



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

MAY 2006 Editor: Harry "Swede" Lagerstedt



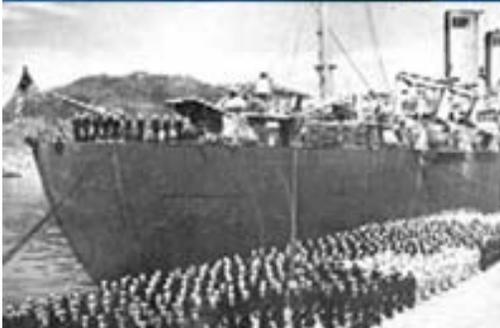
This is the number of people that have visited [www.ussgeneralanderson.org](http://www.ussgeneralanderson.org) our web page during the past couple of years!



The quarterly newsletter is now being published on our web page thanks to the efforts of webmaster Mel Shapiro, EM3/C, onboard 1952-55, and his son.



Kudos and a tip of the flattop to them for a job well done! BRAVO ZULU!



Pictured to the left and below, are excerpts from the ANDY homepage, lots to see and learn.



**Troopship Launched**

★ The General ★  
Alexander E. Anderson  
One of the two largest troopships to slide down the ways of the Federal Shipbuilding & Dry Dock Company, is a sister ship of the "Pope", recently launched at the same ★ ★ yards. ★ ★

**U. S. Army Troopship**

### Specifications:

Displacement	11,450 tons
Length	622' 7"
Beam	75' 6"
Draft	25' 6"
Speed	20.6 knots
Complement	507
Troop capacity	5,289
Armament	Four 5" guns Sixteen 1.1" Twenty 20mm

Another web page you might want to visit is that of our sister ship the USS General Mann AP/TAP 112:  
[www.geocities.com/ussgenmann/](http://www.geocities.com/ussgenmann/)

Don't forget: The AP Troop Transport Group is having their reunion in Virginia Beach during June 8 to 11. See Feb. newsletter for info.

2006  
ANDY  
Reunion

# 12th Annual USS Anderson Reunion Sept. 12-15,

## Radisson Inn, Colorado Springs, CO

Itinerary: **Tuesday 9/12**, Arrival day. Hotel Registration, Room Assignment and Reunion registration in Hospitality Room.

Dinner on your own: In hotel or in Solo's restaurant (A converted KC-47 tanker. **1930 hours**, meet in Hospitality Room.

**Wednesday 9/13.** Rise & Shine early – we gotta eat early and catch a choo choo.

**0715:** Assemble for 0730 bus departure to Canyon City where we board the Royal Gorge Train for a 2 hour, 24mile scenic ride to the gorge rim and a hike across the world's highest suspension bridge. There's lunch and a walking tour of Royal Gorge Park. Return to hotel 1530 hours for some R & R -- and a Happy Hour if you can squeeze it in.

**1800** hours: Gather round and find your seats for the 1830 annual reunion dinner.

**Thursday, 9/14.** Drag yourself out of bed for some SOS.

**0945:** Assemble for 1000 departure and trip to the U. S. Air Force Academy, an 18,000 acre teaching/training facility. Includes tour of the Academy and the exquisite 18-Spire Interdenominational church. See little mind numbed robots marching to lunch. Our lunch will be at the Trading Post. We will drive through the Garden Of The Gods on our return to hotel at 1500 hours for brief R & R.

**1730:** No rest for the wicked! Up on those busses again and off to the Flying W Ranch for some great Western hospitality and entertainment. Visit an "authentic" western town with a dozen restored buildings and furnishings. Belly up to the ole Chuck Wagon and see what's in the Dutch ovens. After a delicious meal of barbequed beef or chicken you will be entertained by the world famous Flying W Wranglers. We'll be sure to get you "home" by breakfast time.

**Friday, 9/15** CONSIDER an optional Friday ride on the world famous, very scenic Cog Railway to the top of PIKES PEAK! Discovered in 1806, it is 14,110' tall. A bus will pick you up at 0815 and get you back to the hotel by 1300 hours so you could still catch a late flight out -- or lay over an extra day.

# AND

Sleep in Friday morning! You could even skip breakfast if you like. Schedule your shuttle in time to catch your plane -- or begin that homeward drive. Make some fond farewells and hope to see you next year -- God willing.

# R & R = *Reunion Registration*

Attendees are responsible for their own HOTEL REGISTRATION. Contact the Radisson (Airport) Inn at 1645 North Newport Road, Colorado Springs, CO 80916.

Tel. (719) 597-7000. Identify yourself with the USS General Anderson for the group rate of \$87.00 + 9.4% tax per night. This includes a buffet breakfast each morning, a complimentary beverage the first evening and 25% off the first evening's hotel dinner. The other dinner possibility is the adjacent Solo's Restaurant, a converted KC- 9 tanker. Airport shuttle, hotel parking, hospitality room and banquet room are included in the room charge. Reunion rate cutoff date is August 11, 2006.

REUNION REGISTRATION Will be handled by Roberta Setzler, 267 South Street, Clyde, OH 43410 Tel. (419) 547-7246.

Reunion registration is \$10.00/person	_____
Royal Gorge Tour (Bus, train, lunch & Park) \$75.00/person	_____
Hotel Reunion Banquet/dinner \$25.00/person	_____
Air Force Academy, and Garden of the Gods tour (Bus and lunch) \$35.00/person	_____
Dinner & Show at Flying W Ranch \$35.00/person	_____
Optional Cog Railway up Pike's Peak \$45.00/person	_____
Total	_____

A tip of the ole flat top to 50 of you shipmates/members who responded to Frank Thompson in a timely manner indicating your intention to attend this 12<sup>th</sup> reunion. It has really helped to provide attendance estimates to vendors.

Now we will ask you to also send in your checks to Roberta, as soon as convenient, made out to: USS Anderson Reunion. The sooner you do this, the more it will help us with planning for bus sizes, lunches, dinners, etc. THANKS AGAIN!

## A FEW GOOD QUOTES.....

Only Irish coffee provides in a single glass all four essential food groups: alcohol, caffeine, sugar and fat. — Alex Levine

Youth would be an ideal state if it came a little later in life. — Herbert Henry Asquith

By the time a man is wise enough to watch his step, he's too old to go anywhere. — Billy Crystal

Don't worry about avoiding temptation... as you grow older, it will avoid you. — Winston Churchill

Maybe it's true that life begins at fifty.. but everything else starts to wear out, fall out, or spread out.  
— Phyllis Diller

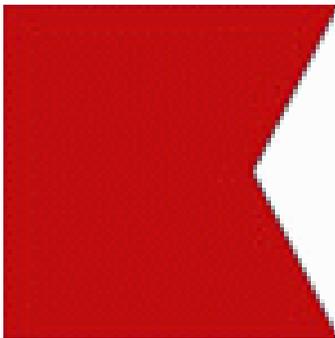
The cardiologist's diet: If it tastes good spit it out. — Unknown

Be careful about reading health books. You may die of a misprint. — Mark Twain

We could certainly slow the aging process down if it had to work its way through Congress. — Will Rogers

Sometimes, when I look at my children, I say to myself, "Lillian, you should have remained a virgin."  
— Lillian Carter (mother of Jimmy Carter)

### DEPARTMENT OF THE NAVY -- NAVAL HISTORICAL CENTER WASHINGTON DC 20374-5060



#### "Bravo Zulu"

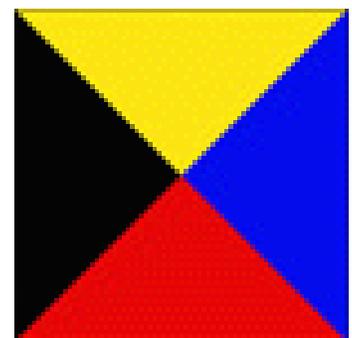
This is a naval signal, conveyed by flaghoist or voice radio, meaning "WELL DONE".

"Bravo Zulu" comes from the Allied Naval Signal Book ACP 175, an international naval signal code adopted after the North Atlantic Treaty Organization was created in 1949. Until then, each navy used its own signal code and operational manuals. World War II experience had

shown that it was difficult, for ships of different navies to operate together unless they could readily communicate, and ACP 175 was designed to remedy this.

In the U.S. Navy signal code, used before ACP 175, "well done" was signaled as TVG, or "Tare Victor George" in the U.S. phonetic alphabet of that time. ACP 175 was organized in the general manner of other signal books, that is, starting with 1-flag signals, then 2-flag and so on. The 2-flag signals were organized by general subject, starting with AA, AB, AC, ... AZ, BA, BB, BC, ... BZ, and so on. The B- signals were called "Administrative" signals, and dealt with miscellaneous matters of administration and housekeeping. The last signal on the "Administrative" page was BZ, standing for "well done."

At that time BZ was not rendered as "Bravo Zulu," but in each navy's particular phonetic alphabet. In the U.S. Navy, BZ was spoken as "Baker Zebra." In the meanwhile, the International Civil Aviation Organization (ICAO) had adopted English as the international air traffic control language. They developed a phonetic alphabet for international aviation use, designed to be as "pronounceable" as possible by flyers and traffic controllers speaking many different languages. This was the "Alfa, Bravo, Charlie, Delta..." alphabet used today. [The Navy adopted this ICAO alphabet in March 1956](#). It was then that "Baker Zebra" finally became "Bravo Zulu."



## **Shipmate Contacts.....**

**Many of you sent in brief notes to Helaine Hamelman with your annual dues. Most of the comments mentioned aging, missing the Hamelman's at the last reunion, enjoying the newsletter, particular aches and pains, looking forward to the next reunion, etc.**

**Correspondents included Al Nesbit(PhM3/C, 1944-46), Norris Palmer(EM1/C 1945-46), Don Carrington(MM2/C 1944-46), David Armstrong (BM3/C 1945-46 & 49), Tony Guerrero( PhM2/C Plankowner) , Richard LeClair (MM1/C Plankowner), Lawrence Mark (IC1/C 1950-52, and "Shorty" Beights (QMS1/C 1951-52). Lois Van-dever wrote to say that "Doc" (MM3/C 1944-46)had a knee replacement and all is well in recovery and function so they are both looking forward to the Colorado Springs reunion.**

**Susan Young wrote to say that husband Ed (MM3/C Plankowner)is 96 years young this month and is anxious to start the year's gardening. He walks 3 dogs and a cat each day and would love to hear from guys that were onboard during 1943-45.**

**Susan Kern, daughter of Eddie Evans (BT3/C 1951-54, wrote to say that she wanted to get him signed up and take him to one of our reunions. I called and was sad to learn that Eddie passed away April 1. His wife Mary said that he had eight years in the Navy, had lots of fond memories of ANDY and had been looking forward to attending his first reunion.**

**We heard from Leo J. Goulet (GM1/C 1954-55) a career Navy man who also served on the USS Alabama BB60, USS Texas BB35, USS Carpenter DDE825 and the USS Lenawee APA195. Leo retired in 1960, Moved from Mass. To Cal. In 1963 and has been enjoying the good life ever since where he and the Mrs. Tend 35+ tropical fruit trees. Leo was Pres. of the USS Alabama Crewmen's Assoc. for 14 years. We should have had him along for our Mobile reunion and visit to the USS Alabama!**

**Shirley Akers writes to tell us that Charles (RM3/C Plankowner) is recovering from eye surgery and has a compression fracture of a vertebrae. They hope that the worst is over and that the proper healing is taking place.**

**Bill Swope (1957-58) was onboard for ANDY's decommissioning and had some stories to tell. He and several mates wanted to take a trip from SF to the East coast. They talked Earle "Pappy" Briggs (BM1/C from Penn.) into buying a station wagon and dropping them off along the way. Pappy didn't know how to drive and would have to do the last leg alone. They said: "We'll teach you as we go". Pappy was a heavy drinker and never sobered up enough for a lesson. Somehow they all got back to SF with only a few new dents in the car. Pappy remembered none of it. On liberty in Yokohama, Pappy was so drunk he could not find his way back to the ship. It happened that sister ship USS Mitchell was also in port and looked good to him. Swope says, "The Mitchell got underway and as we saluted them in passing, there stood Pappy Briggs at his sea & anchor detail — on the bow — of the wrong ship"! Thanks to the pilot boat, Pappy found his way back to the ANDY.**

## HERE'S HOW ONE SHIPMATE SPENDS HIS "SPARE" TIME

**Al Berg, FA/FN, onboard 1957-58. writes to say that he and others in the Portland/Vancouver area continue their work on the restoration of LCI-713 and LST-1166.**



**The 713 has found a permanent home at Pier 39 in Astoria, OR and is part of floating Maritime Museum located there. Built at the Lawley Shipyards in Neponset, MA in 1944, she was in two combat landings in Mindanao and Borneo. Decommissioned in 1946, she was sold at auction 1948 to a logging company for towing logs. This did not prove practical so she became a storage**

**facility until she sank in the Columbia River. The 713 was raised in 1976 and towed to Portland for restoration. In 1998 a new owner and a team of ex Amphibious Forces volunteers worked to complete the restoration. Above pic shows the 713 being nudged towards her berth in Astoria.**

#####

**The USS Washtenaw County, LST 1166 was commissioned in 1953 in New Orleans and assigned for Mediterranean operations, but in 1960 transferred to the Pacific fleet. She served in Vietnam from 1960 till the end of that conflict in 1972. She earned 13 battle stars, 2**



**Presidential unit citations, 2 Navy Unit citations, 4 Meritorious Commendations, the Combat Action Ribbon, National Defense Service Medal, Armed Forces Expeditionary Medal, Vietnam Service Medal, Republic of Vietnam Gallantry Cross and the Republic of Vietnam Campaign Medal.**



**Above is the 1166 moored in the Columbia River and pictures to the right show a bit of hull painting progress. For more info on the 1166,**

**go to: [www.amphibiousforces.org/1166.html](http://www.amphibiousforces.org/1166.html)**

