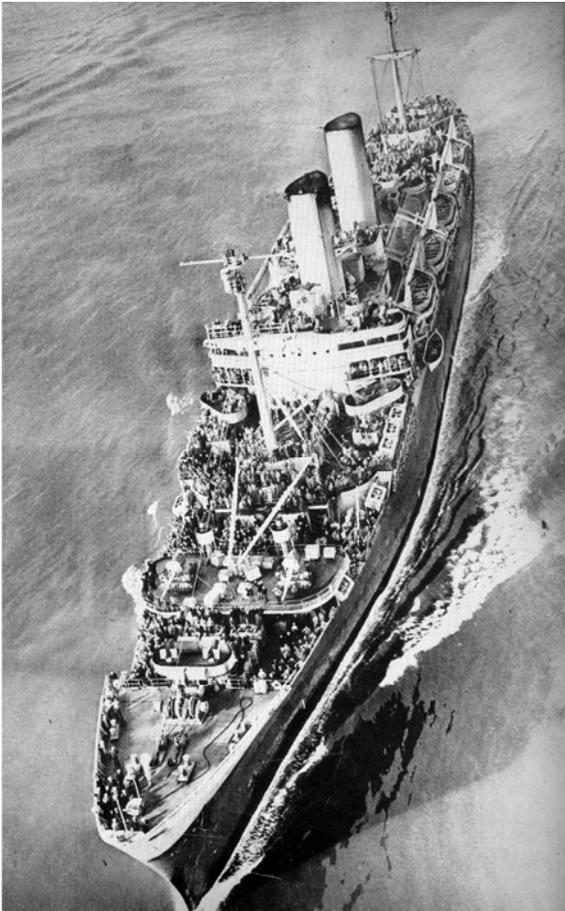




USS GENERAL A.E. ANDERSON (AP-111) (TAP-111)

Feb. 2009 Editor: Harry "Swede" Lagerstedt



USS GENERAL A.E. ANDERSON AP/TAP 111

Launched May 2, 1943, at the Federal Shipbuilding & Drydock Co. in Kearney, NJ. Acquired by the Navy Aug. 25 and placed in full commission Oct. 5, 1943 with Capt. W.E. Miller in command. Specifications: Length 622' 7"; breadth 75' 6"; draft 25' 6"; cruising speed 19 knots; crew 507; troops 5,289; armament 4) 5"/38 guns; 16) 1.1" and 20) 20mm Bofors guns.

The USS Gen. Anderson started her troop carrying career with five Atlantic crossings to Casablanca and Oran, supplying soldiers for the war in North Africa and the subsequent invasion of Italy. A 6th crossing was made with troops destined for the invasion of France. June 1944 she transited Panama Canal for the first of two voyages to Bombay. She brought back the first group of liberated POW's from Leyte. She transported Australian troops from Townsville to Morotai, ending a year in the Pacific theater. This was followed by 6 trips to Europe and one to Karachi (via the Suez and Red Sea) to bring troops back to the States. From July 1946, until July 1950, the Anderson began supply runs from West Coast ports to China, the Philippines, Japan and Guam uniting family dependents. During the Korean War she delivered troops to Kobe, Japan and to Korea, for which she earned one battle star. Following the Korean War she resumed her peacetime "Magic Carpet" duties, transporting dependents across the Pacific until she was decommissioned Nov. 10, 1958.

The above "square", picture and text, is what I have put together as a suggestion for the bronze plaque that we plan to dedicate in Fredricksburg, TX, in honor of our ship. I would appreciate your input or editing for adding or deleting information. Plans are to send this sample to the Nimitz Museum March 1, so that will be your deadline for suggestions. That will give them six months to prepare the plaque prior to our reunion date. The plaque dedication is scheduled for 10 am, September 22, 2009.

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REUNION ALERT

Start thinking Fredricksburg, TX

Now is a great time to begin thinking and planning your fall vacation, a full half year ahead! Yes, we are looking towards San Antonio, Texas, seeing The Alamo, the Riverwalk, the Tower of the Americas and John Wayne if we are really lucky!

The dates we have blocked out are September 20, 21, 22, 23 and 24. Sept. 20 is a Sunday and will be a travel and registration day with a get acquainted/renewing old friendships during an evening meeting.

On the 21st we will bus tour the city sights and historic venues mentioned above. The next day involves a bus ride to Fredricksburg where at 1000 hours we will begin the plaque dedication ceremonies for our ship.

One of the stops on the 23rd will be SAS (San Antonio Shoes) store. A unique, old fashioned “barn” store with corrugated tin roofs, classic glass coke bottles, wooden floors, farm implements hanging from the ceiling and absolutely great shoes for sale. Outside, parked in sheds, are vintage cars of all makes, ages and descriptions.

This is as far as the planning has come. Feb. 12, Carol and I are flying to San Antonio where we will visit her sister and brother in-law. During our stay we expect to nail down a hotel, bus transportation and additional venues. I have contacted the SA Visitor’s and Convention Bureau conveying our reunion needs. They spread the word to hotels and I have received nearly 40 proposals. Details will be spelled out in the May newsletter. Thursday, Sept. 24, is at this time considered an “optional” day because venues have not been worked out and because some members feel that as long as they have travelled this far they may as well take advantage of it and see as much as they can.

Hope your thinking will include working on your scrap/photo album and assembling memorabilia for show and sharing during the reunion.

LOST: TWO GOOD MEN



ROBERT C. LITTLE III of Blackwood, NJ, born November 16, 1924, died on Pearl Harbor Day, Dec. 7, 2008 at the age of 84 yrs. He is survived by wife Betty-June Little, sons Robert C. IV, Randy, Jeffrey and Arthur Little, and daughter Judy Massa of Blenheim, NJ.

Mr. Little was a WWII USMC Veteran, and a retiree of DuPont, working in Philadelphia and Boothwyn, PA. He was a life member of the VFW, and a life member of Stetser-LaMartine American Legion Post # 281 of Chews Landing, NJ. PFC Robert Little was a plankowner aboard the USS General Anderson AP/TAP 111 and served onboard from 1943-45. More recently, Bob sustained his interest in ship and crew as a member of the USS Gen. Anderson Assoc. "Dad was one of a kind and from a time when your word was everything and your opinions could be given freely. That is what you loved or hated about him. Just remember he loved Betty-June, and all people, and horses and John Wane and golf and flying with Rolf and a drive in the heat with the windows down and a western shirt and a pair of boots and the MARINES. We will all miss you in our own ways Dad".



GEORGE W. HARBISON Jr.

Died Sunday, January 18, 2009 at the Holston Health Care Center. He was 84 years old.

George is survived by his wife June, three sons, two daughters, numerous grandchildren and seven great grandchildren.

He was a graduate of Tennessee Technological University and a life long insurance agent. He was also a volunteer in many church and community activities.

George was a Sergeant in the US Marine Corps and a Plankowner on the USS General Anderson AP/TAP111 where he served from 10/43 to 7/45. For part of that time he was the Captain's Orderly.

George was a member of the USS Anderson Association for many years and attended the annual reunion in Mobile, TN in 2003. He and wife June are pictured left at the Marine Corps Memorial located at the USS Alabama Battleship Memorial Park.

Crew Contacts

In the May 2008 newsletter I mentioned that the ANDY Assoc. should have a **BOOSTER'S CLUB** to generate funds for a bronze plaque to be erected at the Nimitz Museum of the Pacific War in Fredricksburg, TX. One of the first to respond to this suggestion with a \$100 check was **Don Halkovic**, HM1/C, onboard 1952-53. He writes: ANDY was a great ship and I'll be forever thankful that I was onboard with great shipmates and mentors like Drs. Jules Bittner and Bob McShane. When my tour of duty on the ANDY ended, I attended Pharmacy School at U.S.N.H. Bethesda, MD and upon graduation was assigned to U.S.N.H. Oakland. It was there that I had the honor and privilege to fill Rx's for Adm. Chester Nimitz who at the time was spending his winters in Berkley. He was truly a fine, courteous gentleman as well as a great admiral".

Don's check was forwarded to Helaine, but somehow his letter was "lost" in my well organized shuffle and I failed to recognize him in the Nov. newsletter when all the BOOSTER'S were mentioned. My apologies for that Don.

Also in the Nov. newsletter we mentioned that **Marie Earls**, widow of Bob Earls CS2/C, onboard 1949-52, had open heart surgery. She wrote to say that she has had a couple of set backs, but is now almost back to normal. Marie included a BOOSTER check with her card for which we thank her now and wish her continued health progress. Marie lives in Buchannan, TX so in a little state like that it can't be too far from Fredricksburg — see ya thar in September Marie!

Received a brief note from **Frank Vassett** who passed along an obituary on **Edward Merle Young**, MM3/C, Plankowner onboard 10/43—10/45. Ed was born in Prince William, IN May 12, 1910 and died in Gloucester, VA Nov. 28, 2008. He actually joined the Navy in 1929 and then went into the Reserves. He was recalled during WWII and assigned to the USS Gen. Anderson. He was one of the older steady hands that guided all those 17 and 18 year-olds that thought they were running the ship.

Last August **Bob Kisthart** found the ANDY Assoc. and sent his dues to Helaine Hamelman and I recently received some of his background information. Decided to give him a call, and what an interesting story he has to tell! He was at the U.S. Merchant Marine Academy in 1942 and then assigned to the Liberty Ship **Peter Skene Ogden** which on 2/22/43, Washington's Birthday, intercepted a torpedo. Bob escaped in a lifeboat after injuring his knee between the lifeboat gunnel and the ship while cutting it loose from the ship. He ended up in Algiers and learned that merchant seamen were not held in high regard. Even the Red Cross would not attend to his injury. He finally got some attention from a French doctor who gave him some pain pills and a cane — which he is using to this day. Bob joined the USS Anderson as a passenger on the return leg of voyage #4 from Algiers to NYC during March 1944. As an engineer, he was invited below decks and even asked to stand a watch. Thus Bob was a temporary crew member of the ANDY.

After a time, Bob joined the Navy and ended up serving as an engineer on our sister ship the USS General H. W. Butner AP113. Sometime during 1944 while in the Indian Ocean, two torpedoes skimmed the keel of the Butner. Bob was in the engine room and actually heard them touch. Fortunately they were duds! Soon thereafter the ship hit a whale and bent the propeller which resulted in a trip to dry dock to replace it. Inspecting the hull they could see the scrapes made by the torpedoes. One of the repair crew said: "You are one bunch of lucky bastards!" At the end of WWII the Butner was steaming along about 10 hours behind the ill-fated USS Indianapolis. They could have helped in rescuing survivors, but due to communication restrictions they were unaware of the cruiser's sinking. Bob spent 23 years in the Navy and has been a member of the Butner Reunion Assoc. for many years, in fact he was their secretary and was instrumental in organizing their plaque dedication at the Nimitz Museum in Fredricksburg.

ANDY HISTORY

One of the interesting things about being the newsletter editor is being contacted by some very nice people. One such person is **Ron Jenczewski** who, while cleaning out his mothers house found 6 ANDY newsletters dated from 12/28/45 to 1/2/46. His Dad had saved these as one of the returning soldiers on the second leg of ANDY'S 15th voyage from LeHavre to NYC. Excerpts from these letters follow:

Onboard are about 4,840 enlisted men and 400 officers plus almost 500 Navy crew. A more accurate check of bunks and latrines may uncover a few more. There is one lone civilian and no women onboard! For those that forgot to carry an atlas with them, the distance from LeHavre to NYC is 3,250.5 miles. These miles are nautical but nice!

The ship is commanded by Capt. G. W. Mead Jr. USN. The Army officer in charge is Maj. Percy C. Burnham, TC.

The USS Gen. Anderson was commissioned Oct. 5, 1943 at Baltimore and after a shakedown trip made her maiden voyage from Newport News, VA Nov. 25, 1943. Her average speed is 20 knots. "Knots to you" means a speed of 23 miles per hour. The ship has twin screws which makes her fast and highly maneuverable. She also has two engine rooms so that one propeller/engine room could still operate if the other one was damaged. She travels alone as her speed and zig zag course protect her from submarine attack.

During her two years of service, the Anderson has visited Casablanca; Oran; Bristol, England; Avonmouth, Scotland; Cristobal, Panama; Melbourne; Bombay; Brisbane; New Caledonia; Leyte; Manila; Marseille; Port Said; Karachi and, of course LeHavre.

Here are some facts on the good ship Anderson. She was constructed in Kearney, NJ and is 622' 7" long; she has a 75' 5" beam; draft is 25'6" and a gross wt. of 17,833 tons. Her cruising radius is 12,000 nautical miles; two 16,000 pound anchors; two 18' propellers; two steam turbine engines; 22 lifeboats; 228 life rafts; her fuel tank capacity is 855,000 gals of diesel oil. Fresh water capacity is 329,343 gals. *(After the Navy crew mans those 22 life boats, do you think the 228 life rafts will hold 5,240 Army guys?)*

Reading materials and games will be distributed today by the Special Service Office to each compartment officer. There is a Ship's Store aboard — equivalent to the Army PX. A "buyer System" will be set up whereby one man will purchase cigarette, candy and toilet articles for himself — and 49 others! Barber kits are available to tonsorial artists among the personnel onboard. The haircut price is fixed at two bits in US money.

Fitted out as a troop ship, the Anderson has little to offer Army personnel outside of its main function, PASSAGE TO THE UNITED STATES! Under direction of Lt. Schofield, SSO, entertainment will be provided ASAP with talent drawn from personnel onboard. Limited space makes movies available only to men on detail. Musicians, singers, crooners, imitators, comedians and MC's are urgently needed. Some instruments are available. There are 2 portable, hand wound phonographs which may be borrowed. Each machine comes with a collection of records.

We are taking the southern route to NYC which is 150 miles longer (a half days travel) skirting the Azores, but avoiding storm centers of the N. Atlantic. The north route averages 25 gales/mo. While the southern route averages only 10/mo. Our effort to offer you a little "Southern Comfort". We checked with sickbay to see what they could "bring up" on the subject of mal de mer. Surrounded by a sea of green faces, "Doc" said: Eat every meal, stay out of the sack and get lots of fresh air. Overheard: I'm getting six meals per day, 3 down and 3 up! Said another, I'm doing this trip by rail! New Year's Day menu: Creamed turkey on dry toast, mashed sweet potatoes, steamed string beans, cole-slaw avec French dressing, Fruit cocktail, mixed nuts, hard candy, fresh fruit, bread, butter and coffee. Bon apatite!

The 13-piece ship's band will give an informal program at 2000 hours in the portside mess hall. Made up of passengers, the band is still in the process of organization and is not yet ready to give regular performances.

I watched the flag pass by one day,
It fluttered in the breeze.
A young Marine saluted it,
And then he stood at ease.

I looked at him in uniform
So young, so tall, so proud,
With hair cut square and eyes alert
He'd stand out in any crowd.

I thought how many men like him
Had fallen through the years.
How many died on foreign soil
How many mothers' tears?

How many pilots' planes shot down?
How many died at sea
How many foxholes were soldiers'
graves?
No, freedom isn't free.

I heard the sound of Taps one night,
When everything was still,
I listened to the bugler play
And felt a sudden chill.

I wondered just how many times
That Taps had meant "Amen,"
When a flag had draped a coffin.
Of a brother or a friend.

I thought of all the children,
Of the mothers and the wives,
Of fathers, sons and husbands
With interrupted lives.

I thought about a graveyard
At the bottom of the sea
Of unmarked graves in Arlington.
No, freedom isn't free.

QUOTES FROM THOMAS JEFFERSON

Jefferson in some cases could be called a prophet. Scary how appropriate these thoughts are in these times!

When we get piled upon one another in large cities, as in Europe, we shall become as corrupt as Europe. TJ

The democracy will cease to exist when you take away from those who are willing to work and give to those who would not. TJ

it is incumbent on every generation to pay its own debts as it goes. A principle which if acted on would save one half the wars of the world. TJ

I predict future happiness for Americans if they can prevent the government from wasting the labors of the people under the pretense of taking care of them. TJ

My reading of history convinces me that most bad government results from too much government. TJ

*No free man shall ever be debarred the use of arms.
Thomas Jefferson*

The strongest reason for the people to retain the right to keep and bear arms is, as a last resort, to protect themselves against tyranny in government. TJ

The tree of liberty must be refreshed from time to time with the blood of patriots and tyrants. TJ

To compel a man to subsidize with his taxes the propagation of ideas which he disbelieves and abhors, is sinful and tyrannical. TJ

Last, but not least: *In light of the present financial crisis, it's interesting to read what Thomas Jefferson said in a letter to James Madison 1802: 'I believe that banking institutions are more dangerous to our liberties than standing armies. If the American people ever allow private banks to control the issue of their currency, first by inflation, then by deflation, the banks and corporations that will grow up around the banks will deprive the people of all property until their children wake up homeless on the continent their fathers conquered.'*

Thanks and a tip of the flattop to Jean & James Jordan, and Bill Oviatt who both sent these quotes along.

SISTER SHIPS

USS *Admiral W.S. Benson* (AP-120)/USNS *Daniel I. Sultan*

Unnamed transport, AP-120, was laid down on 10 December 1942 at Alameda, Calif., by the Bethlehem-Alameda Shipbuilding Corp., (MC hull 678); named *Admiral W.S. Benson* 20 October 1943; launched on 22 November 1943; commissioned 23, Aug. 1944, Capt. Francis H. Gardner in command.

Admiral W.S. Benson stood out of San Francisco Bay on 1 September 1944 for San Pedro, Calif., to commence shakedown training. She returned to Todd's Wilmington yard on 15 October 1944 for major alterations. In November the ship started an illustrious career in the Pacific theater transporting troops and dependents during three wars and over a period of 25 years.

Australia, India, New Caledonia, New Hebrides, Marseilles, France, via the Panama Canal, Le Havre, Balboa, Ulithi, in the Western Carolines, Philippines, Lingayen, Manila, Okinawa, Sasebo, Japan, Matsuyama, Hiro Wan, Wakayama, Nagoya, Hagushi Beach, and Naha, Okinawa are a partial listing of the ports of call visited by the *Admiral W.S. Benson* during her first two years of service.

Decommissioned on 3 June 1946, and turned over to the Maritime Commission for disposal, *Admiral W.S. Benson* was struck from the Naval Vessel Register on 3 July 1946. Transferred to the Army Transport Service, the ship was renamed *General Daniel I. Sultan* in honor of the late General Daniel Isom Sultan, USA.

She operated with the Army Transport Service as USAT *General Daniel I. Sultan*, for several years. The ship was reacquired by the Navy on 1 March 1950 and reinstated on the Naval Vessel Register on the same day. Assigned to the Military Sea Transportation Service (MSTS) as USNS *General Daniel I. Sultan* (T-AP-120).

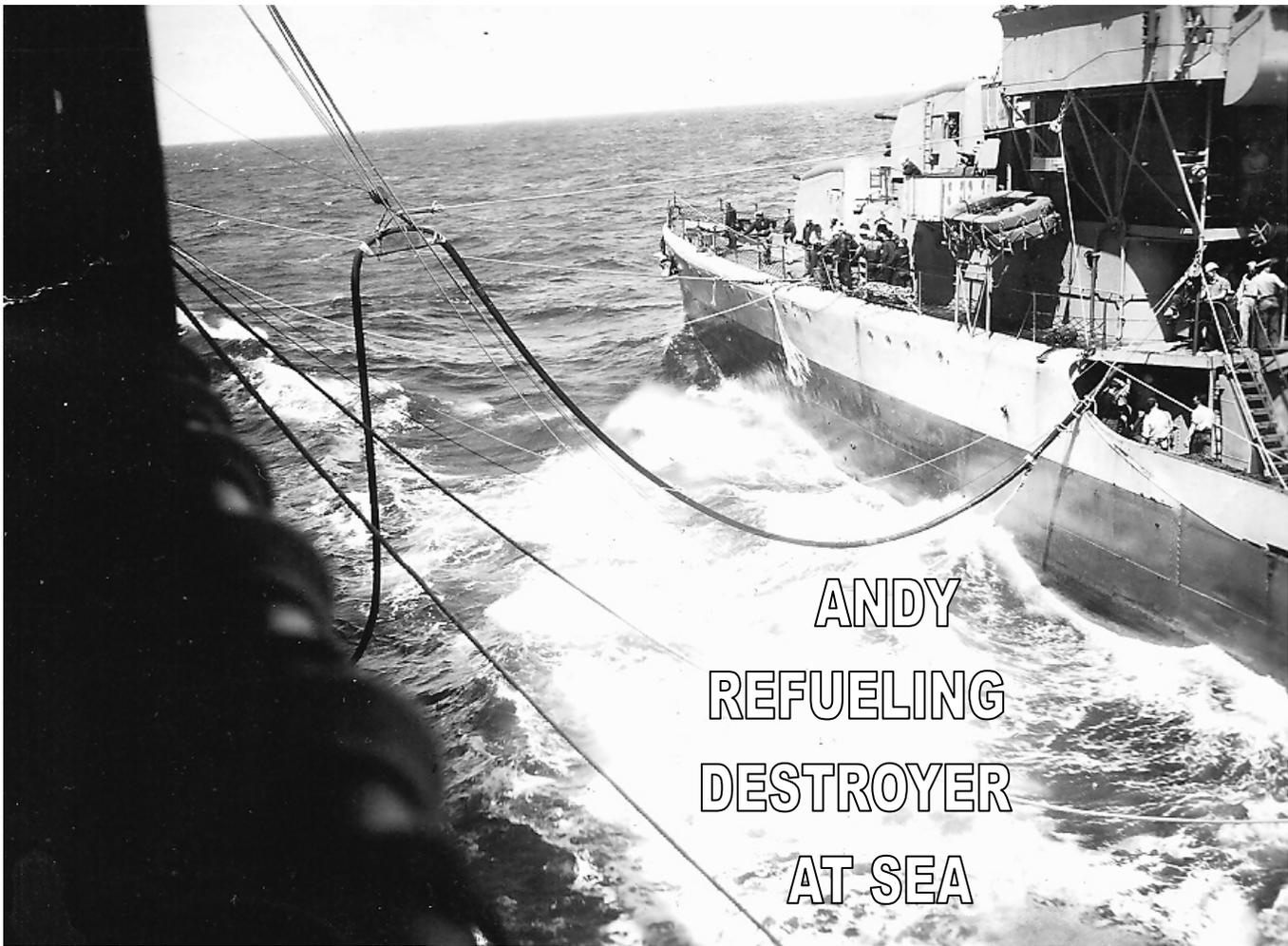
The transport, USNS *General Daniel I. Sultan*, operating out of San Francisco, supported United Nations operations in Korea which came as a result of the North Korean invasion in June, 1950. During 1951, USNS *General Daniel I. Sultan* conducted nine voyages between San Francisco, the Hawaiian Islands, Marshalls, Guam and the Philippines; she maintained regular service to Far Eastern and Pacific ports--in Japan, Okinawa, Guam, Formosa and the Philippines--into the mid-1960s.

During 1965, with increased American involvement in the war in Vietnam, the transport conducted troop lifts from San Francisco to Danang, South Vietnam, via Okinawa and Formosa. Over the first seven months of 1966, *General Daniel I. Sultan* made cruises to ports in Japan, Okinawa, Taiwan and the Philippines.

Transferred to the custody of the Maritime Administration (MarAd) on 7 November 1968, for lay-up at the Suisun Bay reserve facility, *General Daniel I. Sultan* was transferred to that agency on 31 August 1969, and was struck from the Naval Vessel Register on 9 October 1969.

General Daniel I. Sultan was awarded two battle stars for her service in the Korean War.

USS GENERAL ANDERSON NEWSLETTER
Harry "Swede" Lagerstedt
34151 Electric Road
Corvallis, OR 97333
Ussgeneralanderson@yahoo.com



ANDY
REFUELING
DESTROYER
AT SEA