

Summer 2010

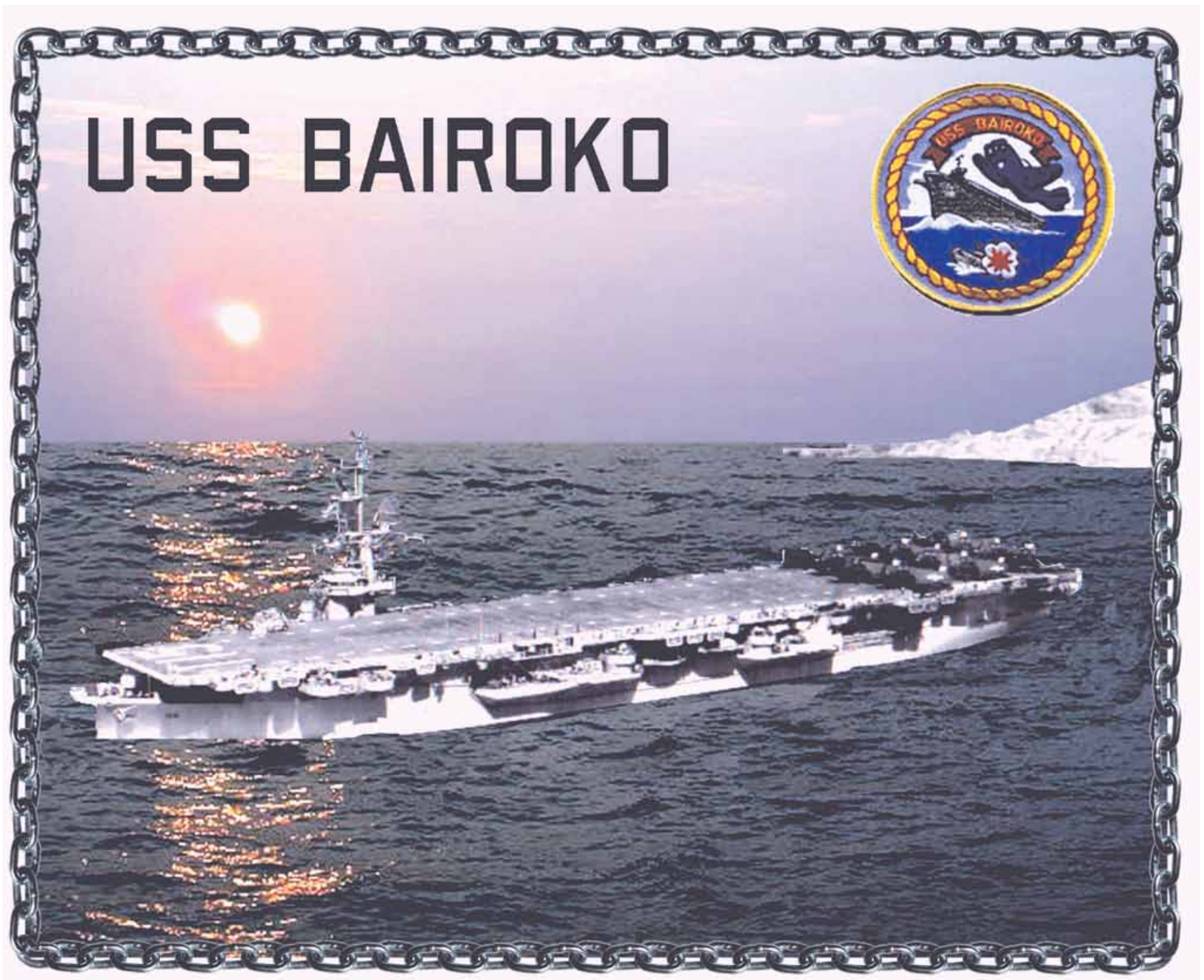
Newsletter of the ESCORT CARRIER SAILORS & AIRMEN ASSOCIATION, INC.

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The **CVE** *Piper*





Charles Howse, Editor
USS Santee, Bogue, Mission Bay, Croatan

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Some members are sending clippings from
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You must get written permission from the
source of the article (writer, publisher, photog-
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articles or pictures.

We have been advised that this written permis-
sion must be in our possession in case of a law
suite which can have substantial penalties for our
Association.

ERROR AVOIDANCE

Many past submissions to the CVE Piper were
hand written, and some were difficult to read by
our printers who are not familiar with Escort Car-
rier names and Navy terminology. The publisher
had to guess. As a result, the editor received
numerous letters pointing out the errors.

All future letters submitted for publishing must
be typed or clearly printed, This may cause
problems for some of you, but it will improve the
quality of the Piper.

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Will you assist us and increase our membership?

If you have any names of shipmates who you think might be interested in joining our Escort Carrier Sailor & Airmen Association, please send them to me, or email me and I will send them a CVE Piper.

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LUVERNE — Johnny Johnson is fondly referred to as a triple-decker by some of the staff at the Royal C. Johnson Veterans Administration Hospital in Sioux Falls, S.D. The nickname refers to the collection of medals Johnson earned while serving in World War II — the Purple Heart, Bronze Star and Navy Commendation.

Johnson, of Luverne, is among more than 60 World War II veterans who have already submitted applications to take part in the first ever Southwest Minnesota Honor Flight, planned in the spring of 2010.

World War II veterans will be flown to the nation's capital free of charge to view their memorial in a whirlwind, two-day trip. Fundraising is just getting under way to provide the trip for up to 120 veterans.

Sitting in his home on East Warren Street earlier this week, just a few blocks down from where he grew up on West Warren Street, Johnson said he just wants to see all of the names of his fellow comrades etched in stone in the World War II memorial, which was completed in 2004.

With the exception of the four years he served in the war, and a brief stint in Worthington, Johnson is a life-long resident of Rock County. He was 21 years old when he and a trio of other guys from Luverne went to Sioux Falls to enlist in the service. Two of the guys didn't pass the test and were sent home, but Johnson and Lloyd Licht were accepted. Each enrolled in the Navy.

"I'd seen so much of the Army fighting, and the Navy recruiter said we'd never have to crawl on our hands and knees, but we crawled on our hands and knees just to survive," he said.

Johnson completed his basic training in San Diego, Calif., while Licht went elsewhere. The two men never saw each other again.

As he awaited assignment to a ship, Johnson worked briefly as a

photographer on the California naval base. Then, in early 1942, a unit commander offered him the opportunity to work on the fleet oiler USS Sangamon. The ship was destined for Guadalcanal, a province of the Solomon Islands in the Pacific Ocean.

En route to their destination, one of the men on board contracted spinal meningitis and died, resulting in a quarantine placed on the entire ship. When the quarantine was lifted, the ship headed toward some of the smaller islands in the South Pacific.



World War II veteran Johnny Johnson of Luverne holds the display of the medals he garnered while serving in the Navy. His honors include the Purple Heart, Bronze Star and Navy Commendation medals.

(Julie Buntjer/Daily Globe)

"The Japs had taken over so many of them," Johnson recalled.

His job aboard the USS Sangamon was to work in the 100-octane gas room, managing the fuel hose and aviation fuel tank for America's military airplanes needing to refuel.

"One thing about the fuel system that people don't know — for every gallon of fuel that went out, a gallon of water replaced it," Johnson said. The water sank to the bottom and left the remaining fuel floating on top, while also keeping the ballast of the ship on an even keel.

Two electric and two saltwater turbines were used to pump the fuel to the hangar deck and the flight deck, several decks above the fuel

room.

Because of his job several decks below sunlight, Johnson was often unaware of what was going on around the ship during its journeys, unless it was under attack. When that happened, orders were sounded throughout the ship.

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USS BAIROKO (As told by Allan Gardner)

“You have been assigned to the Bairoko...an escort carrier now being built in Bremerton, Washington.”

And so in April 1945 began my CVE adventure.

I had been in Great Lakes boot camp and had just finished Quartermaster school in Chicago. A three day train ride brought me to my destination...orders in hand. During the trip I heard that President Roosevelt had died...we had a new Commander in Chief.

The crew was assembled over the next few weeks. We went to training sessions in temporary buildings alongside the carrier, now in the final stages of completion. Work was going on around the clock. The shipyard was turning out CVE's at the rate of about one a month...remarkable then and now. Standing dock side the ship was about the biggest thing I had ever seen. Platforms sticking out all over and a network of pipes and ducts of all sizes...water coming out of some. The traditional battleship grey color was being applied to all exterior surfaces.

On July 16, 1945, we assembled on the flight deck: 65 officers and 709 enlisted men. Captain Harry Temple, USN, accepted the ship on behalf of the Navy from the Todd Pacific Shipbuilding Company. The commissioning pennant was flown; we were official.

I was told that as part of the original crew, I was therefore a “plankowner”...the traditional Navy recognition of those who first man a ship. Carriers still had wooden flight decks...so metal-to-metal contact on landing would not spark a fire situation. To my knowledge wood was not used on decks of other ships. (Months later, during a full moon on a tropical sea I walked the flight deck and wondered which plank was mine)

The navigation division, “N” division, was small, headed by the navigator, Lt James, a regular Navy. A reserve Ensign was next and then there was Chief Quartermaster Archie DeRyckere, USN.

About 10 ratings and seamen followed.

About 4 months earlier, although I never knew it during my entire time aboard, Archie was on a ship that sank during the massive typhoon off Luzon in December 1944 as part of Halsey's fleet protecting MacArthur's invasion of the Philippines. Over 800 men were lost...more than in the Battle of Midway. Archie was in the water 23 hours before being picked up. But that's another story; I will include it later.

With only a short time in the Navy behind me at that time, my personal hierarchy went something like this: first there was God... then the President, next the Captain and then the Chief.

On many occasions the Chief displaced the Captain and President and tied with God for first position.

During training we had moved onto the ship...I was in a very small berthing compartment with about 30 others...in the second tier of a 4 bunk stack. About 20 inches separated me from the canvas underside of the next bunk...that was to be “home” for the next year. Clothing and all my possessions were in my sea bag on the deck nearby.

We became proficient in finding our way around; up and down the many ladders and decks. A booklet was issued describing how compartments were numbered...going from bow to stern use passageways on the port side and from stern to bow go on the starboard...and so on. One of my stations was an occasional watch in the emergency steering station located in the stern right behind the rudder. I was in headphone contact with the bridge and could take over the steering mechanically if the bridge lost that ability. It was dark, hot and noisy...every engine throb and rudder movement was magnified. It was like being on the inside of a drum.

Our shakedown cruise was in the Puget Sound...the waters around the Seattle area and extending seaward. We could go out during the day and return to dockside that evening. Workers were on the ship when we went out and continued fine tuning all systems.

Continued on page 5



USS BAIROKO (Continued from page 4)

We left the Sound and worked our way down the coast: Alameda, Long Beach and finally berthed at North Island, San Diego. We took aboard a Marine air group. I think they were flying the F4U Corsairs. The pilots all thought they were hot shots. During flight training, if there was enough wind over the deck the planes took off conventionally (if there was not enough wind they used the cats). The pilots would rev the engines with the brakes on until the tail lifted... then gun down the deck and lift early so by the time they were opposite the island they were higher than the Captain. The scuttlebutt was that they would then “look down on a Navy Captain...” I heard they kept a scoreboard to that effect in the ready room but I never saw it myself.

In October 1945, we headed West for Hawaii and beyond. One moonless night off Hawaii we had gunnery practice scheduled. I had a friend who was a gunner's mate and asked if I could take his station on a 20mm for the practice. It was so dark you could not see who was manning the gun next to you. I got into the harness and put on the headphones. He cautioned me to follow instructions that would come from the gunnery officer and not to fire until commanded to do so. I would see the light moving in the sky and that would be my target. Tracers were every 4 or 5 rounds so I could see the results and correct my aiming point. So far, so good.

I saw a light about 30 degrees above the horizon...moving from right to left. The gunnery officer called out to start tracing...a moment later came “Commence firing”. I and the others on the platform did. All the other gun tracers were going wide to the right... mine was the only one remotely headed toward the target. “Cease firing...cease firing!!!” What I was not told is that the first light was the tow plane...and the light on the target sleeve was far behind. Fortunately I was not a good shot. I quickly gave back the gun to the gunners mate and that was the end of my gunnery experience. I went below to change shorts...and imagine the pilot did so as well upon landing.

One of my duties was changing the (many) ships clocks when we crossed time zones. In order not to impact the ship's routine it

was always done at night. One of the clocks was in the Captain's sea cabin....on the wall right over the bunk. I had to step on the bunk to get to it...and one night, the Captain was in it. Much to my surprise he was pretty good about it and didn't chew me out (very much). In November 1945 we continued westward. Every day was drill day: General Quarters, flight operations, fire drills, man overboard drills and so on. We were good and got better. Fire drills were serious... everyone had a station. When you think about it, a carrier is a thin skinned box crammed with aviation fuel and high explosives. During flight operations when planes were being recovered each one landed in a controlled crash. It's a miracle there were not more accidents and fires.

The ship arrived at Saipan and stayed several days. We had the opportunity for shore leave and were told to stay in populated areas and away from the hills. There were still pockets of enemy soldiers who did not surrender.

In December 1945, the ship went to the Lingayan Gulf, Luzon...and later that month to Hong Kong for a week and then back to Manila Bay for Christmas. It was the first Christmas there since the 4 year Japanese occupation and celebrations were continuous. The locals all treated us royally.

After the New Year we headed East and stopped at Guam, then Hawaii and arrived back in San Diego on January 26th..good to be home. In February 1946, we headed North back to Bremerton, Washington...all the while conducting flight and training exercises. In late February we took on an air group at Whidbey Island, Washington. The ship was moored starboard side to the dock. The entire ships company assembled on the dock for an “official” photograph. There was a slight mist and the ship in the background had a ghostly look about it. “click!” We were history. I got a copy of the print..long and narrow, rolled it and promptly forgot it.

About this time officers and men were leaving the ship for separation from the Naval service. Replacements arrived in about equal number.

Continued on page 6

USS BAIROKO (Continued from page 5)

My turn came on June 3, 1946, when I was transferred to the Terminal Island separation center in Los Angeles...and a few days later I became a civilian again. Two years...in at 17 and out as 19 as a QM2/c..

Fast forward 62 years.....I was looking in the very back low storage drawer for some old check stubs...my hand felt a round paper cylinder. It was the tightly rolled photo taken of the ship and crew alongside the dock at Whidbey Island Naval Air Station. The rubber band around it had long since rotted away...but the roll was as tight as a window shade on a spring roller. It resisted opening but relented and soon I saw it...on a slightly yellow photo paper. Captain Temple was front row center and Chief DeRyckere was directly behind him. I was way in the 5th row...with another QM buddy.

On the back I had noted the name and home town of each of our "N" Division...and I could see each face as I read the names. Archie had signed the listing with his home town as Laurel, Montana and added, ..."a seagoing cowboy".

With computer advances over the years I decided to try to locate him...looked up the city on Google and fired off emails to the local bank and newspaper asking if anyone there remembered him. I included my name and phone number.

A few days later I got a call..a husky voice said" Gardner! Get down here and clean these bilges!" It was Archie and he sounded just the same. My wife and I visited him and his wife, Jackie in San Diego where they now live in a house overlooking the sea. He is still erect and his eyes twinkle...memory sharp. He remained in the Navy and became commissioned; going from enlisted to commissioned is rare. He retired as a Lt Cmdr.

Then, for the first time, he told me about the loss of his the ship, the Destroyer USS Hull, in the 1944 typhoon 500 miles East of Luzon and how he was rescued after 23 hours in the water. Archie was always one of my personal heroes....even more so now as his story unfolded.

The story, and events surrounding it, is graphically told in the book, "*Halsey's Typhoon*" by Bob Drury and Tom Clavin. They spent days with Archie and recorded his experience and a lot of background details. The publishers have graciously permitted the use of some of the material. Direct quotes from the book are printed in *Italics*.

Preface and excerpts from *Halsey's Typhoon*, copyright 2007 by Bob Drury and Tome Clavin. Used by permission of Grove/Atlantic, Inc. The very first sentence in the book is "*Chief Quartermaster Archie DeRyckere was more astonished than frightened.*" The Hull was a 1500 ton 1930 destroyer. It was certified to recover from a 72 degree roll (90 degrees is flat) but that was before radar and heavier ordnance was installed that changed the center of gravity. She was top heavy and rolling badly in the broiling seas.

Moments before dawn on December 18, Archie DeRyckere bolted from his bunk in the chief's quarters in the bow of the destroyer Hull to the sound of a refrigerator bouncing from bulkhead to bulkhead. After helping lash it down, he was making his way through the wardroom in officer's country when he felt the ship lie over on her side. Men tumbled from their beds, and DeRyckere was staggered. He regained his balance only by standing on the starboard bulkhead. As the vessel slowly righted herself, he ran through the chart house and onto the second deck. The ceiling below was below him and the spume stung his face like a sandblaster. The starboard side of the Hull was submerged.

Making his way from the chart house to the captain's bridge, DeRyckere could not differentiate ocean from air, and visibility was so low that he could not make out the ship's bow, no more than 120 feet away. He began climbing the starboard skipper's ladder when, midway to the bridge, another wall of water slammed into the Hull's port beam. He hung on as she lay so far over that the back of his head grazed the ocean's surface.

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Summer 2010

Ralph L. Swanson USS Sangamon
 Dean E. Rochester USS Lunga Point
 John W. Samson USS Fanshaw Bay
 John W. Jakaway USS Core
 Benjamin Przybylko USS Corregidor
 Capt. Frank T. Donahoe USS Sangamon/VF37
 Edward P. McCarthy USS Saginaw Bay
 Cecil Magee USMC/USS Saidor
 Donald E. Ahola USS Bougainville
 Doyle Hallmark USS Bougainville
 Joseph R. Fregeau USS Copahee
 Joseph Gnomes USS Block Island2
 Frederick P. Gasior USS Sangamon

Don A. Cruse USS Liscome Bay
 Henry Kowalsky USS Sargeant Bay
 Dean Schaver USS Chenango
 William Vander Veer USS Chenango
 Paul Schmuff USS Chenango
 Jerome King USS Chenango
 William Waldron USS Chenango
 Leonard Belsher USS Chenango
 Samuel Moore USS Nasssau
 Richard Hood USS Gilbert Islands
 Charles A. Broker USS Gilbert Islands
 Cornelius(Neil) Dolan USS Gilbert Islands
 Robert Biggs USS Gilbert Islands

Art Elias, plank owner of the USS Gilbert Islands, has published a ship's history of the "GI". It is available for \$25.00. Please contact Art at 12308 Covered Bridge Road, Sellersburg, IN 47172.

DECEASED

Name _____

Address _____

City & State _____ Zip _____

Ship _____

Squadron _____ Date of Death _____

Survivors Name _____

___ Continue sending "CVE Piper" ___ Discontinue sending "CVE Piper"

Please send to: Mage Magerkurth, 13114 W. Blue Bonnet Drive, Sun City West, AZ 85375-2537

Shipmates: Please check to see if your name is on the list on page 9 under the heading of "Delinquent List of Members for 2009".

If so, you are not checking the "Due Date" on the Piper label. And your dues have expired. Can we count on you to bring your dues up to date?

**Our organization cannot continue without your support.
 \$30.00 will pay your 2009 dues / \$50.00 will pay 2009 and 2010 dues.
 Remember we do not send dues reminders - it's up to you.**

**Make checks to :
 ECSAA
 Send to:
 "Mage" Magerkurth
 13114 W. Blue Bonnett Drive
 Sun City West, AZ 85375**

USS BAIROKO continued

The ship laid down on its side and never recovered...water poured in all openings.

The Hull was lolling on her side at a 90-degree angle, still locked deep in the trough between waves. Their height, incongruously, reminded Schultz of a visit to New York City, when he'd strolled down Fifth Avenue gazing at the skyscrapers.

"Who knew the crazy things you think of when you're going to die?" DeRykere, meanwhile, suddenly recalled that he had forgotten to make his noon report to the Captain informing him the ship's chronometers had been wound.

And then the Hull dropped out from beneath them. It happened so fast. DeRykere and Schultz each put an arm around Gherstly. They nodded their good-byes as the Pacific Ocean surged around them. DeRykere had read the charts; he knew they were sailing close to the deepest part of the Philippine Trench, an area named the Galathea Depth where the seabed was nearly seven miles below the surface. The pressure at that depth would be equal to over one thousand of earth's atmospheres. But DeRykere also knew that he'd be long dead before his corpse reached the bottom. Fish food. Before he was sucked down into the vacuum with the USS Hull, before he was driven so deep he thought his eardrums would explode, the last thing Chief Archie DeRykere, from Laurel, Montana, heard was the rough bitter plaint of his friend, Chief Bosun's Mate, Ray Schultz.

"This is not good," he thought. He was an understated man. "We're going down and there's nobody around to help us"

The Chief was in the water 23 hours...occasionally linking up with other survivors.

By this time DeRykere's eyes were nearly completely swollen shut

and so scabbed over from saltwater sores that he considered it a small miracle that he even spotted the smoke from the ship. He had stroked only a few dozen yards when something knocked hard, against his back. A frisson of electricity ran up his spine as he wheeled. Through blurred vision he barely make out the outline of a large dorsal fin. The shark had to be six feet. "A big bastard," he thought, and said aloud, "You know, God, first you take my ship. Then you have me swim around in the ocean all night, And now you're gonna feed me to the sharks? That ain't right."

God must have been listening...the shark moved away.

He was finally picked up by the USS Tabberer DD 418 skippered by Lt Cmdr Plage. The Tabberer had been ordered to maintain course and speed and not to stop for me in the water. The skipper defied that order and turned back to search. 55 Hull survivors were rescued by Lt Cmdr Plage.

Recently, led by Archie DeRykere, they have mounted a campaign to have Cmdr (Ret) Henry Lee Plage awarded a posthumous Medal of Honor. The Navy has as yet to make a decision. While my direct involvement with the Bairoko ended in June 1946...the ship made several cruises to the far East in 1946 and 1947. She was active in the Korean War and was awarded 3 Battle stars. In 1954 she participated in the hydrogen bomb test at Eniwetok.

In July 1954 she reported to the long Beach Naval Shipyard and was decommissioned in 1955. The Bairoko was sold for scrap in 1960.

On my 50th birthday my wife, Alice, gave me a desk set with two pens. On it was a block of wood and plaque describing it as having come from the deck of the USS Bairoko, CVE 115. I finally have my plank.

My wife and I visited Archie and Jackie in San Diego several times...most recently last October when we all went to the commissioning of the new Maken Island LHD 8.

I continue to be in touch with him and, no, I never did clean those bilges.



Johnny Johnson Continued

From 1942 through 1945, the USS Sangamon earned eight Battle Stars. Johnson's personal display of the honors he earned includes the Philippine Liberation, American campaign, Asiatic Pacific, Good Conduct and World War II medals, along with the Combat Action ribbon.

The battle of his life

May 4, 1945, started out just like any other day aboard ship. Johnson said they were headed toward Japan's mainland when orders were sounded that the USS Sangamon was under attack.

"This was supposed to be our last encounter with the Japs," he said. The attack, etched in history as the Battle of Okinawa, began at approximately 7 p.m. when Japanese kamikazes — suicide pilots — organized their attack. According to historical accounts, the first kamikaze missed its mark and hit the water about 25 feet from the ship. A short time later, at 7:33 p.m., a Kamikaze dropped his bomb on the center of the flight deck and flew his plane right into the target. Fires broke out everywhere, and Johnson and his comrades worked to protect the fuel tank from exploding by spraying carbon dioxide onto the steel tank. When the work was done, they crawled through a tube up two decks to get to the weather deck. They were trapped there because the hatch was locked, and had to wait until a first lieutenant came along and opened the door.

It was when the door opened that Johnson's memory goes blank. When the fresh air hit the space where they were standing, a fire ball erupted and burned the sailors from head to foot. They passed out immediately, and Johnson remained unresponsive for quite a while. The men were transported to a forward dressing room, created to treat the injured, and were packed in skin grafting grease to keep the air from reaching their bodies.

Johnson remembers the horrible smell of the grease, the inability to

see, hear or talk and the words of his skipper when he said, "I brought you out here, and I'm going to bring you home."

"They kept us doped up for a long while — at least a couple months," Johnson said. "They kept us wrapped up like a mummy." Today, Johnson has little scarring to remind him of that harrowing day back in 1945.

Good with the bad

While there was little to celebrate among soldiers and sailors fighting in World War II, Johnson said they did what they could to cheer each other up during their nearly four years aboard ship. After successfully securing an island and chasing the Japanese away, the men were treated to beer parties on the island.

Then there were the day-long initiation rituals each time the ship crossed the equator. Johnson said the clippers were brought out by the seasoned sailors, and the newbies had to get their heads shaved with the dull blades of the device. Johnson described the feeling as getting your hair yanked out by the handfuls.

"It's a wonder what you do for entertainment sometimes," he said. Perhaps the best memory Johnson has of his time at war was the USO tour stop by comedian Bob Hope and a beautiful female entertainer, Frances Langford.

"They didn't have much power for the mics," recalled Johnson, adding that Langford wasn't sure what to do on stage because the guys couldn't hear her.

"One guy said, 'Just stand there, lady!'" Johnson said with a smile. "They hadn't seen a woman for so long," said his wife, Rose.

Johnson said the USO tour performers like Hope deserve a lot of credit because of the risks they took to perform for the troops.

"Even guys on the island would swim out and throw hand grenades at the ship," he said.

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Delinquent List of Members for 2009

LNAME	FNAME	MEMNC	US_SHIP	CVE	DUE
Abila	Fred	2976	Salamaua	96	9/15/2009
Alexander	C. Edw.	2409	Tulagi	72	6/1/2009
Allen	W. Leonard	1032	Saidor	117	4/15/2009
Althouse	Ron L.	3390	Corregidor	58	9/15/2009
Andersen	Edwin M.	3394	Chenango	28	1/15/2009
Arv	HerbertJ.	1060	Long Island	1	5/15/2009
Avens	HaroldW.	1278	Casablanca	55	1/1/2009
Bailey	Benjamin	2453	Salamaua	96	5/31/2009
Barnhill	Richard	2636	Sangamon	26	11/15/2009
Baron	Dr. Alvin	2700	Mindoro	120	8/15/2009
Baumgardner	J.D.	3257	Natoma Bay	62	12/15/2009
Behrman	Richard F.	1826	Puget Sound	113	11/1/2009
Bennett	PaulA	2042	Gambier Bay	73	5/1/2009
Berns	John Francis	3154	Ommaney Bay	79	1/1/2009
Bigley	Frank O.	2947	Palau	122	7/31/2009
Birch	Wendell	3343	Steamer Bay	87	12/15/2009
Blair	Ken I.	2211	Corregidor	58	8/1/2009
Blomker	Willis R.	2505	Makassar Strait	91	9/30/2009
Bobo	Merton A.	3333	Steamer Bay	87	1/31/2009
Bowlby	Carol L	3104	Puget Sound	113	4/30/2009
Bregar	Fred J	2305	Steamer Bay	87	4/30/2009
Brennan	Robert E	308	Sicily	118	11/1/2009
Bruce	Kenneth L	213	Block Island	106	11/1/2009
Busboom	Clarence	1536	Salamaua	96	12/15/2009
Casey	William	487	Salamaua	96	10/15/2009
Chadwick	Samuel	2956	Petrof Bay	80	6/30/2009
Ciuffoletti	AG.	1240	Card	11	3/1/2009
Cook	Bertrand	3396	Long Island	1	12/15/2009
Crist	David	3308	Solomons	67	2/15/2009
DeFranco	Thomas	2512	Nehenta Bay	74	9/30/2009
Doliani	Reva	3110	Makin Island	93	8/15/2009
Dundee	Charles	1165	Tripoli	64	8/1/2009
Dyer	John	138	Sangamon	26	2/15/2009
Dyste	Jack	#C3377			2/15/2009
Egan	Francis	2139	Sangamon	26	12/15/2009
Endicott	lyle	2144	Steamer Bay	87	6/1/2009
Estep	John	571	Puget Sound	113	12/1/2009
Falcon	A.J.	2430	Sangamon	26	8/15/2009
Finch	Albert	200	Card	11	2/1/2009
Forrester	RobertW.	1426	Gilbert Islands	107	7/1/2009
Fouts	LawrenceW.	800	Munda	104	9/30/2009
Frank	Toby	3384	Marcus Island	77	11/30/2009
Fraser	James	3290	Anzio	57	10/15/2009
Frasher	ChesterH.	543	Block Island	21	7/31/2009
Freeman	John	427	Bogue	9	4/1/2009
Gable	Carl	66	Petrof Bay	80	3/11/2009
Glosik	George	3295	Casablanca	55	10/31/2009
Goodrich	Carl	3170	Saidor	117	2/15/2009
Greene	Richard	1607	Bougainville	100	3/1/2009
Gregg	Howard	1176	Mindoro	120	9/1/2009
Grzebielski	Alex	3098	Petrof Bay	80	4/15/2009
Hanover, Jr	George	2934	Hoggatt Bay	75	4/15/2009
Hayden, Jr	Christopher	3344	Petrof Bay	80	12/21/2009
Heinrichs	D.	3155	Altamaha	18	11/15/2009
Hendricks	Ed.G.	2275	Cape Esperance	88	4/1/2009
Hiestand	R.L.	87	Bogue	9	1/1/2009
Hinesley	Gordon E	3151	Makin Island	93	10/31/2009
Hoffarth	RobertO.	2651	Sitkoh Bay	86	8/15/2009
Hofstetter	Stanley	815	Makassar Strait	91	10/31/2009
Hokanson	Harry	644	Corregidor	58	3/1/2009
Hollatz	Sylvester	1153	Guadalcanal	60	8/1/2009
Hopes	LeRoy	2342	Corregidor	58	5/15/2009
Hort	Philip	2142	Kitkun Bay	71	12/15/2009
Hunt	Barbara	2235	Gambier Bay	73	9/15/2009
Isaak	Thomas	85	Rendova	114	6/30/2009
James	HowardW.	3168	Salamaua	96	2/15/2009
Jefferys	Ivor	2864	Petrof Bay	80	9/15/2009
Johnson	Robert	1676	Copahee	12	6/1/2009
Kelly	lee	3319	Sargent	83	3/31/2009
King	RayW.	387	Attu	102	1/1/2009
Kowal	Edward B	3236	Natoma Bay	62	12/15/2009
Kuhlenbeck.	Don	3265	Makassar Strait	91	2/15/2009
Landa	Walter	1936	Cape Gloucester	109	5/1/2009
lange	Walter	2442	Attu	102	8/31/2009
Langford	Marshall	264	Sangamon	26	4/30/2009
LeVine	Harry	1694	Tulagi	72	3/31/2009
Lew	GeorgeW.	600	Kadashan Bay	76	1/1/2009
Lodholz	Alyce	1020	Petrof Bay	80	3/1/2009
.luse	Robert	3379	Salerno Bay	110	2/28/2009
Lvnen	Wm	3345	Kasaan Bay	69	12/31/2009
Marmon	Huron	1648	Anzio	57	4/1/2009
Maxwell	KenC.	1798	Sitkoh	86	9/1/2009
MaveauxJr	EUgene	2341	Tripoli	64	5/15/2009
McGee	V.A	2581	Corregidor	58	5/15/2009
McKav	JohnW.	1432	Thetis Bay	90	1/31/2009
Mclarty	Archie	2827	Core	13	5/15/2009
Mercier	Lowell	1712	Tripoli	64	7/1/2009
Miller	Jack	559	Anzio	57	12/1/2009
Moersch Jr	George W.	1046	Roi	103	5/1/2009
Monahan	AE.	3321	Makin Island	93	5/15/2009
Morgan	Donald F	3225	Altamaha	18	6/15/2009
Morgan	HenrvC.	2399	Cape Esperance	88	7/15/2009
Nichols	Llovd	3391	Corregidor	58	10/15/2009
Ochinero	Frank M	15	Marcus Island	77	3/31/2009
Odorn	JamesM.	2854	Sargent Bay	83	1/15/2009
O'Hare	Don R	2632	Takanis Bay	89	5/15/2009
O'Neill	James E.	1236	Kasaan Bay	69	1/1/2009
Pardi	Donald	1271	Makin Island	93	9/1/2009
Parker	Harold	1553	Salamaua	96	12/1/2009
Person	Richard A	3189	Gambier Bay	73	3/31/2009
Pfeifer	Eugene	262	Makassar Strait	91	3/1/2009
Pickering	Ellis	2051	Sangamon	26	8/1/2009
Pierson	John	3331	FanshawBav	70	8/15/2009
Porter	E.C.	3339	Manila Bay	61	10/31/2009
Powell	Francis	3329	Natoma Bay	62	8/15/2009
Prato	Peter J	3309	Altamaha	18	5/15/2009
Price	Forrest B	2065	Cape Esperance	88	6/15/2009
Raming	Bud	2410	Kalinin Bay	68	7/31/2009
Rice	William R	3161	Kitkun Bay	71	1/15/2009
Rowland	Monte R	1808	Bougainville	100	9/1/2009
Sanders	Robert J.	2328	Sangamon	26	12/15/2009
Saunders	Guy T.	1190	Core	13	12/1/2009
Schiffbauer	Charles K	2901	Palau	122	4/1/2009
Schlener	Paull.	3211	Cape Esperance	88	5/15/2009
Schreiber	Christa	415	Nehenta Bay	74	7/1/2009
Shy	Gloria Stansborge	827	Tulagi	72	6/15/2009
Smith	Frank	2206	Sangamon	26	1/15/2009
Soppeland	Wendell	2422	Rendova	114	7/31/2009
StACY	James M.	2405	Sangamon	26	10/15/2009
Staple	JackW.	760	Savo Island	78	9/1/2009
Stevens	Howard W.	1354	Kitkun Bay	71	4/1/2009
Stravers	Joe	769	Hoggatt Bay	75	8/1/2009
Styx	John	3230	Tulagi	72	10/31/2009
Swanson	Ralph L.	2060	Sangamon	26	12/1/2009
Swanson	GlenL	3311	Palau	122	2/15/2009
Taylor	Morris E	3288	Rendova	114	9/30/2009
Taylor	Ward J.	3304	Hoggatt Bay	75	1/31/2009
Tejeda	Ed	2187	Lunga Point	94	2/28/2009
Thompson	James O.	3386	Suwannee	27	5/30/2009
Underwood	James A.	869	Roi	103	6/1/2009
Utley	ValDean	3337	Steamer Bay	87	10/31/2009
VanHorn, Jr	James W	2386	Vella Gulf	111	7/15/2009
Vance	Donald	3284	Commencement Bay	105	9/15/2009
Vieau	Harold	755	Kitkun Bay	71	8/31/2009
White	P.W."Perry"	3138	Natoma Bay	62	10/15/2009
White	Walter	3388	Sangamon	26	9/15/2009
Wiese	LeRoy	2924	Corregidor	58	3/31/2009
Winkler	Harry G.	1235	Holiandia	97	12/1/2009
Wohlford	W.T.	1262	Core	13	1/1/2009
Woodworth	John "Jack"	2931	Corregidor	58	3/31/2009
Zube	John G.	206	Gambier Bay	73	2/1/2009

U.S.S. Independence: A Triple Hulled, Weapon-Laden Monster That is Surprisingly Affordable



USS Independence (LCS-2), the class prototype for the Independence-class littoral combat ship, will be the sixth ship of the United States Navy to be named for the concept of independence. It is the design produced by the General Dynamics consortium for the Navy's littoral combat ship program, and competes with the Lockheed Martin-designed USS Freedom.

It is intended as a small assault transport that can take on various capabilities with the installation of mission modules. The ship is a trimaran design that was delivered to the Navy at the end of 2009.

This beast will sail close to the shore and throw everything imaginable at an enemy—from armored vehicles and helicopters to shells, torpedoes and missiles. Plus, it can hustle at a rumored 60 knots. Basically, that means the enemy will have a difficult time escaping the wrath of this mighty vessel no matter where they are. . And the best part is that the price tag tops out at only \$208 million, which is fairly frugal for the US government.

THE COAT OF ARMS THE USS INDEPENDENCE, LCS 2

Shield:

Azure (Dark Blue) a representation of the new Independence, prow to the front, the national flag displayed, on ocean waves, all proper; a bordure embattled of six merlons Or, charged with eight mullets of the field.

Crest:

On a wreath Or and Azure (Dark Blue) the Liberty Bell surmounted by a United States national flag of thirty stars and a commodore's pennant of fifteen saltirewise proper.



SYMBOLISM

Shield:

Dark blue and gold are traditionally associated with the United States Navy. The field is charged with a representation of the new Independence at sea. The crenellated bordure bears six merlons, each representing one of the previous ships to bear the name Independence. The eight mullets on the bordure recall the battle stars awarded Independence (CV-22) for distinguished service during World War II. Gold also denotes excellence.

Crest:

The Liberty Bell signifies the freedoms achieved by America's independence from England's domination and emphasizes the participation in gaining national independence of the first ships to bear the name. The stars and stripes and commodore's pennant of the early nineteenth century recall the nation's struggles of that historic period.

Motto:

"Libertas Per Laborem Audentium" (Independence Through Bold Action) in gold letters on a dark blue scroll garnished Argent doubled gold with dark blue garnish.

Seal:

The coat of arms as blazoned on a white oval within a dark blue collar edged on the outside with stylized gold cable and inscribed at top "USS Independence" and in base "LCS 2" all in gold letters.

ECSAA Tour & Entertainment Itinerary For Monday, September 6th, 2010

9:00 AM	Motor coach departs for Wade Landry's Swingin' Cajun Style Show.
10:00 AM	Showtime
12:15 AM	Motor coach departs for Sadie's Sideboard Smokehouse.
12:30 PM	Lunch included – sit down.
1:30 PM	Motor coach departs for Radisson Hotel. Nap and freshen up!
5:30 PM	Motor coach departs for the Clay Cooper Country Express Show.
6:00 PM	Dinner included – sit down.
8:00 PM	Showtime
10:00PM	Motor coach departs for Radisson Hotel

The "Wade Landry's Swingin' Cajun Show" is about good country music with a Cajun flair. Wade and his wife perform with his group from Louisiana. They have a full band with a lot of string music performers, dancers and comedians.

Clay Cooper's Country Music Express is a high-energy country variety show featuring singing, dancing, trick roping and comedy performed by 20 veteran entertainers. Clay is exceptionally proud of Branson's heritage of honoring all service men and women – active and retired. When you hear Clay sing, you'll feel the patriotism exuding from his rendition of "In God We Still Trust". Ned McCoy is also an active supporter of our military. He has preformed in the most recent 13 USO Tours. You are encouraged to send military photos of our group members to be displayed on the big screens during the show. If you have any photos that you'd like to see displayed during the show, send them to George Manik. You will be able to rest for a few hours at the hotel in the afternoon and freshen up before the coach leaves at 5:30PM for dinner and the Clay Cooper Country Express Show. Tickets are \$95.00 per person. Remember that both lunch and dinner are included in the cost of the day's tickets.

ECSAA Tour & Entertainment Itinerary For Tuesday, September 7th, 2010

8:45 AM	Busses depart for the Veteran's Memorial Museum.
9:00 AM	Tour the Veteran's Memorial Museum
10:30 AM	Busses depart for the Showboat Branson Belle.
11:00 PM	Memorial Service at the Showboat – See attached program.
12:00 PM	Branson Belle Lunch Cruise.
2:15 PM	Busses depart for the Pierce Arrow Show.
3:00 PM	Showtime.
5:00PM	Busses depart for the Radisson Hotel.

The Veteran's Memorial Museum

Contains more than 2,000 exhibits, including the world's largest war memorial bronze sculpture featuring 50 life-size statues storming the beaches. The names of the men and women killed in action in WWII, Korea, Vietnam, The Persian Gulf and recent conflicts in the 20th Century are displayed on the Museum's walls.

The Memorial Service program - provided by the Showboat Branson Belle.

The service will begin at 11:00AM outdoors next to the boat. There is a gazebo for the folks conducting the service and the audience will sit in the non-covered area. The weather had been such that there has been only one cancellation in 220 services. A program will be passed out at the service for your information. However, we will also pass out our Memorial Program listing the deceased veterans since our last convention for the tolling of the bell.

The two hour Branson Belle Cruise beginning at 12:00PM

The Branson Belle is a 700 seat, 1890's paddle-wheeler cruising Table Rock Lake noted for its 800 miles of breathtaking shoreline. The paddle wheeler is certified by the US Coast Guard and piloted by licensed US Merchant



Marine Officers. Entertainment featured 50 members from Broadway favorites to big screen hits of the past 50 years preformed by professional singer/dancers, comedy acts and magician Christopher James. A three-course meal featuring a main entrée, two side dishes, salad, bread, drink and desert. The cruise concludes at 2PM & the busses leave at 2:15PM for the Pierce-Arrow Show so please disembark and board your bus without delay.

The 3:00 the Pierce-Arrow Show

This is a show for all ages – a combination of young and young-at-heart performers entertain with energy and patriotism and is truly Branson's hottest show bringing you, the audience, with them to enjoy the time of your life! It is overflowing with talent from the world's lowest bass singers (according to "The Guinness Book of World Records") to masterful harmonies and expert entertainers. These gentlemen truly love what they do and it shows. Jarrett Dougherty is one of Branson's funniest and Desta McAulife - a beautiful ray of sunshine. They bring you all the current musical styles as well as your most beloved country songs. Kim Boyce, a former Miss Florida, sings many contemporary gospel hits. The show is over at 5PM. The busses then leave for the Radisson hotel.

Tickets are \$95.00 per person. Remember that lunch is included in the cost of today's ticket.

2010 ECSAA Tours and Entertainment Reservation Form

(Please cut out form)

Monday, September 6 _____ People @ \$95.00 Each = _____
Tuesday, September 7 _____ People @ \$95.00 Each = _____
Totals _____ People Amount Due = _____

Name _____ Spouse/Companion _____

Family & Guests _____ Phone _____

Address _____

City _____ State _____ Zip _____

Email _____

Please make checks payable to:

ECSAA Convention Fund

Mail Form and Check to:

George Manik

50 North Island Road, Bayville, NJ 08721-3578

The information below is for ECSAA Records Only...Please Leave Blank

Amount: _____ Check Number: _____ Date Received: _____

RESERVATIONS ARE DUE BY AUGUST 15, 2010

Summer 2010

Newsletter of the ESCORT CARRIER SAILORS & AIRMEN ASSOCIATION, INC.

ESCORT CARRIER SAILORS & AIRMEN ASSN.
2037 MEADOW LAKE COURT
NORFOLK, VA 23518

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Late Reservations are accepted on a space available basis with a \$20.00 per person late fee.

Note: The ship must maintain the published schedule and therefore cannot wait for late passengers. Likewise, the busses must maintain the listed departure times and cannot wait for late passengers. Neither refund nor exchanges will be made to passengers who miss the scheduled departures.

SKAGGS COMMUNITY HEALTH CENTER – 417-335-7000

Health care facilities in the Branson/Lakes area: Services available include immediate care facility, 24-hour emergency care, a heart center, state-of-the-art medical technology, 24 hour Level III Trauma Center & emergency room with air ambulance when needed.

FOR WHEELCHAIR INFORMATION:

CALL George Manik (732)269-0866

Just for your info.....

Frontier Airlines launched service in April to five new cities from its main hubs in Denver and Milwaukee. From Denver, the airline added flights to Louisville; Green Bay, Wis.; and Branson, MO. From Milwaukee, Frontier is offering seasonal service to San Francisco and San Diego.

2010 ECSAA Convention Registration Form
You must be pre-registered by August 28, 2010
Friday, September 3rd to Wednesday, September 8th
Branson, Missouri

Name _____ Member # _____ Non Member _____

Spouse/Companion _____ Phone _____

Family & Guests _____ Ship/Squadron _____

Address _____ City _____ State _____ Zip _____

Registration Fee of \$55.00 includes banquet, entertainment, taxes, gratuities and normal convention expenses such as packets, paper, printing costs and badges, etc.

Registration Fee - \$55.00

Number Attending _____

Total Fee _____

Check Number _____

Date Received _____ (For ECSAA's records)

Please make checks payable to:
 ECSAA Convention Account
 Send to:
 George Manik
 50 North Island Road
 Bayville, NJ 08721-3578
 barbaramanik@verizon.net
 (732) 269 -0866

Banquet Menu Choices (Included in Registration Fee)

Roast Prime Rib of Beef with creamed horseradish	How Many _____
Chicken Romaulade	How Many _____
Served with apple raisin & almond stuffing & Mornay Sauce	
Grilled Salmon topped with lemon butter parsley	How Many _____
Vegetarian Puff Pastry	How Many _____
Filled with pasta & vegetables in cream basil sauce	

Please complete the form, cut it out and, along with your check, mail to George Manik whose address is on the form.

Each entree is served with Ozark Salad of Garden Greens, Sliced Cucumbers, Shredded Carrots, Cherry Tomatoes, Croutons, Pepper Cream & Raspberry Vinaigrette

Dessert - Key Lime Pie

Remember!! You must also register with the hotel before August 24th, 2010.

Call 1-888-566-5290 - Radisson Hotel Branson - Direct Number

Ask for room reservations.

Make sure to get our special room rate of \$84.00. Let them know that you are with the ECSAA Convention.



THE ECSAA Needs Your Photos and Memorabilia

Thanks to the hard work and diligence of fellow CVE'er William (Bil) Miller, the Escort Carrier website now displays a photo album with information and pictures of the different "classes" of CVEs. We have a great beginning. If you have photos of the ships, crews, patches or articles about the ship you served aboard that you would like to share, please forward them by email to wilson_242@msn.com or Chowsecve-29@cox.net. If you would like to send hard copies, please forward them to Charles Howse, 2037 Meadow Lake Court, Norfolk, VA 23518. We look forward to hearing from you in the near future.

"Let's Keep the Escort Carriers' History Alive"

NOW HEAR THIS!

FLYING TO AND FROM BRANSON THIS SEPTEMBER TO ATTEND OUR CONVENTION??
READ THE FOLLOWING INFORMATION TO FIND OUT HOW YOU COULD
SAVE MONEY ON YOUR AIRFARE, CAB & SHUTTLE!



The new "Branson Airport" is open & only 10 miles South of downtown Branson. Air Tran, headquartered in Orlando, FL, Sun Country headquartered in Minneapolis/St. Paul, MN and Frontier Airlines headquartered in Denver, CO. are discount airlines with flights into Branson. Branson Airport's phone number is: (417) 334-7813. Their website is: www.flyBranson.com. Rumor has it that Southwest might also fly into Branson. Keep checking on line to the Branson website for up-to-date information on the airlines serving Branson as other airlines might schedule flights to Branson during the warmer months.

Gray Line of the Ozarks – (800)-542-6768 is the only official cab/shuttle transportation available from the Branson Airport to the Radisson Hotel. The fee for a cab to the Radisson for two people is \$27.50 one way. The fee to return to the airport is also \$27.50 for two passengers. However, Gray Line maintains a booth at the Branson Airport where they discount the fare for a round trip. The fare for more than two passengers in a cab can be discounted and the fare is EVEN LESS if you take a shuttle. Check with the Gray line Booth at the airport.

► Airlines serving Branson Airport:

Air Tran – www.airtram.com - 800-247-8726

Sun Country – www.suncountry.com - 800-359-6786

Frontier – www.frontier.com - 800-432-1359

► The Airlines serving Springfield/Branson Airport – 417-868-0500 – 45 miles from Branson, MO offering daily non-stop service available to Atlanta, Chicago, Cincinnati, Dallas/Fort Worth, Denver, Detroit, Memphis, Minneapolis/St. Paul, Orlando, Phoenix, L.A., Las Vegas, St. Petersburg/Tampa, and St. Louis. One stop service is available to an additional 476 domestic cities.

We have an agreement with American Airlines. An ECSAA member is eligible for a 5% discount valid September 1-12, 2010 traveling to and from Springfield/Branson airport. To make a discount reservation, call Meeting Services Desk at 1-800-433-1790 and mention promotion code 7190AE (There will be a separate charge of \$20.00 per ticket purchased by phone and/or a service charge of \$30.00 if purchased at the airport – this amount is subject to change)

HOWEVER – at this time there is NO TICKETING FEE FOR RESERVATIONS MADE AND TICKETED ON LINE. The 5% discount can be booked at www.aa.com for American Airlines & American Eagle flights only! When booking on line for your flight to Branson, log on to www.aa.com for American Airlines, click on "Book Flight", complete questions 1 – 8. Under question 9, insert OUR PROMOTION CODE - 7190AE. Continue filling out the form and we'll see you in Branson!

► The Airlines serving Springfield/Branson Airport

Allegiant Air – www.allegiantair.com – 702-505-8888

Delta (Northwest) – www.delta.com - 800-221-1212

United Express – www.united.com - 800-241-6522

American Airlines – www.aa.com - 800-433-1790

Check out the NEW Branson AirExpress that is scheduled to start flying May 17 to and from Des Moines: Terre Haute, Ind.; Shreveport, LA; Houston; and Austin on a three month trial. Type in the following web link to check to see if your dates are available: <https://booksecure.flybranson.com/>. This has started a 200 day sale for a lot of airlines.

► CAB AND SHUTTLE SERVICE TO BRANSON IS AVAILABLE FROM THE FOLLOWING:

Terry's Transport – 417-331-2582 - TOBOWLING@CENTURY.NET - provides discounts each way if several people call and give him your name and airline + arrival time. He will also plan for a shuttle and/or bus to pick up a group at a discount rate.

Branson Coach, LLC – 417-339-4888 - INFO@Bransoncoach.com

Best Price Airport Shuttle – 417-251-0153

Gray Line of the Ozarks – 800-542-6768 – BRANSONGRAYLINE.com

American Flat-Rate Shuttle, LLC – 417-263-0377 - Flatrateron@excite.co

All Around Branson Shuttle – 888-882-9766 – allarroundbranson@aol.com

The average TAXI price is \$80.00 for 2 – 4 people - less if you take a shuttle.

The “INDEPENDENCE” Namesake

INDEPENDENCE 1



The first INDEPENDENCE was commissioned in 1776 was a brig of 12 guns. She was built in Kingston Massachusetts at Jones river landing by William Drew as a ship of the Massachusetts Provincial Navy. The procurement agent for the Provincial Government of Massachusetts was William Sever. The Commanding Officer was Capt. Simeon Sampson. She cruised of the coast of Massachusetts for 3 months, taking several prizes, in that time. She was captured off the coast of Nova Scotia in a running Gun battle with British ships HMS Hope and HMS Nancy. She was condemned by the British Admiralty and disposed by a Prize Court. Her guns were removed and used to reinforce Fort Cumberland.

INDEPENDENCE 2



The second INDEPENDENCE was the first INDEPENDENCE in the Continental Navy, a sloop built in Baltimore, Maryland. In September 1776 she cruised under Captain John Young along the Atlantic Coast to the Caribbean to guard American merchant trade in the West Indies. In mid-1777 she sailed for France. She captured two prizes en route and disposed of these in France before the Royal Navy could interfere.

INDEPENDENCE 3



INDEPENDENCE, First ship-of-the-line commissioned in the U.S. Navy, launched 22 June 1814 in the Boston Navy Yard. She immediately took on guns and was stationed with frigate Constitution to protect the approaches to Boston Harbor and remained there until the end of the war with Britain. Under command was Captain William Crane who led a squadron out from Boston on 3 July 1815, and began her first overseas cruise.

INDEPENDENCE returned to Newport 15 November 1815 where she became the flagship of Commodore John Shaw until placed in ordinary service in 1822. INDEPENDENCE remained in ordinary service at Boston until 1836 where she was cut down to one covered fighting deck with poop and Forecastle.

INDEPENDENCE 4



The fourth INDEPENDENCE was built in 1918 by Bethlehem Shipbuilding Corp., Alameda, Calif., for the United States Shipping Board. She was delivered to the Navy and commissioned 16 November 1918, Lt. O. P. Rankin in command. INDEPENDENCE sailed with a cargo of foodstuffs 6 December 1918, arrived New York 1 January 1918; and continued on to England. Upon her return to New York, the ship decommissioned 20 March 1919 and was returned to the USSB. She was later extensively rebuilt and sold 7 August 1930 to Baltimore Mail Steamship Co. and renamed City of Norfolk. In 1940 she was reacquired by the Navy and served in World War II as troop transport Neville (q.v.).

continued on page 19

Editors Corner



Thanks to your Board of Governors we have a contract with the Chicago museum and the noted model builder Bill Waldorf to build a 1:96 scale model of the USS Guadalcanal (CVE-60), and the Destroyer Escort USS Pillsbury (DE 133).

They will be donated to the museum and put on display in conjunction with the captured German submarine (U-505).

This is quite an accomplishment and we hope to have it delivered to the museum by summer of 2011.

Bill Miller (CVE 92), has made a tremendous contribution to the CVE legacy. His extensive album is now on display on our website for everyone to see. Joe Judge, the curator for the Naval Museum in Norfolk, scanned each and every ship in Bills album for us! What a good friend he is to ECSAA to do all that. He then forwarded the pictures and information to Joyce Wilson our associate editor for inclusion in our website. We are fortunate to have her also.

Now I have a favor to ask of all the shipmates who receive this paper, in order to get more exposure and publicity for the CVE's, I'm asking you to go down to your local newspaper and submit an advertisement in the personal section like: WWII pictures and info. Log onto WWW.Escortcarriers.com. We want to get your story out to more people before our time runs out. This will be your contribution to our legacy. If any of you have any personal pictures you would like to share with your shipmates, send them to me. I'll have Joyce put them on the website for the world to see. I'm posting mine so you can see to what I'm referring.

For your information: Lowes & Home Depot offer a 10% year round discount to retired veterans. They will also give a discount to veterans with proof of service. Brother Wayne Catalina of the Bismarck Sea CVE-95 wrote to say he enjoyed the Editors Column and the "Piper" paper as a whole.

Editor's Corner continued.....

Let your editor know what you'd like to read about and send me your suggestions. Cut- off date for information to be included in the next "Piper" is one month before we go to press. Our "Piper" papers will be issued in Winter- January, Spring- April, Summer-July and Fall-October

One last Item: Membership- If your name is on the delinquent list for not having paid your dues; it's not fair to those who have, so this issue of the Piper will be the last issue you will receive. If you have a financial problem let Mage your membership chairman know and he will waive your dues. Look at the date due on your address label and I know a lot of you have forgotten but we cannot continue to send papers to those who have not paid dues- some since 2007.

Hope to see you all in Branson.

Charlie

President's Message



The Fourth of July is coming. Memorial Day has come and gone.

We celebrate the birth of this great Nation and pause to honor and mourn those who have sacrificed so that we may continue to celebrate the birth of our Nation.

The Escort Carrier Sailor and Airmen Association was formed to perpetuate the memory of those who served on the "Little Giants". We, as individuals, must do our best to honor those who have gone before us. We must pass on to our children and grandchildren what you and your shipmates did for them.

We need to encourage them to join our organization, come with us to the reunions and help keep alive the sacrifices so many of you have made.

LET'S START WITH BRANSON THIS SEPTEMBER!!

Johnny Johnson Continued

The Mascot

Johnson gets a twinkle in his eye and a smile on his face when he tells the story of the ship's mascot, a mixed-breed dog smuggled aboard by a sailor while the ship was docked in San Diego. Sangie, as she was named,



could climb a ladder faster than any man and didn't hesitate one bit to guard the lookout station with her fellow sailors.

"She had all the medals, plus the Purple Heart," Johnson said. Well ... all but one medal, that is. Unlike many of her sailor counterparts, Sangie was never bestowed the medal of good conduct. She got into a little trouble during the ship's brief docking for repairs at the San Diego port, and several months later, back out at sea, she gave birth to a litter of puppies.

"We sent her puppies with destroyers as they came to refuel," Johnson said with a smile. "The people on the destroyers were so tickled to get the puppies."

Proud to serve

Johnson has been on the waiting list to take part in the Honor Flight since last spring, when he submitted his application to

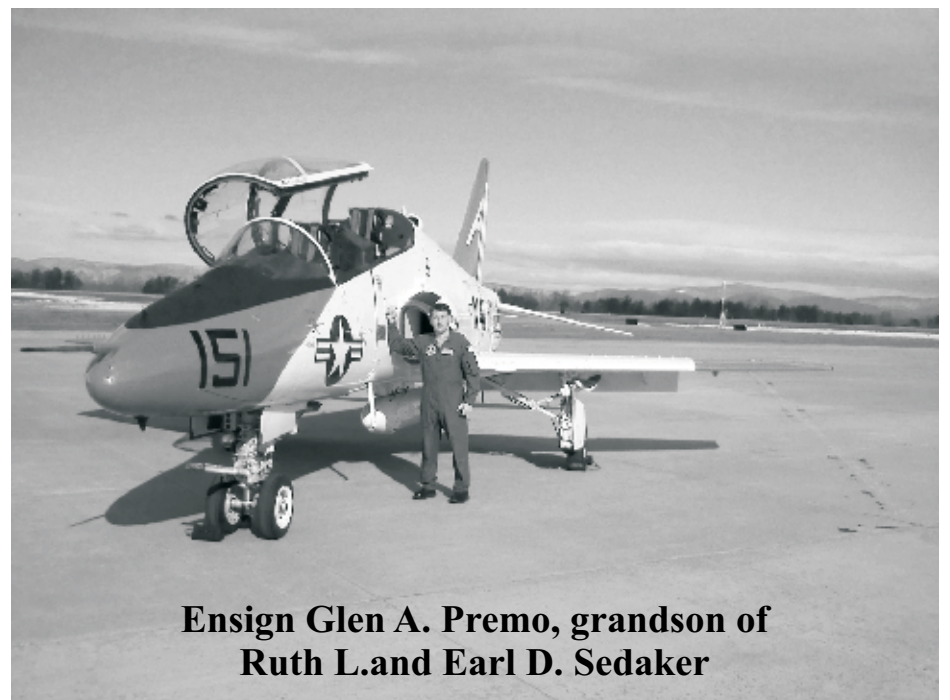
join a contingent from South Dakota. When that flight was filled, there were about 50 men from southwest Minnesota who were told their trip would be delayed.

The second born of five sons, and among three who served during World War II, Johnson is the only one in his family who served in World War II who is still living. His oldest brother was drafted, while his younger brother enlisted in the Navy and was stationed on a submarine. Johnson dreams of seeing the World War II memorial that honors all three of them for their war-time efforts.

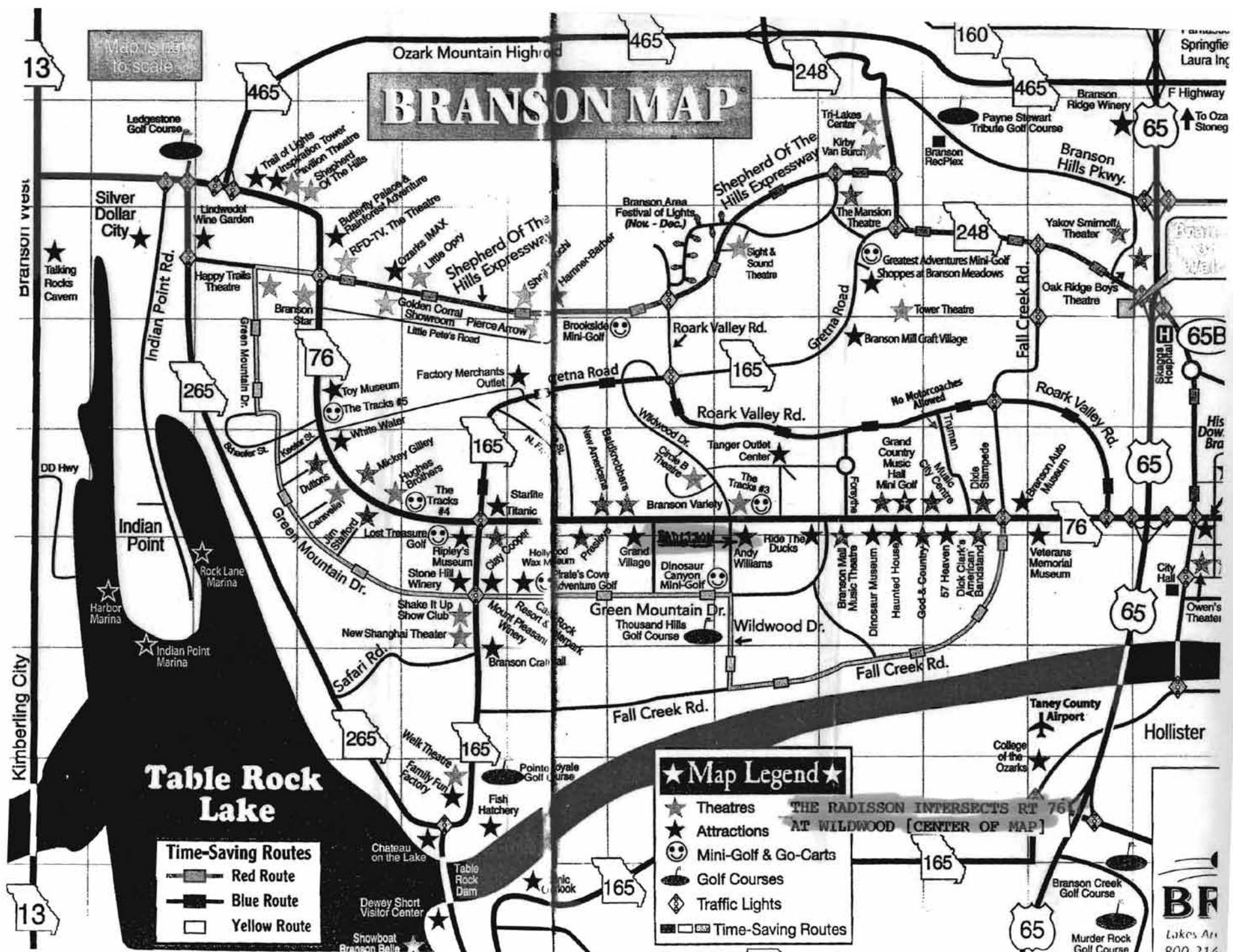
About a month ago, the day before Thanksgiving in fact, Johnson learned he has lung cancer. This week, he was to return to the VA hospital in Sioux Falls to discuss the course of treatment, which will likely be radiation. Just as he fought to do his part in the war, Johnson will fight this cancer too. After all, he is on a mission — a mission to see his memorial.

Article taken from the Daily Globe

Written by Julie Buntjer



**Ensign Glen A. Premo, grandson of
Ruth L. and Earl D. Sedaker**



“INDEPENDENCE” Namesake Continued.....INDEPENDENCE 5



The fifth INDEPENDENCE (CV-22), begun as Amsterdam (CL-59), was launched as CV-22 on 22 August 1942 by New York Shipbuilding Corp., Camden, N. J.; sponsored by Mrs. Rawleigh Warner; and commissioned 14 January 1943, Captain G. B. Fairlamb, Jr., in command.

The first of a new class of carriers converted from cruiser hulls, INDEPENDENCE conducted shake-down training in the Caribbean. She then steamed through the Panama Canal to join the Pacific Fleet, arriving San Francisco 3 July 1943. INDEPENDENCE got underway for Pearl Harbor 14 July, and after 2 weeks of vital training exercises sailed with carriers Essex and Yorktown for a devastating raid on Marcus Island. Planes from the carrier force struck 1 September and destroyed over 70 percent of the installations on the island. The carrier began her next operation, a similar strike against Wake Island 5 to 6 October, as CVL-22, redesignated 15 July 1943.

Continued on page 22

Membership Application

MAKE REMITTANCES PAYABLE TO
 ESCORT CARRIER SAILORS & AIRMEN ASSN., INC.
 (NAVY & MARINE SHIPBOARD VETERANS OF WWII, KOREA & VIETNAM)

Ralph Magerkurth Membership Chairman
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 Phone: 623-628-9589 E-mail: magecve-26@cox.net

1 YR.	\$30.00
2 YRS.	\$50.00
3 YRS.	\$65.00
DONATIONS ARE TAX DEDUCTIBLE DUES ARE NOT.	

For all of you who have computers, please check out our guest book on the ECSAA website. We have lots of folks who are looking for information on their loved ones who served during WWI and WWII. If you can be of assistance, please contact them. They would love to hear from you.

NEW APPLICANT RENEWAL MEMBER NO. _____ ADDRESS CHANGE

NAME _____ RANK/RATE _____

ADDRESS _____ CITY _____ ST. _____ ZIP _____

PHONE _____ E-Mail _____

CVE (S) NAME & NUMBER	OR	SQUADRON(S)	DATE SERVED
_____		_____	_____
_____		_____	_____

CHECK	
NO.	_____
AMT.	_____
DATE	_____
RECD. BY	_____
ENTRY DATE	_____

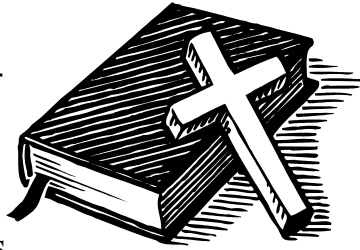
NEW MEMBERS - ATTEND OUR REUNIONS, MEET SHIPMATES IN BRANSON, MO IN 2010

Shipmates: This column represents how many members we have from each CVE. Do you have any prospective members we can contact? Our numbers are dwindling, it's important we keep our organization growing.

ECSAA Members by Ship & Count	Gambier Bay	25	Natoma Bay	28	Takanis Bay	12
	Gilbert Islands	34	Nehenta Bay	49	Thetis Bay	3
	Guadalcanal	14	Ommaney Bay	7	Tripoli	21
Altamaha	Hoggatt Bay	14	Petrof Bay	29	Tulagi	36
Attu	Hollandia	6	Point Cruz	14	Wake Island	35
Badoeng Strait	Kadashan Bay	12	Prince William	4	White Plains	9
Bairoko	Kalinin Bay	87	Puget Sound	18	Windham Bay	10
Barnes	Kasaan Bay	15	Rendova	43	Admiralty Islands	4
Bismarck Sea	Kitkun Bay	27	Roi	12	Breton	19
Block Island#1	Kula Gulf	17	Rudyerd Bay	13	Charger	3
Block Island#2	Kwajalein	9	Saginaw Bay	11	Commencement Bay	8
Bogue	Liscome Bay	6	Saidor	22	Croatan	10
Bougainville	Long Island	10	Savo Island	23	Matanikau	4
Cape Esperance	Lunga Bay	18	Salamaua	30	Palau	29
Cape Gloucester	Makassar Strait	20	Salerno Bay	33	Rabaul	0
Card	Makin Island	53	Sangamon	134	Shipley Bay	7
Casablanca	Manila Bay	13	Santee	29	Siboney	23
Chenango	Marcus Island	30	Sargent Bay	35	Solomons	23
Copahee	St. Lo	2	Shamrock Bay	14	Tinian	0
Anzio (Coral Sea)	Mindoro	30	Sicily	41	Vella Gulf	6
Core	Mission Bay	12	Sitkoh Bay	11		
Corregidor	Munda	12	Steamer Bay	30		
Fanshaw Bay	Nassau	5	Suwannee	19		

From the Chaplain's Pen

America, Bless God



It seems that we so often see signs that read “God Bless America”. I wonder what would happen if signs read and people practiced “America, Bless God”. It seems to me that there are primarily two groups of people, There are givers and there are takers.

We just recognized with grateful hearts those precious ones who have given their lives for the cause of our freedom. They are givers and on the other side there are those who have done everything possible to escape their responsibility to serve. They are the takers.

This holds true also in our culture as a whole. There are those who willingly give of their means and prayers to support and give thanks to our God for His blessing on our great Nation. And there seems to be those that want to disregard our Heavenly Father and dismiss recognition of all He has done. I remember a saying that spoke of women's advance in our culture that said, “You've come a long way, baby”. It seems to me that we have come a long way down from what our country was meant to be by our founding Fathers.

America was found as a Christian Nation. Pericles built a civilization upon culture, and it failed. Caesar built a civilization upon power, and it failed. Our forefathers founded our great Nation upon Christian values and America will live so long as the Lord is Her God. A South American President made a comment to Roger Babson in a conversation when he said, “South America was settled by men who were seeking gold, but North America was settled by men who were seeking God”.

I think we can all agree that our world needs the Lord and His direction for our future. Certainly our country needs to acknowledge our need for His leadership in all areas of our lives.

I'm sure that our God would appreciate and honor a National heartfelt thanks and praise for all He has done for us. In that we will continue to benefit from His blessings. In fact, He has given us four steps in returning to His total blessings in and for our Nation. In II Chronicles 7:14 “If My people which are called by My name (1) shall humble themselves (2) and pray (3) and seek My face (4) and turn from their wicked ways, then I will hear from Heaven, and will forgive their sins and heal their land”. If we would take seriously these conditions and abide by them then we could rightfully request “American Bless God”.

Alexander Ashburn writes in his poem “What Makes a Nation Great”:

“The land is great that know the Lord,
Whose songs are guided by His Word,
Where justice rules 'twixt man and man,
Where love controls art and plan;
Where, breathing is his native air,
Each soul finds joy in praise and prayer -
Thus may our country, good and great,
By God's delight - man's best estate.

The manner of giving shows the character of the giver more than the gift itself.

I don't get to see any of you but would appreciate hearing from you by e-mail.

Bob Marsh (Chappie)



NEW AND RENEWAL

Net Worth Report - As of 10/1/2009
(Includes unrealized gains)
As of 10/1/2009

FNAME	LNAME	US_SHIP	CVE	STATE
Joseph	Kender	Admiralty Islands	99	FL
Milan E.	Sills	Bismarck Sea	95	IN
James J.	Dunn	Cape Esperance	88	NY
Wallin J.	Sheridan	Cape Esperance	88	NY
William A.	Foqq	Chenango	28	FL
Maurice A.	Lohman	Copahee	12	NY
Jean	Morrissey	Core	13	IA
John J.	Stafford	Core	13	MO
Clarence	Radcliff	Corregidor	58	PA
Bill	Green	Corregidor	58	OH
William J.	Polster	Corregidor	58	CT
Roger	Cozens	DE 135-TG22.3		CO
Joseph	Salvo	Essex		NJ
Russell	Gallup	Gilbert Islands	107	NY
William	Wardle	Guadalcanal	60	NC
Joseph E.	Durand	Kadashan Bay	76	CA
Frank	Kilduff	Kasaan Bay	69	CA
James M.	Kirby	Kula Gulf	108	FL
Monte W.	Allen	Kwajalein	98	MO
Frank D.	Hanson	Nassau	16	WI
Ross W.	Jordan	Natoma Bay	62	MN
Harold R.	Wittstruck	Palau	122	PA
Robert E.	Armstrong	Palau	122	CA
Robert E.	Hemmerich	Point Cruz	119	OH
William B.	Kline	Rendova	114	WA
Roland W.	Kyle	Rendova	114	IN
Donald	Clements	Rendova	114	MI
Morris	Jerome	Sangamon	26	NY
Harvey P.	Goodchild	Sargent Bay	83	FL
Gerald	Wintermute	Sargent Bay	83	CA
R.J.	Gilmore	Sicily	118	NJ
Rolf	Strahm	Sicily	118	WY
Robert C.	Chattleton	Wake Island	65	CA
Gerald	Hesley	Wake Island	65	IA

Account	10/1/2009 Balance
ASSETS	
Cash and Bank Accounts	
Gen. Rec Mon. Mrkt	31,144.85
General Checking	4,427.58
Mon. Mkt. Escro	10,891.84
TOTAL Cash and Bank Accounts	46,464.27
Other Assets	
Monument CD 1	8,048.99
Monument CD 2	38,171.42
Monument CD 3	31,908.61
TOTAL Other Assets	78,129.02
Investments	
Dues Set Aside CD 4	18,196.13
TOTAL Investments	18,196.13
TOTAL ASSETS	142,789.42
LIABILITIES	
	0.00
OVERALL TOTAL	142,789.42



“INDEPENDENCE” Namesake Continued.....INDEPENDENCE 6

The sixth INDEPENDENCE (CVA-62) was launched by New York Navy Yard 6 June 1958; sponsored by Mrs. Thomas Gates, wife of the Secretary of the Navy; and commissioned 10 January 1959; Captain E. Y. McElroy in command. One of the newest classes of “supercarriers” at the time of her commissioning, INDEPENDENCE conducted shakedown training in the Caribbean and arrived her home port Norfolk, 30 June 1959.

After decommissioning, INDEPENDENCE remained in mothballs for five and a half years before being struck on March 8, 2004. During her time in mothballs, ex-INDEPENDENCE was said to have been heavily stripped to support the active carrier fleet, especially the KITTY HAWK-class carriers. Her port anchor and both anchor chains were used on the new NIMITZ-class carrier USS GEORGE H W BUSH. The recycling of parts and the poor material condition of INDEPENDENCE at the time she was retired made a strong argument against retaining her as a potential museum ship. Her sisters Saratoga and Ranger were retained, and remain on donation hold as of 2006. In April, 2004, Navy officials identified her as one of 24 decommissioned ships available to be sunk as artificial reefs.

Memories from Duty Aboard the USS Bairoko CVE-15

After graduating from a U.S. Navy Class “A” Teleman School in the summer of 1951, I was assigned to the USS Bairoko and put in charge of the post office. At that time the Bairoko had completed one tour of duty around Korea and was beginning to prepare for her second cruise. The day we departed on this new tour of duty we were visited by well known entertainer, Eddy Cantor. His visit was most appreciated and sent on our way to an uncertain future - while still laughing at his jokes.

During my time aboard Bairoko, we had either the Air Group 312, a Marine Fighter Squadron on an anti-submarine Squadron #25 aboard. When the Marines came aboard they brought with them a female dog as their mascot. She soon gave birth to some pups. A photo was taken of our Commanding Officer, Captain Hogle, walking between a line of Sailors and a line of Marines, during an inspection, when called upon “Checkers” was taking a nap in the center of the aisle. The news release article stated that Checkers did not draw any “sack detail” , just a friendly pat - the lucky dog.

The Marine pilots flew the F4U Corsair planes with a brightly distinguished checkerboard pattern painted on the engine cowling. They would wear a scarf of the same pattern around their neck during their missions. One day while on a mission over Korea, Marine Captain W.D. Smart had his plane hit by ground fire. He pulled up to gain altitude and then bailed out; landed on the top of a hill; saw a curving trench which he went to; other pilots flying cover for him called in for a rescue helicopter. Captain Smart had only a side arm for his defense. Two Chinese soldiers came around the curve in the trench and up to him. Each of them had a rifle and one had a bayonet attached. He motioned for Captain Smart to disarm and pointed to the scarf indicating to hand it over. Smart did so and both soldiers left and a little while later the rescue chopper arrived and took him back to the ship.

On the way back from Korea to San Diego after the second deployment, we were directed to Pearl Harbor, Hawaii. At this time John Wayne, the actor, was filming a movie about a detective that was trying to break up a plan to cause damage by a Communist group and to do harm to the city and the Naval Base. The movie was named “Big Jim McLain”. This was not how most of us knew John Wayne. He was wearing a suit and tie. Anyway, they needed a navy ship for the final scene, something like a troop ship and nothing was available. They decided that the Bairoko would work so the Navy gave their permission.

John Wayne came aboard the Bairoko during the final filming and was very friendly. He would pose for the asking, thus I have a photo of myself and “The Duke”. The final filming for the scene of Marines boarding some ship for the trip to Korea lasted maybe one minute, but to this day when I see this old movie, I cannot see a thing that would convince me that a CVE was used in place of a troop ship.

The Bairoko together with the Badoeng Straits, the Rendova and the Bataan along with other CVE carriers served their country well.

Article sent by Robert (Bob) Martin, TE-2

USS NASSAU CVE 16/VC66 AND USS NE-
HENTA BAY CVE 74

Date: November 12-16, 2010
Location: Radisson Hotel Branson, 120 S. Wild-
wood Dr., Branson, MO 65616
Contact: Rose Marie Kleinspehn
Phone: 585-567-8839
Address: Box 232, 103 W. Main St
Fillmore, NY 14735
Hotel Phone: 1-800-333-3333

USS CORREGIDOR

Date: September 4-9, 2010
Where: Branson, MO in conjunction with ECSAA
Contact: Joe Bennett
Address: 2464 Eden Rock Rd, Eden, NY 14057
Phone: 716-474-1670
E mail: jjben64@hotmail

USS NATOMA BAY CVE 62

Date: September 5-8, 2010
Where: Circus Circus/ Reno, NV
Contact: Oral C. (AL) Alcorn
P.O. Box 393 Frazier Park, CA 93225
Phone: 661-713-0730

USS WAKE ISLAND

Date: September 16-19, 2010
Location: Branson, MO
Contact: Earl Carter
Address: 5309 Timber Creek Circle,
North Little Rock, AR 72116

USS CASABLANCA

Date: September 4 - 9, 2010
Location: Branson, MO
Contact: Milton Rowe
Address: 241 Deerfield Rd.,
Camp Hill, PA 17011-8435
Phone: 717-761-8526

2010 Currently Scheduled Reunions

Current Reunion Notice

Please list the following:

Ship or Association: _____

Dates of Reunion: _____

Where: _____

Contact: _____

Address: _____

Phone or email: _____

Send to "Mage" Magerkurth, Membership Chairman for ECSAA, 13114 W. Blue Bonnet Drive,
Sun City West, AZ 85375-2537

Phone: 623-628-9589 or email: magecve-26@cox.net

USS PRINCE WILLIAM CVE-31

Date: October 7 - 11, 2010
Location: Holiday Inn, National Airport
Arlington, VA (for Washington, D.C.)
Contact: Paul Engle
Address: 106 Marangale Rd.
Manlius, NY 13104
Phone: 315-682-5022
Email: pengle1@twcny.rr.com

USS BOGUE CVE 9

Date: October 10-13, 2010
Location: Main Stay Suites, Pigeon Forge,
TN 37863
Phone: 888-428-8350
Contact: Bob Kruger: 919-787-5108
E Mail: BDKruger@aol.com

USS RENDOVA

Date: August 26 - 29, 2010
Location: Colorado Springs, CO
Contact: Eddie Frank
Address: 15164 Good Avenue
FT Lupton, CO 80621
Phone: 303-857-4248

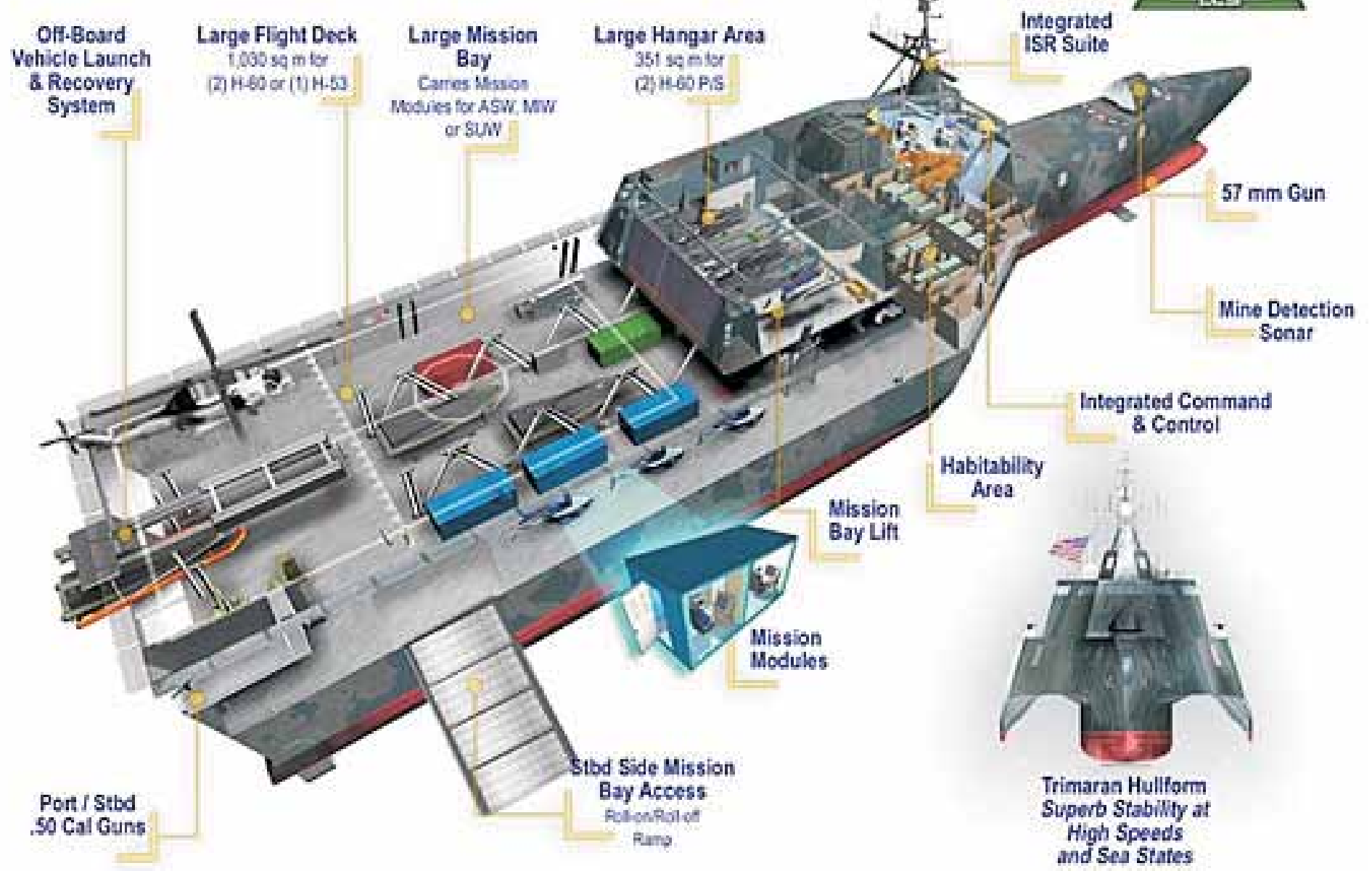
USS SICILY CVE 118

Date- September 26 - 30, 2010
Where: Annapolis, Maryland
Contact: Ed Smith
Address: 222 Mallard Drive
Centreville, MD 21617
Phone: 410-758-1659
E-mail: edsmith@dmv.com

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Key Data

- Hull Service Life - 30 Years**
- Draft at Full Load Displacement - 14 feet**
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- Range at Sprint Speed with Full Payload - 1,500nm**
- Range at Economical Speed - 4,300nm**
- Economical Speed - >20kt**
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- Accommodation for Core and Mission Crew - 75**
- Operational Availability - 95%**

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- Flight Deck - MH60R/S, UAVs, NTUAVs**
- Aircraft Launch and Recovery - Up to Sea State 5**
- Watercraft Launch and Recovery - Sea State 4, in 15 minutes**
- Watercraft Mission Packages - 11m RHIB, 40ft high-speed boats**
- Time for Change of Mission Packages - One day**
- Ship and Crew Provisions - 21 days (336 hours)**
- Underway Replenishment - 180t including 105t mission packages and 75t mission package fuel**