Leyte in the Phillipines in November, 1944. Best Regards, **Clem Sheridan, 400 Madison St., A-309, Alexandria, Va. 22314.**

Dear Charles: 9/14/98

Received the extra S.S. ROBERT E. PEARY BOOKLETS I requested and I will get them to the School History teacher. Last year, when I talked to the class, I didn't get through with my first ship, for the kids asked so many questions about the Armed Guard and Merchant Seamen. It surprised me that no one knew how the supplies got overseas. Thanks again. If it were not for you, the biggest share of the U.S.N. Armed Guard history and that of the Merchant Seamen would be lost. Thanks, Joe Locker, Jr., 1900 Maple St., Ellis, Ks. 87637-1919.

Thanks Joe, for telling the students. Just maybe it will spread. I know others are telling the story. As far as me saving history, it's the stories the crew tell and let me know is the history that needs to be saved. We have alot more to share with others if the crew will just take time to write it down. Then, I will do what I have to do in memory of the 1810 Armed Guard and 6849 Merchant Seamen who did not come back and to all who served in the bitter cold and hot days and nights so far from home for Freedom. calloyd

Dear Everyone: Recently, I received several copies of letters, citations, etc. from a Merchant Seaman, Delbert Williams and thought all should read part of what he sent to me. He was awarded the ATLANTIC WAR ZONE BAR; the PACIFIC WAR ZONE BAR issued by the WAR SHIPPING ADMINISTRATION and signed by E.S. LAND, Administrator; and also received a commendation from the late President Truman, which I will RECOPY TO SAVE SPACE. I want you to pay particular attention to the wording of the first sentence:

**DELBERT VICTOR WILSON
TO YOU WHO ANSWERED THE CALL
OF YOUR COUNTRY AND SERVED IN
ITS MERCHANT MARINE TO BRING
ABOUT THE TOTAL DEFEAT OF THE
ENEMY, I EXTEND THE HEARTFELT
THANKS OF THE NATION. YOU
UNDERTOOK A MOST SEVERE TASK –
ONE WHICH CALLED FOR COURAGE
AND FORTITUDE. BECAUSE YOU
DEMONSTRATED THE RESOURCE-
FULNESS AND CALM JUDGMENT
NECESSARY FOR THAT TASK, WE
NOW LOOK TO YOU FOR LEADERSHIP
AND EXAMPLE IN FURTHER SERVING
OUR COUNTRY IN PEACE. HARRY S.
TRUMAN-THE WHITE HOUSE.**

**NOW, CREW, I WILL COPY A LETTER IN
1991 WHERE WILSON ASKED FOR SOME
FINANCIAL ASSISTANCE.**

Dear Officer Ivers:
I received letter of Feb. 8, 1991 concerning

service connected disabilities NOT POSSIBLE UNDER THE LAW. I will prove that because of the law, I am a service connected veteran. Given financial means, I would be available for a personal hearing. I regret to bear in mind the bitter experience of World War II, but, being aware of one that breaks the law, causing injury to another is liable. The exposure and disregard for the health and welfare of the people of the Merchant Marine, starting at BOOT CAMP with overcrowding, causing massive problems and infection.

You see, I was assigned by the War Shipping Administration to the ARMY. I have an HONORABLE DISCHARGE from the Army at the age of seventeen, not sure how many served in wartime in the ARMY at that age.

You have in your files, a picture of a ship explosion in Genoa, Italy. (1947) This ship was carrying explosives arms. I was blown from that ship and received inquiries to my arms and back. Six of my ship mates were killed. Other ships were being confiscated in the FAR EAST at that time, shipping arms to our enemy, the Chinese Communist. It is believed that three Chinese came aboard and sabotaged the ship, S.S. Edmund Fanning.

We were AMERICAN CITIZENS and flew the American Flag and were entitled to, BY LAW, better treatment. One of the disappointments of my life was when I was told that we would hear the TRUTH about the ship and the loss of my shipmates when we got to New York and would appear in Federal Court. Waiting to go into Court at the Federal Building, I was tapped on the back, given a check for personal losses and was told to go home. Tell me about "NOT POSSIBLE UNDER THE LAW." The ship, S.S. EDMUND FANNING, was carrying military equipment. We were still working under the War Shipping Administration and should have Veteran's benefit from injury.

Dec. 5, 1993

The White House – Dear Mr. President: Nearly 50 years ago, I, like all Americans, gave my best for my country. Forty five years after my service in the Merchant Marines, in which I was disabled, I was told my service in the War was important and would be rewarded as a Veteran. I made application to the Veteran's Administration when this took place in 1988. Now 5 years later, and with a file 2 inches thick, I get duped and put off as in 1944. I wonder what MY FRIEND (GIVE 'EM HELL, HARRY) would think today?? Yours Sincerely, **Delbert V. Wilson (MM), 3508 Rudolph Rd., Richmond, Va. 23294.**

Delbert, it looks as if it would be dangerous to have served in the merchant fleet even right after WWII and until today. calloyd

Dear Charlie: Oct. 15, 1998

The article you put in the POINTER has had quite an impact, as a few Armed Guard and Merchant Marine veterans have sent me information about their time at NOR-

MANDY BEACH and all the other areas during WWII. Thanks!! I thought that you'd like a little poem written by the 1st gunnery officer, Ensign Hickey from Ct., on the S.S. JOHN MASON to the gun crew. It was sent in by Walter Limbaugh of Batavia, Illinois who was on the MASON's first voyage, before I signed on. It is typical of the thoughtfulness of the men who write to me, a fine group of men, all the way! THANKS AGAIN!! **L.A. Murphy, 30 Mercedes Rd., Brockton, Ma. 02301.**

THE GUNNERS OF THE S.S. JOHN MASON

The Navy sent us on our way,
that long ago September Day.
Two dozen gunners, Allen, too,
the Ensign, Sparks, and Ward would do.

A brand new ship and brand new guns,
and cosmoline, that stuff sure attunes!
At last the ammunition came,
we called it by another name.

We started for a State that's cold,
girls, the reverse – so I am told.
Then off we went to "you know where,"
and some jumped ship to see what's there.

I'd like to stop in this respect,
to thank my stars in retrospect.
That of all the fun you've had ashore,
none came back with that fatal sore!

You've been good Sailors in all you've done,
be it "jump the ship" or just have "fun."
You gave the Ensign lots of care, but
when things got tough – you guys were there!

Then it came in our first port out,
Robinson swung free in a roust-a-bout.
It took five bucks and a little talk,
to get him out where he could walk.

McNellis had his on a later day,
when asked to explain – had nothing to say.
Except I'd like to give a cheer,
for good old Pabst Blue Ribbon Beer!

Let's pause for just a word or two, for the
Gunner's Mates and the Coxswain, too.
Caruso and Mutt – never apart,
McLean, loyal, right from the start.

Rock, Painter, and Morris up at the bow,
Limbaugh, Duchaney, Cramer and now,
Reavy and Petty, all on this raft,
also, Worthly, Sexton and Ravencraft.

Ambrosino, rated at last,
the excitement proving too much of a blast.
He added a Chapter to Navy lore –
twelve hours a Mate – and then no more!

Remember the classes in Blinker and all, the
Breech Bar, Hammer, the Trigger and Pawl?
And then the laugh that wouldn't cease, when
Smitty said, "Thattt Ttthats nothing
but grease!"

The endless times of practice and drill,
hearing the art of how to kill.
You can hear it now as you did before,
Up-8 – Double O – Right O-4.

At dawn and at dusk, each day at sea,
the General Alarm called to you and to me,
We'd man all the stations, and cock all the
guns, but seldom, thank heaven, saw any Huns.

The Ensigns pacing his mile or so,
up on the bridge where the breezes blow.
Speaking the names of planets and stars,
pointing out Rigel and Pollux and Mars.

At last we arrived in the heather land,
where the way we spoke they could
understand.

We all took there courage, in this and that,
and "Scratch" did some night work in
ten minutes flat.

After all of the sport (we had it galore), we
discharged and loaded and set sail once more.
We hated to leave – but that isn't all,
there was plenty to do at old Sauchiehall!!

Then came the day, remember it well,
when Jerry came out to kick up some Hell.
The three inch would bark, the 20s would
shutter,
to avoid being hit, the mate gave her right
rudder.

Twice is enough in one little spot,
Diamond and Bremer drove one from the lot.
Schuster and Tribett, McNellis and South,
discouraged another with lead in his mouth.

After reaching the port in a land gone insane,
we discharged and shuttled and sailed back
again.
Alerts and alarms were the rule of the day,
and one ship got hers at the dock where
we lay.

Remember the day the Coxswain "missed the
ship,"
and we put to sea and sailed round the tip?!

Twas there he found us – and that isn't all,
twas there the crew beat us playing softball.

At last came the word we all longed to hear,
headed for home and ones we hold dear.
It came just in time to give us relief, from
crackers and omelets and cold corned-beef.

And now for a toast to the men of this song,
who ran to their guns at the sound of the
gong.
Who stood there and fought when fighting
took pluck,
I SALUTE YOU GOOD SAILORS AND
WISH YOU GOOD LUCK.

by Ensign Hickey of Ct. (8/43-6/44)
Sent to L.A. Murphy for his book by Walter C.
Limbaugh, 532 Webster St., Batavia, Il.
60150, 630-879-5419. Walt also served, other
than the MASON, on the S.S. THOMAS W.
BICKETT-6/44-2/45, USS CHARGER-2/45-
4/45, USS BOXER-4/45-11/45 and the USS
FRANKLIN D. ROOSEVELT-12/45-Disc.

Dear Lloyd 10/18/98

I have been receiving the "POINTER" since
early 1998 and have enjoyed every issue.
Since I first wrote to you in December of
1997, it had been my intent to call or write
and thank you for all the nice things you sent
to me; back issues of the "POINTER",
bumper stickers, and especially the great
Armed Guard cap, but like many of the
retired people, we tend to put it off, or, plain
forget.

Referring to the bottom of Page one in every
"POINTER", you use the word "MEDIC".
What would it take to have that changed to
"CORPSMAN"???? (I think "MEDIC" is an
Army term) Thanks for everything. Kenneth
R. Myers, 30862 Gilmour Rd., Castaic, Ca.
91384

Dear Ken, MEDIC was a shorter term. We
called them "SHANKER-MECHANICS"
most of the time-IF my memory serves me
correctly-I forgot!! Yuk! Yuk! calloyd



Carl Winder and Harold Dethloff, on Oct. 21,
in Laughlin, Nevada, 53 years after the end of
the USAT Pres. Grant.

Dear Charlie: 10/27/98

Here's a picture taken at the Laughlin,
Nevada Mini-Reunion in October. On my left
is Harold Dethloff who served with me on the
USAT President Grant when she ran hard
aground on a reef on February 26, 1944 while
loaded with troops. We were separated in
New Guinea. It's been over 53 years. Harold
used to date a girl friend of Thelma's. Yes!
The years of time wear heavy on one if they
let it. (note-The crew worked for 4 months to
get her refloated but a huge wave hit and
broke the ship into two parts and was
declared a total loss on 6/14/44-cal)

The ones in Arizona know how to put on a
great Get-to-Gether and I plan to be in Las
Vegas next year as my son lives there. He
retired from the Navy. Always, Carl
Winder, 1734 Pilgrim Ave., Mtn. View, Ca.
94040, 650-967-6443.

ENEMY U-BOATS WW II

The U-Boats sank 2,778 Allied ships,
carrying 14.5 million tons of supplies. Only
the Captain and Officers had beds to
themselves. The crew slept in shifts on 34
narrow bunks. A box of prunes was kept in
the control room and the crew were ordered
to eat one or two a day in lieu of exercise.
Dinner was served to the officers but the crew
had to serve themselves and clean their own
dishes. A record player was a principal source
of entertainment. Of the 1,163 U-Boats built,
784 were lost. Of the 40,900 U-Boat
crewmembers, 28,000 lost their lives plus approx.
5,000 were taken prisoners.

The captured German submarine, the U-505,
preserved at Chicago, Illinois had 20MM
guns which served as the defense against
Allied aircraft. It carried enough torpedoes to
sink 22 ships. In nearly 3 years at sea, the U-
505 sank 8 ships and traveled 53,704 miles.

It was captured off the African Coast by the
USS PILLSBURY with Captain Daniel V.
Gallery, USN at the helms. Nine sailors from
the PILLSBURY boarded the sinking sub,
searched for hidden explosives, passed
classified documents topside, found and
seized the scuttle valve. The captured U-505
yielded so much sensitive information that the
Navy interned the sub's crew and kept its
capture a secret until after the Germans
surrendered.

In 1954, the United States Congress
authorized the "Museum of Science and
Industry" to dedicate the U-505 to a new kind
of service: AS A PERMANENT HISTORIC
AND SCIENTIFIC EXHIBIT, AND A
LASTING MEMORIAL TO THE
APPROXIMATELY 55,000 AMERICANS
AT SEA WHO LOST THEIR LIVES IN
THIS CENTURY'S TWO WORLD WARS.

Approximately 30 million Americans have
visited the U-505 since 1954. (All the sub's
crew's pictures are at the site but none of the
55,000 American Sailors names are shown,
much less their photos. The U.S.N. Armed
Guard visited the U-505 during our Chicago
Reunion. calloyd)

See article on next page from
SEA CLASSIC SPECIAL
"FIGHTING HITLERS U-
BOATS" by Ed Schnepf, Editor
of SEA CLASSICS MAGAZINE-
1983. You can subscribe to the
"SEA CLASSIC" by calling 1-
800-562-9182. Subscription rates
are \$29.95 for 12 issues, or \$43.95
for 24 issues. (I recommend it
highly. calloyd)

The Death of the U-boat Service

Following the climactic successes of 1943, U-boat losses increased to such an alarming degree that Admiral Doenitz felt compelled to call off his shark attacks lest the entire force be destroyed at the hands of the ever-strengthening Allies. Though there were to be many more ships sunk by the stealthy U-boats the momentum of their assault was broken and never returned despite the fact that submarine production was yet to reach its peak numerically.

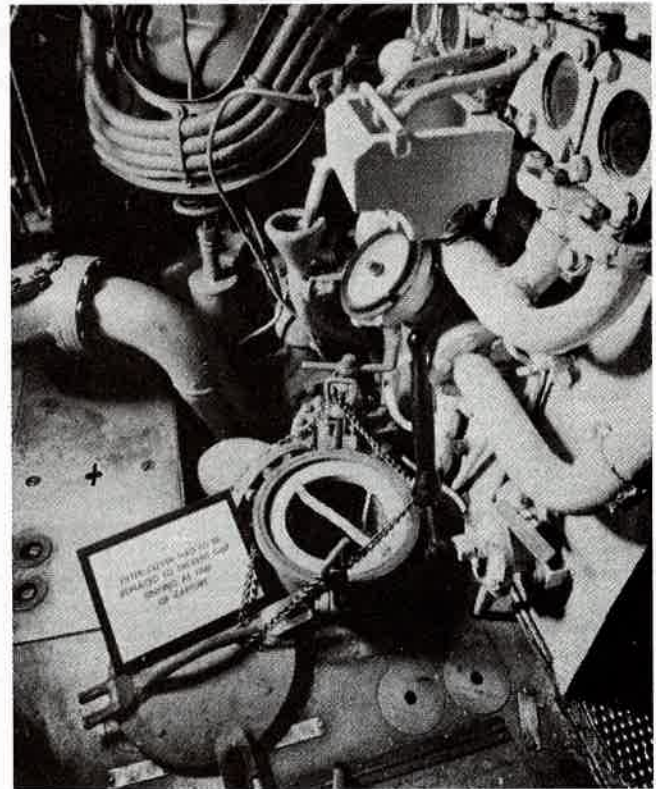
This loss of thrust and verve was attributable to many factors, not the least of which was the element of fear that struck terror into the hearts of new recruits and veteran skippers alike in the dark days of 1944-45 when Germany's chances of winning the war became bleak even to the most die-hard Nazi political officer. Though the truth about U-boat losses were kept secret the numbers of boats failing to return to their submarine pens became ever more apparent. Crews ordered to sea knew in advance their chances of returning grew rapidly worse as the cordon of Allied might dramatically tightened at every level.

Those lucky enough to sneak through the Allied blockade were certain to face the deadly Hunter/Killer teams of carriers and destroyer escorts that prowled the Atlantic under a broad umbrella of equally destructive naval aircraft. Radar's all-seeing eyes bothered them most for it sought them out in any weather no matter how bad the visibility. Nor did they fancy the frightening spectre of being bombarded by the new depth charges, Squid mortar and Hedgehog rocket launchers that fanned into the sea from warships like a shower of deadly explosive arrows. Worst of all was knowing through their own "Metox" echo sounders when an approaching destroyer was closing in for the kill. It took a special kind of courage to be aware how horrible death could be in a flooding submarine and still man your battle station with cool reserve. Certainly, to the young, raw recruits who still volunteered for submarine service, the war at sea was nothing like the recruiting posters' promises or patriotic rhetoric boomed by the recruiters.

It was a sad though tightly concealed truth that by late 1943 most of the early war U-boat veterans had died in their steel caskets. Well placed propaganda by Goebbels told only of the Allied tonnage sunk by the "brave U-boat crews," not of the severe losses inflicted on them. But the reality of the situation was that the young officers hurriedly promoted to skipper status along with their equally green, semi-trained crews were woefully ill-equipped to combat the Allies superior forces and sub-hunting technology.

Day by day the roll call solemnly drummed the waste of humanity sent to sea by the *Seekriegsleitung* (Directors of Naval Warfare). U-415 was ordered to sea even though its captain was not aboard. As the diesel engines were fired up a mine contacted the hull and the boat exploded and sank at its moorings with heavy loss of life. U-629 left Brest for Plymouth and was sunk two days later. U-621 left August 13, sunk August 18th. Ditto U-740, U-441, U-413, U-821 and U-984—all quickly lost with no survivors. The Allies were everywhere, day or night, endlessly on the lookout and ready to attack at the slightest "ping" of the Sonar.

Those who miraculously escaped destruction brought their battered boats back to submarine pens more con-



Above: In the only attempt to scuttle the captured U-505, her crew had opened this eight-inch sea strainer in the control room. Prompt action by the boarding party in replacing the cover saved the boat.

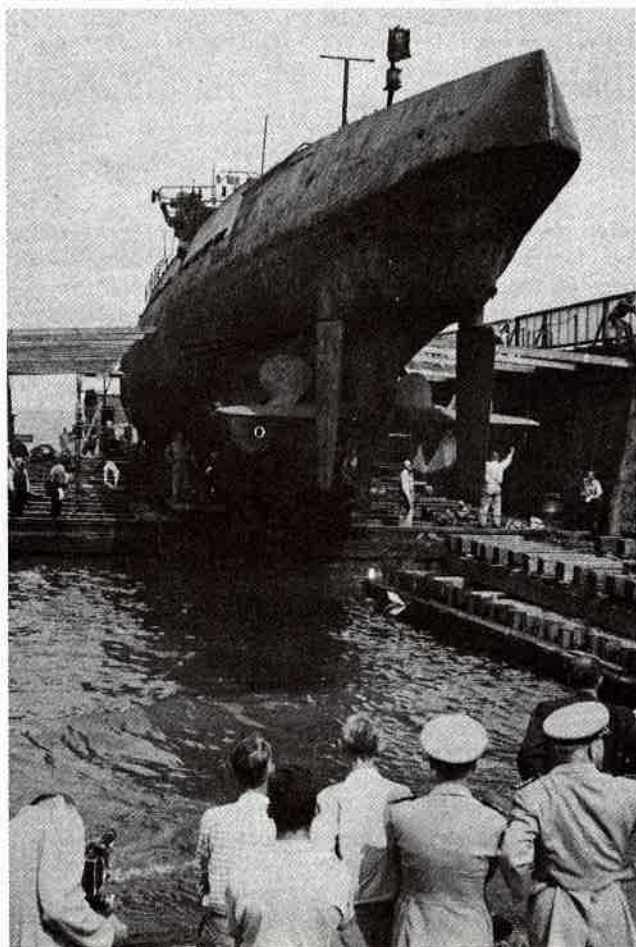


vinced than ever how primitive and inadequate their boats now were. German radar was in short supply and at best only partially effective. The submerged breathing device *Schnorchels* that allowed a U-boat to charge its batteries from its diesels was a great step forward for the boats didn't have to surface for long

periods of time. But days under the sea suffering in tight spaces the tensions of fear and apprehension also took their toll on even the newer type XXI boat crews that boasted all manner of advanced German technology.

Skippers often were more intent on survival than pressing home attacks that were certain to result in their own destruction. Many displayed remarkable courage in the face of certain doom, their attitudes foolishly bolstered by the hope that their sacrifice might save Germany from defeat. Other more prudent skippers carefully chose where and when to attack, generally under the safest circumstances. They knew Hitler would never admit defeat and in their loyalty to the *Reich* attempted to serve out their sworn oaths of allegiance regardless of the consequences. Indeed, when Doenitz sent the order for all 43 U-boats at sea to surrender in May, 1945, the loyal crewmen felt a profound sense

It was not until the end of the war that the story of the captured U-505 was told. For a time, she made a tour of eastern port cities as a show-piece for a war-bond drive, and then she was tied up in the Navy yard at Portsmouth, N.H., to await final disposition. When Chicago learned that one of its native sons had been in command when it was captured, the city requested the ship be displayed in Chicago as a war memorial. On May 14, 1954, the U-505 began her final voyage—a 3,000-mile tow trip through the St. Lawrence Seaway and four of the Great Lakes. The U-505 arrived in Chicago three months later and was placed on a floating dry dock in preparation for the final leg of the journey, an 800-foot trip overland from Lake Michigan to the Chicago Museum of Science and Industry.



U-505: PRIZE OF WAR

When the German submarine U-505 was commissioned on August 26, 1941, it was understandable why the crew was in such great spirits—submarines in the Atlantic were already basking in the glory of fantastic kills with a minimum of losses. The submarine was the ultimate in combatants, destined to win the war for the Axis powers. The U-505 crew anticipated the same success and fame for Germany's newest undersea craft.

After several months of intensive training in various aspects of submarine warfare and undersea operations, U-505 received her first real war assignment. On February 11, 1942, U-505 made her way to Freetown on the coast of French West Africa where she sank four ships totalling 26,000 British Registered Tons. Her next assignment, in the Caribbean, netted her another 14,700 tons of shipping.

After returning an ailing captain to home port, U-505 was back in service with a new commander, this time assigned to Trinidad. Three days after sinking an unknown freighter of 5,500 tons on November 7, the U-505 was attacked from the air and a bomb scored a direct hit, sending the heavily damaged submarine back to her home port.

Following these months of successful operations, the bomb attack seemed to place a jinx on the ship. Several attempts at going to sea after repairs had been made, continued to turn up new problems. But finally, on June 1, the ship was again underway, bound for the southern Atlantic. Near the coast of Spain the submarine met with a British destroyer, was depth charged, and again was forced homeward. Morale aboard the ship suffered. But once again, luck returned.

By October, the ship again was underway. Again it came under attack, this time near the Azores. After taking several depth charges, U-505 sat helplessly, waiting for the destroyer to strike its final blow. The destroyer appeared to be in the best position to blow the submarine to pieces with depth charges; the crew was expecting the end, their nerves strained to the utmost. But the destroyer turned away.

Again repairs had to be made and this time U-505 received a new electric engine. By Christmas she again was underway, her planned destination—the Gold Coast of Africa; her ultimate destination—Chicago, Illinois, United States of America.

In May, 1944, the U.S. Navy task group 22.3, known as a "hunter-killer" group, sailed from Norfolk, Virginia, to look for submarines. Under the command of Capt. Daniel V. Gallery, and composed of an escort carrier and five destroyer escorts, the group headed for a known U-boat rendezvous area near the Canary Islands off the coast of West Africa.

The primary mission of the group was to find and destroy enemy submarines, but Capt. Gallery had a daring plan of his own; capture a U-boat intact! Such a prize would be of inestimable value to the Allies, he thought, because of the equipment and documents it might yield. And as the task group proceeded, a boarding party was organized on each ship and rehearsed in a role that few ever expected to materialize.

The first contact was made on June 4 by the escort *Chate-lain* as the group headed for Casablanca, about 150 miles off the African coast. When the vessel was identified as a U-boat, the carrier sent two FM-2 Wildcat fighter planes over the area. When they sighted the submerged U-boat, they fired their machine guns into the water to mark her position. *Chate-lain* heeled over in a right turn, steadied up on her bearing and moved in swiftly for the kill.

A full pattern of depth charges exploded in the water around the U-boat. As their detonations threw geysers of spray into the air, a large oil slick spread on the water and the fighter planes overhead radioed, "You struck oil! Sub is surfacing!"

Six and one-half minutes after *Chate-lain's* attack, U-505 was on the surface, a wounded but still formidable enemy. Believing his ship was mortally damaged, the commanding officer ordered his crew to abandon ship. As the partially submerged U-505 circled to the right because of a jammed rudder, the crew went over the side, into the hands of the waiting ships.



Above: When Lt. Albert L. David and his eight-man boarding party caught up with the still circling sub, they found only one man topside—he was dead, the only fatality. They quickly scrambled down the hatch for the conning tower. Water was pouring into the deserted control room through an opened eight-inch sea strainer. In their haste to abandon ship, this was the only valve the Germans opened to scuttle her, and it was quickly closed by the boarding party. With temporary salvage measures completed, an additional boarding party from the carrier was dispatched to attach tow lines.



of bitter defeat. All but two of the 43 boats at sea headed for Britain and the U.S., as ordered. Two escaped to South America. But of the almost four hundred U-boats still capable of some kind of military service, two hundred were scuttled by their disheartened crews in total defiance of Doenitz' orders.

It had been a long and hard war with victory, often seemingly in their grasp, turned to bitter but proud defeat. The U-boat crews had served long and hard and sacrificed the most of any branch of service. Of the 40,950 men recruited, 28,200 lost their lives and over 5,000 were taken prisoner. Of the 1,162 U-boats built 785 were lost, the majority to aircraft late in the war. Though they paid dearly for their victories the Allied merchant seamen paid a higher toll with 30,246 men of all nations dying at sea, over 5,000 of them Americans. The U-boats accounted for 2,605 merchant ships sunk totaling over 13½ million tons. It took the combined might of half a million Allied seamen and fliers and the total resources of the United States, Russia and Great Britain to bring the U-boats to their heels. Even then they waged the one unending battle of the Second World War that lasted from the first day to the last. Doenitz' proud salute that they had fought a heroic fight without parallel, was indeed a well earned tribute to a cadre of men the world will likely never see again.



SEA LANE VIGILANTES

Armed Guard on Merchantmen Played Vital Role In Delivering Goods for War Around the Globe

IN the log of World War II is an early entry that reads like this: The United States became the arsenal of democracy producing for liberty-loving nations the goods essential to the successful prosecution of the war against aggression.

Today you can add: Goods delivered in time.

And one great reason why the goods were delivered is the Armed Guard, the Merchant Marine's bodyguard that, in the days before adequate escort ships and planes, stood as virtually the lone defense of our supply lines through successive U-boat forays.

Ranging north and south, east and west, to remote "whistle stops" of the world unknown even to ubiquitous Navy ships, the men of the Armed Guard went to work at a time when no insurance man would have wagered much on their life expectancy.

They started as a small band, with scanty training. But by the end of the fighting they constituted one of the largest and most specialized outfits in the service.

They put to sea in ancient ships armed with ancient guns. And they battled the U-boat when it was its deadliest, when it was making the eastern seaboard a graveyard of blasted hulks.

"You can tell them all that we are going to sea again. They can't stop us with a couple of torpedoes. . . ."

They fought back against submarines, contemptuously striking on the surface. And they fought back with .30- and .50-caliber machine guns and 4" and 5" guns which were too obsolete for warships.

They sailed when they knew that long black shadows were waiting beneath the waters outside of New York harbor and Lynnhaven Roads and even in the estuary of the Mississippi River. But they sailed.

And when they died they died as seamen—on a rusty old freighter which a torpedo smashed and jarred apart, or a tanker which burst into a cascade of flames—in a chaos of their wrecked ships or in the oil-covered waters. They starved to death or died

of thirst in the tropics or froze to death on life rafts in the Arctic Ocean.

The loss of ships and cargo they carried was deplored throughout the nation, but the men died in obscurity and loneliness.

But—the guns improved, and the crews grew in size. Soon the subs would not come to the surface any more. Life expectancy in the Armed Guard was on the increase.

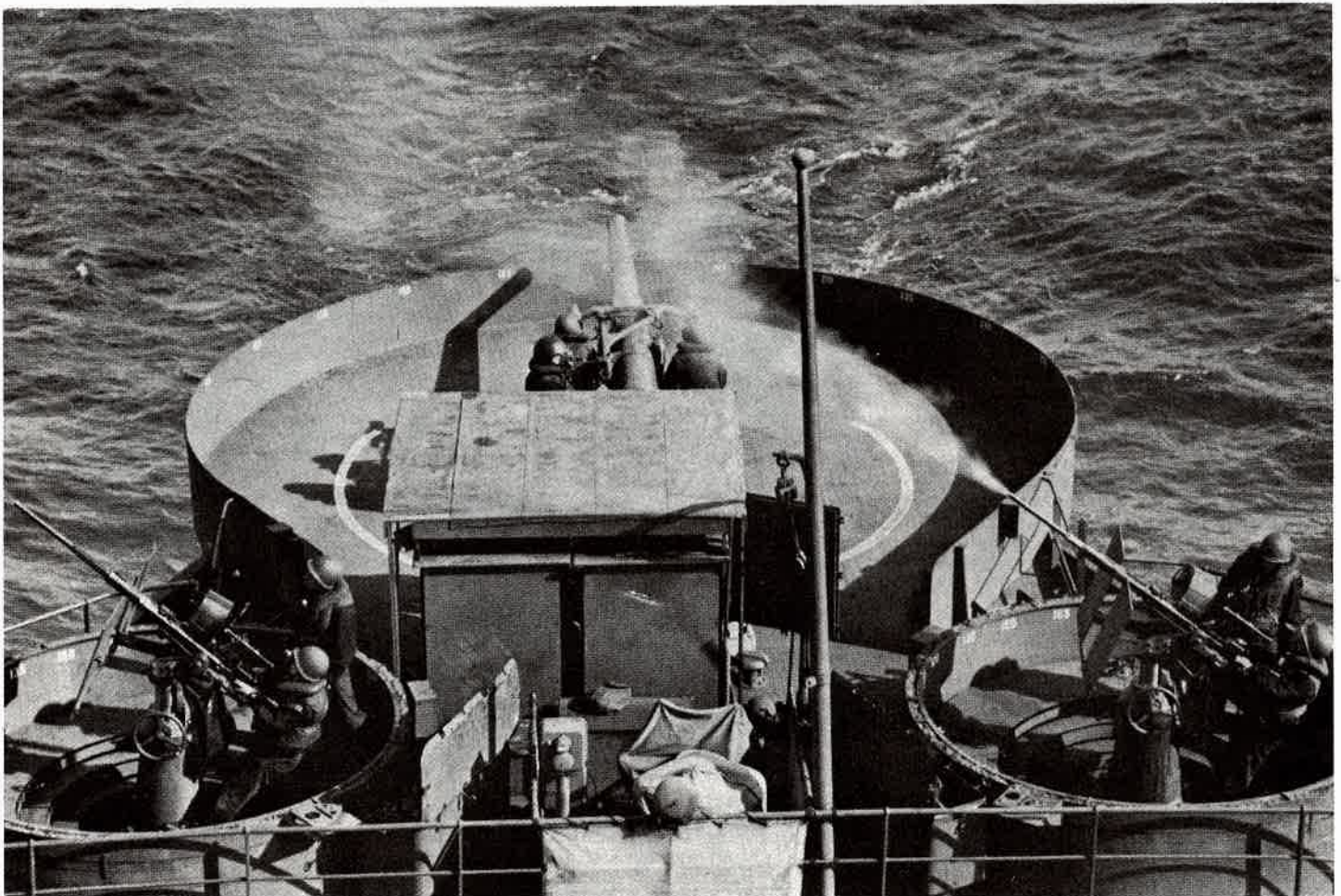
"We may not be the fanciest outfit in the world—but show me another gang of salesmen, farmers, newspapermen, teachers, and lawyers that have knocked off as many U-boats and planes. . . ."

The scope of their travels was on the increase. U-boats became but one among many predatory dogs of war. There was the Luftwaffe in the Mediterranean and the Luftwaffe along the gale-swept trail to Murmansk. Out in the Indian Ocean, the Pacific, and the Bay of Bengal there were Jap planes, also Jap raiders and cruisers in addition to Jap subs.

In September of 1942 the Armed Guard of the SS *Stephen Hopkins*, a Liberty ship, in an heroic and epic 20-minute battle sank with her 4-inch and 37-mm. gun one German armed

AT GENERAL QUARTERS (below), Armed Guard helped beat off enemy subs and planes, keep supply lines open.

Official U. S. Navy photographs





ARMED GUARD crews, serving aboard more than 4,000 ships at midsummer, 1945, are now being disbanded.

raider and probably damaged another. The action took place in the South Atlantic between Capetown and Rio de Janeiro.

The *Hopkins* was herself quickly riddled by the superior fire power of the raider, but the crew stuck to the guns until ammunition was exhausted and the magazine was finally hit and exploded. The Armed Guard officer, Ens. Kenneth M. Willett, who kept firing though wounded, and was last seen trying to launch life rafts, was awarded the Navy Cross. Five of his crew survived, these after a 31-day voyage in an open boat to Brazil.

Casualty rates varied throughout the war. For weeks at a time the survivors section of the Armed Guard Center, Brooklyn, would have no business at all. But after a long lull, the survivors this past winter and spring began again to stream home in a manner tragically reminiscent of early '42.

1,810 Casualties

Through 30 June of this year 1,810 officers and men of the Armed Guard were reported killed or missing, and 41 were or had been prisoners of war. This very high incidence can be better appreciated when it is understood that the average unit was 25 men, and in almost all sinkings more survived than were lost.

On the asset side it wasn't so long after Armed Guard got in full swing that more and more merchant ships

were returning to port with swastikas and rising suns painted on the gun tubs and funnels. And the crews were being awarded and commended for acts of heroism.

By 30 June, 7,728 awards, from the Navy Cross to service record entries had been conferred, and 24,273 personnel were authorized to wear operation and engagement stars.

With the posthumous award of the Navy Cross to Ens. Kay Vesole, of Davenport, Iowa, was this citation: "For extraordinary heroism as commanding officer of the U. S. Armed Guard aboard the ss *John Bascom* when that vessel was bombed and sunk in the harbor of Bari, Italy, on the night of Dec. 2 1943. Weakened by loss of blood from an extensive wound over his heart and with his right arm helpless Ens. Vesole valiantly remained in action calmly proceeding from gun to gun directing his crew and giving aid and encouragement to the injured. With the *John Bascom* fiercely ablaze and sinking, he conducted a party of his men below decks and supervised the evacuation of wounded comrades to the only undamaged lifeboat, persistently manning an oar with his uninjured arm . . ."

They saw hundreds of thousands of troops safely overseas by manning the guns both on Army and War Shipping transports. They saved many transports and untold numbers of lives of soldiers by fighting off planes, submarines, and E-boats. Particularly

vital was the service they rendered in this respect during the great invasions of the war.

They manned the guns not only on American ships, but also on ships flying the Belgian, Brazilian, Chinese, Dutch, Greek, Italian, Latvian, Norwegian, Panamanian, and Polish flags. They tasted a shipboard bill of fare which ranged from bird's nest soup to ravioli.

On 4,000 Vessels

As of the end of this June more than 4,000 vessels were in service with Armed Guard aboard, and 6,200 had been armed during the war.

And—144,857 personnel had been assigned to Armed Guard duty by the end of June.

Actual arming of merchant ships started 18 Nov 1941, the day the President signed the repeal of the Neutrality Act, although preliminary organizational steps had been initiated during the summer.

A modest pattern for Armed Guard had been set in the last war when 384 merchant vessels carried a Navy complement and guns. The first such ship to be armed was the ss *Manchuria* of the American Line, which put to sea with her armament in March, 1917.

The global nature of World War II made it necessary to dwarf 1917 quantities of ships and quality of armament. In the first rush to protect our

ships in 1941 the bottom of armament barrels literally had to be scraped.

Yet modern rapid-firing and heavy-caliber weapons, when they became available, were given to the Armed Guard, and by this summer a total of 45,157 guns had been installed on merchant ships and Army transports. They comprised these types: 5"51, 5"50, 5"38, 4"50, 3"50AA, 3"23, 6 pounder, 40-mm., 20-mm., .50 cal., and .30 cal., plus pistols and rifles.

A Liberty ship mounted eight 20s, a 3"AA. and a 4", or a 3"AA. and a 5", or possibly three 3" guns and a 5" or 4".

The Armed Guards never had the advantage of modern fire control devices. They depended rather on local control at each gun station, and a battlephone circuit to the bridge. Even so, the sharp eyes and training of the gunners made up for what was lacking in scientific equipment, and officers and men with Armed Guard experience became sought after by ships of the fleet.

"One Nip came in so close we could have almost reached out and touched him. We shot off his tail assembly . . ."

Training of crews was perforce ephemeral at first. A few weeks in gun sheds at Little Creek, Va., and the pioneers of the Armed Guard were rushed off, still a bit dazed, to battle against what was then almost insurmountable odds.

Schools, however, sprang up with amazing rapidity. Schools and firing ranges started at Norfolk, Chicago, Gulfport, New Orleans, San Diego, New York and San Francisco. During the past fiscal year officers were trained at the rate of 192 a month and men at 3,000 a month. During the peak of the training program 360 officers and 4,400 men were trained per month. Officers were usually over 30 years old, while the men varied from 17 to over 40, the youngsters predominating.

Instruction constantly improved and became more routine and exact as experienced officers and men returned to teach. When such battle-tested veterans arrived, they were usually introduced to their class with some such understatement:

"This is Smith—he came back."

By late 1943, an officer knew almost everything concerning the functions and problems of Armed Guard after his two months' instruction, and the men were given a concentrated course on guns and gun mechanisms.

Varied Skills Needed

Rates to be found in an Armed Guard crew were Gunner's Mate, Boatswain's Mate, Coxswain, Signaller, and Radioman. The officers not only had to know enough about these rates to give their men examinations for advancement, but in their varied knowledge they also had to have understanding of communications, first aid, seamanship and navigation.

The Armed Guard as a self-contained and independent unit was a natural for the fostering of esprit de corps. The average Armed Guarder came to be as proud of his duty as those in a similar "silent service," the submariners.

"At times bombs fell around us like hailstones. . . . we just kept those guns barking at the Jerries. . . ."

Even when we were getting the upper hand in the war against the U-boats, Armed Guard continued to be hazardous duty. A large number of ships carried high-octane gasoline and high-explosive cargoes, and even if the route was through a "quiet area" the ever present danger of accidents and collisions were as much a threat as the enemy. Many personnel were lost in shipwrecks and fires.

One merchant ship ran aground within yards of the coast and pounded to pieces before rescue could arrive.

Only two gunners survived that disaster. A Liberty broke in two in a wild North Atlantic gale. The entire Navy and merchant crew huddled on the careening stern for more than a day and a half before a corvette could get a line to them. All were rescued.

When the ships made port and began to discharge, dangers were not necessarily at an end. Ask those who called at Antwerp or Naples or Anzio, Oran, Suez, Murmansk, Noumea, or Malta. And in numberless foreign ports where direct attack was unlikely, the possibility of sabotage had to be guarded against with constant vigilance.

All was not combat in an Armed Guarder's life. But always there was waiting and an unexpressed and often unrealized current of tension, whether during the long morning and evening periods of general quarters or at chow time or even in the hours of off duty, letter writing, and reading.

The hull of a merchant ship is not a very thick affair—and almost constantly there was the waiting for the torpedo, the aerial bomb, or even the prow of a neighboring ship in the convoy to come smashing through.

"It was light 20 hours a day . . . we were on the guns for 36 hours at one stretch, ate and slept right on the gun decks . . . one day nearly 100 planes hopped us. Hitler really wanted to stop that convoy . . ."

When the merchant ship came home for another cargo the men had a great feeling of accomplishment. Not only had they seen several thousand tons of war supplies come safely through the perils of the weather, the sea, and the enemy, but they had come through it themselves. They had a right to feel more than ever proud of their branch of the service.

They came home on leave or perhaps only extended liberty—home to Centralia or San Francisco, Upper Darby or New York City—to tell tales worthy of seafaring traditions: of how they had ridden camelback in Egypt, or climbed the Eiffel Tower in Paris, or eaten water buffalo meat in South Africa, or visited the burning ghats along the Ganges River, or tasted fish and chips, ginger beer and porridge in England or bouillabaise in Marseilles, or bargained in Ceylon for rare sapphires and rubies.

If they were on survivors' leave their stories were proportionately more breath-taking:

"The ship was sinking so rapidly that I just had to step into the water rather than jump . . ."

"We were machine gunned after we took to the life boats . . ."

"I floated for three and a half hours in the North Sea before they picked me up . . ."

Soon after the Japanese surrender, Armed Guard crews and their guns began to move off the ships they had served so well.

Aside from these things, all that remains of the Armed Guard are the various tasks of physical disposition, the voluminous files in the Navy Department, and a lurking nostalgia in the hearts of those who were a part of it, who helped deliver the goods which won the war.



NAVY CREW reports aboard ship that formed part of United Nations supply line. Armed Guarders served also on ships flying flags of other Allied nations.

I came across an article by columnist Blackie Sherrod of the Dallas Morning News which the Armed Guard crew may enjoy. We have his permission to reprint it and I hope you enjoy his humor as much as I did. Yours in Service, **Wally Humphries, 1316 Chippewa Dr., Richardson, Tx 75080-3707.**

Thanks Wally for the article. You may notice that I changed "MEDICS" at the bottom of Page 1 to Corpsmen. I sorta got used to calling them "SHANKER MECHANICS" when I was in service. "Doctor's Offices" were called "SICK BAY" and for those who could spell "INFIRMARY", they called it that! Here's the writeup. THANKS BLACKIE!! calloyd

Take 'G.I. Jane' with a pinch of old salts



BLACKIE SHERROD

It has come to my attention that us old salts have been violated, and I intend to take major umbrage.

There is a new movie that has aroused the hackles of the U.S. Navy, which traditionally has more hackles than the normal government allotment. In this film, Miss Demi Moore plays the role of a Navy lieutenant joining the SEALS, a rather perilous arm of the fleet.

Admittedly, I am not qualified to judge this plot, not having personally witnessed any Navy lieutenants with the particulars of Miss Demi Moore. However, I am qualified to join the Hue & Cry against those who would ignore Navy traditions.

The Navy bristled over the idea that one of its minions would be referred to as "G.I. Jane," the name of the picture. Our admirals were so incensed at the nomenclature and improbable plot that the Navy refused to cooperate in the filming.

As perhaps you know, "G.I." is a term associated with the Army, *not* the Navy. "G.I." is Army lingo for "government issue" and is slang for the common soldier. To employ the term in connection with the Navy is indeed a *lapsus linguae*, as they say over at the university place, and maybe an insult if your nautical skin is thin. Mine is.

The Navy has its personal language and is immensely jealous of same. No other service speaks in such traditional code. It is possible for a civilian to hold a 30-minute conversation with a sailor and not understand one sentence.

The primary rule of Navy code is never to call a ship "a boat." A boat is carried on a ship, buster, and don't you forget it.

The universe may measure speed in miles per hour, but the Navy uses "knots." One knot is the speed it takes your vessel to travel 2,025 yards, which is a nautical mile instead of the 1,760-yard mile recognized by everyone

else, in an hour. The Navy scorns the normal clock; it goes by bells. One bell every half-hour, accumulatively. One o'clock: two bells.

Further code: It's not a rope, it's a line. That's not a wall, it's a bulkhead. Even if you are quartered in a barracks on dry land, it is still a bulkhead. You walk on a deck, not a floor, and you clean same with a swab, not a mop. Above is the overhead, not the ceiling, and you walk down the passageway, not the hallway. You open a hatch, not a door, and you don't go up the stair, you climb the ladder.

You don't go to the bathroom, sailor, you go to the "head." You sleep in your sack or bunk. You eat in a chow hall where spinach is sea weed, ketchup is red lead and other dishes have code designations that defy family newspapers.

Ahead of you is forward, and to the rear is aft. Right is starboard, and left is port. You don't stop something, you belay it. If you want a cigarette, you wait for the loud-speaker message: "The smoking lamp is lit." You don't eat candy, you eat pogy bait and/or geedunk (ice cream).

A sailor does not go on vacation or furlough like other humanity, he goes "on leave." He keeps his shaving gear in "a ditty bag," and next to his skin, he wears skivvies, not underwear.

A Navy ship doesn't get torpedoed by the enemy, it "takes a fish." If something needs a temporary repair, you jury rig it. If you're ailing, report to sick bay. Should your ship sink or your plane go down, you're in the drink. If you don't survive, you deep-sixed it.

A battleship is a wagon, and the commanding officer is the old man. A tin can sailor serves on a destroyer. An airdale is on a flattop. If he is a member of a flight crew, he is a hooktail, and his plane is handled by a deck ape.

Navy code is not kind to other services. Soldiers are dogfaces, Marines are bellhops, and Coast Guard are freshwaters.

There was one attempt to sabotage tradition. Two decades ago, reformists tried to destroy the code. Official Navy bulletins decreed that, henceforth, the chow hall would be referred to as the "enlisted dining facility" and that the brig would be out, and the "correctional facility" would be in. A ship would be an "it" instead of a "her."

However, 15 years ago, Navy Secretary John Lehman junked the reform movement and reinstated the old code. This is what the movie makers violated, and they are lucky if they don't get themselves keelhaunched, and what that means, you don't even want to know.

Blackie Sherrod is a columnist for The Dallas Morning News.

Scuttlebutt Humor

A hillbilly caught his wife in the arms of another man. Mad with rage, he shot her dead. The Southern jury brought in a verdict of justifiable homicide.

Just as the hillbilly was about to leave the courtroom a free man, the judge stopped him and asked, "Why did you shoot your wife instead of her lover?"

"Suh," he replied, "I decided it was better to shoot a woman once than a different man each week."

The Way It Was

By HELEN BOISSONNEAULT

One of the most interesting series carried in *The Way It Was* was that describing the United States Naval Armed Guard and the hazards its members encountered on the perilous run to Murmansk, in the Soviet Union. George Hurley of Chicopee furnished most of the information in those articles and also contributed an original and very moving poem written by him on the same subject.

If Hurley joined the Navy to see the world, he surely fulfilled that dream, although certainly not always under the most desirable of circumstances. He was assigned to the Naval Armed Guard, a branch of the Navy that has not received much recognition, although a bill is now pending in Congress that lauds the extraordinary service performed by that little known branch of the military.

The Naval Armed Guard was first established in World War I for the purpose of serving on various merchant ships traveling on the oceans of the world with the goal of protecting those ships and fighting off enemy attacks. After being deactivated, it was at the war's end, it was revived during World War II with the same praiseworthy goal of protecting necessary shipping. The risks were many and although the merchant seamen received high pay for the dangerous voyages, the sailors of the Armed Guard were limited to the low naval pay. The members of the Naval Armed Guard were constantly on the move, traveling from one merchant ship to another, from one perilous journey to another just as hazardous.

Since the demobilization of the Armed Guard, its members have continued to be a force for good in their various communities. In this area the local association of the Naval Armed Guard continues to be involved in tag sales and other efforts to raise money for a plaque remembering the Naval Armed Guard to be placed at the State Veterans Cemetery in Agawam.

Among the commendations that have been received is one for members like George Hurley, who served in the Philippines, a vast change from the frigid waters of the Murmansk run but not a tropical paradise when one is facing Japanese naval patrols and kamikazi planes.

Another facet of war that was experienced by Hurley was the invasion of France on D-Day. The young sailor was even then busily writing poems about the maelstrom of war swirling around the members of the Naval Armed Guard.

One of those poems has recently been printed in a new book "Neptunus Rex: Naval Stories of the Normandy Invasion." The book is a compendium of stories, pictures, original art work and poems, all told in the words of sailors and coast guardsmen who participated in the vast armada that made possible the difficult landing on the Normandy beaches. The actions are described as seen from battleships, landing craft, and even on the beach.

Below is one of the many poems created by George Hurley. He has graciously given us permission to reprint his thoughts as he watched the soldiers and sailors landing under enemy gunfire.

"D-Day"

By Seaman First Class George Hurley, U.S. Navy

The thunder was the 88s,
Machine guns were the falling rain.
God waited at his golden gate,
To take away our pain.

Some were spared to live 'till noon,
On that fateful day.
All the world was warm in June,
We were there to pay.

Angels gathered up the souls,
All worldly troubles over.
Death had taken such a toll,
Where are the cliffs of Dover?

What was the terrible reason,
That we traveled to our doom?
I guess this is the season
For cleaning out a room.

None of us ever asked why,
We had to reach that beach.
Sometimes at night I cry,
So far out of reach.

Copies of the hardcover book can be obtained at a price of \$24.95 plus \$.55 shipping and handling. Send a check or money order to: Gear Locker, U.S. Navy Memorial Foundation, 701 Pennsylvania Ave., NW, Suite 123, Washington, DC 20004-2608.

Sent in by:
George X. Hurley
63 Mitchell Dr.
Chicopee, MA 01022-2147



June 12, 1993, the Oklahoma Gun Crew dedicated an Armed Guard Memorial at Honor Heights Park, at the Port of Muskogee, Oklahoma, where the Batfish is moored. This Memorial was dedicated to all the men of the U.S. Navy Armed Guard and especially those men who gave their lives to keep this great country free.

Introduction Prayer by Rev. Jim Osborn; Star Spangled Banner by Anis Jones; God Bless America, all hands; Comments, Oklahoma Gun Crew.

Approximately one hundred were in attendance, including wives and friends.

Sent in by:

R. E. McNally, Box 423, Skiatook, OK 74070

1999 U.S. Navy Memorial & Naval Heritage Center

Hours of Operation: Mon-Sat. 9:30am - 5:00pm
Sunday - Closed

Winter Hours: Closed Mondays, Nov-Feb., and
New Year's Day, Thanksgiving & Christmas

Regularly Scheduled Activities:

Tours at 10:00 am and 2:00 pm daily
Film "At Sea" at 11:00 am and 1:00 pm daily
Noon every day - Special event/program

Pricing: Adults - \$4.00, Seniors, Plankowners,
Shipmates and Children - \$3.00, Active duty
military FREE

Contact: Paul Haley, Dir. of Marketing

1-800-723-3557, 701 Pennsylvania Ave.,
Washington, DC

Dear C.A.

12 October 1998

It was a pleasure seeing you aboard the BROWN in Charleston. I hope all is well. As usual, your magazine continues to be superb. I was particularly interested in the ROBERT E. PEARY story and pictures.

This letter has two parts. First, I would like to ask if it would be possible to get a set of the ROBERT E. PEARY photos to display in our "shipyard museum" now under construction in the #3 'tween deck. They would make a magnificent addition to the space and are the only ones of their kind I have even seen.

Second, in regard to your interest in helping raise funds for the Great Lakes fuel, I have come up with a concept that should be pretty good. I'm working on the details now, but when I get everything set, I'll send you samples to get your opinion. My idea is to "sell" barrels of fuel oil. Since it takes about one barrel to steam the BROWN for one mile, this is an ideal amount to request. Fuel oil is now selling for about \$25 per barrel, so this would be the amount of the donation. When you contribute the \$25 you get a certificate that says your donation has steamed the ship for one mile, on her way to or from the Great Lakes. As contributions come in we will start with mile one and each certificate will have a number, which will indicate the mile that the individual has donated. We will also enclose a little map that will show (in small detail) where the ship will be when "your" barrel of oil is burned. For those wishing to contribute more than one barrel we will have some other items to give them as well, such as an art print of the ship. At the same time this is going on, we will be working on our Rivet Drive 2000, getting individuals to contribute money to the riveting program in the shipyard up in the Lakes. The total cost of the fuel for the round trip will be about \$200,000. As money comes in, I expect we will be purchasing some fuel, as long as the price remains low, as a hedge against any possible price increases.

Please let me know what you think of this idea. Meanwhile, Martin Vallee up in Flint, MI, is working hard on arranging port visits, etc. when we get up there, but of course the primary reason for the trip is to get to the shipyard to finish the riveting. Keep up the good work! Sincerely, Brian - Project Liberty Ship, P.O. Box 25846, Highlandtown Station, Baltimore, Maryland 21224, Staff Office 410-661-1550, Ship 410-558-0646.

Red Oak Victory to return to Richmond as museum

TIMES STAFF

RICHMOND — The Red Oak Victory, among the last of a fleet of cargo ships built at Richmond's Kaiser Shipyards during World War II, will return Sunday to the cradle of its birth.

The ship will arrive at 3 p.m. at Terminal One at the foot of Dornan Drive. Terminal One is less than a mile from the Port of Richmond's Inner Harbor, where the Kaiser shipyards turned out more than 700 cargo ships in a blitzing mass-production effort.

The festivities will begin at noon with a picnic at the George Miller Regional Shoreline.

The Red Oak Victory, which had been mothballed at the Suisun Bay Reserve Fleet since the late 1960s, was recently moved to Mare Island near Vallejo. It will sail from Mare Island with about 200 guests and dignitaries.

The Red Oak was restored by vol-

unteers of the Richmond Museum of History. The City Council, after initially balking at docking the ship at Terminal One, decided to allow it in port for nine months, while a permanent berth is sought.

The 455-foot ship, used in World War II and the Korean and Vietnam wars, will be a floating museum as well as an operational ship, much like the Jeremiah O'Brien, a somewhat smaller Liberty ship that operates out of San Francisco.

Liberty and Victory ships were built in more than a dozen ports on the Pacific, Atlantic and Gulf coasts. They supplied the Allied war effort and have been credited with precipitating the defeat of the Axis powers. Richmond turned out more of the ships than any other port.

Admission to the festivities is free. For details call 510-222-9200.



"If it had not been for Pearl Harbor, there would not have been a Hiroshima."

REMEMBER PEARL HARBOR!!

RED ROCK CANYON TOUR (lunch included)

RED ROCK CANYON is second only to Hoover Dam as the most visited scenic area in **SOUTHERN NEVADA**. Your **EXCURSION** begins with a **DRIVE** to the western part of the **LAS VEGAS VALLEY** along the foothills of **SPRING MOUNTAIN RANGE**, just minutes away from the **FAST PACED Las Vegas EXCITEMENT**. You will visit an area, once part of the old Spanish American Trail, **RED ROCK CANYON RECREATION LANDS** with time at the **VISITOR CENTER** to learn about Nevada Wildlife, history, heritage and growth of the Region from the days of the Spanish Explorers. The **CANYON** was **FORMED** by the **KEYSTONE THRUST FAULT** about 65 million years ago and this area, once **INHABITED** by **INDIANS**, is still the **HOME** to herds of **WILD HORSES, BURROS, BIGHORN SHEEP, ANTELOPE** and various **DESERT CRITTERS**. Your driver/guide will narrate the **HISTORY** of the area and make various stops at **SCENIC VISTAS** for you to enjoy the **PICTURESQUE** and contrasting **SCENERY** all throughout the colorful mountain area. As you travel from the desert valley at 2300 ft. elevation up the Spring Mountain Range to 7800 ft. elevation, you will **EXPERIENCE** the **BREATHTAKING BEAUTY** of **TOIYABE NATIONAL FOREST**.

After a **RELAXING LUNCH** at **MT. CHARLESTON LODGE**, nestled at road's end amid **PONDEROSA PINES** and **STATELY MOUNTAIN PEAKS**, we will drive through **LEE CANYON**, Southern Nevada's only ski area, as we begin our return trip to Las Vegas. **COMFORTABLE CLOTHING AND WALKING SHOES** are recommended.

HOTEL PICK-UP: 8:00 A.M.
Return to Hotel approximately 5:00 P.M.

SENIORS 62+
\$28.⁵⁰

CORRECTION!!!

The zip code given on page 18 for Chet and Wanda Colella is incorrect.

The correct zip code is 63376-6002.



U.S. NAVY ARMED GUARD WW II 18TH NATIONAL REUNION

MAY 16-20,1999

ROOM RATE
\$30.00 PLUS TAX

"JACKIE GAUGHAN'S"
PLAZA HOTEL CASINO/DOWNTOWN
ONE MAIN STREET
LAS VEGAS, NEVADA 89125-07060

CHECK IN TIME 3:00 PM
CHECK OUT TIME 12 NOON

TEL. 702-386-2319 FAX: 702-386-2378 *TOLL FREE 1-80-634-6575
(PLEASE TELL OPERATOR "U.S. NAVY ARMED GUARD WW II REUNION")

ITINERARY FOR EVENTS (NOTICE "ITG" DENOTES INCLUDES TAX AND GRATUITIES)
HOSPITALITY ROOM IS THE "TURF AND CLUB HOUSE ROOM" (NON-SMOKING) AND WILL BE OPEN
FROM 8 A.M. TIL MIDNIGHT EVERY DAY EXCEPT DURING BREAKFAST AND DINNER FUNCTIONS.

SUNDAY MAY 16 – REGISTRATION 9 AM-5PM (GET ACQUAINTED WITH CREW, HOTEL, ETC.)

MONDAY MAY 17 – REGISTRATION 9 AM-5 PM (HOSPITALITY ROOM CLOSSES AT 5 PM)
BUFFET DINNER 7 PM-9 PM EACH PERSON \$15.00 "ITG" NO. () \$ _____.

TUESDAY MAY 18 – REGISTRATION 8AM-9AM AND FROM 12 NOON UNTIL 5 PM
BUSINESS MEETING WILL BE 9 AM UNTIL NOON
HOSPITALITY ROOM OPEN 9 AM 5 PM
SOCIAL HOUR 6 PM - 7 PM OUTSIDE THE BANQUET HALL
BANQUET DINNER FOLLOWED BY FLOOR SHOW
7PM-10PM (COAT & TIE AFFAIR) EACH PERSON \$24.00 "ITG" NO. () \$ _____.

WEDNESDAY MAY 19 – REGISTRATION 9AM-5PM
HOSPITALITY ROOM OPEN 9AM-MIDNIGHT AS SOME ARE UNABLE TO MAKE THE TRIP DUE TO ?
8 AM BUS TOUR TOGETHER TO "RED ROCK CANYON." LUNCH AT MOUNT CHARLESTON.
(WALKING SHOES AND COMFORTABLE CLOTHING SUGGESTED)
PICKUP LOCATION: UNION PLAZA HOTEL CURB(1 MAIN)
EACH PERSON \$28.50 "ITG" NO. () \$ _____.

THURSDAY MAY 20 AT 8 AM
"ALL ASHORE" FOR SO LONG BREAKFAST EACH PERSON \$11.00 "ITG" NO. () \$ _____.

GRAND TOTAL \$ _____.

CHECK NO. _____ DATE OF CHECK ____/____/____. HANDICAPPED?() LADY? ()
LAST NAME _____ FIRST _____ INITIAL _____ LADY'S NAME _____
STREET _____ BOX _____ APT# _____ CITY _____ STATE _____
ZIP CODE _____ + _____ TEL.() _____ OFFICE () _____
FAX () _____ OTHER:INTERNET,ETC _____

FILL OUT AND MAKE A COPY OF THIS FORMAT. BRING A COPY AND CANCELED CHECK WITH YOU IN
CASE OF A MIXUP! BRING THE HOTEL ROOM RESERVATION IF OBTAINED. (SOME OF YOU "LATE
OL'SALTS" IN 1999 MAY NOT GET ONE BUT GET THE RESERVATION NUMBER WHEN CALLING THE
HOTEL.) MAKE YOUR RESERVATIONS AS "EARLY" AS POSSIBLE TO HELP HOSTS. YOU MAKE YOUR
OWN ROOM RESERVATIONS!! FOR THE ITINERARY EVENTS ATTENDING ABOVE, MAKE YOUR CHECK
OR MONEY ORDER PAYABLE TO: "U.S.N. ARMED GUARD WW II VETERANS" AND SEND TO: CHET
AND WANDA COLELLA, 1999 HOSTS, 1106 GARDEN VALLEY DR. APT-D, ST. PETERS, MO. 62276-6002.
COLELLA'S ARMED GUARD PHONE IS (314) 922-2173. PLEASE LIMIT YOUR CALLING TIME. IF YOU USE
THE 1-800-634-6575 TEL. AND THEY TELL YOU THE HOTEL IS FILLED, TELL THEM THAT YOU ARE
ARMED GUARD AND IF THEY INSIST THAT IT IS FILLED, CALL COLELLA. OUR CUTOFF DATE IS ONE
MONTH PRIOR TO MAY 16TH, 1999 FOR ABOVE HOTEL RATES. IF YOU GO EARLIER ON A FRIDAY OR
SATURDAY NIGHT, OR STAY OVER THROUGH FRIDAY OR SATURDAY NIGHT, THE HOTEL RATES ARE
\$50.00 FOR JUST THOSE NIGHTS.

**I HAVE BEEN ASKED TO INVITE ALL ALLIED, "EQUALS TO ARMED GUARD OR MERCHANT SEAMEN"
TO THIS REUNION. WE EXTEND OUR WELCOME TO YOU AS WE SHARED THE SAME HARDSHIPS FOR
THE SAME COMMON GOAL. YOUR LADIES ARE WELCOMED TO ATTEND, ALSO.**



Lone Sailor

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



DEDICATION

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

THE U.S.N. ARMED GUARD WWII VETERANS 18TH NATIONAL REUNION WILL BE HELD AT THE PLAZA CASINO HOTEL/DOWNTOWN, 1 MAIN STREET, LAS VEGAS, NV ON MAY 16-20, 1999. HOSTS ARE: AL AND WANDA COLELLA, 1106 GARDEN VALLEY DRIVE #D, ST. PETERS, MO 63376-6002, 1-314-922-2173.



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



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December 7, 1941



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WW II Veterans Reunions
OCT./NOV./DEC. 1998