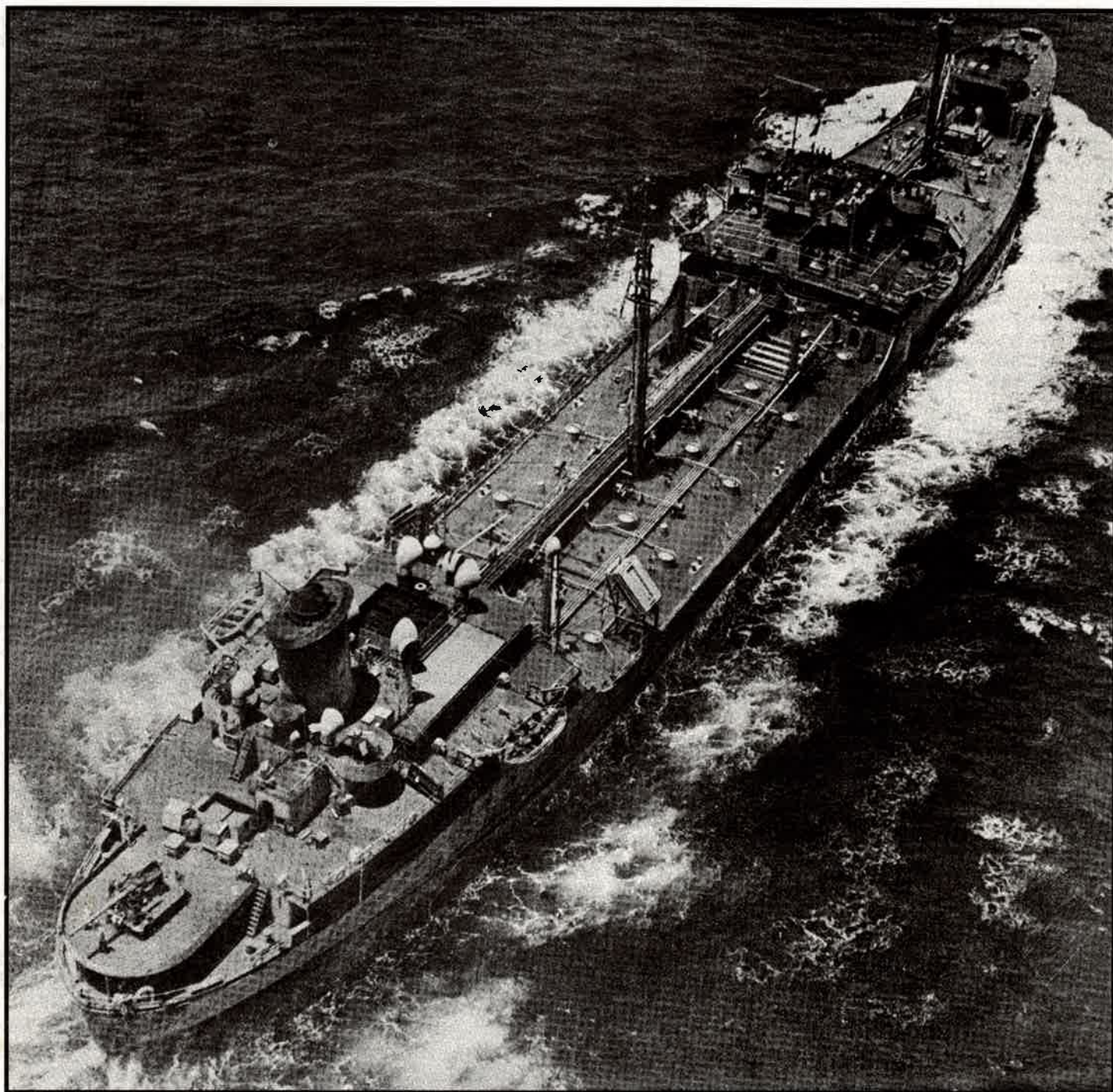


JAN/FEB/MAR 2002

# THE INTER



(Official Photograph, U.S. Navy)

**S.S. "ESSO WASHINGTON" speeding for New York from Houston, Tex., June 24, 1943**



Dear CAL, Mar. 1, 2002  
Look what finally came to the top of the pile!!  
You can get the full book of the **HEARING**.  
All Merchant Marines are indebted to you for  
your letter to the Committee. The Counsel and  
Secretary of the Committee were thrilled by it  
and called it a watershed event in the cam-  
paign for the recognition of the men who  
manned those merchant ships during World  
War II as Veterans.

I have chased down several shipmates from  
the S.S. NIRA LUCKENBACH days with no  
response, and finally a signalman, Jack  
Meredith got in touch with me and we are  
piecing together our memories of the voyage.  
He had no idea there was a light showing out  
a porthole aft as we meandered across the  
Pacific trying to find out where the Japs were  
or were not, so really important vessels could  
navigate a clear path. I'll see you again at the  
Reunion in Vegas. Cosby Newsom (MM)  
15517 S. Seaforth Ave., Norwalk, Ca. 90650  
562-921-1972 E-mail  
BONDPROUSA@AOL.COM

\*\*\*\*\*

Thanks Cosby for saving History. I will  
reprint it all in the **POINTER**. Glad to help!!  
See Below! (cal)

\*\*\*\*\*

**MERCHANT SEAMEN BENEFITS/  
"PROTECTOR" MEMORIAL - PRINT-  
ED BY THE U.S. GOVERNMENT  
PRINTING OFFICE : 1988**

The following was a letter by me to the  
"HEARING" before the SUBCOMMITTEE  
ON MERCHANT MARINE AND FISH-  
ERIES HOUSE OF REPRESENTATIVES,  
ONE HUNDREDTH CONGRESS, FIRST  
SESSION, MAY 7, 1987 ON: H.R. 1235,  
MERCHANT SEAMEN'S BENEFITS ACT;  
H.R. 1430, MERCHANT MARINE DECO-  
RATIONS AND MEDALS ACT; AND H.R.  
2032, THE "PROTECTOR" AS A MER-  
CHANT MARINE MEMORIAL is for sale  
by: + The Superintendent of Documents,  
Congressional Sales Office, U.S.  
Government Printing Office, Washington,  
D.C. 20402.

\*\*\*\*\*

This letter was written by me and sent to the  
Hearing Committee. Thought you'd like to  
know. \*(I left off the old Raleigh address  
which is in the archives still to keep from con-  
fusing. \*\* I printed "PORT JUDITH" instead  
of Point Judith as I had errored in the letter  
below. I thought everyone should know it  
took until Jan. 1988 to get the Veteran Status.  
I am proud to have been a part of it.  
calloyd

U.S.N. ARMED GUARD WORLD WAR II  
VETERANS April 30, 1987  
U.S. House of Representative Committee  
on Merchant Marines and Fisheries

Room 1334, Longworth House Off.Bldg.  
Washington, D.C. 20511-6230  
Glenn Anderson, Acting Chairman  
Subcommittee on Merchant Marine

Dear Congressman and Committee:

I have been called on to speak before you and  
give the United States Navy Armed Guard  
WW II Veterans feeling as to whether the  
U.S. Merchant Marine survivors of WW II  
should be granted "Veterans Status" for the  
courageous duty they performed during this  
period. I regret that I unable to be at this his-  
toric occassion. I cannot, nor will I attempt to,  
speak each man's thoughts. I speak for my  
own personal view and those I have dis-  
cussed this matter with on previous occassions  
which has been overwhelmingly in favor of  
some public recognition for a job well done  
under adverse circumstances and conditions  
for which the average Merchant Marine had  
no control.

First, let me introduce myself and the Branch  
of the U.S. Navy which was called "U.S. Navy  
Armed Guard" and now, we the survivors call  
"U.S. Navy Armed Guard WW II Veterans.  
We were the Officers, Gun Crews, Signalmen,  
Radiomen, Medics and Ship's Company that  
did a special job in protecting to the best of  
our ability, the ship, cargo and personnel, to  
the overseas front, wherever or how danger-  
ous it may have been in World War II. Our  
job was to remain with the guns as long as  
they could be fired.

We have been in strict search for the crew  
since 1982 and have now located over 4500  
and the list goes up each day. Of course, we  
are beginning to lose many at an increased  
rate due to our biggest enemy, "AGE".  
Brother L.D. and I, also Armed Guard, attend-  
ed the first reunion and have been involved in  
the process every since by hosting the 1983  
National Reunion in Wilmington, N.C. and  
again in 1985 in Norfolk, Virginia since near-  
by Navy Base at Little Creek was the first site  
officially established as an Armed Guard  
Training Center on October 15, 1941.

We obtained our Non-Profit Organization sta-  
tus in 1984 by the Texas Crew since they were  
the "Hosts" for 1984 in order to cut down on  
the mailing costs since we have located over  
1400 by their tenure. I have been Chairman  
of the crew with this address as a point of con-  
tact since 1985. My main purpose and goal is  
to locate and help in the search for these  
men's shipmates that they served with during  
WW II and this has been the only source  
developed to carry out such an enormous task.  
It is very rewarding to tell a Veteran that I had  
located a shipmate of his, especially the last  
time they had seen each other was after spend-  
ing many days in a lifeboat together in the  
North Atlantic or the South Pacific. I ran into

this project by happenstance and don't ask me  
why for I do not know myself.

Why I have been called on to present the  
"Armed Guard Crew" feelings is another  
thing I can not understand but will try to  
express my feelings and others that I have dis-  
cussed this subject with. My dealings with the  
Merchant Marine Seamen were excellent from  
the food they cooked, the clean linen they  
supplied, the watches they stood and the cour-  
tesy they showed while my brother and I  
sailed on the Greek lend-lease ship, the S.S.  
MIAOLIS, on our first voyage in convoy to  
England, over to Belgium and back home. We  
did run out of eggs but that was due to the  
fact, we would slip some eggs to the GIs  
standing gangway watch. After all, we got  
introduced to powder eggs which was an  
experience in itself and paid back for "steal-  
ing".

Speaking in behalf of my other Armed Guard  
brother, Lonnie Whitson Lloyd, BM2/C  
06562068 killed in action May 5, 1945  
aboard the S.S. Black Point sinking 3 miles off  
the coast of Port Judith, R.I. which also took  
eleven lives of the Merchant Crew, I can only  
repeat what he told my family as I listened  
after he had returned from a trip to Murmansk,  
Russia and I will quote, "We are not allowed  
to say one word of where we have been or  
what we saw or did- but!! I will say this  
much—for three days and nights, we were  
under attack without any sleep and the only  
food or water that we got was what the mer-  
chant seamen brought to us at our gun stations  
and when this war is over and if I survive, I  
will tell you things that you would not believe  
civilized people would do. It's hard to believe  
I have been in a place where it was-kill or be  
killed" Unquote.

I do not tell you this to glorify my brother, I  
tell you this for I saw the fear of facing death  
which he went through and I am sure that all  
the men on these ships, whether Armed Guard  
or Merchant Seamen, suffered the agony &  
fear regardless of how brave they were. I was  
not there nor did I face the enemy other than  
depth charges all around us on the way over.  
If a torpedo would have hit our ship, I would  
then say I was an expert.

To give one of the Merchant Marine Crew  
"Veterans Status" without including all the  
Merchant Crew of U.S. Citizenship would in  
my opinion be injustice for all. How do you  
justify some for doing a certain courageous  
and brave job and not justify others for even a  
more noble and glorious service. Most all of  
these merchant seamen were trained in help-  
ing the gun crews by bringing up ammunition,  
loading and unloading, hotshellman and other  
duties at the gun station that the Armed Guard

cont. on page 4

cont. from page 3

performed. Many below deck, such as the engineers, etc. could only pray that the ship would not be hit for their chances were slim indeed. Many were scalded from the broken hot steam pipes and if they made it to the lifeboats, they would have to spend many days before being rescued. Brother Whitson had survived the sinking of the S.S. Expositor on February 22, 1943 and broke down emotionally. Here was a man that volunteered to serve his country and was as brave as they come but a brave man can stand but so much. The merchant crews were there under the same condition, trying to end the score of December 7, 1941 and see that the supplies were delivered to their sons and friends that had elected a different branch of service in which to serve. Many of these men were over age for the draft, could not pass the physical for regular service and had special Maritime skills that you just don't learn overnight.

Enclosed are excerpts from the "Confidential" files from the Arcadia acquired from "The Archives of the United States in which various places, the Merchant Marines were mentioned which may be of importance to you and those of this hearing. They were from the Department of the Navy, Office of Naval History, Washington, D.C. by E.C Kalfus, Admiral U.S.N. (Ret) Director of Naval History, whom we are indebted very much. Many things could be said Pro and Con on why the Merchant Seaman should or should not be granted veteran's status and I am sure that many has a merit or two. To refuse a per-

son a flag to drape his coffin or a foot plaque at his grave is indeed a small token of appreciation.

As for granting total veterans status with lawsuits trying to collect back monies that may be due in their sight is another question to be looked at fully. I sincerely believe that justification could never be done due to the time lapse and the unsurmountable problems it would create.

My personal belief is that those destitute and their widows should have hospital and doctors care granted them if proven qualified. A flag over their coffin, if publicized, may be the best morale booster for our depressed country and bring us closer together. A marker at his graveside would boost the economy (along with the marker) if not allowed to be purchased overseas. My Merchant Marine brother, Louis E.Lloyd has a marker inscribed at the foot of his grave. The family honored him in this way. He was more fortunate than many that continued sailing their trade and never put family roots at a permanent place.

A compromise I hope can be reached in this hearing and I would suggest a few "food of thoughts".

1. Grant medical care.
2. Furnish a flag for those still living for their graveside service.
3. Furnish a plaque of the same type and description of other service men but do not issue money in exchange for plaque.
4. Appropriate \$4,000,000. as a compromise for back fringe benefits that were granted

other servicemen, to be spent on the S.S. JOHN W. BROWN to bring her back from the James River in Virginia and put her back as a Memorial to the Merchant Marine and Armed Guard Crew. This is to be a museum in which they can display what few pieces of artifacts as the S.S. JEREMIAH O'BRIEN has started on the West Coast.

Quite frankly, I get tired of going to a War Museum and only see the enemy flags, guns, swords, and reading about them. I have an American flag that was flown at half mast for our beloved President Franklin D. Roosevelt and it was also flown in convoy to Murmansk, Russia. Is there no pride in our own weapons? Are we ashamed of being the "Victors" of WW II. I do not hang my head in shame when they talk of dropping the "A-Bomb. I am proud that we had it instead of them and I was happy to return home.

To you on this panel, in behalf of the U.S.N. Armed Guard WW II Veterans, I hope the decision you make will be accepted by all involved and in my closing, I would like to deliver a delayed message to the Merchant Crews that sailed with us, the Navies that protected us, the Air Force who flew over us, the Armies and Marines that "Dug In" for us and to the civilians that supplied us-"Well done-Faithful Servants-Well done".

Sincerely yours,

Charles April Lloyd - 1987 Chairman

\*This flag has since disintegrated.

## TOM'S PARADE

As the veterans start to fade  
Who will march in TOM'S PARADE?  
Down the street in Ludlow town  
One more time before we are down.

Bugles playing, the cannons blast  
Memorial Day is here at last.  
Heads held high, flags are flying,  
Gold Star mothers all crying.

What a sight to behold,  
Grey haired veterans in the fold.  
Out of step, out of breath,  
Yet they march, do not fret.

Armed Guard sailors, only nine,  
Every year, right on time.  
Honoring shipmates in the deep,  
all their memories we do keep.

World War II has come and gone,  
Like an old familiar song.  
Watch these men who soon will fade,  
**WHO WILL MARCH IN TOM'S PARADE?**

(George Hurley U.S.Navy Armed Guard)

**Page 4**



**L to R: Frances and George Hurley, (Ma), Tom and Priscilla Dufresne, 289 Munsing St., Ludlow, Ma 01056; and Helen Slicer.**

***P.S. They have a place set for you at the next Christmas Party!***



George, Men who fought in the Korean, Viet Nam and the Persian Gulf war will be there for a while and they too will fade and face Eternity. It is my hope that never again will our nation nor other ones will have to take up arms against the other for their are no winners.

(Notice: This was typed before 9/11/01) cal



# !!!REUNIONS!!!

**REGIONAL—MINI-REUNIONS —GET-TOGETHERS— MEMORIALS, ETC.SUP-PORT 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.**

**LONG ISLAND, NEW YORK CHAPTER meets at THE FARMINGDALE LIBRARY on the third Wednesday of the month at 11:00 A.M. Contact: Joseph McKenna, 1508 Shannon Way, Melville, N.Y. 11747 631-425-4965 or James Pellegrino, 527 Livingston St. Westbury, N.Y. 11590 516-997-5585.**

## **NOTICE JOE'S AREA CODE CHANGE!**

**The 16th Annual National U.S. American Merchant Marine Veterans Reunion will be held May 28-31, 2002 at the LION Seattle Airport Hotel 205 Strander Blvd., Seattle, Wa. 98188 1-800-733-5466 and hosted by the PUGET SOUND and the SAN JUAN Chapter 206-575-4749 Fax-206-575-4749 at \$69.00 Room Rates. Be sure to tell them MM Rates. ALL ARMED GUARD are WELCOMED and highly encouraged as many AG in the area cannot attend the Las Vegas Reunion but can attend this and represent the Armed Guard there. You talk the same language. You were in the Same Boat, on the Same Ship!!**

**The Northwest Passage reunion (WA, OR, ID, AK and MT) will be held Sept. 10-12, 2002 at the Red Lion Hotel, 221 N. Lincoln St., Port Angeles, WA, 360-452-9215, Host, Hank and Sandy Harrison, 27014 Lower Burnett Rd E., Buckley, WA 98321 360-897-9381. Bill and Pauline Brakken are Co-Hosts.**

**CANADIAN "RCNA/DEMS" will hold their 48th National Reunion at the DELTA HOTEL (1-888-311-4990-Mary Evy) , Winnipeg, MB at 0900 Saturday May 18, 2002. Contact: Winnipeg White Ensign Naval Club, PO BOX 2677-266 Graham, Station Main, Winnipeg, MB R3C 4B3 E-mail: <rena@hotmail.com> U.S.A. ARMED GUARD/MERCHANT SEAMEN are WEL-COMED each year.**

**The USS VESOLE DD/DDR-878 named for Armed Guard Kay K Vesole, Contact Roy Gorenflo, 32 Charlotte Rd., Fishkill, N.Y. 12524 845-896-2074. www.USSVESOLE.org Natl. Reunion 10/2-6/02 San Diego, Ca. I will enter ONLY individual NAMED SHIPS such as these named after ARMED GUARDSMEN killed in line of duty.**

**SUSQUEHANNA VALLEY MARINERS MEET 2ND WEDNESDAY OF EACH**

**MONTH AT 12 NOON at HOSS'S Restaurant at 501 and Airport Rd., Lititz, Pa. We're a NEW ARMED GUARD and MERCHANT MARINE CREW. Contact: Clarence W.Newcomer (AG) 238 Colebrook St., Man heim, Pa 17545 717-665-3085. All WELCOMED!!**

**A.G.C. FLAGSHIP ALLIANCE SHIP CREW: (ALL AGC SHIPS) will hold their Reunion 11/22-26/02 at N. Myrtle Beach, S.C. . Contact: W.F.Kearney, 4 Cedar Pond Dr. #3, Warwick, RI 02886 401-823-9995 billte-ton@juno.com**

**NATIONAL SONAR REUNION 9/18-22, 2002 LANDMARK HOTEL, MYRTLE BEACH, S.C. 29579 1-800-845-0658 CONTACT: CLAYTON E.CLARK 4111 BELMONT PARK DR., MYRTLE BEACH, 29588 843-903-4048 genecl@scoast.net ( I feel we owe the SONAR crew this notice! Thanks for what you did for us. cal)**

**NOTICE: The address for THE CHAPEL OF FOUR CHAPLAINS has been changed to: 1201 Constitution Ave., Philadelphia, Naval Business Center, Bldg-649, Philadelphia, Pa. 19112. (215)218-1943 Web www.fourchap-lains.org E-mail chapel@fourchaplains.org Any donations are worthwhile!!!**

**Northern New England States-(NH/ME/VT) will meet Wednesday May 15, 2002 at the RED BLAZER Restaurant , Manchester, St. (U.S. 3 S) in Concord N.H. (Sign up by May 10) Contact Irving Dickerman, 36 W. Shore Dr., Andover, N.H. 03216 603-735-5630, or; Bob Norling, 6 Tow Path Ln., Concord, N.H.03311-6913 603-224-4927. E-mail: nhnorlings@iopener.net**

**The IL/WI "ON THE BORDER CREW" con-tact: Jay and Jane Wildfong, 13211 Durand Ave. Sturtevant, Wi. 53177 262-886-2966 wildfongj@cs.com for their next luncheon meeting 12 NOON AT THE DRIFTWOOD LOUNGE HWY 11, 12 NOON STURTE-VANT, WI.. Contact Jay for more info. Notice Jay's new area code change, too.**

**LST ASSOCIATION-CONTACT: Mike and Linda Gunjak, 64 Ponderosa Dr. Oregon, Oh. 43616 1-800-228-5870 Fax 419-693-1265 http://www.uslst.org for their next National Reunion at Adams Mark Hotel, St. Louis, Aug 27 thru Sept 3, 2002.**

**West Virginia ARMED GUARD and MM Mini Reunion will be held at the JANE LEW, WV on Sat. 9/29/01. It located off I-79 -Exit 105. Contact: Paul Bennett 373 WYMER RUN RD, Jane Lew, WV. 26378 304 884-7536, or; Forrest Flanagan, PO Box 119, Craigs ville, WV 26205 Tel- 304-472-2407.**

**NEBRASKA Host, Moe Carlton 2425 FOLK-WAYS BLVD #321, Lincoln, Ne. 68521 402-438-9321 NEW MEETING PLACE! OLD**

**COUNTRY BUFFETT, 2300 OST, LIN-COLN, NE. ON THE 1ST MONDAY OF EACH MONTH.**

**THE USN ARMED GUARD HAS DICON-TINUED THEIR MEETINGS AT WHITEY'S Restaurant 4501 Market St. Wilmington ACCORDING TO HOST George W. Cameron, 611 Middle Sound Rd. Lot 16, Wilmington, N.C. 28405 910-686-4193. Thanks George. You did your part and made a lot of friends. (cal)**

## **CHANGE OF LOCATION BELOW:**

**Pittsburgh, Pa. crew meets at CALABRIA'S 3107 Library Rd. Rt 88, CastleShannon, Pa. 15234 412-885-1030 on the 3rd Sat. of each month for a 11 A.M. Brunch. (EXCEPT!! Months of JULY/AUG/Dec) In Dec., they hold a CHRISTMAS PARTY INSTEAD!! CON-TACT: Hilary and Dorothy Makowski, 202 Wedgewood Ct., Carnegie, Pa. 15106 (412)-429-8510.**

**Albany, N.Y. AREA!! ARMED GUARD AND MERCHANT MARINE meet the 4th THURSDAY at the SCHUYLER INN, 575 Broadway, Menands, N.Y. at 11:30 A.M. NEW HOSTS ARE: Arthur and Marion Fazzone 3936 Albany St. SCHENECTADY, N Y. 12304-4371 518-374-5377; Harry and Neta Hussey 50 Consaul Rd., Albany, N.Y. 12205-3705 518-869-8693 and Jim and Doris Flater , 1 Hudson Pl., Latham, N.Y. 12110 518-785-9459.)**

**FLORIDA Crew: Contact RUDY KOZAK FOR Dutch Treat 12 Noon Lunch every 3rd Wed. of Month except July and August at Kally K's Restaurant, 5622 US 19 New Port Richey . AG and Merchant Seamen and their wives are Welcomed. Latest Scuttlebutt and fun. YANKEES-REBELS are invited, too!!**

**Contact Rudy and Ellie Kozak, 2072 W. Prairie Cir., Deltona, Fl., 32725-3722 904-532-4757 for "NEW ORDER FORM PRICE LIST" for ARMED GUARD and other Florida Armed Guard MEETINGS. I've sent out older POINTERS which has Rudy's old address in it.**

**BELOW ARE ARMED GUARD CON-TACTS ON THE FIVE SHIPS! 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 PO Box 25846, Highlandtown Sta., Baltimore, Md. 21224-0846 410-558-0646. SAN FRANCISCO, CA. AREA CON-TACT: MRS. 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 FISHERMAN'S WHARF!! OOOPS!! IT'S BEEN THERE 2 YEARS!**

*cont. on p. 6*

Hi Ya'll,

As you know we the Rhode Island & Eastern Massachusetts Chapter has had this boat in many parades and other functions to enlighten the American public of what the U. S. Navy Armed Guard did to help win WW-II. As you can see in this picture taken at the donation ceremony at the Maritime Academy that we were very proud of her and wanted to give her a respectful transfer ceremony. Due to our age and capabilities at this time in life, we have decided to donate our boat to the Massachusetts Maritime Academy in Borne, Massachusetts. They have assured us that they will keep it on display and possibly use it in parades as well. Being that this boat has given so much publicity about the Armed Guard for the past several years, our chapter would like to see this donation ceremony entered into the Pointer if at all possible. Many Thanks from myself as well as our chapter members.

Gerry

**\*See photo's below. cal**



**I forgot who sent this ya'll!  
Do you ever have that problem?  
(cal)  
Want it back? Advise.**

Simon Cusens wrote:

Dear Tom Bowerman,  
I am Event Co-ordinator for a grand reenactment and reunion for the 60th Anniversary of Pedestal next August 2002 here in Malta. I am trying to trace Pedestal survivors from the SS Almeria Lykes and the SS Santa Elisa or any vessel on that particular Malta Convoy. We intend to give the chaps a heroes welcome by our thousands like they never dreamed they would have. It will be a huge event supported by the highest levels of our government, US and British Embassies. The attachment gives an idea of the Diorama planned and there will also be an official Tour programme between the 13th and 18th August 2002. Would appreciate if you can, in any way, help me contact veterans. Phone numbers would be perfect. Awaiting your news and thanking you in advance, Simon Cusens Event Co-ordinator  
email: scusens@technoline-mt.com.



**Pictured Left:**

**L to R STANDING:  
Morgan O'Loughlin, Craig Loomis, Al Sobal, Al Knupis, Al Lavoie, Arthur Freitas, George Babcock, Lenard Patricio, William Morin. Kneeling: Gerry Greaves, Arthur Raymond**

**Pictured Below:**

**L to R Capt. Al Wilson, Gerry Greaves, Capt Thomas Bushy**





**FROM THE S.S. LANE VICTORY**

Alan Thronson will continue as President of the U.S. Merchant Marine Veterans Assoc. on the S.S. LANE VICTORY in San Pedro, California. Thom Hendrickson, USNR (1942-1964) and Armed Guard has succeeded to the Vice Presidency. Alan follows in the leadership of Joe Vernick who is recovering from illness. It was Vernick along with John Smith and Abe Rapport who got the LANE (V) as an Historical Ship after years of petitioning Congress to get it out of the moth-ball fleet of ships in Suisun Bay, California. Clint Johnson is the CRUISE DIRECTOR for the summer sailings and Thronson is the publisher of the "ANCHOR LIGHT", the Merchant Marine newspaper. The 2002 Board of Directors are Thronson, Henderickson, Vernick, Ernie Barker, George Henning, along with Bob Simpson (Secretary), John Struyk (Treasurer).

Year 2002 celebrates "10 YEARS" of successful renovation by volunteer crewmen and women and the sailing of the S.S. LANE VICTORY. The ship has been featured in many films, such as; "OUTBREAK" with Dustin Hoffman, "THIN LINE" with Nick Nolte and Sean Penn and has been in many television programs such as: "X-FILES", "JAG", "MURDER SHE WROTE" with Ms. Angela Lansbury, etc.

Should you be in the area, do come by and come aboard and see what volunteers with a lot of work has accomplished. Better yet, come sail her on a voyage off the Catalina Island and watch her come under attack by "ENEMY PLANES". You'll be glad you did. Thom Hendrickson, On board the Lane Victory, 839 S. Beacon St., Birth 95, San Pedro, Ca. 90733-0629 310-519-9545. Thom's E-mail—Thommyakel@aol.com

**OOOPS COLUMN!**

1. Page 14 - July/Aug/Sept POINTER Middle Column Change: On Dec 26, 1942 to 1943.  
2. Those were LIBERTY SHIP NAMES IN SPECIAL 60TH POINTER. Also, IGNORE THE #s BEHIND THE NAMES!!

Volunteers are needed to restore the guns, 5"38, 3"50 & 20 MMs. as part of the restoration of the S.S. RED OAK VICTORY; alias' Ex-USS RED OAK VICTORY-(AK-235). The U.S.N. Armed Guard quarters has been converted to a carpenter/electrical shop. Hopefully, it will be restored to configuration. The goal of the restoration is to bring the ship to steaming status. It is moored at it's place of birth. E-mail- support@kbnet.com

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**SAGA OF THE SOMMELSDIJK**  
by Sydney Albright

Armed Guardsman Rudy V. Ayon will never forget that balmy Christmas night in the Philippines in 1944. His ship, the S.S. SOMMELSDIJK was anchored near the town of Guiuan in the Leyte Gulf. They had just brought a contingent of Seabees from Port Hueneme, California, to Leyte to build an airstrip. The battle with the Japanese was still raging not far away. Two months earlier, General Douglas MacArthur had walked ashore near there, when fulfilling his famous pledge, "I SHALL RETURN", that he made when he escaped from Corregidor during the Japanese invasion in 1942.

Gunner's Mate 3/C Ayon was on deck enjoying the evening air. It was hot and stifling in the cramped quarters below. This was his seventh trip to the war zone aboard the S.S. Sommeldijk. The ship's mission was ferrying troops, equipment, mail and sometimes, medical patients. His job: PROTECT THE SHIP FROM ENEMY ATTACK!!

Everything was quiet at anchor until suddenly, there was a loud roar of an aircraft engine. It was irregular, then went silent, like the plane was in trouble. The battle alert siren sounded. The young seaman was standing at the railing on the forecastle on the ship's bow, where a 3 inch fifty surface to surface, or; surface to air gun was mounted. He didn't see the plane, but, a bolt of fear surged through him as he saw the wake of a torpedo heading straight towards him on the Port Side. "A voice inside me said to jump back from the rail. I got about two or three steps back when the torpedo hit," Ayon recalls. "A blinding flash of flame leaped up and over the deck. I was tossed about eight feet into the air. I remember distinctly seeing the bolts holding the ladder to the deck popping right out."

He landed hard on the deck, stunned for a moment. Then he remembered that the torpedo hit Hold #1, which had been converted into the Sick Bay, and adjacent to it was the magazine where the ammunition was stored. Quickly, he grabbed the railing of the ladder leading to the main deck, sliding down on his hands, barely touching the rungs with his feet. Flames were billowing up over the gunwhale from the waterline. He slid under the overlap covering the Hold to avoid being burned. The glass-faced box protecting the fire sprinkler system valve for Hold #1 was just a few feet away. He smashed the glass with his foot, then spun around and turned the valve on. He hoped it would be in time to stop the ammo from blowing up. "Flames were shooting out of Hold #1 and people were hollering, like a death cry, screaming, 'HELP ME!'," but there was no way that I could get in to do any good, "Ayon said.

Another Japanese torpedo bomber headed low over the water towards the ship. Ayon raced back up the ladder to the 3"50 gun to fight off the attack, but the gun jammed, knocking it a foot back on it's mounting from the gun blast. He tried to contact the bridge on the intercom but it wasn't working. Luckily, the second torpedo missed and the plane was shot down by the aft gun crew. Later, witnesses reported that it appeared the pilot whose torpedo hit the ship, lost control of his plane with the sudden change of weight when he dropped the torpedo, and did a vertical loop, splashing into the water. The Japanese pilots swam ashore. Both of the Japanese pilots were captured and beheaded by the locals. One of them was shot first. Their heads were paraded around town for all to see.

Meanwhile, Ayon ran to the bridge, not knowing if there were any other enemy aircraft coming to attack. He reported that the #1 gun was out of commission and asked for instructions. He was told to take a crew forward and dump the ammunition stacked near the gun into the sea to avoid a possible explosion. He enlisted 3 men to help him, but one refused because of the danger. They were still worried about the ammo in the magazine, but the fire prevented them from doing anything about it. They just hoped that turning on the sprinkler system would stop the flames and it did for for several days later when they entered the magazine, they found the fire was out but that the flames had charred many of the wooden crates holding the ordinance.

"If those boxes had burned any more, the forward magazine would have exploded and like a chain reaction, the diesel fuel would go", Ayon recalled. "Many said that if the sprinklers hadn't worked, all would have been lost. That means about 1,800 men on board, including me", he said. The ship's senior medical officer, Paul M. Ellwood, M.D., and Dean L. Mawdsley, M.D., describe the event in their book, "WITH THE SOMMELSDIJK IN THE FAR PACIFIC" this way: Dr. Ellwood: "On the evening of December 25th, I entered the Ward Room about 1945 hours. My duties in Sick Bay having been completed about 1920 hours. I intended to continue reading "GOD IS MY CO-PILOT", a Christmas present from my wife. I had just sat down and found my place in the book when the air alert sounded. I jumped up and started for the door when suddenly a violent explosion occurred. The ship shook as if jarred by a tremendous earthquake accompanied by some gruesome, portentous noises. Everybody realized we had been hit, I thought by an aerial bomb. I ran a few feet to my cabin to pick up my life jacket and started to my battle station forward. I soon observed fire and smoke coming from Hold #1, which was Sick Bay and my battle station. Upon arrival, I

cont. from p. 7

found the hatch covers blown off and fire and stifling, blinding smoke coming out of the whole hatch area. I could hear cries of 'HELP!' and I tried to enter but the smoke and hot air was coming from the BOOBY HATCH in such stifling, acrid billows that it was impossible to enter. "

"The %\* & # . # torpedo bomber had come out of a cloud in the darkness and was seen by a large number of men in a lightning-like swish approaching the ship with his engine cut. Many also saw the wake of the torpedo and the plane crash into the water just a few hundred yards off the port bow. We hope that (the pilot) is now roasting in Hell but he may have swum ashore....One of the gunners, (Ayon) is believed to have averted much damage to the ship and possibly saved many casualties by immediately turning on the flushing system in the forward magazine adjacent to Hold #1." unquote.

The torpedo had blasted an 18 by 34 foot hole in the ship's side, but the ship remained afloat. Some of the credit goes to the HMAS GAS-COYNE, an Australian corvette that came to their aid, with fire hoses, dowsing water into the burning Holds. But the sad news was that eight had died and scores were injured. Twenty-four ambulatory patients and eleven stretcher cases were taken ashore, as well as the dead who were buried in marked graves. After dumping the ammunition, GM 3/C Ayon discovered blood running down his leg. The flesh over his kneecap was split wide open. He decided to patch it together with tape rather than report to the Corpsman for stitches. "I didn't want them to send me ashore too. The ship needed every available hand."

The tragedy of this event was that they knew the attack was coming. Earlier that day, the ship's radioman was listening to shortwave to Tokyo Rose, who promised a "CHRISTMAS PRESENT" to the 61st CBs on board the Sommeldijk. She said it would be delivered at 8 P.M.. "She knew how many Seabees we had aboard," Ayon recalled, "what the purpose was of we being anchored at Guian, Samar....that they were going to build an airfield, and she knew exactly how much equipment—bulldozers, etcetera—she named the whole works. We laughed at it." Word got around to the threat but nobody took it seriously. They attacked 15 minutes earlier. Did the ship's Commanding officer, Lt.Cmdr Joseph E. Day, know about it? Did any of the officers, or people ashore? The answer will probably be lost in the mist of time. BUT!! Imagine the response to such a threat today in light of the events of September 11, 2001.

This was not the end of the S.S.SOMMELSDIJK. They fought the fire for several days and patched up the hole. The ship didn't sink.

It survived to serve another day. She was built in Odense, Denmark for the Holland-Amerika Line to transport passengers and freight between New York and the Dutch East Indies and was designed to carry 12 passengers and a crew of 53 plus her cargo. World War II cut it's mission short. The 492-ft. long ship was leased to the U.S.Navy for service between the U.S. and the Western Pacific, with Dutch and American crew. Converting its cargo hold, she could carry 1,493 troops and made 13 roundtrips in the Pacific.

It took four months to patch her up so that it was seaworthy enough to sail back to New York on April 26, 1945, arriving on June 23rd. Three months later, after being repaired in Todd Shipyard in Hoboken, New Jersey, the ship resumed military service for the last time. The war had ended and she made three more trips across the Atlantic, bringing troops home from Europe. Twenty years of postwar service, she was sold and scrapped in Spain.

Petty Officer Rudolph V. Ayon left the S.S. SOMMELSDIJK at Hoboken and was sent to Treasure Island, San Francisco, California, leaving the Navy nine months later, after the war ended. He returned to his hometown, Phoenix, Arizona, where he married Dora Rivera, the girl he had been corresponding with throughout the war. Reared a son and two daughters and is now retired and living in Van Nuys, California. Dr Paul Ellswood retired from the Navy in 1955 and died April 20, 1995 at the age of 95.

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A final tribute from "SPEEDY" MADDUX , another gunner on the S.S.SOMMELSDIJK:

**"You have heard of the ship called the gray ghost,  
Which has a crew worth more than most,  
It's a ship that can take a lot,  
It's better known as the SOMMELSDIJK...**

**...Tokyo Rose said she'd get the gray ghost,  
but it'll take more than a torpedo to make her boast.  
As long as there are ships to sail the blue,  
You'll find the SOMMELSDIJK and her fighting crew"**

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For more information, contact:  
Sydney Albright, 5655 Cedros Ave., Van Nuys, Ca. 91411 818-997-9125 (as of 12/7/01)

Rudy Ayon GM 3/C , 5712 Willis Ave., Van Nuys, Ca. 91411 818-786-0173  
Dr. Dean L.Mawdsley, Hillsborough, Ca. 650-344-5225

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From Andrew R. Thurson Pres-Sec. of the Royal Norwegian Navy War Veterans Association, 118 Elm St., Scituate, Ma.

O2O66-4049 781-545-0189 E-mail: athurson@aol.com comes word that many of their Norway Veteran's groups are folding up or will be in a year or two. They hope to keep their Branch alive for several more years and many years ago, they purchased a bottle of "LINIE AQUAVIT", dubbing it "THE LAST MAN BOTTLE". From time to time, they bring it to their Reunions to show that it still is unopened. Each man present is sure he will claim it one day and toast each of his departed seamen brothers.

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Andrew,  
It reminded me of an invitation when my late brother, L.D. and I got an invitation to attend the meeting of four Armed Guardsmen in Greensboro, N.C. who had seen action and later stationed at Camp Shelton, Virginia as gun instructors. They went on liberty in Norfolk and were to be separated in a few days so they all bought a bottle each and carried it home, not to be opened until they could all get together someday and celebrate. We had gotten them together after about 45 years and one brought his bottle. One said his got broke, another said his neighbors kid found it's hiding place so he threw the bottle away, another said he drank his but he quit and never touched the stuff any more. They did break the seal, poured a toast as promised and one for L.D. and I. It was a touching celebration that I will never forget. I only regret that I can not get every living shipmates together such as these. But I hope that someday and when we are called, that our Saviour will forgive us of our sins and bring us together again. (cal)

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Dear Charles,  
December 28, 2001  
The following is in regards to a young man by the name of Jesse Hyles who was a paid up member of the S.S. LANE VICTORY and our Armed Guard crew on board. Jesse wants his name to appear on the National POINTER roster. He is currently attending the U.S.Coast Guard Academy on a full scholarship. He had received full scholarships to several Universities and to Annapolis but he chose the USACG Academy. He is an inspiration to both the young and old, and a delight to, we, the volunteers on the S.S. LANE VICTORY. We would appreciate it if you could include his letter regarding his tour aboard the S.S. LANE VICTORY in the POINTER. Susan Piccolini E-mail-piccsue@msn.com

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"MY TOUR ABOARD THE S.S. LANE VICTORY" Written June 2001  
I first started volunteering aboard the S.S. LANE VICTORY over two years ago on one drizzly January Saturday in 1999. Little was I aware of the people I would meet, the lessons I would learn and the stories I would hear. These things I will carry with me all of my days. I joined the Armed Guard Crew believe-

cont. on p. 9



cont. from p. 8

ing that I was best suited for that outfit and that I would be able to contribute to them the greatest. My sole desire was to attend Annapolis and I felt that I was where I belonged. I have served the S.S. LANE (V) ever since. I tell people that this is my volunteer work, and indeed it has been work, but I never viewed it as such. Every second of the time I have spent aboard her has been enjoyable. Over the past two years I have been able to do things that few people my age can ever experience. In fact, in fifty years, how many people will be able to do the things I have done while aboard the S.S. LANE (V)? Since I first started, a few things have changed and in a few days, I will be entering the U.S. Coast Guard Academy in New London, Connecticut and this summer I will face some of the most demanding weeks of my life as I work through seven weeks of "BASIC TRAINING" known as "SWAB SUMMER". Then, after a one-week cruise aboard the USS EAGLE I, I will begin the academic years as a fourth class cadet. It will be tough but the lessons I carry with me, many from the S.S. LANE (V), will get me through. I will attend the Academy for four years and probably major in mechanical, or; civil engineering. When I graduate, I will receive a commission as an Ensign in the U.S. Coast Guard. If the Lord permits, I will enjoy a successful career in the Coast Guard, but I will always look back and think of my time aboard the S.S. LANE VICTORY as by far the best of my career. I owe a big part of this success to everybody aboard her and I can only say THANK YOU and GOOD SAILING.

JESSE HYLES 4/c , U.S.COAST GUARD ACADEMY, P.O.BOX 7679 CHASE HALL, NEW LONDON , CT. 06320-8118

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Thanks, Lloyd. It is good to know we have wonderful young men out there. We visited Jesse in New London on September 10, 2001 — the time spent was both fun and informative—little did we realize what would happen the next morning. We, Armed Guard Veterans intend to attend Jesse's graduation—God willing. In behalf of all the Crew of the S.S. LANE VICTORY, to you and all the crew, take care and HAPPY NEW YEAR. Susan & Joe Piccolini, 9724 Paseo Oro, Cypress, Ca. 90630 714-952-2656 picc-sue@msn.com (Sue, it was my pleasure to recognize our young, dedicated Americans—Here's another-cal)

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Dear Lloyd,  
I passed along the info that you had a Ordnance Manual for Armed Guard Crews of WW II that you will get Armed Guard Tom Bowerman to put on the Armed Guard Web Site, [bowerman@armed-guard.com](mailto:bowerman@armed-guard.com) for all to see. We have a retired Chief Gunners Mate who is very dedicated to the ship. Also, the S.S. JEREMIAH O'BRIEN is in the process of recruiting new volunteers for all depart-

ments and we have gotten some really great people on the ship. The next generation of sailors aboard are going to keep her sailing and tell the world the history of the World War II Merchant Marine and the U.S.N. Armed Guard and what they did. Let me tell you how I got involved with the O'BRIEN. I was living in San Francisco during my last tour of duty with the Navy (1983-'87) and was stationed aboard the nuclear cruiser, the USS ARKANSAS (CGN-41) as a Petty Officer I/C Electronic Technician over in Alameda, Ca. In those days, the O'BRIEN was at Fort Mason and as the Arkansas would head out to sea, I saw this grey ship and decided to check her out one day after my tour was up which was in Feb. 1988 and I have been a regular Saturday volunteer with the deck department ever since, getting my Z-CARD, sailing on part of the '94 voyage, qualifying as helmsman and later upgrading my license to A/B (SPECIAL). When I was new on board, one of the crew who showed me the ropes and made me feel welcome was Navy Armed Guard Veteran, Moe Torres. I had never heard of the Armed Guard but Moe, and then later, other Armed Guardsmen told me sea stories. We would trade sea stories from his navy days and mine and have a good laugh at how some things changed in 50 years. When I talk to visitors on the ship, I like to fill in some of the blanks from our "WELCOME ABOARD BROCHURE." I try to relate the many stories that I have heard over the years, plus all the readings, to make the experience more meaningful, on a personal level, instead of just a big, grey ship. I get lots of material from the POINTERS so keep those issues coming. Lots of visitors take them home from the ship after they cruise. Thank you.  
Pat Burke, A/B aboard the S.S. JEREMIAH O'BRIEN E-mail- Beverly Briller-Burke.

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Dear Cal:

I just finished reading the survival stories in the Oct/Nov/Dec POINTER and they were fascinating. Many people do not realize the hardships these fellows went through during World War II. I served on a Liberty Ship, a Oil Tanker, a Gasoline Tanker and two Troopships. Fortunately, nothing serious happened. Like here in Las Vegas, if you want to win on a machine, you have to have to be at the right one at the time. I thought that I would relay one NON-COMBATANT incident that happened on the S.S. BULL RUN. Since oil tankers could be loaded and unloaded quickly, we were always on the go and the mail had difficulty catching up with us. We finally stopped at Kwajalein in the Marshall Islands for a few days and the mail caught up with us. One fellow received a fruit cake from his mother and when he opened it, he found bugs crawling all over it so he threw it over the side. Afterwards, he received a letter from his mom and she asked him if he got the cake and did he find the \$20.00 bill inside

it? See you at the reunion in May.

Richard J. Moore (RM) 7452 Tahoe Basin Dr., Las Vegas, Nv. 89129.

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Thanks Richard for your story. I imagine many cakes and cookies received the same fate. Maybe your shipmate someday will read this and talk more about it. (cal)

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### **Sikorsky Helicopters (R-4B) in the Pacific**

In the Pacific, during WW II, 6-441 ft Liberty Ships and 18-180 ft Auxiliary vessels were converted into floating AIRCRAFT REPAIR and MAINTENANCE UNITS (ARU) and each carried 2 helicopters on board which was used to repair and ferry Airplane engine parts and ship workers to the Islands where needed. The larger ships carried a 344 member crews and 48 on the smaller ones. The vessels included U.S. Merchant Marine Seamen, U.S. Navy Armed Guard and Army Transport Service Repair Crews. These ship belonged to the U.S. Army Air Forces. These helicopters could carry 200 lbs of payload plus the pilot and fuel. Were you there? They could fly about 90 minutes with a maximum speed of about 70 miles per hour. The R-6 was later sent to the Phillipines on June 16, 1945. Lt. Bob Cowgill was the main pilot in charge of these units.

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Were any of you on these type of ships? cal

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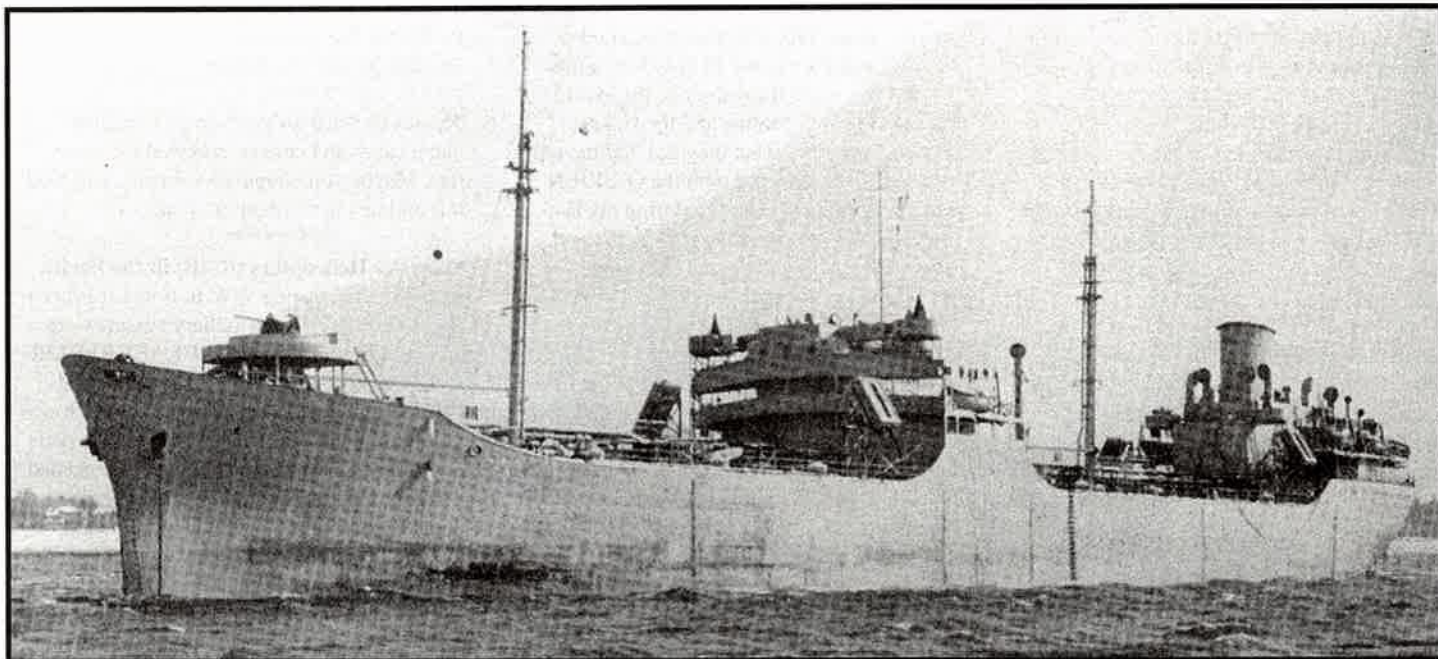
### **QUOTES from Ernie Barker, 2nd VP of the "ANCHOR LIGHT" #12 Edition Dec. 2001**

"About 3 years ago, in anticipation of the LANE VICTORY's 10 year water space rental agreement with the Harbor Department expiring, we embarked on "renegotiating" a new agreement. The primary premise of our then up-coming negotiations was that the ship was an asset and benefit to the City of Los Angeles and the State of California and we later added another entity that we added the U.S.A. as a whole for the USMMVWWII is a NON-PROFIT Benefit Corporation with chapters all over the country. The following benefits are listed below.

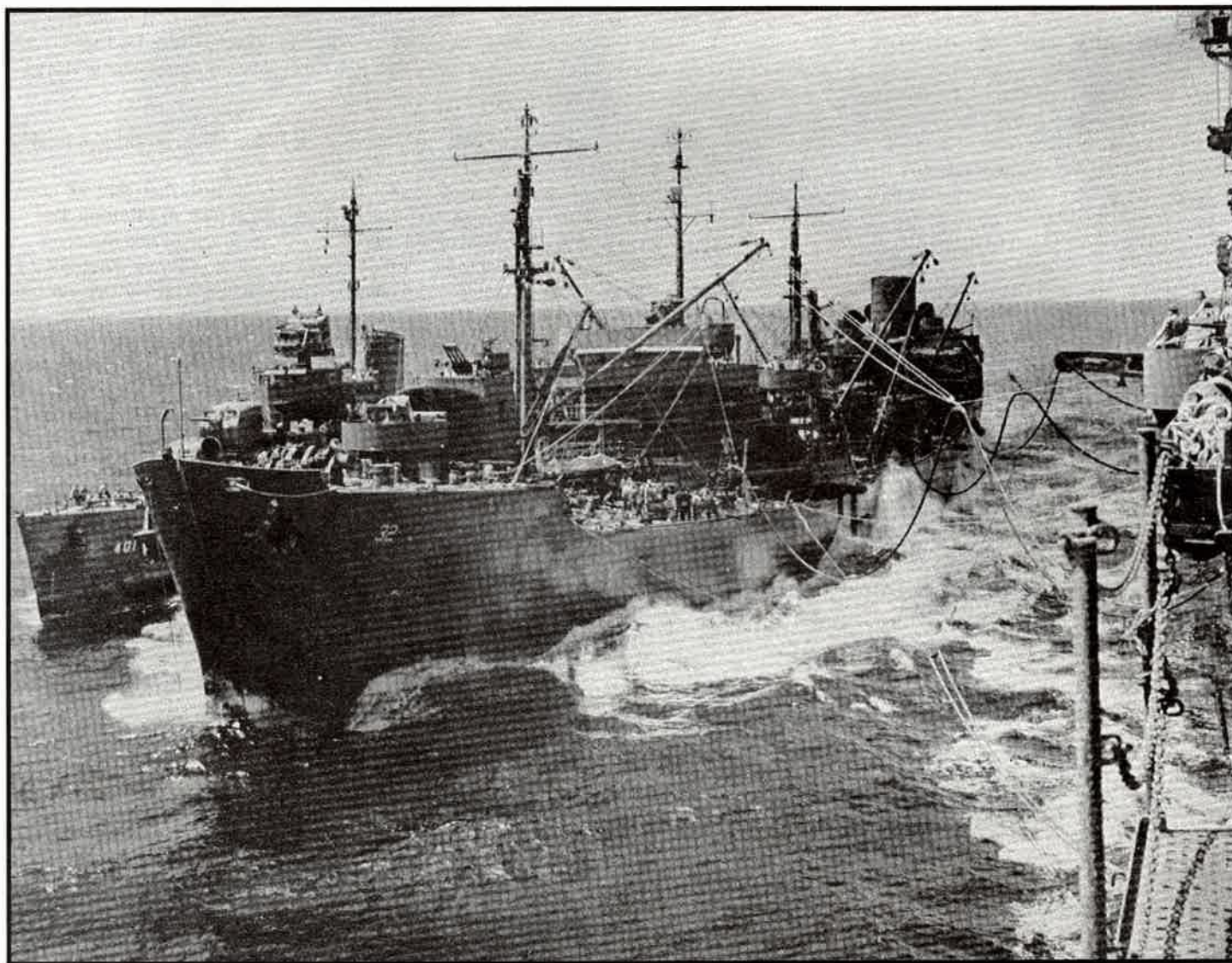
1. Education: Students; Kindergarten through grade twelve.
2. Naval Reserve and Naval Cadets training since the closing of the Naval Station.
3. The Los Angeles Harbor Fire Dept, Police Dept. K-9 and Scuba Divers as well as similar Department from newby cities use the facilities RENT-FREE.
4. The U.S. Coast Guard Port Security Units perform night training aboard plus U.S. Customs use the ship for training.
5. The Maritime Academy, Navy and Coast Guard use the Museum area for banquets, retirement parties, transfers, etc.
6. Private groups, such as; Motorhomes Clubs, Occupational Schools, etc. regularly tour the ship and use it's facilities bringing in

cont. on p. 12





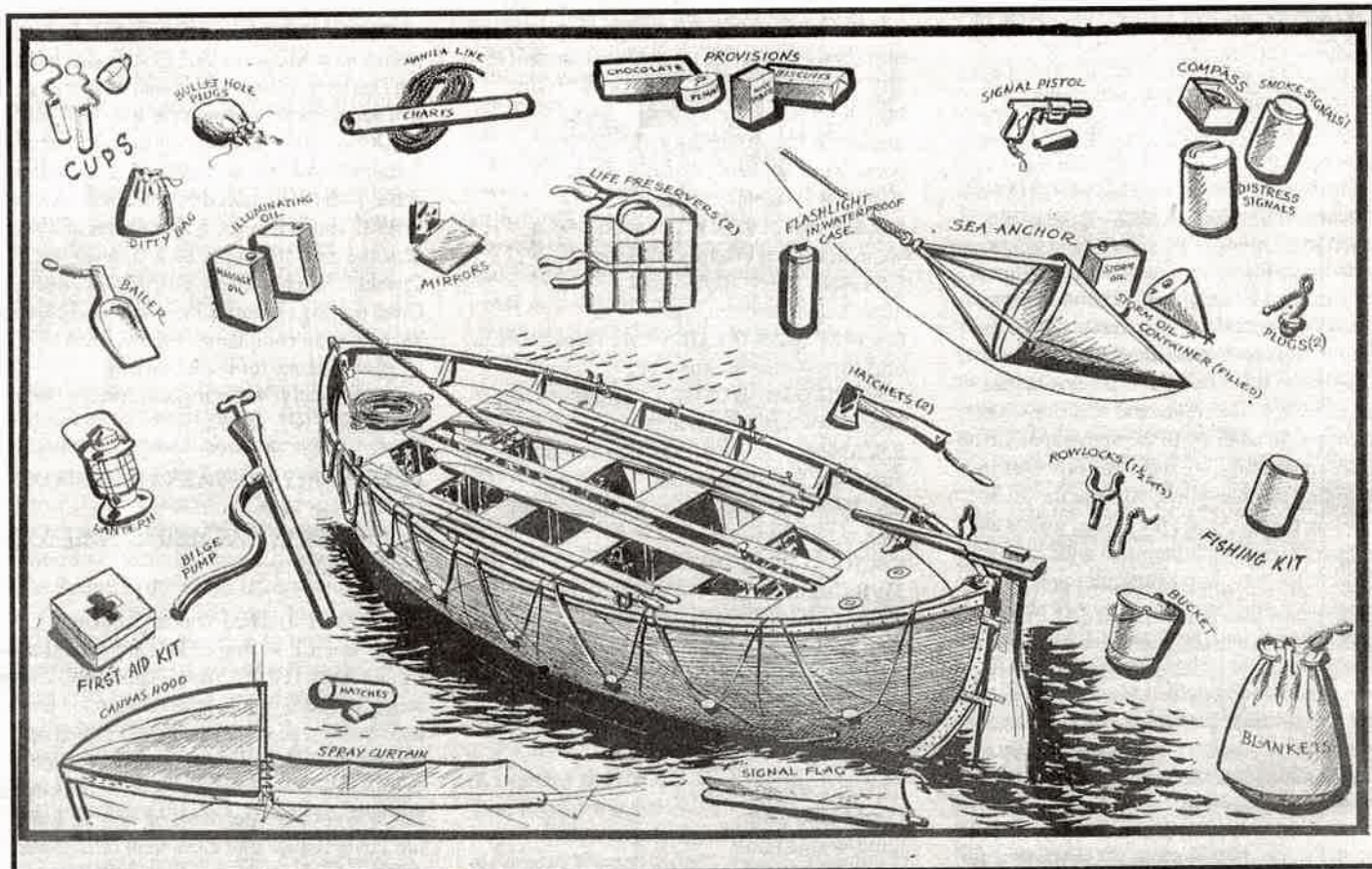
SS "ESSO RICHMOND". She carried fighting men and fighting cargoes in three years of war service in the Pacific.  
Taken from "SHIPS OF THE ESSO FLEET IN WORLD WAR II" STANDARD OIL CO. (NJ)



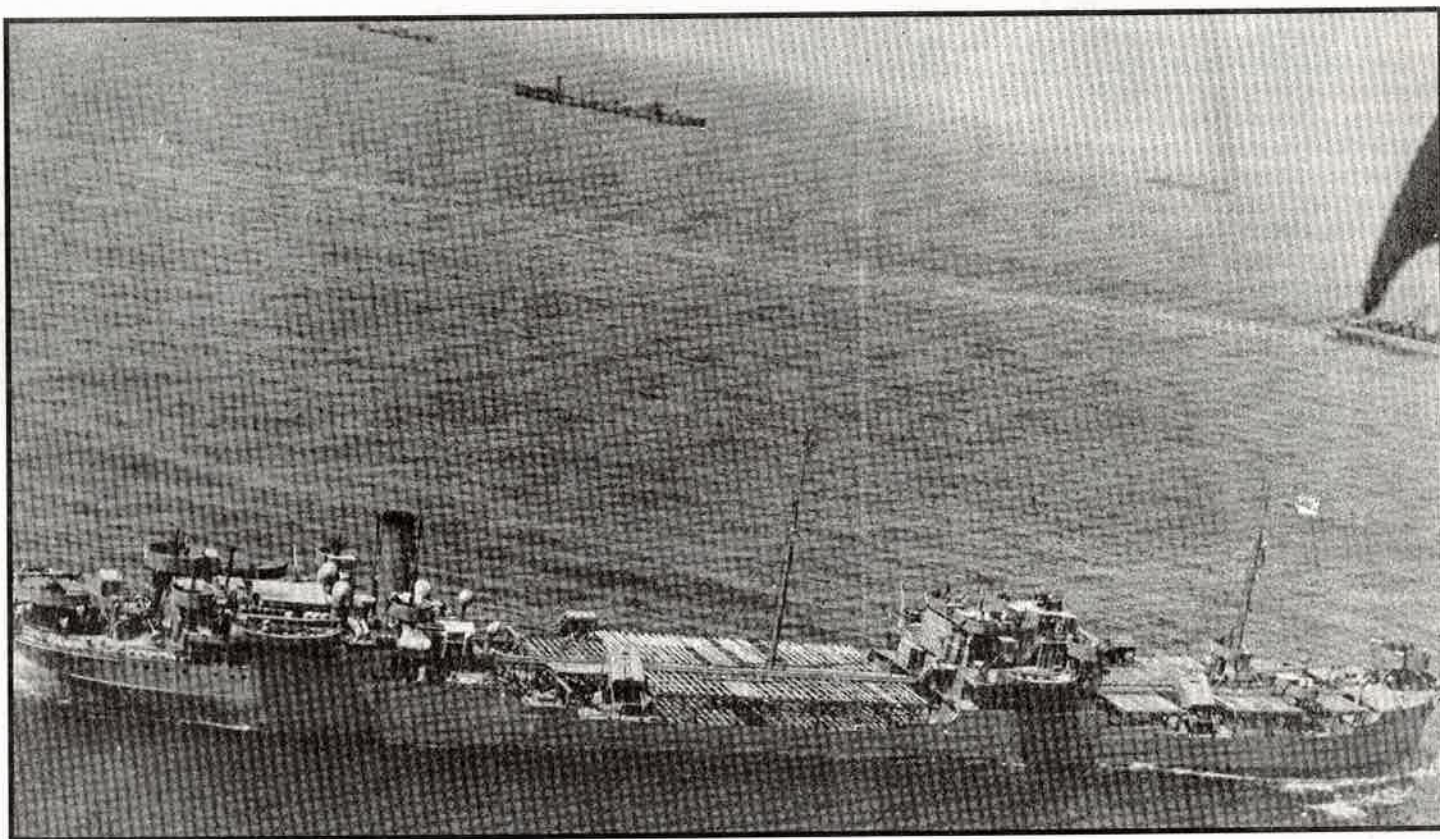
USS "GRADALUPE", ex "ESSO RALEIGH" fueling Destroyer "MAURY" & Aircraft Carrier "LEXINGTON"  
Taken from "SHIPS OF THE ESSO FLEET IN WORLD WAR II" STANDARD OIL CO. (NJ)

(Official Photo, U.S. Navy)





**This was the gear that meant the difference between survival and disaster!  
Many of these lifeboats were destroyed in storms at sea and enemy action.**



SS "BEACONOIL" maintaining her position in an Atlantic convoy.  
Taken from "SHIPS OF THE ESSO FLEET IN WORLD WAR II" STANDARD OIL CO. (NJ)

(Official Photo, U.S. Navy)



cont. from p. 9

additional revenue to the city.

7. As an Emergency Facility, in the event of an earthquake or other catastrophies.

8. The Red Cross is aware of the ship's capabilities and signed a letter of intent on February 8, 1998 to use the ship as an Emergency Center should the need arise.

9. The Bureau of Prisons on Terminal Island has entered into an agreement by the terms of which the S.S. LANE VICTORY would be made available in the event of evacuation of the Terminal Island Facility becomes necessary due to the effects of a man-made or a natural disaster and could house inmates up to 72 hours with the Bureau of prisons being responsible of the control and security of the prisoners. In addition to the above specific ties to the community, we meet our expenses by providing an open-house while at the dock, Catalina Island cruises for paying guests and being a movie site, bringing in additional revenues to the city. In no particular order of importance, the following activities of the ship, it's crew and our organization, tend to educate the public about the World War II activities of the Merchant Marines, bring visitors into the local area from all over the country as well as foreign countries and pump a limited amount of money into the economy when we pay our bills" UNQUOTE:

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The reason I place this into the POINTER is to show you who are not a member of "THE ANCHOR LIGHT newspaper published by the S.S. LANE VICTORY is what transpires and how the ship is used and supported. I think they have done an excellent job in restoring and refurbishing the ship with the museum, guns and other historical things, and even though this is the USAMMVWWII's SHIP, it behooves me when anyone who has taken on the leadership of 2nd in charge of the S.S. LANE VICTORY, that the U.S. NAVY ARMED GUARD of WW II would not be mentioned in his two page story nor does not say this will educate the public about the activities of BOTH THE MERCHANT MARINE and the U.S. NAVY ARMED GUARD WW II and what both did in WW II. This is History of both Units and should be acted on accordingly, NOW!! If not corrected in our lifetime, I am afraid we would not be the ones who manned the guns on board this ship and should be publicized as such. I am sure this can be corrected in the future. Even though the Merchant Seamen assisted in manning these guns, the ARMED GUARD manned those guns and if we are not going to receive recognition for what we did, then I think those guns should be removed and placed on other ships that would acknowledge us. I know this was an oversight. I do appreciate the ANCHOR LIGHT in placing the U.S.N. Armed Guard Web-site by our Armed Guard Tom Bowerman [www.armed-guard.com](http://www.armed-guard.com) in among all the others under

INFORMATION AVAILABLE UNDER INTERNET. This is very helpful to all and I will list them:

<http://www.armed-guard.com> (list names of all Liberty and Victory Ships of WW II.

<http://usmm.org> for Merchant Seamen

<http://www.ifu.net/~halladay/ammv.htm>

American Merchant Marine Veterans

<http://www.lanevictory.com>

S.S. LANE VICTORY in San Pedro, Ca.

[webmaster@lanevictoryship.com](mailto:webmaster@lanevictoryship.com)

S.S. LANE VICTORY E-mail

<http://jeremiahobrien.org>

S.S. JEREMIAH O'BRIEN- San Francisco, Ca.

<http://www.redoakvictory.org>

S.S. RED OAK VICTORY - Richmond, Ca.

<http://www.americanvictory.org>

S.S. AMERICAN VICTORY in Tampa, Fl.

<http://www.liberty-ship.com>

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U.S. AIR FORCE

<http://www.nara.gov>

National Archives and Record Adm. home page

<http://www.userpages.aug.com/capt/barb/>

Military Women site.

<http://www.va.gov/>

Veteran's Administration

<http://www.maritime.org>

San Francisco Maritime Natl. Historical Park

<http://www.koreanwar.org/>

Korean Veterans

calloyd- ARMED GUARD "THE POINTER".

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Dear C.A. Lloyd,

What a job you have done with the Armed Guard guys; especially ME!! I love reading all about the articles on WW II. I have a story to tell.

My first ship was the USS VTE. The VTE, SIOUX and the BAGADUCE were towing a new floating drydock from Northern California, South. We towed it in tandem. On the way South, we ran into a rough storm. With one tug as standby, the drydock would rise into the air, up on the waves, pulling these Seagoing Tugs backwards. On many occasions, we had to chop the lines to free us from danger in case the drydock went under. This huge monster finally ran aground and was left by us. I went back to the Armed Guard Center in San Francisco and was immediately assigned to the S.S. ROBERT GEORGE

HARPER and away I went to Bora Bora, New Hebrides and other places in the Pacific. My next ship was the S.S. WILLIAM D. PENDER to Gibraltar, Bone, Palermo, Etc. I was put on the Daniel Willard to Scotland, Murmansk, Russia and home to catch the S.S. BOUND-BROOK, a T-2 Tanker to Europe, through the Panama Canal lots of times and many other ports. I was then placed on the USS AARON WARD that had taken 5 Kamakazis and needed some crew to get her back through the Canal to the East Coast. There I went again, Good old Signalmen at their service!! Now, at 78, I have no complaints! One seaman to another, Thanks for the memories. Ralph R. Beatty, 432 Kingston Ave, Barrington, N.J. 08007

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### IN MEMORY OF WAR CORRESPONDENTS OF WW II

by the U.S. NAVY ARMED GUARD WW II VETERANS

You know, I watched Walter Cronkite's Series when T.V. first came out by the title of: "YOU ARE THERE" and it showed Convoys at sea and being sunk. It never dawned on me until lately when contacted and I pulled up Author Jim Hamilton's computer Website <http://www.greenharbor.com/comwr69conc.html> on War Correspondents of WW II. Little did I ever realize that more than three dozen reporters from American news outlets were killed on the job during WW II. The Associated Press and the United Press lost five each. The most famous of all was Ernie



Pyle of Scripps-Howard. He had worn himself out covering the war in Europe but was convinced that he owed it to his country to return to war coverage, according to Hamilton, as most know, he was killed by Japanese Machine-gun fire on the island of Ie Shima. Their group was known as "THE WRITING 69TH". From his book by that name. If it were not for such men as these, history of that awful era may never have been told to the younger generations and they may have been drawn into a worst conflict than one can imagine. They did not die in vain and America should study a month on the bravery of such men as these. Bob Post's grave is at Neuville-en-Condroz, Belgium and we use his to Salute

cont. on p. 13

cont. from p. 12

all the men who served. Post was the first correspondent to be killed on an air mission. Andy Rooney and Walter Cronkite also served as correspondents. calloy

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Dear Charles (Charlie, Chuck, C.A.)  
OLE'SALT,  
12/11/01

Thanks for all the help in locating a few of my shipmates. I did manage to contact a few before the Holidays. One of the crew was Tom Foris from Ashland, Wisc. who I have been in contact for the past 2 years signed on with the Merchant Marine after he was separated from the Navy and retired as a Captain on one of the Ore Carriers on the Great Lakes. In one of your E-mails, you asked how I found out about the Armed Guard Reunion. There was a Reunion bulletin printed up of it in our monthly Wisc. V.F.W. paper. In the National V.F.W. magazine was another. I am planning on attending the Las Vegas Reunion, the Good Lord willing but would like to contact someone from Wisc. who is considering on going so I would not have to travel alone. I also filled out the FORM 180 but never received an answer from the National Records in St. Louis, Mo. My wife did manage to pull up the personnel list on the S.S. HORSESHOE but most of the names were from the Atlantic Ocean when the ship left Liverpool, England and didn't have a later listing of shipmates. The S.S. HORSESHOE made 5 trips across the Pacific Ocean, starting in Oct. 1944 to New Guinea and then joined a large convoy at Peleliu after leaving New Guinea for the Philippines and the invasion of Luzon. The destroyers were busy dropping depth charges on the way to the Philippines. On our way back to Panama to reload with fuel after leaving the Philippines, we did manage to see two explosions on the starboard on the night of July 29, 1945. I did report the explosions to the bridge but they brushed it off as lightning. No more was said about it until we reached Panama and our gunnery officer told my shipmate, Martin Tarby, and I that we probably saw explosions from the CRUISER, the USS INDIANAPOLIS which was sunk by a Japanese submarine. It didn't bother me a whole lot until I read the book on the sinking and the skipper being court-martialed and a good friend of mine from High School Days was not among the survivors. I did order 2 Armed Guard Caps, a jacket and an emblem along with a T-Shirt (tanker) from Rudy Kozak in Florida. Very nice merchandise. Keep the POINTER coming and THANKS for all the information. Alvin T. Kutil 2041 2nd St. N., Wisconsin Rapids, Wi., 54494 715-421-0627.

\*\*\*\*\*

Dear Chairman Lloyd,  
I note with interest on Page 2, Jan. 2002 POINTER that there is no mention is made of an Armed Guard-Merchant Seamen having destroyed a submarine. In early 1943, I was

assigned as a Deck Cadet to an old Hog Island freighter, the S.S. DEL MAR. I made two voyages, one in 2/43 was from New York to Casablanca and back. We encountered several sub attacks enroute and a hurricane back. Our gun crews were busy and I served as a 20mm loader for the Port station on the fantail. The second trip, May 6, 1943 was to Liverpool, England with many sub attacks and an Armed Guardsman named Jawoski and I manned the 20mm and one evening, we were under attack and during the battle, the conning tower of a sub appeared on our Port side. Perhaps it was brought up by depth charges dropped by our escorts. The gun crew from a ship on our port side began firing and thank God for tracers. Jawoski and I hit the deck of the gun mount. Then the gun captain of the five inch gun aft yelled for ammo passers. We jumped from the gun mount and passed ammo for what was the last lash of the sub. We returned to Boston with the traditional broom at the masthead designating a "CLEAN SWEEP". This should have been noted in the ship's log and the report from the Armed Guard Gunnery Officer. After graduating from the USMMA on March 24, 1944, I sailed on the S.S. MEMNON, S.S. Narbo, S.S. LAKE CHARLES (V), S.S. WILLIAM WINDOM and the S.S. BENJAMIN BOURN until my marriage in August, 1946.

Sometimes ago, I was the guest speaker at Wayne Huffer's Ag & MM group in Richmond, Va. and I made two points in hopes one of them were there and the other was that my bride, Mabel Claire Billings from North Carolina who saved my life. Had I not departed the BOURN when I did, I would have been aboard when she struck a mine at Leghorn, Italy on her next trip. I wish that I could confirm the facts about the S.S. DEL MAR gun crew. My fellow cadet in the engine room was Christian Nelson but I have no idea of his whereabouts. It is my earnest prayer that the action of that evening be confirmed. Being 78 years old now, instead of 18, makes me wish I had kept better records. Thank you for your work and devotion to the cause. God Bless you. William H. Howard-Lt(jg) USNR Retired, 5117 Caledonia Rd., Richmond, Va. 23225. END

**A GOOD BOOK! NIGHTMARE IN BARI:**  
**The WWII Liberty Ship Poison Gas Disaster**  
**& Coverup By Gerald Reminick**

Jerry Reminick 83 Bayberry Dr., Huntington, NY 11743 631-421-3242 Email [reminig@sunysuffolk.edu](mailto:reminig@sunysuffolk.edu) is in the process of capturing U.S. Navy Armed Guard History and put it in his book for future generations to see. You got a story to tell, write it and send to HIM!! If you have wrote a book and would like to have him enter one of the stories in it, you contact him. I am sure he will do a good job if you send him a great story. (cal)

Zed Merrill is a U. S. Navy WWII veteran who has written and produced six award winning video documentaries based on little-known and forgotten events of World War Two. This is one in a series of unusual stories taken from his files. As I was preparing to produce "No way Back", a documentary based on U. S. Merchant Marine prisoners-of-war, a veteran mariner from Mississippi contacted me about a fellow seaman who had survived one of the most extraordinary war experiences I had ever heard. The seaman's name was Jack Smith. In 1942, the United States was running endless convoys of war supplies from the U. S. to England and then over the North Atlantic Ocean into the port of Murmansk, Russia. The Germans, at that time, were winning the war against Russia and this was the only route barely open to get help to the Russians. In addition to the American convoys, the U. S. was also supplying the Russians with many of the cargo ships for their own use. Some of these ships were the famous Liberty Ships, which most Russian seamen weren't trained to operate. Enter Jack Smith. Smith and two of his mariner shipmates volunteered to journey on one particular Liberty Ship to Russia and train their Russian counterparts on how to operate the various loading and unloading equipment. They did so, however, on one condition. That they be paid in U. S. dollars and not worthless Russian rubles. The Russian authorities agreed. After a treacherous voyage that took weeks surviving deadly German U-boat attacks and the frozen North Atlantic seas, they finally arrived in ice-bound Murmansk near the Arctic Circle. But when Smith and his buddies went ashore to collect their wages in U. S. funds the Russians backed down. The three Americans raised such a ruckus that they were bound and thrown on the back of a truck and sent off into the wilderness to a Russian civilian concentration camp. The Russians, supposedly our allies, claimed they never saw the young seamen. They were reported as missing or possibly killed from one of the daily German air raids. Within a few weeks, Smith escaped alone from the Russian prison camp and made his way north across the frozen wasteland into what was unknown to him at the time as German occupied territory. After several narrow escapes from German patrols he came upon a caravan of nomads carrying furs and pelts on the backs of reindeer. For several days he journeyed with the friendly nomads as they moved west toward Finland. Then, early one morning, a German patrol came upon the caravan and started searching the fur-draped reindeer for weapons. Finding nothing, the patrol moved on. For one nightmarish hour, Smith was miraculously concealed from the Germans by being strapped to the underbelly of a fur-covered, and very patient, reindeer. Weeks later, he left the caravan at the Finish border and took off on foot across snow fields and through forests, carefully alluding those who worked as "bounty hunters" for both the Germans and Russians. end

**Zed Merrill Videos, 4062 S.W. Pendleton St., Portland, Or. 97221, (503) 246-2839**  
**Email: [zed@ipinc.net](mailto:zed@ipinc.net). Fax: (503) 293-853. cal**



## ALL ESSO TANKER NAMES WWII

A. C. Bedford  
Allan Jackson  
Arriaga  
Baltic  
Beacon  
Beaconhill  
Beaconlight  
Beaconoil  
Benjamin Brewster  
C. A. Canfield  
Calliope  
Charles G. Black  
Charles Pratt  
Chester O. Swain  
Christy Payne  
C. J. Barkdull  
Clio  
C. O. Stillman  
Dartmouth  
Dean Emery  
Edward L. Doheny  
E. G. Seubert  
E. J. Sadler  
Elisha Walker  
E. M. Clark  
E. T. Bedford  
Esso Albany (II)  
Esso Annapolis (I)  
Esso Annapolis (II)  
Esso Aruba  
Esso Augusta  
Esso Balboa  
Esso Baltimore  
Esso Baton Rouge  
Esso Bayonne  
Esso Baytown  
Esso Bayway  
Esso Belgium  
Esso Bolivar  
Esso Boston  
Esso Buffalo  
Esso Camden  
Esso Charleston  
Esso Concord  
Esso Copenhagen  
Esso Dover  
Esso Gettysburg  
Esso Harrisburg  
Esso Hartford  
Esso Houston  
Esso Little Rock  
Esso Manhattan  
Esso Memphis  
Esso Montpelier  
Esso Nashville  
Esso New Haven  
Esso New Orleans (I)  
Esso New Orleans (II)  
Esso Norfolk  
Esso Paterson  
Esso Philadelphia  
Esso Pittsburgh  
Esso Portland  
Esso Providence  
Esso Raleigh (I)  
Esso Raleigh (II)  
Esso Richmond (I)

Esso Richmoond (II)  
Esso Roanoke  
Esso Rochester  
Esso Scranton  
Esso Springfield  
Esso Trenton (I)  
Esso Utica  
Esso Washington  
Esso Williamsburg  
Esso Wilmington  
F. H. Bedford, Jr  
F. Q. Barstow  
Franklin K. Lane  
Franz Klasen  
Frederic R. Kellogg  
Fred W. Weller  
F. W. Abrams  
Geo. H. Jones  
G. Harrison Smith  
George G. Henry  
George W. Barnes  
Glenpool  
Hanseat  
Harry G. Seidel  
Heinrich v. Riedemann  
H. H. Rogers  
H. M. Flagler  
I. C. White  
James McGee  
J. A. Moffett, Jr  
J. A. Mowinkel  
J. H. Senior  
John D. Archbold  
John Worthington  
Joseph Seep  
Josiah Macy  
Leda  
Livingston Roe  
L. J. Drabe  
M. F. Elliott  
Motocarline  
Niobe  
Orville Harden  
Paul H. Harwood  
Penelope  
Persephone  
Peter Hurl  
Phoebus  
Prometheus  
R. G. Stewart  
R. P. Resor  
R. W. Gallagher  
S. B. Hunt  
Standard  
Svithiod  
T. C. McCobb  
Thalia  
Thomas H. Wheeler  
T. J. Williams  
Vistula  
Wallace E. Pratt  
Walter Jennings  
W. C. Teagle  
W. H. Libby  
W. L. Steed  
Wm. G. Warden  
Wm. Rockefeller  
W. S. Farish

## ALL TANKERS THAT WERE MADE IN THE USA

A. C. Rubel  
Abatan  
Abiqua  
Ackia  
Aekay  
Agawam  
Albert E. Watts  
Allagash  
Allatoona  
Amacuro  
America Sun  
Amiens  
Ammonusuc  
Amtank  
Anacostia  
Androscoggin  
Antelope Hills  
Apache Canyon  
Appomattox  
Archers Hope  
Arickaree  
Ash Hollow  
Ashtabula  
Atlantic Coast  
Atlantic Mariner  
Atlantic Ranger  
Atlantic Refiner  
Atlantic States  
Atlantic Sun  
Atlantic Trader  
Aucilla  
Autossee  
Averysboro  
Avoca  
Baldwin Hills  
Ball's Bluff  
Bandelier  
Barren Hill  
Battle Mountain  
Battle Rock  
Beacon Rock  
Bear Paw  
Beaver Dam  
Beecher Island  
Belridge Hills  
Bemis Heights  
Bennington  
Bent's Fort  
Benton Field  
Big Bend  
Birch Coulie  
Black Hills  
Black Jack  
Black River  
Blackstocks Ford  
Blackwater  
Bladensburg  
Bloody Marsh  
Blue Licks  
Boonesborough  
Boundbrook  
Bradford Island  
Brandy Station  
Brandywine (I)  
Brandywine (II)  
Briar Creek  
Brookfield  
Bryce Canyon  
Buena Vista Hills  
Buena Vista  
Buffalo Wallow  
Bulkrode  
Bulkero  
Bulkfuel  
Bulkube  
Bulkoil  
Bull Run  
Bunker Hill  
Bushy Run  
Cabusto  
Cacapon  
Cache  
Caddo (I)  
Caddo (II)  
Cahaba  
Catawba  
Calamus  
Caliente  
Callabee  
Caloosahatchee  
Calusa (I)  
Calusa (II)  
Camas Meadows  
Camp Charlotte  
Camp Defiance  
Camp Namanu  
Caney  
Canisteo  
Cannon Beach  
Cantigny  
Canyon Creek  
Capitol Reef  
Caribbean  
Caripito  
Carlanic  
Carlsbad  
Carnifax Ferry  
Casa Grande  
Castle Pinckney  
Castle's Woods  
Catawba Ford  
Catawba  
Catham  
Cayuse  
Cedar Breaks  
Cedar Creek  
Cedar Mills  
Cedar Mountain  
Celilo  
Cerro Gordo  
Chaco Canyon  
Chadd's Ford  
Chalmette  
Champion's Hill  
Champoeg  
Chancellorsville  
Chantilly  
Chapultepec  
Charles S. Jones  
Charlestown  
Chateau-Thierry  
Chatterton Hill  
Chehalis  
Chemawa  
Chepachet  
Cherry Valley  
Chesapeake Capes  
Chestatee  
Chewaucan  
Chicaca  
Chickamauga  
Chikaskia  
Chipola  
Chisholm Trail  
Chiwaukee  
Chiwawa  
Choctaw Trail  
Chrysler's Field  
Chukawan  
Chunbusco  
Cimarron  
Citadel  
Clarke's Wharf  
Clearwater  
Coalinga Hills  
Cobble Hill  
Cohocton  
Colina (I)  
Colina (II)  
Colorado  
Conastoga (I)  
Conastoga (II)  
Millicoma  
Conastoga (III)  
Concho  
Conecuh  
Conemaugh  
Conroe  
Contocook  
Contreras  
Coquille  
Corinth  
Cornell  
Corsicana (I)  
Corsicana (II)  
Corvallis  
Cossatot  
Cotton Valley  
Cottonwood Creek  
Coulee Dam  
Council Crest  
Council Grove  
Cowanesque  
Cowpens  
Coxcomb Hill  
Coyote Hills  
Crater Lake  
Cromwell  
Cross Keys  
Crow Wing  
Crown Point  
Darst Creek  
Dartmouth  
Delaware

Diamond Island  
Dobytown  
Dolomite  
Dominguez Hills  
Donbass  
Donner Lake  
Drapers Meadows  
Drewry's Bluff  
Duquesne  
E. H. Blum  
E. J. Henry  
E. W. Sinclair  
Edge Hill  
Egg Harbor  
El Caney  
El Morro  
Elk Basin  
Elk Hills  
Elkhorn  
Ellkay  
Elokomin  
Elwood Hills  
Emmkay  
Enoree  
Eola  
Escalante  
Escambia  
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Esso Trenton (II)  
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Esso Washington  
Esso Williamsburg  
Esso Wilmington  
Eutaw Springs  
Evans Creek  
Fairfax  
Fallen Timbers  
Fisher's Hill  
Five Forks  
Flagship Sisco  
Forbes Road  
Fort Bridger  
Fort Caspar  
Fort Charlotte  
Fort Cheswell  
Fort Christina  
Fort Clatsop  
Fort Cornwallis  
Fort Cumberland  
Fort Dearborn  
Fort Donelson  
Fort Duquesne  
Fort Erie  
Fort Fetterman  
Fort Frederica  
Fort George  
Fort Henry  
Fort Hoskins  
Fort Jupiter  
Fort Lane  
Fort Laramie

cont. page 15

Fort Lee	Jordan Valley	Mission San Jose	Pendleton	Sandoval	Taverton
Fort Massiac	Jorkay	Mission San Juan	Pequot Hill	Sandy Creek	Taveta
Fort Matanzas	Joshua Tree	Mission San Lorenzo	Perote	Sandy Lake	Tavispan
Fort McHenry	Julesburg	Mission San Luis Obispo	Perryville	Santa Fe Hills	Tellico
Fort Meigs	Kalamazoo	Mission San Luis Rey	Petaluma	Santa Maria Hills	Temblador
Fort Mercer	Kalkay	Mission San Miguel	Petersburg	Santa Paula	Tetonkaha
Fort Mifflin	Kanawha	Mission San Rafael	Petrofuel	Santiago	The Cabins
Fort Mims	Kankakee	Mission San Xavier	Petroheat	Sappa Creek	The Cottonwoods
Fort Moultrie	Kaposia	Mission Santa Ana (I)	Phantom Hill	Saranac	The Dalles
Fort Necessity	Karsten Wang	Mission Santa Ana (II)	Phoenix	Sarasota	The Yakima
Fort Niagara	Kathio	Mission Santa Barbara	Pilot Butte	Saugatuck	Ticonderoga
Fort Pitt	Kenesaw Mountain	Mission Santa Clara	Pine Bluff	Saxet	Tillamook
Fort Raleigh	Kennebago	Mission Santa Cruz	Pine Ridge	Schenectady	Titusville
Fort Ridgely	Kennebec	Mission Santa Maria	Pinnacles	Schuykill	Tolovana
Fort Robinson	Kentucky	Mission Santa Ynez	Pinnebog	Scotts Bluff	Tomahawk
Fort Schuyler	Kenyon	Mission Solano	Pioneer Valley	Seakay (I)	Tombigbee
Fort Stanwick	Kern Hills	Mission Soledad	Pipe Spring	Seakay (II)	Tongue River
Fort Stanwix	Kernstown	Missionary Ridge	Piqua	Sebasticook	Tonkawa
Fort Stephenson	Kettle Creek	Mississinewa	Piscataqua	Sebec	Tonto
Fort Stevens	Kettleman Hills	Mobile Bay	Pit River	Sedan	Torrance Hills
Fort Sumter	Kiamichi	Mobilfuel	Placedo	Seneca Castle	Touchet
Fort Washington	Kings Canyon	Mobilight	Platt Park	Seven Pines	Towaliga
Fort William	Kings Mountain	Mobiloil	Platte	Seven Sisters	Trailblazer
Fort Winnebago	Millicoma	Mobilube	Platte Bridge	Severn	Trenton
Fort Wood	Kishwaukee	Moccasin Gap	Plattsburg	Sevier	Trevilian
Four Lakes	Kittanning	Modoc Point	Pocket Canyon	Shabonee (I)	Trimble's Ford
Fredericksburg	Klamath Falls	Molino del Rey	Point Pleasant	Shabonee (II)	Truckee
French Creek	Klaskanine	Monmouth	Ponaganset	Sharpsburg	Trujillo
Frenchtown	Klickitat	Monocacy	Ponchatoula	Shawnee Trail	Tularosa
Front Royal	L. P. St. Clair	Montana	Pondera	Sheldon Clark	Tule Canyon
Fruitvale Hills	La Brea Hills	Montebello Hills	Port Republic	Sherburne	Tullahoma
Fullerton Hills	La Mesa	Montezuma Castle	Port Royal	Shiloh	Tumacacori
Gaines Mill	Lackawapan	Moor's Fields	Potrero Hills	Sibley	Tuolumne Meadows
Genesee	Lake Champlain	Muir Woods	Powder River	Sideling Hill	Turkey Island
Georgia	Lake Charles	Multnomah	Prairie Grove	Signal Hills	Turner's Gap
Germantown	Lake Erie	Murfreesboro	Princeton	Silver Creek	Umatilla
Gervais	Lake George	Musgrove Mills	Pueblo	Silverpeak	Valera
Gettysburg	Laurel Hill	Namakagon	Puente Hills	Sinclair H-C	Valley Forge
Glacier Park	Little Big Horn	Nantahala	Pulpit Rock	Sinclair Opaline	Valverde
Glen Pool	Little Butte	Nanticoke	Pure Oil	Sinclair Rubilene	Ventura Hills
Glenn's Ferry	Logan's Fort	Narraguagas	Quaker Hill	Sinclair Superflame	Vera Cruz
Glorieta	Loma Novia	Nashbulk	Quastinet	Skull Bar	Verendrye
Gold Creek	Lone Jack	Natchaug	Quebec	Smoky Hill	Vicksburg
Golden Hill	Lookout Mountain	Navasota	Queenston Heights	Snake River	Victor H. Kelly
Golden Meadow	Lost Hills	Nehalem	Quemado Lake	Somme	Victory Loan
Government Camp	Louden	Nemasket	Quinnebaug	Soubarissen	Ville Platte
Grand Mesa	Louisburg	Neosho (I)	R. C. Stoner	South Mountain	Vincennes
Grand River	Luling	Neshanic	Rainier	Sparrows Point	Virginia (I)
Grand Teton	Lundy's Lane	Nespelen	Rappahannock	Spindletop	Virginia (II)
Grande Ronde	Lyon's Creek	New Echota	Raton Pass	Spirit Lake	W. C. Yeager
Grants Pass	M. E. Lombardi	New Hope	Red Bank	Spottsylvania	W. H. Ferguson
Grays Harbor	Malvern Hill	New London	Red Canyon	Spring Hill	W. L. R. Emmet
Great Meadows	Manassas	New Market	Redstone	St. Mary's	Wabash
Groveton	Manatee	Newberg	Rich Mountain	Stanvac Calcutta (I)	Waccamaw
Gualala	Mannington	Newfield	Ridgefield	Stanvac Calcutta (II)	Wacissa
Guarico	Manokin	Newtown	Rincon Hills	Stanvac Cape Town	Wagon Box
Guilford	Maquoketa	Nickajack Trail	Rio Bravo	Stanvac Manila	Wagon Mound
Guiria	Mara	Ninety-Six	Rio Grande	Stanvac Melbourne	Wahoo Swamp
Gulf Caribbean	Marias	Niobrara	River Raisin	Stanvac Palembang (I)	Wakulla
Gulf Maracaibo	Maricopa	Nodaway	Robert C. Tuttle	Stanvac Palembang (II)	Wallowa
Gulfamerica	Marin Hills	Nordahl Grieg	Rock Landing	Stanvac Wellington	Walnut Bend
Gulfport	Markay (I)	North Point	Rockbridge	Steens Mountain	War Bonnet
Gurney E. Newlin	Markay (II)	Northfield	Rockingham	Stillwater	Warrior Point
H. D. Collier	Marne	Noxubee	Rockwell	Stones River	Washita
Hadley	Marquette	Occidental	Rodessa	Stony Creek	Wauhatchie
Halls of Montezuma	Mascoma	Ochlockonee	Rogue River	Stony Point	Waupaca
Hammerfest	Mattabeset	Ochoco	Rosebud	Suamico	Waxhaws
Hampton Roads	Mauvilla	Ocklahawa	Rouseville	Sullys Hill	Wellesley
Hanging Rock	McClellan Creek	Oconee	Roxbury Hill	Sulphur Bluff	West Ranch
Harlem Heights	McDowell	Ogeechee	Royal Oak	Sunset Hills	Wheeler Hills
Harpers Ferry	McKittrick Hills	Ohio	Royston	Sunset	White Bird Canyon
Hat Creek	Meacham	Oklahoma	Rum River	Susquehanna	White Castle
Hegra	Mechanicsville	Old Ocean	Rutland	Swan Island	White Oak
Heron's Bridge	Mesa Verde	Ontonagon	Rye Cove	Sweetwater	White Plains
Heyser	Meuse-Argonne	Opequon	Sabine	Syosset	White River
Hiwassee	Mexia	Orchard Knob	Sabine Sun	Table Rock	White Sands
Hobkirk's Hill (I)	Michigamme	Oregon Trail	Sacandaga	Tallulah	Whitehorse
Hobkirk's Hill (II)	Midway Hills	Owyhee	Sachem (I)	Taluga	Whittier Hills
Homestead	Mill Spring	Palo Alto	Sachem (II)	Tamalpais	William C. McTamaha
Honey Hill	Millicoma	Palo Duro	Sackett's Harbor	Tampico	Williamsburg
Honningsvaag	Kings Mountain	Paloma Hills	Saconnet	Tancred	Wilson's Creek
Hood River	Mispillion	Pamanset	Sag Harbor	Tandora	Winchester
Horseshoe	Mission Alamo	Pan-Massachusetts	Saguaro	Tannadice	Winter Hill
Hovenweep	Mission Buenaventura	Pan-Pennsylvania (I)	Saint Croix	Tannaquil	Wolf Creek
Hubbardton	Mission Capistrano	Pan-Pennsylvania (II)	Saint Mihiel	Tanova	Wolf Mountain
Huntingdon Hills	Mission Carmel	Pan-Rhode Island	Sakonnet	Tantallon	Wood Lake
Idaho Falls	Mission De Pala	Paoli	Salem Maritime	Tappahannock	Wyoaming Valley
Indiana	Mission Dolores	Pasig	Salmon Falls	Tarantella	YOG 47
Inglewood Hills	Mission Loreto	Passumpsic	Salt Creek	Tarascon	YOG 48
J. H. MacGaregill	Mission Los Angeles (I)	Patapsco	Salt Flat	Tarauca	YOG 49
J. H. Tuttle	Mission Los Angeles (II)	Patrick J. Hurley	Samoset (I)	Tarcoola	YOG 50
J. L. Hanna	Mission Purisima	Patuxent	Samoset (II)	Tarentum	YOG 51
Jack Carnes	Mission San Antonio	Paul M. Gregg	San Antonio	Tarlac	YOG 52
Jacksonville	Mission San Carlos	Paulus Hook	San Cristobal	Tarland	Yacona
Jalapa	Mission San Diego	Pawcatuck	San Joaquin	Tarleton	Yahara
James Island	Mission San Fernando	Pawnee Rock	San Juan Hill	Tarogle	Yamhill
Jennings	Mission San Francisco (I)	Pecatonica	San Pasqual	Tartary	Yellow Tavern
John D. Gill	Mission San Francisco (II)	Peconic	San Saba	Tarves	York
	Mission San Gabriel	Pecos	Sanborn	Tavern	Zenith



**S.S. LANE VICTORY** address is: 839 S. BEACON ST. PIER 94, SAN PEDRO, CA. 90733 310-519-9545. Contact: Joe Piccolini, 9724 Paseo De Oro, Cypress, Ca. 90630 714-952-2656 (Armed Guard) for info on their meetings.

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**PLEASE CONTACT ALL THE SHIPS DIRECTLY FOR SAILING DATES** for they may be sold out on their sailing date, OR; **THEY MAY HAVE SAILED TO ANOTHER PORT.**

**BOOK-"WHEN CIVILIANS MANNED THE SHIPS"** by James A.Kehl. \$13.95 plus \$5. S & H. Brandyane Publishers, POB 261, White Stone, Va. 22578 800-553-6922 FAX 804-435-9812. All net proceeds go to expenses refurbish the LSM 45.

**NOTICE!! CHANGE OF LOCATION LAS VEGAS AREA CONTACT** Hosts Joseph P. and Josephine Dazzo, 7960 Nookfield Dr., Las Vegas, Nv. 89117 702-221-9124 They meet on the first (1st) Tuesday of each month at the "COUNTRY INN" 1405 S. RAINBOW AVE., LAS VEGAS NV. AT 1 P.M. He is still looking for anyone going to Las Vegas during the year to attend their meeting.

We still meet at "GRIFFIN'S RESTAURANT", IN THE QUILT ROOM, on the "FIRST" (1st) Saturday of the month at 7:30-10:30 A.M. Take I-440 around to the NORTH SIDE and take EXIT 10 NORTH, on Wake Forest Rd. Go to 4500 Wake Forest Rd.; which offsets. Bear right and on to 1604 N. Market Dr. See sign on GRIFFIN sign on the right. (It's directly behind the Red Lobster) **CALL ME BEFORE IF POSSIBLE AS WE MAY CHANGE OUR LOCATIONS.** cal

**U.S.N. CRUISER SAILORS ASSOC.** 21 Colonial Way, Rehoboth, Ma. 02769 Web: [www.navycruisers.org](http://www.navycruisers.org) next National Reunion Convention is April 28-May 3, 2002 Radisson Hotel Annapolis Md. 21401 41-224-3150.

**IF HAVE I LEFT OFF ANY MEETINGS THAT HAVE NOT BEEN IN PAST POINTERS, ADVISE?.** Search older POINTERS for hosts, meetings, time and places. I am not responsible for any errors if any be listed. **YOU HEAR!! REMEMBER DO NOT USE MY OLD ADDRESS and TELEPHONE NUMBER.** Use the RETURN ADDRESS ON THE OUTSIDE OF THE POINTER. **LET ME KNOW IF YOUR CREW INFO NEEDS CHANGING NOW!** Also, If you want to start a Chapter in your area, please advise as I can furnish you names by zip code of those in your area. If you need labels, **CONTACT ME.** **END**

#### **A TRIBUTE TO THE SULLIVAN BROTHERS AND THE CREW OF THE USS JUNEAU**

Sixty years is a long time and all that remains at 98 Adams Street in Waterloo, Iowa, home of the late Thomas and Alletha Sullivan is a Plaque for their 5 sons, the Sullivan Brothers who were killed in the sinking of the USS JUNEAU. For over a year, Thomas and Alletha's window had five flags with a blue stars and then when they were killed, a gold star was sewn over them. Did you ever think of what their mother and dad went through? Today, as visitors who come looking for the house are disappointed. All is left is the Plaque. As I read about this by a reporter Rick Hampton of "USA TODAY", I wondered if they teach about it in school today. (calloyd)

\*\*\*\*\*

**From: Dictionary of American Fighting Ships, Vol. III, 1968, Navy Department, Office of the Chief of Naval Operations, Naval History Division, Washington, D.C.** JUNEAU (CL-52) was laid down by Federal Shipbuilding Co., Kearny, N.J., 27 May 140; launched 25 October 1941; sponsored by Mrs. Harry I. Lucas, wife of the Mayor of the city of Juneau, and commissioned 14 February 1942, Capt. Lyman K. Swenson in command. Following a hurried shakedown cruise along the Atlantic coast in the spring of 1942, JUNEAU assumed blockade patrol in early May off Martinique and Guadeloupe Islands to prevent the escape of Vichy French Naval units. She returned to New York to complete alterations and operated in the North Atlantic and Caribbean from 1 June to 12 August on patrol and escort duties. The cruiser departed for the Pacific Theater 22 August. After stopping briefly at the Tonga Islands and New Caledonia, she rendezvoused 10 September with Task Force 18 under the command of Rear Admiral Leigh Noyes, flying his flag in WASP (CV-7). The following day Task Force 17, which included HORNET (CV-8), combined with Admiral Noyes' unit to form Task Force 61 whose mission was to ferry fighters to Guadalcanal. On 15 Sept. WASP took three torpedo hits from the Japanese submarine I-19, and, with fires raging out of control, was sunk at 2100 by LANSLOWNE (DD-486). JUNEAU and screen destroyers rescued 1,910 survivors of WASP and returned them to Espiritu Santo, New Hebrides, 16 September. The next day the fast cruiser rejoined Task Force 17. Operating with the HORNET group, she supported three actions that repulsed enemy thrusts at Guadalcanal: the Buin-Fasi-Tonolai Raid; the Battle of Santa Cruz Island; and the Naval Battle of Guadalcanal (Third Savo). The ship's first major action was the Battle of Santa Cruz Island 26 October. On 24 October HORNET's task force had combined with the ENTERPRISE (CV-6) group to reform Task Force 61 under the command of Rear Admiral Thomas C. Kinkaid. This force positioned itself north of the Santa Cruz Islands in order to intercept enemy units that might attempt to close Guadalcanal. Meanwhile, on Guadalcanal, the Japanese achieved a temporary breakthrough along Lunga Ridge on the night of 25 October. That short-lived success evidently was a signal for enemy surface units to approach the island. Early in the

morning 26 October, U.S. carrier planes uncovered the enemy force and immediately attacked it, damaging two Japanese carriers, one battleship, and three cruisers. But while our aircraft were locating and engaging the enemy, American ships were also under fire. Shortly after 1000 some 27 enemy aircraft attacked HORNET. Though JUNEAU and other screen ships threw up an effective AA barrage which splashed about 20 of the attackers, HORNET was badly damaged and sank the next day. Just before noon JUNEAU left HORNET's escort for the beleaguered ENTERPRISE group several miles away. Adding her firepower, JUNEAU assisted in repulsing four enemy attacks on this force and splashing 18 Jap planes. That evening the American forces retired to the southeast. Although the battle had been costly, it, combined with the Marine victory on Guadalcanal, turned back the Japanese in the Solomons. Furthermore, the damaging of two Japanese carriers sharply curtailed the air cover available to the enemy in the subsequent Naval Battle of Guadalcanal. On 8 November JUNEAU departed Noumea, New Caledonia, as a unit of Task Force 67 under the command of Rear Admiral R. K. Turner to escort reinforcements to Guadalcanal. The force arrived there early morning 12 November, and JUNEAU took up her station in the protective screen around the transports and cargo vessels. Unloading proceeded unmolested until 1405 when 30 Japanese planes attacked the alerted United States group. The AA fire was devastating, and JUNEAU alone accounted for six enemy torpedo planes shot down. The few remaining attackers were pounced on by American fighters; only one bomber escaped. Later in the day an American attack group of cruisers and destroyers cleared Guadalcanal on reports that a large enemy surface force was headed for the island. At 0148 on 13 November Rear Admiral D. J. Callaghan's relatively small Landing Support Group engaged the enemy. The Japanese force of 18 to 20 ships, including 2 battleships, far outnumbered and outgunned his force, but did not outfight it. American gunnery scored effectively almost immediately sinking an enemy destroyer. JUNEAU teamed with ATLANTA (CL-51) to destroy another as the two forces slugged it out at close range. During the exchange JUNEAU was struck on the port side by a torpedo causing a severe list and necessitating withdrawal. Before noon 13 November, the battered American force began retirement. JUNEAU was steaming on one screw, keeping station 800 yards on the starboard quarter of the likewise severely damaged SAN FRANCISCO (CA-38). She was down 12 feet by the bow, but able to maintain 13 knots. A few minutes after 1100 three torpedoes were launched from the Japanese submarine I-26. JUNEAU successfully avoided two, but the third struck her at the same point which had been damaged during the surface action. There was a terrific explosion; JUNEAU broke in two and disappeared in 20 seconds. The gallant ship with Captain Swanson and most of her crew, including the five Sullivan brothers, was lost. Only 10 members of the crew survived the tragedy. The JUNEAU received four battle stars for World War II service. **END**

## An Open Letter to the American Seaman

"The men of the Merchant Marine were among the first to see the issues of this war plainly. You were the first Americans to volunteer and your brothers of the sea were the first Americans to die in this fight for freedom. The landings on the shores of France are the fruits of their sacrifice.

"In the name of those dead comrades I call on every seaman ashore to return to the sea to finish the task which they began. Our nation and the allied cause need you. Many seamen have been drafted and many, many replacements are required to keep our ships sailing.

"In the precise timing of the great invasion machine, the Merchant Marine is an integral and essential gear. On the Channel beachheads and beyond, our heroic fighting men of the armed forces are counting on the fighting Merchant Marine. I know you will not fail them. The food, equipment, ammunition and supplies which are the very life blood of the invasion will be delivered. Stock piles, long building for this day, as they are used up will be built again. Across the Atlantic, across the Channel, the bridge of supplies which you held so long and against such odds will continue to hold secure. You will deliver the goods. God speed you."

A handwritten signature in cursive script, reading "Edward Macauley".

Capt. Edward Macauley, U.S.N. (Retired)  
Deputy Administrator, W.S.A.



August 24, 1943

SUBJECT: A Farewell Letter.

TO: : Officeres and Members of the S. S. Ralph Izard.

FROM : Gun Crew 651.

For close to eleven months now, Gun Crew 651 has been stationed aboard the S. S. Ralph Izard, and for the most of us its been our first trip. In those long tiresome months we have shared joys, hardships, troubles of all kinds and seen action with the "Sailors in Lungarees". During our travels to many ports and foreign countries, its been not only quite interesting, but a part of history as well.

Every bit of courtesy, kindness and respect has been shown us by these seadogs of fortune. They've cooperated with us at all times, taught us new ideas, new slang, and there ways of life. In the estimation of the GunCrew the Merchant Crew of the S. S. Ralph Izard are second to none in the world. We the Gun Crew know we'll never sail with as great a bunch of guys, so we say hats off the Merchant Crew of the "Rudolph Baby," every member included from the Captain right on down the line.

At the Battle of Sicily when things looked the blackest for all of us, when life was as cheap as dirt, if it hadn't been for the Merchant Crew being with us one hundred percent, bringing up our meals to the guns, passing and loading ammunition and in general keeping up our moral by their easy going ways, crack-ing jokes and etc. when the chips were down, we know we never would have got throu those four endless nights and three terrorizing days alive.

Most likely we'll never see each other again, but that is beside the point. We know we have no way of repaying you, the Merchant Crew, for your fine ideals of manliness, so we're writing you this letter, just to show our gratitude. We want the Merchant Crew to feel that this is one Gun Crew, that would go to Heaven or Hell with them, if necessary. Also we want to thank the Merchant Crew for the fine things they all said of our Lieutenant.

Sincerely yours,  
GUN CREW 651

Courtesy of Francis X. Connolly, USNR  
member of Gun Crew 651

## TRIBUTE PAID TO THE MEN OF THE U.S. MERCHANT MARINE WHO WORKED THE TANKERS DURING WORLD WAR II

"It is to the valiant men of the Merchant Marine who manned these tankships in the face of tremendous odds, especially in the early months of the submarine warfare, that the thanks of the nation and of our Armed Forces and those of our Allies are due, for keeping the petroleum products flowing to strategic points where they could most effectively and promptly be used to crush the enemy. Men of the tanker fleet, the nation salutes you."

J.F. Farley, Admiral  
Commandant-U.S. Coast Guard

This tribute was taken from the U.S. Coast Guard publication #173, "War Action Casualties Involving Merchant Tank Vessels."

This page was taken from "A careless word...A NEEDLESS SINKING" by Capt. Arthur R. Moore.

## SS Alexander Majors

Home Port: San Francisco, CA

Company: Isthmian Steamship Co. New York, NY  
Master: Not known  
Gross Tons: 7176

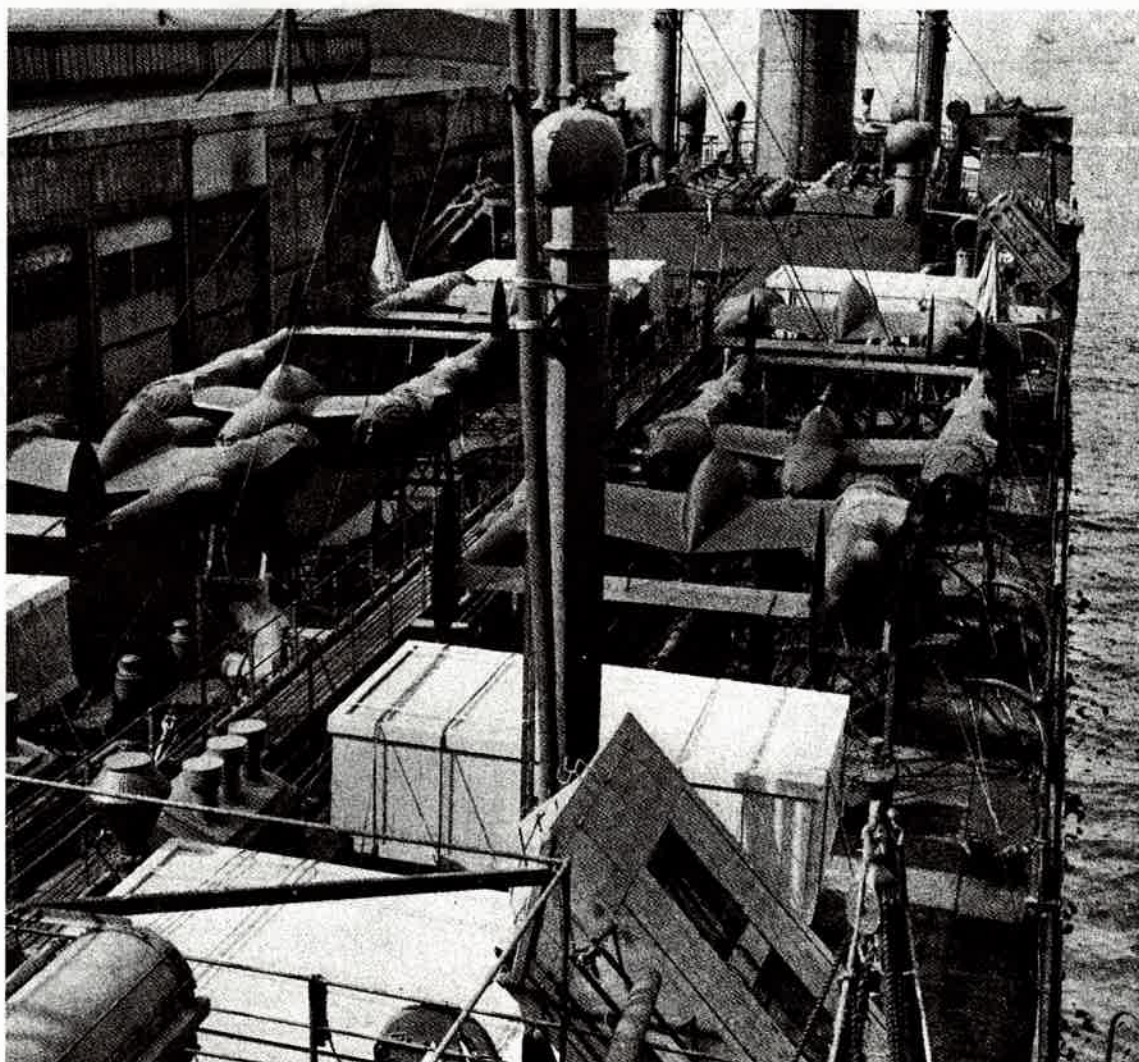
Built: March 1944 @ Richmond, CA  
Dimensions: 441' x 57' x 37'

*The Liberty Ship, SS ALEXANDER MAJORS, was struck by a Japanese suicide plane at 1030 GCT on November 12, 1944 while anchored in Dulag Harbor, Leyte, P.I. She arrived at Leyte on November 4 in convoy from Hollandia, New Guinea having left there on October 29 loaded with 1200 tons of cargo in-*

*cluding trucks, tractors, gasoline stored in drums, and 20 barrels of kerosene in drums stored under #1-2 life rafts. Her complement was 37 merchant crew, 26 Naval Armed Guard, and 407 U.S. Army troops. At the time of the attack all but 13 troops had been put ashore. Two crew members were killed.*

At 1030 GCT, a plane crashed into the starboard wing of the bridge caroming off the wing into the mainmast shearing it off about 3 feet above the mast house. Upon striking the the mast, the plane and its bombs exploded showering the midship house and the forward part of the ship with flaming gasoline and bomb fragments. Hatch covers were blown off #2-3 hatches, #1-2 life rafts were blown overboard, and the kerosene under the rafts was ignited. Shrapnel pierced

steam and water lines on deck rendering the fire fighting equipment useless. A fireboat came alongside the starboard quarter and foam lines were brought aboard to fight the fire. It was brought under control within an hour. The deck cargo and the cargo in the forward holds was a total loss. The ship returned to San Francisco under her own power where she was repaired and returned to service.



*Fighter planes and crates on the deck of a tanker in New York.*

This page was taken from "A careless word...A NEEDLESS SINKING" by Capt. Arthur R. Moore.





## Lone Sailor



## DEDICATION

**The U.S.N. Armed Guard WW II Veterans 21st National Reunion will be held May 5-9, 2002 at Jackie Goughan's Plaza Hotel, 1 Main St., Las Vegas. Nevada 89101 800-634-6575, or 702-386-2110 downtown Las Vegas. The Hosts are Al and Wanda Colella, 1206 Garden Valley Dr. Apt B. St. Peters, Mo., 63376-6006 Tel-636- 922-5200.**

[illegible]

**USN Armed Guard WW II Veterans**  
**115 Wall Creek Drive**  
**Rolesville, N.C. 27571**  
**1-(919)-570-0909**  
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**Remember Pearl Harbor!**  
**December 7, 1941**



**Support The USN Armed Guard  
WW II Veterans Reunions**

**Remember Also  
The World Trade Center  
September 11, 2001**

**JAN/FEB/MAR 2002**