

CAMBRIA PRESS NEWS

Volume 13 Issue 2

July 2010

OFFICIAL NEWSLETTER OF USS CAMBRIA



Special Points of Interest

- *Read about the 2010 reunion in Boston in our cover story.*
- *A list of reunion attendees and the minutes of the business meeting are on page two.*
- *The Treasurer's Report and the Coordinator's Message are on found on page three.*
- *Ten new members of the Cambria family have been found. See Welcome Mat on page four for details.*
- *Ray Dashnaw shares his hitchhiking story with you on page four.*
- *What was your most memorable liberty port? See what others chose, beginning on page five.*
- *The Pensacola survey is on page eight.*

2010 BOSTON REUNION RECAP

The annual USS Cambria (APA-36) reunion was held on April 15-18, 2010 at the Best Western Hotel in Boston, MA. Twenty members and seventeen of their guests attended the reunion. John Vorhees and Hank and Donna Henry were the first to register for the reunion on Thursday. A steady stream of arrivals soon followed and the reunion got into full swing by late afternoon. The hospitality room was a busy place for the rest of the day, as arrivals registered and came in to see who was already there. Refreshments awaited everyone as they checked out the memorabilia and the other crewmembers in the hospitality room. Soon it was 5:00 pm and time for the first official event of the reunion. The Welcome Reception was held in the hotel courtyard, where everyone enjoyed the sesame chicken and stuffed mushrooms hors d'oeuvres. In addition to getting a chance to meet and greet all of the USS Cambria group at the reception, the attendees also enjoyed the camaraderie of a group of Marines who were meeting at the hotel and who welcomed them to Boston. The remainder of the evening was free to have dinner at the hotel or to sample some of Boston's fine cuisine at a local restaurant. Most of the crew ended up back in the

hospitality room, at least for a while, before calling it a night.

Friday morning after partaking of the hotel breakfast buffet, most of the group boarded a motor coach for a tour of Boston's Freedom Trail. Among the attractions seen were the Boston Commons, Bunker Hill Monument, Old State House, Old North Church and a stop at the USS Constitution. The tour of "Old Ironsides" was the highlight of the day's tour. Lunch was at the Quincy Market. The tour returned to the hotel in mid afternoon, with time to relax and share some more stories in the hospitality room before the evening meal at 7:00 pm. A New England buffet was the theme for tonight's dinner and featured baked scrod, cole slaw, corn on the cob, and cookies. Following the meal, the entertainment for the night came in the form of the now traditional "Yankee Swap" gift exchange. Some of the items brought in by the shipmates and guests included a cap, mouse pad and T-shirt with "Cambria" printed on them; wine; New England coffee; maple syrup; lighthouse; cookie jar, lighthouse tile, candles, etc. It was an enjoyable evening, and everyone left with a full stomach and a nice gift.

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After breakfast Saturday morning it was again time to tour the area for another American history lesson, this time in Lexington and Concord. This historic expedition follows the approximate route of Paul Revere and William Dawes the night they rode to warn the Patriots that the "British are coming!" The group saw the bronzed statue of John Parker who stood defiantly at the head of the Lexington Green, and told his men, "If they mean to have war, let it begin here!" Moving on into Concord, the group saw the British rally headquarters at the Colonial Inn and the site of the provisional congresses, Wright's Tavern and the Old North Bridge where the "shot heard round the world" was fired. Also on the tour were the homes on Author's Row—Ralph Waldo Emerson, Louisa May Alcott and Nathaniel Hawthorne. An added stop, one that was not on the agenda, was to the Scottish Rite Museum and Library in Lexington. It was a day that

will long be remembered! After returning to the hotel it was time for the USS Cambria business meeting to begin. A.B "Hank" Henry was again chosen to lead the group for another year. Pensacola, FL was selected as the 2011 reunion location and Branson, MO for the 2012 reunion. The rest of the afternoon was free to relax and get ready for the evening's festivities. At 6:30 pm everyone gathered for the pre-dinner cocktail hour and photo session—some even still fit into their uniforms! At 7:30 pm the banquet proceedings began with Hank Henry making the welcoming remarks and asking each member to introduce himself and his guest. After dinner, Mike Newman spoke to the group about the Cambria's involvement in signing some important papers during WWII and about the ship being the second recovery ship for Apollo 9 and 13. Everyone enjoyed hearing his stories which stimulated conversations and memories among the tablemates. The Memorial Service to remember all the USS Cambria shipmates who

passed away or whose deaths were learned of since the last reunion was held after all the banquet activities. A.B Henry served as Chaplain and was assisted by bell ringer Louis Balala and reader Ramon Stafford. A bell tolled for the departed shipmates who are as follows: William Burris, George Cartledge, Burke Kennedy, William Langdon, Carl Linna, Eugene Mahoney, Charles Riden, Anthony Shonis, Elwood Tees and Arthur Massirini. The conclusion of the Memorial Service marked the end of the evening and the last full day of the reunion. Only Sunday morning's breakfast remained, and since many were leaving at different times on Sunday, this was farewell time for many. Good byes were said and hugs were given until next year in Pensacola.

Those who could, met at the breakfast buffet on Sunday morning for their good byes. Then it was truly over. It had been a great reunion and everyone will long remember their time in Boston.

2010 REUNION ATTENDEES

Louis & Helen Balala
 David & Sherlene Barnes
 Kenneth Boehnlein & Alice Grzincie
 Victor & Barbara Bukovecky
 Robert Canty & Mary Helen Shear
 Richard & Johnette Guild
 Thomas & Rosemary Haines
 Andrew & Donna Henry
 John Huff
 Norman Kenneally
 Charles & Karen Kirk
 Edward Langille & Carlotta Priest
 Olin & Carol Neal
 Michael & Katherine Neuman
 Roland Parker
 William Popper & Carmella Clearwater
 Bennie & Jean Ann Reitan
 Ramon & Phyllis Stafford
 John & Skip Vorhees
 Harold & Rose Willison

Total Members: 20
Guests: 17
GRAND TOTAL: 37

2010 BUSINESS MEETING REPORT USS CAMBRIA, BOSTON, MA, APRIL 17, 2010

1. Our meeting began at 1501 with A. B. Henry, Jr., reading the minutes from last year which was held in Washington, DC. Louis Balala motioned the minutes be accepted and John Huff seconded the motion.
 2. Ramon Stafford, Treasurer, read the Treasurer's Report. Ramon also wanted to thank the Cambria crew members for their donations to the newsletter fund, and for hats, patches or pins.

Charles Kirk motioned that we accept the Treasurer's Report and Victor Bukovecky seconded the motion.

3. A. B. Henry asked if new officers should be elected. Phyllis Stafford requested that the officers should remain as is. The group seconded her motion. Our officers are as follows:

A. B. Henry, Jr.—PRESIDENT
 David Stoll — VICE PRESIDENT
 Ramon Stafford—TREASURER

Donna Henry—SECRETARY
 Phyllis Stafford – CITY TALLIER

4. Branson, Missouri, received the most votes to be the reunion city in 2012. So it looks like we will be dropping the anchor there in 2012. Other cities selected were:

Houston, TX
 Dubuque, Iowa
 Indianapolis, IN
 Buffalo, NY
 Branson, Missouri

An additional note: Some crew members wanted to know why we couldn't stay in the city where the actual reunion was going to be held. Lynne Bumgarner, our Military Locator representative, briefly stated that staying in the larger cities jack up the cost of everything. She said that she will give this feedback to the Military Locator.

5. A few topics were up for discussion and comments. They were:

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Question: Would our group want to pay for entertainment?

Answer: After discussion, No.

Question: Would our group want to pay for a guest speaker?

Answer: After discussion, No.

6. John Huff brought up an item about contributing money for a plaque with a picture of the USS Cambria on it to be hung on a memorial wall in Fredericksburg, Texas. A 5 X 7 plaque would be \$350. A larger plaque would cost \$2,250. Ramon Stafford said that our money from the treasurer's fund is set up for the newsletter, hats, and pins. Victor Bukovecky suggested that a separate fund for any donations for the plaque be established. This item will be open for further discussion at our next meeting.

7. Helen Balala thanked everyone for coming to Boston. She said that it took many meetings to get the city selected and it finally came true for her.

8. Meeting adjourned at 1600.

Respectfully submitted,
Donna Henry
Secretary
And shipmate with A. B. Henry, Jr.

P.S. A warm welcome to each and everyone that came to our Boston, MA reunion and especially to our newcomers. Hope to see you all in Pensacola, Florida in 2011 where we will be dropping the anchor next.

COORDINATOR'S MESSAGE

Fellow Cambria Shipmates:

Once again we gathered to celebrate the Cambria and each other in Marlboro, Massachusetts. Our Thursday night reception was most enjoyable and we were joined by some Marines who had spent some time on transports and one of the Marines was on deployment to the Med from our old ship.

Even though Friday dawned cold and rainy, the bus was warm with fellowship and we got to see "Old Ironsides" and many places from which our country was begun. Saturday was again rainy, but was a most educational and interesting day as we saw much of our country's history.

The banquet on Saturday night was most enjoyable and some "sea stories" were told by our shipmates. I personally found Mike Neuman's history of the Cambria most interesting and enlightening. Donna and I had to leave early Sunday morning, but I'm sure there was more good fellowship and heartfelt farewells.

We look forward to Pensacola in 2011, and we hope everyone will stay healthy, happy and safe.

Sincerely,
Hank

TREASURER'S REPORT

From the desk of treasurer
USS Cambria APA-36

Money on hand at Newsletter report dated 1/6/2010: \$3,559.44

Money received for Hats:

\$120.00

Money received for Newsletter:

\$80.00

Money received for dues: \$10.00

Money received at reunion 4/21/2010

\$305.00

Total: \$4,074.44

Money expended

Paid for newsletter \$419.76

Paid for postage: \$11.06

Total: \$430.82

Money on hand as of 6/21/2010

\$3,643.62

For those of you who missed the reunion in Boston, you missed a great story told by Mike Newman about the Coast Guard when they had the USS Cambria as a Coast Guard Ship. Hopefully at our next reunion, Mike will tell us more about the ship.

If you have an e-mail address, please send it to me and MLRS, Inc. If you wish to have the newsletter sent to you by e-mail, please let Karen at MLRS, Inc know and that will get the cost of our newsletter down. My e-mail address is rstafford@kinex.net and Karen, who writes the newsletter is Karen@mlrsinc.com.

I have hats for \$15.00 if they are to be mailed—that includes the postage. At the reunion, the hats will stay at \$10.00. At our reunion in Boston, contact was made with a brother of Rosemary Haines who makes MOUSE PADS FOR COMPUTERS WITH THE PICTURE OF THE USS CAMBRIA on it. The cost will be \$6.50 including postage. I will be getting the same patch that is on the USS Cambria caps for \$4.00 including postage. If you want a USS Cambria cap, USS Cambria hat patch only, or a mouse pad, please send a check for the amount to Ramon Stafford, 5324 Tower Rd, Gladstone, VA 24553.

Treasurer,
Ramon Stafford



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.

Kent Detweiler

(1957-59) SM1 1st Div
Died April 28, 2010

Earl Charbonnet

Died January 15, 2010

Arthur Massarini

(1951-55) RD2 RADAR
Died March 29, 2010

William Langdon

(1957-59) BT1 Eng
Died August 2009

Leslie Urban

Died February 6, 2005

Elwood Tees

Died July 2008

Gentry Bush

Date of death not reported

William "Oscar" Burris

(1953-57) BT2 BD
Died December 17, 2009

Carl Linna

Died April 13, 2009



WELCOME MAT

We are proud to announce that the following USS CAMBRIA shipmate has 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.

Tommy Young (1968-69) BM3
210 Newton Dr
Forsyth, GA 31029
478-994-4899
dennybud1@hotmail.com

Robert Biehl (1963-65)
BM/SN Deck Force 1st
1169 Starlight Dr
Fenton, MO 63026
636-343-8159
flyinggerman@att.net

Jerry McKinnon (1954-58)
CPO Coast Guard
2580 Emerson Dr
Cambria, CA 93428

Bob Digan (1964-65)
L/Cpl. USMC 2nd Mar
PO Box 537
Lee, MA 01238
bdigan@adelphia.net

George Bushman (1967-69)
BM3 1st Div
255 Shackamaxon St
Leesport, PA 19533
610-621--2903
knapbear@hotmail.com

Larry Wohlfarth (1962)
firstsgt44@hotmail.com

Larry Elson (1966-67)
465 Ablemarle Dr
Deleware, OH 43015
740-369-6795
itc42@sbcglobal.net

John Clauser, Jr (1964-66)
DC3 R Div
1523 Hanover St
Raleigh, NC 27608
919-839-0501
ofgrave@bellsouth.net

Terry O'Connor (1960-62)
SN 1st Div
58 W Whisconier Rd
Brookfield, CT 06804
203-775-1018
bterryo@att.net

Thomas Thompson (1952-53)
HM3 H Div
1339 Keesling Ave
Waynesboro, VA 22980
540-942-1773

ANOTHER HITCHHIKING TALE

On a very cold December night in upstate New York (near Canada) in 1964 while hitchhiking from Norfolk, VA to my home, I was let out about 40 miles from home late at night by a guy that said he was tired and could not drive any further. I think I walked 5 miles (thank goodness for Navy pea-coats) before I got a ride. Turned out the driver had been in the Navy too. He gave me a ride to my door, arriving after midnight (even though he wasn't going that way). I'll never forget that long COLD walk in 1964.

Ray Dashnaw
Former BM-3 on USS Cambria

2011 USS CAMBRIA REUNION

APRIL 14-17

PENSACOLA, FL

HILTON GARDEN INN



MAIL CALL

Dina,

I hope you are the person to help me with this, and if not, please refer me to the proper individual to do the following: I'm trying to locate three shipmates that served on board the USS Cambria APA-36 during the period 1956 to 1957 at the same time as I served as a crew member. Their names are: PAUL STELZNER, JACK BEEMAN and DAVID LEDBETTER. I would like to contact

them if they are still with us. Thank you so much!

Don Snyder
dksny1936@comcast.net

Editor's Note: We do not have these men on our roster, so if any of you know how to contact any of them, please get in touch with Mr. Snyder. Thank you.

FINANCIAL REPORT FROM ML&RS, INC

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**Our Reunions Work So You Don't
Have To**

MY MOST MEMORABLE LIBERTY PORT

Editor's Note: We asked you to send us stories about your favorite liberty port and you answered our request with the following stories:

Raymond Dashnaw, BM-3:

When in the port of Genoa, Italy in 1964, on New Year's Eve, the OD told us not to be on the streets at midnight. We didn't know why! At midnight they threw couches, chairs and many other items out the second and third story windows to the streets and sidewalks below! I guess it was their way of starting the new year.

Daniel Rabinowitz, Former LTJG, SC, USN, currently Maj USAR (Ret):

During the winter of 1967-8, the Cambria was tasked to pick up Marines from Camp Lejuene, NC, land them at Vieques Island, PR, steam to San Juan for the crew's liberty, return to Vieques to pick up the grunts and take them to St. Thomas and Martinique for liberty before returning them to North Carolina.

All started well, we steamed from NORVA to Morehead City, NC and embarked the Marines on schedule. We then steamed to Vieques and landed them in an amphibious assault. The Marines were scheduled to operate on land for less than a week and then we would re-embark them after liberty in San Juan. After disembarking the grunts, we steamed to San Juan and as Cambria entered San Juan Harbor, our main bearing over-heated. We were tugged to the pier on Isla Verde and liberty commenced. The engineers determined that they couldn't repair the bearing, so it was removed and flown to Brooklyn for repair. Needless to say, three or four days liberty turned into about two weeks. The repaired bearing was flown back to San Juan and installed on the main shaft and we were able to continue our mission.

The Cambria returned to Vieques and re-embarked some

very angry Marines who did not enjoy their extended stay on Vieques. We took them to St. Thomas, VI for liberty but had to pass up on Martinique due to the disruption of our schedule. So from St. Thomas we steamed back to Morehead City to disembark our passengers and then finally home to NORVA.

Personal Note: I had visited San Juan and St. Thomas with my family while in high school and knew that San Juan was very expensive (the casinos and shows) and that St. Thomas was a duty free port with shopping galore, so I began saving my pay as soon as I learned of the mission. Shortly after arriving in San Juan I met a local woman at the Navy Exchange and we commenced doing the casinos and shows at the hotels. Needless to say, I spent a lot of money and gambled extensively. Capt. Wilcox, our skipper, saw me in the casinos on numerous evenings. By the way, I happened to be the Disbursing Officer on the Cambria. Upon leaving San Juan, the Supply Officer (and my boss), LCDR Daniels, showed up at my office and told me that the skipper wanted him to do his quarterly surprise cash verification of me NOW! He said that Capt. Wilcox was worried regarding my behavior in the casinos. Of course, all the U.S. Treasury cash was safe in my safe so LCDR Daniels and Capt. Wilcox were relieved that I wasn't gambling with government funds. We all had a good laugh over that.

R.L. Wohlfarth, 1st Sgt USMC Ret:

I remember most that I was a private in the marine corps in 1962 and got mess duty on the Cambria, but it was in CPO mess and I got paid about 6 bucks extra a month for it. The food was great and not at all what was in the crews' mess hall, plus it was air conditioned in there. Not bad for getting mess duty as a form of punishment.

Don Snyder:

A memorable experience for me was during a cruise to the Med in 1957 and visiting Greece. While at the port of Athens, I, along with another shipmate, was assigned to Shore Patrol Duty as Security working out of the British Embassy. My assigned duty was to be personal guard for actors Alan Ladd, Clifton Webb and Sophia Loren, who were living at the Embassy while filming the movie "Boy on a Dolphin" on the island of Hydra. My job was to escort them back and forth from their lodgings to the movie set. Both Sophia Loren and Alan Ladd were very personable and conversationalists, but Clifton Webb had a distinct air of superiority and didn't talk much to me. Also he was accompanied by his mother while filming, so he wasn't as available as the cast and crew of the movie. Obviously, this was quite a privilege and an honor to be selected for this kind of trust! I have this, and many other memories of my tour aboard the Cambria.

Frank Keifer:

My brother and I served aboard Cambria from '48 to Jun 30, 1949. Of course we traveled wherever the ship got an opportunity to travel. Well as I recall, we did pick up a Marine contingent out of Morehead City, NC and haul them to the Caribbean for practice exercise landings, and on one occasion we took the ship's company and troops we had aboard and visited San Juan, Puerto Rico back when politics were going heavy and strong about Puerto Rico being considered as either # 49 or # 50 state to join the union. Of course, the citizenry were not all in favor of this proposal, and they were not at odds speaking out about this proposal. Some of the taverns usually housed elements strongly against the vote for statehood. My brother and I were out on the town as well as the country side in our liberty in San Juan. Of

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course Cuba was having its problems in the cities and no liberties were being allowed due to the volatility of relations in the local communities with Castro about to come into reality, so other ships in the Caribbean for this joint exercise were ordered to visit other cities in the Caribbean and we drew San Juan, Puerto Rico for our destination. We pulled into the local mooring pier with no problem at all, and there happened to be a cruise liner tied up adjacent to the pier we were moored at. They also invited our crew over to join in their party time atmosphere. Quite a few crew members took advantage of this request and never made it into the local community. We all had a ball in the city/countryside. Residents were very receptive of having members of the U.S. military in the communities with having just been paid, so all the pay day 'commandos' hit the beach and returned to the ship with empty billfolds. The residents of Puerto Rico were once again smiling over their new found wealth. Made several pen pals while in the area, but never got an opportunity to return to the island once the elections drew nearer, and to top it all, Alaska and Hawaii were considered in their stead. Just lost contact with friends we were privileged to meet in San Juan proper. The Cambria returned to Portsmouth Shipyard and received word that we were to house the crew of the USS Wisconsin while their ship was being decommissioned, as well as the orders for the decommissioning of Cambria set for June 30, 1949, at which time the remaining crew were all reassigned to other ships in the Portsmouth/Norfolk area, so there wasn't much of a change in sea duty orders—some of the crew were reassigned to destroyers, the Greyhounds of the Navy, always on the go, no time for liberty. My brother Jack got orders to USS Macon (cruiser) and I drew a destroyer, the USS Furse (DDR-882) and immediately had home ports changed to Newport and Med bound for six months. Always on the go displaying the flag of course. Not much choice in liberty, but each city was

interesting for their customs, etc. The residents all welcomed our shipmates with open arms. Made it so enjoyable I decided to make a career of the Navy and retired as Chief Personnelman in May 1967, having completed 20 years service.

Ray Hernday:

I was a member of the original crew of the Cambria and traveled from the east coast shipyard south through the Panama Canal to Pearl Harbor where we observed the sunken Navy ships as we entered the harbor. We next proceeded on an operation to the islands of Majuro, Kwajalein and Eniwetok before returning to Pearl Harbor. Our next operation involved Eniwetok, Saipan/Tinian before returning to Pearl. Our next operation was Leyte Gulf in the Philippines, which was followed by an operation to Okinawa after which we returned to shipyards in California where I was transferred to shore duty. Shortly after that, the Japs surrendered and the war ended. My experience going to Navy schools on radio and sonar were of excellent help in landing a job at Milwaukee WTMJ radio and TV station at which I became Chief Engineer and retired in 1984. I took up the hobby of sailing and covered Lake Michigan during our many years of sailing.

Samuel Culotta:

As a Pharmacist Mate 3rd Class, USN, and member of a Naval Assault Beach Party, consisting of 49 men and 3 officers, we served on the Cambria from January 3, 1944 to March 8, 1945. We participated in a number of invasions in the Marshall, Marianas and Philippine Islands.

We rarely got to Honolulu and then only for a few days at Pearl Harbor. We never got to New Zealand or Australia. However, there was one unusual "liberty" that many of us aboard the Cambria

had at the WAC camp at Oro Bay, New Guinea. Please find enclosed diary entries that I made during the period November 2, 1944 to November 13, 1944. Aside from grammatical editing, the data therein was recorded by the writer as it happened.

The men of the Cambria, especially those who served thereafter, may be amused about this very unusual and unforgettable liberty. If I recall correctly, after returning to the Cambria, we had no other alternative but to go up the main gangway since by that date, the officers, including the Captain, were aware that so many of us had, in effect, "jumped" ship for visits at the WAC camp. I believe Captain James W. Dean, a great commanding officer of the Cambria, subsequently decided, at a Captain's Mast, that as punishment, we were prohibited from going on any other liberty that the Ship might have for the next 30 days. Of course, he knew there would be no liberty because there would only be more maneuvers or invasions.

LIBERTY OF CERTAIN USS CAMBRIA CREW MEMBERS AT THE WAC CAMP (U.S. Army Women's Auxiliary Corp) AT ORO BAY, NEW GUINEA FROM 11/8/1944—11/10/1944

November 2, 1944

We left Manus Island of the Admiralty Islands at 1300, our destination being Oro Bay, New Guinea. We have been passing numerous islands for the past few hours—probably part of the Admiralty Islands

November 3, 1944

We went through the Vitu Strait. Later we arrived off of the coast of New Guinea and cruised down the coast. The large island on the port side is named Umboi. The name of the strait between New Guinea and Umboi is the Dampier Strait. Tomorrow morning we will be in Oro Bay, which lies some miles below Buna.

November 4, 1944

Dropped anchor at 1307 in the waters of Oro Bay. At 1800 sailed into the harbor. We tied up at the wooden docks. The prevalent rumor was that there are quite a number of WACs stationed here.

November 5, 1944

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We took aboard troops who were elements of the 11th Airborne. Lowery, Tomczak, Goldman, Shwartz and I obtained permission to leave the ship for the purpose of having a look at the area. We caught a ride on a truck being driven by a Negro up the road towards Buna. On the way, we marveled at how well the area was built up. Camps and dumps were everywhere. We also passed some of the natives carrying spears for the purpose of spearing fish. It must work, as they had fish hanging from a line attached to their hands. They had queer hair, bushy with sometimes two or three hues (red, orange, gray, etc.).

We finally got off the truck at an intersection about six miles from where we started. A Red Cross and Medical Camp were located there. I noticed quite a few nurses and WACs in the area. They certainly did seem lovely to us after not seeing a white girl in such a long time. On the way back, we noticed many truck loads of WACs, probably going to and from work. We yelled greetings to one another. Who would have ever thought that some day American boys and girls would be meeting in this place somewhere on a road in New Guinea and under these conditions? Not me! Noticing the heavy jungle growth, we all realized the hardships our soldiers had to go through to wrest this land from the Japs. The Mountain Ranges in the distance are the Owen-Standly Mountains.

We were loaded about 1630 so we left the dock and anchored in the bay.

November 6, 1944

At anchor in Oro Bay, New Guinea. Nothing of interest happened this day. Tokyo Rose was on the radio tonight. She brought to mind that today was the anniversary of "The Great East Asia Co-Prosperity Sphere," which is similar to Hitler's New Order. She played a march by Kosiko named in honor of the event. Truthfully, it was a very stirring piece of music. Other than this, she gave her usual news report of 99% lies.

November 7, 1944

At anchor in Oro Bay. Tomorrow is election day. (We are a day ahead of time out here.) This was the main interest. Most of us were looking forward to the President's re-election. Saw the show "Wake Island."

November 8, 1944

At anchor in Oro Bay. All day we received election returns over the radio.

Most of the returns were in favor of the President. Celebrated the ship's first anniversary as a commissioned Naval Vessel. After dinner a lottery was held to determine who would go to the dance at the WAC camp. Only 30 could go. It was at least a 20 to 1 chance. Luckily I won. This was one of the first times I ever was a winner in a lottery. This would be my first dance I attended in a long time.

November 8, 1944

Just a little while ago I returned from the dance held for our ship at the WAC camp. I thought I would mention the happenings as this was a rare event. The dance was held in two pavilions near the beach. They were similar to pavilions that are common at most seaside beaches at home. The area where the dance was held was enclosed in the WAC camp itself, which was surrounded by a high barbed wire fence. This prevented anyone from gaining admission without going through the regular channels. I managed to obtain a can of beer from one of the WACs. The name of the WAC I was with most of the evening was Mary Chaffin. I introduced Dr. End to her. We both arranged with her to have our names put on the roster at the gate so that we would be able to come back in tomorrow. Well, about all I can say that will be in accord with the others is that everyone had a fine time, besides a priceless boost in morale.

November 9, 1944

Obtained permission to go over to the WAC camp. When I arrived there, Dr. End was already on the beach with Mary. Both of them were in their swimming gear. I immediately joined them. We all went swimming and for the next hour or so, we enjoyed ourselves, engaging in water competition, etc. Afterwards we stretched out on the blanket that Mary supplied, absorbing the sunshine. The war certainly seemed remote that evening. Mary was an excellent swimmer, conversationalist and in many other ways. Incidentally, she was also a college graduate. She had a brother in the Navy, who was on the USS Baltimore (Mus. 2/c). Returned to the ship at 1600. We were still anchored in Oro Bay.

November 10, 1944

Again received permission to go over to the WAC camp. This time I went over with some shipmates. After talking to the WAC in charge, I was able to arrange to have them come in with me, although I had to bribe her with a roast and some

pineapple juice. The names of the men who were with me were Lowery, Tomczak, Heiler and Miller. We went swimming for a little while. The rest of the time, we talked to the WACs (also admiring them in their homemade swim suits). We all left at 1600. Made a deal to return at night during the date hours.

Heiler and I agreed to return to the ship and tried to get some food so that we could have a picnic on the beach with the WACs. After we arrived aboard, we had our names checked off the liberty list. Later that evening Heiler and I were waiting for a boat going to the beach. Finally one of the boats did come around to the fantail. Down we went on the Jacobs Ladder into the boat. I was one of the first to climb down. A few others followed, but Heiler did not get aboard. Due to the coxswain pulling out fast because an officer was supposed to be coming towards the gangway. I was sorry he missed getting aboard because he was carrying the chicken. Tough luck!!!

I arrived on the beach at 1800. Upon arriving at the entrance gate to the WAC camp, I found the other mates waiting. Later, by again bribing a WAC, we were able to get into the camp. Just beyond the gate, the WACs we had been talking to on the beach were waiting for us. Most of the night was spent in talking, eating what was left of the food we brought over and lying on a blanket which one of the WACs was thoughtful enough to bring along. So another evening was spent at the WAC camp. After a lot of trouble, we and about 100 others from the ship were finally able to have an Army tug take us to the ship. (We weren't supposed to be ashore.) The time was about 2400. Tomorrow we were leaving for Leyte, Philippine Islands.

November 11, 1944

Left Oro Bay at 0800 bound for Leyte Island, Philippines. 2100 we could see the lights of Lea, New Guinea.

November 12, 1944

At 1100 passed Umboi Island, which lies between New Guinea and New Britain. 1300 off Long Island. 1500 we were passing other small islands off of New Guinea.

November 13, 1944

Received mail from DD. Normal underway routine.

PENSACOLA, FL FOR 2011

Pensacola is an excellent reunion choice. Below are some of the attractions to choose from for your reunion agenda.

Historical Pensacola- On the tour see the unique attractions and learn the colorful history of American's first settlement that will be pointed out as we ride through Pensacola's three historic districts. The Historical Village includes a tour of two houses and the museums Industry and Commerce. The narrated city tour will surprise you with some of the facts about Pensacola's history.

Riviera Centre Outlet Mall- You will travel along the beach road to the Riviera Centre Outlet Mall in nearby Foley, AL to more than 120 factory outlet shops which offer savings of up to 75%.

Fort Barrancas-

A very interesting old fort dating back to the Civil War. As you walk in the underground revetments you can

imagine being an infantryman defending against a ground assault, with the primary objective of keeping enemy (Union) ships out of the harbor.

Pensacola Naval Air Station- A riding tour of the Naval Air Station will highlight many 19th century landmarks, as well as present day Naval operations.

Bellingrath Gardens- "The Garden for All Seasons" in Theodore, Alabama, is in bloom every month of the year and is always a lovely place to visit. You will walk through the gardens, tour the beautiful Home, see the exhibit of Boehm porcelain, and if you choose, enjoy the 45-minute cruise through the Savannah-like marshlands on the Southern Belle.

Battleship Memorial Park (in Mobile, AL)- Visit the 100-acre park and exhibit in Mobile, Alabama, and tour the USS Alabama and the Submarine USS Drum. Other military exhibits include, a B-52 bomber and World

War II fighter planes.

Pensacola Dog Track: Even for people who do not care for the act of racing, this can be a great evening of fun and entertainment. In addition to the races you are served a delicious dinner. You are indoors on a tiered "stadium" overlooking the track, with your own TV monitor to see the race close-up. Arrangements can be made for a race to be run in honor of the ship and selected members of the group can have their picture taken with the winning dog.

Pensacola Naval Aviation Museum: The premier Naval Aviation Museum in the country. If you have any interest at all in aviation this is a must see. There is also an IMAX movie theater where aviation or navy related (usually) movies are shown. Arrangements for a private lunch can be made in the Museum lunch room.

USS CAMBRIA 2011 REUNION SURVEY

In order to provide the kind of reunion you want, not what we "think" you'd like, please take a few minutes to look over, complete and return this survey to ML&RS, Inc. right away. The reunion agenda will be created from the responses and the chairman's input. Let your voice be heard. Mail surveys to:

Military Locator & Reunion Service, Inc.
P O Drawer 11399
Hickory, NC 28603-6402

Or Fax to: 828-256-6559

Or on line at: www.mlrsinc.com/purdy

Return by September 27, 2010

Reunion format:

Do you prefer breakfast all three mornings as a group?

_____ or just a farewell breakfast on Sunday? _____

Do you want entertainment after the Saturday night banquet? _____yes _____no

Activities: *Please indicate which activities you would like to see on your reunion agenda.*

- _____ Historic Pensacola Tour
- _____ Riviera Centre Outlet Mall
- _____ Fort Barrancas
- _____ Pensacola Naval Air Station
- _____ Bellingrath Gardens
- _____ Battleship Memorial Park in Mobile, AL
- _____ Pensacola Dog Track
- _____ Pensacola Naval Aviation Museum