

June 2001-1

U.S.S. LOWNDES – APA 154

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Thirteenth Annual Reunion – Oct. 11, 12 & 13, 2001
NASHVILLE, TENNESSEE

When making reservations and checking into the hotel be sure to tell them that you are a member of the U.S.S. Lowndes Reunion Group. Bear in mind that the deadline for reservations is September 27th.

The following have indicated attending the Nashville, TN – Reunion

Agnes Bensie	Bud & Jean Kautz	Arthur & Marjorie Rauseo
Lavada Boyer	Ed. King	Shirley Roberts
Sally Cary	David & Joanne Long	Earl & Frances Robertson
Stan & Mona Dunn	Don & Shirley Lorenzi	Dee Rodgers
John & Lebby Dyer +++	Clark Martin	Dallas & Lorene Stratton
Mary Gebhart	Mike & Jerry Michalski	Bill & Amelia Taylor
Tom & Betty Godby***	Eileen Murray	Janice Trober
Mike & Pam Hennessey	Leo & Margaret O'Brien	Walt & Jackie Umbarger
Dick & Roseanna Jones	Ed. & Dolores Persons	

+++ Hosts

*** First timers

RECEIVED CONTRIBUTIONS FOR 2001 FROM THE FOLLOWING:

Agnes Bensie	Dean Fearing	Ed. King	Joel Rodriquez
Howard Chappell	John F. Fiske	Jack Laird	Rhonal Shy
Mitchell Chasteen	Tom Godby	Mike Michalski	Dallas Stratton
Jim Chilcote	Doris Holderman	Frank Miller	Wm. Thomas
Alan Dahms	Sterling Hornsby	Leo O'Brien	Walt Umbarger
Joe Erlandson	Rueben Johnson	Warren Proctor	

E mail addresses

Agnes Bensie	Antibeck2CSMN.com	
John & Lebby Dyer	lebbyer@juno.com	Florida
“ “ “	seclarke3@aol.com	Indiana
Sharon Dickson (Orbie)	pleyades@swbell.net	
Stanley Dunn	bowfin@aloha.net	
Joseph Freitas	jjfreit@onemain.com	
Mary Gebhart (Robertson)	mgebharts@yahoo.com	
Thomas Godby	tear.dog@gte.net	
Bud & Jean Kautz	REDLABELBUDDHA@aol.com	
David & Joanne Long	hdlong@nysite.net	
Clark Martin	CLARKOM	
Patrick McGinley (Andrew)	mcinley@ksni.net	
Joyce O'Brien (Frieden)	mobrien@kconline.com	
Wallace Richards	richards@PlatteValley.net	
Frank Scovello (Dominic)	frank.scovello@ps.ge.com	
Bill Thomas	beetee@cncnet.com	
Janice Trober (Robertson)	PJT57@BlueBuzz.com	
Dan Wisdom	checksix15@hotmail.com	

Any more to add to above listing?

HOW THE WAR BEGAN

PEARL HARBOR —Bombed Twice (?)

The following article reported in a Florida newspaper:

"An account and discussions during the 50th anniversary of the attack on Pearl Harbor by those in media, historians and others mentioned nothing about the fact that the Japanese bombed Pear Harbor not once but twice. The second raid took place three months later on March 4, 1942. This time the raid took place at night. The weather was bad and most of the damage was done only to the residences in the mountains. But the second bombing was one of the closest guarded secrets. Hysteria prevailing after the first damaging raid, a breakdown of the morale was much feared by the government and that is why even now many are still not aware that it took place. Capt. W. J. Holmes, a cryptologist in the U. S. Naval Intelligence Operations at that time, tells in his book "Double Edged Secrets" that when he visited Japan after the war he was introduced to a Japanese Admiral Suguru Suzuki. The Admiral was interested to know if Capt. Holmes knew that Pearl Harbor was bombed twice. Oh, yes indeed he knew, for he was there during the raid. The admiral proudly related to him that he was the one who planned the second bombing.

Note: *The above article (not verified) submitted by John Dyer.*

HOW THE WAR WAS WON

Jim Born

I joined the Navy on December 13, 1940 at age 17. Went to San Diego to pick up my submarine, the USS Squalus 192. Of course I didn't know she had been sunk in May 1939. 33 of her crew were saved and 26 lost. When I came aboard the USS Sailfish I was told not to ask anyone about the Squalus. One of the men was the one who closed the door on the 26 men and saved 33 men. We sailed that afternoon for Pearl Harbor. I took my training on the USS Holland AS3 and on the sub base also on the Sailfish. I qualified on the Sailfish in late May. I just came back from patrol and received orders back to the States to put the USS Fulton in commission on September 11, 1941. On December 7, 1941 I was at sea. We were ordered to Panama, from there to the Gulf of Fosecca Nicaragua to establish an advanced seaplane base and from there to Galapasos. The temperature was 125 degrees. We worked all day and night. It got down to 115 degrees around 2 AM in the morning. We left there the beginning of March and on the 15th we pulled into Pearl Harbor. In January 1942 I made P.O. 3c. I was ordered the next day to take 2 working parties to go to go on the USS Drum SS 228, which had just returned from the Philippines with gold bullion. The next day I had the same men go over to the USS California and help take the dead off the oily water. Each time you took a step you didn't know if you were stepping on someone. The other gangs were taking off all the five-inch shells from the USS Nevada BB 36. We worked seven days a week 12 to 16 hours each day, as well as repairing our damaged subs. After awhile we got to be called old sailors, I was only 18 years old. Between my training on submarines and now this at Pearl Harbor I could call myself a veteran crewman. We were able to teach some of our young recruit's life at sea and war. We taught them discipline, sometimes the hard way. We taught lessons in life, respect, trust, obedience and dedication with job skills of every description and all this we kept training them for what we had volunteered for in submarine duty. We sometimes had liberty from 11:30 AM to 5:00 PM. On May 25, 1942 all liberty was cancelled. The following day our task force from the battle of the Coral Sea anchored at Pearl, in that battle we were told we lost the carrier Lexington and the Neosho AO 14. Within three days the task force left. On June 3rd we were told Midway and Dutch Harbor were under attack, all 50 of our subs were sent out to guard Midway, the Japs could have wreaked havoc on Pearl Harbor and launch an attack on the US Mainland itself. We were topside watching a movie called Sergeant York when they stopped the film. Emergency orders to proceed to Midway and that the carrier Yorktown had been hit and badly damaged, much of the crew had been ordered to abandon ship. Shortly after midnight we got underway with the USS Breese DM and USS Allen DD 66. Pearl harbor was being evacuated of all ships, we were told a Jap task force was only 9 hours outside of Pearl Harbor. Our heading was northwest directlv for the battle area. Early afternoon on June 6th

“WON” (Cont'd)

We spotted the cruiser USS Portland and 2 destroyers between them the USS Russell DD 414. Russell DD 414. They had picked up 1891 men from the Yorktown, Portland came alongside us and we started ferrying them aboard one at a time by beach bouy. The Yorktown was still afloat. We ran side by side about 50 yards apart for 5 hours. Then the enemy submarine was reported to be in the area and to cut all lines with fire axes. We rendezvoused after dark, as we were taking survivors on, there were tears and hugs from them, they kept saying thank you. Both ships lay dead in the water and completely blacked out, we sent our motor launches over to the Portland and took off the last 80 men. By 10:30 PM all 1,800 plus survivors had been brought aboard the tender, and we got underway for Pearl. A Jap sub still lurked nearby, 2 destroyers played dead until the Fulton moved out. It was a calculated risk then the USS Litchfield made a depth charge run on the sub and got her. I remember the night of the rescue very well. The first man aboard had both legs blown off. His stump was wrapped in toilet paper, my clothes were full of his blood, we gave all our clothes to them along with blankets. The next day we washed all the oil off them and they began to look like sailors again. That day we found out the Yorktown and the Hanna DD were sunk by a Jap Submarine. We arrived at Pearl June 8, the docks were crowded with cheering people. Admiral Chester Nimitz came aboard and went around thanking the crew of the Fulton. He awarded us the battle star for Midway. We left Pearl in July for Midway island with the USS Anderson DD 411. We couldn't get into the harbor because of a Jap sub so it was decided to sneak in at night. The next day we had mail call for the 1st time in over a month. The Chicago newspaper said I was missing at Pearl Harbor. When we got to Panama we could only say on a postcard that we were safe and well. We repaired many of our submarines and helped to rebuild the island life on Midway, which was hell. I was picked to train a crew as a landing force but it was serious stuff then because the Marines on the island were trigger happy. After that we were called to help find out what was wrong with our torpedoes. Then a Japanese submarine was discovered trying to get through the channel, but was sunk by a dive-bomber. Two of our ships were sunk going back to Pearl Harbor. In October we got orders to proceed to Brisbane, Australia. After a few months I was put on TAD duty to submarine repair unit 89. I was sent to security duty to guard Admiral Carperter and Admiral Jones. One night about 1:30 AM I got a call from one of the Army guards downstairs to watch out for an Australian with two hand grenades going to blow up the headquarters, I was on the 6th floor. I went down stairs to open the door and walked out on the street and started to talk to the man, about that time the MP's came and I stopped them. I talked to the man for awhile he told me the story about his little girl. I talked him into giving me the hand grenades, he had three of them. I turned them over to the MP's and made my report in the log. When I got off duty I was told to report to the captain. He called me into his office and asked me what I had done. You are to say nothing to anyone about what happened or you will be up for a court martial. He put a boatswain rate on the table and said, "Sailor you are out of uniform." A few months after, I went out on patrol for 30 days. Came back to sub repair unit 89 and was ordered to work with two submarines engaged in experiments and tests on sonar mine detection devices, which enabled or submarines to successfully penetrate the mine fields guarding the inland sea of Japan. In September I was sent back to the Fulton and left for New Guinea on October 29, 1943. For the two jobs I received Mauritius Mast for excellence in performance of duties. On February 22, 1944 my bow hook and myself with the warrant boatswain were towing a barge for our submarine to tie up to, when we had an air raid, the plane went after the Australian cruiser and missed. We were about 45 yards from the ship and a mountain of water hit us and the towline almost took my leg off, which to this day gives me trouble. We were sent back to Australia for a month, by then the Fulton received orders to return to the US. I left Australia in April and got back around May 25, 1944. I was gone for 33 months. I received 30 days leave and married Helen on July 1, 1944, then back to sea in the middle of July. Went to San Francisco and received new orders to report to the USS Lowndes – APA 154. When I left the Lowndes we were on our way to Japan when orders came to return to the US immediately. The Captain dropped us off at the Bikini Islands where we were picked up by a merchant ship and proceeded to Seattle, Washington where I received 120 days leave. At the end of my leave I was to report to the Great Lakes as a barracks commander. After nine months I was ordered to Chicago to train Naval reserves, then was sent to instructor school and recruiting duty. After that I was ordered by Captain Clarkson to take the crew to Cleveland, Ohio and pick up the USS Silverside and bring it to Chicago and start the submarine school. Then I was sent to Great Lakes for training in atomic warfare. I was assigned for special duty in Chicago with four other men for training civil defense police and fire department on atomic bombs. After six months of training I had a mock up bomb on Chicago made with bags of flour with a badge saying radiation on it. After that I was sent to Evansville, Indiana to do the same work that I was doing in Chicago. Finally, I requested to go back to sea. I received another Meritorious Mast along with a letter of commendation for my training of civil defense and seamanship. I went to the USS Revenville for duty.

Note: In addition to the above World War II account by Jim he also served in the Korean War thus ending a 20 year career in the United States Navy. On May 20th Jean and I viewed "Submerged", a 2 hour movie on TV relating the tale of the Submarine USS Squalus mentioned in Jim's story above. In 1939 the U.S. Navy submarine sank off the New Hampshire coast. (Of the 59 crew members, 33 would be saved when a diving bell was used for the first time.)

“WON” (Cont'd)

“More on Iwo Jima” *

Harlon Block was one of the U. S. Marines involved in the month long battle to wrest control of Iwo Jima's eight square miles from occupied Japanese forces in 1945. After four days of fighting after the Marines landed, Mount Suribachi was captured, it was the highest point on the strategic little island not too far from the Japanese homeland. In Yorktown, Texas, Harlon's mother saw his brother reading the hometown newspaper and saw the front page of the six Marines raising the American flag on Mount Suribachi. She looked at the figure at the base of the flagpole at the far right, only his back was visible and she exclaimed, "That's Harlon!" Her other son looked for the names, but none were listed. He said it was impossible to tell if it was Harlon, but Mrs. Block said there was no doubt. In another issue of the paper the figure on the right was identified as Harry Hansen. She insisted it was a mistake. "I know my boy," no one would believe her. A few days after the flag raising Harlon was killed. She continued the attempt to set the record straight to no avail. After the war ended her husband received an unexpected visitor: Ira Hayes, one of the Marines who had raised the flag on Iwo Jima. Ira said the government had made a mistake and that the Marine identified as Harry Hansen was indeed Harlon Block. The incident became involved in a congressional investigation that revealed, 18 month after the photograph had been taken, that Hayes was correct. How could she have been so certain that she recognized her son, she was asked many times? She replied, "I had changed Harlon enough times to recognize his backside when she saw it." As a result of her perseverance Harlon Block's name appears on the Iwo Jima Memorial in Arlington, VA.

Note: In the Iwo Jima booklet on the page marked Fore-2 the name Harry Hansen should be replaced with Harlon Block. Also note a replacement cover for the Iwo Jima booklet enclosed with this newsletter. Please discard the original one.

* Source – Stars & Stripes

On November 11, 1954 the Iwo Jima Memorial, was dedicated just outside Arlington National Cemetery in Virginia.

The Marines began recruiting Navajo Indians after Japan's master decoders broke several of their secret codes. The move made perfect sense because the Navajo language was the perfect code. It was unwritten and extremely complex. Most military words had no Navajo equivalent, so translation was a two-step process. Ni-ma-si meant potato, which meant grenade. Ne-me-ha meant our mother, which meant America. And so on. The Navajos had to remember the literal translation then translate the translation. And they did so flawlessly. The capture of Iwo Jima was entirely directed by orders communicated by the Navajo Code Talkers. Under fire and behind enemy lines and in the heat of the battle, they sent more than 800 messages in less than 48 hours without an error. In all, some 500 Navajos served, taking part in every Marine assault in the Pacific.

Patrick McGinley

My dad (Andrew John) told me that he drove the landing personnel craft to the shores. One time he arrived at the beach with a boat full of Marines, the front ramp wouldn't go down. Mortars were falling all around and so he said, "Over the sides!" As the Marines jumped out of the craft, he ran to the front to see what the problem was. While at the ramp, a mortar shell hit the steering wheel where he would have been. He jumped on board another craft and went back to the ship to get another boat. Another time he was alongside the ship waiting for Marines to get into the landing craft. He was asleep over the helm. The officer on deck saw him sleeping and hollered down asking him what was wrong. Dad told him he had been on duty 24 hours. The officer asked his name and then checked the relief roster. His name wasn't on it. The officer told him to get on deck immediately, get something to eat and get to bed.

“Where were you & what were you doing on Dec. 7, 1941?”

**The following recollections are from previous newsletters:
They bear repeating because of the movie “Pearl Harbor”
Hitting the theaters around the country.**

Walter Clarke – As I was getting ready to go to church in Honolulu someone came running down the 3rd deck yelling “The Japs are attacking us!” We thought he had lost his mind - there were others who had gone berserk and had been sent back to the States. About that time we heard planes, one dropped a bomb outside the skin of our ship and tore holes in the side. I heard a voice say, “Move from where you’re sitting!” I got up and went to the front of the of the ship, which contained welding, boilermaker and sheet metal shops. I placed my body inside a big H beam, and that's where the bomb went off, I didn't even get a scratch. We picked up the injured and carried them topside to be taken the hospital. Some officers put me to work welding up the holes in the side of the ship. We were up all night. There were reports that the Japs were coming back, but they didn't Our ship, the U.S.S. Regal would have been destroyed if they had come back, because there was not one gum mounted and some ships that had guns mounted had no ammo. Over the years I have realized that God spoke to me in that voice.

Gene Engle – I and three friends were out car riding. I was at the tender age of 16 and really knew very little about Pearl Harbor. After hearing that the Japanese had bombed, we got to a radio to find out what was going on. After things got settled down a little I was afraid the war would be over before I got in. Watched too many John Wayne movies I guess.

Jim Frieden – The whole family were sitting in the living room listening to the radio and Walter Winchell came on saying the Japs had bombed Pearl Harbor in Hawaii, I was only 16 at the time.

Maggie Frieden – My brother and I had gone the picture show and the show owner shut the film off and came in and said the Japs had bombed Pearl Harbor and everyone should go home and all boys 18 or older should report to their draft boards. Well, you can bet they all went home first.

Robert Henkels – I was aboard the U.S.S. Astoria (CA 34) south and west of Pearl Harbor, We were a part of a task force with Admiral Bill Halsey and the Enterprise. I wrote to my family on Dec. 5th telling them we were getting underway the next day at 1000 hours. Our group without the Enterprise had recently returned from Manila around Thanksgiving, when the word was received about Pearl – SM Officer decided to inoculate the crew with tetanus toxoid. That is how I spent the day, working with the surgeons.

John Jurica – I was a telephone operator on duty at a 2 man switchboard in San Diego. When Pearl Harbor was attacked the board lit up like an Xmas tree. Later that morning there was an incoming call. “This is the President of the United States, let me talk to the captain of the base.” “Yes sir” I couldn't very well tell him the captain is too busy fighting a war. What would he have said?

George Kindle – This is merely a guess, I was either in a CC Camp or working for Lee C. Moore Co. in Tulsa.

"Where were you & What were you doing on Dec. 7, 1941?" (cont'd.)

Clark Martin - When the bombing and strafing and the hilling began on that historic Sunday morning. I was in my skivvies shaving in front of the mirror in my quarters on the U.S.S. Pennsylvania in the harbor. I heard sirens and the sound of running footsteps in the corridor, I stuck my head out of the door and asked a passing sailor, "Is this a drill?" "No, sir, this is NOT a drill!" yelled the sailor. I dressed quickly and hustled to my battle station in the coding room of the ship, which was part of the U.S. Navy fleet anchored in Pearl Harbor on Dec. 7, 1941. I was a young Navy ensign fresh out of the University of Virginia. If memory serves, the exact wording of the first message that morning in the Pennsylvania's coding room was, "AIR RAID PEARL HARBOR. THIS IS NOT A DRILL!"

Earl Robertson — I was in the base hospital on Dec. 7 1941. There was a particular item that happened that day. I had a broken wrist in a cast from a motorcycle accident. At the time I was in A Co. boat crew. The U.S.S. Oklahoma had been to sea on maneuvers the week before, I believe all the running boats except the Captain's gig were secured along with most of the crews at what at what we called the coal docks. We went to the Marine base mess hall for all of our meals. When the attack started several of us from the Oklahoma were waiting for liberty to start when the bombing started. Planes were coming in low over us as they completed their runs. The Marines were firing 50 cal's ships were throwing whatever was available. Anyway, this one plane was hit and flying about treetop level a little to one side and smoking very badly. One wing took a few shingles off the paymaster's building and then crashed on the other side of the hospital where we were. The fire department took care of the fire and kept us out until it was out. The crash was in the area where some officers and their families lived. We finally got back close enough to see that the plane had burned up and the engine was 12 – 15 feet away. The pilot was still there with stubby arms and legs – dead of course. Many of us who still had mobility (me with one arm) were put to work carrying litters of the injured arriving from boats and ambulances to the hospital. Anyone that was able were moved to tents on the hospital grounds. Men who had lost ships and not severely injured were also living in tents. Oddly, until two years ago I happened to look over the Oklahoma's roster and saw that I was listed as MIA. Since I was at the hospital I didn't answer muster of the remaining crew members after the bombing. Thought this had been straightened out the following week. Don't know why I was still listed as MIA, but I wrote to the reunion committee and let them know I was still very much alive. A number of us went beyond where the plane had crashed to the beach and watched them run the battleship aground. These ramblings are not in chronological order, but they did happen as I remember them.

George Tuppan – Went to a flying strip to watch a friend of mine take lessons. He was up in the air when another plane came from nowhere and motioned my friend to land. We were standing alongside the radio shack and were informed that Pearl Harbor had been bombed and only military planes were allowed to fly. I raced home, my parents had not heard the news until we turned on the radio. About 3:00PM the President came on with the news.

John Vernale – My wife was at home and I was with my buddies, it certainly was a shocker.

Otto Walker – I was at N.A.S. Kaneche bay, Territory of Hawaii. Experienced three air raids, two fighter and one bomber raid. Whew!

Bud Kautz – I was at home laying on the living room floor listening to the radio with my folks. Word came over the radio. Can only say "Stunned."

Leo O'Brien

Received the newsletter, thanks for the information on Nashville. Will send check to Radisson to confirm our reservations. Margaret, daughters Anne and Caroline went to the Massachusetts State House for the annual commemoration of the Iwo Jima invasion. It is a Marine celebration and very well attended with flag units and honor guards from all of the services. My daughters were very moved by this and the memories of the survivors. Their numbers have dwindled in recent years. Many of the younger Marines present were very respectful and in awe of the survivors. The Marines respect Iwo Jima as a touchstone of their long history. It got me to thinking about our relation to the Marines. In my mind they are the real heroes of Iwo Jima but they had to have someone to help them train and get them there. That was our job, we ministered to their wounded on the beach (the Marines say these are the real heroes) and we removed the wounded to our mother ship. Our hospital staff and the whole crew, in their way did everything possible to heal these wounded and yes, even buried their dead. This is the part I'm coming to. On one occasion my landing craft, LCVP #15, transported two dead Marines to the beach to be buried on the island. We took these two bodies wrapped in canvas body bags, which I assumed were made by the sail makers (did we have any on board?) and were turned over to the burial squad. On another occasion all hands were ordered to the area near the after hold on the starboard side just aft of mid ships and dressed in undress blues. There were two bodies wrapped in canvas on wooden planks and I'm sure they were weighted down and covered with the American flags. There was a short ceremony and some prayers and the planks were lifted and the bodies slid off and into the sea. The question I'm getting at, is there a record in the log of who these young men were. They must have been recorded somewhere by their dog tags. Would like to know if anyone aboard our ship knows who they were. Thanks for the pictures of the Las Vegas reunion.

*Note: Is it possible that one of the yeomen aboard may have a recollection of this event?
How about the knowledgeable Stan Dunn?*

Agnes Bencie

My son, Bill and I had a great time in Las Vegas. Lost our shirts but it was worth it. I don't believe Bill will be in Nashville. No casinos! This year I spent 2 weeks in Florida and plan to go to Costa Rica for a week in June. Of course we will make our annual Easter week to Myrtle Beach. I would certainly enjoy hearing from anyone. Here is my e mail address: Antibeck2@M.S.N.com.

We will add it to the growing number of our Reunion Group joining the internet.

Doris N. Holderman

Enclosed my dues for 2001. Since J. C. (Tex) Holderman passed away I have moved to Bossier City, LA to live with my daughter, Sue and her husband Michael who is stationed at Barkedale AFB. He will retire after 22 years with the Air Force in August of next year. After having been married for 56 years I miss J.C. very much. He enjoyed the newsletters so very much and always wanted to attend a Lowndes reunion but something seemed to keep us from going. I regret that and have hopes that I might get to one yet. Enjoy the newsletters so please keep me on the mailing list. Please note my new address and phone number: 1200 Cove St., Bossier City, LA 71112 – (318)746-3441.

Note: On November 11, 1954 the Iwo Jima Memorial was dedicated just outside Arlington National Cemetery in Virginia

Joel Rodriquez

Sorry could not make the Las Vegas reunion, but it is the same time that I take my people on a tour every year. I understand that the next reunion will be in October, which , again, is the same time as my tour to Vegas. Guess I don't think I'll be able to make the Nashville reunion. Maybe next reunion, "God willing" we'll be able to make it.

Frank Miller

Yes we are still alive and kicking and my thoughts go back to times past, how it does fly. Health wise Frances and I are holding up OK so far this year and we are keeping our fingers crossed. Came across an old Irish toast that I thought applies to the Lowndes. "There are good ships, there are wood ships that sail the sea, but the best ships are friendships." Read the book "Flags of our Fathers." recently and recommend it highly. Couldn't set it down until I read it all. Learned some things about Iwo Jima that I never knew before. Salt Lake City is getting ready for the 2002 Olympics, some of the events will take place within 1 or 1-12 miles from our home in Kearns. Frances and I know we're getting old when our youngest grandson graduates from U.S.D. in San Diego. We will be thinking of all you people we spent time with at the reunion in SD. We will be celebrating our 50th anniversary this year while in San Diego. Still hoping to make the reunion this year and seeing all again soon.

Note: We have been contacted via e mail by Patrick McGinley, son of Andrew John McGinley, MoMM who was a member of the amphibian boat crews and made a run to the beach oat Iwo Jima. Served on the Lowndes from Nov. 1944 to Aug. 1945. Pat took a wild shot and went to Yahoo! Main page and typed in USS Lowndes in the reunion link and came up with my name. Guess if used properly AOL can be useful. We have added his e mail to the growing number of our crew members on e mail. Bill Thomas has a faint recollection of Andrew, medium height with curly black hair. Andrew passed away February 20, 1969. Pat has sent a tale that he located in his dad's old papers. It appears in another section of this newsletter. Is there anyone else in the boat group that may remember him? Patrick would appreciate any information that can be shared with him. His address and phone number are as follows:

*Patrick M. McGinley
1925 SE Wilmar Drive
Quincy, IL 62301-6970
(217)222-4595*

Pat has requested he be put on our mailing list to receive Lowndes newsletters and information re our reunion. Done!

David Long

Jo and I took a tour of Thailand, Vietnam and Cambodia after the Las Vegas reunion. We left San Francisco Oct. 26th for Bangkok which is a very large busy city, modern and has a lot of charm. Then on to Chaing Rai, on the way we stopped at a small river village where we took an elephant ride and had a photo taken and we decided it would be a great Christmas card. Flew to Hanoi and then Saigon. Very interesting and you could feel the communism. Seeing the tunnels the Viet Cong used and the jungles they fought in, you could see why we could not beat them. Everyone was very friendly and nice to visit with. Next we flew to Siem Reap, Cambodia to visit Angkor Wat, an ancient royal city which covers four square miles. There are many temples, statues and tombs. There is a massive multi-towered stone structure with bas-reliefs depicting Hindu mythology and the Buddhist ideals. Most of this was built in the 10th, 11th and 12th century. Very interesting country and very poor. One of the highest paying jobs is a schoolteacher and they make \$31.00 a month. On the whole, it was an extremely interesting trip, especially Thailand, which is beautiful and lovely people always smiling, no matter how poor their lot is. We left Bangkok Nov. 15th for the long flight back to San Francisco and home.

Ed. note: I received the Christmas card from the Longs and also an almost identical one from a member of the USS Reid Reunion Group. Jean and I are planning to attend the Reid reunion this September in Buffalo, NY.

Joseph Freitas

Finally getting around to answering your letter. I had surgery on May 9th, complete new knee, it is doing fine but I'm afraid my other knee will have to be done next, it is hurting. So we are not planning on going to Nashville this year. Do hope to make the reunion next year. Will keep in touch and thinking of everybody.

Lorene Stratton

Dallas had a hernia operation on May 3rd. He is doing fine, but restless as he can't do much of anything right now. We are planning a trip to Alaska with Dallas' brother and his wife. We'll be gone 6 – 8 weeks. Then Dallas will be able to play ball again. He'll be in the Senior men's softball World Series in Detroit, MI. Trust all is well and hope to see everyone in Nashville.

Note: Since 1990 there has been 199,936 home runs hit – 104,367 in the American League and 95,569 in the National League.

Please be sure to check the roster list for any errors, changes or additions.

It is difficult to keep abreast of all the telephone area code changes taking place around the country. Newsletters mailed to the following shipmates have been returned' does anyone have knowledge of their whereabouts? If so, please let me (Bud) know so I can bring our roster and mailing list up to date.

Walter L. Clarke
Robert F. Hazelett
Harley J. Hughes
Sherwood P. Johnson
Isaiah Sneed

**UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
COMMANDER CARRIER DIVISION TWENTY-FOUR**

Serial 586

14, FEB. 1946

My dear Captain:

Upon detachment of your vessel from the operational control of this Command, I wish to take this opportunity off expressing my thanks and appreciation for a task which has been well performed. The successful accomplishment of returning so many personnel to the United States so rapidly has been due almost entirely to the wholehearted cooperation of the commanding officers and their officers and men. I appreciate the loss of liberty and recreation which was entailed in the rapid turn-arounds which were demanded and sincerely believe that the task could not have been so well done by any other than naval personnel.

As of 1 February 1946, the tally is as follows:

Personnel returned from the Pacific to the United States

	<u>NAVY</u>	<u>ARMY</u>	<u>MARINE</u>	<u>CIVILIAN</u>	<u>TOTAL</u>
Sep.	164,072	80,738	8,628	6,418	259,856
Oct.	261,217	149,762	26,867	8,869	446,715
Nov.	271,003	243,918	50,359	8,789	574,069
Dec.	242,312	416,154	32,965	4,055	695,486
Jan.	<u>277,835</u>	<u>304,518</u>	<u>16,438</u>	<u>2,770</u>	<u>601,561</u>
TOTAL	1,216,439	1,195,090	135,257	30,901	2,577,687

This represents an excess over estimated maximum performance of 800,000, and of the total personnel returned this Task Group landed 1,127,987 or 43.7%.

Again accept my thanks to you and your personnel, and with best wishes for the future.

Most sincerely yours

H. S. Kendall
Rear Admiral, U. S. N.
Commander Task Force Group SIXTEEN POINT TWELVE

*Note: The above letter of commendation was sent to our
Captain Charles .H. Perdue*