

CAMBRIA PRESS NEWS

Volume 11 Issue 3

July 2007

OFFICIAL NEWSLETTER OF USS CAMBRIA



SPECIAL POINTS OF INTEREST

- **David Stoll tells you all about the 2007 reunion in his cover article. He also asks for your help with information.**
- **Read the minutes of the 2007 reunion on pages two and three.**
- **Twenty new members are listed on page four. Welcome aboard!**
- **Philadelphia, PA will be the site of the 2008 reunion. Read about the city on page five.**
- **Mail Call includes letters about carrying around over a half-million dollars in cash, a diary from 1944, and a story of friendship. See pages five thru eight.**
- **The 1954 Thanksgiving menu is on page 8.**

COORDINATOR'S MESSAGE

The 2007 Cambria Reunion was held in Milwaukee, WI on April 19 to 22. There were twenty-five people who attended.

We started to gather on Thursday the 19th around noon. At 5:00 p.m. we had a Welcome Reception and some light hors d'oeuvres along with a cash bar. We introduced ourselves and told a little about ourselves. When we served on the Cambria and how long we were married, etc. Friday we left early because we had an early morning tour to Great Lakes Naval Training Center for Graduation time. We were on the bus at 6:00 a.m. headed to G.L.N.T.C. and the ceremony. The ceremony started around 9:00 a.m. and it lasted until 11:00 a.m. or so. It was very impressive. There were

704 men and women graduated. Our guide told us that they have these ceremonies every Friday except Christmas and New Years day. They graduated around 40,000 men and women last year. Great Lakes Naval Training Center is the only training center for the Navy recruits.

After the ceremony our guide and bus took us to Main Side where the schools are located and we had a tour of the base. We had lunch at The Port O'Call Banquet and Conference Center. After lunch we took a tour of the Museum located on Main Side. It has a lot of history of Great Lakes and the early training of sailors.

All of the wood barracks on the recruit side are gone and replaced by all brick buildings. The recruits are stationed in one of these

buildings and they do not need to leave the building for class work or meals. The meals are served in their section, the recruits do not Mess Cook any more. The meals are served by civilian workers. Each recruit receives a computer to study by. Their bunks, living quarters, mess hall are all located in one area for each company.

They have eight weeks of training and they are not permitted to smoke during that time. After graduation they can smoke if they want to.

Some of the recruits go to Main Side for schooling that is offered there. One school that I saw was the Corpsmen school.

It has been 52 years since I have been at Great Lakes and I did not remem-

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ber any of it. It was fun going back and seeing the place again.

Friday evening at 6:00 p.m. we had a social hour with open bar, and at 7:00 p.m. we had a Lake Michigan Fabulous Fish Fry. After dinner we had a Yankee Swap. Each person bought a gift valued around \$25 from their locale. Each person who brought something got a ticket and then they drew a ticket and that person could pick out the package they wanted. They could steal one time but no one did. We had a lot of fun doing this.

Saturday we had breakfast and then we gathered in the lounge to have our Annual Meeting at 9:00 a.m. We voted on the city to go to in 2009. They voted to go to Washington, D. C.

After the meeting we were free to do what we wanted to do. Some of the group took a walking trip through the uptown area, some went to the Zoo and others went to the Lake front, etc.

At 6:30 p.m. we all met at the Pre Cocktail hour and had our pictures taken for the year book, then we had our dinner. We enjoyed the evening meal and sat around and talked with each other until bed time.

Sunday morning we had breakfast in our Hospitality room. Then we had a Memorial Service for those who passed away this past year and ones we just found out about.

By 9:30 a.m. we were free to head home. We said our goodbyes and checked out and headed home for another year.

See you all next year in Philadelphia, PA.

I have been collecting information about the U.S.S. Cambria for the past fifteen years. I have a lot of info about it and have the following list of the Captains. You can see that some of the names are missing and if any one reading this News letter can fill in the missing Captains' names and when they served on board I would appreciate it very

much. Please send what you know to me: David Stoll, 820 Carnation Drive, Wapakoneta, Ohio 45896

Captain C. W. Dean, USCG
18 Nov. 1943 -- 25 June 1945

Captain H. W. Stinchcomb, USCG
25 June 1945 -- 27 Jan. 1946

Commander F. V. Helmer, USCG
27 Jan 1946 -- 28 Feb 1946

Captain E. L. Woodyard, USN
28 Feb 1946 -- 31 Jan 1947

Captain D.C. Beard, USN
31 Jan 1947 -- 7 Jun 1948

Captain E. S. Schanze, USN
7 Jun 1948 -- 30 Jun 1949

Out of Commission

Captain R. A. Allen, USN
15 Sep 1950 -- 12 Jun 1952

Captain H. F. Eckberg, USN
12 Jun 1952 -- 17 Dec 1952

Captain G. C. Seay, USN
17 Dec 1952 -- 10 Dec 1953

Captain C. E. Weakley, USN
10 Dec 1953 -- 27 Aug 1954

Captain F. H. Brumby, USN
27 Aug 1954 -- 11 Oct 1955

Captain George P. Rogers, USN
11 Oct 1955 -- 12 Nov 1956

Captain W. A. Stevenson, USN
12 Nov 1956 -- 7 Jan 1958

Captain F. H. Wahlig, USN
7 Jan 1958 --

I hope some of the readers can help me out on this project.

Thank you,

David Stoll, President of
USS Cambria Assoc.

MINUTES FROM THE 2007 USS CAMBRIA BUSINESS MEETING

**USS Cambria (APA-36)
Milwaukee, WI
April 21, 2007**

The meeting was held at the Holiday Inn in Milwaukee, Wisconsin, at 0900 hours on 21 April 2007. The minutes are as follows:

David Stoll, President, read the minutes from last year's reunion which was held in Albuquerque, New Mexico. Louis Balala motioned that the minutes be accepted and Hank Henry seconded the motion that they be accepted.

Ramon Stafford read the Treasurer's Report which is as follows:

Money at beginning of reunion	
4/28/2006—	\$1,647.01
Money received at reunion	\$240.00
Dues	\$190.00
Hats, patches, pins	\$193.00
Newsletter	\$828.50
TOTAL:	\$2,098.51

Expenditures:

MLRS for hats at reunion	\$105.28
Postmaster	\$18.64
Refund for patch	\$5.00
MLRS Newsletter	\$1,084.78
Correction Check Acct	\$.50
TOTAL:	\$1,214.20

BALANCE ON HAND: \$1,884.31

Richard Halstead motioned to accept the Treasurer's Report and Bill Popper seconded the motion.

Our next agenda item was a group discussion on suggestions and ideas on how to bring the Cambria crew that had attended previous meetings to return and join our reunions again. David Stoll read a list of cities that had the highest attendance since the reunions began:

Charleston, SC—84
Nashville, TN—71
Norfolk, VA—69

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Baltimore, MD—68
Lancaster, PA—68

David suggested that we nominate our next city for 2009 keeping in mind location. The following cities were nominated and a small scenario about the city was voiced by the nominee.

Washington, DC—Ramon Stafford
Jacksonville, FL—Richard Halstead
Pensacola, FL—Richard Halstead
Boston, MA—Hank Henry

Washington, DC was voted in for our reunion in 2009. Hank Henry will gather information for sights and places to visit in and around the Washington, DC area by Jan 08 and submit it to the Military Locator.

Lynne Bumgarner, Military Locator rep, talked about the pros and cons of each city. Our group talked about the different cities that we enjoyed

and some ideas were brought up on maybe how to attract the former guys to return to our reunions. Included were: put an opinion poll in the Military Newsletter to select a city that they would like to attend; have several active reunion members give the guys a personal call was also suggested.

Ramon Stafford emphasized that the Newsletter won't be able to be printed much longer if we don't receive enough money for it to be published because it is rather expensive to print and mail out. Ramon suggested that we don't send the newsletter to everyone on the list anymore unless they come to the reunions or they send in a donation to help cover the newsletter's expenditures.

It was also suggested that if a crew member is deceased but the spouse is still living, the newsletter could be sent to the spouse, but if

the spouse doesn't respond with a donation within a few years, then the person is dropped from receiving the Newsletter.

David Stoll stated that we needed to decide if we should select new officers—it was voted on that our officers remain in office and Richard Halstead seconded the motion.

Our officers are as follows:
David Stoll, President
A.B. (Hank) Henry, Jr., Vice Pres.
Ramon Stafford, Treasurer
Donna Henry, Secretary

Oscar Burris motioned that the meeting be adjourned, seconded by Hank Henry. Meeting was concluded at 1025 hours.

Respectively submitted,
Donna J. Henry
Secretary

TREASURER'S REPORT

By Ramon Stafford

Money at beginning of reunion April 2007	\$1884.31
Money received at reunion	\$ 321.00
Money received after the reunion	\$ 75.00
Money on hand as of 6/11/07	\$2,280.31

We have about 600 crew members that receive the newsletter. We have about 900 on the mail list. That includes about 150 deceased crew members and about 150 with incomplete address. With the money we have, that will only be about 4 more issues. It is hard to keep asking for donations all the time, but our reunion group has been going on since 1993 and at our age it would be nice to keep it going for several more years. Any donation that you can make would be appreciated. We as a group several years ago decided to have a one time dues of \$10.00 and any other donations goes for the newsletter.

I still have hats for \$10.00 and hat pins for \$3.50 that includes shipping.
Mail all orders and donations using the form to the right to:

Ramon Stafford
5324 Tower Hill Rd
Gladstone, VA 24553
Phone no. 434-969-4811

CAMBRIA REQUEST/DONATION

Name: _____

Address: _____

Remove name from mailing list _____

Donation for newsletter \$ _____

Hat (\$10.00) _____ Pin(\$3.50) _____

Dues \$10.00 _____

Continue Newsletter _____

Mail to Ramon Stafford.

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karenmlrs@charterinternet.com
Web site: www.mlrsinc.com/cambria

Our Reunions Work So You Don't Have To

FINANCIAL REPORT FROM ML&RS

Cost of this issue of the *Cambria Press* is **\$834.00.**



WELCOME MAT

We are proud to announce that the following USS CAMBRIA shipmates have recently been located. Welcome Aboard and we hope to see you at the next reunion. Also, you are invited to become an active member of the Association.

George Atkins
(1969-70) SM2 CS Div
108 S Harold Ave
Northlake, IL 60164
708-267-6667
gwatkins123@sbcglobal.net

Kenneth Petersen
(1951-52) BM2 2nd Div
294 Fuller Dr
Waterman, IL 60556
815-264-3535

Richard Halstead
(1951-52) Seaman 1st Div
50 Eagle Point North
Osteen, FL 32764
407-688-0502
planedick@webtv.net

Donald Kulibert
(1966-68) SK3 Supply
W6910 Shadybrook Cir
Fond Du Lac, WI 54937
920-922-8240
dikulibert@hotmail.com

Francis Kreps
370 Eldron Dr NW
Warren, OH 44483

Paul Palmer
10902 West Campana
Sun City, AZ 85351
623-977-8823

Lawrence Kaufman
(1951-52) HM Marines
PO Box 9
Lannon, WI 53046
262-251-4933

David Donathan
(1968)E-2 Marines
6556 N Sherman Ave
Fresno, CA 93710
559-432-3283
dave@donathan.com

William Smith
27 Anchor Rd
Barnegat, NJ 08005

Robert Williams
(1963-66) QM3
1306 Condor Pl
Gresham, OR 97080

George Knapp (1963-65)
1314 Arrowhead Ct
Auburndale, FL 33823

Giles Kelly
4300 47th St NW
Washington, DC 20016

Michael Lee
(1965-69) BM3 1st Div-Boat Gp
1600 E 17th St #4A
Santa Ana, CA 92705
714-609-6891
popeye022448@yahoo.com

Ernest Beard
(1948-49) S/A 1st
425 May Ave
Titusville, PA 16354
814-827-3186
ernie37@verizon.net

Julito Antolin (1965-69)
1549 Lake James Dr
Virginia Beach, VA 23462
757-420-2306

Kenneth Boehnlein
7345 Cliff Dr
Ravenna, OH 44266
330-297-6683

Albert Duffield
12 Belmar Rd
Hatboro, PA 19040
215-675-5175

Robert LaPort (1953-56)
123 Adeloide Rd
Connellsville, PA 15425

Claude Miller
1529 Holland Ave
Norfolk, VA 23509

Mike Mercado HM2
1250 Turkey Point Rd
Edgewater, MD 21037
mecado1@netzero.net



TAPS

The Association was saddened to learn of the following shipmates' deaths. The entire membership extends our deepest sympathy to the families and friends of the deceased.

Chester Snyder
(1960-63) RD3 OI Div
Died May 18, 2007

Bennit Pearson
Died March 20, 2004

Joseph Grimes
Date of death not reported

Stanley Denison
(1946)EM 3/c Engr
Died February 16, 2006

Don Edmondson
Died August 2006

Dale Gates
Died October 26, 2004

John Milton
Date of death not reported



PHILADELPHIA, PA FOR 2008

Philadelphia, PA, is the “City of Brotherly Love” and site of the USS Cambria reunion for 2008. It is hard to think of another US city with so much American History in its background. There is of course, Independence National Historical park, which includes the Liberty Bell, Independence Hall, (the birthplace of our nation), Congress Hall, and many other famous landmarks. The Independence Visitor Center has all sorts of valuable information about the city and surrounding area, and is the place to get your FREE timed tickets for touring Independence Hall.

Throughout the Historic District are costumed re-enactors who will engage you in stories about Colonial life in Philadelphia.

Also nearby is Betsy Ross House, Carpenter’s Hall, Christ Church and Burial Ground, which has the final resting place of Benjamin Franklin and four other signers of the Declaration of Independence.

Just a few blocks away is the B. Free Franklin Post Office, where you can get postcards hand-stamped with Franklin’s signature (great souvenir and/or gifts for the grandchildren). Under this building is a fascinating museum with more information about Franklin and many of his inventions.

Penn’s Landing, on the waterfront boasts the Independence Seaport Museum, with exhibits detailing Philadelphia’s maritime history, and tours of the Spanish-American War cruiser USS Olympia (ADM Dewey’s flagship) and a WWII submarine, USS Becuna.

Just across the river, in Camden NJ is the Battleship USS New Jersey, the Navy’s most-decorated warship, with guided tours of 5 decks on the ship.

Of course, history isn’t the only attraction in Philadelphia. There are many fantastic art museums, including the Philadelphia Museum of Art, made famous by “Rocky” running up the steps to demonstrate his victory. (Feel free to copy him if you like!) A Larger-than-life-size statue of

“Rocky” is near the steps.

The Philadelphia Mint is another fascinating place to visit, even though they don’t offer free samples. The Philadelphia Zoo is world-famous, and easy to walk through. In fact, all of Philadelphia is “walker-friendly” with wide streets, an easy to follow grid pattern, and several green public spaces. However, an additional “perk” for those 65 and older, city bus transportation is free to anyone who shows their Medicare card! (except for rush hours, when the working folk are en-route to jobs) There is also a trolley that stops at several sites in Center City, for \$2. For all day.

Philadelphia is also “shopper-friendly”, with no sales tax on clothing or shoes. There are wonderful shops throughout the city, so those so inclined can “shop till you drop”.

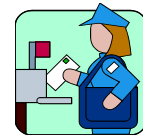
More information on Philadelphia can be obtained by calling 1--800-537-7676 or visit www.independencevisitorcenter.com (for info about Independence Hall area) and call: 1-215-636-3300 or www.PhiladelphiaUSA.travel, for the entire area. The booklets, maps, and information they will send you are great, and a big aid in planning your fun.

We hope to see a big crowd of our USS Cambria ship mates in the “City of Brotherly Love” Come prepared to have a wonderful time.

Ramon and Phyllis Stafford

Go to www.mlrsinc.com/cambria for ML&RS, Inc’s survey of Philadelphia.

Bob Pereslete on an LC



MAIL CALL

USS Cambria Shipmates,

As a shave-tail Pork Chop (Ensign Supply Corps) fresh out of NSCS Athens, GA in the mid 50s, my first disbursing officer duty was aboard the Cambria. I worked for LT John Kapps. I still look back with amazement at how we did things in those days. Because we were ADM Romoser’s flagship and carried lots of Marines, we anticipated large cash payments. In those days payday were held twice monthly, on the messdeck, and you completed your pay chit and were handed over your cash, which was counted by myself and the leading DK. Prior to leaving for a MED cruise, I drove with a Navy pickup and several Masters at Arms, who carried shotguns and tommy guns, in addition to .45s, to a bank at the docks at NOB Norfolk, where we loaded the truck with over a half-million in cash—then dutifully transported it up the gangway in the leather valises with a cord and float attached, to the big safes in the Disbursing Office. The cash included 5000 silver dollars which I used in the first payday afloat—and immediately disappeared from circulation! During the MED cruise I did things like drive across Crete from Suda Bay to Iraklion in a jeep (with an armed guard) to exchange dollars for the drachmae we needed. We passed near the archeological site of the palace of King Minos at Knossos, which I was too uneducated to know about then—but could have visited, and had the experience of a lifetime! I paid a Greek fisherman off in a little tavern one night because our operations had destroyed his nets. I could write a book about the experiences of

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that cruise—the restaurants of Barcelona, hiking and fishing in the French Maritime Alps, the Christmas tour to Rome and seeing the Pope, the pine-scented air of the ancient biblical city of Izmir, the china—blue beauty of the Aegean Sea from the top of the Acropolis in Athens, the ruins of the Mysteries of Eleusis, the site where Max Schmeling, the German paratrooper and protagonist of Joe Louis, broke his leg while landing at Suda Bay, Crete, yes—all that, and action too, when the Cambria took off the UN Truce Team from the beach at Gaza during the Suez War. There were other sights, voyages, and wars in the decades following—but none ever made such an impression on this twenty-one year old as that first MED cruise on the good old Cambria. God bless Uncle Sam for giving so many of us the wonderful opportunities we had—all that and VA benefits too!

Christian E Jensen, MD
President & CEO
Delmarva Foundation for Medical Care, Inc.
9240 Centreville Rd
Easton, MD 21601

Dear David,

Upon receiving the latest Press News, I noticed the article concerning the finding of original LC's used in WWII.

I was part of the USS Leonardwood boat crews who joined the USS Cambria for the invasion of the atoll Majuro and in the Marshall Islands. We were left behind after the invasion to be part of a GROFAC Unit (No. 4). Our stay on Majuro was a six month tour. I later made my way to the USS H.L. Scott, an AP, at the close of the war.

Enclosed you will find photos of LC's and some literature will tell you where you will find them. The photos were taken on site by myself. (See photos on pages 4 & 5.) The museum site is in the city of El Monte, CA. I was to help restore these LC's, but upon retirement I moved to Palm Springs, so it didn't happen. On occa-

sion I stop by the museum on site to inspect my beloved boats who are slowly deteriorating. Sometimes these boats are rented to the movie studios for WWII landing shots.

If you would like more info on these LC's, let me know.

Bob Pereslete
760-325-3836
Former Cambria Boat Crewman

Gentlemen:

In Volume 11, Issue 2, dated January 2007, there is an invitation to send articles relative to our experiences while serving aboard the USS Cambria, APA 36. I served on the Cambria from January 2, 1944 to March 8, 1945 as a member of a Naval Assault Beach Party. The U.S. Coast Guard manned the Cambria at that time but the beach party were members of the U.S. Navy. The beach party consisted of 49 enlisted men and 3 officers; beach master, assistant beach master and a medical director. The medical section consisted of 8 corpsmen and the medical officer.

While serving on the Cambria, our beach party participated in the invasions of Majuro, Enitowek and Kawajalein Atolls in the Marshall Islands, Saipan and Tinian in the Marianas Islands, and Leyte and Luzon (Lingayan Gulf) in the Philippine Islands. During this time I maintained a diary of each invasion, etc. I wrote the original report of the invasion of Saipan not too long after the actual invasion. Thereafter, I redrafted it, making a few corrections. A copy of the report is enclosed, which you are free to publish in the Cambria News. (See his story in the following column.)

I am now 82 years old. My wife and I hope that we can attend the Reunion in Milwaukee from April 19th — 22nd, but there is some uncertainty for health reasons. We enjoyed the last reunion we attended that was held in Baltimore a few years ago.

With kindest and warmest regards to all of my shipmates.

Samuel Culotta

SAMUEL CULOTTA'S STORY

USS CAMBRIA Introduction

This is the story of the medical section of an organized Naval Assault Beach Party assigned to the USS Cambria (APA 36), which took part in the invasion of Saipan. This story covers highlights of the first five days of the battle, after which this team returned to its assault transport for further duties. Names of ships and characters were originally omitted because of Naval censorship regulations. Data taken from original diary entries.

This report by Samuel A. Culotta, Pharmacist's Mate 3/c, U.S.N., begins on May 30, 1944, when the invasion fleet leaves its homeport at Pearl Harbor.

1300 May 30. All ships proceeded to a designated area where they were given positions in this enormous convoy. Troop laden assault transports formed the center, while on either side cruisers, battleships and destroyers formed a screen. Carriers, some distance behind on the horizon, gave us our air support.

We proceeded on a southwesterly ziz-zag course at high speed, arriving on June 8th at Eniwetok, an advanced American military base. Here all ships were refueled, more supplies taken aboard and some changes in key personnel made.

By this time we had received the news that the world's most powerful task force had struck at the Marianas Islands in a softening up raid, knocking out practically all of Japan's air force and destroying many ground installations.

0800 June 10. On this day our medical section of 8 corpsmen and a medical officer was rearranged to form 2 separate echelons, the one group to land in a Higgins boat with an assault wave

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or at the reef, transfer to amphibious tractors; and the other group to follow shortly afterward in a Higgins boat through a channel in the reef to Green Beach 3. For military reasons our two groups were separated and 1/2 of the medical section was transferred to the assault transport USS Funston for the landing on Saipan.

0900 June 10. We shoved off—destination Saipan.

The remaining 5 days of our voyage found the troops generally in good spirits, discussing the forthcoming operation, cleaning their guns and gear, some playing cards, some reading books, others just getting in a lot of rest. Church services were held every day for all denominations, with very good attendance. Thoughts expressed among the troops were many and varied; most were optimistic.

In the early morning hours of June 15, a dull outline of the islands was visible and at some distance it was obvious that they were getting a terrific bombardment from our task force as star shells, tracers and fires were noticeable.

0400 June 15. Reveille. 0430—Breakfast.

0600 June 15. All Higgins boats (invasion landing boats) were lowered into the water. Our boat was the first one from the USS Funston. In the distance, Mt. Topotchau, the highest point on Saipan—an extinct volcano—loomed above the clouds some 10 miles away.

0700 June 15. All boats from the many assault transports were now in the water and proceeding to a designated rendezvous area. The first echelon from the USS Cambria medical section, which consisted of a medical officer and 4 medical corpsmen, was assigned to an LCC (Landing Craft, Control), which was to form a flank guide for the amphibious tractors to go over the reef and lead the way for the initial assault wave to Red Beach and then

to Green Beach 3. The second echelon from the USS Funston, consisting of 4 medical corpsmen, was standing by waiting for orders from our LCC to go to Green Beach 3 through the channel.

Due to heavy mortar and artillery fire from the beach, "H" hour originally set forth 0830 was delayed 10 minutes until 0840. During this time, Second Marine Division assault troops (infantry) were being transported from landing barges to amphibious tractors ("alligators"), as it was impossible to land boats because of coral reef, which encircled the island, except through channels.

Under an overhead bombardment from nearby naval vessels and a smoke screen laid down by aircraft, the wave commander gave the order that sent the first wave of "alligators" forward. It was the start of the bloodiest battle yet fought in the Pacific. In our boat, expressions of fear and determination were on the faces of the men and each of us knew that this was to be no picnic. This was it. Shells from Japanese gun emplacements were landing nearer and nearer as we approached the channel to get to Green Beach 3 and we were all sure that the next one would get us. Shells did come very, very close, throwing shrapnel in all directions, injuring one of our medical corpsmen and one of the boat crew gunners. Neither, however, was very seriously hurt. They were evacuated to the hospital ship after first-aid treatment. Every man in our boat later confessed that he was saying a silent prayer that God would be with us. We weathered the barrage without any more damage and returned to the rendezvous area to lead other assault waves to the reef.

Meanwhile, the Marines who had landed in the first wave on Red Beach had met fierce opposition from the fanatical Japanese soldiers who were trying to defend the beach, but were holding their own in hand-to-hand combat. Several of our "alligators" were hit in the landing and many casualties were inflicted.

Wave after wave of our troops now poured ashore and soon consolidated beachhead positions. Heavy mortar fire delayed the inland advance but by nightfall, through the support of naval gunfire and strafing by our planes, our troops had pushed ahead 500 yards and had captured an emergency airstrip and the sugar-mill town of Charan-Kanoa.

The Japs, knowing that there was only one channel through the coral reef to Charan-Kanoa by which our boats could gain entrance to the beach, subjected this area to a continuous mortar barrage, making it impossible to make a landing that day or night—we remained in the boat all night. During the late afternoon, our medical officer and corpsmen were kept busy treating casualties inflicted among Marines in amtracks and landing craft going to the beach—sending them to hospital ships.

To be continued in the 01/08 issue.

Hi Karen,

I typed up this "memory" for my dad a few years ago after his friend Bert passed away. *(The story follows this letter.)* The person we did this for is Bert's daughter and she is mentally disabled. My dad and Bert used to tell us their Navy stories often and this was a favorite of all of ours. The names of the ships these two served on are mentioned in the story. They were Navy Corpsmen/Hospitalmen attached to the Marines while serving on these ships 1951-1952.

My sister and I went along with my dad this past Friday for a day at Great Lakes with the Cambria reunion and very much enjoyed the day. I very much enjoy "thanking" our veterans whenever the opportunity allows me.

Mary Kaufman

Continued on page eight

THE ADVENTURES OF BERT MILLER & BUD KAUFMAN

Bert Miller & Bud Kaufman joined the Navy in the summer of 1949. They were stationed at Great Lakes Naval Base in Illinois. At first they did not know each other, Bud had heard of Bert because Bert was a light - weight boxer, and Bud had heard that he was very good.

Bert & Bud then attended Core School for 9 months, but were both in different classes & still did not really know each other. During Core School, Bud heard more about Bert because Bert was a Drill Instructor on some Saturdays, and Bert was also very good at this and could do all sorts of fancy drill routines. All the guys would talk about how good Bert was.

After graduation from Core School, Bert & Bud were sent to Philadelphia. They had to go to Chicago to catch a train to Philadelphia. While waiting for their train they had some time to fill in. Bert took Bud out to a stage show (Bud was broke as usual). They went to see Jane Havert in a stage show (she was a very popular actress at the time).

While in Philadelphia, Bert worked on the Officer's unit and Bud worked on the surgery unit, the two were becoming pretty good friends at this time. From Philadelphia they went on to Camp LeJeune where they worked in sick - bay on some Saturdays together. When the two worked sick - bay they would have to go to the mess hall for food for the people in sick- bay and generally Bert always

drove the jeep. On one occasion, Bert told Bud to drive the jeep. Bud said he had never driven a jeep before & Bert told him, "That's okay, you can learn". Bud then proceeded to give Bert the jeep ride of his life. As Bud had never driven a jeep before the ride was quite bumpy & jerky. Bert laughed about it and told all of their friends & relatives about that jeep ride for about 50 years. The wives & children of these two heard this & many other Navy stories every time they all got together.

From Camp LeJeune, the two were stationed on different ships. Bert was stationed on the USS Oglethorpe and Bud was stationed on the USS Cambria. They were sent to the Mediterranean for 1 year. While on their separate ships the two ran into each other on only a few occasions. Each time they would see each other while on liberty it was always an adventure for both of them. On one of their meetings when their ships were both in port in Valletta, Malta, Bud had been out on liberty, when he was told he had to go back to his ship, an officer was pulling his liberty. On Bud's jeep ride back to his ship, the MP's took a wild turn & Bud fell out of the jeep, and the MP's never noticed, Bud picked himself up & walked back to town. (As you can now see Bud & jeeps were always an adventure). As Bud was walking thru town, he saw Bert in a local establishment, (Bert had about 10 beers all paid for & open lined up in front of him) so Bert invited Bud to join him for a

few brews. After tipping back a few beers, their walk back to their ships was also an adventure, singing and laughing all the way. This was also a very fun story the two enjoyed telling family & friends about.

Once they completed their tour in the Mediterranean, their ships returned to Camp LeJeune, and they were then sent to Norfolk, Virginia for discharge. Bud was discharged 1st, and Bert was discharged a few weeks later. While in Norfolk the two also spent some time hanging out together before they were discharged from the Navy.

When the two got out of the Navy, they remained very good friends for a lifetime. Bert went back to Michigan & Bud went back to Pennsylvania.

In 1953 Bert married Annabelle (Bud was invited to the wedding). In 1954 Bud went to Wisconsin and married Virginia (Bert & Annabelle were invited to the wedding). Over the course of the next almost 50 years the two stayed in touch visiting back & forth from Michigan to Wisconsin for baptisms, weddings, anniversaries, lots of family vacations and unfortunately funerals. Always enjoying their time together—great fun, great laughs, some tears and wonderful memories.

January 25, 2005

**USS Cambria
Thanksgiving
Dinner Menu
submitted by
Charles Kinsel.**

*The Captain, Officers and the Crew
of the
U. S. S. Cambria APA-36
extend
Thanksgiving Day Greetings*

F. H. BRUMBY
Captain, U. S. Navy
Commanding

L. R. JOHNSON
Commander, U. S. Navy
Executive Officer

A. K. PAVELKA
Lt. (SC) U. S. Navy
Supply Officer

W. GIBBS
CHPCLK, U. S. Navy
Commissary Officer

*Thanksgiving Dinner
25 NOVEMBER 1954*

CREAM OF TOMATO SOUP
CELERY HEARTS SALTINE CRACKERS
ROAST TOM TURKEY
GIBLET GRAVY OYSTER DRESSING
BAKED VIRGINIA HAM
CANDIED SWEET YAMS SNOWFLAKE POTATOES
FRENCH PEAS
BUTTERED CAULIFLOWER BUTTERED CORN
MIXED SWEET PICKLES
STUFFED OLIVES LETTUCE HEARTS
THOUSAND ISLAND DRESSING
ASSORTED HARD CANDY MIXED NUTS
PUMPKIN PIE
HOT PARKER HOUSE ROLLS ICE CREAM - FRUIT CAKE
COFFEE
MILK BREAD BUTTER SUGAR
CIGARS CIGARETTES