



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

NOV. 2003 Ed. Harry "Swede" Lagerstedt

Minutes of the Business Meeting - 9th Annual Reunion - Mobile, Alabama Sept. 25, 2003
USS General A. E. Anderson (AP/TAP-111) Association

Dr. Harry (Swede) Lagerstedt called the meeting to order at 3:05 p.m. 24 Shipmates were in attendance.

Nomination & Election of Officers: The first order of business was the selection of officers. Dr. Harry (Swede) Lagerstedt was confirmed as C.E.O. of the Association and Helaine Hamelman was re-elected as secretary and treasurer by those Shipmates present. Swede called attention to the display of memorabilia in the meeting room and announced the appointment of Dr. William E. Hamelman as Chief Archivist for the Association.

Treasurers Report: Helaine Hamelman delivered the Treasurers Report. Income for 2003 was \$2444.95. There were 103 Shipmates, Family members and Passengers who paid dues during 2003 for income of \$2,060. Booster donations amounted to \$260, sale of souvenir items collected \$119.40, and bank interest netted \$5.55. Expenses were \$1,015.51 which covered postage, printing, baseball caps, and memorial donations for Fred Cullen, George Barfoot, Gerald Reed, and Bob Simon.

Hamelman reminded the group that the Assoc. absorbed a cost overrun of \$684 from last year's reunion caused by the cancellation by the Royal Dumpe Theatre. That cancellation resulted in the hiring of a bus and driver (\$418), and a more expensive dinner show (\$266).

Introductions: William H. (Bill) Lambert of Boca Raton, Florida, was introduced. Lambert was one of the liberated prisoners transported by the USS General A. E. Anderson (AP-111) in January, 1945. While on the ANDY, Bill Lambert was a temporary crewman assigned duties in the sick bay as a lab tech. William Estes of Ozark, Alabama, was also introduced. Estes was on board the Andy from October 1954 until October 1955.

Old Business: Lagerstedt suggested that dues be reduced to \$10 per year. After some discussion, Bernie Thorn moved, seconded by Hank Hojnacki, that the dues remain at \$20 for another year. The motion was voted on and passed.

Future Reunions: The next reunion will be September 9, 10, 11, and 12, 2004. The location will be determined at a later date and announced in the newsletter. Nominations of the following cities were made: Indianapolis, Cleveland, Dayton, Columbus, and Cincinnati.
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RECAP OF THE 9TH ANNUAL ANDY REUNION

Someone commented that: “When not one woman had a single complaint regarding the facilities or the reunion, you just have to know that it was a success”! It has been very pleasing to receive feed-back from several of the attendees because it has all been good. The burden of all the arrangements and finances were lifted from Helaine Hamelman’s shoulders for the first time and shifted to the Military Locators & Reunion Service which hosted the event. No wonder Helaine was smiling and relaxed for the whole reunion! She deserved the break!

We had a number of outstanding events at the reunion, but uppermost in all our memories will be the visit of Bill Lambert, survivor of Corregidor and the Japanese prison camp at Cabanatuan. Bill will be 92 years old on the 9th of Dec. and he traveled by himself from Boca Raton, FL to Mobile, by bus, arriving at the hotel 3 am.



Bill joined the U.S. Army in 1931! He was on Bataan when the Japanese invaded the Philippines and became one of about 2,000 men to escape to Corregidor. He missed the Bataan Death March, but contracted pneumonic malaria and was hospitalized when Corregidor surrendered. He survived six different “*Slave Camps*” as he prefers to call them so his voyage home on the Andy, was: “The best 30 days of duty in my 30 years of Army service”. His medical talents were utilized in the ship’s sick bay where he enjoyed all the food and ice cream he could handle.

Our second very pleasant surprise came from our most distant visitor, Jim Wagoner, all the way from Kula, HI. Jim timed family visits with the Mobile reunion and even brought along his daughter, Dianne Chapman from Houston, TX. Jim is a nylon string guitar player and the lead singer with a group called “THE TURPENTINE CATS”. Jim entertained us royally during two evening dinners, led us in a few familiar sing-alongs and did a musical patriotic tribute ending in the pledge of allegiance, led by Frank Thompson. Jim’s upbeat musical contributions really brought the group together in a feeling of warmth and comradeship. We could have listened to him all night, but he did a few encores and knew when to quit. A tip of the flat top to you Jim and thanks for volunteering your talent! We look forward to your next visit!

During the past year we have made a special effort to locate some of the 40+ U.S. Marines that served on Andy during 1943-46. We have found 27 of them, but of course, not all are with us and none have ever made a reunion. Not so this year! Corporal George Harbison, wife June and son Mike all came aboard and were most welcome! George spent much of his duty time looking out for Captains Miller and Mead.

Business meeting minutes cont.

A motion was made by Bernie Thorne, seconded by Frank Thompson that Military Locator & Reunion Service (ML&RS) be asked to coordinate the 1004 reunion. The motion passed unanimously.

A poll was taken of the Shipmates in attendance regarding attending a reunion in the west. Only 8 of the 24, (33%) were willing to head west. It was decided to alternate future reunions in North, central and South cities of the eastern third of the U. S.

For future planning, we are suggesting reunion 2005 in Omaha, Nebraska, and reunion 2006 in Florida. Final decisions were tabled. Anyone with strong opinions should write to the Editor of the Newsletter.

Adjournment: Following a reminder that pictures would be taken at 6 PM and the banquet would be at 7 PM, the meeting adjourned at 3:50 PM.

Respectfully submitted by Helaine Hamelman, Secretary/Treasurer.

Follow up to minutes—————
Indianapolis was suggested to ML & RS as our first choice for the next reunion. They responded that there is a major convention there in 2004 and all housing is already booked.

A committee consisting of Roberta and Bob Setzler David Akers and Frank Thompson was asked investigate the other suggested reunion sites which they did in a very timely manner! They acquired promotions from each of the cities and narrowed the choice down to Columbus, OH! This choice has been relayed to ML & RS and we are waiting to hear from them. A tip of the flat top to these good members doing our business efficiently! Sept. 9-12, Columbus, OH is in firm Jello!

AP TRANSPORT REUNION GROU

APTRG announced their 16th annual reunion on June 10-13, 2004, in Newton, MA (Boston Marriot-Newton). Dbl occupancy \$550, Sgl. \$414. Three buffet breakfasts, 1 buffet dinner and 1 sit down dinner, taxes and gratuities. Odyssey yacht cruise \$49 PP, Sat. 5 hr bus tour/sight seeing area \$12. more info? contact Carl Telescan, 3356 Cedar Creek Run, Little River, SC. 1-843-399-2972.E-mail: Cgandusnaps@aol.com

OLD TIMES DRUG PROBLEM

I had a drug problem when I wuz young.

I wuz drug to church on Sunday morning.

I wuz drug to family reunions no matter the weather.

I wuz drug to the bus stop every week day.

I wuz drug by my ears when I wuz disrespectful to adults.

I wuz drug to the woodshed when I disobeyed my parents.

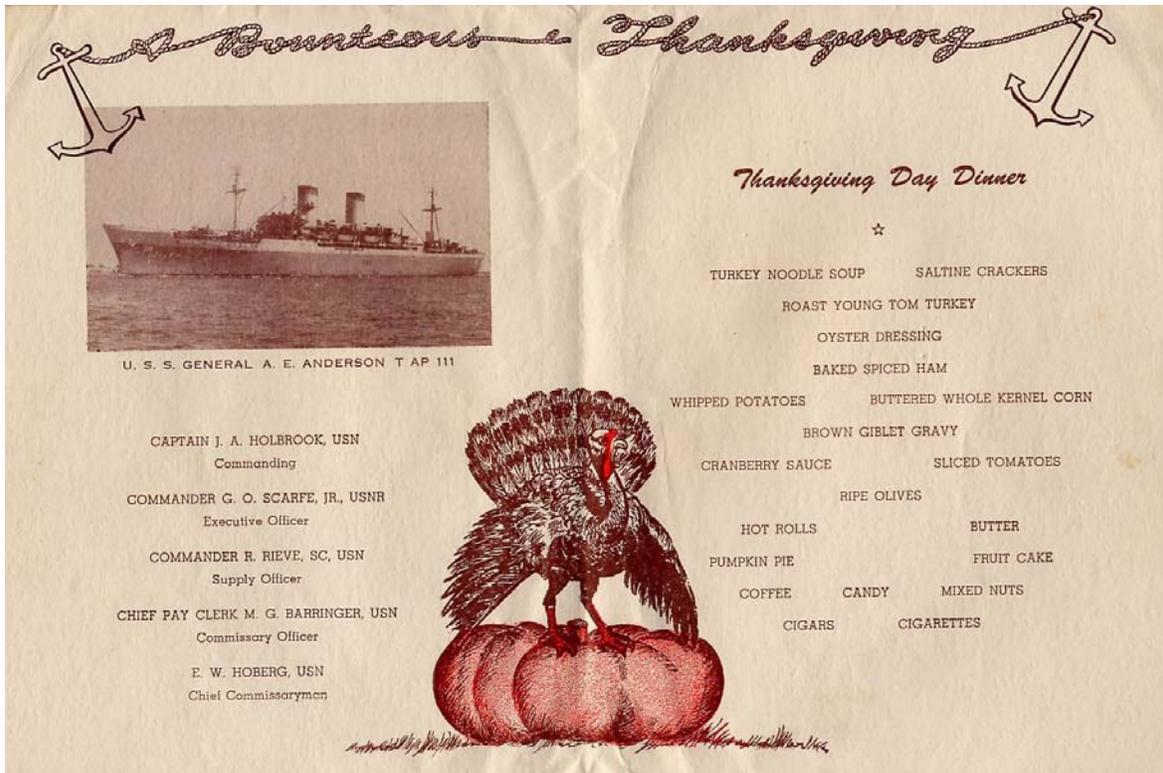
Those drugs are still in my veins!

They affect my behavior in everything I do, say and think.

They are stronger than cocaine, crack or heroin.

If today's children had this kind of drug problem, AMERICA would be an even better place.

Signed: Older Than Dirt



HERE'S HOPING ONE AND ALL HAVE A GREAT THANKSGIVING!

Thanks to Malcolm D. Alarid, YN3, for this 1953 Thanksgiving menu and the Christmas greeting on the back page.

HOW DID WE SURVIVE?

Looking back, it's hard to believe that we have lived as long as we have:

As children we would ride in cars with no seat belts or air bags. Riding in the back of a pickup truck on a warm day was always a special treat. Our baby cribs were painted with bright colored lead based paint. We often chewed on the crib, ingesting the paint. We had no child-proof lids on medicine bottles, doors, or cabinets, and when we rode our bikes we had no helmets.

We drank water from the garden hose and not from a bottle. We would spend hours building our go-carts out of scraps and then rode down the hill, through cross roads, only to find out we forgot the brakes so we ran into the bushes to stop. It was O K to leave home in the morning and play all day, as long as we were back when the streetlights came on. No one could reach us all day.

We played dodgeball and sometimes the ball would really hurt. We ate cupcakes, bread and butter, and drank sugar soda, but we were never overweight; we were always outside playing.

Little League had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Some students weren't as smart as others so they failed a grade and were held back to repeat the same grade.

That was called THE GREATEST GENERATION and produced some of the greatest risk-takers and problem solvers. We had the freedom, failure, success and responsibility, and we learned how to deal with it all.

THINK ABOUT IT!!!

RECENTLY FOUND CREW

Frank Thompson is doing an enviable job of locating fellow Electrician Mates with whom he served during 1953-55. His most recent finds are: Paul J. Wetzel of Cross River, NY, Lawrence D. Kerrigan of Indianapolis, IN and Jim Love of Clear Lake, CA. (Kerrigan gave us the name of yet another EM, Dawson H. Bush of Fort Meade, FL. He is being contacted by the Assoc. and thank you Lawrence!) Keep up the good work Frank and a tip of the flat top to you!

Edward P. Brown HM2, of Palo Alto, CA served onboard during 1955-56. He found us through one of the shipmates he is in contact with. We are now trying to learn more about those shipmates to inform them about our Assoc.

We have located a few more good men! Raymond W. Peterson, Pfc USMC of Port St. Lucie, FL. He was one of the anti aircraft gun crew. Richard F. Schneeman Pfc USMC of Erlanger, KY. He worked with Marvin Clark in the gedunk stand and Marvin asked me to seek him out. John R. Simmons Pfc USMC of Mundelein, IL. John worked for Commonwealth Edison, attended night school for a business degree, became Natl. Pres. of St. Vincent DePaul and is now a deacon in the Catholic church.

Joe C. Chason GM of Hampton, VA was onboard 1951-53. He also served onboard a second ship, the USS Guadeloupe. After leaving the Navy he worked in the Newport News Shipyard for 37 years.

William E. Wells Bug1/C is a plank owner and was the first bugler on the ANDY serving until 1946. He is located in Germantown, TN. His daughter located us via our reunion notice in their local newspaper.

Gerald T. Boehler MM of Tiffin, OH served during 1952-54. In civilian life he was an electrician at G. E. for 25 years

Elbert M. Belk SN of Hernando, MS was onboard during 1953. Elbert has problems with Parkinson's disease and emphysema.

Barney F. Anderson SN of Columbia, SC served onboard for a year during 1953. He is enjoying the good life at a vacation home on an island off the SC coast.

John (Jack) R. Booream MM2 put in four years onboard ANDY from 1951 to 1955. He now lives in Babson Park, FL.

L. B. Vestal SN of Rusk, TX was on the ANDY during 1952-53

Richard A. Mender RM2 of Bandera, TX found our web page and made contact. He was aboard for a while in 1953. He knows where William R. Harlin ET3 is located and we are going to follow that lead.

**MEL SHAPIRO EM3
ANDY'S NEW WEBMASTER**

Talk about a pleasant surprise! I recently received a phone call from Mel and he volunteered to take over the ANDY web page. Turns out that his son Stuart is a web page designer so this sort of thing is right up his alley. Together they will be able to keep the site more current than it has been. My web page expertise is very limited and I have relied heavily on a Grandson to help

me navigate the site. This arrangement has not proved entirely satisfactory so I am delighted to have Mel perform this service for the ANDY Assoc. The web page has been a great point of contact for "Lost" crew members and passengers.

We are looking forward to a much improved and up-to-date web page. Be sure to click on: www.ussgeneralanderson.org Much thanks and a tip of the flattop to Mel and Stuart!

TWO STORIES

The 6th annual ANDY reunion was held at the Great Lakes Naval Training Station. Most of those that flew to this reunion passed through O'Hare International Airport and may have viewed some of the aircraft memorabilia on display there.

Story # 1

World War II produced many hero's. One such man was Lt. Cmdr. Butch O'Hare, a fighter pilot assigned to the USS Lexington in the South Pacific.

On a mission, after being airborne, he realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to the ship. His flight leader ordered him to return to the carrier.

Reluctantly, he dropped out of formation and headed back to the ship. As he did so he located a squadron of Japanese bombers speeding towards the American fleet. Most of the American fighters were gone on the sortie so the fleet was all but defenseless. O'Hare couldn't reach his squadron to bring them back to save the fleet. Nor, could he warn the fleet of the impending danger.

There was only one thing to do. He must divert the bombers! Putting aside all thoughts of personal safety, he dove straight into the bomber formation. Wing mounted 50 cal. Machine guns blazed as he charged in attacking one surprised enemy plane after the other. Butch weaved in and out of the now broken formation and fired at as many of the planes as possible until finally his ammunition ran out.

Undaunted, he continued his assault. He dove at the planes trying at least to clip off a wing or tail, in hopes of damaging as many enemy planes as possible. Ultimately, the exasperated Japanese squadron took off in another direction.

Butch O'Hare and his tattered fighter limped back to the carrier where he reported in and related the events surrounding his return to the ship. The film from the camera mounted on his plane told the tale. It showed the extent of O'Hare's daring attempt to protect his fleet. He had destroyed five enemy bombers, becoming the Navy's first Ace of WWII and the first Naval Aviator to win the Congressional Medal of Honor! A year later he was killed in aerial combat at age 29. A grateful hometown would not allow the memory of that heroic action to die so today, O'Hare Airport in Chicago is named in tribute to the courage of this outstanding Naval hero. CONTINUED on next page.

STORY # 2

Some years earlier there was another Chicago man known as Easy Eddie. It was the era of gangster Al Capone who virtually owned the City. This notorious mobster amassed a fortune from bootlegging, prostitution and murder. Easy Eddie was Capone's lawyer! He was a very good lawyer and kept Al out of jail for a long time. To show his appreciation, Capone paid him very well and provided him with special dividends. He was given an estate that occupied a full block in Chicago. Easy Eddie lived the high life of the Chicago Mob and did not consider the source of the dirty money.

Easy Eddie did have one soft spot, a son that he loved dearly. Eddie saw to it that his young son had the best of everything: clothes, cars and a good education. Nothing was withheld and price was no object. Despite his mob connections, Easy Eddie wanted his son to know right from wrong and to be a better man than he was. Eddie tried to teach his son to rise above his own sordid life. Yet, with all his wealth and influence, there were two things that Eddie could not give his son. The two things that Easy Eddie sacrificed to the Capone mob that he could not pass on to his beloved son: A good name and a good example.

One day, Easy Eddie decided, that offering his son a good name was far more important than all the riches he could lavish on him. He had to rectify all the wrong that he had done. He would go to the authorities and tell the truth about Al Capone. He would try to clean up his tarnished name and offer his son some semblance of integrity. To do this he must testify against The Mob and he knew that the cost would be great. More than anything he wanted to be an example to his son and hopefully gain a good name to leave his son.

So, Easy Eddie testified and within the year his life ended in a blaze of gunfire on a lonely Chicago street. He had given his son the greatest gift he had to offer at the greatest price he would ever pay.

What do these two stories have to do with each other? Well, you see, Butch O'Hare was Easy Eddie's son.

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"Don't give up the ship!"

Tradition has it that **Captain James Lawrence** said these heroic words after being mortally wounded in the engagement between his ship, the U.S. frigate *Chesapeake*, and HMS *Shannon* on 1 June 1813. As the wounded Lawrence was carried below, he ordered "Tell the men to fire faster! Don't give up the ship!" Although *Chesapeake* was forced to surrender, Captain Lawrence's words lived on as a rallying cry during the war. Oliver Hazard Perry honored his dead friend Lawrence when he had the motto sewn onto the private battle flag flown during the Battle of Lake Erie, 10 September 1813. (William S. Dudley, ed., *The Naval War of 1812: A Documentary History* [Washington, D.C.: Naval Historical Center, 1992] 2: 559)

"I have not yet begun to fight!"

Captain John Paul Jones said this during the famous battle between the *Bonhomme Richard* and the *Serapis* on 23 September 1779. It seems that some of Jones's men cried for surrender, but not John Paul Jones! Captain Richard Pearson of the *Serapis* asked Jones if he had surrendered. Jones uttered the immortal words: "I have not yet begun to fight!" So, at least, Lt. Richard Dale later recalled.

"I wish to have no Connection with any Ship that does not Sail fast for I intend to go in harm's way." **Captain John Paul Jones**, 16 November 1778, in a letter to le Ray de Chaumont.

SISTER SHIPS COLUMN

USS General George M. Randall AP-TAP 115

George Morton Randall, born at Conneaut, Ohio, 8/11/1841, served as a private during the Civil War. Brevetted Captain for gallant service in the Battle of Antietam and to Lt. Col., then Colonel for gallantry in the attack on Fort Stedman, Va. Promoted to General, he served at New York, Knoxville, and the Philippines from 1903 to 1905. General Randall retired 8/11/1905 and died 14/6/1918 at Denver, CO.

USS General George M. Randall (AP-115) launched 30 Jan. 1944 at Kearny, N.J.; sponsored by Mrs. Robert A. Lovett, wife of the Asst. Secretary of War for Air; acquired and commissioned 15 April 1944, Capt. Carl C. von Paulsen, USCG, in command.

The Randall sailed from Norfolk May 1944 with 5,000 troops via Panama and Australia to Bombay, India. Returned to San Pedro, Calif. to debark 2,000 wounded veterans. Made two similar round-trip voyages from August 1944 to February 1945. Subsequent ports of call included: San Francisco, Ulithi, Marseilles, and Manila. As part of the "Magic-Carpet" fleet, the Randall made six voyages from San Francisco and San Diego to the Far East, calling at Japan, China, Okinawa and the Philippines. After alterations at Philadelphia, she began a series of shuttle runs between West Coast ports and the Far East, including Guam, China, Japan, and Hawaii. Assigned to MSTS in Oct. 1949.

As an MSTS ship the Randall made runs between the West Coast and the Orient until the war in Korea 1950. She participated in the amphibious assault at Inchon which routed the North Korean Army and forced Communist evacuation of South Korea. After Chinese Communist troops poured into Korea she served in the evacuation of Hungnam, saving embattled G.I.'s enabling them to return to the fight. This was followed by four voyages to Bremerhaven and Southampton before returning to Yokohama in 1951.

For the next 3 years this far-ranging ship transported men and equipment across the Pacific to Japan, Okinawa, and Formosa. In 1955 she shifted operations to the East Coast, arriving New York 8 April 1955 for shuttle runs from New York to Bremerhaven, insuring the continuous flow of troops, dependents and supplies to American forces in Europe. During first 3 months of 1957 she cruised the Caribbean, calling at Puerto Rico, Cuba, and Jamaica before resuming her North Atlantic transport runs out of New York. The Randall was involved in the 1958 Lebanon crises. Embarking troops at Bremerhaven, and La Pallice, France, she put them ashore at Beirut, Lebanon, to stabilize that country.

Returning to her New York-Bremerton runs, The Randall visited Spain, Turkey, Greece, and Italy in 1959, followed by calls at ports in Iceland and the Caribbean. On her last voyage, she sailed from Rota, Spain, and moored at New York 13 May 1961. The USS Randall steamed thence to Bayonne, N.J., where she was decommissioned 2 June 1961; she was towed to Norfolk to join the James River Reserve Fleet 8/16/61. There she remained until 5/8/75 when she was sold for \$687,000 and scrapped in Taiwan.

