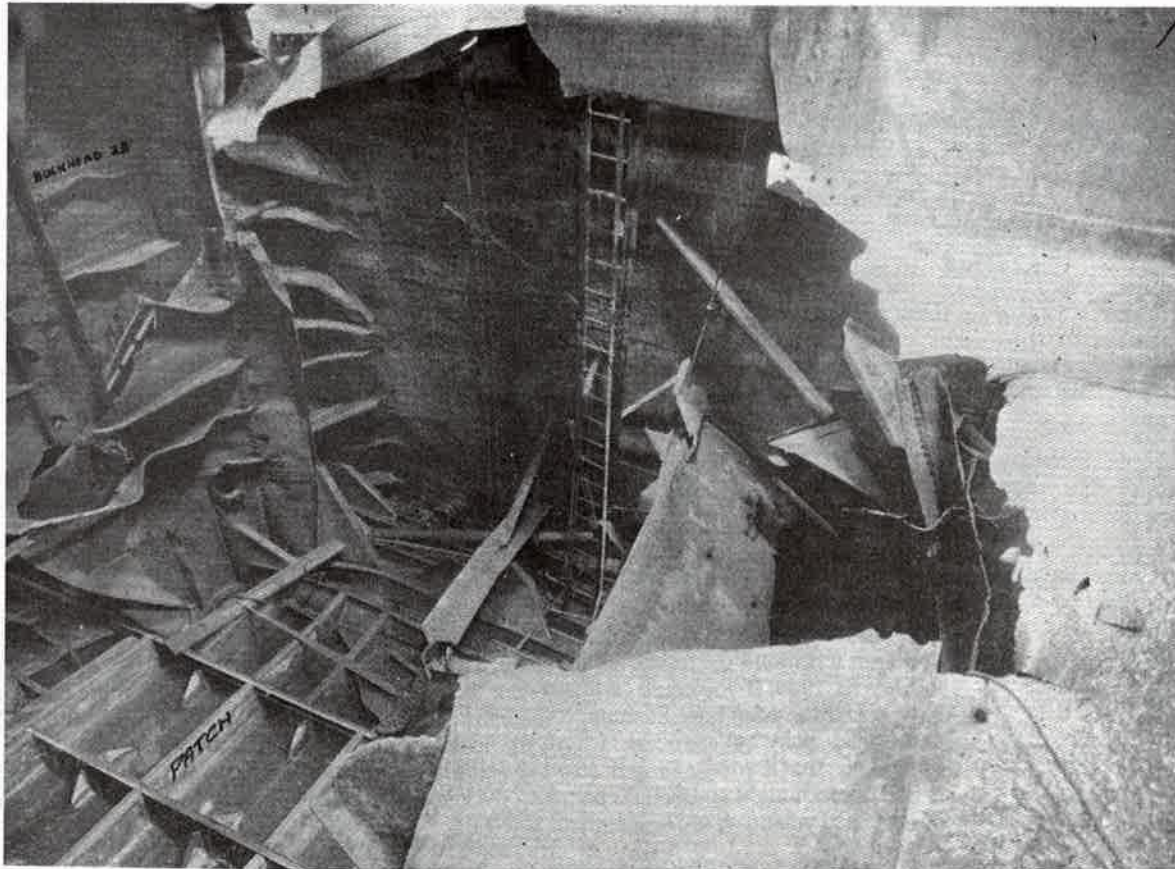


JAN./FEB./MAR. 1999

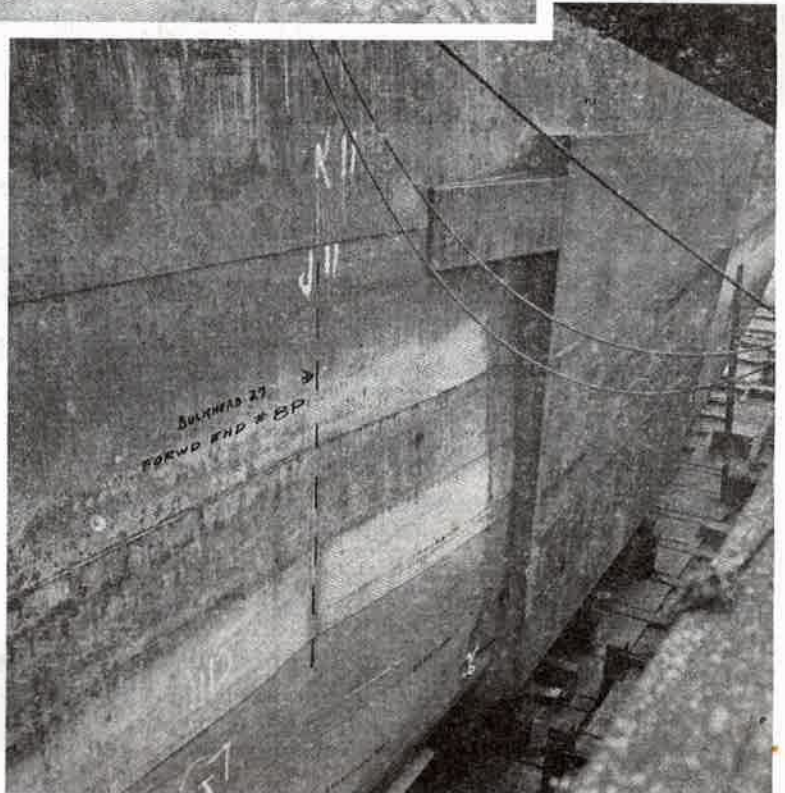
THE P O I N T E R



Before and After

Top photo shows part of the damage done to the "ESSO PROVIDENCE" when an aerial bomb exploded in the No. 9 port tank. The photo at the right shows the port side of the same ship, looking aft, after being repaired with a temporary patch. Many tankers met the fate of the Esso Providence, but went on to sail again.

See article starting on page 9. The article and photos are reprinted from "Ships of the Esso Fleet in World War II."



Officers for 1998-99

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

Al and Wanda Colella, 1999 Hosts
1106 Garden Valley Dr. #D
St. Peters, MO 63376-6002
1-314-922-2173

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ATTENTION

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

Non-Profit Organization

Tax Exempt No. 74-2316668

THE POINTER



Dear Ol' Salts, the Ladies and "All Y'ALL" other ones:

Jan/Feb/Mar., 1999

I hope the introduction covers most of you. It's time for an update on what's going on and hope this finds you well and rested from the Holidays. If you're down a little, I hope you improve back to good health and will join us in Las Vegas. It looks as if this will be our best reunion as far as attendance goes. All have been 4.0 in my book and if you think you can improve on them, just volunteer for the year 2001 as the year 2000 has been taken by Martin Vallee and the Michigan Crew as they get the S.S. JOHN W. BROWN to the Great Lakes. We will be back on the "East Coast" in 2001 and the "West Coast" in 2002.

Our hosts, Al and Wanda Colella report that all's well with the Reunion and he would like to THANK ALL those who contributed financially. It will be put to good use. He asks that you get your money in as soon as possible. This helps!! If you've not made your room reservation, don't put it off until the rooms are all taken. The cutoff for rooms is April 16, one month prior to May 16, 1999. If you come on board after that date, Al and I will try to help. Remember, we have asked the Merchant Seamen, Canadians, Brits, Aussies and all Allies to join us and I understand many are attending. I have my Hotel Reservations, do you? I would also like to remind you that if you go early or stay late and get a Hotel room on Friday or Saturday Night, it is \$50.00 each night and \$30.00 per night during reunion dates of May 16-20, 1999 so do not be surprised when you see first night at \$50.00.

I will start out by saying "CONGRATULATIONS" to the Merchant Seamen who had served beyond the August 15, 1945 cutoff date that was enacted in the signing of the Bill by President Ronald Reagan in January, 1988. After 10 years and 9 months, Congress passed HR 4110 and it was signed by President Bill Clinton on Nov. 11, 1998 which extended their veteran's status until December 31, 1946. Around 2500 additional Merchant Seamen will be granted veteran's status that were not included BEFORE. All the others' time will be extended if they were still in service. In my book, you deserve the recognition for a job well done.

The majority of the credit goes to George Searles, President of the AMMVWWII, 99 Schoolhouse Dr., East Brunswick, N.J. 08816; Joe Katusa, National Vice Chairman, Merchant Mariners Fairness Committee; Alex Lombardi, North East Chairman, U.S.N. Armed Guard; E.J. Heins, Regional V.P. East Coast MM Veterans, Charleston, S.C.; and all the Armed Guard, Merchant Seamen and Friends who contacted their Congressmen to make it possible. I know there were many more who worked very hard but I just have not been in contact with you. A SPECIAL THANKS of support go to former member of Congress Jack Fields, Congressman Lane Evans, Senator Trent Lott and Chairman Bob Stump. Congratulations for getting these deserving men their just dues.

We have great news from the City of Tampa, Florida!! They acquired the S.S. AMERICAN VICTORY on October 21, 1998 through the last Act of the 105th Congress by giving the

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**

U.S.Coast Guard the authorization to convey the title of the ship to the CITY of TAMPA!! She will be berthed along the waterfront near THE FLORIDA AQUARIUM on the West Bank of Ybor Channel in the Garrison /Channelside District. They need expertise and financial help as they will need money to transport and mount the guns when located, build an Armed Guard and Merchant Marine Museum aboard as the other four ships have and there's paint, brushes, and "chipping hammers" to purchase, so if you live in that area, why not be a volunteer as they will need all the help they can get. I hope they can go in "CONVOY" with the S.S. JOHN W. BROWN to the GREAT LAKES in the year 2000. She should be in Tampa around April 2, 1999. You may notice that I don't put April 1 on anything as it is April Fool's day and my birthday.

The S.S. AMERICAN VICTORY served in World War II, the Korean and Vietnam Wars. The ship will be the centerpiece of the "AMERICAN VICTORY MARINERS MEMORIAL AND MUSEUM SHIP." The Memorial and ship are predicted to bring in \$4.2 million annually with some 90,000 jobs. It will cost some \$1 million dollars to move her from the James River in Virginia to Tampa and restore her. They will spend another \$1.5 million to develop all the museum exhibits. Their annual operating expenses for 1999 will be about \$900,00 with expected intake revenue of \$1.4 for the area. WANT TO PLAY WITH THE CHIPPING HAMMERS?? If so, contact Captain Lisa Johnson, 813-228-8766, Fax 813-228-8769. Send donations to: THE VICTORY SHIP, INC., 705 Channelside Dr., Tampa, Fl. 33602. BE SURE TO IDENTIFY YOURSELF AS U.S.N. ARMED GUARD, MERCHANT MARINE, etc.

My "THANKS" go out to Armed Guard George Milk for sending a copy of the letter from Captain Lisa Johnson so I could inform you. The S.S. AMERICAN VICTORY can now be counted among the other historically designated ships: The S.S. JEREMIAH O'BRIEN, the S.S. JOHN W. BROWN, the S.S. LANE VICTORY and the S.S. RED OAK VICTORY. I will have to send a name and ship list update to all the ships. We locate many of the crew with these names and I hope to, someday, have a computer on each of the ships whereby backups can be made on disks and sent to them. I hope to keep you posted on their progress in future POINTERS.

Bill Mathieson writes to remind those of you going to the Reunion in Las Vegas, that they have tours from there to Laughlin, Nv. which is on the Colorado River. It is a 1½ hour ride and you stay for 6 hours and receive a "FREE LUNCH." The cost is \$5.00 to the Las Vegas Chamber of Commerce for all attractions. We have our Reunion day schedules full as you can see on the Itinerary. You're on your own.

I will have 20 copies of SHIPS LISTS; 20 copies each of NAMES BY ALPHABET and ZIP CODE at the Reunion. After the Reunion is over, 16 of these are issued out to those who attend, and who hold monthly meetings. The other four sets are to go (1 each) to the four ships so please do not "LIFT" them. It costs approximately \$900.00 to make the copies, bind, put into booklets and ship. This does not count two printer ribbons and 21 hours of continuous printing of the original ones.

Brown of Las Vegas is trying to get Congress to designate a tract of land he had donated to the State of Nevada for a Veteran's Cemetery to be made into a National Cemetery. We may be able to get a crew together to go out and have a Memorial Service on Sunday-5/16/99. Our schedule is

— In Memory —

CROSSED THE WAVES SINCE OCT./NOV./DEC., 1999 POINTER

Alvis >	John R.	Richmond	Va	Mary	12/20/98
Babbitt	Jas. Wm.	Hammond	In	Mary Ellen	3/98
Bard	William J.	Stoew	Oh	Elsie M.	11/17/98
Becker(MM)	Pierre R.	New Bern	NC	Mickey	8/31/98
Burton	Glen E.	Kentland	In	Annabelle	11/8/98
Buster	John O.	Whitehall	Pa	Helen	1/7/99
Carr	Russ J.	Fenton	Mo	Rose	10/13/98
Corrado	Austin R.	Manahawkin	NJ	Anne	2/3/99
Dixon	John R.	Niagara Falls	NY	Jewel J.	11/19/98
Doherty	James W.	Wyantskill	NY	Ann	11/21/98
Dorotiak	Leonard W.	Toledo	Oh	Loretta	10/24/98
Dunn(MM)	Clarence A.	North	SC	Virginia	10/13/98
Durkin	William J.	Bergenfield	NJ	Arlene	9/3/98
England	Robert E.	London	Ky	Margaret	9/19/98
Fox	Raymond A.	Port Chester	NY	Doris	10/29/98
Green	Mainford T.	Florence	Al	Clara T	11/28/98
Grego	Joseph A.	Edwardsville	Pa	Elizabeth	1/99
Gurry	Howard	Kunkletown	Pa	?	3/2/98
Henderson>	William	Richmond	Va		9/21/98
Hudkins	George V.	Mathews	Va	Lorraine R.	9/20/98
Jacoby	Victor E.	Lake Worth	Tx	Mary Kay	10/30/98
Kunsman	Robert F.	Cleveland	Oh	*	10/4/98
Kutz	Laverne G.	Ft. Atkinson	Wi	Georgia	11/27/98
Labelle	Robert C.	Drummond Isle	Mi	?	?
Lamb	Ted	Flint	Mi		?
Legrow	Melvin C.	Woburn	Ma	Helen	12/6/98
Mackey	Charles E.	Tewksbury	Ma	*	12/10/98
Madeja	Joseph J.	Pittsburgh	Pa		12/22/98
Menard	Edward	Merritt Island	Fl		
Millman	George D.	Plantation	Fl		2/2/97
Moon	William E.	Tucson	Az	Jeannette	9/19/98
Morin	Ed	Pocono Manor	Pa	Unknown	
Moritz	Don E.	St. Louis	Mo	Jean	5/18/98
Morris	Noah C.	Troy	NC	?	?
Mustillo	Lou A.	Buffalo	NY	Marie	6/19/98
O'Neill	Daniel J.	Pleasant Gap	Pa		10/31/98
Probert	Arthur	Granite City	Il	Stella	10/10/98
Quinn	James L.	Torrington	Ct		8/5/97
Richards	Lloyd A.	Montezuma	In	9/1/98	
Roach	George F.	Weirton	Wv	Clara	10/9/98
Roark	James R.	New Port Richey	Fl	Helen	98?
Ross +	William G.	Marlow	Ok	?	'86
Rush	Thos. E.	Newark	NJ	Nira	11/23/97
Scully	William H.	Kinnelon	NJ	Mary	4/4/97
Shea	William P.	Brooklyn	NY		12/21/98
Slater	William A.	Brandon	Fl	Carolyn	12/19/98
Souza	John B.	Coming	Ca	Dorothy	12/18/98
Stengel	Robert J.	New Smyrna Bch.	Fl	Carolyn C.	4/18/98
Stickney	Albert	Essex	Ct	Eleanor	1/3/99
Taylor	Charles L.	Beverly Hills	Fl	Mary	4/19/98
Viars	William L.	Port Charlotte	Fl	Theresa	11/25/98
Ward	Edward G.	Paso Robles	Ca		8/22/98
Wetz	Don B.	Cheyenne	Wy	Shirley	?
White	Robert F.	Cornwall on Hudson	NY	Helen	1/18/99
Woodward	Arnold	Acton	Ma	Barbara	6/29/98

+ Brother to Lawrence Ross (MM). Wm. served on SEA SNIPE and B.F. IRVINE

> Signifies Richmond Chapter donated to National in their Honor.

U.S. Navy War Memorial News

If you have sent in your name, or your name and photo to the U.S. Navy War Memorial in Washington, DC, you can contact them on their internet website at:

<http://www.lonesailor.org>

There, you can look up your name (or your shipmates) to read the information and view any photographs. If you have any questions about your information listed there, or if you wish to add anything, contact Mr. Bob Berry, Director of Donor Information at 1-800-821-8892, extension 726.

filled afterwards. If we had known beforehand, we could have easily altered our schedule.

For those of you who have logged on to Tom Bowerman's WEBSITE, INTERNET or what ever you want to call it, (www.arned-guard.com/) you owe him a debt of gratitude for his efforts in locating you and finding your shipmates. One day alone, Tom sent me 24 new OL'SALTS!! I personally want to THANK Tom and also Bob and Dot Ober, Ernest and Carolyn Cochran, George Milk, Stan Defoe, Vasil Organoff, Gerry and Lena Greaves for their help in sending out printouts of shipmates. And to Ellie and Rudy Kozak, you have really stuck to your project of taking cap, jacket and other orders and getting them to the crew.

To Wanda and Chet Colella, our Hosts for the Reunion, it is a pleasure to work with you again and thanks for taking on the tremendous job of looking after a Reunion. I do hope those who attend will enjoy your labor of "Love" for the crew.

Art Moore's Book, "A CARELESS WORD - A NEEDLESS SINKING" HAS GONE TO PRESS!! This is the seventh edition consisting of 594 pages. The cost is \$85.00 plus \$5.00 for shipping and handling. Only 1600 were printed and 600 of these are sold. Make check or money order out to: "AMMV-NJ BOOK ACCOUNT" and mail to: DENNIS ROLAND CHAPTER AMMV-NJ, PO BOX 306, MIDLAND PARK, NJ 07432.

I just got a phone call from Walter Collins from Winston Salem, N.C asking if he could bring his son to Las Vegas for the Reunion and I told him "OF COURSE!!" Y'all bring any of the family or your

friends. The more the merrier. Many could not come if it were not for a son, daughter, etc. coming with them. This is an Armed Guard Family Affair. We welcome you. I understand we have Ol'Salts coming from New Zealand, Australia, Canada, England, Ireland and "TEXAS"!! YOU CAN BET YOU'RE WELCOMED. IT MAY BE THE ONLY BET IN LAS VEGAS YOU CAN WIN ON!!

Please do not try to phone me from April 2nd through April 14th. Hilda and I will be enjoying our long awaited vacation and we will be going to Grenoble, France to see our grandson, Brad Williams who is going to school there. He is studying "SKIING," I think. We hope to visit the Normandy Beachhead sites, etc. I don't have time to go but I will have someone send out packets to the "NEW OL'SALTS" we locate during that time.

I would like to remind you that the videos, "FORGOTTEN VALOR" and "THE WINTER WINDS OF HELL" are still available. Some of you NEW OL'SALTS may not have received the Nov/Dec, 1996 or Jan/Feb/Mar. 1997 edition of the POINTER so I'LL give the info again. They are \$27.95 each (including postage and handling) Order from: ZED MERRILL and Associates, PO Box 19608, Dept. R, Portland, Or. 97219.

In the Oct/Nov/Dec 1998 Pointer letter to you OL'SALTS, (page 1 - 4th paragraph) I referred to a BROWN ENVELOPE. I would like to change it to: a WHITE one as I have changed it's COLOR!

I guess many of you have read Tom Brokaw's book - "THE GREATEST GENERATION" printed by Random House, Inc., New York. (ISBN 0-375-

50202-5). It had two paragraph telling that he enlisted in the Merchant Marine in 1942 and after 10 weeks of training, he sailed on the S.S. JOHN W. BROWN to North Africa and quit when they returned to the States because the trip was too long and boring. He joined the 82nd airborne. I believe if he had gone to Murmansk, Russia at the time, he would have stayed in the Merchant Marine just for the excitement. At least he would not have lost his eyesight from an enemy bullet. Maybe we can get him to sail the S.S. JOHN W. BROWN to the Great Lakes next year. How about trying it Martin Vallee? Just maybe we can get Brokaw to tell what the Armed Guard and Merchant Marines accomplished for mankind during WW II in the 2nd printing. I did not get a chance to read it all, yet.

Over 238,000 shipmates have logged on through the Navy Memorial in Washington. For \$25.00, you can enter your name, or, if the case be, your Navy loved one's name. For an extra \$25.00 and a photo, you can get his or her picture entered. Call Bob Berry, 1-800-821-8892, extension 726, or 202-737-230 for a free brochure. Or, you can e-mail: ahoy@lonesailor.org. Photos will not be returned so make a good copy. The Center is open Mon/Sat. 9:30 A.M. to 5:00 P.M.; closed on Sundays and Thanksgiving, Christmas and New Year's Day plus during Nov/Feb., it is closed on Mondays as well. The film-"AT SEA" is shown at 11 A.M. and 1 P.M.. You can visit the LONE SAILOR anytime outside to take pictures. See it, if there!!

Here's hoping to see many of you in Las Vegas. I'll try to be there the 13th to help Al and Wanda with last minute details. Stay healthy, Y'ALL. CALLOYD

OPERATION GREAT LAKES-YEAR 2000 - by Martin Vallee

On December 9, 1998, a meeting was held in Thorold, Ontario, Canada concerning the passage of the S.S. JOHN W. BROWN through the Great Lakes/St. Lawrence Seaway. The meeting was attended by three Canadian representatives of the Seaway Authority, three members of the Project Liberty Ship and myself, Martin Vallee. There are 15 locks in the Seaway starting near Montreal, Quebec. The last lock is Sault Ste. Marie. The majority of the locks are located between Lake Ontario and Lake Erie. The locks are large enough to accommodate a Liberty Ship. The Seaway Authorities were very helpful and wavered a number of restrictions such as a stern anchor, rudder position indicator and other items.

They are insistent that nothing protrudes more than 3 inches from the side of the ship. In cases like the "scuppers," they will accept the use of hard wood fenders, as this is a "ONE TIME PASSAGE." A member of the Seaway plans to visit the S.S. JOHN W. BROWN in Baltimore for approval. There are some additional restrictions that apply to the BROWN. The BROWN will be required to clear the locks in daylight and anchor at night. Passage between the Welland Locks, between Lake Ontario and

Lake Erie will require a tug boat because of the number of bridges. If the winds exceed 18 to 20 knots, the pilots will not proceed through the canal until the wind abates. There are other restrictions under discussion with the Canadian Coast Guard which we hope can be resolved soon. Progress on the "OPERATION GREAT LAKES 2000 ("OGL2000") is moving very slowly and time is very critical. "OGL2000" will be used many times in the future to save space printing. **Martin Vallee, Flint, Mi.**

Thanks Martin for keeping us informed on this historic sailing into the year 2000 to the Great Lakes. It takes a lot of preplanning for such an enormous adventure, such as, what cities will furnish docking space for a day cruise or whether it will be just a stopover for visitors to go on board. The weather is always a factor, even then. The S.S. JOHN W. BROWN is accepting donation towards the "BUY A BARREL OF FUEL" campaign. If they can buy the fuel now while the price is low, they can lock in these prices now. Please mark on your check: "FUEL FOR GREAT LAKES DONATION." MAIL IT TO: "PROJECT LIBERTY SHIP."

★ ★ ★ ★ 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. Also, check with the Skippers who host meeting prior to meeting as the date, place and time could change overnight.

OOOOPS COLUMN!!

The article "Sea Lane Vigilantes" in the Oct./Nov./Dec. 1998 Pointer was taken from the magazine "ALL HANDS," Nov., 1945 (NAVPERS-0 #344).

SAMPSON BOOTS SNOWBIRDS IN FLORIDA will hold their 8th Reunion at ELKS LODGE #2378, 401 N. Indiana Ave., Englewood, Fl. (11 AM-12 NOON-3/16/99) Contact: John Benz, PO Box 562, Lavallette, N.J. 08735. TICKET - \$12. SITDOWN LUNCHEON.

SOUTH NEW JERSEY PINE BARRENS CHAPTER of ARMED GUARD and their LADIES meet "1 P.M. EVERY 4TH THURSDAY-MONTHLY" AT: PAUL'S OCEANSIDE RESTAURANT AND DINER, 562 RT. 9, WARETOWN, NJ 08758, 609-693-3296 (opposite of the Clayton Block Co.). Contact: Austin R. Corrado, 117 Captain Rd., Manahawkin, NJ 08050, 609-660-9221; or, Richard and Kelly Shute, 609-693-4909; or, Ted Heumann 732-286-0643.

Midwest Chapter of AMMMV, P.O. Box 32234, Chicago 60629, 773-436-8231, or Armed Guard John Neven, 3514 N. Oak Park Ave., Chicago, IL 60634, 773-725-2186 for meeting in that area.

The **NEXT Illinois/Wisconsin Mini-Reunion** WILL be held Sept. 30 thru Oct. 3, 1999 at the Quality Suites, U.S. Hwy 94 and Wisconsin Rt. 50, Kenosha, Wi. CONTACT: John Arnett, Host, 1517 15th St., Kenosha, Wi. 414-551-0561. Frank Capobianco, 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.

The **IL/WI "ON THE BORDER CREW"** contact: Jay and Jane Wildfong, 13211 Durand Ave., Sturtevant, Wi. 53177, 414-886-2966 for meetings in that area. THEIR NEXT MEETING WILL BE 3/16/99 AT THE "T-BIRD LOUNGE."

THE FARRAGUT, IDAHO WW II Naval Training Center at the Farragut State

Park, Athol, Id, Contact: Bud and Ruby Warren, 1420 Madison, Astoria, Or. 97103, 503-325-9620. (9AM-4PM PS Time ONLY)

LST ASSOCIATION-CONTACT: Mike and Linda Gunjak, 64 Ponderosa Dr., Oregon, Oh. 43616, 800-228-5870 for Reunions and membership.

"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.

TEXAS SAN ANTONIO CREW: CONTACT: Dan Mock, 8810 Silent Oaks, San Antonio, Tx. 78250-6267, 210-681-2120 for their next breakfast on APRIL 10 AT THE GOLDEN CORRAL, NW Outer Loop, San Antonio. They'll meet also on AUG. 14 AND DEC. 11, 1999.

CONNECTICUT CREW WILL BE MEETING AT "BICKFORDS RESTAURANT," Exit 74, I-95, Niantic, Ct at 11:30, 3rd Wednesday of each month. Contact: Lew Tew, 4 Glenwood Ct., Gales Ferry, Ct. 06335, 860-464-6272; or Ed and Barbara Sullivan, 203-536-7276.

AP TRANSPORT CREW REUNION: CONTACT: Chuck Ulrich, 35 Oak Ln., New Hyde Park, N.Y. 11040, 516-747-7426 in Norfolk, Va.

INDIANA CREW contact: Forrest Spencer, 910 W. Melbourne Ave., Logansport, In. 46947-3345, 219-753-7066 is assisted by John Stratton, 627 Grove St., Logansport, In. 46947-4910. They meet at Al's, on Hiwy. 29 and 435 on the last Sat. of each month at 11:00 A.M.

The **"HALL of FAME CHAPTER"** of the WW II Merchant Seamen in the **Canton and Rootstown, Ohio Area** meets at BACHELLI'S ITALIAN VILLA and STEAK HOUSE, 2016 Whipple Ave, Canton, Oh. on the "LAST TUESDAY" of the month at 10 A.M. and they would like to get more Armed Guard to meet with them. Contact: Robert Hahn, 3771 Tallmadge Rd., Rootstown, Oh. 44272, 216-325-9657.

LSM-LSMR NATIONAL ASSOC. Contact: Richard Schatz-Pres., 66 Summer St., Greenfield, Ma. 01301, 413-774-2397.

WEST VIRGINIA CREW Contact: Paul Bennett, Rt. 2 Box 29, Jane Lew, WV 26378, 304-884-7536; or Forrest Flanagan, PO Box 119, Craigsville, WV 26205, 304-742-3160. THEY WILL HOLD A MINI-REUNION

ON 9/26/99 AT 10 AM-4 PM AT THE JANE LEW TRUCK STOP, EXIT 105 OFF I-79. EVERY ONE IS WELCOMED!!!!

HOFFMAN ISLAND RADIO ASSOC. Contact: John J. Murray, 122 Wyndale, San Antonio, Tx 78209-2348, 210-826-4687; OR Bill Yerger, 607-776-4965. **FAIRVIEW HEIGHTS, ILLINOIS ARMED GUARD** area meets at McDonalds in Fairview Hgts on the 2nd Saturday of each month 9:30-11:00.

Contact: Skipper Theodore Kawula, 3232 Carlson Ave., **GRANITE CITY, IL.** 62040, 618-876-2241 for an Armed Guard and M.M. "GET-TO-GETHER." Kawula also informs me that the **S.S. Samuel Parker Chapter of AMMV** meet the 4th Monday of each month at the Seafarer's Hall, 4581 Gravois Ave., St. Louis, Mo. 63123, at 10 A.M. ARMED GUARD ARE ENCOURAGED TO ATTEND.

CHINO, CA. AREA OI'SALTS: Contact Tom Carter, 4405 Roosevelt St., Chino, Ca., 91710, 909-628-4544 for meetings. PLACE IS TO BE DECIDED, SO CONTACT CARTER.

SACRAMENTO, CA. AREA ARMED GUARD CREW, WIVES AND FRIENDS: 9:30 A.M.- 3rd Thursday at BRADSHAW RESTAURANT, HIWAY 50 at Bradshaw Exit. Welcome Hosts are: Bill and Doris Welch, 6048 Holstein Way, Sac, Ca. 95822-2955, 916-428-4681, and Peewee and Charlotte Hunter, 916-354-0623.

ORANGE COUNTY, CALIFORNIA AREA MEETS THE 2ND TUESDAY of the month at THE BARN Restaurant, 14982 Red Hills Ave., Tustin, Ca. for 11:30 LUNCH! Contact: Walter Davis, 2604 N Tustin Ave. #F, Santa Ana, Ca. 92705, 714-997-7119; or Curtis Mellin, 3173 Bern Dr., Laguna Beach, Ca. 92651, 714-494-6603.

CALIFORNIA SANTA BARBARA Area with ZIP CODES 90265 through 93483 will be starting up a "CENTRAL COAST GROUP" with William "BILL" McGee, 1187 Coast Village Rd, #1401, Santa Barbara Ca. 93108-2794, (805) 969-5970 as Skipper. Their meeting schedule is "1ST TUESDAY" of all ODD months: March 2; May 4; July 6; Sept. 7 and Nov. 2, 1999.

GEORGIA CHAPTER Skipper Bill Burton, 251 Cardigan Cir., Lilburn, Ga. 30247, 770-381-5395 and the Ga. Crew meets 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.

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

Armed Guard/Merchant Marine are invited to attend the **"EUGENE DE LONG HUDSON VALLEY CHAPTER AMMV"** 4TH TUESDAY-11 AM each month at **"YOUNGEST BROTHER RESTAURANT,"** NEWBURG, N.Y. CONTACT: Al Antaki, 311 Bear Ridge Rd., Pleasantville, NY 10570.

ROCHESTER, N.Y. AREA ARMED GUARD and **MERCHANT SEAMEN** of WW II contact John and Mary Shevlin, 37 Winfield Rd., Rochester, N.Y. 14622-2212, 716-467-2057. A LUNCH MEETING is held at 11 AM on the **"2ND" TUESDAY** at the **"OLD COUNTRY BUFFET,"** Culver-Ridge Plaza East Ridge Rd., **"IRONDEQUOIT, NY."** Neil Keyes, 10 Tarrytown Dr., Rochester 14624, 716-247-3021 assists Shevlin.

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

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

NEBRASKA Host, Moe, Carlton 2425 FOLKWAY BLVD #321, Lincoln, Ne. 68521, 402-438-9321 hosts an 11 AM LUNCHEON on the **FIRST MONDAY** of each month at **FARABEES RESTAURANT,** 58TH and OLD CHANEY ROAD, **WILKES-BARRE, PA.** AREA Host Delbert Lennon, PO Box 772, Wilkes-Barre, Pa. 18703, 717-467-2161, hosts a 4th Saturday of each month meeting at the **MARK II RESTAURANT,** 1020 Wilkes Barre Township Blvd., Wilkes Barre Pa.

HOSTS Alvin and Thelma Kemble, 8150 Chamber Hill Rd., **HARRISBURG, PA.** 17111, 717-566-8728 hold a **"FIRST THURSDAY"** of each month meeting for their area, at the **"HOSS'S STEAK HOUSE"** in Hummelstown, Pa. at 12 NOON.

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

WESTERN N.C. AREA MEETS AT THE "MILLS RIVER RESTAURANT," MILL'S

RIVER, N.C. ON THE "4TH THURSDAY" OF EACH MONTH. LUNCHEON starts at 11:30 AM. Contact: Crayton Hall, PO Box 39, 88 Wilkie Way, Fletcher, N.C. 28732, 704-684-4588.

WILMINGTON, N.C. Armed Guard hold a 1ST WEDNESDAY monthly meeting at 9:30 A.M., **WHITEY'S Restaurant,** 4501 Market St., Wilmington. Host is George W. Cameron, 611 Middle Sound Rd. Lot 16, Wilmington, N.C. 28405, 910-686-4193.

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

SOUTHWEST OHIO HOSTS Bob and Dot Ober, 7115 Dunn Rd., Cincinnati, Ohio 45230, 513-231-3181 HOSTS an 11:30 Luncheon on THE **"2ND MONDAY EVERY OTHER MONTH"** AT **"TOMMY'S BUFFET,"** 10784 READING RD., EAVENDALE, Oh.

WESTERN RESERVE CHAPTER OF M.M. VETERANS OF EASTERN OHIO meet the 3rd Thurs. of each mo. at **"THE OLD COUNTRY BUFFET"** at **"THE SHOPS at BOARDMAN'S PARK,"** 387 BOARDMAN-POLAND Rd., Boardman, Oh. at 11:30 AM. Contact Howard Brown, 2023 Thalia Ave., Youngstown, Oh., 330-783-0996.

DEMS - CONTACT: DOUG SEPHTON, RCNA-DEMS, 203 ANNE ST. North Barrie' Ontario, Canada L4N 4T4 FOR INFO ON THE **"ROYAL CANADIAN NAVAL ASSOCIATION."** Doug, we welcome our DEMS shipmates to be with us in Las Vegas. Sign up early!! Many have!!

GREATER PORTLAND, OR. Armed Guard meet with the Oregon Chapter AMMV every 3rd Monday, 11:30 AM at **"OLD COUNTRY BUFFET,"** 13500 SW PACIFIC (99W) TIGARD MARKET PL., TIGARD, OR. Contact: Robert and Doris Bramley, 15015 NE #51, Sacramento, Portland, Or 97230, 503-255-7919.

The **"NORTH-WEST PASSAGE," "OR-WA-ID-MT-AK"** holds a LUNCHEON at 1400 Hours on the 3rd WED. at **BELL'S RESTAURANT,** 8501 Fifth Ave. NE, North Seattle, Wa. 1 mile South of Northgate Mall. Contact: Bob Heitzinger, 9227 169th Pl. NE, Redmond, Wa. 98052, 425-861-9706; or James Davies, 4231 134th St., Bellevue, Wa. 98006, 425-641-9293.

The **NORTH-WEST PASSAGE** Contact: Laurence and Phyllis La Fountaine, 7402 Fairview Rd. SW, Olympia, Wa. 98512, 360-

357-3476; or Billie Kohse, 2304 Lister Rd., NE, Olympia, Wa. 98506-3616. Also, Don and Pearl Werner, 18605 N.E. 219th St., Battleground, Wa. 98604, 360-687-3630 help keep things going in that area.

LANSING, MICH. AREA holds a **"3RD" WEDNESDAY** of the ODD MONTHS at the **"CORAL GABLES RESTAURANT,"** 2838 E. Grand River Ave., East Lansing, Mi. 517-337-1311. Hosts are Carl Mescher, 508 Wayland, East Lansing, Mi. 48823, 517-332-1027; or Martin Vallee, P.O. Box 809, Flint, Mi. 48501, 810-235-3530. VALLEE ADVISES ME THAT THE MAY MEETING WILL BE HELD ON MAY 26TH DUE TO REUNION.

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

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

OKLAHOMA CREW contact RALPH McNALLY, P.O. Box 423 Skiatook, Okla., (918) 396-2693; or Jim and Edith Carlton, 519 E. 6th St, Bristow, Ok. 74010, 918-367-6764 on their meetings at **BETTY ANN'S RESTAURANT,** 4401 S. MEMORIAL DR., TULSA, OK. **"SPECIAL EXTRA NOTICE"** Oklahoma crew (CONTACT JIM CARLTON ABOVE) will be host to the **Ok/Ne/Mo./Ks./Ar. 5 STATE Mini-Reunion,** Sept. 17-19, 1999 at the **TRADE WINDS EAST INN,** 3337 E. Skelly Dr., Tulsa, Ok. 74135-3227, 918-743-7931.

TOPEKA, KS. AREA ARMED GUARD AND MERCHANT MARINE meet on the **"FIRST THURSDAY"** of EACH MONTH at 8:30 A.M. AT **"TEVIS RESTAURANT,"** 821 SW 6TH, WITH DON GLEASON, 2405 NW CROSS ST, Topeka, Ks. 66606-2401, 785-234-6087; and Dean Vining; 1026 SW Cambridge St., Topeka, Ks. 66604-1716, 785-273-1247 as hosts.

The **WICHITA, KS AREA** Merchant Marines WW II Veterans CONTACT: Glen Trimble, 1725 Woodrow Ct., Wichita, Ks. 67203. Wilfred Bergkamp, 530 Homestead, Colwich, Ks 67030 is the Armed Guard Coordinator.

The **MO-KAN CREW** will meet on the 3RD TUESDAY of each month and the location is: D.A.V. Chapter #2, 8787 Old Santa Fe Rd., Kansas City, Mo. 64138, near the intersection of 87th St. and Blue Ridge

Blvd. at 11:00 A.M., with Stan DeFoe, 4308 South Osage Ave., Independence, Mo. 64055-4645, 816-373-5890; and Bill Sears, 8505 NE 56th St., Kansas City, Mo. 64119, 816-453-2179 as hosts.

LEHIGHTON, PA. Clint and Beatrice Barr will host meetings on the 4th Tue. of Feb., April, June, Aug, and Oct., at noon, at Platz's Restaurant, 101 Harrity Rd., Lehigh, PA 18235, 610-377-1819. **Aug. will be the Picnic**, and I'll need reservations for this. Ladies invited to all meetings. Contact Clinton F. Barr, 2340 3rd St., Easton, PA 18042-6064, 610-258-3056.

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

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

CHICOPEE-LUDLOW, Ma. Tom and Priscilla Dufresne, 289 Munsing St. Ludlow, Ma. 01056, 413-583-8580 host a "2ND SUNDAY" 9 A.M. BREAKFAST at the MOOSE LODGE #1849, 244 FULLER RD., CHICOPEE, MA. and they're assisted by: Sam Pitittieri, 413-592-1854; Louis Carr, 413-783-5904; and Geo. Hurley, 413-593-3286.

COLORADO CREW: FIRST TUESDAY MONTHLY LUNCHEON at 11:30 AM at the COUNTRY BUFFET (VILLA ITALIA MALL), 7200 W. Alameda, Lakewood Co. 80226, 303-988-5583. Contact Ed Jones, 616 S. Carr St., Lakewood, Co. 80226, 303-988-5583.

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

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

S.C. CREW CONTACT: Robert Floyd, 3710 Devereaux Rd., Columbia, S.C. 29205, UNTIL ANOTHER S.C. HOST CAN BE FOUND. YOU WANT TO VOLUNTEER?

RICHMOND, VA. CREW'S HOSTS are Wayte and Feran Huffer (MM), 3102 Aqua Ct., Richmond, Va. 23230-1902, 804-262-

6710. They meet at 12:30 PM for LUNCHEON at MORRISON'S Cafe, 7035 W Broad St., Richmond, Va. on the "2ND SAT.

SKIPPER CHANGE!!

NORFOLK, Va. Contact: Dennis H. Rice, 5262 Morris Neck Rd., Virginia Beach, Va. 23457-1322, 757-426-7045 will take the "SKIPPER'S ROLE" as Reginald Dolliver turns over their meeting on the LAST SATURDAY OF THE MONTH at the OLD COUNTRY BUFFET, 1952 Laskin Rd., Virginia Beach, Va. at "HILLTOP REGENCY SHOPPING PLAZA." *Thanks "Dolliver" for a job well done. (cal)*

ROANOKE, VA. AREA meets on the 2nd Friday of each month at SHONEY'S Restaurant on Route 419 (3865 Electric Rd. just past Tanglewood Area) Roanoke, Va. at 11:30 A.M. with Ralph (MM) and Myra Swillinger, 734 Estates Rd. SE, Roanoke, Va. 24014, 540-427-1927.

DESTROYER ESCORT ASSOCIATION, INC., PO BOX 469, ALLENHURST, NJ 07711, 908-531-5899, FAX 908-531-7724. James R. Mitchell (Acting Exec. Administrator)

George Milk 3136, ST. JAMES ST. NE Port Charlotte 33952, 813 627-6759 area meets at the Golden Corral-PUNTA GORDA, FL. on the 3rd Tues. at 1:30 P.M.

MID FLA. CHAPTER - CONTACT: SAM AND DOLLY MORRIS, 2055 S. FLORAL AVE. LOT 221, BARTOW, FL. 33830, 941-533-4891.

NEW PORT RICHEY FL. AREA FULLTIME HOST: Harold Ceaser, 8621 Vixen Ln., Port Richey, Fl. 34668, 813-863-1367 meet on "THE 3RD WEDNESDAY" for LUNCH at "KALLEY K's" Restaurant on Hwy 19 in New Port Richey.

SPRINGHILL, FLORIDA AREA- Contact: William T. Young, 4206 Parkhurst Ln., Springhill, Fl. 34608, 352-683-9333, for breakfast on the "SECOND" Saturday, 10 AM AT the EVERGREEN WOODS RETIREMENT COMMUNITY.

PORT ST. LUCIE, FL. area meets on a "LAST FRIDAY" IN THE MONTH" at JOHNNY'S CORNER FAMILY RESTAURANT, 7180 U.S. #1, PORT ST. LUCIE 34952, 561-878-2686 with HOST DICK JARMAN, 1461 MERION CT. SE, PORT ST. LUCIE, FL. 34952, 561-335-3716.

SANFORD, FL. AREA: FRED AND MARGARET FONTAINE, 2537 MOHAWK DR., SANFORD, FL. 32773, 407-323-7410 HOLD A MEETING ON THE 2ND THURSDAY AT 1 P.M. AT THE AMERICAN LEGION HALL ON SANFORD AVE., SANFORD, FLA.

SAMPSON BOOT CAMP 8TH ANNUAL "SNOWBIRD" REUNION.

Tues. 11 AM- Mar. 16, 1999 - Elks Lodge #3478, Englewood, Fl. Contact: John Benz, PO Box 562, Lavallette, NJ 08735. All Navy Vets and friends welcomed.

MESA, ARIZONA HOSTS are Clarence and Marilyn Halpny, 1180 S. Starr St., Apache Junction, Az. 85219, 602-983-5212. **THEY MEET AT THE "RED MOUNTAIN STEAKHOUSE**, 7000 E. Main St., Mesa on the "FIRST THURSDAY" of the month at 11 A.M.

The **TUCSON, AZ. AREA** hosts are William and Marion Howard, 4056 N. Tuttle Ave., Tucson, Az. 85705, 602-887-8703 for the 2ND THURSDAY of each Mo. meeting at 10:30 AM at the VILLAGE INN, 6251 N. ORECLE RD., TUCSON, Az. 85704, 602-297-2180.

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

PUGET SOUND CHAPTER OF M.M. VETERANS contact James Colamarino, 2904 168th S.E., Bellevue Wa. 98008, (206) 746-6984. All Armed Guard are WELCOMED!! A GREAT CREW!!

CONTACT: LCI NATIONAL ASSOC. will hold their National Reunion 5/12-16, 1999 at THE GALT HOTEL, 141 N. 4TH ST., LOUISVILLE, KY., 40202, 1-800-843-4258. CONTACT: Robert V. Weissner, Pres., 134 Lancaster Ave, Columbia, Pa 17512, 717-684-4785.

NATIONAL ASSOCIATION OF USS LCS(L) 1 THRU 130 CONTACT "JEFF" JEFFERS, PO BOX 9087, WAUKEGAN, IL 60079, 847-360-0560, FAX- 847-623-7450 for info on their August 4-8/1999 at the ADAM'S MARK HOTEL, Philadelphia, Pa.

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

SOUTHERN CAL REGION - SAN DIEGO meets "MAY/SEPT." at 11:00 AM Second Tues., at the "BAYVIEW CLUB," MCRD, San Diego, Ca., AND AT VISTA ENTERTAINMENT CENTER, VISTA, CA. **MAR/JULY/NOV.**, at 11:00 A.M. Hosts are: Howard Wooten, 772 E. Vista Way #B, Vista, Ca. 92084, (760) 724-7871 and George Kost, 3609 Belle Bonnie Brae, Bonita, Ca. 92084, (619) 267-5797.

BELOW ARE ARMED GUARD CONTACTS ON THE THREE SHIPS! Contact JACK RHODES, 3143 Cotter Rd., Millers, Md. 21102, 410-343-0369 about the **S.S. JOHN W. BROWN** as to where she is berthed when going for a visit. Ship's address is: S.S. JOHN W. BROWN, P.O. Box

25846, Highlandtown Sta., Baltimore, Md.
21224-0846, 410-558-0646.

SAN FRANCISCO, CA. AREA
CONTACT: Carl Kreidler, 15852 Via
Eduardo St., San Lorenzo, Ca. 94580, 510-
317-9600 welcomes you to be a part of the
"U.S.N. ARMED GUARD GUN CREW"
on the **S.S. JEREMIAH O'BRIEN**. (NOW
AT PIER 32). Ship's address is: S.S.
JEREMIAH O'BRIEN, Ft. Mason Center,
Bldg. A, San Francisco, Ca. 94123-1302,
415-441-3101.

On the **S.S. LANE VICTORY**, Contact Joe
Piccolini, 9724 Paseo De Oro, Cypress, Ca.
90630, 714-952-2656 for info. The ship's
address is: S.S. LANE VICTORY, 839 S.
BEACON ST., PIER 94, SAN PEDRO, CA.
90733, 310-519-9545. PLEASE CONTACT
THE SHIPS DIRECTLY FOR SAILING
DATES for they may be sold out on their
sailing date.

WICHITA FALLS, TX CREW MEETS
AT "GRANDY'S" FIRST SATURDAY OF
THE MONTH AT 8 A.M. CONTACT: Jack
Sims, 5111 Bahama Dr., Wichita Falls, Tx.,
76310-3101, 817-691-7393.

TEXAS MERCHANT MARINE meet the
2nd Wednesday of each month at LUBY's
Cafeteria, 2233 W. North Loop, Austin Tx.,
11 A.M. Contact Chas.
Smith, 404 North Water St.,
Burnett, Tx 78611-2451,
512-756-9853. All Armed
Guard and Merchant Seamen
are welcomed at the
Ol'Corral!!

THE TEXAS CHAPTER
OF THE USMMVWWII
members of the "LONE
STAR STATE" and the **U.S.**
NAVY ARMED GUARD
WW II VETERANS are to
CONTACT: Robert E.
Thornton, 3003 Castlewood,
HOUSTON, TX 77025, 713-
665-1276; or Armed Guard
Ed and Emelie Quin, 8119
Morley Dr., Houston, Tx.
77061-3116, 713-643-3620
for meetings.

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

THE LAS VEGAS AREA
CREW meets on the first
(1st) Tuesday of each month
at the "COUNTRY INN" on
SUNSET ROAD in
Henderson, Nevada for 1

P.M. Lunch. Contact: Merv Yarbrough, 7920
W. Wigman Ave. Las Vegas, NV 89113,
702-361-6817.

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

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

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

RALEIGH, NC - We still meet at
"GRIFFIN'S RESTAURANT," IN THE
QUILT ROOM, on the "FIRST" (1st)
Saturday of the month at 8:00-10:30 A.M.
Take I-440 around to the NORTH SIDE and
take EXIT 10 NORTH, to 4500 Wake Forest
Rd.; on to 1604 N. Market Dr. See sign on
the right. It's behind the Red Lobster.

TINCAN SAILORS, Contact Vince
Diomedes, 20 Admirals Row, Freehold, N.J.
07728, 908-308-0071. Also, contact him for

other Tincan meetings.

AGC FLAGSHIP ALLIANCE (All USS
AGCs, LCCs and Coast Guard WAGCs next
reunion is: Aug. 2 - Sept. 2, 1999 at
Knoxville, Tn. Contact: W.T. Branthoover,
5336 Highgrove Rd., Pittsburgh, Pa.15236,
412-884-2650.

PATROL CRAFTS SAILORS ASSOC-
(PSCA) 12TH REUNION will be held in
Midland, Mi. May 13-15th, 1999. It will be
combined with the PSCA EXHIBIT in the
Bay City Museum. Contact: Mark Matyas,
11610 Paso Robles Ave., Granada Hills, Ca.
91344-2552, 818-363-2917, www/theweboutlet.com/pcsa

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.

*IF I HAVE LEFT OFF ANY ANY MEETING,
LET ME KNOW NOW! SAVE THIS
POINTER BECAUSE I WILL NOT INSERT
ANOTHER MEETING NOTICE UNTIL
CHANGES ARE MADE AND THEN IT
MAY BE A MONTH BEFORE YOU KNOW.
calloyd*

WHAT THE NAVY IS DOING



HEROES OF THE DEEP

In this war the ARMED GUARD, all enlisted men, are making the Epic of the Navy. For two hours and a half the armed guard of the S. S. fought the Hun, compelling the U-boat to submerge damaged. Enemy fired two hundred rounds of shrapnel, one shot exploded in the armed guard's mess room, wrecking it completely, others hitting the ship with minor damage.

Struck by shrapnel, but giving as they took, our men won out and kept their heads. Here is the youthful fibre of the Navy, kids almost alongside of their elders, but now veterans and according to their commander, "behaving coolly throughout the engagement, doing their duty."

ENLIST IN THE NAVY

U.S. Navy Armed Guard recruiting poster from World War I
(reprinted from "Quarter-Deck and Fo'c's'le", edited by James M. Merrill)



This photo was taken at the U.S. Navy rest camp, DeLana, Florida in July 1945. We were survivors from the Liberty Ship S.S. HORACE BINNEY, sunk by enemy action on VE Day, May 8, 1945 in the North Sea. The photo is our ball team while down there, and I can remember all of their names except one. Thought that if you would place this photo in the POINTER, someone can fill me in on the name. And, if someone recognizes themselves in the photo, they could drop me a line, for I have other photos, both on the Binney and at rest camp that I can share with them. Thanks, Bill Cunningham, 2703 Woodcutter Avenue, Columbus, Ohio 43224-2534.

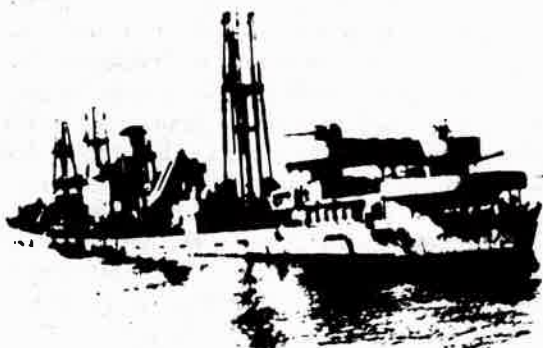
Reprinted from "A Careless Word, A Needless Sinking"
by Capt. Arthur R. Moore

Home Port: Baltimore, MD

SS Horace Binney

Company: American Export Lines, New York, NY
Master: Cecil D. Davies
Gross Tons: 7191

Built: August 1942 @ Baltimore, MD
Dimensions: 441' x 57' x 37'



The Liberty Ship, SS HORACE BINNEY, was mined at 0945 GCT on May 8, 1945 about 4 miles from Ostend, Belgium, while en route from Avonmouth, England to Ghent, Belgium in Convoy TAM-62 (ninth in single column) with a general Army cargo. The ship left New York on April 3, 1945 in Convoy HX-348 arriving Avonmouth on April 22, stopping at Barry, Wales on April 20. Her complement was 49 merchant crew and 25 Naval Armed Guard. There were no casualties but 3 crew members including the 3rd Mate were seriously injured. Photo courtesy of William Hultgren Collection.

Photo shows vessel resting on bottom after striking mine.

After discharging at Avonmouth, the ship reloaded a cargo which included two complete laundries from steam boilers to supplies of bleach and starch. Also supply packages containing cigarettes, chewing gum, candy bars, soap, etc. wrapped in waterproof coverings designed to be dropped to the people behind enemy lines.

At 0945 GCT, an explosion occurred at #3 hold near the keel. The explosion was loud and heavy. It split the double bottoms and broke the ship's back. The decks were cracked and steam lines broken. The main engines stopped because of no

steam. Later a British tug, the LINCOLN SALVOR, towed her stern first to Deal, England, where she was beached and later broke in two. After the cargo was discharged, the ship was strapped together, loaded with ammunition, taken to sea and sunk.

All hands abandoned ship at 1045 GCT, with the exception of the Captain, Chief Engineer, Chief Mate, First Engineer and the Second Mate. The survivors were taken off the ship by the British ML-1456, and landed at Dover, England on May 9 and May 10, 1945.

BOMBED AT AUGUSTA

SS *Esso Providence*

ON AUGUST 20, 1943, three days after completion of the Allied conquest of Sicily, the *Esso Providence* arrived at Augusta, on the island's south-east coast, and was ordered to anchor pending receipt of further instructions. On the night of August 17, American warships shelled the Italian mainland for the first time—at the "toe of the boot". The *Esso Providence*, while anchored in the harbor on August 23, between 8 a.m. and 1:20 p.m. bunkered HMS *Prince Charles*, *Orion*, and *Prince Leopold*.

At 7 o'clock on Tuesday morning, August 24, the port of Augusta was attacked by enemy aircraft which came in from the east. A direct hit was scored on the *Esso Providence*. Despite this, and the fact that two near misses jarred her from stem to stern, the vessel was able to complete discharging her important cargo of special Navy fuel oil and to unload the 241 belly tanks she carried in her forward hold.

Four Air Attacks in 2½ Hours

On Sunday, August 29, enemy planes attacked four times between 5 and 7:30 p.m. and were overhead continuously from 8:50 until 9:25 p.m., but the *Esso Providence* was not further damaged. She was, however, badly in need of repairs and it was decided, after an estimate by Navy divers, to carry out temporary repairs at Malta. Departing at 5:30 p.m. on September 5, the vessel entered Mellieha Bay the next morning. Here at Malta—the most bombed spot in the world—she was destined to stay for a period of 94 days.

At Valletta, Malta, on October 19, when one of the ship's ammunition lockers caught fire from an unknown cause, the chief mate of the *Esso Providence* performed a deed of great heroism. Without the slightest hesitation and in complete disregard of the terrible danger, he turned the flame-heated flood valve with his bare hands, saving his shipmates and their vessel from disaster.

The *Esso Providence* was one of the Standard Oil Company of New Jersey tankers renamed under a new Company policy—to give vessels the names of cities, preceded by "Esso". During the early months of the war in Europe she was still known as the *Cerro Azul*. She received the name *Esso Providence* on February 23, 1940.

The SS *Esso Providence*, ex *Cerro Azul*, was built in 1921 by the Sun Shipbuilding Company at Chester, Penna. She is a sistership of the *Esso Dover*, ex *Cerro Ebano*.

A single-screw vessel of 13,860 deadweight tons capacity on international summer draft of 28 feet, 11½ inches, the *Esso Providence* has an overall length of 498 feet, 6 inches, a length between perpendiculars of 480 feet, a moulded breadth of 65 feet, 9 inches, and

a depth moulded of 37 feet. With a cargo carrying capacity of 111,382 barrels, she has an assigned pumping rate of 4,000 barrels an hour.

Her quadruple expansion engine, supplied with steam by four Scotch boilers, develops 4,300 indicated horsepower and gives her a classification certified speed of 11.7 knots.

The outbreak of hostilities on September 3, 1939 found the *Esso Providence* en route from Baytown to Philadelphia. Under the command of Captain Olav Olsen, with Chief Engineer Aksel E. Lundin in charge of her engineroom, she carried her first wartime cargo, 104,432 barrels of mixed petroleum products. During the rest of the year she made six coastwise voyages and, in all, delivered 738,701 barrels—31,025,442 gallons.

In 1940 she made 21 voyages, loading 18 times at Baytown, twice at Corpus Christi, and once at Baton Rouge. This proved to be her largest delivery year in World War II. She transported 2,213,122 barrels to east coast ports.

The *Esso Providence*, diverted from her Gulf loading ports to South American and Caribbean terminals, in the latter part of 1941 took on 89,587 barrels of fuel oil at Aruba for discharge at Cristobal. Then followed Cartagena, Las Piedras twice, Cartagena again, and Aruba. The year ended while the vessel was en route to Buenos Aires.

Survived Atlantic Blitz

In the dangerous year 1942, when all sinking records were broken, the *Esso Providence* braved the North and South Atlantic as well as the Caribbean. On January 13 she sailed from Buenos Aires under the command of Captain Frank E. Wirtanen, with Chief Engineer Sigurd Steffensen in charge of her engine department, and arrived on January 27 at Caripito—where her tanks were filled with 93,281 barrels of crude oil. She went back to Buenos Aires and then proceeded to Caripito, loading 90,401 barrels of crude oil for Halifax, via New York. On April 20, 1942, she was time chartered to the War Shipping Administration and returned to South American service for the rest of the year and the early part of 1943.

On March 31, 1943, the *Esso Providence* arrived at New York for a repair period and on April 24 left for Ellesmere, England, on her first wartime Atlantic crossing. In June she made another trip to England—this time to Barry Roads in Bristol Channel. On July 24 the vessel left New York for the Mediterranean trip during which she was bombed.

On February 15, 1944, after her temporary repairs at Malta and Gibraltar, the *Esso Providence* arrived in New York, where she was immediately sent to dry dock in the Staten Island yard of the Bethlehem Steel Company, Shipbuilding Division, for extensive repairs of the damage done to her by enemy bombers the

previous August at Augusta, Sicily.

When she returned to service in the Esso fleet on May 16, 1944, the *Esso Providence* was ready to resume her war duty. From Curacao she took 84,712 barrels of fuel and Diesel oils to Cristobal, Canal Zone. Later she passed through the Panama Canal and received her next cargo of crude oil at La Libertad, Ecuador, for delivery to Montevideo, with a stopover at Talara, Peru, for bunkers. This schedule was repeated on two more voyages, from the last of which she returned, via Rio de Janeiro, to Caripito.

In 1945 the *Esso Providence* loaded four times at Caripito and once each at Texas City, Curacao, and Aruba. She discharged four times at Rio de Janeiro, and her other terminals were Fortaleza, Curacao, and Philadelphia. On February 13, 1945, while the vessel was sailing out of Caripito, her rudder was damaged. Captain Walter F. Andrews was in command, and the engine department was in charge of Chief Engineer James A. Johnston. The *Esso Providence* was forced to anchor off Mucuripe Point, near Fortaleza, on the northeast coast of Brazil, and transfer her cargo into the *Esso Dover*, commanded at that time by Captain Harold Griffiths, with her engineroom in charge of Chief Engineer Karl B. Nelson.

Cargo Transfer Job

The two tankers were moored with anchors and mooring lines to keep them well apart and to prevent their striking together when rolling in the seaway. The salvage tug USS *Chain* was anchored off the port quarter of the *Esso Dover* so that a mooring line could be used to keep the sterns of the vessels apart. However, when the sterns of both ships swung toward the tug, this line could not be used and the sterns came together heavily several times.

Weather conditions were favorable throughout the entire operation. Six lengths (each 30 feet) of four-

inch U. S. Navy fueling hose were used to transfer the cargo—90 feet of hose for each grade of oil. Discharge of 80,789 barrels was made in 35 hours, 45 minutes.

The *Esso Providence* left Fortaleza on April 2, 1945, in ballast, under tow of the tug *Bodie Island* and arrived at Newport News on April 21. From then until V-J Day, September 2, she carried five cargoes, three of them from Caribbean ports to Rio de Janeiro.

The wartime transportation record of the *Esso Providence* was in summary as follows:

Year	Voyages (Cargoes)	Barrels
1939	7	738,701
1940	21	2,213,122
1941	19	1,895,061
1942	8	681,719
1943	5	414,781
1944	7	554,949
1945	7	575,617
	74	7,073,950

Her masters during World War II were Captains Olav Olsen, James S. LeCain, Peder A. Johnson, Frank E. Wirtanen, August Randall, Walter F. Andrews, Andrew L. Mellgard, and Andrew Weiler.

In charge of her engineroom in the same period were Chief Engineers Aksel E. Lundin, Robert W. Gunn, James A. Johnston, Horace L. Wilson, Sigurd Steffensen, Stephen Chucalo, Edward Snyder, Alexander J. G. Maitland, and Raymond Shannon.

Captain Walter F. Andrews was in command of the *Esso Providence* and her engineroom was in charge of Chief Engineer Stephen Chucalo when she was hit by a bomb at Augusta, Sicily, on August 24, 1943. The vessel was manned by a merchant crew of 44 officers



The "Esso Providence" took a direct bomb hit, was on fire and narrowly missed a magazine explosion

and men and carried a U. S. Navy armed guard of 34.

The Bombing Attack

The following story of the bombing attack is quoted from Captain Andrews' report:

"The bomb—estimated to be of the 250 pound class, armor-piercing type—exploded in No. 9 port main tank after passing at an angle of about 45 degrees through No. 9 starboard main cargo tank top and penetrating the side of the hatch coaming, the deck, and the center line bulkhead. At about the same time, ~~one~~ of the near misses exploded under water on the ~~starboard~~ side, throwing the vessel's stern out enough to buckle the deck and bulge the shell plating between frames 26 and 27. The other near miss caused no severe damage.

"The explosion in No. 9 main cargo tank on the port side threw both transverse bulkheads of this tank into Nos. 8 and 10 port main tanks and ripped the bottoms of Nos. 4 and 5 summer tanks into a distorted mass. The force of the blast tore plates and frames from keel to bilge, left a gaping hole extending considerably above and below the water line, and exposed three cargo tanks in all, to a fore and aft length of more than 40 feet.

"The fire alarm was sounded and fire hoses were played in way of all damage, with the result that there was no fire; however, the vessel took a slight starboard list.

"Port naval officials boarded the *Esso Providence* at about 7:30 a.m., right after the bomb hit, and arrangements were made to dock the vessel as soon as a berth was available, but it was first necessary to discharge 150 tons of fresh water from the after peak and engine tanks to lighten the after end of the ship.

"By 12:15 p.m. the vessel was secured to the berth without any assistance other than the usual tug required by the pilot. Hoses were connected and discharge of cargo not contaminated as a result of the explosion was completed at 10:30 a.m. on August 25."

Wires Held Wreckage in Place

By way of emergency repairs, wire cables were passed around the *Esso Providence* to hold the wreckage in place and the ship was ordered to Malta for temporary repairs; she left on Sunday, September 5. Captain Andrews made the following report of the voyage:

"After leaving Augusta, we encountered a fresh northwest wind, Force 5, and a long rolling ground swell with a moderately rough sea. All the emergency repairs made at Augusta carried away. I had to order the speed reduced from 7 to 5 knots, as loose wreckage was pounding heavily. There was a tremendous strain on the damaged area because the unequal distribution of weight in the affected tanks caused a starboard list whenever the seaway lifted the vessel's stern. In order to steer the *Esso Providence* at all, I had to carry 15 to 20 degrees right rudder.

"We were off Malta on the morning of September 6 and I applied to the senior convoy escort for permission to enter a harbor to get out of the seaway. I received a reply to beach the vessel if necessary, as I would not be permitted to enter Grand Harbor at

Valletta. However, that same afternoon, shore authorities granted us permission to anchor in Mellieha Bay, on the northeast coast of the island. I requested a complete survey of needed repairs, but only a limited one was possible in the Bay roadstead. Accordingly, the salvage officer there authorized the vessel to proceed to Grand Harbor for an underwater survey and some form of temporary strengthening.

"On October 9, with a tug standing by, we proceeded from Mellieha Bay to Grand Harbor. As there was no dry dock available, the *Esso Providence* tied up alongside the wrecked motorship *Talabot* while preparations were made to remove loose wreckage and strengthen the port side above water sufficiently to enable her, under favorable weather conditions, to proceed to Taranto, Italy, via a coastal route, for further repairs."

Magazine Afire

While the *Esso Providence* was at Grand Harbor, Valletta, on October 19, a fire broke out in her after ammunition magazine for reasons unknown to the officers and crew of the *Esso Providence* or to her Navy gun crew. The magazine, a steel structure, was stored with a practically full quota of 5-inch gunpowder bags, 5-inch shells for anti-submarine guns, and 20-millimeter ammunition for anti-aircraft guns.

Fortunately, the powder gases blew open the heavy steel entrance door of the magazine and thus had an outlet, instead of being confined and possibly destroying the stern of the ship. But the blazing fire threatened the detonation of the fifty 5-inch shells in the magazine and such an occurrence would have had grave consequences to the vessel and the 78 merchant seamen and Navy gunners who were aboard at 1:30 p.m. when the fire was reported. Disaster was averted by Chief Mate Leslie H. Winder, who was supervising crew work forward on the main deck.

When Second Mate John D. Hall sounded the general alarm, Chief Mate Winder rushed aft to the boat deck to open the magazine's flood valve. At the same time, Second Mate Hall, with Captain Andrews and Third Mate Douglas L. Masin, ran to rally the crew aft and get the hoses to the fire. First Assistant Engineer Steve M. English instantly started the fire pump, putting 100 pounds of water pressure on the fireline.

Fast Work

As the nearest fire plug was too close to the magazine, it was necessary to connect several lengths of hose amidships and lead them aft to the magazine door. This was done in three minutes!

The flood valve of the ammunition magazine was in a steel protection box, secured with a padlock. It was almost above and close to the magazine doorway. When the door was forced open by the pressure of powder gases, a solid mass of flame shot upward and out to a distance of 200 feet and the fire was blazing from the magazine ventilators.

When Chief Mate Winder approached the burning magazine, hundreds of 20-millimeter projectiles were hurtling through the flaming entrance, some of them starting a fire on the submerged hulk of the *Talabot*,

to which the *Esso Providence* was moored. All paint-work on the tanker's deck and on the structures aft near the magazine was ablaze; the flames were destroying gear and equipment, including several life rings, 100 feet of armored electric cable, and three 8-inch manila mooring lines.

The chief mate found that the lid and padlock of the flood valve box were red hot. He ran to the nearest lifeboat, returned with the boat's hatchet, struck the lock off, pried open the lid, and turned the valve, severely burning both hands.

As Captain Andrews and the second and third mates had brought the fire hoses near the scene, Chief Mate Winder took time out to go to the medicine chest and give his injuries first aid. He then returned, anxious to help in any way possible.

All of the 50 powder containers burned and the 20-millimeter ammunition was discharged, but none of the 5-inch shells exploded. The fire on the *Esso*

the 17th. After dry docking and further repairs, the vessel sailed from Gibraltar on January 26, 1944, and reached New York on February 15.

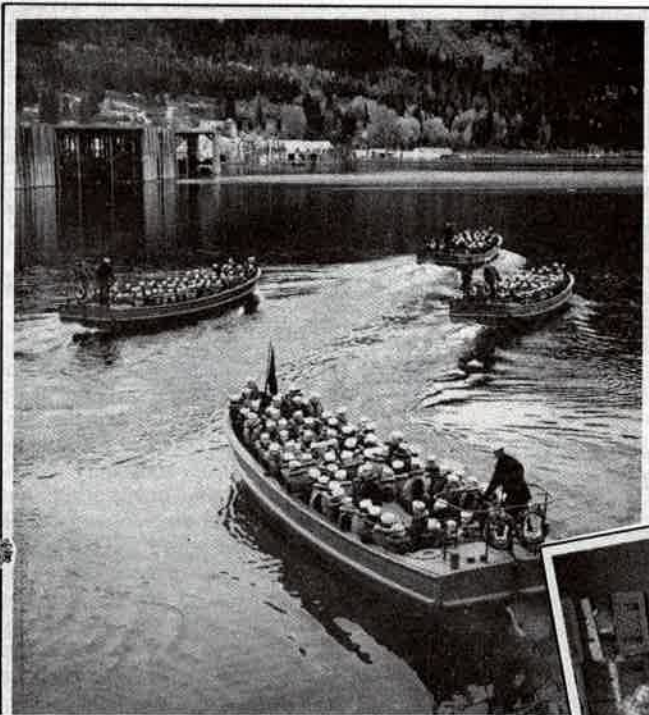
After a bombing in one port and a very dangerous magazine fire in another, Chief Mate Winder had this to say: "Nothing interesting happened on this voyage. There was a fire and it was put out."

Providence was completely out by 1:55 p.m., with no loss of life. Then the fire on the hulk was extinguished by Third Mate Masin, who boarded it with one of the hoses.

On October 22, original orders for the *Esso Providence* to proceed to Taranto, Italy, were cancelled and she was directed to prepare to leave for Gibraltar.

By 4 p.m. on December 1, temporary repairs were completed at Valletta. They consisted of fitting a steel and concrete cofferdam, with interior bracing, over the large opening in the hull. The *Esso Providence* left Valletta on December 8, arriving at Gibraltar on

Honoring the Farragut, Idaho Boot Camp



CHOW LINE BEFORE THE MESS HALL.



DRILL HALL



EXPERIENCE UNNECESSARY



SERMON NOTES... LETTERS FROM OUR MEMBERS

Dear Ol' Salt

Jan. 2, 1999

It seems like the BUMPER STICKER is a good advertisement for the organization. If I could get another one, send it to my Florida address as I will be here til 3/15/99. Also, about your word of wisdom about getting in touch with your old buddies as soon as possible. I just found out about the Armed Guard getting together in November of 1998. You sent me a printout of the three ships I was on, and among the names was my best buddy-Bill Moon (THE BIG RED MOON, as he was a redhead). I called out to Tucson, Az. and talked to his wife. She told me he had passed on two months ago on September 19, 1998.

I don't know how many types of mourning there are as I was so emotional and had trouble talking about him after I learned of his passing. It will be with me a long time. It's very hard to express my feelings. It seems strange that after 53 years of not seeing him that I would feel like this. We did exchange Christmas cards in the first years after the war. Also, his name was not in the "IN MEMORY" column of the Oct/Nov/Dec 1998 Pointer but his name was listed on the printout with an asterisk behind his name but did not know it indicated his being deceased when I called his home. Also listed was Binnie Stewart, another buddy of mine. He went on to stay in the Navy 30 years.

Also, on the S.S. EDWARD LANDER, we had an Army Sargent Paramedic, a very nice lad from New York. ONE ARMY GUY ALL BY HIMSELF AMONG 38 NAVY GOBS!! He took care of us in New Guinea with our malaria, cuts and bruises along with six or seven hundred Japanese that we took to Brisbane, Australia. He sure had his hands full with them. They had jungle rot and diarrhea. Sure wish I could remember his name. If I do, I'll send it to you to see if you can find him.

It was rather difficult for my kids to figure out what to give me for Christmas but your list of caps, jackets, etc. took care of that. Enclosed is a check to the Armed Guard organization and THANK YOU for undertaking this enormous task. Sincerely, James R. Everly, 1980 Michigan Ct., Frostproof, FL 33843.

For those of you who remember a shipmate's first name, initial and last name, send it to Tom Bowerman, 814 Springdale Ave., Anniston, Al 36207 along with a "Self Addressed Stamped Envelope" and he will do a search for you on the Internet. It helps if you can tell him what area of the country you think he was from. A few bucks also helps him in the task he has taken upon himself. For those of you that Tom has located on the INTERNET in the past, now, or in the future who read this, it's very costly the way Tom has to communicate, buy the postage, material, computer, printer, ribbons, etc. and

if you can afford a token to him, it would sure help. Tom finds them on Internet and telephone searches and sends them on to me. Then they get the packet of material. I have had to help him from the Armed Guard account in the past. (cal)

Dear Charlie:

12/15/98

Just received a printout from Bob Ober in Ohio with a list of most all the ships I served on during and after WW II. Like I said, I made a living out of the sea. I liked the list of men who served on the ships that I did. It's been over 50 years since I was in that conflict. I was only 17, going on 18. My wife and I attended the last Mini-Reunion at Punta Gorda hosted by George and Dora Milk plus others. We were treated good and were made at home. We've made a lot of friends among the Armed Guard and thought you should know.

A friend and I started the American Merchant Marine WW II Veterans meeting over 10 years ago and had built it up to 115 members. It is now down to about 45, but, all in all, we still keep going. Our wives do help us a lot, too. We have parties, picnics, covered dish, etc., so like I say, we have the girls to BAIL us out. What I respect about your outfit is how you include us of the Merchant Marine and that's what really makes it good - FRIENDSHIP!! We'll be attending next year at the same place with George Milk and his "Aces." I'll close by saying HAPPY HOLIDAYS to you and yours. (P.S. A little to keep the ship afloat) Regards, Peter Jomides, 8775 20th St., Lot 606, Vero Beach, FL 32966-6920.

Brother Pete: That's what it's all about - Friends and Friendship!! calloyd



Lloyd:

I thought you might like a copy of a large poster I had in my bedroom during WW II. I

got it from my Texaco dealer. I was the first lady welder in the PULLMAN shipyard where we made the sub-chasers. They were 180' long. A few were given to our Allies. Thanks, Mary C. Thomas, 11872 Morrie Ln., Garden Grove, Ca. 92640-1909.

Mary, I am sure the poster encouraged you and others to work harder to even the score for the attack on Pearl Harbor as much as possible, and I am sure it brings back a lot of memories of the hard work and long hours. (calloyd)

Hi C.A.:

Just a short note to let you know I'm still kicking!! Enjoyed the latest POINTERS and the SPECIAL on the S.S. ROBERT E. PEARY. What an amazing feat! Also, I have to relay some sadness as my friend and POW shipmate, Theodore K. Geir passed away 9/9/98. It was heartening to see some dozen Armed Guard in attendance at his service in Vista, Ca.. Of the S.S. CARLTON crew that I have located, only William W. Williams III, our signalman, and I are left. Thanks for your tireless efforts in support of the Armed Guard. Maybe I can make it to the Las Vegas reunion in May. I plan to be there. Another thing!! Howard Wooten is doing a BANG-UP job here for the Armed Guard. Thanks again, Tommy Thompson.

Dear "CAL",

12/28/98

Another year has about come to a close. I want to THANK YOU for your support and help in our Northeast Reunion. I was at the V.A. Hospital in Lyons, N.J. and the New Jersey Memorial Home before and during the Holidays and these visits constantly remind me of our obligations to our brothers and sisters who we served with during "OUR WATCH" and those who "STOOD THE WATCH" after we turned over the "earphones and post." I keep you in my prayers for the tremendous task you have as Chairman. I want you to know the admiration and appreciation that we all have for your daily efforts. Your wife, Hilda, deserves accolades beyond expression for her giving up all those minutes and years for what you do. Charles, I had to get this off my chest and I say- THANK YOU, THANK YOU, THANK YOU and God Bless you and your family. Let's keep delivering. Ernest Stoukas, Commander of AMVETS POST 3, UNITED STATES and MERCHANT MARINE MEMORIAL POST, 65 Webb St., Fords, N.J. 08863-1029, 732-225-0254.

Ernie, was glad to know the Northeast reunion was a great success and so sorry that I could not attend. It is wonderful that you take of your time to visit the Veteran's Hospitals and Homes. I am sure many more do and more should, I guess. I thank you for your compliments and appreciation. Yes. My

wife has been great putting up with all the time I spend on the Armed Guard duties and I admire her more each day for if I don't do this, WHO WILL?? Now you've said it and I have said it and we both have it off our chest. Hang in there. We have just begun to deliver. I have many things to add but I will hold off until the year of 2025 and say it then. THANKS TO ALL WHO WE HAVE LOCATED and I want to "THANK ALL OF YOU" that got the AMVETS POST #3 named in honor of the Armed Guard and Merchant Marine Veterans!! (calloyd)

Capt. Charles A. Lloyd

12/12/98

I presume you are the Editor of the POINTER you put out. I have just completed reading the fourth 1998 quarterly. Not only is it the best, in my eyes, but as a fellow-editor, I continue to be amazed at the response you get from your members. I hope the response will be as great for your forthcoming 1999 reunion in Las Vegas. I have taken the liberty of placing you on our mailing list. It would give me special pleasure to propose to you as an Honorary Member, as one of our ANCIENT MARINERS.

There were a number of items in the last issue that intrigue me and as I indicated to you in my letter in September, I intend to reprint some of them for THE LOOKOUT and also the SCUTTLEBUTT which I do for the KINGS POINT RETIREES.

I have a few facts that I would like to share with you in connection with the captured German submarine, the U-505. One of the members of the boarding party which went aboard the sub was Cdr. Earl Trosino, USN who is credited with finding the opened sea strainer and tracing its valve to shut it off. Being unfamiliar with the piping, he had to dive underwater to trace the line to its valve. Earl is PSA's principal hero as he was of the operation to save the sub.

Trosino was Chief Engineer of the Carrier GUADALCANAL, under Admiral Gallery, which was the Task Force that brought the sub to surface. He is a 1928 graduate of the Pennsylvania State Nautical School, also, known later as the Pennsylvania Maritime Academy. He worked for a number of tanker companies out of Philadelphia, winding up as Chief Engineer on Sun Oil tankers. He is now the oldest alumni of PSA at 92 and I am close behind at 90.

He has formed various organizations since the U-505 was delivered to the Chicago Museum. One was the forming of the U-505's German POW group and they have made him an Honorary member of their group. He travels extensively in support of raising funds for the U-505 upkeep. If you or your crew would like to contact him, you can by the following address: R. Admiral Earl Trosino, USN (Ret), 241 Sunnybrook Rd., Springfield, Pa. 19064.

I liked the article by Blackie Sherrod and I plan to reprint it in one of my publications. Keep up the good work and best of the Holidays. Ray Eisenberg, Editor, 259

Rockaway St., Islip Terrace, N.Y. 11752.

Charles:

I entered the Navy at the age of 15 in February, 1941. My first ship was the S.S. EXCELLO to Port Said, Egypt. After unloading, we sailed to New York by way of Capetown, South Africa, November 13, 1942 but were torpedoed and sunk South of Port St. John, South Africa, killing one Armed Guard and two of the Merchant Seamen. I caught the S.S.F.I. LUCKENBACK after waiting for it to come into port.

My next ship was the S.S. IRENE DUPONT which was sunk March 17, 1943 in the North Atlantic on our way to Liverpool, England. Five Armed Guard, seven Merchantmen and one passenger was killed. We were destined to go to Murmansk, Russia. I spent the rest of WW II in Londonderry, Northern Ireland helping to build a Rest Camp. I returned to the States on the HMS QUEEN MARY. Thanks, Robert Parker, 502 Poyner's Rd., Moyock, N.C. 27958.

Charles:

1/12/99

I thoroughly enjoyed "my first" Armed Guard Reunion in May 1998 at Bloomington, Wisconsin. You guys did a tremendous job. So nice to meet you. I also enjoyed my "first" Regional Mini-Reunion at Laughlin, Nevada on Oct. 21-23, 1998. Great bunch of Armed Guard and their wives. Enclosed is a donation for expenses. Samuel R. Allen, 14223 W. White Rock Dr., Sun City West, Az. 85375-5644.

Allen, your letter is encouraging to those that take their time to make others happy. Sure would've liked to have been in Az. with you but not enough time. (cal)

LETTER TO: Robert Glissman, 719 Windham St., Santa Cruz, Ca. 95062 1/2/99.

What a surprise to read your Oct. 14, 1998 letter printed in the current issue of the POINTER and to know not only that someone out there remembers some of the same experiences I do, but also, someone out there has wondered all these years about me and my ship, the S.S. JOHN A. RAWLINS.

As a 19-year-old, I served as an Armed Guard gunner aboard the S.S. JOHN A. RAWLINS from 4/12/45-9/19/45. We sailed from Treasure Island Naval Base in San Francisco Bay on 4/26/45 with ports-of-call including Hawaii, Eniwetok and Guam before arriving in Okinawa. I do not remember sailing with a convoy or an escort of any kind during that trip, although you'd expect some sort of company inasmuch we were called the "BEERSHIP." Our cargo included some 40,000 cases of beer along with other unremembered cargo!!

Records and history of that time indicate the "BATTLE OF OKINAWA" began on Easter Sunday, April 1, 1945, and ended after an 82 day struggle on June 21st. The Marines and

Army suffered heavy casualties due to KAMIKAZE attacks as did the Naval support fleet which includes the Merchant Ships. I can not remember exact dates as we were off loading cargo.

A funny thing happened that day. Our radioman's battle station was that of my loader. Such was the excitement and confusion, as we did our best to down that speedy little plane zooming about. That particular plane came in on our port side, just above the water. I had him in the sights of my 20mm mounted on the starboard side. I could not fire at him as he was so low, my shells could have hit the other ships as well as our own. As he pulled up to go over the ship, I guess we thought we were lucky as we were expecting him to crash into our ship. It was at that moment, that I swung my gun around to stay with him, knocking down my poor loader and trampling all over him and the unseen torpedo hit our port side!! POOR GEORGE!! We had become buddies on a previous ship sometimes earlier and continued to be buddies until his death some 20 years later. One merchant crewman, who had been unlucky enough to be in the hold at the time of the attack, died while walking off the ship on his way to shore. I never knew his name.

Following the torpedo hit, you better believe we "WORKED FEVERISHLY" to save "THAT NECESSARY CARGO"! Somehow, it seems to me I remember while fighting the fire, some of the crew decided to help by consuming what they deemed could not be saved!! After all: "WASTE NOT, WANT NOT."

The Japanese delivered their message of acceptance of the POTSDAM ULTIMATUM on August 14, 1945 and the official instrument of surrender was presented to the Japanese representatives on August 19th and the formal surrender was made on September 2, 1945. Still at anchor and undergoing repairs on the night of September 17th, we were trapped at Buckner Bay at the time the typhoon arrived and were further shipwrecked on the reef. The crew suffered no loss of life in the typhoon. On September 18th, I was taken off the S.S. JOHN A. RAWLINS with only the clothes on my back via breech buoy attached to the propeller of a shipwrecked-on-the-beach landing barge. Even though by that time, the storm had passed and everything was calm again, that breech buoy ride was some adventure for this 19-year-old kid, as well!! The next day, at low tide, we had to return to our ship long enough to unmount our guns and throw them into the bay.

We were transferred to a temporary base somewhere near Naha where I stayed until October 16th when I boarded the S.S. ARCADIA VICTORY for transportation only back to the States. I don't really know the disposition of the S.S. JOHN A. RAWLINS; she had been pounded on the starboard side against the reef so badly all night and such a big additional hole developed and had settled on the reef. She may still be there to this day!!

Glissman, would you be kind enough to share remembrances from other crewmen you may

receive about this event; such as, photocopies, etc.? Thanks a lot, **Robert W. Goodland**, 1304 Georgia Way, Yreka, Ca. 96097, 530-842-3986.

Thanks Goodland for sharing your letter to Glissman to let others know that by sharing experiences with our Merchant Marine brothers in arms, many memories are relived from those days of yesteryear to bring you peace of mind. calloyd

Dear Charles: 1/20/99

Just a quick note to again THANK YOU for your help by publishing my letter in the December "POINTER" asking about the Liberty Ship, the S.S. JOHN A. RAWLINS. I have received GREAT LETTERS from Joe Brien of Las Vegas, Nevada and Robert Goodland of YREKA, California. Both were Armed Guard aboard the Rawlins. Then a call came from George Sandiford of Amherst, Ohio. He was a Merchant Marine seaman on the Rawlins. I even got a call from Peter Zadelaar in Holland. He receives the "POINTER" among those you send overseas and he looked up the final disposition of the ship in Official records.

I know the RAWLINS survived the typhoon I inquired about. While under repair, it was LOST to another typhoon. It was pounded and was abandoned with the loss of one Merchant Marine seaman. Both M.M. and A.G. crews left it to be scrapped in September of 1945 at Buckner Bay, Okinawa. After 53 years, I have an ending to my story, THANKS TO ALL THE ARMED GUARD!! Sincerely, **Robert Glissman**, M.M.Seaman on the M/S CAPE LOPEZ, 1945.

Charles Lloyd 1/20/99

Within a couple of weeks after receiving your packet of Armed Guard material in January of 1998, and writing letters, I received declassified military documents on Wally Smith, for his widow, Lucy and things are coming together in the search of records. My wife, Sandy was their oldest daughter. Wally served on the S.S. SEAKAY and I think he was entitled to the PURPLE HEART, BRONZE STAR for Valor, or any other Medal he was entitled to in his attempt to save the life of his shipmate, Laurier B. Gervais S1/C, Service Number: 823 09 86. From the records, I have written about him and the sinking of the S.S. SEAKAY which is as follows:

On a cold, chilly winter day, the S.S. SEAKAY departed the States in Convoy CU-17 enroute to Avonmouth, England on March 10, 1944. She was a twin-bulkhead tanker built in 1942 and carried a crew of 56 Merchant Seamen, 28 U.S. Navy Armed Guard and one (1) U.S. Army Security Officer. Her cargo consisted of 98,000 barrels of Vapor Oil, and 14 P-47 and P-51 fighter planes on deck.

At 1010 hrs (GMT), 3/18/44, she was hit by a torpedo from a German U-Boat. The blast

Page 15

was reported to be unusually loud when it hit some 10 feet below waterline on the Starboard side. Flames shot 25 feet into the air, engulfing the plane deck with fire. Manned fire hose was useless as she was sinking fast by the bow. Engines were secured and evacuation was proceeded in an orderly manner. After 16 or 18 minutes, the escort vessels fired 45 shells and 3 "Y" charges and gave her the "Coup de Grace." Earnest P. Chandler S1/C received a fractured kneecap for which he was awarded the Purple Heart and Wallace L. Smith, S1/c received a punctured ear drum during the blast and had oil and water in his lungs. Other injuries are not known. Alfred C. Jorgenson, Master and survivors on lifeboats 1, 2 and 3 were taken on board the USS REEVES without incident.

Unfortunately, lifeboat 4 with 24 survivors was not so lucky. An escort, that had no way on and off attempted a rescue and a sea swell caused the escort to hit and capsize the lifeboat. Somewhere during these chaotic moments, Wallace L. Smith tried to save a drowning seaman, Laurier Bertrand Gervais, S1/C but was unable to do so. Gervais was buried at sea the next day.

Prior to the torpedoing, the USS REEVES and the other escorts had gotten under way due to submarine contacts in the area, but stayed in the general vicinity for approximately 27 hours afterwards to search and rescue the SEAKAY survivors. Lifeboat 4 survivors spent a long cold day and night in the lifeboat in the frigid North Atlantic Ocean waters and were picked up by the USS REEVES.

All the survivors were eventually transferred to other vessels for duty. S1/C Wallace Smith was treated in Londonderry and upon his return to the States, spent several weeks on survivors leave in Deland, Florida Rest Camp. On January 25, 1996, S1/C "CROSSED THE BAR" after lifelong ailments caused by the sinking and never having received any recognition for trying to save another seaman's life. He's laid to rest in the Riverdale Cemetery, Whitinsville, Massachusetts. (The U-Boat was sunk 4/24/44 S.W. of Ireland. There were no survivors)

As an afterthought, Dale and I have started on the local lecture trail around here, giving talks on local history, U.S. wars, Cemeteries, etc. **CPO Dale Shamp (USCG Ret), RR-1 Box 1071, Farmington, Maine 04938.**

Thanks Dale for honoring your father-in-law and our shipmate. Many men in all branches of service never got the accolades that should have been bestowed upon them. Contact your Senator or Congressman with proof and see if he will assist. This goes for any more of you that need assistance on Veteran's affairs. cal

Dear Charles, 1/18/99

I was at our Masonic Lodge several weeks ago when I met a gentleman by the name of Raymond J. McLean from Winchendon, Ma.,

not far from Keene, N.H. He was visiting our lodge here in Keene and during the course of our conversation, he mentioned the words, "NAVAL ARMED GUARD" and I said in a loud voice, "ARMED GUARD 1st Ave and 52ND STREET, BROOKLYN, NEW YORK?!!" I couldn't believe it!! That was the first time I had heard those words since I was discharged in August, 1945!! In 1942, I was shipped (via train) from the Great Lakes Training Center to the Armed Guard Center in Brooklyn where I was assigned to the M/S SURPRISE, the first of 5 ships that I served on during WW II. Ray McLean has since sent me the Aug/Sept/Oct "POINTER." It certainly brought back old memories and now I am wondering what I need to do to become a part of this outfit. I am sending you (censored) as a starter in order to receive the POINTER and get more info and be brought from darkness to light on what's going on. Looking forward for answers. **Frederick A. Norris, 5 Surry Hill Dr., Keene, N.H. 03431, 603-358-6523.**

A good reason to ask these ol'folks what branch of service they served in. (cal)

Lloyd, 1/11/99

About two months ago, I was sent quite a few issues of THE POINTER which I have read several times. I had no idea of all the work that you and the rest of the staff have put in; the end results being such a publication as THE POINTER. I also wish to THANK YOU for the Honorary membership card you sent. I did not see anywhere as to how much the dues are so I guess it's whatever you can or want to contribute so I have enclosed a donation.

I just recently found out and joined the U.S. Navy Armed Guard and MM Veterans of WW II, the Central Coast Region of California. I have been a member of the China Coast AMMV Chapter for sometime. I want to THANK YOU for your letter that you wrote to Senator Trent Lott regarding Bill S-61 and HR-1126 dated October 20, 1997. That was a tough battle. I wrote quite a few letters myself asking for support.

I started my Maritime career at school in Port Hueneme in January of 1942. I served my country in this capacity throughout the war and continued 10 years afterwards. My mother was a FIVE STAR MOTHER. I had 3 brothers in the Army, and one in the Navy during WW II and happy to say that we made it back. I know how busy you are so I do not expect an answer back. Keep up what you are doing. Sincerely, **Ben Gomez, 6229 Ralston St., Ventura, Ca. 93003.**

Gomez, this is your answer for all who read, to see. You Merchant Seamen who saw that the food, fuel, clothing, etc. was delivered to the war torn countries, both allies and WW II enemies, owe each and every one of you more than money could ever buy. You saved millions from starvation and freezing to death. It also gave them hope for the future for they were without food or shelter and through your deeds, they survived to see a

better day. calloyd

Dear Cal,

12/10/98

I am enclosing a possible item of interest for the POINTER. It might bring a grin to the faces of some guys; especially, former signalmen. I was aboard the S.S. Pan Florida, a tanker, and we had been to Aruba, to Corpus Christi, Texas and then, on to the Panama Canal Zone. At anchor near us was the Norwegian freighter, the S.S. OGNA. The ship still had a partial cargo and their sailing orders were to unload in Brooklyn, N.Y., then reload there after a 3 weeks stay. There were no U.S. servicemen aboard and they desperately needed a signalman for the trip as they were to sail alone up the East Coast. I got elected from the 3 signalmen there and I went aboard and it was like a new world to me. One guy, a 2nd Mate, in the whole crew could speak English. I followed him around like a puppy dog. They served fish 3 times a day and all I could do was point to some guys plate when I ordered.

They put me in the Officer's stateroom, so I could be near the bridge. We has a 3 symbol code which changed every day. For that, we were challenged at least 20 to 30 times on the trip by ships and aircraft. The Captain, through the 2nd Mate told me he didn't expect a thing out of me but to answer challenges and when I got to New York, I would be on my own to do as I pleased!! WOW!! Visions of LIBERTY and LEAVE in Times Square flashed through my mind!! Eagerly, I checked my resources; 342 dollars!! Not bad, I thought!!

We pulled into a pier in Brooklyn but I was in no hurry, after all, I had 3 weeks, right?? About 11 A.M., I was leaning over the Starboard rail watching the dockside action when I see this U.S.N. swabbie coming up the ladder. Oh! Good!! I thought. They're sending another signalman aboard so we can split future watches. WRONG!! Turned out the swabbie was a Bos'n, sent from the Armed Guard Center in Brooklyn to detach me from this luscious duty. So, that afternoon, I was back at the Center and about a week later, I was assigned to the S.S. OLIVER HAZARD PERRY, a Liberty ship. I often wondered if any other Armed Guard ever sailed on the S.S. OLGNA.



(L-R) Anthony Corso, William Rask, and Trafton Ball

I later sailed on the S.S. COSTA RICA VICTORY from 9/44-3/45. Enclosed is a picture of Anthony Corso (left), Trafton Ball (right) and I am the guy in the middle. We three sailed together on the RICA and are members in your records of the AG list. Hope some others may have served with us. Thanks alot, **William E. Rask, HCR 64, Box 187 B, Flippin, Ark. 72634, 870-453-3452.**

I know the feeling when they speak anything but English. L.D. and I served on a Greek lend-lease Liberty , the S.S. MIAOULIS, on our first trip. cal

Dear Shipmate Lloyd:

9/19/98

Enjoy the POINTER. I appreciate your efforts as Pauline and I put out our chapter's newsletter. I feel very much a part of the Armed Guard as I could have been one. When I went to the Maritime Service Recruiting Station in Salt Lake City, I was met by two spit and polished Navy uniformed officers who told us that we would have to join the Naval Reserve to enlist. I bet you would have been in the Merchant Marine like me unless you had been warned. I hope that the Armed Guard and M.M. WW II veterans will meet in one common chapter. I've been to A.G. and M.M. "GET-TO-GETHERS" and I can't tell the different unless they are wearing a hat, jacket, badge, etc. to tell the difference. Here's a little on my experiences during WW II.

Our voyage on the S.S. ROGER MOORE could be called uneventful. No plane to bomb or strafe us, no sub torpedoed us, etc. However, we were a part of an historical event. Our first voyage was to England where we sat until Cherbourg was secured and we were off loaded there. Back to New York and loaded to the gunnels with all kinds of explosives, shells, bombs and even beer. We discharged our deck cargo in Naples, Italy along with most of the beer. They let us HAVE some of the beer. Some of us took a Red Cross tour to see the ruins of Pompei. We were to unload the other cargo in Civitauetia. (Port of Rome) The night before we were supposed to dock, our shore leaves were canceled. We were on the deck, late in the afternoon waving and watching a minesweeper as she went by to take our place at the dock. As they were docking, there was a big explosion. That pour little ship was sunk and destroyed by a 30-60-or 90 day mine that had been planted. If it had been us, there would not have been a city anymore.

We were sent to Leghorn or Livano where they had cleared the harbor of sunken ships and made a place for us to dock and unload. Nothing to do there so we hitch-hiked to Pisa to see if she was leaning. It was. Looked as if

was going to tip over at any time.

While serving on the S.S. Robert G. Harper in 1943, a cry rang out, "MAN OVER BOARD." A life ring was thrown to the sailor. When the engineer could not get the moter on the motorized motorboat, he called for volunteers to man the oars. Not too many were anxious to go on the boat ride. Well, I may have only been a "MESSMAN," but I had my seaman's paper as well as a lifeboat certificate, so I jumped in. We found the sailor and got him in the boat. The boat was swinging back and forth as it was being raised. I lost my balance and committed an unforgiven sin of grabbing the gunnel. I only got a coupla of cracked knuckles, but could have lost my hand when crashing into the side of the ship. At least, I took part in saving that man's life. He had received a "DEAR



Armed Guard Crew of the S.S. ROGER MOORE, 7/8/44-12/10/44.

JOHN" letter. He didn't intend to return to the States. Your Shipmate, **Francis Joe Johnson, 2785 Riverview, Eugene, Oregon 97403 503-342-4433.**

Gentlemen:

1/19/99

Please give this letter and forms a careful consideration. I found about your address the hard way from the Houston, Texas Library. I do not know if you will be able to understand me as I am an American Moravian. My parents came from the Czech Republic in 1913 so I may not write or speak like English or Irish people. But anyhow, I need your help!! I served in the U.S. Army in World War II for 4 years and 9 months. At first, I was in the 36th Division at Camp Bowie, Texas and when the war broke out, I was picked to be an "ARMY GUNNER" on the S.S. THOMPSON LYKES. I stayed on the LYKES for 1 year with 21 other Army men. The reason was, as I understand, that they were short on Navy men to man the guns.

What I would like is pictures of the ship and anything else about the ship and service as I am planning on writing a book of my own experiences of WW II and this ship. I would like to have all the info possible on the S.S. CARRABULLE, a ship whose survivors we picked up when she was sunk May 26, 1942 enroute from Good Hope, La. to San Juan, P.R. I am enclosing statements by survivors

and a copy of a letter from the S.S. CARRABULLE agent on behalf of the survivors. I want to tell all I know about this incident. We had strict orders to not talk of it or they would courtmartial us.

I would like info on the French Submarine Surcouf we rammed somewhere on Feb. 18, 1942. We did save some of the men but others went down with the submarine. I would also like a list of ships that were sunk by German U-Boats in 1942-43. I know there were many as I saw them with my own eyes. Any manuals on how Navy recruits were trained; as to boots, when they went on board the ships as to how they were to keep it, the guns and themselves clean and Navy discipline.

Please make copies of my forms I am sending (see at right) and return to me. I want to bring the American people something they never heard of when I publish my book. Thanks, **Innoc Tofel, 8507 FM 1383, La Grange, Tx. 78945.**

Thanks for your letter of interest and sharing your experiences. Thanks also for the Survivors statements on the S.S. CARRABULLE. Yes, the Germans were in the Gulf of Mexico murdering for their FATHERLAND. At least, their countrymen have apologized, I understand. Don't think the Italians or Japanese have!!! (cal)

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Rudy and Ellie Kozak will be moving
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1st. To place an order for Armed
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contact the Kozaks at their new
address: **2072 West Prairie Circle,
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Op-16-B-5
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NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

June 18, 1942

MEMORANDUM FOR FILE

Subject: Summary of Statements by Survivors, SS "CARRABULLE", U.S. Converted
Tanker, Formerly Hog Island Cargo Vessel, 5030 G.T., Cuba Distilling
Co., chartered to International Freighting Corporation.

1. The SS "CARRABULLE" was shelled and torpedoed after being warned by a
signal from a sharp, heavy siren and a shot across her bow at 0400 CWT, on May 26,
1942, at 26.18 N - 89.21 W, while enroute from Good Hope, La., to San Juan, P.R.
with a full cargo of emulsified liquid asphalt; draft forward, 24 ft.; aft 28 ft.
The tanker was first attacked by shell fire at 0400 CWT and after approximately 90
rounds of shells were fired a torpedo was placed into the port beam of the tanker
and one hour later, at 0530, the tanker sank stern first.

2. The tanker was on a course 180° true, speed 11 knots, in 1400 fathoms,
zigzagging on the standard 20°-25° system, with a complete blackout being main-
tained and no lights of any kind showing, radio silent, 3 lookouts - one on fore-
castle head, one on bridge and one at the wheel. The weather was clear, sea calm,
wind southeast, visibility clear, no moonlight, no ships in sight.

3. The submarine was first observed by the Second Mate at 0350 CWT, a
ship's length away from the starboard beam. Commencing at 0400 CWT the sub fired
from 75 to 100 rounds of shells into the CARRABULLE at the rate of 7 or 8 rounds
per minute and caused considerable damage to the starboard side of the bridge and
all of the superstructure. After the shell fire had ceased, the sub put a torpedo
into the beam on the port side of the CARRABULLE, just below the water line, and
an hour later the vessel went down stern first. Six distress messages were sent
over the ship's radio; at 0353 CWT the first was sent and the last at 0415 CWT. An
answer was received from MCD. Vessel unarmed, confidential codes went down with
ship.

4. At 0425 CWT the ship was abandoned under direct orders from the Cap-
tain by all but the radio operator who remained on board the tanker until a few
minutes prior to the time the tanker sank at 0530 CWT. The crew, except for the
radio operator, left in two lifeboats. One boat contained 24, including the Cap-
tain and First Mate, was blown to pieces by the explosion from the torpedo when it
struck the port side and only two men, one of whom was the Second Mate, survived,
and the 22 others in this boat were killed and died instantly. Fifteen members of
the crew were in another boat and these 15 members of the crew were in company with
the radio operator and the two men saved from the first lifeboat, picked up by the
SS THOMPSON LYKES at 0700 CWT, May 26, 1942, and brought into New Orleans, La. Of
the total crew of 40, 18 were saved and 22 perished.

5. The sub was described as large, painted light gray, no streaks or stripes,
about 1200 tons, conning tower straight up, cut away, 4 ft. high, one gun forward
and one aft the conning tower, No. U 36, believed to be of German nationality.

6. Before the torpedo was fired the survivors were questioned by an enemy
officer as to whether all hands had left the ship. Upon receiving a negative reply,
the officer laughed and the torpedo was fired killing 22 crew members in a lifeboat.

Authority *ADD 607652*
BY *RED* *12/6/66*

A. J. Powers
Ensign, U.S.N.R.

Lieut. in command of the Gun Crew

S. S. Thompson Lykes.

c/o Lykes Bros. S.S.Co.

May 28, 1942

New Orleans, La.

Dear sir:

We the survivors of the crew of the S.S. Carrabulle, wish
to extend our sincere thanks for the whole hearted co-operation
of the crew of the S.S. Thompson Lykes.

Realizing that the Master Officers, Crew and Gun Crew,
jeopardized their own lives to save those adrift in the life boat,
words are inadequate to express our thanks.

When we were first brought aboard the ship, men on watch
and men on their watch below all preferred everything from their
clothes to their beds. The Stewards department started the galley
to going and every man in the crew and gun crew gave wholeheartedly.

All survivors are unanimous in stating that a better crew
could not be found, then the crew of the rescue ship. The BROTHERHOOD
OF THE SEA has once again proven that it is no catch word but an
established fact in times of stress.

The Lieut. in command of the gun crew who gave special
attention to our injured brothers, deserves a vote of special
thanks for his unstinted efforts.

Cordially,

A. W. Armstrong, Agt.
of S.I.U. of N. A.
FOR THE

SURVIVORS OF THE SS CARRABULLE

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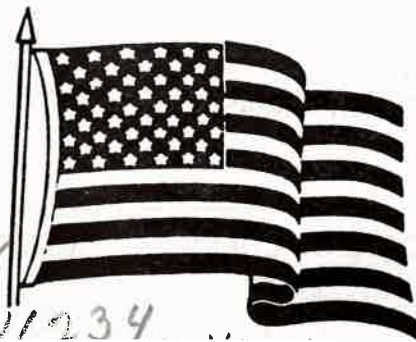
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