

Winter 2010/2011

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

ESCORT CARRIER SAILORS & AIRMEN ASSN.
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NORFOLK, VA 23518

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The CVE
Piper



USS CORREGIDOR





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

The CVE PIPER is published
bi-monthly by the ESCORT CARRIER SAILOR
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**CVE PIPER SUBMISSION GUIDELINES
LEGAL CONSEQUENCES**

Some members are sending clippings from
newspapers, magazines and books, with a request
that we print them in the CVE Piper.

You must get written permission from the
source of the article (writer, publisher, photog-
rapher, etc.) Before we can legally reprint these
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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Term 2012

**BOARD
OF
GOVERNORS**

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.

“Mage” Magerkurth
13114 W. Blue Bonnet Drive
Sun City West, AZ 85375
Phone: 623-628-9589
Email: magecve-26@cox.net

Shipmate _____ CVE: _____

Address: _____

City: _____

ST: _____ Zip: _____



**ESCORT CARRIER SAILORS & AIRMEN ASSOCIATION MEMORIAL
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Ship or Squadron you served in _____

Memorial Donations are Tax Deductible under ECSAA's IRS Classification 501C-19

Check Number _____ Amount \$ _____ Date _____

General Characteristics:

Awarded: 1942
Keel laid: December 17, 1942
Launched: May 12, 1943
Commissioned: August 31, 1943
Decommissioned: July 30, 1946
Reactivated: May 19, 1951
Decommissioned: September 4, 1958
Builder: Kaiser Shipbuilding Co., Vancouver, Wash.
Propulsion system: four boilers
Propellers: two
Length: 512.5 feet (156.2 meters)
Flight Deck Width: 108 feet (32.9 meters)
Beam: 65 feet (19.9 meters)
Draft: 22.6 feet (6.9 meters)
Displacement: approx. 10,400 tons full load
Speed: 19 knots
Catapults: one
Aircraft: 28 planes
Armament: one 5-inch L/38 gun, 16 40mm guns, 20 20mm guns
Crew: 860

USS CORREGIDOR



History of USS CORREGIDOR:

AUGUILLA BAY was launched as CORREGIDOR on 12 May 1943 by Kaiser Co., Inc., Vancouver, Wash., under a Maritime Commission contract; sponsored by Mrs. J. Hallett; reclassified CVE 58 on 15 July 1943 acquired by the Navy 31 August 1943; and commissioned the same day, Captain R. L. Bowman in command.

Clearing San Diego 26 October 1943, CORREGIDOR joined Carrier Division 24 at Pearl Harbor for air strikes in the Gilbert Islands invasion from 10 November to 6 December. She returned to San Diego to undergo repairs and load aircraft and men, then resumed operations out of Pearl Harbor with her division. From 22 January to 3 March 1944, she sailed in the Marshalls operation, providing air cover for the invasion of Kwajalein.

CORREGIDOR put to sea 11 March 1944 for Guadalcanal, arriving 21 March. With the 3rd Fleet, she sortied 30 March to provide air cover for the landings on Emirau Island, returning to Port Purvis, 14 April. Two days later, she sailed to join the 7th Fleet for air operations at Hollandia between

continued on page 4

Embarked Squadrons	
Period	Squadron (Aircraft)
July 1943	VC-41 (11 F4F and 6 TBF)
November - December 1943	VC-44 (16 FM and 12 TBF)
January - February 1944	VC-44 (6 FM, 3 F4F and 11 TBF/TBM)
March 1944	VC-41 (12 FM, 3 F4F and 10 TBF/TBM)
July - August 1944	VC-41 (14 FM and 12 TBM)
November - December 1944	VC-83 (FM and TBM)
January - May 1945	VC-42 (FM and TBM)

USS CORREGIDOR22 and 26 April, then put in to Manus Island for replenishment and antisubmarine patrols until 4 May. Embarking Commander, Carrier Division 24, for the Marianas operation, CORREGIDOR provided combat air patrols and anti-aircraft support for the invasion of Saipan from 15 to 25 June, accounting for at least eight enemy planes. She covered the logistics force off Eniwetok from 1 to 3 July, then aided in the softening up bombardment of Guam and provided air cover for the invasion until 28 July, when she returned to San Diego for overhaul.

After qualifying pilots in carrier operations at Pearl Harbor from 12 October until 21 November 1944, CORREGIDOR joined a hunter-killer group patrolling east of the Hawaiian Islands. On 2 January 1945, this group moved

to patrol the area between Pearl Harbor and Eniwetok to protect heavy Allied shipping, returning to Pearl Harbor 13 February.

CORREGIDOR sailed from Pearl Harbor 27 February to search for an overdue plane carrying Lieutenant General M. F. Harmon, USA, arriving at Majuro 20 March. From 21 March to 27 April, she conducted an antisubmarine patrol in the vicinity of Japanese-held Wotje and Maloelap in the Marshalls, then off Eniwetok.

Returning to Pearl Harbor 4 May 1945, CORREGIDOR was assigned duty as a training ship in Hawaii, conducting carrier pilot qualifications until the end of the war. From 2 October 1945 to 10 January 1946 she alternated this duty with three voyages from



Pearl Harbor to San Diego to return homeward-bound servicemen. CORREGIDOR cleared San Diego 18 January 1946 for Norfolk arriving 4 February. Here she was placed out of commission in reserve 30 July 1946.

Recommissioned 19 May 1951, CORREGIDOR was assigned to operate with the Military Sea Transportation Service. She ferried men, aircraft and aviation cargo to NATO nations under the Mutual

Defense Assistance Plan but also made five voyages through the Panama Canal to bring men and cargo to the United Nations forces in Korea in 1952, 1953, and 1954. CORREGIDOR was reclassified CVE-58 on 12 June 1955. When the Lebanon crisis broke in the summer of 1958, CORREGIDOR was at Brindisi, Italy, and immediately

lifted two reconnaissance planes of the 24th Infantry, USA, and 10 helicopters to support the landings in Lebanon. Returning to the United States, CORREGIDOR was decommissioned 4 September 1958 and sold 28 April 1959.

CORREGIDOR received four battle stars for World War II service.



World War II Bomber Visits



The Navy League Council in Brunswick, Georgia had arranged to have a restored B-17 Fly-

ing Fortress bomber, the Liberty Belle, to fly in on Veterans Day so they could raise money for the “Wounded Warrior Project”. Their hope was to sell tickets at \$430.00 for a 20 or 25 minute ride.

One of the distinguished veterans who flew with the media was retired Navy Airman Royce Hall, 86, who talked with the crowd about his wartime experiences as a turret gunner in a torpedo plane.

“I spent all of my time from ‘43 on looking backward.” he recalled.

A native of Emanuel County, Georgia, Hall graduated from high school in Yemassee, SC, in June 1940 and enlisted in the Navy the following November.

Hall saw action as a Leading Aircrewman and Torpedo Plane Turret Gunner during World War II in the Mariannas campaign, the Philippine invasion and the Battle of Leyte Gulf in 1944.

In 2004 Hall collaborated with James D. Hornfischer, the author of “The Last Stand of the Tin Can Sailors,” a book about the historic Battle of Leyte Gulf fought on October 25, 1944.

The Liberty Foundation’s B-17 had been sold as scrap in 1947 to a mining company and soon after was sold again to Pratt and Whitney. It was operated by P&W until 1967 during which time it was a heavily modified test bed for the company’s T-34 and T-36 turbo prop engines effectively making it a five engine airplane.

In 1968 it was donated to the Connecticut Aeronautical Historic Society.

In 1979 the plane was heavily damaged in a tornado. The wreck was stored until 1987 when it was acquired by an aviation enthusiast in Florida who intended to restore it.

The restoration process began in 1992 and about the turn of the century it was sold to Don Brooks of the Liberty Foundation, a non-profit museum dedicated to preserving our aviation heritage.

Brooks and the Foundation funded the complete restoration of the Liberty Belle back to her full wartime configuration as she appears today.

For more information on the Liberty Belle and the Liberty Foundation go to: www.libertyfoundation.org.



NEW AND RENEWAL	
USS SANGAMON CVE 26	
R. E. Magerkurth	AZ
James E. Stacy	CA
Bob Evans	TX
Neal Evans	TN
Sheri Hopper	TN
Marshall M. Langford	TX
USS CAPE ESPERANCE CVE 88	
Paul L. Schlener	WA
USS CARD CVE 11	
Reid A. Hawthorne	DC
Ralph Wethli	
USS KADASHAN BAY CVE 76	
Carol I. DeMonaco	FL
William J. Morehead	OH
USS NEHENTA BAY CVE 74	
Frederick J. Beddiges	NJ
USS SICILY CVE 118	
Daniel Mircovich	CA
USS MAKIN ISLAND CVE 93	
James Dew O'Brien	MD
USS MINDORO CVE 120	
Roger L. Burgler	NY
John T. Duff	OH
USS BISMARCK SEA CVE 95	
William C. Bull	PA

NEW AND RENEWAL	
USS BADOENG STRAIT CVE 116	
John R. Davis	ME
William Cansler	OK
USS CAPE GLOUCESTER CVE 109	
William L. Kistner	MN
USS BOGUE CVE 9	
Lowell P. Johnson	AZ
USS STEAMER BAY CVE 87	
Erwin Allen	FL
USS SAVO ISLAND CVE 78	
Daniel Rado	GA
Sam H. Blackwell, Jr	GA
USS CORREGIDOR CVE 58	
Edward P. Socha	TX
USS SAIDOR CVE 117	
Paul N. Hawkins	NC
USS CHENANGO CVE 28	
Horace C. Smith	AL
USS GUADALCANAL CVE 60	
John H. Laibach	NY
USS HOGGATT BAY CVE 75	
Ward J. Taylor	FL
Lew D. Strong	MI
USS KWAJALEIN CVE 98	
Rich McBean	NJ
USS MANILA BAY CVE 61	
Bernard Melzer	NJ

NEW AND RENEWAL	
Stephen M. Rockford	PA
USS POINT CRUZ CVE 119	
John P. Dolan	NV
Jimmy B. Earles	GA
Peter S. Viviano	MI
USS RENDOVA CVE 114	
Fil Sanchez	CA
James M. Cannon	SC
Elmer R. East	OH
R. H. Middleton	IN
USS ROI CVE 103	
Walter F. Sain	TX
USS TRIPOLI CVE 64	
Paul E. Long	PA
USS TULAGI	
Donald L. Davis	FL
USS PALAU CVE 122	
John J. Carty	MA
Ila R. Stevens	TN
USS PETROF BAY CVE 80	
Joseph W. Blazina	CA
USS NATOMA BAY CVE 62	
Leland E. Greuter	OH
Sven Bostrom	CA
USS PINE ISLAND	
Pete G. Litaker	AL

President's Message

Joyce and I are enjoying a beautiful fall day in an RV park outside Campbellsville, KY. I hope all of you are enjoying the same kind of weather.

The convention in Branson was very enjoyable for us and everyone I talked to seemed to be pleased with the accommodations and shows.

I want to extend a heartfelt thanks to the wives of our Governors, my wife Joyce, and to those of you who volunteered to relieve them. Without their help, we, as Governors, would have been overwhelmed.

Our 2011 convention is scheduled for Myrtle Beach, South Carolina. One of my shipmates, Ed Hopkins from the Corregidor, and his wife visited the area and gave me a glowing report.

Please keep on trying to interest the Korean and Vietnam CVE'ers in joining us. The following CVE's were activated for Korean: Tripoli, Corregidor, Rendova, Sicily, and Sitkoh Bay.

The following were on duty during the Vietnam war: Card, Core, Cape Brenton, Croatan, Kula Gulf, Bairoko and the Baedoin Straits. The Gilbert Islands was renamed the Annapolis and was offshore in Vietnamese waters. If I missed your ship, please let me know and I will add it in the next issue.

Many of the sailors on these ships already belong to the ECSAA and Mage is doing his best to get those that participate to join up. We need these younger sailors to help us continue this fine organization. KEEP TALKING US UP.

JOE BENNETT

Editor's Corner

It's nice to know someone reads the details in our Piper. Shipmate R.B. Lyon in Purcellville, VA caught us in an error. He states that VOF-1 was aboard the USS Tulagi CVE-72 from 6-28-44 to 10-26-44. Thanks for keeping us straight.

Shipmates if you don't get your paper let "Mage" know and he will send you a replacement. Our "Piper" had to go from Norfolk to Richmond for processing causing a delay. I'm working with the Postmaster in Norfolk and the customer relations agent in Richmond to get this resolved.

Many thanks for all the Christmas cards received. It would take up too much space to list everyone, but they are very much appreciated.

I would like to remind everyone who sends in something to have published in our newspaper. It is mandatory that you have a written release from your source giving us permission to use their story. The explanation is on page 2 of each issue.

Our assistant editor, Joyce Wilson, is continually updating our website. It's an excellent source of information for your children and grandchildren. Let them know our web address so they can access it.

Mr. Stephen M. Rockford has written to us for help in locating anyone who knew his uncle who served on the Thetis Bay from May 1945 to May 1946. Anyone who knew him can drop Stephen a line at 121 S. Norwinder Drive, Springfield, PA 19064.

The Postmaster's secretary, Sharon Gregory, has assured me our mailing will not go to Richmond for processing. That's good news for us. Start making your plans for Myrtle Beach next fall.

See you there, Charlie

MEDALS, SERVICES & BENEFITS YOU EARNED

A HANDBOOK for FEDERAL BENEFITS FOR VETERANS AND DEPENDENTS

has been updated with the latest data and is now available for \$3.70 postpaid. The 96 page booklet describes such VA benefits as medical care, education, compensation, pension, Life insurance, home loan guarantee, vocational rehabilitation and burial assistance.

To obtain this booklet, send your check or money order in the amount of \$3.70 to:

SUPERINTENDENT OF DOCUMENTS
US GOVERNMENT PRINTING OFFICE
WASHINGTON, D. C. 20402-9325

The stock number to order is ISBN 0-16-036128
The book can be order with a credit card by dialing (202) 512-1800 or FAX (202) 512-2250
Service Medals

sued to you and you MUST include a copy of both sides of your DISCHARGE PAPERS. This service is available to veterans and relatives of deceased veterans.

The Department of Veterans Affairs now has a TOLL FREE NUMBER where you can inquire **about headstones for veterans or other questions regarding grave marker programs.**

The new system will greatly enhance the ability to get answers to customers who need them quickly. By calling 1-800-687-6947 you can connect to VA's National Cemetery Systems, Office of Memorials Programs in Washington, DC. This line operates from 8:00 AM until 4:30 PM Eastern Time, Monday through Friday. Service representatives can now supply immediate information about status of applications, headstones or marker delivery and general information about the Memorial Programs.

Military personnel and health record information is usually free for veterans, next-of-kin, and authorized representatives. If your request involves a service fee, you will be notified as soon

as possible.

NOTE: Some records (Navy and Marine Corps enlisted personnel pre-1939) are in the process of being accessioned into the National Archives' collection and are no longer considered part of the NPRC, but are now part of the new Archival Programs Division. Standard reproduction charges may apply for copies of these documents. The process for requesting these records remains the same for now.

You can mail or fax your signed and dated request to the National Archives's National Personnel Record Center (NPRC). Most, but not all records, are stored at the NPRC. Be sure to use the address specified by eVetRecs or the instructions on the SF-180. Locations of Military Service Records.

NPRC Fax Number :
314-801-9195

NPRC Mailing Address:
National Personnel Records Center
Military Personnel Records
9700 Page Avenue, St. Louis, MO 63132-5100
314-801-0800

TO OBTAIN YOUR SERVICE MEDALS

You can obtain all service medals you are entitled to by writing to:

NATIONAL PERSONNEL RECORDS CENTER
ENTITLEMENT TO AWARDS DIVISION
9700 Page Blvd.

St. Louis, MO. 63132

You must write asking for the Medals to be is-

Winter 2010/2011

USS PALAU

Franlin H. Stevens

Allen G. Smith

USS SAGINAW

John R. Huston

USS SUWANNEE VF27

James V. Foy

USS SALAMUA

Robert L. Kouns, Jr

William F. Casey

USS SALERNO

Albert K. Himes

USS KADASHAN BAY

Jack Ellison

Dryden S. Carman

James Galligan

Robert Scheffler

John A. Stewart

Arthur C. Joachim

USS MAKIN ISLAND

Richard K. Schafer

USS SAIDOR

Neil McMahan

USS CORE

John J. Bynon

USS SITKOH BAY

Herman A. Kelley

USS CHENANGO

Alfred Lorona

USS MINDORO

Edmund T. Lang

USS NEHENTA BAY

James Carlberg

Charles W. Ferrell

Lt Robert Nancarrow

Eugene C. Gold

John D. Shippey

Morris I. Silver

Lt Wm L. Llewellyn

Lt Harry Nagel

Manuel Ruiz

Norman McAfee

James Marshall

USS GUADALCANAL

Fred Ewers, Sr.

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

Membership Application

MAKE REMITTANCES PAYABLE TO

ESCORT CARRIER SAILORS & AIRMEN ASSN., INC.

(NAVY & MARINE SHIPBOARD VETERANS OF WWII, KOREA & VIETNAM)

Ralph Magerkurth Membership Chairman

13114 Blue Bonnet Drive Sun City W., AZ 85375

Phone: 623-628-9589 E-mail: magecve-26@cox.net

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 _____

NEW MEMBERS - ATTEND OUR REUNIONS, MEET SHIPMATES IN MYRTLE BEACH, SC IN 2011

1 YR.	\$30.00
2 YRS.	\$50.00
3 YRS.	\$65.00

DONATIONS ARE TAX DEDUCTIBLE DUES ARE NOT.

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

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.

From the Chaplain's Pen

Philippians 3:13”....but one thing I do, forgetting those things which are behind and reaching forward to those which are ahead.”

We are standing on the threshold of a New Year and we can't help but be concerned about the future of this world, our Country and ourselves. There are many questions regarding our future but I am encouraged by a part of a song we sometimes sing written by Ira Stanphill entitled “I Don't Know about Tomorrow” and it reads:

“I don't know about tomorrow,
I just live from day to day.
I don't borrow from its sunshine,
For it's skies may turn to gray.

I don't worry o'er its future,
For I know what Jesus said,
And today I'll walk beside Him
For He knows what is ahead”.

There is another song that gave me some help as I struggled with a problem that was testing the strength of my faith. I was being tossed from yes or no as to whether the decision I made was right. It was as if I was in a small fishing boat and it was tied to a pier with a rope. The wind was blowing and the boat was being tossed wildly and I was afraid the rope, my faith in God, would not be sufficient to save me. As I was becoming panic stricken another song came to me entitled “My Anchor Holds” written by Wm. Marten.

“Though the angry surges roll
On my tempest driven soul,
I am peaceful, for I know,
Wildly though the wind may blow,
I've an anchor safe and sure
And it holds, my anchor holds.

Blow your wildest, then, o gale,
On my back so small and frail:
By His grace I shall not fail,
For my anchor holds, my anchor holds!

It would seem that as we get older our problems would become fewer but it doesn't work that way but thankfully we do have an anchor that holds and the rope that holds us safely is our faith and trust in our Heavenly Father. So let us face our new year with confidence that ultimately “all is well” as the One who holds tomorrow is the One who holds our hand.

THE 14TH CARRIER AIR GROUP



The 14th Carrier Air Group (CAG) was formed on 30th June 1945 for HMS Colossus with 827 Barracudas and 1846 Corsairs, disbanding when the ship arrived home from Ceylon 23rd July 1946.

It reformed at Eglinton 1 Oct 1946 with 804 (Seafire) and 812 (Firefly) squadrons for HMS Theseus for service in the Far East, disbanding on return home on 21 December 1947.

Reformed at Ford on 15 January 1948 with same squadrons, but having later marks of the two aircraft types.

The CAG moved around RNAS Donibristle, Ford, and Eglinton before embarking in HMS Ocean on 24 August 1948. Sailing for Malta, it arrived at RNAS Hal-Far 1 September, and alternated with Ocean for various cruises in the Mediterranean. In July 1949, 804 changed its Seafires for Sea Furies, and 812 for Fireflies FR5's, in addition to which were added 4 NF 1s forming Black Flight which became known as the 14th CAG Night Fighter unit. In November 1949 Ocean was relieved by HMS Glory thus becoming the CAG's new home.

The Group saw action in Korea 1951/52 and disbanded on returning home in May 1952.

“ Our Association has also come to the attention of the Escort Carriers Sailors and Airmen Association in the USA. Which I am led to believe would like to become associated with us as is the USS Sicily Association. Some of you may recall that in Korea we operated along side the SICILY and BATAAN with one or two of you spending some time aboard the Bataan. There was another ship which was also part of our task group, but at the moment it's name escapes me. (The third CVE was later confirmed as the USS BAIROKO CVE 115 by a member who was able to spend a day aboard her.) I have received a copy of their first Newsletter for 2010, aptly called “*The CVE Piper*” which unlike my little effort is like a small tabloid of 24 pages, and fairly large print which is a boon to anyone with failing eyesight. It is very interesting with reports of ships and people as well as reports of their last gathering (Reunion). A recent email from the Membership Chairman , “Mage” Magerkurth of the USS Sangamon CVE-26, hopes that there will be continuing correspondence between our two Navies.”

This excerpt was placed in the 14th Carrier Air Group Reunion Association Spring of 2010 Newsletter by Coordinator, Ken Lambert.



Philippine Military Action Medal

The award is intended to recognize meritorious achievement in the field of civic action in duty responsibility or in direct support to military operations.

If you are eligible for this medal fax your information to 1-202-467-9358 or mail to: Office of the Veterans Affairs, Embassy of the Philippines, 1600 Massachusetts Avenue, Washington, DC 20036.

Contact the address above if you are possibly eligible for: Philippine Liberation, Philippine Defense, Philippine Defense or Philippine Presidential Unit Citation.



A Hawaii Overprint Note is one of a series of banknotes (one Silver Certificate and three Federal Reserve Notes) issued during World War II as an emergency issue after the attack on Pearl Harbor. The intent of the overprints was to easily distinguish US currency captured by Japanese forces in the event of an invasion of Hawaii and render said bills useless.

After the attack on Pearl Harbor, military officials surmised that in the event of an invasion of Hawaii, Japanese forces would have access to a considerable amount of US currency that could

be seized from financial institutions or private individuals. Faced with this scenario, on January 10, 1942, Military Governor Delos Carleton Emmons issued an order to recall all regular US paper money in the Islands, save for set caps on how much money both individuals (\$200) and businesses (\$500); save extra currency for payroll purposes) could possess at any time.

On June 25, 1942, new overprinted notes were first issued. Series 1935A \$1 Silver Certi-

cate, Series 1934 \$5 and \$20 Federal Reserve Notes, and Series 1934A \$5, \$10, and \$20 Federal Reserve Notes from the Federal Reserve Bank of San Francisco were issued with brown treasury seals and serial numbers.

Overprints of the word HAWAII were made; two small overprints to the sides of the obverse of the bill between the border and both the treasury seal and Federal Reserve Bank of San Francisco seal, and huge outlined HAWAII lettering dominating the reverse. The hope was that should there have been a Japanese invasion, the US Government could immediately declare any Hawaii-stamped

notes worthless, due to their easy identification.

With this issue, military officials made the use of non-overprinted notes redundant and ordered all Hawaii residents to turn in unstamped notes for Hawaii-stamped notes by July 15. Starting from August 15, 1942, no other paper currency could be used except under special permission.

Faced with a \$200 million stockpile of US currency, military officials opted to destroy all the recalled currency instead of overcoming the logistical problems of shipping the currency

back to the mainland. At first, a local crematorium was pressed into service to burn the notes. To ensure complete destruction, a fine mesh was placed on the top of the smokestacks to catch and recirculate unburned scraps of currency escaping the fire. Progress on the destruction was slow, and pressed with time, the bigger furnaces of the Aiea Sugar Mill were requisitioned to help burn the currency.



The notes and issuance continued in use until October 21, 1944; by April 1946, notes were being recalled. Many notes were saved as curios and souvenirs by servicemen.

This article was taken from Wikipedia. If you have further knowledge and would like to share with our readers, please drop a line or email to the editor.

Help Gain Membership in the Navy Log!

Here's how you can help the Navy Memorial Foundation Expand our Navy Log. Please take this press release below to your local community newspaper, magazine or local organization for publication.

You can either clip the press release below or download it from the U.S. Navy Memorial Foundation's Web site at www.lonesailor.org. As the World War II Generation decreases in numbers, the Navy Log invites active duty sea service members and Reservists to enroll in the Log. Once the press release appears in your local publication, please send the Navy Memorial Foundation the "clipping", and they will send you a Lone Sailor lapel pin as a token of appreciation. Thank you!

U.S. Navy Memorial Foundation

PRESS RELEASE

Honor Your Sea Servicemember in the Navy Log

For nearly 20 years the United States Navy Memorial's Navy Log has served as a permanent record of sea service men and women who have worn the uniform in the Navy, Marine Corps, Coast Guard and Merchant Marine.

The Navy Log, which is housed in the Navy Memorial's Naval Heritage Center, continues to grow with more than a quarter of a million servicemembers, past and present.

The Navy Log can be visited while at the Navy Memorial - in the heart of the nation's capital on Pennsylvania Avenue - or via the Internet on the Navy Memorial's web site at www.lonesailor.org.

The men and women who are listed in the Navy Log are from all regions of the country - both veteran and active duty sea service personnel who have served in war and in peace time. Their names, duty stations, promotions and other achievements remain on permanent record for generations to come. The Navy Log also contains personal memory pages from individuals who have wonderful stories to tell that boast of individual pride or of their shipmates, or that tell of harrowing events that may have changed their lives forever.

If you would like to enroll a young man or woman serving on active duty, or your Reservist, or your veteran servicemember, contact the Navy Log Department online or write:

U.S. S. NAVY MEMORIAL LOG DEPARTMENT W
701 PENNSYLVANIA AVENUE, N.W., SUITE 123
WASHINGTON, DC 2004-2608

or call the Navy Log Department at (800) 821-8892, ext 730.

Allan Gardner takes his dog to the VA hospital every week to cheer patients. Last weekend, he did even more.

Allan Gardner, an 84-year-old World War II veteran from West Los Angeles, wanted to do something a little extra to help celebrate Veterans Day this year. Not that he hadn't already done plenty for those who served.

Gardner has been on a 12-year tour of duty as a volunteer at the VA's West Los Angeles Medical Center, making weekly visits with his dog, G.G. (as in Good Girl). The former sailor and his standard poodle try to cheer up sick or injured vets, some of whom are in residential programs. "It gives the vets five minutes to talk about something other than their aches and pains," said Gardner, who works as a property manager when he isn't doing good deeds.

A couple of years ago, Gardner heard about a deal offered annually by the McCormick & Schmick's restaurant chain. The restaurant serves thousands of complimentary meals to vets at its dozens of branches nationwide, usually on the Sunday before Veterans Day. "A couple of years ago ... I got a 12-passenger van from Enterprise," says Gardner, who drove a dozen vets to dinner at the McCormick & Schmick's on Rodeo Drive in Beverly Hills. "It was a great experience."

Gardner got to thinking that if he could do 12, why not 112? That would take some help, but Gardner wasn't too shy to ask for it.

The Tumbleweed transportation company, which parks its vehicles at the VA, came through with two buses, no charge. But Gardner wanted to make sure the vets got the royal treatment, and the complimentary offer from McCormick & Schmick's covered only the entree and two sides. So he set out to raise an extra \$10 per vet to cover the cost of salad, a beverage and dessert.

On Sunday, Oct. 24, Gardner took a chance that another World War II vet might answer the call. He wrote a letter to Hugh Hefner, drove to the Playboy mansion, and dropped an envelope through the front gate. "It rained that night," said Gardner, who worried that his plea might get washed down a storm drain. If so, he was willing to shell out his own money.

But two days later, Gardner got a call from Hefner's secretary saying the Playboy founder would be happy to help out. By week's end, Gardner got a \$1,120 check in the mail from Hefner.

This past Sunday, a Tumbleweed bus left the VA a little before 3 p.m. with more than 50 vets aboard. An hour later, the second bus left with another 40-plus hungry vets. Spirits were high. Many of the vets had been homeless for long stretches, still fighting the ghosts of war and often wondering where they'd get their next meal. When the buses stopped on Rodeo Drive and the march began, there were a few limps in the battalions, along with canes, an oxygen tank and some Legionnaire caps.

"I served from 1943-1945," said a vet named Millie Taylor, 86, as she started her salad course. Taylor was in the nursing corps, treating servicemen with severe burns and other injuries. "My son was killed in Vietnam when he was 19, and I had six brothers in World War II, one of them killed in Germany."

Seated at the next table were two more World War II vets — Steve Rosmarin, 83, and John Wesley McCoy, 88. McCoy said he served in Guadalcanal and considers himself lucky to have survived. Rosmarin is a member of the L.A. County Veterans Advisory Commission and spent 20 years working to make the new Veterans Home of California a reality on the VA campus.

Paul Pierce, general manager of the restaurant, said \$5 per vet — rather than \$10 — would cover the cost of drinks, dessert and the



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SHORT SNORTERS

When a civilian aviator by the name of Jack Ashcroft went out for a night on the town, he couldn't have imagined that this would inspire him to start one of America's quirkiest traditions. Legend has it that Jack, a heavy drinker, went AWOL from the Gates Flying Circus where he worked.

Upon his return he calmed his irate boss by coaxing him into handing over two dollar bills.

On one bill he wrote "Short Snorter No 1, Pangborn (the name of his employer), Aug 1925." He handed this back and pocketed the other dollar. And so was born the first Short Snorter.

For the American forces in World War II, Short Snorters became not only a record of who a military-man had served with but also a drinking game and a status symbol.

The word 'snort' is derived from the slang for a stiff drink, and a 'short' is less than a full measure. When servicemen were out drinking they challenged each other to produce their Short Snorters. Anyone who failed to do so was obliged to buy the round of drinks. But they also served as a kind of membership card to a special club.

Officially Short Snorters were pilots who had flown across the equator, or from country to country. They added other currencies as a sign of their worldliness and asked the foreign fighters they met to sign their bills.

As the craze caught on Short Snorters became longer and

were signed by famous names rather than just colleagues. One famous example was owned by Grover Criswell. His 200 foot long Short Snorter was made from between 400 and 500 notes taped together and rolled into a bundle 15 inches thick.

But quantity did not always mean quality. While the most famous autograph on Criswell's roll was that of John F. Kennedy's older brother Joe, many were signed by presidents and prime ministers.

The tradition was brought up to date in the 1960s as Amer-

ica entered the space age. The tradition of 'Astronaut Signed Dollar Bills' began at the grand opening of the Houston Astrodome in 1965.

Throughout the Gemini III-XIII and Apollo 7-11 missions, the astronauts all carried \$1 bills signed by their fellow crew members, some even sporting Neil Armstrong's signature.

And in true Short Snorter tradition, anyone unable to produce their bill during the mission would be the one buy-

ing the drinks when they got safely back to earth.

This information was taken from the web site of the History Detectives. If you would like to relate your story for *The Piper*, please contact the Editor.



Floating Fear

By Randell Jones

On the afternoon of May 5, 1945, Reverend Archie Mitchell and his young wife, Elsi, then expecting their first child, went for a picnic and fishing trip in the Fremont National Forest near Gearhart Mountain about 15 miles northeast of Bly, Oregon. The pair were joined on their outing by five children from their neighborhood, all between the ages of 11 and 14. The day was beautiful and the group was eager to enjoy a frolic in the fresh air beneath the mountain's 8,300-foot peak. They hoped, perhaps for the afternoon at least, to take their minds off America's participation in a world war, an involvement that had continued for three-and-a-half years since the bombing of Pearl Harbor on December 7, 1941.

The United States, having declared war on Japan the day after the surprise attack in Hawaii, was soon looking for a way to retaliate. With a chance observation that a B-25 bomber would be able to take-off from (but not land on) the deck of an aircraft carrier, the Army and Navy planned just such a secret reprisal against Japan. On April 18, 1942, Major Jimmy Doolittle led a squadron of 16 bombers from the USS Hornet, 600 miles off the Japanese coast. They had hoped to get another two hundred miles closer before launching, but the ships were spotted by a Japanese patrol. Even knowing that he did not have enough fuel to reach the planned landing strips in China, Doolittle nevertheless launched his attack from farther out at sea. The Americans surprised the enemy by bombing Tokyo and Nagoya; but, the pilots later captured after ditching their planes short of the refuge in China. The Japanese military leaders had thought their island nation inaccessible and thus insulated from attack. The daring raid by the American flyers disproved Japan's safety and embarrassed its military leaders. The bravery and success of Doolittle's Raiders lifted the morale of Americans from coast to coast.

Soon after suffering the humiliation of this strike against their homeland, the Japanese military leaders devised their own plan to strike the United States mainland. Japan had no planes that could reach the US with bombs to interrupt the production of war materiel. They elected instead to launch balloons from Japan. The balloons would float across the Pacific on the recently discovered high, easterly wind currents of the jet stream at some 30,000 feet and arrive at random places along the Pacific Coast. Each balloon would carry a 15-kilogram (i.e., 33-pound) anti-personnel, explosive device and two incendiary bombs. The Japanese hoped that hundreds or thousands of fires raging throughout the forests of California, Oregon, and Washington would not only destroy timber but also take men away from the production of ships, planes, and armaments to fight the fires. The balloon campaign was called Fu-Go, Japanese for "fire bomb.:

Soon after Doolittle's Raid, Japan began production of thousands of balloons. School children were used as a principal source of labor for gluing together three or four layers of tissue paper to make a gas-tight sphere some 10 meters (i.e., about 30 feet) in diameter. Another design used rubberized silk instead of paper. The spheres were inflated with 19,000 cubic feet of hydrogen. The bombs, sand ballast, and instruments for controlling the balloon's elevation hung below from carefully knotted shrouds. After an initial launch of some 200 balloons in the spring of 1944, the Japanese released an estimated 9,300 balloons beginning in November 1944 with 7,000 of these released in January, February, and March of 1945.

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Floating Fear continued.....

The balloons traveled at the whim of the jet stream, but they crossed the Pacific Ocean rather quickly, in about two days. The first balloon found was discovered at sea on November 4, 1944 about 60 miles off the coast of California. One account says 342 balloons reached the North American mainland; another estimate says one thousand did. Eventually balloons were found in 17 states. To prevent the Japanese from learning about the outcome of their Fu-Go campaign and also to prevent a public panic in the United States, the War Department classified the discovery of these balloons. The Office of Censorship secured the cooperation of the media in keeping this story a secret from the American public.

On May 5, after the Reverend Mitchell and his party arrived at Gearhart Mountain, he lingered at the car gathering their supplies while the others went ahead. One of the girls came running back with the news that they had discovered something in the woods, a fallen balloon, she thought. "Look what I found, Dear," Elsie called to her husband as he approached. The unsuspecting picnickers began to drag the balloon from the woods. The initial movement detonated the bomb, instantly filling the air with dust, pine needles, twigs and branches. The blast blew a crater one foot deep and three feet in diameter. Five of the children died instantly; Elsie Mitchell survived only briefly.

An American botanist inspected the sand found in the ballast bags of another balloon recovered elsewhere. He was able to identify the location from which the sand was taken. This led US bombers to Honshu Island in 1945 where they destroyed the balloon-bomb launch site. Feeling some responsibility for not having revealed the threat to the public, in 1949 Congress awarded \$5,000 to Reverend Mitchell and \$3,000 to the relatives of each of the five children killed.

In 1976, a ceremony was held in Nagasaki's Peace Park to remember the six people killed in Oregon in 1945 by the Fu-Go bombs. Church bells and temple bells pealed. At Bly, Oregon, a Japanese meteorologist who had been involved with the balloon bomb campaign laid a wreath at the monument at Gearhart Mountain, in the Mitchell Recreation Area, in honor of the fallen civilians. He did so to atone for his role and that of a colleague in the deaths of these innocents. The monument at Bly reads "Dedicated to those who died here May 5, 1945 by Japanese bomb explosion: Elsie Mitchell, age 26, Dick Patzke, age 14, Jay Gifford, age 13, Edward Engen, age 13, Joan Patzke, age 13, Sherman Shoemaker, age 11. The only place on the American continent where death resulted from enemy action during World War II." In 1989 on the 44th anniversary of the tragedy in Oregon, two Japanese women who as high school students had helped assemble the balloons sent, as an expression of apology, two traditional Ouchi dolls and 1,000 paper cranes they had folded. They wrote, "We humbly... offer our prayers...for the souls of the six who lost their precious lives due to one of the balloon bombs we helped to build."

On May 4, 1945, the day before the tragedy in Oregon, Navy seaman and radio technician Dennis Jones, the author's father, then age 20, was critically wounded in a kamikaze attack against his aircraft carrier, the USS Sangamon, off the coast of Okinawa. He was evacuated to a hospital ship, the USS Dennis, for surgery. He was returned stateside where he received an Honorable Discharge at the end of the war. He was awarded a Purple Heart and he was married that August. Dennis and his bride, Kathleen, and the millions of other couples, heroes all, who united in defeating evil in a world war were not so different in their hopes and their dreams from Archie and Elsie Mitchell.

Randell is a historian and writer.
You can read about his books at www.danielboonefootsteps.com

WORLD WAR II - HOW DID THE CVE's DO!

PRESIDENTIAL UNIT CITATION (PUC)	
BOGUE	CVE 9
CARD	CVE 11
SANGAMON	CVE 26
SUWANNEE	CVE 27
SANTEE	CVE 29
GUADALCANAL	CVE 60
NATOMA BAY	CVE 62
ST LO	CVE 63
WHITE PLAINS	CVE 66
KALININ BAY	CVE 68
FANSHAW BAY	CVE 70 (2 AWARDS)
KITKUN BAY	CVE 71
GAMBIER BAY	CVE 73
SAVO ISLAND	CVE 78
PETROF BAY	CVE 80
LUNGA POINT	CVE 94

NAVY UNIT COMMENDATION (NUC)	
CHENANGO	CVE 28
ANZIO	CVE 57
MANILA BAY	CVE 61
WAKE ISLAND	CVE 65
HOGGATT BAY	CVE 75
MARCUS ISLAND	CVE 77
MAKIN ISLAND	CVE 93

BATTLE STAR LEADERS

SUWANNEE 13, CHENANGO 11, SANTEE, ANZIO 9, MANILA BAY, SANGAMON 8, NATOMA BAY, NEHENTA BAY 7, KITKUN BAY, SARGENT BAY, STEAMER BAY 6, NASSAU, WHITE PLAINS, KALININ BAY, FANSHAW BAY, HOGGATT BAY, PETROF BAY, RUDYERD BAY, SAGINAW BAY, LUNGA POINT, MAKIN ISLAND 5. 39 other CVEs awarded 4 or less. 60 of 86 CVE's commissioned were in battles.

SUNK: LISCOME BAY, BLOCK ISLAND, GAMBIER BAY, ST LO, OMMANEY BAY & BISMARCK SEA

COMPARE WITH THE "FAST" CARRIERS

PUC: BUNKER HILL, ENTERPRISE, ESSEX, HORNET, LEXINGTON, YORKTOWN (CVs) BELLEAU WOOD, CABOT, SAN JACINTO (CVLs)

NUC: ENTERPRISE, HANCOCK, WASP (CVs) COWPENS, LANGLEY (CVLs)

SUNK: LEXINGTON CV2, YORKTOWN CV5, WASP CV7, HORNET CV8, PRINCETON CVL23

BATTLE STAR LEADERS

ENTERPRISE 20, ESSEX 13, YORKTOWN 10, BUNKER HILL AND LEXINGTON 11, WASP 8, SARATOGA, HORNET 7, TICONDEROGA, INTREPID 5, 12 other CV's got 4 or less.

CVL's: COWPENS 12, BELLEAU WOOD 11, CABOT, PRINCETON, LANGLEY 9, INDEPENDENCE 8, SAN JACINTO, BATAAN 5. No others were listed

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2011 Currently Scheduled Reunions

USS NEHENTA BAY CVE 74 and SHAMROCK BAY CVE 84 & SQUADRONS

Date: June 16 -18, 2011

Location: Best Western Academy Hotel, Colorado Springs, CO

Contact: Stewart G. Wasoba

Phone: 727-397-4871

Address: 10533 112 Avenue North
Largo, FL 33773

USS PALAU CVE 122

Date: May 1- 5, 2011

Where: Myrtle Beach, SC

Contact: Harry Weldy

Address: PO Box 122, Rising Sun, MD 21911

Phone: 410-658-6043

E Mail: hweldy@zoominternet.net

Annual Arizona CVE Meeting

The 14th annual meeting of the Arizona chapter of CVE Sailors and Airmen will be held on Feb 8, 2011.

If you are visiting Phoenix or the surrounding area and have never attended one of our meetings, call 623-628-9589 or E mail magecve-26@cox.net for information.

Letters will be mailed mid January with time and location.

It is very important

to

send in your ship

reunion dates

EARLY

as the PIPER

is now being printed only

4 times a year.

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 WAKE ISLAND CVE 65

Date: September 15 -18, 2011

Location: Carriage House, Branson, MO

Contact: Earl Carter

Phone: 501-758-7835

Address: 5309 Timber Creek Circle,
North Little Rock, AR 72116

USS SICILY

Date: October 21 - 27, 2011

Location: Landmark Resort, Myrtle Beach, SC

Contact: Ed Smith

Phone: 410-758-1659

Address: 222 Mallard Drive, Centreville, MD
21617

Email: edsmith@dmv.com

USS CORREGIDOR

Date: October 21 - 27, 2011

Location: Landmark Resort, Myrtle Beach, SC

Contact: Joe Bennett

Phone: 716-474-1670

Address: 2464 Sand Rock Rd, Eden, NY 14057

Email: jjben64@hotmail.com

USS TRIPOLI CVE 64

Date: October 21 - 27, 2011

Location: Landmark Resort, Myrtle Beach, SC

Contact: Paul E. Long

Phone: 717-390-2861

Email: daddyolong@comcast.com

WORLD WAR II - HOW DID THE CVE'S DO!

CVE WWII RECORDS	CV/CVL WWII RECORDS
PUC'S 16 (1 ship got 2) NUC'S 7	PUC'S 9 NUC'S 5
Total Battle Stars 249 among 60 ships	Total Battle Stars 161 among 16 ships
6 CVE's sunk as a result of enemy action	5 CV/CVL sunk as a result of enemy action
41 Battle Stars to CARDIV 22 (CVE's 26, 27, 28, 29)	Top 4 CV's earning Battle Stars 54
"Not bad at all for what we had to work with!"	

WWII Pacific Theater Odyssey

This is a synopsis of the events leading up to and following of the kamikaze attack aboard the USS Ommaney Bay aircraft carrier (CVE 79) in 1945.

My tour of duty in the U.S. Navy began in September of 1943. Following training in boot camp, I was assigned to aviation radio school at the Naval Air Station in Jacksonville, Florida. This was followed by gunnery school and then operational training in TBM Grumman Avengers (torpedo bombers) in Fort Lauderdale, Florida.

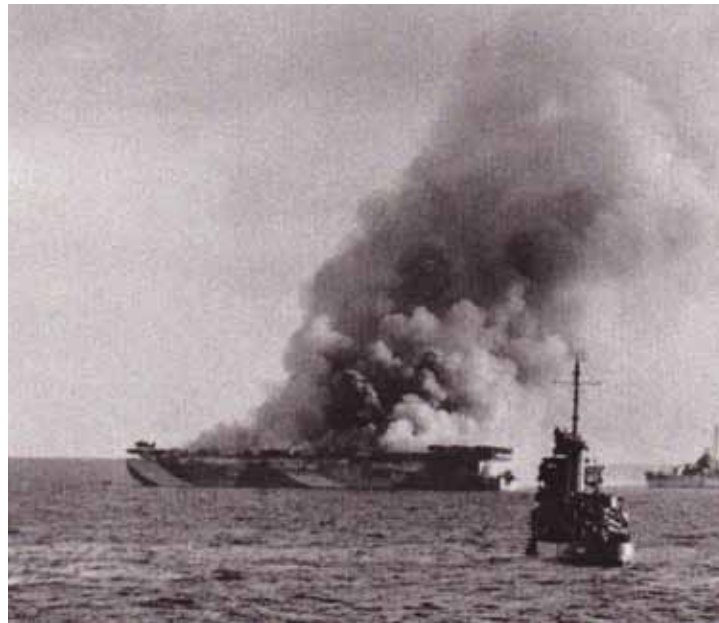
After a short leave I was sent to the Naval Air Station in San Diego, California, where I rejoined my pilot and gunner. We had been assigned to a Composite Squadron (VC 90). After being transported to Kaneohe Bay in Hawaii where we trained for a few weeks, we were assigned to an aircraft carrier where we would do a tour of duty in the Pacific. This carrier was CVE 87 (USS Steamer Bay).

Following a voyage to the South Pacific we joined up with a task force in Manus in the Admiralty Islands. There were destroyers, cruisers and aircraft carriers. After a short stay, we began our trip to the Philippine Islands to participate in the invasion of Lingayan Gulf. To get there we had to go through the Mindoro Straits. We learned that there were twenty Japanese airfields on both sides of the straits. On our first day into the straits my crew and I were returning from an anti-sub patrol and we were to be the last to land. An FM2 Grumman Wildcat went ahead of us and upon landing, the landing gear collapsed and it crashed on the deck.

We had to circle until the deck was cleared for us to land. In

launching or recovering aircraft carriers must be headed into the wind while the rest of the task force turned to port and went back on course. During that maneuver our ship changed positions with the USS Ommaney Bay. That put them on the port side of the task force and our ship inside of them.

After we landed I went below to take off my flight gear. Within fifteen minutes general quarters sounded signifying that we were under attack. I ran up to the flight deck and from the port side I saw the Ommaney Bay burning and exploding - the ship



with which we had just changed places. It had been hit by a Japanese kamikaze plane that was carrying two bombs.

This was my first “taste” of combat and at the tender age of eighteen I realized for the first time that we were going into a situation that would be both exciting and dangerous. What a wake up call. It actually seemed more like a dream. (Perhaps that is what the mind does to one under such circumstances).

The photographers aboard our ship took many pictures of the event and later gave me two pictures of the Ommaney Bay burning furiously and destroyers picking up survivors. Watching this happen was the most helpless feeling I have ever had. To this day I don't know how many survivors there were. However, I can reveal that I do know of one.

After sixty one years and having moved from California to Corpus Christi, Texas, I decided to become a volunteer on the USS Lexington aircraft carrier (CV16). This I did in November of 2005. My posts were on the flight deck and the bridge. Early in February I decided to donate the two pictures of the sinking Ommaney Bay to the Lexington for the CVE exhibit.

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WWII Pacific Theater Odyssey continued ...I did so and the pictures were copied and mounted on a plaque. On my eightieth birthday (February 10th) I helped mount the pictures and was elated to become a small part of the museum as a donor of memorabilia.

On Thursday, February 23, 2006, I decided to go to the ship to deliver something to Maggie Ramsey who is in charge of the volunteer program. When I was there I decided to go up to the bridge for no particular reason except to visit with Jerry Schultz, another volunteer, who helped train me and provide me with much information about the operation of the ship to share with visitors.

While I was there some people came up on the bridge and Jerry began to talk to them about the operation. One of the men asked me if I had served on the Lexington and I said, "I served on a CVE during WWII as a combat aircrewman". He replied, "I served on a CVE, too." I then asked him which of the carriers he had served on and he said, "The Ommaney Bay". I was totally at a loss for words. After the initial shock I then asked if he had been aboard when it had been hit by the kamikaze plane. "Yes", he replied.

This was the first time I had ever met anyone who had been on that ship. I took him down to the CVE exhibit and showed him the pictures that had just been mounted the week before. He said,

"This is the first time I have ever seen pictures of the ship after it was hit. When it was hit and began to explode and burn, I managed to make my way to the fantail, where I jumped into the water. I swam around a bit and was picked up by a



destroyer".

Jack Handley and I have become buddies. He lived in Corpus Christi two and a half miles from where I live. (He has now moved to Reno, Nevada). During our conversations he told me that the only reason he had gone down to the Lexington that day was because his daughter, son-in-law and grandson were visiting Jack and his wife and had insisted that he go with them. My being there was equally as unusual since I never do go to the ship on Thursdays, only Mondays and Fridays. Coincidence? I think not.

A few weeks later, while on the bridge of the Lexington, a woman came in and when I asked her where she was from, she said, "Pinedale, Wyoming." I told her that the photographer's mate aboard our ship was from Pinedale and I had not heard from him since returning to the States from the Pacific. I told her his name was Harold Faler. She said the name was familiar but she did not know him. She promised she would try to find out about him on her return to Pinedale. A couple of weeks later she called me and gave me Harold's phone number. After calling him and leaving messages for him to call me, I had all but given up hearing from him. However, I did eventually receive a call from him on my cell phone while I was again on the bridge of the "Lex". Harold and I have kept in touch by phone and hopefully we will be able to get together in person. Another coincidence? No, I don't think so.

This odyssey is, to me, another reason to believe and to be convinced that God is in control and guides us into events in life that we could not possibly have planned ourselves. Needless to say I am very grateful for having lived this story and for having been given the opportunity to share the experience with others. I'm sure this is not the end of the odyssey.

Merton A. Bobo

Name:USS Rendova
Builder:Todd-Pacific Shipyards
Laid down:15 June 1944
Launched:29 December 1944
Commissioned:22 October 1945
Decommissioned:27 January 1950
Recommissioned:3 January 1951
Decommissioned:30 June 1955
Reclassified:Cargo Ship and Aircraft Ferry, AKV-14, 1959
Struck:1 April 1971
Homeport:San Diego
General characteristics
Class and type:Commencement Bay-class escort carrier
Displacement:10,900 long tons (11,100 t)
24,100 long tons (24,500 t) full load[1]
Length:557 ft (170 m)
Beam:75 ft (23 m)
Draft:32 ft (9.8 m)
Propulsion:2-shaft Allis-Chambers, geared turbines,
16,000 shp
Speed:19 knots (22 mph; 35 km/h)
Complement:1,066 officers and men
Armament:• 2 × 5 in (130 mm) guns (2×1)
• 36 × 40 mm AA guns
Aircraft carried:34

Service record

Part of:US Pacific Fleet (1945-50, 1951-55)
Pacific Reserve Fleet (1950-51, 1955-71)
Operations:Korean War (1951)
Operation Ivy (1952)
Awards:2 Battle stars (Korea)

USS Rendova (CVE-114) was a Commencement Bay class escort carrier of the United States Navy. She was originally assigned the name Mosser Bay and completed as the Willamette. She was laid down by Todd-Pacific Shipyards, Inc., Tacoma, Washington, 15 June 1944; launched 29 December

Photo # 80-G-705546 USS Rendova entering Gibraltar harbor, April 1948



1944; sponsored by Mrs. Anna-Marie H. Kurtz; and commissioned 22 October 1945, Capt. R. W. Ruble in command. Commissioned too late for service in World War II, Rendova completed shakedown in early January 1946, and reported for duty with the 1st Fleet in February. During March, she conducted exercises off the west coast, but in April, her complement was reduced to a maintenance crew.

Immobilized at San Diego for a year, she remained on the active list as the administrative headquarters for Carrier Division 15 (CarDiv 15). In the spring of 1947, she returned to full active duty and for the next year conducted training exercises off the west coast and in the Hawaiian Islands.

Continued on page 22

USS Rendova continued....

On 1 April 1948, she departed San Francisco en route to Turkey with a cargo of AT-6 training planes for that country's air force. Steaming via the Panama Canal, she arrived at Yesilkoy 28 April, off loaded her cargo, and continued her voyage 4 May. She moved south to Suez, thence crossed the Indian and Pacific Oceans. With numerous good will visits en route, she returned to San Diego 1 July, only to depart again on another mission, this time to Tsingtao, on the 28th. After Tsingtao 23 August–27 August, she was back in San Diego, her homeport, in late September and through the fall trained on the west coast.

With the new year, 1949, she again sailed west; operated between Tsingtao and Okinawa until mid-April; then returned to her homeport and resumed 1st Fleet training operations. In October, she arrived at Bremerton, where, after overhaul, she was decommissioned, 27 January 1950, and berthed with the Pacific Reserve Fleet.

Six months later the North Korean Army crossed the 38th Parallel and Rendova was ordered activated. Recommissioned 3 January 1951, she reported for duty in April and on 3 July steamed west. She arrived at Yokosuka 2 August; underwent further training off Okinawa; then on 20 September, arrived at Kobe to relieve USS Sicily (CVE-118) as aircraft carrier unit under CTG 95.1.

On the 22nd, she completed embarking personnel, planes (F4Us), and equipment of Marine Fighter Squadron (VMF) 212. On the 23rd, she conducted carrier qualifications for the squadron. On the 24th, she loaded ammunition and supplies at Sasebo and on the 25th, she got underway for operating area "Nan" in the Yellow Sea. There she relieved HMS Glory (R62) assuming CTE 95.11, and on the 26th, launched her first close air support sortie. During the next months, she cruised off the west coast of Korea, alternating with HMAS Sydney (R17) as CTE 95.11. VMF-212 recorded 1,743 sorties in support of ROK, U.S. Marine, and EU-

SAK ground forces; enforcing the U.N. blockade; rendering SAR assistance; and flying armed and photo reconnaissance missions.

On 17 November, the ship and the squadron established a new sortie record for CVEs - 64.

Rendova completed her last support operation 6 December. By the 22nd, she was back at San Diego and with the new year, 1952, she resumed west coast training operations with the 1st Fleet. In September, she sailed west again and for two months participated in Operation "Ivy" - an atomic test series in the Marshalls, then she returned to California.

She continued her training activities off the west coast, and in 1954 returned to the active fleet and another WestPac deployment, this time as a hunter-killer carrier. Back in California by mid-June, she conducted exercises out of Long Beach until October, then shifted to Mare Island for pre-inactivation overhaul. She reported to the Pacific Reserve Fleet, San Francisco Group, 2 February 1955 and was decommissioned 30 June. Reclassified AKV-14 in 1959, she remained in the Reserve Fleet until struck from the Navy list 1 April 1971.

Photo # NH 97444 USS Rendova departing San Diego, California, January 1954



Rendova earned two battle stars for Korean war service.

Allan Gardner continued.....rest. That meant there was more than enough to pick up the extras for a whole lot more vets who came on their own, and when Hefner's money ran out, McCormick & Schmick's picked up the tab for dozens more. By the end of the day 500 vets from across the region had dined at the restaurant.

One of them was Adrienne Mohamed, a Navy RN during the Korean War. "We treated amputees and serious psychiatric cases," she said, telling me she's slowed down a bit since recent heart surgery, but 2005 was "the year of my life." Mohamed ran a marathon that year, at 72, won medals for swimming, cycling, discus and horseshoes at the Veterans National Golden Age Games and hit "a \$16,000 jackpot" in Vegas.

The free meal was like another little jackpot for the vets, Mohamed said, doubting that many of them had spent much time on Rodeo Drive.

Gardner, who left Hamilton High School at 17 to fight in the Pacific, was happy that a handful of World War II vets showed up along with those who served in Vietnam, Korea, Iraq and Afghanistan. Of the 16.5 million who served during World War II, fewer than 2 million are still alive.

"We'll be gone soon," he said.

Next Tuesday, Gardner and G.G. will be back at the VA, making the rounds. He said he considers it "my payback" to those who served and to those who take care of them.

"I am delighted to be able to do it."

By Steve Lopez
November 10, 2010

A message from "Mage" ECSAA membership.

We all know the troops are thinning, however, we had 56 new shipmates join our organization in 2010.

Thank you to the shipmates who sent me names to send a Piper for possible membership.

This method works, so please keep doing it.

We are having more ships considering joining in with us for their reunions as their groups get less and it eliminates the work of organizing a reunion. We welcome you.

This year the USS Sicily and the USS Tripoli will have their reunions with many other CVEs who have their reunions with ECSAA. Send me your reunion notices, names of shipmates departed for the Taps column, names of potential members and any items you want to get in the Piper or on our web.

2011 I will be starting my 11th year as membership chairman. I have talked to many shipmates on the phone or email. It has been a rewarding job and I enjoy hearing from you.

With that I want to say a HAPPY NEW YEAR to all our shipmates.

"Mage"

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See you in Myrtle Beach, SC in 2011

