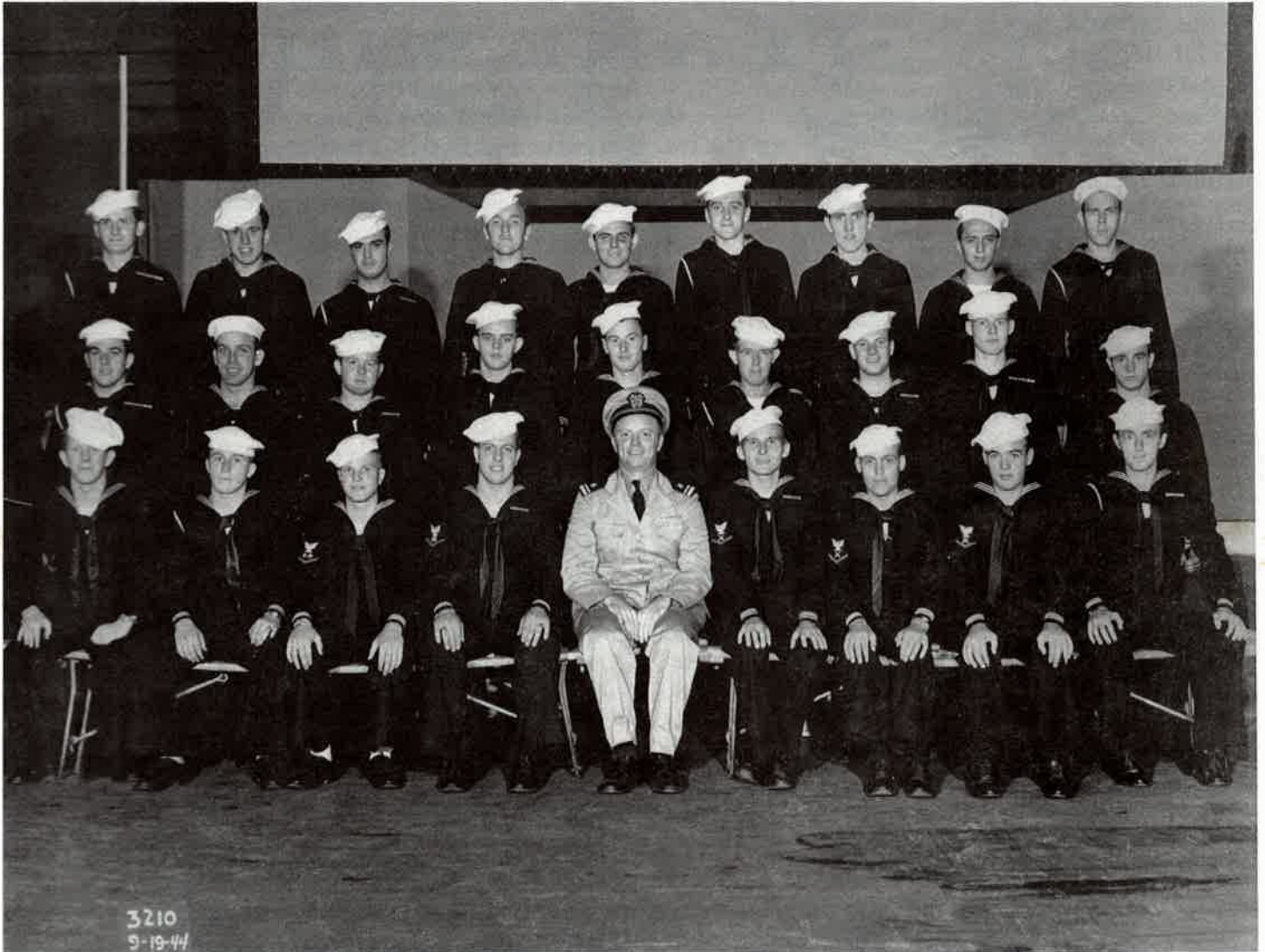


SEPT./OCT./NOV. 1999

# THE POINTER



## A CLASSIC U.S.N ARMED GUARD CREW OF WWII HONORING ALL ARMED GUARD CREW.

Pictured above is the officer James Hyman (center) with his crew of The S.S. Ferdinand Gagnon.. (see photo on page 4)

## Officers for 1999-2000

Charles A. Lloyd, Chairman & Sec.-Treas.  
115 Wall Creek Drive  
Rolesville, N.C. 27571  
1-919-570-0909

## Hosts for National Reunion 1999-2000

Bob and Dot Ober  
7115 Dunn Road  
Cincinnati, OH 45230  
1-513-231-3181

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Lyle Kell ..... WA  
Robert Aldrich ..... NV

## ATTENTION

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

Non-Profit Organization

Tax Exempt No. 74-2316668

# THE POINTER

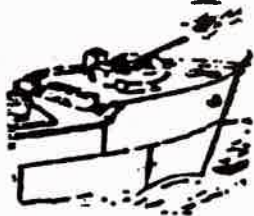
AND

# THE PLANE SHOOTER

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

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"



Dear Survivors of the "HOT SUMMER", HURRICANES, TORNADOES, etc.  
10/10/99

U.S.NAVY ARMED GUARD WW II VETERANS, 115 WALL CREEK DR., ROLESVILLE, N.C. 27571 919-570-0909 IS NOW OFFICIAL HEADQUARTERS FOR THE ARMED GUARD. "(TIME BEING!)" PLEASE TAKE NOTE AND FILE WHERE YOU'LL HAVE and KEEP IT. So sorry that it has taken me so long to get the "POINTER" out but had to get the phone confirmed.

Hilda and I have finally moved to our new home and if you don't know where it is, look at a map of Raleigh and go #1 North and take Highway 401, go 9 miles and as you enter Rolesville, the street is on the right and go 2 blocks, on the corner. The population is now 850 and by the year 2020, they're predicting over 12,000. I hope to see everyone of them move into town for the next 25 years!!

Our NEXT NATIONAL REUNION will be May 21-24, 2000 at the "DRAWBRIDGE INN" in

Covington, Kentucky ( Fort Mitchell address). It is located on I-75 and I-71, 5 miles South of downtown Cincinnati, Ohio and the Cincinnati/Northern Kentucky International Airport, a DELTA Hub. We have 450 rooms on a first come-first serve basis with free parking and complimentary airport shuttle service to and from the airport. We'll have other things in store also. The room rates are \$69.00 single or double occupancy plus 10.24 per cent tax. We can have our own snack foods and beverages in our own hospitality room. Ice is furnished and OTHER THINGS. We may have the INN's mailing address as:

Drawbridge Estate, I-75 at Buttermilk Pike Exit, Ft. Mitchell, KENTUCKY 41017-5644, 606-341-2800 Fax- 606-341-5644. (www.drawbridgeinn.com).

You may ask: "What is in Covington, Ky. area"? Let me tell you!! Some of the hardest workers I know and they are out to show you that they welcome you to their beautiful area of "SLOW HORSES and FAST WOMEN"!! Our first reunion was in Winchester, Ky. with the first 52 names of the National reunion as we know it now. We may set up a bus ride to where we held our first reunion.

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**

It is only fitting that that state be given an opportunity to be the host before we're unable to travel. Bob and Dorothy Ober will be our main hosts for the occasion but many more have volunteered to assist. The Obers have been very helpful to many of you already by sending backups to you of your shipmates we've located. Bob receives a backup from me regularly and does a great job. I hope the Cincinnati Redlegs are in town at the time, I would like for everyone to attend a game together and we'll carry our banner to show them.

I hope many of you have purchased the Calendar from the **S.S. JOHN W. BROWN**. I am sure you will cherish it for 18 months and then save for a great souvenir. I'd like to **THANK YOU** again for your donations to the **BROWN** in their quest to buy oil for the **GREAT LAKES VOYAGE**. She burns a barrel of oil per mile. A complete tally will be shown in a future "POINTER" if I can acquire the information. I have my certificate and "dot" on the route to the "Lakes" showing purchase. My understanding is that the **BROWN** would stay in the area longer but they have a yearly sailing date schedule to meet upon returning.

I received a letter from Ken Brown Of Las Vegas, NV, stating that any Honorably discharged veteran can be buried at the "**SOUTHERN NEVADA VETERANS MEMORIAL CEMETERY, 1900 BUCHANAN BLVD., BOULDER CITY, NV 89005**". The spouse can be buried there for \$350.. The cemetery is fully funded by the federal government. This may be of interest to you so mark it down.

I also would like to **THANK** all of you for your continued support of the **POINTER** expenses, for it is your donations that keeps it coming. Chet and Wanda Colella have closed out last year's bank account and sent me the balance and it has been deposited. I have ordered 10,000 new bumper stickers, decals (3 types), letter openers, fountain pens, etc. with new addresses and telephone numbers on them. I would have moved several years ago if it was not for changing these; but, the time finally came when we had to get bedrooms on the ground floor and we did. No!! We did not use any **ARMED GUARD MONEY** in the purchase of the house. If you want one of the items, send me a self-addressed-stamped envelope and I will send you one when received. Several wrote before wanting one and I "LOST" the the list while moving. Wish you would let me know again.

I did purchase a few items for the **ARMED GUARD ROOM ONLY** to make it a little easier on me, such as: a computer desk, filing shelves, a new office chair, 2 tables, a Desk, etc. and to the one who will take this off of me now, or; in the future, I'd be more than happy to bring them to you; or ship them free. If something drastic should happen to me, would you be willing to carry this on? If so, let me know and we can start now preparing for the future. I hope one of you will come forward and say-"**YES, I'll TRY!!**"

# -In Memory-

## DECEASED SINCE 4/5/6/7/'99 POINTER

Adams	Donald	Fort Mitchell	Ky	Betty	8/7/99
Andrade	John W.	Syracuse	NY	Marion	6/6/99
Avram	John	Tucson	Az	*	99
Avery	John F.	Lexington	Ma		5/29/99
Barlow	Raymond E.	Scituate	Ma	Grace	6/2/99
Bennett	Lealon	Golden	Ms		4/6/99
Bupp	Walter T. N.	Versailles	Pa	Peggy	5/13/99
Campanello	Louis M.	Tampa	Fl	Artimis	9/19/99
Coleman	Robert A.	West Mifflin	Pa	Alberta	???
Conver	Norman	Souderton	Pa	Ellen	5/21/99
Davis	Cleo	New Brighton	Pa	*	4/3/99
Dean	Leo	Olivet	Mi		
Dunbar	John P.	Honolulu	Hi	Tylene	6/99
Dworkin (MM)	Francis J.	Inverness	Fl	*	9/11/99
Evans	Stanley J.	Columbia	SC	Mildred	5/16/99
Fruin	Robert M.	Salt Lake City	Ut	Carol	8/14/99
Galati +	Robert	Tucson	Az	Carolyn	8/18/99
Gorman	Vincent P.	Bosawen	NH	Joan	8/12/99
Grimes	Lawrence G.	Winfield	Tn	Veneda	6/25/99
Grinter	Willis H.	Balston Lake	NY	Mildred	9/9/99
Gross	James	Perryville	Ar	Mary	5/25/99
Hale	Fred	Baker City	Or	Jo Ann	7/13/99
Halvorson	Daniel	Three Rivers	Mi		
Henderson	Neil J.	Crimora	Va	Concetta	1/25/99
Hornyak	Bertram F.	Centerline	Mi	Ester	5/11/99
Kolman	Joseph P.	Severna Park	Md	Mary	4/27/99
Kratz	Walter A.	Baltimore	Md	Ellen	94
Lissauer	George H.	Fort Lauderdale	Fl		1/6/99
Machado	Edward S.	Somerset	Ma	Rose	3/14/99
Mazuca	Pascal V.	Clarence	Ny	Gina	7/15/99
McCord	Henry	Baltimore	Md	May	4/24/99
McDonald	Richard	Murrietta	Ca	Florence	9/21/98
McPaul	Wallace R.	Pittsburgh	Pa	Berta	8/18/98
Miller	Robert W.	St. Paul	Mn	Roma	5/6/99
Mills	Thomas E.	Black River Falls	Wi	Betty	7/10/99
Mitchell	Chester T.	Carlsbad	Ca		8/3/99
Monica	James J.	Berkley Heights	NJ	Elsie	5/27/99
Murphy	John B.	Clifton	NJ	Theresa	11/98
Norris	Calvin	Marion	Oh	*	8/24/98
Pearce	John F.	Hyde Park	Ma	Carmela	8/24/99
Perez	Pete	San Antonio	Tx	Maria	6/99
Picket	Carl H.	Schenectaday	NY	*	6/20/99
Prim	Harold I.	Wilmington	NC	Jacqueline	6/7/99
Rodriques	Bento	Fall River	NJ	*	8/99
Rosenow	Robert D.	Silvis	Il	Donna	99
Rostomily	Dale L.	Sparks	Nv		7/15/99
Roughan	Joseph P.	Worcester	Ma	Mary	4/14/99
Seitz	James J.	Dallas	Tx	Dixie	1/98
Sharlow	Jack	Utica	NY	Betty	7/1/99
Sheppard	Edward O.	Ellsworth	Me	Mary	6/21/99
Sylvia	Arthur	Acushnet	Ma		8/12/99
Thomas	Wilson S.	Bellevue	Fl	Margaret	2/25/99
Transue (MM)	Merlin F.	Palmerton	Pa	Anna	7/12/99
Tucker	Wesley J.	Simi Valley	Ca	Joan	5/5/99
Weber	Warner	South Holland	Il		99
Wells	Hubert M.	Philadelphia	Ms	Sara	12/31/97
Wentworth	Albert C.	Wolfeboro	NH	Evelyn	1/2/99
Wilmmer	William D.	San Jose	Ca	Aurea	1/19/98
Yarnell	Warren L.	Clearfield	Ut	LeRene	5/21/99
Yohe	Marlin L.	New Cumberland	Pa	Elva	7/16/99

+Galati authored two books on the Armed Guard:  
**"GUNNER'S MATE" and "THE WINNING TEAM".**

I would like to say that I will do this forever but we all know that we World War II Veterans will all join the dinosaurs within the next 25 years and we have no other choice. Enjoy each day and be thankful. **YOU HEAH!!**

I would like to remind those of you who have not sent their ships in that, I can not find your shipmates unless I know. I keep telling you this. Fill out the **FORM-180** that has been sent to you in the past and send to the St.Louis. You are entitled to this information. **YOU EARNED IT!!**

Those of you who have computers and would like a backup can let me know. A few of you may have asked for them and I misplaced the list, so advise me if you did not get a backup recently. Anyone a with computer wanting to see what is out on web-sites can get it through **Tom Bowerman, 814 Springdale Ave., Anniston, Al. 36207-7074 - 256-237-8754.**  
**E-mail bowerman@armed-guard.com or;**  
**http://www.armed-guard.com.**

I highly recommend Zed Merrill's 3 tapes shown again in **this POINTER.** He has placed many ads in papers, books and magazines and we have located many **NEW OL'SALTS** since then and have received many letters of appreciation for getting **Armed Guard** and **Merchant Seamen's** story told and brought to light. I am just thankful to be a part of the **Armed Guard Family.** I will try to get another **POINTER** out as soon as possible but in case I don't get another before Thanksgiving Day, I wish you a wonderful Holiday. I hope to see many of you at the **Pocono Manor Inn.** Everyone is welcomed. To those groups that are holding **Mini-Reunions** elsewhere, I regret that I can not be there with you, but I will be there in Spirit and we wish you a successful gathering.

To all of you, from all of us, we hope you will have a wonderful Thanksgiving with all the trimming. Don't forget, Christmas is not far off, either. **CALLOYD**  
**P.S.: I AM NOT RESPONSIBLE FOR ANY OR ALL ERRORS!!**



*Aerial view of Treasure Island, California WW II*

**DO YOU  
 SIGNALMEN  
 REMEMBER  
 THIS AND YOUR  
 M O R S E  
 C O D E ?**

**BUREAU OF NAVAL PERSONNEL**  
 -TRAINING AIDS-  
 NAV. PERS. 40,038  
 PATENT PENDING

INTERNATIONAL MORSE CODE		
TIME OF DASH EQUALS THREE DOTS		
A . _ .	N _ .	1 . _ _ _
B _ . . .	O _ _ _	2 . . _ _ _
C _ . . .	P . _ . .	3 . . . _ .
D _ . .	Q _ . . .	4 . . . . .
E .	R . . .	5 . . . . .
F . . . .	S . . .	6 _ . . . .
G _ . . .	T _	7 _ . . . .
H . . . .	U . . .	8 _ . . . .
I . .	V . . . .	9 _ . . . .
J . _ . .	W _ . . .	0 _ _ _ _ .
K _ . . .	X . . . .	
L . . . .	Y . . . .	
M _ _ . .	Z _ . . .	



# ★ ★ ★ REUNIONS ★ ★ ★

OOOPS!!! COLUMN!!!



**S.S. Ferdinand Gagnan**

Standing-left to right: **John Paul Trotier - Alfred Yelles - Ray Fütkin**  
 Seated-left to right: **Marty McConnell - Jim Hynan**  
 Las Vegas Reunion - 1999

**REGIONAL, MINI-REUNIONS AND GET-TOGETHERS, ETC.” SUPPORT THESE LOCAL MEETINGS-WHILE YOU’RE ABLE.**

**WHEN CONTACTING HOTELS FOR NATIONAL OR MINI-REUNIONS, LET THEM KNOW YOU ARE USN ARMED GUARD WWII, OR; THAT YOU’RE ATTENDING OUR REUNION.** Also, check with the Skippers who host meeting prior to meeting as the date, place and time could change overnight.

**ATTENTION YALL:” CHANGE OF MEETING AND DAY”** Southwest Ohio Host Bob Ober 7115 Dunn Road Cincinnati, OH 45230 will hold their 11:30 a.m. Luncheons on the **3rd Wed.** of every month at Tommy's Buffet 10784 Reading Road, Evandale, OH **\*\*Please make note of this\*\***



-Larry Hewitt, Moneta, VA.- In front of entrance wall to the Museum exhibit at Roanoke, VA. photograph by R.C. Rhodes

## ATTENTION EVERYONE!!

**Pittsburgh, Pa. crew meets on Oct. 16 and Nov.20. 1999 for a 11 AM Brunch at the “GREENTREE MARRIOTT INN”, Pittsburgh, Pa. They have their CHRISTMAS PARTY Dec. 5th, 1999-1 P.M. at DeMARTINO’S Resturant, 1100 Washington Ave., Carnegie, Pa. and as of the 3rd Saturday of each month, they will meet at DeMARTINO’S for an 11 A.M. Brunch. EVERYONE IS INVITED. NOTIFY 2 WEEKS PRIOR IF POSSIBLE. CONTACT: Hilary and Dorothy Makowski, 202 Wedgewood Crt., Carnegie, Pa. 15106 (412)-429-8510.**

**TEXAS SAN ANTONIO CREW: CONTACT: Dan Mock, 8810 Silent Oaks, San Antonio, Tx. 78250-6267 210-681-2120 for SAN ANTONIO MEETINGS.THEY’RE ARE LOOKING FOR ANOTHER MEETING PLACE-BREAK-FAST OR LUNCHEON.**

## State of Florida’s 5TH U.S.Navy/Merchant Seamen’s MINI-REUNION

will be held **DECEMBER 6-7-8, 1999** at the **CLARION HOTEL** on U.S.Highway 19, New Port Richey, Fl. For Reservations call: 1-800-252-7466 and ask for **ARMED GUARD CODE RATE-”L.N.A.G.”.** Contact Host Harold Ceaser, 8621 Vixen Dr., Port Richey, Fl., 34668 1-727-863-1367 for more information. This is in Remembrance of the bombing of **PEARL HARBOR** by the Japanese on Dec.7, 1941.

The **“CANTON HALL of FAME CHAPTER”** of the **U.S.N.ARMED GUARD AND Merchant Seamen OF WW II** In the Canton and Rootstown, Ohio Area will meet at **GULLIVER’S TRAVEL PLAZA, EXIT 100 (FAIRCREST RD) OFF OF 77, SOUTH OF CANTON** 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 R. Hahn, 3771 Tallmadge Rd., Rootstown, Oh. 44272-9656 330-325-9657

Dottie and Ray ARE HOSTS FOR the **“ANNUAL NORTH-EAST MINI-REUNION”** at the **POCONO MANOR INN** **OCTOBER 28-31,1999.** **“CONTACT THEM”** immediately for information as they have a cutoff date. I hope to see you there to see the Fall colors. cal

## NOTICE BILL HOWARD’S ADDRESS CHANGE!!!!!!

The Tucson, Az. Area hosts are William and Marion Howard 3737 W MARWOOD CT., Tucson, Az. 85741-2069 520-572-4671 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.** BILL will also be the host for the Az.;Ca;Nv. and all others interested for their Oct. 27-29, 1999 annually Mini-Reunion at the **“RAMADA EXPRESS HOTEL”** in Laughlin, Nv. This has always been a great **MINI-REUNION.**

**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

# SERMON NOTES...

**THE U.S.N. ARMED GUARD WW II  
VETERANS 19TH NATIONAL  
REUNION WILL BE HELD AT  
THE "DRAWBRIDGE INN AND  
CONVENTION CENTER" 2477  
ROYAL DR., FT. MITCHELL, KY.,  
41017-3599 606-341-2800  
Fax-606-341-5644  
<http://www.thedrawbridge.com> on  
MAY 21-24, 2000. HOSTS ARE:  
ROBERT (BOB) AND DOT OBER,  
7115 DUNN RD, CINCINNATI, OH.  
45230-4112 513-231-5865**

\*\*\*\*\*



**The Rua Reidh Lighthouse**

*Shown here is the Rua Reidh Lighthouse in Scotland.  
Story and photo by Annmarie Urso Rosa*

Rua Reidh, which can also be found spelled Rubh'Re, is situated on a remote peninsula on the West Coast of Sutherland at the entrance to Loch Ewe in the Northwest Scottish Highlands. This distant, remote lighthouse was the scene of a daring World War II rescue of an American Liberty Ship.

During a winter storm the **William H. Welch** missed the entrance to Loch Ewe and went ashore at Black Bay. There were 74 men on board. Two of the Keepers from Rua Reidh Lighthouse traversed peat bogs in slush and snow to rescue the survivors.

## Letters from the crew:

Dear Charles:

August 10, 1999

Thanks for your call today about the Liberty Ship S.S. William H. Welch, wrecked and sunk at 0420 "Scot" time on January 26, 1944 in a storm with 50 foot waves sweeping over her deck. She went aground on the Fura Island (57-51 North/5-35 West) near the entrance to Loch Ewe, Scotland while enroute from London to New York via Loch Ewe. The rough seas prevented any lifeboats to be launched and all hands were gathered on the "Flying Bridge" and then, at 1152, giant waves swept over the flying bridge and washed them into the raging sea. Only twelve survived the ordeal and they were rescued by local residents. There were 42 Merchant Seamen, 29 U.S. Navy Armed Guard and 3 passengers on board. There is a story of those who served in World War II, but sadly, many will never be told or recorded.

After returning to the United States after the sinking, I went to a "Rest Camp" for a few days, then was assigned to the S.S. HORSE SHOE, a tanker for a few trips from the East Coast to England with loads of Aviation Gas. The ship was then transferred to the Pacific. All communication personnel were transferred off for reassignment and I returned to NOLA (New Orleans, La.) awaiting orders and I volunteered for submarine duty. After Sub School at New London, Ct., I was assigned to the USS SIRAGO (SS-485) until my enlistment was up.

I have enclosed an article from April 16, 1944 issue of the "YANK MAGAZINE". I request that you return it when you make copies for an upcoming "POINTER" which I enjoy and I want to THANK YOU for the work you are doing. This tragedy in full can be read in "COLD CORNER OF HELL" by Robert Carse; Doubleday and Co., Garden City, New York, published in 1969.

**(John W. King P.O. Box 159, Rutherford,  
Tennessee 38369 901-665-6207)**

\*\*\*\*\*

Dear Crew:

I received a phone call from a Lesley Robinson, Scottish TV, Cowcaddens-Glasgow Scotland, G24NR on 8/10/99 informing me that they were in a process of doing a TV Documentary on the sinking of the S.S. **WILLIAM H. WELCH** and needed any information that I had on this tragedy as to survivors, their addresses, Etc. I immediately searched the "Ship File", saw John W. King was a survivor and called him and he has shared with the crew any and all he had on the sinking. I wish to "THANK HIM" for his cooperation and sharing so I can let you know. cal

\*\*\*\*\*

## Part 1: Lighthouse Beacons from Scotland- (Rubh' Re Lighthouse)

The Rubh' Re Lighthouse was established in 1912 and the engineers were David and Charles Stevenson. The station is located on the West Coast of Sutherland at the entrance of Loch Ewe, Scotland near Melvaig, looking out across the Minch. It was the scene of a spectacular rescue during World War II when an American Liberty Ship, the S.S. **William H. Welch** missed the entrance to Loch Ewe and went ashore at Black Bay in a storm darkness. Two lightkeepers set out to the rescue across peat bogs in slush and snow, and there is no doubt the 14 survivors owe their lives to these men. The station was automated in 1986. You can find more articles in the archives under "LIGHTHOUSE BEACONS FROM SCOTLAND."

<http://www.ihdigest.com/archives/1998/nov98/rua.htm>

\*\*\*\*\*

**Part 2:** The article also states that if you are in the vicinity and if you are brave enough to traverse the final three miles of the road to the lighthouse, you will be rewarded with the spectacular views, a variety of animal and plant life, and the obligatory roaming sheep. Dolphins, seals and otters are quite frequently seen from the shores of the lighthouse as well.

\*\*\*\*\*

**Part 3:** People that gave aid to the survivors of the S.S. **WILLIAM H. WELCH** who needs to be remembered and honored for their bravery, says J.W. King are:

Mrs. D. Urquart; Mrs. McKenzie; Miss Maggie McDonald; Miss Isabella McLean; Mrs. Kennedy; Mrs. John McKenzie; Mrs. John McLean and Mrs. K. McLean all of Ross Shire, Scotland.

\*\*\*\*\*

**Part 4:** Name and "OLD" addresses of the other 6 Armed Guard besides King are: Henry Donnelly, Jr., 81 Walker Ave., Statford, Ct.; Edwin Adamick, Rt3 Box 114, LaGrange, Tx.; Peter Makio, 83 Grand St., Ansonia, Ct.; Russell Ross, Bolivar, Oh.; John E. Soy, Jr., 40 Willis St. Troy, N.Y. and George Volkommer, 106 North Forrest St., Rockville Center, Long Island, N.Y., We will try to locate them or their family if at all possible. Meantime, if you live in their area or have a neighbor down the block by the names listed, ask if they are the person wanted.

(Story from "YANK MAGAZINE")

\*\*\*\*\*

Dear "CAL":

8/3/99

# Sailors get proper memorial, at last

This letter has been a long time coming—the older you get—the faster the time goes. We went to a Mini-Reunion in Louisville last year and THANKS to our daughter and Tom Bowerman and their computers, we were able to locate 4 of my shipmates from the S.S. JAMES HARROD who sailed together from 43/44 that had not seen each other for 53 years. **WHAT A GREAT REUNION IT WAS FOR US!!!!** We are planning getting together again in Kokomo, In. October 3-6, 1999. If you can print this in the POINTER and any more of our shipmates sees it that never sent in their ships, please ask them to contact me as we are looking to find more of our crew. In the last few weeks, we located 2 more Armed Guard from Lafayette. They are looking forward to receive the POINTER and any info you can send.

Keep up the good work and hope to meet you in the future. Enclosed is a check to help in the Armed Guard expenses. Also, a picture of the **5 OL'SALTS! THANKS!** Bill Zwyers, 9239 N. State Rd. 29, Frankfort, In. 46041 765-258-3353. Picture: (L-R) Harold Martin; Bill Zwyers; Harry Conners, Charles Rooney and Dick Reed.

\*\*\*\*\*

Dear C.A.:

7/19/99

I saw this article from the TIMES-PICAYUNE METRO paper today and thought it may be of interest to you and the crew. It's nice to know that after all these years, someone was interested enough to find the identity of these men buried there. Elmer has good and bad days but keeps going. Haven't made any of the Gulfport, Ms. meeting in awhile, but keep in touch with with John Foretich, the host. Our best to you and Hilda. Thanks for the POINTERS. Doris Vincent, 20181 Chandler Dr., Covington, La. 70435 504-893-2502 (Elmer and Doris were our New Orleans Hosts in 1991)

The cause of death was clear-cut: Arthur J. Genter, a merchant sailor from New Orleans, was killed at age 42 during World War II when a torpedo fired by a German submarine sunk his tanker off the Atlantic Coast of the United States.

But any loved ones he might have had who mourned his loss were not to learn if or

By Joan Treadway  
Staff writer

where he was buried because officials were uncertain of what happened to the bodies of the crewmen. Oklahoma lay in an unkempt plot in Palmetto Cemetery in the port city of Brunswick, Ga.. Their only epitaph was on a 3-by-6-inch metal marker that read simply, "Unknown Seamen — 1942," referring to their sudden death in the early morning hours of April 8 that year.

## Civic organization researches identities of five sailors

Then last year, a civic organization refurbished the site and researched and confirmed the identities of the five men. Relatives of one of them — Osswald Ryder, a Louisianian who was from Ville Platte — traveled last month to the grave to honor his memory. However, no one who was once part of Genter's life has been located to be given the news.

Several people named Genter in New Orleans area have been contacted, but so far none of them has turned out to be kin to the long-lost sailor, said Michael Higgins, vice president of the Brunswick chapter of the Propeller Club of the United States, the group that last year solved the mystery of the unknown seamen as a community service project.

Soon after the tragedy, it was learned that half of the 38 men on board had survived because they came ashore in small lifeboats. But for a while, a few were missing, and some bodies had been burned beyond recognition, hence the confusion and the speedy burial of the "unknowns."

(continued on page 7)



The burial plot of five seamen, including a New Orleans sailor, killed by Germans in 1942, is now the site of a monument honoring the fallen sailors. For years, a small marker labeled them only as unknown seamen. But last year, a civic club researched and confirmed their identities.

Higgins, who is a businessman, said he felt like a detective as he and other club members worked on the case. In the end, they identified the unidentified war dead by the process of elimination, using a combination of the tanker's crew list, information on the survivors, old Coast Guard documents about the missing men whose bodies later washed ashore elsewhere and input from some relatives of those who died.

After this success, in the fall of 1998, he said, "We decided to raise money for a headstone for the five men and to try to contact their relatives to let them know their remains had been found." In May of this year, they dedicated a 3-by-6-foot marble slab at the burial site as well as a Brunswick Courthouse monument honoring all 22 men who had been killed in attacks that one German U-boat had made within 50 minutes on two tankers carrying oil for the war effort.

Publicity surrounding these ceremonies was picked up by national news services and published in papers around the country, including Louisiana, and that is how relatives of Ryder finally found out where he was buried.

Betty Mallett, a niece of Ryder who lives in Lafayette, said that she, another niece and two of Ryder's sisters went together to visit the plot and that it was an awesome experience for all of them, especially her aunts, who are now in their 70s and had long wondered about what had happened to their brother when he was just 21 years old.

Mallett said that her grandmother, Ryder's mother, who had been informed about his death but didn't know where his body was, still believed on her deathbed that he had somehow survived, ended up in a foreign country and would return someday.

Higgins said his group, which strives to promote the merchant marine, had located a sister of another Louisiana man discovered to be buried in the Georgia cemetery plot, seaman Charles Rivette of Leonville, who was 20 when he died.

"It's deeply gratifying to know you are helping to bring closure for families which have been looking for 57 years for where their loved ones were buried," Higgins said.

"She's living in Wisconsin, and she was ecstatic to hear he had been found," Higgins said.

Now his club's members are trying to get in touch with any relatives that Genter or the two other men in the plot — Joseph Geary from Boston and Alfredo Carmona from San Juan, Puerto Rico — may have had. They are pursuing all leads. Anyone with information can contact the chapter by writing to P.O. Box 611, Brunswick, GA 31521.

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Greetings Lloyd:

7/18/99

In many ways, "THE POINTER" hits the mark!! In recent issues, for example, my attention has been drawn to the collision of several ships in New York harbor on Feb.5, 1945. At that time, I was recovering a spinal operation and was a patient at the U.S. Marine Hospital in Stapleton-Staten Island, N.Y.. From my hospital window, I witnessed the aftermath of that terrible event. Later, I sat down and wrote a letter to my fiance (now my wife) describing what I saw, and now I am enclosing a copy of that very same letter. I will let the letter tell you of my account of the harbor collision involving the **S.SPRINGHILL** and one or two of the other ships. But first, let me tell you the circumstances about my having this back in my possession after 54 years!!

When I mentioned to my wife the story of the collision in the **POINTER**, (and that somehow "rang a bell" in my memory) she rummaged around and produced **NOT ONLY THAT LETTER**—but 158 others that I had written during my days as a Merchant Seaman. And it seems as though I had married a "PACK RAT"!!

My observation describing what I saw doesn't reveal any new specific details of what took place that fateful day but I feel it offers still another slant in the chaotic scene at the hospital as the victims arrived.

Ironically, I must tell you that just 5 weeks later, I was signed on the Tanker **S.S.BRIAR CREEK**, anchored in New York Harbor that was awaiting orders to sail to Bombay, India. We, too, were loaded with high octane gasoline, when suddenly, there was a lot of confusion aboard. It turned out that the **S.S.BRIAR CREEK** was dragging anchor and was about to bump another ship!! Well, we did bump surprisingly hard, but with only minor damage. We lost a couple of sections of railings and suffered some dents in the hull, but that was all. Afterwards, there was a collective sigh of relief from the crew as there was a "**STILL-FRESH-**

**MEMORY**" of the **S.S. SPRINGHILL** in our mind. As no extreme damage was done, we sailed for Bombay the next morning never to arrive but that is another story. Keep up the good work for us **OL'SALTS**.

Sincerely, Robert E. Olson,  
2208 River Ridge Dr., Asheville, N.C. 28803  
(Olson is M.M., a member of the A.G./M.M. Chapter in Hendersonville, N.C.)

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Dear C.A.:

7/30/1999

Just a few lines to let you all know we are all well up here in "YANKY LAND". Enclosed is a picture that was taken at the Memorial Day Parade here in Lorain, Ohio on May 30, 1999. We have started a: **BUCKEYE MARINERS VETERANS**" group here in Lorain with George Sandiford, 371 Ambleside Way, Amherst, Oh. 44001/ 440-988-2529 as our Commander and we meet on the second Monday at 8:30 for breakfast at "Friendly Restaurant" on Leavitt Road in Lorain. All are welcomed!! Great crew!! Come be with us Ol'Salts!! You'll be glad you did!! Mack Paynter, 2371 E.41st St., Lorain, Oh. 44055-2838 440-277-6365  
(see photo on page8) **MEMORIAL DAY PARADE 5/30/99**

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\*\*\*\*SPECIAL NOTICE\*\*\*\*

The **USS RUEBEN JAMES (DD-245)** was sunk by a German U-Boat on October 31, 1941. A monument stands on the shore of Casco Bay, Portland, Maine in the Honor of the 105 men lost in it's sinking and to the 236 State of Maine servicemen lost at sea in World War II. Merchant Seamen will be added as they are identified. Efforts are also underway to place all those who served in the "**BATTLE OF THE ATLANTIC**" on granite panels to the rear of a life-sized bronze statue of a Boatswain's Mate sounding "**ALL HANDS**". For more information, or, to make a contribution to the cost of this worthwhile project which is tax deductible, Contact: "The **U.S.S.RUEBEN JAMES MEMORIAL FUND**", c/o William V. Kennedy, Chairman, P.O.Box 478, Wiscasset, Me 04578 207-882-9786.

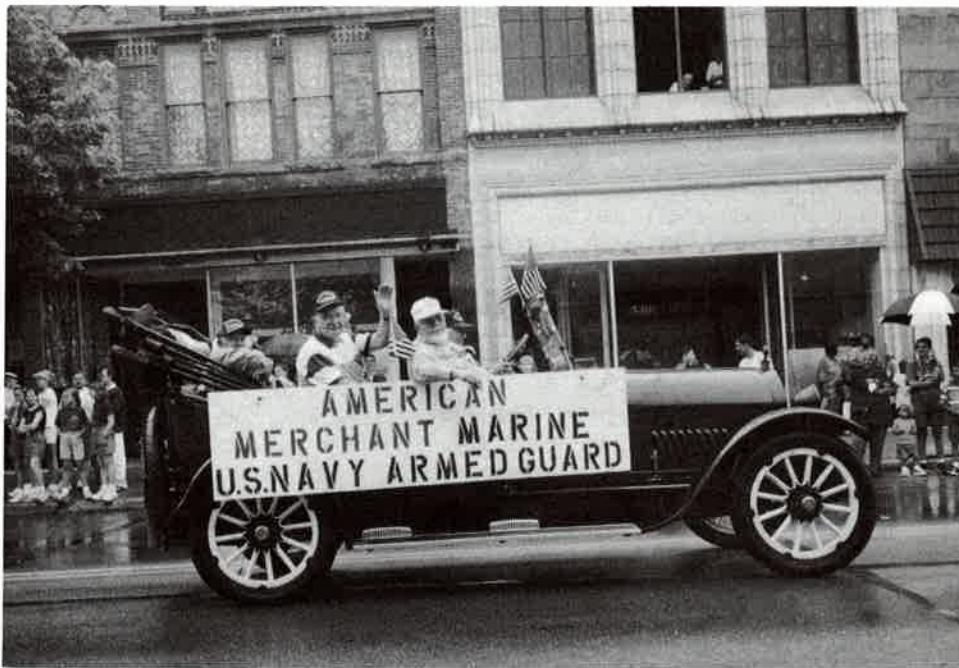
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Dear Charles:

8/17/99

I came upon an experience that my late husband, Edward had while serving in the U.S.N. Armed Guard of WW II. Maybe you can use it in the **POINTER** sometimes. I was greatly impressed with it. Yes, I wish to continue receiving the **POINTER**. Mrs. Edward S.(Rose) Machado, 125 Perron Ave., Somerset, Ma. 02726.

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**MEMORIAL DAY PARADE** May 30, 1999 Riders left to right: Lester Urig, Lorain, OH -Ernest Roth, Elyria, OH-George Sandiford, Amherst, OH-Glenn Bemis, Lorain, OH-John Digiando, Amherst, OH-Mack Paynter, Lorain, OH.  
Driver: Gus Urig, Lorain, OH Car Make: -1916-Jefferies.

-on the day of February 15, in the year of 1945, four English destroyers made a daring rescue of over five hundred (500) Norwegians refugees who had been helplessly imprisoned on the Island of "Soir", a part of Norway situated on the North Peninsular. These people had been bombed, strafed and slaughtered by the Nazis constantly. Only fifty miles away was a huge encampment of Nazi airport.

They had taken a lot at the hands of the Germans and eventually, it became necessary for those who could possible escape, to do so. Some did escape and made their homes in the hills and lived in caves with the wild beasts and ate fish until one day, hopes of salvation from the Germans came.

It was a man who came to them from above—on a parachute!! A Norwegian man, he was!! He was a flying officer of the Norwegian Air Force and when he heard some one was needed for a secret mission, he volunteered and was qualified. He always wanted to help his people; but!! little did he know that he was to rescue 500 of his people. Nevertheless, he landed safely and told them of his plans and that help was on the way and that on a certain day, at a certain hour, these refugees were to meet the four destroyers at a given rendezvous.

The marvelous organization of the daring feat is self evident. Under Nazi shelling for five hours, the destroyers were loaded with 500 refugees, young boys and girls; women and men with infants cuddled in their arms; older men and women and yet, all were filled with hope of expectation of freedom.

Here was a wonder to behold with signal lights beaming and with colored flags waving on the three destroyers while steaming away to safety to Murmansk, Russia, the point of discharge of the human cargo.

From there, they were shipped in convoy to England aboard merchant ships of the U.S.Navy. I was a signalman on one of these which carried these poor souls through hell and high water; poorly clad, yet faithful with great fortitude with hopes of being treated humanly—once again. I saw before me, Nazi tyranny. With only the clothes on their backs and perhaps an old sack on their backs with a few personal belongs. When we sailed away from there, their thoughts were of the homeland but now, heading for the British Isles where they once again will be free. Out of the whole, 100 men had to stay behind as every available space was taken up. These men looked desolate, but they bid farewell and with burning hopes of another convoy leaving soon.

And in the twilight, as the sun was setting below the sea and the country of Russia was barely visible on the horizon, my thoughts strayed to a verse of an old song I used to sing in school—  
"onward then ye faithful, join the happy throng, blend with ours your voices, in triumph song, Glory, and born into Christ this King, this through countless ages men and angels sing, Onward Christian soldiers, going as to war, with the cross of Jesus, going on before.

*(Edward Macado-MM deceased)*

Charles:

I am sending you a picture of a monument that we put in our Diberville, Miss. Memorial Park. We have the "NOLA EMBLEM" of the Armed Guard on it. It is hard to see the Pelican on the photo but we have it there. Thanks, T.J.Harder, 10024 Byrd Ave., Diberville, Ms., 39532

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**THE NOLA EMBLEM**

Thanks to all who took part in honoring the Armed Guard there and also for using the Pelican Emblem that was used on stationary and other items in SHIP'S STORE there. For those of you "NEW OL'SALTS" who did not know and historians who read this, the Armed Guard did not officially use a patch on their uniforms at any time during WW II. They did use the Emblem of the Eagle at Brooklyn and Camp Shelton, Va.; the Pelican at NOLA (NEW ORLEANS) and the Sailor loading the gun, at Treasure Island, Ca. on stationary and other items sold in "SHIP STORES". The NOLA shipping and receiving station was actually in ALGIERS, La., across the river from New Orleans. cal

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Dear Lloyd:

8/16/99

In my hometown library, I found an article about a friend of my brother who was in the Armed Guard and his ship was sunk on the way to North Russia. It was on micro film of the Gloucester City News. I thought you may like to see it. At the age of 17, I thought it was a good way to get into the war in 1943. It was. I made it through the WAR!! Also, "Thanks" for your, and other's great work.

Joseph P. Underwood, 202 Chestnut Ave., Brookhaven, NJ 08030.

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Micro Film retyped from the Gloucester City, N.J. Thursday Nov. 26, 1942

**NAVY WANTS GUNNERS**

**Crews to Fight Subs**

**-Wanted-**

**Men to shoot it out with submarines.**

*(continued on page 9)*

Page 8

The right men can get a crack at Axis subs as officers in the United States Naval Reserve, it was announced today. They are wanted to take command of "armed guards" — the Navy term for gun crews in this instance—aboard merchantmen mounting anti-submarine and anti-aircraft guns. Applicants from Eastern Pennsylvania, Delaware and South Jersey should report for interviews at the Office of Naval Officer Procurement, 17th floor, Widener Building, Philadelphia. In seeking officers for the armed guards, the Navy stressed two qualities, "physical stamina and ruggedness" in addition to those required of officers in general.

Applicants must have 15/20 eyesight correctable with glasses to normal 20/20 or normal. They must have college degrees and must possess leadership, tact, judgment and initiative. Supervisory experience is considered an added asset and younger applicants should be mature enough to command gun crews.

The age limits are 26 to 35. Successful candidates will be commissioned ensigns and lieutenants, junior grades, for the most part, and will be sent to special gunnery schools before being ordered to sea.

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#### **SURVIVOR OF ARCTIC SINKING JOINS V.F.W.**

Experience of being sunk and adrift in an open boat in the Arctic Sea was described by William T.Harkins, local youth serving in the U.S.Navy, at a meeting of the Townsend C.Young Post, No.3620, V.F.W., last week.

"I was not wounded," explained Harkins, "only frostbitten." Harkins was serving as an armed guard on a merchant ship in a convoy nearing Russia with vital needed war supplies when his ship was torpedoed by the Nazis.

Recovered from shock and exposure, Harkins is now on leave visiting his parents here, and last Wednesday evening was initiated into the Veteran of Foreign Wars post.

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From the:Gloucester City, New Jersey, Thursday, November, 26, 1942

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#### **THANKSGIVING DAY - 1942 Days of Prayer: Thanksgiving Day and New Year's Day By the President of the United States of America**

##### **A PROCLAMATION**

"It is a good thing to give thanks unto our Lord." Across the uncertain ways of space and time our hearts echo these words, for the days are with us again when, at the gathering of the harvest, we solemnly express our dependence upon Almighty God. The final months of this

year, now almost spent, find our Republic and the nations joined with it waging a battle on many fronts for the preservation of liberty.

In giving thanks for the greatest harvest in the history of our nation, we who plant and reap can well resolve that in the year to come we will do all in our power to pass the milestone; for by our labors in the fields we can share some part of the sacrifice with our brothers and sons who wear the uniform of the United States.

It is fitting that we recall now the reverent words of *George Washington*: "Almighty God, we make our earnest prayer that Thou wilt keep the United States in Thy holy protection," and that every American in his own way lift his voice to heaven.

I recommend that all of us bear in mind this great psalm: The Lord is my shepherd; I shall not want. He maketh me to lie down in green pastures; He leadeth me beside still waters. He restoreth my soul; He leadeth me in the paths of righteousness for his name sake. Yea, though I walk through the valley of the shadow of death, I will fear no evil; for thou art with me; thy rod and thy staff they comfort me. Thou preparest a table before me in the presence of mine enemies; thy anointment my head with oil; my cup runneth over. Surely goodness and mercy shall follow me all the days of my life: and I will dwell in the house of the Lord for ever.

Inspired with faith and courage by these words, let me turn again to the work that confronts us in this time of national emergency; in the armed services and the **merchant marine**; in factories and offices; on farms and in the mines; on highways, railways and airways; in other places of public service to the nation, and in our homes.

Now, therefore, I, Franklin D.Roosevelt, President of the United States of America, do hereby invite the attention of the people to the joint resolution of Congress approved December 26, 1941, which designates the fourth Thursday in November as Thanksgiving Day of each year as Thanksgiving Day, November 26, 1942 and New Year's Day, January 1, 1943, be observed in prayer, publicly and privately.

In witness whereof, I have hereunto set my hand and caused the Seal of the United States of America be affixed. Done at the City of Washington this eleventh day of November in the year of our Lord, nineteen hundred and forty two, and of the independence of the United States of America the one hundredth and sixty-seventh.

By the President: (Signed)

#### **FRANKLIN D. ROOSEVELT**

*Cordell Hull, Secretary of State*

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(9/9/99)

The Gulfcoast Transit Tug **SHARON DeHART** left Tampa, Florida 8/22/99 and arrived in Norfolk, Va. on 9/6/99 and left on the 8th for Tampa, Fl. with the **S.S.AMERICAN VICTORY** in tow and **ARRIVAL CELEBRATION** on September 14th. Outside of Charleston, S.C., the **DeHart** and crew had to enter the harbor to get out of **Hurricane DENNIS's** way. They were supposed to have arrived in Norfolk, Va. on 9/26/99. It is great to know they are saving another of WW II relics. She made it to Tampa after a delay from **Hurricane Floyd**. More on the ship's progress in future **POINTERS**.

**(EXTRA!! EXTRA!! ADDITION 10/1/99 from Lisa Johnson)**

**(GREETING EVERYONE):** Things are busy here in the office and in the shipyard. We are developing a work schedule for the shipyard period and are looking for a few volunteers interested in helping with onboard tasks. Some of the artifacts have been removed from the ship in anticipation of painting entire ship. There are still plenty of artifacts in the Armed Guard quarters that need to be moved and we need help in work tasks like cleaning, hanging flags, buntings, answering phones in the office for RSVPs and the list goes on. Give Lois a call at 813-677-4409 if you can assist. If you want to be removed from the ship's mailing list, please notify me. Lisa.) **END OF EXTRA!!**

They are in need of **VICTORY SHIP** articles and photos.(**NO ZEROX COPIES**) Make donations to: **S.S. AMERICAN VICTORY**. Send to: **Captain Lisa Johnson Director of Operations, THE VICTORY SHIP, INC., 705 Channelside Dr., Tampa, Fl., 33602 (813-677-4409) AmVic@aol.com cal**

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**The Tug Sharon is towing the World War II ship American Victory from its spot in the Reserve Fleet on the James River to Tampa, Fla.**  
*photograph from: The Virginia-Pilot*

ONE LAST VOYAGE FOR POSTERITY



Jim Schaut, 65, left, and Bob Greenebaum, 56, center, are "a little over the hill to be doing the stuff we're doing," Greenebaum says. BILL TIERNAN photo/The Virginian-Pilot

# Sailing into the sunset

Crew relive past as they take ship to its new home to become museum

BY PAUL CLANCY  
STAFF WRITER

One by one, the lines were cast off. "Clear!" the men yelled as each of the thick steel cables fell free.

And the American Victory, 30 years of waiting gone by at last, slowly parted company with the dying ships of the James River Reserve Fleet opposite Fort Eustis, tugboats easing it into the river.

"She's alive," pronounced Arthur Whiting, a retired Coast Guard captain and part of one of the most unusual crews the World War II ship has ever known.

The American Victory, one of the few left of the storied fleet of merchant ships that served in World War II, Korea and Vietnam, was heading out to sea again, this time tethered to an ocean-going tug.

Six to eight days from now, depending on weather, it'll arrive in Tampa, Fla., and begin, after a period of repairs and refitting, a new life as a mariners memorial and museum ship.

But getting from here to there required a volunteer crew of six. And many of those who stepped forward were veterans of those same ships.

"This is for something that's... for my heart," said Roger Johnson, a retired captain who went to sea out of Norfolk in 1945 on a Liberty coal ship.

"What I've done before professionally," he said, standing up by the bridge, "has been satisfying — I'm a reasonably good master — but this will be something that'll be around long after I'm gone."

The 455-foot cargo ship, built in 1945, has been cheek-by-jowl with other rusting hulks in the Reserve Fleet. Most Victory ships are gone now, sold for scrap. But an act of Congress permitted the transfer of the American to a nonprofit group in Tampa.

And Wednesday, after a week's storm delay, it was separated from her immediate neighbor, a one-time spy ship, and taken under tow by the Sharon DeHart, a 129-foot tug whose services were donated by Gulfcoast Transit. Two Moran tugs from Norfolk helped get it under way.

Flags snapping in the breeze, tugs whistling back and forth, the ship moved downriver at a stately 7 knots, cutting through fog and a flood tide.

Chains rattled as the hawser shifted back and forth.

"The old lady's 54 years old, but she's got a lot of life in her yet," said Charles Harden, a Norfolk native who served on a Victory ship, a recommissioned assault transport, during the Korean War.

Harden, 73, a Norfolk native, is volunteer riding crew chief during the trip. The retired lieutenant commander worked on tugs that brought barges to Hampton Roads for construction of the Monitor-Merrimac Memorial Bridge-Tunnel, then as a dredge supervisor for the Army Corps of Engineers before moving to Tampa and adopting a new career as marine surveyor.

Harden's son, 28-year-old Charles III, a Jacksonville lawyer, was by far the youngest crew member.

Johnson, 71, a licensed master, captained sulfur tankers that ran from Hampton Roads to Hope-well.

Jim Schaut, 65, is a retired chief engineer on an oil ship and "sort of an old ship history buff" who couldn't turn down the chance to make a little history himself.

Whiting, 57, served on the Coast Guard cutter Chincoteague out of Norfolk and was a marine safety officer in Hampton Roads.

Bob Greenebaum, 56, a former Coast Guard officer, has been away from the sea, "driving a computer keyboard all day" from an office near Tampa.

"It's the best crew I've ever worked with," the older Harden said.

The crew arrived a week ago and spent the down time buttoning things down on the ship and flaking off some of the sea-foam green paint that hung in several quarters. The Sharon DeHart had left Tampa before Tropical Storm Dennis struck and rode her out below Cape Hatteras.

The men spent their first night on board Tuesday, a small generator their only power source, and all reported sleeping well.

How they'd do at sea on a dead ship under tow might be another story.

"I got a bucket," Whiting said, confessing to seasickness even after all his years on boats.

"You know you'll live, even though you're praying God will let you go this time."

But there was no question when the call went out for able-bodied volunteers.

"This is a once-in-a-lifetime shot," Schaut said.

"A week from tonight we'll be in Tampa. We're going under the Skyway Bridge with the sun rising."

They planned to maintain four-hour, two-man watches until then.

There would be plenty to do on board, including sweeping the ship clean before it goes in for refitting and painting.

They'd done things their wives warned them not to, like climbing the rigging to run up the flags the ship would be flying.

And casting off lines. The sailors, some limping a little, several with out-of-shape paunches, sweated with the effort.

"We're a little over the hill to be doing the stuff we're doing," Greenebaum said to Whiting as the two watched the tugs fall into place.

"This is good for us," Whiting replied.

The procession of ship and tugs moved downriver, taking about two hours to reach the James River Bridge. The bridge tender obliged with a lift about 11 a.m., and cars lined up to wait.

"I've sat in line many times watching ships like this go by," Whiting said.

Just past the bridge, still under way, an exchange of river pilots and passengers was made.

As the American Victory, riding high in the water, headed out to sea, crew members stood at the rail and lifted their thumbs toward the cloudy sky.

■ Reach Paul Clancy at 222-5132 or at pclancy@pilotonline.com.

## Merchant ship: It will become a museum

To those who attended the North East Mini-Reunion and sailed on Lake George, may remember Captain Teddy J. Kalisz who not only owned the boat but attended the reunion with us. A wonderful Armed Guard Ol'Salt and gentleman. Below is the tribute to him erected by those who knew him there. *calloyd*  
**Captain Teddy J. Kalisz**  
 7/4/1919-8/5/96

Early life on farm, boyhood like Huck Finn. Worked at Henry Ford's Rouge River plant, sailed Ford's Great Lakes ore carriers, played for Ford baseball team.

Joined U.S. Navy-age 17. First ship-SARATOGA-America's early aircraft carrier. Picked up survivors when Japanese sank U.S. gunboat PANAY on the Yangtze, 1937. Appointed Chief Boatswain Mate, 1942. Eight World War II Transatlantic convoy crossings. Armed Guard Commander aboard S.S. JEAN. As UDT command, went ashore invasion of Guam, Lion One. Served as Chief Boatswain, U.S. Navy vessels, through 1959.

Joined Lake George Steamboat Company, 1960. Captain of TICONDEROGA, MOHICAN, LAC DU SAINT SACREMENT-sternwheelers  
 COTTON BLOSSOM, P.A. DENNY, delivered BAYOU JEAN LAFITTE and highspeed catamaran AUDUBON EXPRESS to New Orleans. Vice President, General Manager of Steamboat for 22 years.

Honorable, catholic man, good golfer, great leader, true friend. The Steamboat Company will not again see such a champion.

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Photo by Henry Carrangi, Albany host.

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Dear Lloyd:

It is certainly a pleasure to receive my copy of THE POINTER. I have managed to find a few of my shipmates. Finding the 12/43-8/31/44 crew of the S.S. YAMHILL has been hard. I have found 2 of the 5"38 gun crew still alive and 2 deceased.

I am sending you a report from the U.S. Navy Magazine which I received from Bruce Bisthne, the gun captain who received it from Harlan Metzler, our #2 powderman. We had a few bad days, but this one was extremely bad. We were 1000 miles from anywhere and none but us and the Jap S-#% (<"@|~'00s)!! Thanks, Waits A. Simpson, 6920 Andrews, Bartlett, In. 38135.

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Hello Charles: 7/12/99

I am enclosing photos and a copy of the Resolution No. 143 by the Senators and Representatives of the State of Louisiana. They designated June 1, 1999 as the "NAVY ARMED GUARD DAY" at the State Capital honoring "ARMED GUARD GUN CREWS". We had a very nice day and we felt very proud to be members of a great outfit. It was a great reunion for all of us that could make it there, some couldn't make it for health reasons, etc.

Thanks a lot Charles for all that you have done to represent our gun crews and also for having the POINTER printed and getting it to the crew. I hope to find some of my shipmates one day that I have served with. Enclosed are the names of ships that I sailed on and the dates on and



off. THANKS MATE, Best regards, Harold S. Barras, 3720 Lons St., Abbeville, La. 70510-5723 318-893-4680. (see photograph on top page 12)

Dear Lloyd: 8/29/99

Just to let you know how much I appreciate and have enjoyed the "POINTER". I am so sorry that I didn't get to the Las Vegas Convention. I was in Daytona Beach, Florida at the Ex-POW State Convention. However, we are planning to attend the Florida Armed Guard Mini-Reunion December 6-8, 1999 in New Port Richey. When I last heard from you, you mentioned other names of the Armed Guard on the S.S. STANVAC CALCUTTA. I am sending a list of all the Armed Guard and Merchant Crew and a brief of my experiences. Looking forward to meet you someday. Sincerely, James C. Muldrow, 2749 Forest Blvd., Jacksonville, Fl. 32246-3415 904-564-2075.

PB\*

Bio of James C. Muldrow-Ex-German-Japanese POW WW II. James C. Muldrow enlisted in the U.S. Navy in December, 1941 and immediately after Pearl Harbor was bombed by the Japanese, I was sent to Norfolk, Virginia for basic and gunnery training. After training, I was sent to Brooklyn, New York Armed Guard Center for ship assignment and was assigned to a tanker, the S.S. STANVAC Calcutta, in Port Arthur, Texas. Shortly after boarding, We got underway with a load of 135,000 barrels of high-octane fuel.

Our first encounter with the enemy came quickly just off the coast of Texas when a submarine was spotted stalking us. When confirmed to be German, we opened fire, got two direct hits and sank it. We continued through the Caribbean into the South Atlantic. One night off the coast of South America, we collided with a cargo ship. We limped into port at Buenos Aires, off loaded our cargo and underwent repairs.

After repairs was completed, we sailed to Cavenaus, Columbia and picked up a load of crude oil bound for Aruba, West Indies. The day before arriving in Aruba, a German submarine shelled the port and torpedoed ships in the harbor. Seventy-two hours later, we left with a destroyer escort, bound for Montevideo, Uruguay. Upon arrival, we had "liberty" for a few days before sailing again. On June 6, 1942, at approximately 10:00 A.M. of the coast of Brazil, we encountered a ship coming out of a rain squall, flying the "BRITISH FLAG"! Immediately, the sides of the ship dropped down and a German Flag went up. They opened fire with six-inch turrets and smaller guns. We returned fire, but we were no match for the German raider, STIER. The S.S. STANVAC CALCUTTA quickly sank. After dark, the STIER returned and picked up what was left of the survivors after being left in the water for a long time. My left hand was



**"ARMED GUARD DAY" June 1st - 1999 State Capital Baton Rouge, LA**

severely injured. We were later transferred to a German prison ship off the coast of Africa on which we stayed in the cargo hold for about three and a half months with no medical attention. Conditions were atrocious. In Singapore, I was put on a Japanese prison ship on it's way to Japan.

I was interned in the Japanese POW camps, in Yokohama and Osaka. Conditions were bad. We were dirty, hungry and tired and the guards took pleasure in making things worse. We were beaten daily and forced to work 12 hours a day in lumberyards, foundries and shipyards. We never got enough to eat; only two small bowls of rice a day and if you did not work, you did not eat. We soon learned how to maneuver the guards to steal food and destroy or damage their equipment when we got the chance. We knew, if we got caught, it meant punishment or death. These challenges kept us alert. We slept on a straw mat with one blanket, with no heat. Our clothing was discarded Japanese uniforms, which did not fit, but they covered our thin bodies. One day, the guards disappeared and we knew the war was over.

For those with access to computers, much more on POWs can be found on: <http://www.axpow.org/asp/search.aspAction=Biopage&RecordNumber=29215>

\*\*\*\*\*

Dear Charles:

5/3/99

Hope the info on my ships, etc. is what you need. I asked for the Armed Guard when I finished bootcamp at Bainbridge, Maryland after they told me that was where the "ACTION" was. After 7 weeks at Bainbridge, I was sent to Little Creek Virginia for gunnery school. They sent me over to a new camp called AGS Camp Shelton which was next door which was not finished. I helped them set up all the guns to train on which took about 4 weeks. That was my gunnery training.

I was sent to the Armed Guard Center, 1st Ave-52nd St., Brooklyn, N.Y. and a few days later, I was assigned to the **S.S.WOODBRIDGE FERRIS** and my CO was a Lt(jg) I.Kaplan. We made a run to Cuba and picked up a load of sugar which was a pleasure cruise. Then a run to Liverpool, England and back, another good run.

Then we joined a very large convoy of ships out of New York and not all ended up at the same places. Some Italy; some North Africa, etc. Poor me—I was sent to Murmansk, Russia. We made up another large convoy out of Glasgow, Scotland and headed north!! About half way to Bear Island, we hit a winter storm. You have not lived until you ride out a winter storm on a Victory Ship. We were turning 14 knots forward and backing up 4 knots. We did not have our shoes off for 4 days. Some of the ships broke up. There were two of Kaiser's concrete ships that went down. We regrouped in Reykjavik, Iceland. We left there on February 18, 1944 and we became **POLAR BEARS** when we crossed the Arctic Circle. We then headed towards Bear Island and that is when all **HELL** broke loose. The ocean had calmed down and looked like a sheet of glass. There were German submarines all around and under us before we knew it. Our escorts were running all in among the convoy dropping depth charges everywhere. A tanker got it and she was a great big ball of fire. I saw men flying through the air. I do not know if any were alive when they were picked up. One cargo ship ahead of us got hit about the same time. We had to sail around them and move up and take their place but before we got around them, the ship went down. I don't know if there were any survivors in the cold weather of 25 degree below. I saw 4 oil slicks and trash from the subs. We lost quite

a few ships but I don't know how many.

We finally got into the Black Sea and got away from the enemy subs. We sailed into ice flows and soon met a Russian ice breaker. We made it into Murmansk and we were frozen in and had to wait until spring to get out. We got started and got orders to sail down the Coast of Norway, trying to pull the German battlewagon **Schornhorst** out of port but they did not come out. We came on to New York. There, I got "LEAVE" and that was the last time I saw the **FERRIS** or any of the crew. Here are a few of my ship-mates but no addresses.

Jim Watford; Robert E.Wright, Jr.; Milton R.Carpenter; John H.Castner and James E. OBryant. I would love to hear from all of them. Keep Sending "POINTER"s.

William H.Arnold, 6346 Newtown Cir. Box 286, Tampa, Fl. 33615 813-855-5085.

\*\*\*\*\*

Dear C.A.:

7/7/99

The Phillipino Cemetery pictured in the Apr/Aug **POINTER** is not the one I recall which is located outside the former Clark Air Force Base in Angeles City which is located about 50 miles north of Manila. It was also featured in a story in the VFW magazine about Feb/Mar/Apr, 1999.

I'm not being critical but the picture layout of the uniforms on Page 17 of the "SAME **POINTER**" needs the hammock, mattress and cover, pillow and cover to be complete. With everything stowed and in a seabag along with the hammock made quite a load for a seventeen (17) year old who never carried anything heavier than a bag of evening newspaper on his paper route. Take care!!  
Jack Copenhaver, Lane 118-3 2nd Fl Min-Teh Rd. Taipei-Taiwan, Republic of China

\*\*\*\*\*

Thanks, Jack for your input. I hope the Phillipino Cemetery is brought up to a standard acceptable to those who died to rid them of the invaders. People soon forget who helps them but the country as a whole should remember and honor the ones who protected their freedom. Maybe they have never been told of their many ancestors who were slaughtered. As for the items on page 17, some may have had some Lucky Strikes, Chesterfield or Camel cigarettes, "silk stocking", a knife or even a camera if he wanted to take a chance. *cal*

# "Something Special"

Recently, I came up with the idea to go back into older "POINTERS" and pick out some stories and pictures of the past and put them into two booklets that I have named "Golden Oldie I" and "Golden Oldie II" and I send this out to all of the "NEW OL' SALTS" we locate. It's a total of 40 pages. It has been a success so far. Maybe I can expand it and pick out more stories of the past if economically possible. If your computer number on your label is over 16500 and you did not get the two copies in your packet, please advise me. Thanks! calloyd

\*\*\*\*\*

Thursday, August 26, 1999 — *The Rocket-Courier* 9

## Local Navy Vets Honored for World War II Service

Three local veterans, who all served with the United States Navy during World War II, recently received congratulations from the Senate of Pennsylvania. Their personalized honorary resolutions were presented to them by Sen. Roger A. Madigan, who sponsored their resolution.

The three honorees, who all served on Navy gun crews defending U.S. merchant ships, were: Ralph Koder, of New Albany; James Holmes, of Sugar Run, and Wyalusing's Norm Kunkle. The trio was among a select group statewide who received similar congratulations from the state legislative body. There were nine such honorees in Madigan's senatorial district.

The award was presented in recognition of distinguished service as members of the Navy Armed Guard. The Navy manned the guns on Merchant ships during World War I and World War II, and this unit was known as the armed guard. Kunkle and Koder are both U.S. Navy veterans. Holmes served with both the Merchant Marines and the Navy.

According to the resolution, members of the armed guard are well deserving of special recognition:



Photo by Wes Skillings  
Displaying personalized resolutions from the Pennsylvania Senate are (from left) Ralph Koder, Norm Kunkle and Jim Holmes. The trio served with the U.S. Naval Armed Guard during World War II.

tion: "It was this group of men who, during World War II, risked their lives manning deck guns on large, slow-moving merchant ships which

supplied Allied troops around the world with rations and munitions."

As many as 2,000 members of the Armed Guard died in action during the two world wars.



OUR  
MOTTO  
WAS

WE  
DID!

**TWO YEARS BEHIND THE MAST: An American Landlubber at Sea in World War II**, by Lieutenant Commander Harold J. McCormick (USNR). A Naval Gunner Officer on Merchant vessels \*(now deceased), sailed over 250,000 miles in 24 months and experienced the sinking of his ship by German U-861 and his rescue after two nights on a raft in rough seas. 147 pp., illus. ISBN-138-4 \$16.00pb

165 pp., illus. ISBN -214-3 \$16.95 pb

**WE DELIVERED! The U.S. Navy Armed Guard in World War II**, by Lyle E. Dupra. . . . *The Unsung Heroes of World War II*. " . . . a belated testament to [the U.S. Navy Armed Guard] achievements." --- Naval Institute Proceedings

160 pp., illus. ISBN -212-7 \$21.95 pb

# Group thrives on war memories



Al Kemble, shown here as a young man in the Navy, nowadays meets monthly with fellow veterans.

Armed Guard veterans attend meetings to share comradeship, tell stories

BY SHIRLEY G. BROSIUS  
FOR THE PATRIOT-NEWS

Some took part in the invasion of Normandy. One survived 34 days in a lifeboat. All lived under the threat of attack by planes and submarines.

"It took you from a boy to a man overnight," said Al Kemble, 75, of Harrisburg.

Month after month, drawn together by their memories of World War II, members of the Armed Guard, a

branch of the U.S. Navy, don blue caps decorated with liberty ship pins and meet at a Hummelstown restaurant. The 50 to 60 people who come also include other Navy veterans and Merchant Marines, along with spouses.

The civilian Merchant Marines ran liberty ships owned by private steamship companies that had been taken over by the War Shipping Administration to carry munitions, food and supplies to Russia, England and other destinations during war years, said Navy veteran John Hibbs, 76, of West Hanover Twp. Called "gunners," Armed Guardsmen rode those ships to provide protection during both world wars.

"On D-Day, when the 82nd Airborne Army paratroopers jumped, we had their supplies on board," said Kemble. "Their tanks, their trucks, everything."

The monthly meetings began seven years ago, when Clint Barr, 72, of Easton, organized a reunion club in Lehighton. From that, three regional clubs were formed, including the Hummelstown group, which began meeting five years ago.

The meetings offer some practical help — updates on laws affecting veterans, and items of interest such as compensation

*"A year ago we were having a meeting here and a man comes in and said, 'I sat alongside you in a lifeboat.' That brought back memories."*

— AL KEMBLE, WHO SPENT 34 DAYS IN A LIFEBOAT AFTER HIS SHIP WAS SUNK BY A GERMAN SUBMARINE IN WORLD WAR II

## GUARD/Group meets to share war memories



LAURA MATHEWS / OF THE PATRIOT-NEWS

Al Kemble, top, of Harrisburg, waves to a fellow veteran while chatting with, from left, Richard Barbush of Harrisburg, Ed Bianco of New Cumberland and Mike Bratina of Steelton.

Eventually the men were rescued by a Spanish fishing boat and taken to Spain, where they passed themselves off as merchant marines to avoid incarceration.

Standing beneath a banner bearing the Armed Guard logo — an eagle wearing a sailor cap and holding in its claws a Japanese plane and a German submarine — Sam High, 80, of Elizabethtown, former captain of a merchant marine ship, called himself an ancient mariner.

"In this area I am the SOP — senior officer present," he said as he peered through black-rimmed glasses perched on his nose above a full white beard. "Out of the 20,000 that graduated from the U.S. Merchant Marine Academy in Kingston, N.Y., my ticket says 75."

The man whose ship was sunk by his own crew as part of the invasion of Normandy proudly displayed a 1943 academy class ring as he credited God for preserving his life.

"The German submarine pack — the Atlantic was infested with them," he said, adding that the Merchant Marine lost more men, percentage-wise, than any armed forces unit except the U.S. Marine Corps.

Mark Shaffer, 74, of Wiconisco got back from his annual vacation in the Philippines just in time for the Armed Guard reunion earlier this month. He served his country 30 years, five months and 17 days, three years with the Guard. A total of 144,000 men served as Armed Guardsmen during WWII.

In Shaffer's mind, three things stand out in his career: seeing the White Cliffs of Dover; seeing Taiho, a Sumo nicknamed "the golden bird"; and visiting Banue, a mountainous area in the Philippines where natives grow rice and cabbage and carry 66-pound loads of the produce down the mountainsides on their heads and shoulders.

"They put their eyes on a mountain or a distant tree and whenever that mountain or tree starts moving, they know they are losing their

balance," he said.

He paused in his account to buy a chance on a yellow wooden tweety bird from Thelma Kemble, who said prizes are donated and proceeds go toward postage expenses.

As she ate a salad, Emma Dingle of Carlisle said she has continued to attend reunions even after the death of her husband, Theodore, because she enjoys the friendships she has formed.

"My husband didn't talk [about the war] until he started coming to these meetings," she said. "One time he was in a sea-going tug and

they pulled a double barge of airplane fuel all the way to South Pacific. If they would have run into a submarine or a plane, it would have just blown the whole thing up because it was high-octane gasoline."

And the talk goes on.

A Merchant Marine, Dick Lake, 73, of York remembered leaving one of the Carolina Islands in the South Pacific aboard the Kelso Victory cargo ship on Friday the 13th at 1300 hours with a 13-ship convoy.

"It worked out lucky for us," he said, "because we weren't there when the kamikazes came."



John Hibbs was 19 when this photograph was taken

available for illnesses due to ships' asbestos pipes.

But that's not the reason these men come back, month after month, year after year.

"Comradeship — I believe that is what it mostly is," Barr said.

And it's a chance to tell war stories to people who really understand what it was like.

Barr tells of how he once rode out a North Atlantic storm during which the barometer fell to 12.

"I was frightened. I was only 17 years old. I thought the ship was going to sink," he said.

Kemble's survival after 34 days in a lifeboat is a legend with the group. After the James Denver liberty ship was torpedoed by a German submarine, he found himself in a lifeboat with 17 companions. People filled four other lifeboats as well.

"We had nothing to eat for 34 days and lived on six ounces of water a day," said Kemble, who is chairman of the group, along with his wife, Thelma. "Two flying fish landed in the boat, so we cut them in 18 pieces and ate them."

"A year ago we were having a meeting here and a man [Bill Brogan of York] comes in and said, 'I sat alongside you in a lifeboat.' That brought back memories."

"1  
\*

# Twins to get D-Day medal from French

ASBURY PARK PRESS

By SHERRY CONOHAN  
STAFF WRITER

HIGHLY

\*

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THIS"

\*

C.A.Lloyd



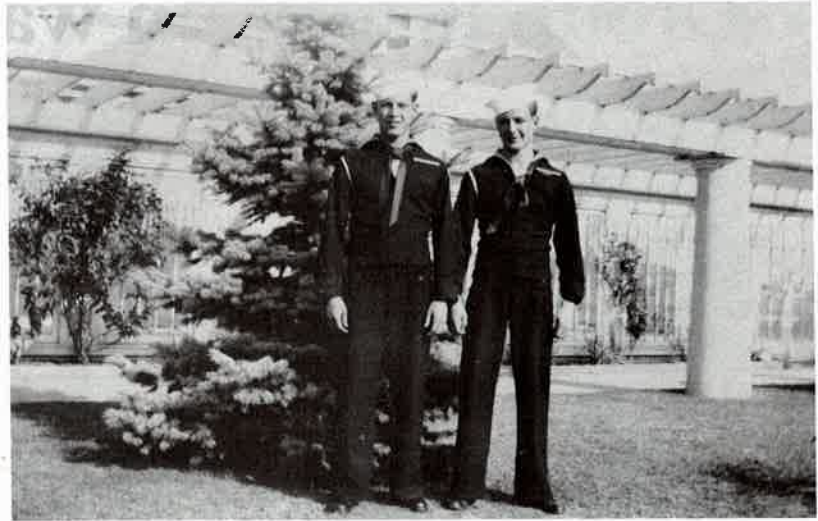
RUMSON — Identical twins Thomas and Paul Shea enlisted in the Navy together during World War II and served on the same ship.

On Sunday, they will be awarded medals together from the Federation of French War Veterans for service in the D-Day operation that paved the way for the liberation of France from German occupation and the Allied victory in Europe.

The brothers, now 74 and lifelong residents of Rumson, even were assigned to the same gun, a "4-inch 50," on board the SS George Walton (named for one of the signers of the Declaration of Independence), a merchant marine supply ship.

Serving as armed guards for the ship, the Sheas crossed the Atlantic 12 times and sailed in all three theaters of the war — American, European-Mediterranean and Asiatic-Pacific.

They showed up in the English Channel off the coast of France, carrying ammunition and K-rations, a couple of weeks after the initial assault, but close enough to fall into the time frame used to



● Paul Shea (left) and his identical twin, Thomas, both of Rumson, served together on the SS George Walton, a merchant marine supply ship, during the D-Day operation.

identify D-Day veterans. They arrived during the bombing of St. Lo.

"I never saw so many planes in my life," Thomas said. "You could hear the guns."

"We were at the beach where they landed," Paul said. "St. Mary Eglise was nearby."

The Shea brothers are among 436 D-Day veterans from Monmouth County who will receive the French medals and an accompanying certificate of honor (some posthumously) in a ceremony being held at 2 p.m. Sunday, the 55th anniversary of D-Day, at Greeley Field in Fort Monmouth.

Georges Couhadon, deputy consul from the French consulate in New York, will speak at the ceremony, along with Major Gen. Robert L. Nabors, commanding general of the U.S. Army Communications/Electronics Command; Major Gen. Paul J. Glazer, adjutant general of the state Department of Military and Veterans Affairs, and Monmouth County Freeholder Director Harry Larrison Jr. The presentation has been organized by Freeholder Theodore J. Narozanick, a D-Day veteran who will be among the veterans to receive the special French medal.

The Monmouth County Board of Freeholders is sponsoring the event and paying for the medals.

Members of every veterans post in Monmouth County have been invited along with their color guards. Music will be provided by the 63rd Army New Jersey Guard band.

The call to veterans to register for the medal began last last year. A deadline of Jan. 31 of this year was set to allow sufficient time to manufacture and ship all the medals.

Thomas Shea said his father, Daniel Shea Sr., who served in World War I, also received a medal from the French after that war for liberating their country. Thomas and Paul's brother, Daniel Jr., served in the Army Air Corps during World War II and saw action in Africa and Italy but did not participate in the D-Day invasion, according to Thomas.

Thomas said he and Paul went into the Navy in May 1943 and were mustered out in May 1946. Although the Navy had a policy of not assigning brothers to the same ship after the five Sullivan brothers died when the ship they were aboard, the USS Juneau, was torpedoed and sunk in a Pacific battle at Guadalcanal in 1942, they had no difficulty sticking together.

□ Sherry Conohan: (732) 922-6000; Ext. 7753

\*\*\*\*\*

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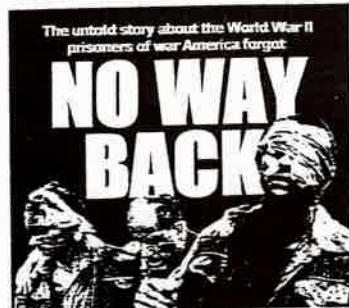
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Just a few more...

Memories...



Charles: This picture was taken the very day I boarded her. My notes say it was between 3 and 5p.m. obviously this is about the same time, notice the position of the sun. Leo Gullage, Florida.

# FARRAGUT FACTS



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# \* ACTION ON THE S.S. RED OAK VICTORY \*

By Chief Mate Fred M. Hicks

/THE CHANNEL/ June 1999

POINT RICHMOND

Lots of activity has been happening on the *Red Oak Victory* World War II freighter restoration project recently. The ship, moored at the foot of Dorman Drive in Point Richmond, co-hosted a fundraiser with the National Institute of Art and Disabilities (NIAD) on board the vessel on March 28. In preparation for the event, attended by over 500 people, the ship's volunteer crew put final chipping and painting touches on a dozen booms and winches (part of the cargo handling equipment) prior to their installation at the mastheads.

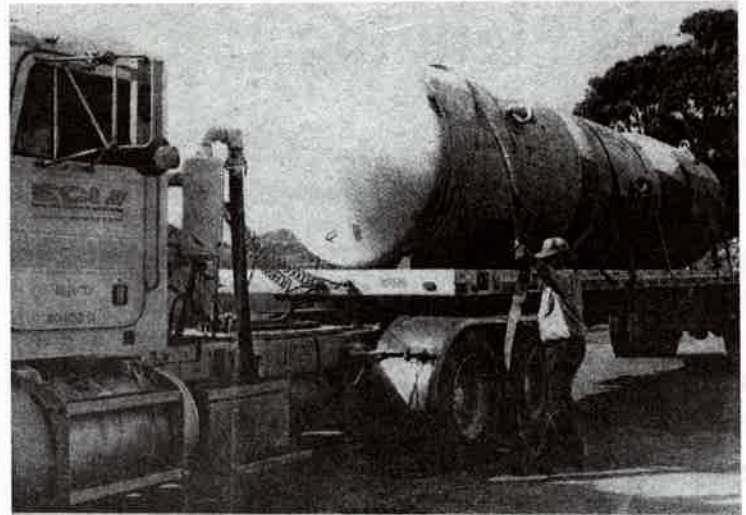
These massive, heavy parts required the use of a barge-mounted crane, which local Richmond based Manson Construction was once again able to provide the restoration project at no charge. Thanks to the donated use of Captain Tom Decker's classic wood-hulled tug, *California Eagle*, the move of Manson's powerful derrick barge, *Southman*, to the side of the *Red Oak* was made possible Friday morning, March 19.

Even the wind and drizzle couldn't dampen the spirits of the crew of both the *Red Oak* and the *Southman* raising the booms with

the powerful crane back to their mountings from the deck of the ship where they had rested in lay-up for the past thirty years. The decks, once again clear after the booms had been hoisted aloft, were ready for the giant barbecue units and other equipment needed for hosting a fund-raising activity of this size that were lowered into place.

The crew sends their hearty thanks to Manson's Northern California Vice-President, Charlie Gibson, Operations Manager Terry Hammerwold and the crew of the *Derrick barge Southman* for their assistance in making the timely repositioning of the "deck gear" a safe evolution.

Other matters of logistics were solved for the *Red Oak* by the kind corporate assistance of Ecology Control Industries' (ECI) trucks and loader/drivers recently. The company, located on Parr Boulevard in North Richmond, moved a number of large cylindrical mooring buoys to the ship's warehouse area. The buoys, each measuring ten by six feet in diameter, were available to the ship from a Federal government surplus yard in Stockton.



ECOLOGY CONTROL INDUSTRIES brought mooring buoys to the *Red Oak Victory*.

A friend of the ship and ECI employee, Mr. Dan Sedgwick, introduced the project to ECI President Larry Chase who scheduled with his foreman, Joe Dabi, the use of flatbed tractor-trailer trucks to backhaul these buoys to the *Red Oak* when the company was moving ECI equipment to Stockton. Now, eleven buoys richer, the crew of the *Red Oak* plans to hoist the buoys aboard in the near future and store them in their lower cargo holds for use as waste liquid tanks and liquid ballast containers.

Keeping an all-volunteer crew happy at coffeebreak time has been made possible by the weekday

donations of fresh doughnuts from Lori and Charlie Yang, proprietors of the *Donut Works* in Hilltop Mall. Morale aboard is at an all-time high thanks to the delicious old-fashioneds, maple bars, apple fritters, custard filled and chocolate topped baked goodies coming from their store! With the improved weather of spring, more volunteers are expected to join the project. For more information, phone the ship at 237-2933. ■



Captain John C. Timmel,  
Founder and President  
American Victory Mariners Memorial  
and Museum Ship.

Thank you Captain Timmel, for  
saving the American Victory and all  
of it's memories.

From: The US. Navy Armed Guard  
&  
The Merchant Marines

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WUZ  
HERE"

**"SEE IF YOUR LOCAL PAPER WILL PRINT THIS"** OK TO MAKE COPIES.



.....  
**PRESS RELEASE**

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**PRESS RELEASE**  
.....

**SUBJECT: IN SEARCH OF ALL U.S.N.ARMED GUARD WW II VETERANS**

Dear Editor:

**PLEASE INSERT THE FOLLOWING NOTICE IN YOUR WONDERFUL PAPER.**

\*\*\*\*\*

THE U.S.N.ARMED GUARD WW II VETERANS are in search for all their gun crews.They were a special Branch of the WW II Naval Service who manned the guns and communications on Liberty Ships, Tankers, Troopships and many other small crafts where needed. CONTACT: U.S.N.ARMED GUARD WW II VETERANS, CHARLES A. LLOYD CHAIRMAN, 115 WALL CREEK DR., ROLESVILLE, N.C. 27571 919-570-0909.

Lloyd asks that you list your ships with dates on and off for computer data file to help locate your shipmates serving on your gun crew.

The U.S.N. Armed Guard 19th National Reunion will be held May 21-24, 2000 at the "DRAWBRIDGE ESTATE HOTEL" 2477 ROYAL DR., FT.MITCHELL, KY. 41017.  
1-800-354-9793-IN KY- 1/800-352-9866

\*\*\*\*\*

MANY THANKS,

CHARLES A. LLOYD, CHAIRMAN

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## DEDICATION

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especially to those who lost their lives, and to  
their families.

The U.S.N Armed Guard WW II Veteran's 19th National Reunion will be held at the "Drawbridge Inn and Convention Center" 2477 Royal Dr., Ft. Mitchell, KY., May 21-24, 2000. Hosts are: Robert (BOB) and Dot Ober, 7115 Dunn Rd., Cincinnati, OH. 45230-4112 513-231-5865



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