

04/21/09
Just a Note



Betty Ray -

Please put

This with the

History on

Woody Jones

and USS Lamar

that I have with

my now Wilson

Country Histories.

(Mary was a good friend over
the years)

George Woodrow Jones

OCTOBER 16, 1920 - APRIL 21, 2009

RALEIGH

George Woodrow "Woody" Jones spent his life giving joyfully and selflessly to others. He was devoted to his family, his friends, his country, his alma mater, NC State, and his Lord and Savior Jesus Christ. He never met a stranger and once he was your friend, he was your friend for life.



Woody died on April 21, 2009. Born in Person County, North Carolina on October 16, 1920 to John H. and Lula Pearce Jones, he was one of eight children. As a boy he rose early to build fires to warm the family home and to pack lunches for his siblings, all before he drove the local school bus.

Woody matriculated to NC State (State College) where he was a stand-out football player (All America honorable mention 1941), Southern Conference champion wrestler and hurdler for the track team. His record of blocked punts, including one that allowed State to defeat rival UNC for the first time in 13 years, stood for 65 years. After naval service in WWII he returned to NC State where he was freshman football coach and assistant wrestling and track coach.

Woody attended Midshipman School in amphibious warfare and ultimately rose to the rank of lieutenant in the US Navy. He participated in five major Pacific invasions aboard the USS Lamar and was decorated for his bravery. His loyalty to and friendship with his shipmates spanned the remaining years of his life as he organized reunions for these men over many decades.

He was recruited to play football in the professional ranks at the end of WW II. A favorite recruiting letter from the New York Giants encouraged him to join the team where he would receive room and board and a few dollars a week, but that he must "bring his own shoes".

Woody was a principal with Warren Distributing Corporation (originally Nash Steel Warren) until his retirement in 1990. His love for his customers led to his business success. He was named to Zenith Corporation and Gibson Refrigeration President's Clubs and named "Carolina's Best" by Retail News Reporter in 1991.

Woody married Marie Sutton of Wilmington in 1953. They had three children, George W. Jones, Jr. of Monte Sereno, CA, Willa Jones Kane and Rachel Jones Kilgore of Raleigh, NC. True to his nature, he loved his daughter-in-law Nancy Jones and sons-in-law John Kane and Ben Kilgore IV as his own. He was an enormously proud and beloved grandfather of twelve grandchildren: Nate, Bennett, Haley, Alyssa and Derek Jones, Bryan, William, John, and Greyson Kane and Ben V, Rebecca and George Kilgore. He was an enthusiastic fan and tireless encourager to his children and grandchildren and was never bashful in sharing news of their accomplishments with others. Woody was particularly proud that his grandchildren included an accomplished musician and many outstanding athletes, including those who played college basketball, field hockey, football, golf, soccer and volleyball.

Woody made a positive difference wherever he exerted influence. His love for NC State was evidenced by decades of service, including stalwart support for the Wolfpack Club, the Alumni Association, the Chancellor's Circle, the Athletic Council and the Forever Club. He received many honors from NC State; as a student, Golden Chain (vice president), Monogram Club (president), Character and Sportsmanship Trophy, and the Alumni Athletic Trophy (outstanding student athlete). As an alumnus he was recipient of the Ronnie Shavlik award (2001) and the esteemed Watauga Medal (2002).

His dedication to his church and community were evidenced by his leadership and service to others at White Memorial Presbyterian Church, where he and Marie have been members since 1954, as a deacon, youth advisor, weekday school board member, active participant with Presbyterian Men, and an usher and greeter. He was co-founder and 1st president of the Wake County chapter of Fellowship of Christian Athletes (1962), and member of the Oak Ranch Advisory Board, Raleigh Correctional Center for Women Task Force, Ravenscroft School Grandparents Fund Co-chair, Stag Club Board of Directors, and a 50-year member of the Person-County Masonic Lodge.

In recent years Woody particularly enjoyed his association with the Raleigh Old Boys Club, the White Memorial Men's Tuesday Breakfast group and the Hoover Syndicate. He was a member of Carolina Country Club, where he loved to play golf and visit with his many friends.

True to his nature, in a note given to his daughter Woody deflected all credit for his self-described "wonderful life" and instead gave thanks for his wife of 56 years, Marie, his children and their spouses, his twelve grandchildren, his Lord and Savior Jesus Christ, his church, the NC State Alumni Association and the Wolfpack Club, Boy Scouts of America, the US Navy, Warren Distributing Corporation, and his many, many friends.

A true son of North Carolina, Woody embodied the state motto *esse quam videri*, "to be, rather than to seem". He was an extraordinary example of what can happen when a life is lived in unselfish gratitude no matter the circumstances. He leaves his family and friends a beautiful legacy.

A service in celebration of his life will be held at White Memorial Presbyterian Church on Thursday, April 23 at 3 pm with visitation to follow in the Jane Bell Gathering Space.

The family wishes to thank his team of wonderful doctors lead by Dr. James Parsons, the staff at Rex Hospital, the White Memorial Church family and many dear friends for their loving support to Woody and to us.

In lieu of flowers, please make memorial gifts to White Memorial Presbyterian Church, 1704 Oberlin Road, Raleigh, NC 27608 or to North Carolina State University Student Aid Association, 5400 Trinity Road, Suite 400, Raleigh, NC 27607.

Condolences can be sent through brownwynne.com



NOTICE OF SEPARATION FROM THE U. S. NAVAL SERVICE

NAVPERS-552 (Rev. 8-45)

1. SERIAL OR FILE NO. 312243		2. NAME (LAST) (FIRST) (MIDDLE) JONES, George Woodrow		3. RATE AND CLASS (OR RANK AND CLASSIFICATION) Lieut.(jg) (D), USNR (Promoted to Lieut. in 1951)		5. PLACE OF SEPARATION USNAS PerSepCen, Charleston, S. C.	
		4. PERMANENT ADDRESS FOR MAILING PURPOSES Box 696 Roxboro, N. C.		6. CHARACTER OF SEPARATION BAD (INACT)		7. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT Same as #4	
8. RACE W	9. SEX M	10. MARITAL STATUS Single	11. U. S. CITIZEN (YES OR NO) YES		12. DATE AND PLACE OF BIRTH 16 Oct. 1920, Roxboro, N. C.		
13. REGISTERED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		14. SELECTIVE SERVICE BOARD OF REGISTRATION Roxboro, N. C.				15. HOME ADDRESS AT TIME OF ENTRY INTO SERVICE Same as #4	
16. MEANS OF ENTRY (INDICATE BY CHECK IN APPROPRIATE BOX) <input checked="" type="checkbox"/> ENLISTED <input type="checkbox"/> INDUCTED <input checked="" type="checkbox"/> COMMISSIONED		17. DATE OF ENTRY INTO ACTIVE SERVICE 1 Sept. 1943.		18. NET SERVICE (FOR PAY PURPOSES) (YEARS, MONTHS, DAYS) 4 5 14			
DATE 1/3/42 DATE DATE 12/22/43		19. PLACE OF ENTRY INTO ACTIVE SERVICE Abbott Hall, Chicago, Illinois					
20. QUALIFICATIONS, CERTIFICATES HELD, ETC. General Line Athletic Officer C.I.C.		21. RATINGS HELD AS Ens. Mid'n Lt.(jg) Lt.		22. FOREIGN AND/OR SEA SERVICE WORLD WAR II <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
23. SERVICE SCHOOLS COMPLETED		24. SERVICE (VESSELS AND STATIONS SERVED ON)					
Midshipman School, Abbott Hall Amphibious Warfare C.I.C.		ATB Little Creek, Virginia ATB Ft. Pierce, Florida U.S.S. Lamar APA 47					
IMPORTANT: IF PREMIUM IS NOT PAID WHEN DUE OR WITHIN THIRTY-ONE DAYS THEREAFTER INSURANCE WILL LAPSE. MAKE CHECKS OR MONEY ORDERS PAYABLE TO THE TREASURER OF THE U. S. AND FORWARD TO COLLECTOR'S SUBDIVISION VETERANS ADMINISTRATION, WASHINGTON 25, D. C.							
25. KIND OF INSURANCE NSI		26. EFFECTIVE MONTH OF INSURANCE May 1946.		27. MONTH NEXT PREMIUM DUE June 1946		28. AMOUNT OF PREMIUM DUE EACH MONTH \$6.60	
29. INTENTION OF VETERAN TO CONTINUE INSURANCE YES		30. TOTAL PAYMENT UPON DISCHARGE \$ 144.73		31. TRAVEL OR MILEAGE ALLOWANCE INCLUDED IN TOTAL PAYMENT \$ 25.44		32. INITIAL MUSTERING OUT \$100.00	
33. NAME OF DISBURSING OFFICER J.J. BELCHER, Lieut., (SC), USNR.		34. REMARKS American Theatre Asiatic-Pacific (4) Philippine Liberation(2) World War II Victory Medal 1 Letter Commendation Commanding Off. 1 Letter Commendation Division Commander					
35. SIGNATURE (BY DIRECTION OF COMMANDING OFFICER) W. W. Posey W. W. POSEY, Lt., Comdr., USNR.		36. NAME AND ADDRESS OF LAST EMPLOYER Athletic Dept. North Carolina State College Raleigh, North Carolina		37. DATES OF LAST EMPLOYMENT FROM: 9/1/42 TO: June 1943.		38. MAIN CIVILIAN OCCUPATION AND D. O. T. NO. Athletic	
39. JOB PREFERENCE (LIST TYPE, LOCALITY, AND GENERAL AREA) Coaching, North Carolina		40. PREFERENCE FOR ADDITIONAL TRAINING (TYPE OF TRAINING) NONE North Carolina State College B.S. Degree in Ind. Arts, Education.		41. VOCATIONAL OR TRADE COURSES (NATURE AND LENGTH OF COURSE) NONE			
41. NON-SERVICE EDUCATION (YEARS SUCCESSFULLY COMPLETED) GRAM.: 7 H. S.: 4 COLL.: 3 3/4		42. DEGREES NONE		43. MAJOR COURSE OR FIELD Ind. Arts. Ed.			
44. RIGHT INDEX FINGERPRINT 		45. OFF DUTY EDUCATIONAL COURSES COMPLETED NONE		46. DATE OF SEPARATION 17 June 1946.			
				47. SIGNATURE OF PERSON BEING SEPARATED George Woodrow Jones			

GEORGE WOODROW ("Woody") JONES

B.S. Industrial Arts Education, NCSU 1947

Employment: Warren Distributing Corporation, Raleigh, NC, 1947-1990; Secretary-Treasurer, Board of Directors; named to Zenith Corporation and Gibson Refrigeration President's Clubs; named "Carolina's Best" by Retail News Reporter, 1991

Personal: Married to Marie Sutton Jones since 1953; three children, George W. Jones, Jr; daughters, Willa Jones Kane and Rachel Jones Kilgore; twelve grandchildren

Church membership: White Memorial Presbyterian Church since 1954; Deacon; Youth Advisor; Weekday School Board; Presbyterian Men; Usher and Greeter

Civic leadership:

Fellowship of Christian Athletes (FCA), Co-founder, Wake County chapter, 1962, first president; Boy Scouts of America; Raleigh Correctional Center for Women Task Force, 1998-99; Ravenscroft School Grandparent Fund Co-Chair, 1998-99; Oak Ranch Advisory Board, 1999 to present; Stag Club Board of Directors; Masonic Order, Person County Lodge, 50-yr. pin, 2000

NCSU support:

Wolfpack Club
Wolfpack Pride Campaign
Alumni Association
Chancellor's Circle
Athletic Council, student and alumnus
Caldwell Scholars interviewer
Forever Club President, 1997-98
1940-42 football team reunion Chair, 1997-2000

Military service: U.S. Navy, 1943-46, Lieutenant; six major Pacific invasions, U.S.S. Lamar APA 47

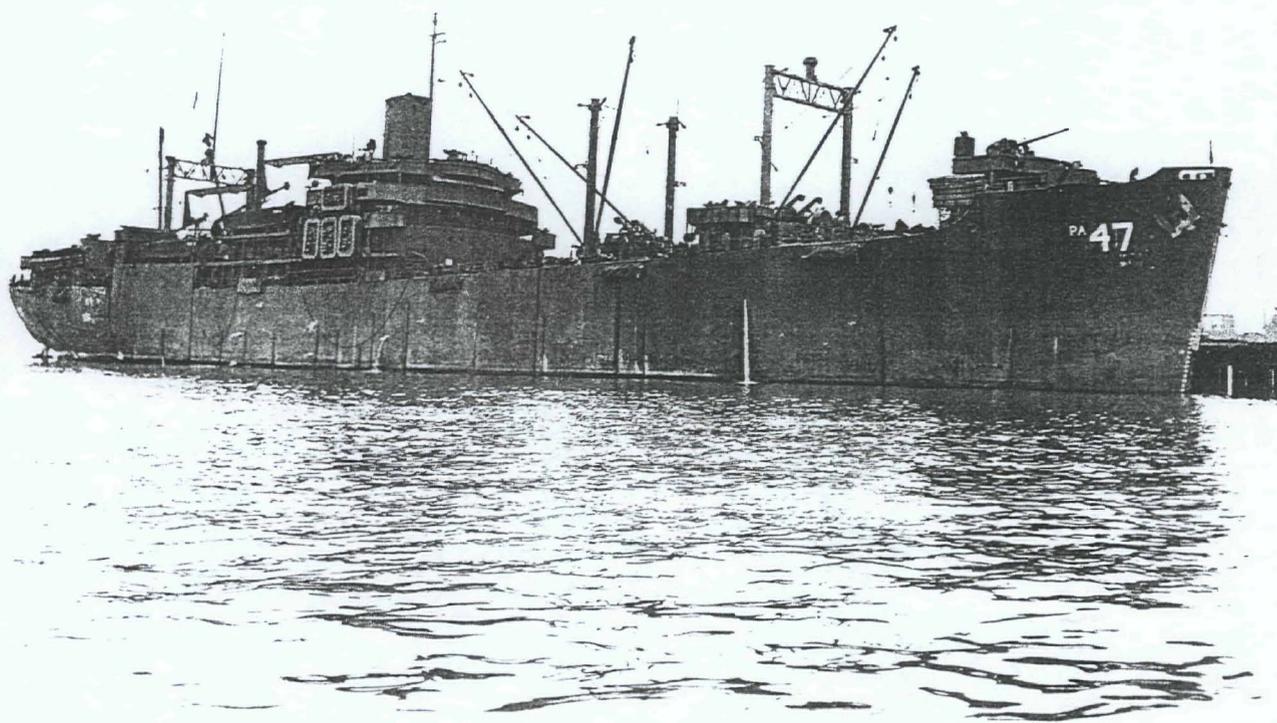
NC State student honors: Golden Chain, V. Pres; Monogram Club, Pres; Character and Sportsmanship Trophy; Alumni Athletic Trophy; Southern Conference Wrestling Championship, 1941-42; Varsity football, All-American Honorable Mention, 1941; Freshman football coach, assistant wrestling and track coach, 1942-43

NC State alumni honor: recipient of the Ronnie Shavlik Award, 2000 ; recipient of the Watauga Medal, 2002

Youth: Son of Mr. & Mrs. John H. Jones, Person County, NC; Graduate of Roxboro High School

USS LAMAR

"MAIL CALL"



March, 2007

Story of George Woodrow "Woody" Jones



Looking back. . . Marie and Woody Jones
USS Lamar Reunion, Seekonk, MA, 1996
Hosts: Winnie and Ed Krajewski

Dear Shipmates, Wives, and Families,

Woody and I are grateful for your enthusiastic response to this USS Lamar "Mail Call"! We thank each of you for your personal information and your generous financial contribution that made this booklet possible.

In a period of our lives when physical travel is too challenging for many, may the "Mail Call" be a "virtual reunion." May it nurture treasured memories and friendships and enable us to stay in touch with one another. May it also be a window through which our children and grandchildren can see World War II in the Pacific.

Blessings to All,
Marie and Woody

March, 2007

Ships Section
Office of Public Information
Navy Department

HISTORY OF U.S.S. LAMAR (APA-47)

The U.S.S. Lamar, formerly the S.S. SEA PORPOISE, was built by the In-galls Shipbuilding Corporation at Pascagoula, Mississippi. The keel was laid at Pascagoula on 7 April 1943, and the SEA PORPOISE was christened by Mrs. James O. Eastland and launched on 28 August 1943.

The SEA PORPOISE was taken over by the U.S. Navy at Pascagoula, MS on 9 November 1943 and renamed the U.S.S./ LAMAR in honor of L.Q.C. Lamar, one of Mississippi's most distinguished statesmen, who was a professor, Congressman, Secretary of the Interior, Associate Justice of the Supreme Court, and a soldier in the Civil War. Despite her rich historical background, the LAMAR became more familiarly known to her crew as the "Hedy."

She was placed under the command of Lt. Commander J.H. Budd to be brought to the conversion yard, Todd-Erie Basin, Brooklyn, New York. Here a great change was made. About all that remained of the old S.S. SEA PORPOISE was her standard-design type C-3 hull. Concurrently the crew was being assembled; a few in New York to follow the ship's conversion, but the the majority at a Pre-Commissioning Training Center in Newport, Rhode Island. In a simple ceremony, the LAMAR was commissioned; and B.K. Culver assumed command.

The shakedown cruise of the LAMAR was brief, consisting of a few days off Long Island to get the ship "squared away" and then to the Chesapeake Bay from 21 April to 1 May.

It was about this time that the "boat group" came aboard--some 13 officers and 130 men. Fresh from some rather strenuous "small boat" training at Fort Pierce, Florida, they retained their identity as a separate "L" Division. Soon they were "farmed out" in varying degrees to other divisions of the ship. Ensign Woody Jones was Assistant Boat Group Commander of the "L" Division.

The following days were consumed in speed runs, calibrating and testing of equipment, practice firings and various drills. Most common was what the men grew to call "Yoyo Drill" -- lowering away all the ship's boats and bringing them back aboard until the men could practically handle all of the machinery in their sleep.

One day there appeared on board 3 officers and about 50 men who were to comprise the "Beach Party." They were split up among the various divisions of the ship and were from then on of appreciable assistance to the operation of the ship.

Following the loading of a fair amount of cargo on the LAMAR on 11 May, as many Marines came aboard as the ship could hold. She was put in charge of a Task Unit (among which was one Army Transport, Merchant Marine manned). Making good speed, the LAMAR reached the Canal Zone on 19 May. The ship proceeded through the canal and made her way alone to Pearl Harbor, arriving 1 June.

The LAMAR was just a little too late to make the invasion of Saipan, so orders directed her back to San Diego to serve as a Training Ship in a west coast port. Taking aboard a few passengers, including some who had been injured in an explosion of LSTs at Pearl Harbor, she headed out alone again for San Diego on 5 June.

On 15 June, LAMAR departed for Seattle where she was to take up training ship duties. On 18 June she tied up to pier 91, Seattle. By the best available information, the ship would be used for two months at this duty.

By 20 June, however, she was underway again to Pearl Harbor. The cancellation of her training activity remained a mystery. Apparently, the LAMAR was going to be employed in the capacity for which she had been commissioned.

At Pearl Harbor, a Transport Division Staff came aboard. She also packed aboard a full load of Army troops and a combat load of cargo. On 1 July, she set out as Flag Ship of a convoy for Eniwetok. At Eniwetok, she fueled, held practice landings with the troops, and formed into a large squadron for the invasion of Guam.

Before daybreak on 21 July, an intensive shore bombardment was in progress with starshells irregularly lighting up great areas of the beach. The invasion of Guam was underway with shore bombardment, ships crowding into an anchorage, heavy pre-invasion fire of rocket boats, and the first waves of landing boats hitting the beach. It was a spectacular scene; but in the course of the next year, it would become a very familiar one to the LAMAR crew.

The ship followed a rather regular pattern during her extended stay at Guam. As quickly as the limited lighterage was available, she was loaded. But there were long periods, due to the difficulty of boats on the reef, when no unloading was going on. The crew could only entertain itself by watching battleships, cruisers, and destroyers bombarding the beach. Much of this fire was centered on Orote Peninsula, where the Japanese held a large airfield.

Each evening at Guam a large percentage of the other transports and cargo ships left the area on a "night retirement." They formed a convoy with the exact number or names of the ships remaining unknown until the last minute. The convoy would steam out of the area where the ships were most likely to be attacked and return after daylight. The slow process of unloading would then be resumed.

In an invasion, an "APA" breaks down into three organizations: the ship, the "small boat group," (the "L" Division), and the "beach party." Through their functions, the APA is able to transport troops and equipment and land them safely and in good condition on a hostile beach. All three groups must function as a single team if an invasion is to be successful. Ensign Woody Jones was Assistant Boat Group Commander for the "L" Division.

The small boats had plenty of trouble. Despite the fact that they did not take part in the actual assault on Guam, the "L" Division probably suffered more there than at any other invasion. For seven days, the LAMAR lay off Guam, and during that week very few of the boat crews were lucky enough to climb aboard. The story of one of these boat crews will suffice for the story of all of them.

First day --Reveille at 0330, stood by patiently until 1600 when they were lowered over the side. The beach at Guam wasn't quite so well organized as at Fort Pierce, Florida, as the men discovered when they reached the reef. However, the troops were landed, and the boat headed back for the LAMAR. Ostensibly, the "sack" was waiting; but on reaching the APA-47, a voice over an electric megaphone ordered them to another ship to unload cargo.

Meanwhile, the salvage boat was freeing boats from the reef. Ensign Woody Jones was the small boat salvage officer, with responsibility for landing and retrieving small boats from the beach. The salvage boat, present mission completed, decided to retract. The reef, however, had a different idea. It hung onto the skeg tenaciously. Suddenly, the crew found itself under machine gun fire from the beach. All hands except Rucker, the Cox'n, dove over the off-shore side of the boat. Rucker stuck to his post but decided that a horizontal position was the better part of valor. Goaded by the machine gun fire, the crew in the water manhandled the boat and pulled, pushed, tugged, and lifted it off the reef. About two seconds later with all hands in the boat, Rucker headed seaward and "made knots." Fortunately, no one was hit; but "Pop" Beuchard was kept busy for the next couple of hours plugging up the holes in the boats -- and they weren't caused by termites! "Pop" Beuchard served as Carpenter's mate on Ensign Woody Jones' salvage boat.

Second day -- still unloading cargo for ship #2. 1700 secured by ship #2 which went to sea for the night. Unfortunately, the LAMAR had also; and our men spent the night anchored off the beach. We were told we were safe enough; but tracers and flares and the news that "Hap"Harrap had been shot in an anchored boat made us skeptical.

Third day -- up early with almost all the rest of the crews to meet the LAMAR as she steamed back in. The LAMAR came in on time; but it did the crews little good because they were all ordered to various hatches to receive cargo. This day was just one shuttle trip after another, and the LAMAR left while the boat was at the wrong end of the shuttle. Another night on the beach, only this night there was no sleep because some high-priority ship had the use of the boats.

Days 4,5,6, and 7 were merely repetitions of the first three. No more pathetic sight was there than the morning of the last day when the tired, haggard boat crews returned to the LAMAR. The hoisting of boats, normally a dull routine, was a momentous occasion.

The Guam operation was the proving ground for all the "beach party" had learned during their four months training at Ft. Pierce, Florida. Apparently they had been in training for the Normandy invasions, for they never heard of a reef, at least not one 1000 yards deep like Guam presented.

After seven days on the beach, we looked like Marines and smelled like both soldiers and Marines. Everybody was glad when the "beach party" had returned, the hatches were closed, the boats were back aboard, and the ship was again underway for Eniwetok.

LAMAR paused there briefly and headed back again for Pearl Harbor, where on 10 August she debarked casualties to the Naval Hospital. On 26 August another load of Army troops went on board. They were to see plenty of the LAMAR before they were put over the side for the last time.

27 August she was underway with a large transport group for Maui, T.H., where she held tactical exercises. These included "Yoyo drills, practice debarking Army troops, and full scale dress rehearsal landings of all troops, simulating every detail of an actual invasion. These "dry run" were greatly responsible for the smooth operation of many invasions which were to follow. On the completion of these exercises, the ship returned to Pearl Harbor, where the troops were temporarily disembarked.

On 12 September the troops were re-embarked, and on 15 September the LAMAR sortied from Pearl Harbor as part of a task group enroute to Eniwetok in the Marshalls. Originally, the plans had called for an invasion of Yap, but at this time the fleet was operating around the Philippines and was meeting with very slight resistance. Our plans were changes during this trip, and Leyte became the new target.

On 25 September, LAMAR arrived at Eniwetok, and on 28 September left for Manus, Admiralty Islands.

This was one of the hottest trips we made but yet one of the most entertaining. An excellent Army band and the "Neptunus Rex" initiations provided entertainment for the trip. The ship crossed the equator for the first time on 1 October.

From 3 October to 14 October, the ship was in Seeadler Harbor at Manus. She fueled, provisioned, held "dry runs," and finally transferred some of the troops and part of the ship's boat crews to LSTs. In the evenings, she had the orchestra and movies on deck at #3 hatch. Occasionally in the afternoons, part of the crew got ashore for a baseball game and a few beers.

The trip to Leyte Gulf was uneventful except for the sinking of a mine by one of the escorting destroyers. Entering the Gulf in the morning, the LAMAR did more maneuvering than ever before. The minesweeping had not been completed, but the transports went in anyway.

At 0624 that morning, the LAMAR encountered her first Jap plane, a twin engine bomber indentified as a "Nick." Every ship in the bay opened up at it, and the air was literally filled with flack. LAMAR fired only five rounds from her forward 5". They were accurate and well timed, and the plane crashed.

At 0730 she started putting boats in the water and disembarking troops, which hit Violet beach 1. The beach was good, lighterage was plentiful; and unloading progressed rapidly. Casualties came aboard very soon after "H" hour. One man returned to the LAMAR less than one hour after he had left the ship.

With so many ships crowded in the gulf, there was no use attempting any sort of night retirement. Instead, at dusk all ships commenced making smoke to throw a protective fog-like covering over the whole area. LAMAR was unloading into an LCT that evening when the order came to "make smoke." Unfortunately, the smoke covered only the lower half of the ship. It was so heavy that many were thrown into coughing fits. The smoke drifted into all the holds, and the working parties in them soon staggered topside. The LCT received a very heavy covering that stopped work there. In the intervals during which no smoke was made, the hold cleared and the men were rounded up to go back to work before the next round of smoke. LAMAR was to the windward of all ships making smoke, so she had only enough to cover her guns.

At early dawn the next morning (21 October), the smoke had become pretty stringy. The ship was in the open, but a cloud of smoke hung over her port side. With an air raid alert at 0525, all went to general quarters. The crew could hear the motor of an approaching plane, which was later identified as a "Kate." It emerged from a cloud at rapid speed and flew directly over the LAMAR bridge about 300 feet above the Radar mast. There was time for only eight rounds to be fired, but the plane was hit and it vanished into smoke as quickly as it had appeared. Less than an hour later, several more enemy planes passed near the LAMAR. The smoke allowed the firing at them of only one round from the forward 5". As it became lighter, all ships were ordered to "stop smoke," and the gulf soon drifted clear. Unloading was resumed and continued without further interruption until completion at 1400.

Landings by the small boat group were smoothly executed and on schedule. The beach was excellent, no surf was encountered, and the small boats had no serious troubles. Two casualties, however, occurred in the boats. One man was struck in the chest by a sniper. A second, who was on the salvage boat, was struck in the arm by a machine gun bullet from a swamped boat of another, which the LAMAR salvage boat was preparing to pump out. A Jap plane dropped a bomb 15 feet from the salvage boat. It turned out to be a dud and landed on the beach.

There was considerable action on the beach. At about 1600 on 21 October, the ship was ready for sea. The beach party and boat crews were back aboard. The LAMAR had only to wait to find out which other ships were to withdraw. One more air alert and two more smoke sessions occurred. At 1945, she formed a convoy for Hollandia, New Guinea.

The ship proceeded to Biak, New Guinea on 9 November. It loaded and embarked a group of casualties consisting mostly of Air Force ground crews. She then moved over to anchorage off Mios Woendi.

LAMAR left in a task unit on 14 November for a reinforcing run to Leyte and encountered no difficulties enroute. The second battle of the Phillipine Sea had occurred shortly after we left Leyte the first time, so there were few worries about troubles with surface ships. However, she had information of intensified Jap air attacks in Leyte Gulf and of a new type of attack, the "Kamikazee" or "Divine Wind." Prior to this, occasional suicide dives had been written off as acts of desperation following fatal hits on Jap planes.

At 0725 on 18 November with an air alert in progress, LAMAR anchored, lowered all boats, and began discharging troops and cargo. A liberty ship some distance away was burning bright from a recent hit. Then at 0740, two Japanese planes were sighted. One, a Zeke, flew directly overhead, turned sharply to starboard and dove at an adjacent destroyer. It missed and crashed into the water. The other, an Oscar, wove in at a low level amid a hail of anti-aircraft fire, approached this ship on a course parallel to the starboard side, turned sharply to port across the bow, stalled and went into a fast vertical dive. At about 1000 feet, the plane burst into flame but managed to crash into the ALPINE which was close by to port. He landed in their #3 hold on top on an LCVP which was loading alongside this hold. Only fifty yards away in the water was Ensign Woody Jones and his crew in their salvage boat.

At 0800, two low-flying, unidentified planes came over the transport area. Everyone opened up but stopped quickly when they were identified as friendly. The planes left safely and quickly, but a 20 mm shell from heavy AA firing from another ship exploded on the deck of the LAMAR signal bridge and injured six men.

LAMAR completed unloading and was ready for sea at 1430 the same day she had arrived. By 1630, she was underway for Manus. The third night out the LAMAR had an engine room breakdown and dropped out of the formation. Necessary repairs were quickly made, and she quickly rejoined the formation.

On 28 November, after five days at Manus, she set out for Torokina, Bougainville via Finschaven, New Guinea for the Lingayen operation. At Torokina, she loaded combat troops and cargo, then made a full scale "dry run" at Lae, New Guinea and returned to Manus on 21 December. On 31 December, she got underway to Lingayen Gulf, Luzon, P.I.

Alerts now too frequently became actual air raids. At 1709 on 6 January, a single engine Jap plane appeared on the starboard beam of the convoy. It was being pursued by three Corsairs, which crossed ahead of the LAMAR and downed the enemy about 2000 yards from the ship. An escorting destroyer examined the wreckage and identified "Two Japs -- very dead." At 1905 on 8 January, two Jap twin-engine bombers approached out of the sun. They were falsely identified as friendly until they dropped two 100-pound bombs just ahead of the MOUNT MCKINLEY and the ALMAACK.

At 1815 on the same day, three Jap Vals were sighted rapidly approaching from the port quarter. F4FS were in close pursuit, and all three

Vals were splashed about six miles from the convoy. At 1855, the escort carrier Group, four or five miles ahead of the LAMAR, filled the sky with flak but could not stop a suicide bomber from hitting the KITKUM Bay, a baby carrier. She listed badly but soon corrected most of the list. The watch was quickly taken off her as a Tony was sighted at very high altitude off the port quarter. Some cruisers to port had taken him under fire, but he kept coming until he was high over the convoy. The 5" and 40 mm began firing. Every ship in the convoy opened up as the plane went into a steep dive. The firing became deafening. The LAMAR's 40 mm fire hit the plane as he continued his dive. He splashed with a loud explosion about twenty yards astern of the HMAS WESTRALIA, so close that the WESTRALIA had a momentary steering casualty. Two sailors jumped overboard and were lost.

LAMAR entered Lingayen Gulf before daybreak on 9 January. She was at general quarters at 0530. At 0617, a low flying plane, unobserved by the LAMAR, dropped a large bomb within the other transport group. At 1650, she was in the transport area off the town of Lingayen. All boats were lowered to the rail, then into the water. The beach bombardment started. A Val overhead was taken under fire as it flew toward Lingayen. It was either shot down or suicide dived. The rocket barrage began as the LAMAR moved in closer to the beach.

At 1305, an enemy plane was seen approaching the transport area from the South. It dropped a bomb on or near the MISSISSIPPI, then went on to suicide dive the HMAS AUSTRALIA, causing superficial damage to her. These ships were about 5,000 yards from the LAMAR.

That night was the LAMAR's toughest. At 1825, an air raid was in progress, and anti-aircraft fire was visible through the smoke screen to the East. We started making smoke on order. At 1900, an enemy plane appeared overhead in the smoke. The smoke was not perfect, and when the plane was visible we took it under fire. It proceeded out of the area apparently unhit. The night was dark and quiet until 0430. We were at general quarters when we received word by radio that small enemy suicide boats had attacked several ships. That was followed by word that suicide swimmers with explosives strapped to their backs were in the area. All ships were warned to look out for boxes moving in an unusual manner, for the swimmers were using these to conceal themselves. Then we received a warning to take precautions against midget submarine attacks. About this time, the destroyer, U.S.S. BRYANT came alongside for refueling.

It was just beginning to get a little light, and the smoke was started up again. Unfortunately, we were to the windward of all of it and were only partially covered. An air alert was in progress. We expected Jap planes because this was their favorite time to attack. Soon a low-flying plane spotted the LAMAR with the destroyer alongside her. Two explosions rocked the ship. Fortunately, neither of the bombs hit the LAMAR but straddled the two ships instead. As it became lighter, the smoke cleared and we resumed loading.

The landing craft were having their troubles also. This story by one of them was typical of their experience.

"The first evening just before sundown, we were on our way back to the ship when the expected air raid occurred. Smoke filled the transport area, and it became impossible to see. Everything around suddenly started shooting, including the 30 calibers in the small boats. All our crew hit the deck.

Lieut.(jg) Woody Jones and his salvage boat crew were unable to find the LAMAR before nightfall. We were told the ship had retired, so we tied up alongside an LCI. They fed us and gave us a place to sleep.

About 0400 the next morning, there was a terrific explosion nearby; and GQ was sounded. Word spread that a Jap PT boat had sneaked into the anchorage and thrown an explosive charge on a nearby LCI.

When the salvage boat got underway, two destroyers cut on their searchlights and opened fire on the PT boat. The fire was almost directly over the top of the salvage boat. About this time we received word that an order was out to fire on all small boats, so we had no time to lose. We tried to get back alongside the LCI we had left, but she got underway in a big hurry. So we pulled alongside another LCI that had been hit and tried to help pump her out before she sank. When dawn broke and the firing ceased, the LAMAR came into sight and we returned to her."

On the ship, the crew worked hard to get unloaded that day. High surf on the beach troubled the landing craft, so the ship suffered a shortage of lighterage. She missed unloading 12% of her cargo but received orders to withdraw anyway.

Confusion occurred that evening when at 1905 a Tojo attacked, dropping a small bomb 150 yards off the starboard beam. He approached off the port bow and crossed to starboard about 1000 yards ahead of the LAMAR. He appeared to be damaged, and some observers claimed they saw him crash 4 or 5 miles away. AA fire was fairly accurate. Five miles ahead, the DUPAGE, whose retirement group the LAMAR was proceeding to join, burst into flames from a hit by a suicide plane. Night fell and those not on watch caught some much-needed sleep.

During the night, the ship received orders to return to Lingayen and complete unloading. Many who expected to wake up that morning somewhere off Manila were shocked to stagger up to GQ and find the LAMAR entering the smoke-filled Lingayen Gulf again, with AA firing ahead.

The beach party had been held in reserve until the second day. Scheduled ships had unloaded and shoved off, leaving the beach full of gear down to the waterline. A great number of boats were left wrecked on the beach from severe wind, surf, and tide. Unloading was slow from lack of lighterage and was not complete until 1545. All boats except the five LCVPs that were beyond salvage were back aboard. LAMAR withdrew for good at 1800 that evening.

At 0800 the next morning, all hands went to GQ again. A twin engine Jap bomber was spotted at 29000 yards, but it did not attack. At 1250, while at GQ, a liberty ship in a northbound convoy six miles to port was hit by a low-flying suicide Tojo. That was the last air attack on the trip. Although the LAMAR made no positive claims for downing Jap planes, her fire had been uniformly good.

Leyte Gulf was quiet upon arrival 14 January. It had been quickly developed into a staging area. The staff left the LAMAR on 15 January.

On 26 January, the LAMAR was underway again for another operation. This time her destination was Southern Zambales Province, just north of Subic Bay and Bataan Peninsula on Luzon. It began like a real invasion.

But this was no invasion since the beach had already been secured by guerrilla forces. The LAMAR merely deposited troops and cargo and turned around and left that night. The only incident worthy of note occurred early the next morning at about 0130. There was an explosion on the CAVALIER, the Officer-in-Tactical-Command, caused by either a mine or a torpedo. CAVALIER dropped out of formation and was towed into port. The rest went back to Leyte, arriving 1 February.

On 27 March, she left the area to carry assault troops to Okinawa. The sea was pretty rough for most of the trip, and the troops were uncomfortable. The crew was worried about a difficult unloading if the sea kept up. The crews of the small boats and the beach party were concerned with what the surf would be like on that reef and the difficulties they would have with the sea wall behind the beach. The landing was to be accomplished on the west side of the island. Since the sea was running from the northeast, the island should have afforded some protection from the weather.

A new concern arose aboard because someone had thrown a hand grenade and several rounds of small caliber ammunition in the trash. After they found their way into the incinerator, there was an explosion. Fire quarters were sounded to put out the "fire in the incinerator." Fortunately, no one was hurt.

The LAMAR encountered no opposition prior to arrival. 1 April was a repetition of the spectacular, but now familiar, invasion. There were shore bombardment and starshells while approaching the transport area in the morning gloom. LAMAR maneuvered into light and began disembarking troops and assault cargo. A single Jap plane, taken under fire by ships some distance away, splashed into flames. Two others fell in flames shortly afterwards, both at a comfortable distance from the LAMAR. The day was surprisingly quiet, and unloading progressed better than anticipated. Great numbers of planes put on a very impressive dive bombing show over the beach.

The "Night Retirement" was the worst up to that time. LAMAR didn't get underway until 1855, and it was getting dark. Before the retirement

group could form, there was an air attack. It had become so dark that very few of those aboard could sight the plane, but the cross of tracer fire could be seen from other ships as the plane came down in its dive. There was a sharp explosion and a burst of flame as the plane suicided into the #2 hatch of the next ship on the starboard quarter. The signalmen quickly identified the ship as the ALPINE, which received its second blow.

It was dark and the harbor was full of heavy, familiar smoke. With visibility at almost zero, the LAMAR could not locate the rest of the retirement group. Ships seemed to be moving all over the bay. She came much too close to a collision with an escort vessel. The Captain turned on navigational lights, preferring the risk of attack to a collision. It was quite a few hours before the convoy finally got back into formation. Coming back in the morning was not much better with thick smoke, dark, and no visibility. LAMAR got a change of course by a column movement of 60 degrees. Shortly after this maneuver, a twin engine, unidentified plane passed at low altitude down the center of the convoy. A message followed from the TYRELL that a suicide plane had hit #5 hatch, causing slight damage. LAMAR proceeded on to the transport area and resumed unloading.

Unloading was completed by 1617 that day, but the LAMAR did not withdraw until 5 April. Her boats were used to help unload other ships for this period. That gave her one more night of "Retirement," two more nights of "smoke," and three days and nights of air alerts but few air raids.

The first day in the boats was quiet until dusk, when four Kamikazes came over. Three went out over the fleet, but the fourth headed for an LST which was on the LAMAR beach. Whether it hit or missed its designated target, it seemed certain to get half the LCTs and other landing craft waiting to be unloaded. All guns opened up, including the 30 calibers of the LCVPs. Even this fire did not stop him, and he dropped two duds on each side of the beach. The salvage boat rescued a broached LCVP on the beach in record time. The control boat, with only one man in sight, dodged the horizontal AA fire and led its fleet of boats to sea. At the last minute, the plane rolled up just overhead and crashed into the water less than 100 yards from the LAMAR.

LAMAR was the first ship unloaded and then she received quite a few casualties aboard. On the evening of 4 April, an ambulance LCVP came alongside. It had delivered the several ambulatory cases on board the U.S.S. SOLACE. Before the stretcher cases could be transferred, the Coxswain was ordered to shove off, and the ship got underway.

Less than four hours after getting underway at 0713 on 5 April, the LAMAR received orders from the Officer-in-Tactical-Command at Okinawa "Prepare to repel air attack in force." As GQ was set, the order went out on the public address system. Apparently, the raid was at Okinawa; and no planes appeared. Again, the LAMAR had left at an opportune time. We learned later that during the Okinawa operation, over 4,000 Japanese

kamikazes were released.

The ship arrived at Guam, stayed overnight only, and headed for Pearl Harbor on 10 April. The only notable incident on this trip happened on 16 April, when a prisoner of war from the Neshoba jumped overboard. The LAMAR, which was at the end of the column at the time, circled back. By the time the ship reached the Jap, he had become a "good Christian." When he was brought aboard, one of the LAMAR crew remarked that "he was the first person aboard who ever seemed happy to go to the brig."

At Pearl Harbor on 23 April, 1945. the LAMAR waited until official word arrived that she was headed for the "states." The Golden Gate looked incredibly good on 29 April after about eleven months at sea. LAMAR went to Kaiser Shipyards at Richmond for voyage repairs.

A series of changes for the LAMAR followed. Captain J. Rockwell relieved Captain B.K. Culver as Commanding Officer. A new battle grey covered the old more colorful camouflage. The LAMAR took on a new set of boats. The old ones were so worn out that the shore authorities at Pearl Harbor declined to accept them. LAMAR also received a few long overdue repairs.

The end of the European war caused only a slight increase in spirits at San Francisco. The LAMAR still anticipated a couple more amphibious landings. Prior to these, European troops were redeployed to the Pacific. The LAMAR embarked a load of Navy Fleet Replacements and left San Francisco 22 May. After stops at Pearl Hsrbor, Eniwetok, and Ulithi, she again entered Leyte Gulf on 23 June, 1945.

Unloading her passengers at once, she had orders back to the United States. Because of crowded conditions ashore, the passengers were returned. The LAMAR was used as a "Receiving Ship" for almost a month. On 19 July, she finally got underway again and headed for San Francisco via Pearl Harbor.

The LAMAR arrived in San Francisco on 9 August, 1945, discharged passengers and cargo, and sailed Seattle, arriving 13 August. On 6 August, the first atomic bomb was dropped on Hiroshima. On 8 August, Russia declared war on Japan and invaded Manchuria. The second atomic bomb was dropped on Nagasaki on 9 August. On 2 September, representatives of Japan signed the official statement of surrender aboard the U.S.S. MISSOURI, which lay at anchor in Tokyo Bay. President Truman declared September 2, 1945 as V-J Day, or Victory over Japan.

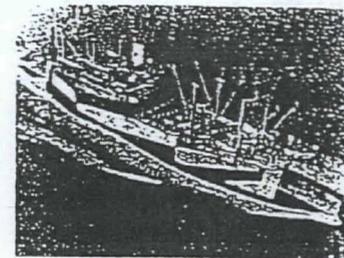
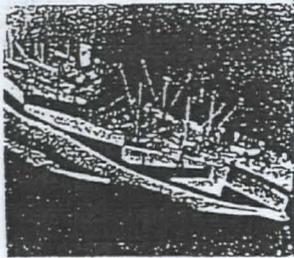
The LAMAR left Seattle on 8 September with a load of "low point" Army troops and dropped them on Tinian and Guam on 23 and 24 September, respectively. She returned to San Diego on 12 October, 1945 with 1756 American service men, who had been liberated from Japanese prisons. Doris Day, the pin-up girl for service personnel, came aboard to greet the troops.

The Lamar left San Diego for Pearl Harbor on 26 October and arrived on 4 November. After leaving Pearl Harbor on 17 November, the LAMAR proceeded to Yokosuka, Japan on 28 November and to Yokohama on 29 November. She left Yokohama on 1 December for Seattle, arriving 14 December. The LAMAR departed Seattle on 2 January, 1946 and arrived in Panama on 8 January. She left for New Orleans and arrived on 11 January. She proceeded to Port Arthur, TX from 28 February to 1 March. The LAMAR'S last trip was from Port Arthur, TX on 14 March, 1946 to Beaumont, TX, where she arrived on 16 March. She was decommissioned at Beaumont, TX and stricken from the Naval Registry.

Both American and Japanese history record that the dropping of the atomic bomb on Hiroshima and Nagasaki hastened the end of World War II and saved many American and Japanese lives. There is evidence that the Japanese had 5,000 kamikaze planes ready to aim at the allies when they invaded Japan. Most of these pilots were college age young men, who had been trained for suicide duty.

U.S.S. LAMAR Statistics

Overall length	492 feet
Beam.	70 feet
Displacement.	12,500 tons
Speed.	18 knots
Armament.5"/38 Dual Purpose guns Battery of 20 mm and 40 mm AA guns
Hospital Ship capability.	500 bed patients



The Committee United States Navy U.S.S. Lamar APA47 Recognizes

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-
- HONORED – For faithful and unbelievable part or full service record aboard Attack Transport U.S.S. Lamar APA47 in World War II
 - HONORED – Along with the United States navy battle groups, Aircraft Carriers, Cruisers, Destroyers, Troop Transports A.P.A. for the all out Air and Naval battle of the China Sea.
 - HONORED – For the U.S.S. Lamar logging 87,346 miles sea duty, traveled 22 months in battle zones, and 5 major invasions, criss crossing the equator 6 times and one of the first Attack Transports to enter Japan's Yokosuka naval base
 - HONORED – For full victory for the United States of America
 - HONORED – For Duty, Honor; Service to God and Country

This certificate is presented on October 4, 1996

Witness and Attest
Meteorologist
Navigation Division
Robert W. Good
Ships Crew



Congressional Citation

July 13, 2001

WHEREAS: The U.S.S. Lamar APA 47 served with distinction and honor during World War II ; and,

WHEREAS: The crew of this vessel played a vital role in conveying U.S. forces to strategic points during World War II ; and,

WHEREAS: The efforts of these brave sailors earned the U.S. S. Lamar APA 47 five battle stars for service during World War II, and,

WHEREAS: The individuals who served on this vessel now gather at this reunion to rekindle friendships and reminisce about their service to our country;

NOW THEREFORE, it is my pleasure to commend the many individuals who served on the U.S.S. Lamar APA 47 and who put their lives at risk for the protection of our great land, the United States of America. As the federal elected official of the sixth congressional district of Pennsylvania, please accept my congratulations on the occasion of this event and my heartfelt thanks for your selfless service to our nation.



Tim Holden

Tim Holden

Member of Congress

USS LAMAR GAINED HER FAME AWAY FROM THE WAR ZONE

A look at the USS Lamar's log during its service in the Pacific during World War II would show 84,175 miles traveled, 22 months in battle zones and five major invasions.

The log would also show five criss-crossings of the equator, as the Lamar (APA-47) carried troops to battle and then converted itself into a 200-bed hospital ship to bring back the casualties.

The stats seem impressive. But not any more than the other APAs that served in the Pacific.

Every APA (amphibious personnel attack ship) saw combat up close and personal — including kamikaze attacks.

An APA would take more than 1,000 Marines or soldiers into battle by off-loading them into landing craft for amphibious assaults on beaches throughout the Pacific.

But the APAs didn't have the glamour of the aircraft carriers or battleships. They served quietly, albeit with distinction.

The Lamar, though, got big headlines — for what it did away from the war zone.

It was the first ship to bring home American POWs from the Japanese prison camps.

First, the Lamar brought the POWs from Japan to Guam. Most of the POWs had been captured on Corregidor and survived the Bataan death march. They were too ill for the long voyage home. They did their initial recuperation at American military hospitals on Guam.

A couple of months later, the Lamar, by coincidence, was assigned to bring that initial group of POWs home. The Lamar and its 357 POWs — Marines, soldiers, bluejackets and civilians — were greeted by huge crowds of family, well-wishers, reporters and photographers when it tied up in California.



VETERAN'S JOURNAL

Dave McCarthy

"Some of them were taken off the ship in stretchers when we got to the states," Lamar crew member Edward Krajewski recalled the other day. "Some of them were out of it completely, mentally."

After some Lamar veterans decided to seek out former shipmates through announcements in national veterans magazines, the Lamar crewmates held their first reunion.

"Our first reunion was in 1990 and we hadn't seen each other in 45 years," Krajewski said. "It's really nice to have the old shipmates together. It brings back a lot of memories. We talk about things we did or didn't do. We went through a lot together."

They have been meeting every two years since. The three previous reunions were in Virginia and Ohio. This year, the Lamar crewmates will meet at the Ramada Inn in Seekonk the weekend of Oct. 3-5.

Krajewski, who lives in Blackstone, Mass., is hosting the reunion. At 70, he is the youngest of the group. He joined the Navy on his 17th birthday in 1943, and was assigned to the Lamar in time for its commissioning on April 6, 1944.

While here, the Lamar shipmates will visit Boston and Battleship Cove in Fall River. That Saturday night they will have a dinner at the Ramada. Retired Navy Capt. Arie Sigmond of Portsmouth, commander of Riverine force in Vietnam in 1969-70, will be the speaker.

About 400 sailors served on the Lamar. About 40 will be here for the reunion.

Krajewski is going try to convince his shipmates to meet every year from now on. "We're all seniors. I'm one of the youngest and I'm 70. I'd like to see a reunion every year. We're running out of time."

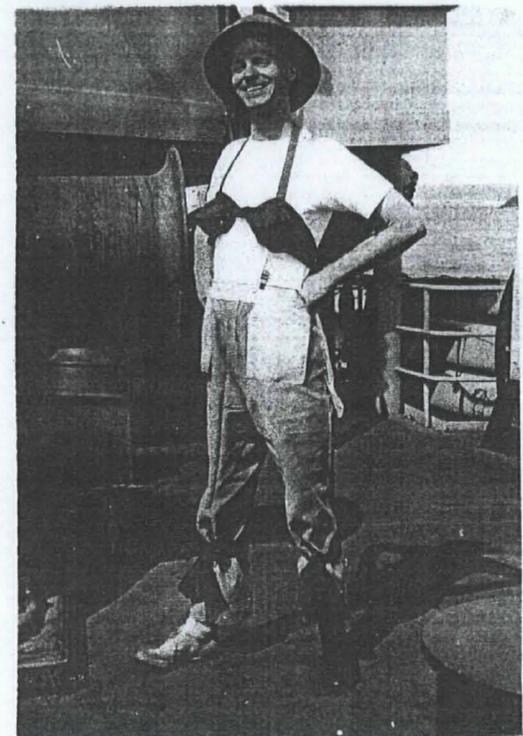
Many Lamar crew members were from Rhode Island and Southeastern Massachusetts, but Krajewski has had little success in contacting them, despite repeated announcements in the national veterans magazines.

Any former crew member can call Krajewski to find out about Lamar reunions. He would also like to hear from any soldiers or Marines who were on the ship.

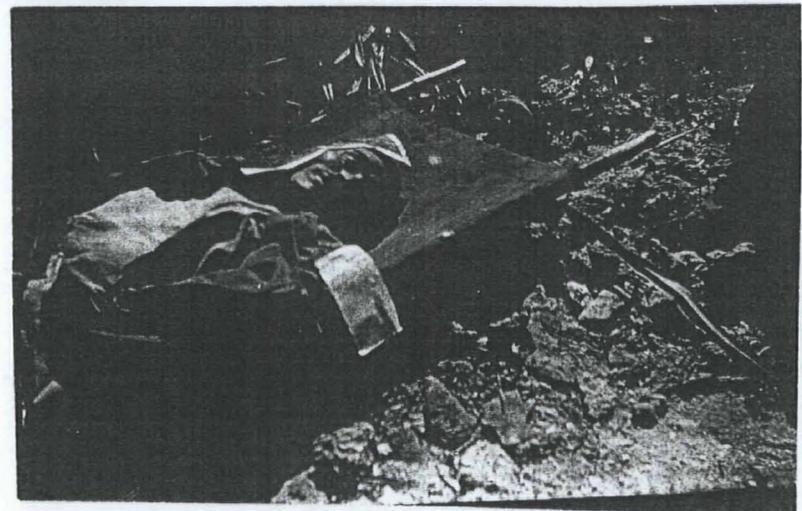
Krajewski can be reached at (508) 883-8091.

THE PROVIDENCE
JOURNAL-BULLETIN

MONDAY,
SEPTEMBER 23, 1996



Initiation: Crossing Equator



USS Lamar: Hospital Ship

USS LAMAR REUNIONS

- 1990: Fredericksburg, Virginia
September 6-8
Hosts: Reunion Committee
attendance: 65
- 1992: Portsmouth, Virginia
October 15-17
Hosts: Grif and Anne Edwards
attendance: 73
- 1994: Coshocton, Ohio
September 22-24
Hosts: Bill and Susie Kirkpatrick
attendance: 64
- 1996: Seekonk, Massachusetts
October 3-5
Hosts: Ed and Winnie Krajewski
attendance: 53
- 1998: Louisville, Kentucky
October 18-20
Hosts: John and Ruby Gramelspacher
attendance: 45
- 2001: Coshocton, Ohio
September 13-15
Hosts: Bill and Susie Kirkpatrick
attendance: 44
- 2002: St. Louis, Missouri
September 12-14
Hosts: Rocky and Mary Smith
attendance: 47
- 2003: Charleston, South Carolina
September 14-16
Hosts: Hervey and Gerrie Jones
attendance: 41
- 2004: Washington, DC
September 2-4
Hosts: Bill and Susie Kirkpatrick
attendance: 41



Hedy Lamarr (1913-2000)

Shipmates affectionately nick-named the USS Lamar "Hedy" in honor of the 1940's superstar Hedy Lamarr. It may surprise you to know that she was much more than a beautiful face on the silver screen.

Born Hedwig Eva Maria Kiesler in Vienna in 1913, she and composer George Antheil were granted a patent on June 10, 1941 for an invention known as spread spectrum. The technology manipulated radio frequencies between transmission and reception, preventing top-secret messages from being intercepted. This classified communication system was especially useful for submarines and helped defeat Germany in World War II.

For those of you who use the Internet, you may want to search for more information by entering, "Hedy Lamarr, Inventor."

Carl Gilbert
Tyner, KY

(A fitting tribute to the late Spier D. Whitaker)

"Dear Mr. and Mrs. Jones,

I was most pleased to hear from you and to talk with you two. I will try to give you a brief history of my experience while I was a part of the Landing Team of the USS Lamar.

I believe it was about the second day of the landing of Guam. I was part of the crew of LCVP no.7. It was late in the evening. We pulled alongside the Lamar to take on a load of ammo. About the time we got tied in, 1st Lt. Whitaker our CO of the Landing Team, came and leaned over the rail and told us to leave our landing craft there and come aboard.

We came up to the main deck where he was waiting for us. We four were tired, wet, and hungry and had had no sleep for about two nights. Lt. Whitaker told us to go Chow Hall and get a hot meal and then go to our quarters and take showers and put on dry, clean clothes and meet him on the quarter deck in about 45 minutes. We asked no questions and did as he requested.

He said, 'Men, we are going on a special mission tonight. We are going to take the Captain's gig and go on beach patrol. I am sure Woody knows what Captain's gig was--a small craft that was very fast with a cab partly covered over it and a 30 caliber air-cooled machine gun mounted in the bow.

Mr. Whitaker told us they had some scope that there might be some Japanese Rammers come out that night. Woody knows what we called a Rammer--a human manned torpedo.

Our crew was Taylor, Cox, Seegar, and me. I climbed up in the little gig, checked out my gun and took on 3 extra boxes of ammo. They lowered us in the water after we checked everything.

By that time it was dark, so we headed for the beach line. Mr. Whitaker was on board with us four. We expected the Rammers to come out where a small stream emptied into the ocean. I was standing down in my gun turret behind my gun. We were cruising about 200 yards from the shore line at a very moderate speed. Our gig had an under water exhaust and you could hardly hear it

(cont'd)

in the water.

The moon was shining on the water. . . . Being out in front, I could see more than the rest of the men. Mr. Whitaker had slid the windshield back out of his way and was leaning out talking to me. He turned to say something to Taylor and about that time, I saw an object move across the moon beam about 2 or 3 hundred yards ahead. And oh man did goose pimples run up my spine, as we say in these hills.

I turned around at once and told Mr. Whitaker what I saw. So he crawled out on the bow and lay down beside me. . . . He turned back and whispered to Taylor to throttle down to slow speed. . . . He whispered to me, 'Gilbert, don't you fire until I tap you on the shoulder.' He was lying right beside me and my gun. He had his side arm out ready to fire.

We were about 100 feet from them. Taylor had pulled our gig in neutral and we were holding. We could hear them talking but couldn't understand what was being said. Mr. Whitaker whispered to me that he was going to make them identify themselves or else. So he stood up and spoke loudly, 'Whoever you are there, you had better identify yourselves or be blown out of the water!' He told them who he was and what was aimed right at them.

A voice answered, 'My God, hold your fire! I'm a Sgt. in the U.S. Marines!' These poor guys were two miles from the beach they were supposed to land on. There were four of them, and they were lost. They were in an amphibious Duck, as we called them. So they fell in behind us and we took them to their beach.

I have often thought about this. If Mr. Whitaker hadn't been an older man and a good level-headed officer, I being a 19 year old kid half scared to death would've killed four of our own men. For I had that little 30 caliber machine gun leveled right on those four guys. And I was most anxious to let it go. Mr. Whitaker proved to this young gunman that a good level-headed officer knows more than a young, scared enlisted man.

If I had killed those poor guys, I would have gone to my grave with a broken heart. Now I am 82 years old and this is still a memory on my mind. I shall never forget Lt. Whitaker."

Carl

January 31, 2007



Bob Good
West Lawn, PA

June 27, 1945 Lamar APA47 served as a receiving ship for Serr Ron Ten. Lamar loaded at Ulithi, Philippines and unloaded at Smar Philippines and under way to Pearl Harbor July 19th, 1945. Discharged cargo and departed the following day for San Francisco. From San Francisco the Lamar went to Seattle for repairs. After repairs at Seattle, the Lamar departed September 8 1945 for the Marianas reaching Guam September 24, 1945. Lamar discharged 1517 military passengers embarked 357 Americans captured by the Japs on Corregidor and survived the Bataan death march plus 1462 marines, soldiers, blue jackets and civilians and the Lamar officers and crew. The ship was heading for the good old U.S.A. San Diego. Some of the POWs were taken off in stretchers and the remaining were greeted by huge crowds of family well wishers, reporters and photographers when it docked in San Diego October 12, 1945.

Logged U.S.S. Lamar APA 47 from San Diego to Pearl Harbor-Yokosuka, Japan-Yokosuka to Yokohama, Japan- Seattle-San Pedro, California-Panama 1946-Mobile,Alabama- New Orleans, Louisiana-Port Author, Texas- Beaumont, Texas. Decommissioning of the U.S.S. Lamar APA 47 Attack Transport was in Beaumont March 7, 1946. The Lamar received 5 Battle Stars in World War Two and traveled 87,346 miles sea duty.

U.S.S. Lamar officers and crew encountered two unbelievable storms. Lamar loaded with troops encountered a Typhoon on the way from the Philippines to the invasion of Okinawa, with the officers and crew fighting fear and seasickness.

Second storm was Guam to San Diego September 28, 1945 to October 12, 1945. Lamar embarked 1829 returning veterans which 367 Americans that were captured by the Japs on Corragidor and survived the Bataan death march in the Philippines and 1462 that included marines, soldiers, blue jackets and civilians returning home from service in the Pacific during World War II. The U.S.S Lamar Attack Transport faced a storm of no return. It is hard to put into words what could have been a total loss. The 35-45 plus ugly seas just waiting to eat us all up. The Ship made a complete turn around laid at the mercy of the sea. The Navigation Division, Captain and the only meteorologist aboard had to make a decision on the spot by all working together. The ship officers and crew made a decision that saved the U.S.S. Lamar Attack Transport from being a total loss of 1829 veterans and a crew of 435. With the sea as rough as it was doubtful anyone could have survived. Meteorologist Robert W. Good swears on his Holy Bible these are true statements and many times with tears thanks the officers and crew and lets not forget the good Lord above and all the returning veterans who fought so hard to keep America Free.

Thanks to Ships section Navy Department
Stanley Kogut "L" Division U.S.S. Lamar APA47
507 S. Wilbur Ave. Syracuse NY 13204
For presenting the write-up at the Lamar first reunion.
The last page was misplaced. Its is replaced by a testimonial of
Meteorologist Robert W. Good



Marge and Philip Kurz,
St. Augustine, FL

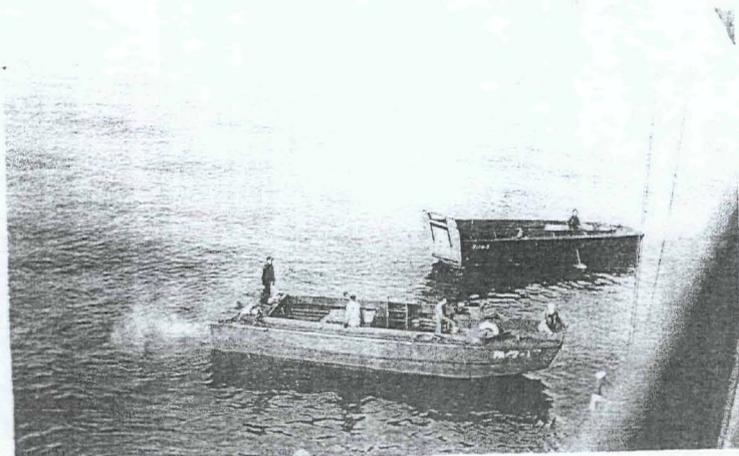
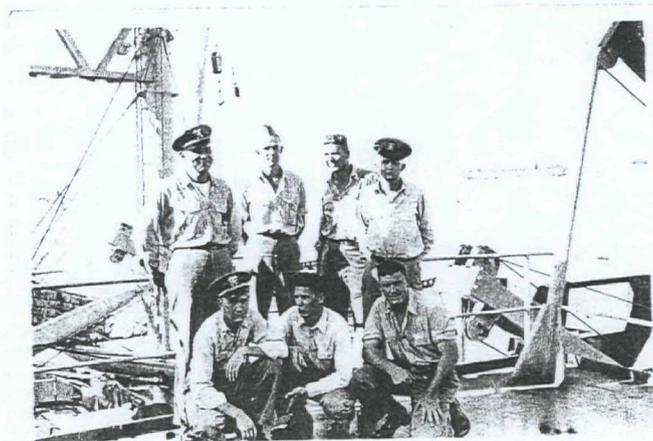
Marge and I caught up on their news by phone. For a couple who attended every single Lamar reunion, I thought it strange that we hadn't heard from them. Their reminder postcard arrived so near our deadline that she called rather than write.

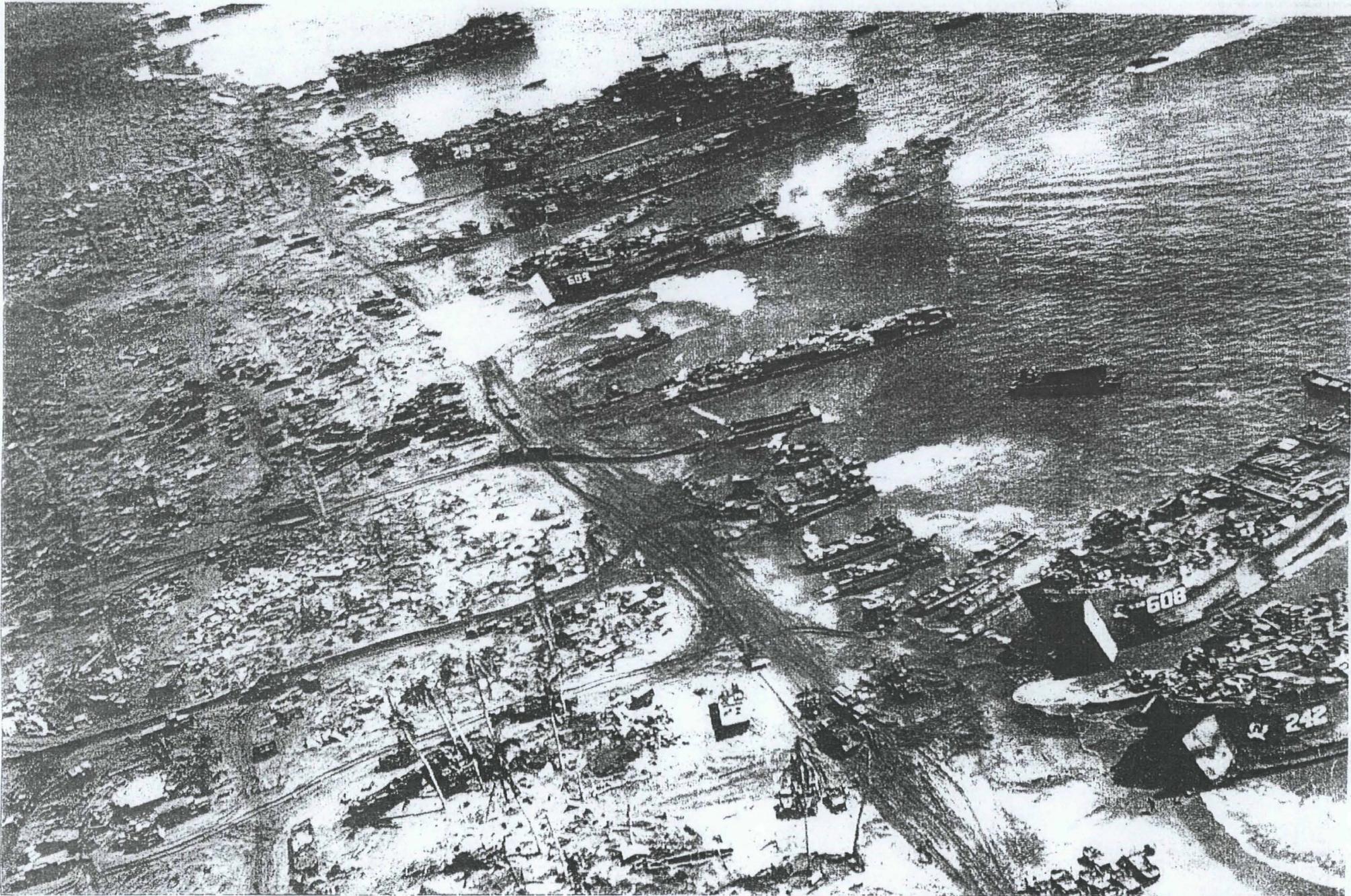
She and Philip are doing well and have a growing family--three children, six grandchildren, ten greatgrandchildren, and two step grandchildren.

Those of you who came to the Washington Reunion will remember that Marge and Philip's daughter Joanna came with them. Both of Joanna's sons are Marines who have each served two deployments in Iraq and have come home safe. For that the family is eternally thankful.

Marge and Philip send their love and good wishes to everyone. Like so many others, they will miss being together at reunions.

Marie Jones





LSTs line shore on northern beachhead. Trucks and supplies pile up on the blackened flats. MacArthur landing technique.

which sends in small landing craft first and LSTs later, was used at this beachhead. The Central Pacific technique, which

employs many more tracked amphibious vehicles, was used at the other main beachhead at center of Leyte's east coast.

USS Lamar

Nbr	From	To	Distance	Departure	Arrival
1	Todd-Erie Basin, NYC	Norfolk, VA (estimate)	600	4 Apr 44	May-44
2	Norfolk	Panama	1,775	May-44	May-44
3	Panama	Pearl Harbor	4,655	20 May 44	1 Jun 44
4	Pearl Harbor	San Diego	2,156	5 Jun 44	11 Jun 44
5	San Diego	Seattle	1,297	15 Jun 44	18 Jun 44
6	Seattle	Honolulu	2,437	20 Jun 44	26 Jun 44
7	Honolulu	Eniwetok	2,437	1 Jul 44	9 Jul 44
8	Eniwetok	Guam	1,124	17 Jul 44	21 Jul 44
9	Guam	Eniwetok	1,113	28 Jul 44	1 Aug 44
10	Eniwetok	Pearl Harbor	2,539	1 Aug 44	10 Aug 44
11	Training (Maui)		256		3 Sep 44
12	Pearl Harbor	Eniwetok	2,452	15 Sep 44	25 Sep 44
13	Eniwetok	Seeadler Harbor	1,309	28 Sep 44	3 Oct 44
14	Seeadler Harbor	Leyte	1,523	14 Oct 44	20 Oct 44
15	Leyte	Hollandia	1,266	21 Oct 44	26 Oct 44
16	Hollandia	Biak	320	5 Nov 44	6 Nov 44
17	Biak	Mios Wendi	30	7 Nov 44	7 Nov 44
18	Mios Wendi	Leyte	1,122	14 Nov 44	18 Nov 44
19	Leyte	Seeadler Harbor	1,483	18 Nov 44	24 Nov 44
20	Seeadler Harbor	Finschaven Harbor	330	28 Nov 44	29 Nov 44
21	Finschaven Harbor	Torokina, Bouganville	439	29 Nov 44	1 Dec 44
22	Torokina, Bouganville	Lae, New Guinea	515	16 Dec 44	18 Dec 44
23	Lae, New Guinea	Seeadler Harbor	390	19 Dec 44	21 Dec 44
24	Seeadler Harbor	Lingaken Gulf	2,366	31 Dec 44	9 Jan 45
25	Night retirement, back to	Lingaken next morning.	164	10 Jan 45	11 Jan 45
26	Lingaken	Leyte	865	11 Jan 45	14 Jan 45
27	Leyte	San Narcisco, Luzon	734	26 Jan 45	29 Jan 45
28	San Narcisco, Luzon	Leyte	738	29 Jan 45	1 Feb 45
29	Leyte	Okinawa	1,288	27 Mar 45	1 Apr 45
30	Okinawa	Guam	1,291	5 Apr 45	9 Apr 45
31	Guam	Pearl Harbor	3,686	10 Apr 45	22 Apr 45
32	Pearl Harbor	San Francisco	2,117	23 Apr 45	29 Apr 45
33	San Francisco	Pearl Harbor	2,103	22 May 45	28 May 45
34	Pearl Harbor	Eniwetok	2,424	6 Jun 45	14 Jun 45
35	Eniwetok	Ulithi	1,375	14 Jun 45	18 Jun 45
36	Ulithi	Samar	905	20 Jun 45	23 Jun 45
37	Samar	Pearl Harbor	4,621	19 Jul 45	1 Aug 45
38	Pearl Harbor	San Francisco	2,104	2 Aug 45	9 Aug 45
39	San Francisco	Seattle	827	11 Aug 45	13 Aug 45
40	Seattle	Tinian	5,223	8 Sep 45	23 Sep 45
41	Tinian	Guam	124	23 Sep 45	24 Sep 45
42	Guam	San Diego	5,595	28 Sep 45	12 Oct 45
43	San Diego	Pearl Harbor	2,615	26 Oct 45	4 Nov 45
44	Pearl Harbor	Yokosuka, Japan	3,526	17 Nov 45	28 Nov 45
45	Yokosuka	Yokohama	10	29 Nov 45	29 Nov 45
46	Yokohama	Seattle	4,597	1 Dec 45	14 Dec 45
47	Seattle	Panama	4,560	2 Jan 46	8 Jan 46
48	Panama	New Orleans	1,560	9 Jan 46	11 Jan 46
49	New Orleans	Port Arthur, Texas	360	28 Feb 46	1 Mar 46
50	Port Arthur	Beaumont	60	14 Mar 46	16 Mar 46
	Decommissioning of the ship followed in Beaumont.				
		Total nautical miles	87,346		
	Note: Landings indicated in bold.				

CROSSING THE EQUATOR

U.S.S. Lamar APA 47 officers and crew crossing the Equator into the Domain of Neptunus Rex. Latitude 153 degrees 47'E, October 1, 1944 - Eniwetok to Seeadler harbor Hollandia, New Guinea. Equator crossing is a day you will never forget and it applies to all United States Navy Ships. Captain Culver told the Shellbacks not to go easy on the people and they didn't. Rules don't change. Officers and crew must participate regardless of rank and rating. Shellbacks Navy salts that crossed before one another ship are called Shellbacks. Pollywogs one's crossing for the first time. The night before the crossing of the Equator the Pollywogs can call upon the Shellbacks with their plans of retaliation for what is coming the next day. Shellbacks were very busy planning a week ahead of time for their initiation of the Pollywogs becoming Shellbacks and they planned well for the events.

I was a Pollywog and taking part I was one of the group of Pollywogs. I will never forget the tricks the night before that the Pollywogs played on the Shellbacks. Quartermaster Ed Green-if God made a Hunk he could have not made a better choice. Mr. Green was always combing and had a comb in his pocket at all times. Pollywogs as a group set out to cut his pride and joy, his dirty blonde hair. With tears in my eyes and his hair was gone. The Navy initiation went on. Green thoughts of retaliation, remember there is tomorrow and he will return the favor. Tomorrow came and the Shellbacks cut a lot of hair but they were real nice, they cracked 3 raw eggs on for just so.

Shellbacks played an unbelievable task on Lt. Commander Crull. I could not believe he could do this task. Full dressed and his bridge coat on and a field pack loaded with firebrick on his back. He then reported to the deck officer 3 decks up on the Bridge. He then returned to the midship and he was looking for the ships lookout the crows nest mid ship 40 foot or more from the main deck. He planned and was looking for a way to climb up. Of course there as a steel ladder with 15-20 rungs on port and starboard side. There was no elevator, so he was on his way climbing all the rungs and when he got to the top he had to walk on a steel catwalk to the crows nest or ship's lookout, highest point on the ship. No let's not forgot Lt. Commander was weighted down with extra weights and then the Shellbacks had the nerve to tell him to repeat his initiation time and time again-Again. We must remember the ship speed was 12 to 18 knots at sea crossing the Equator.

Start of Initiation. Shellbacks made a chute out of canvas only open on both ends, ships width and filled it with scrap food that was saved from the mess hall chicken bones and anything they could find and filled the canvas. You started at one end and crawled to the other, no other opening it was a mess but you had to do it no turning back. The chute was 3 feet wide, 35 feet or more long. But outside of the chute, the brave Shellbacks had handmade stocking clubs and as you were crawling through the chute they would feel for your rear end and if you didn't have a big rear end they would hit you in all parts. I can't put on paper all the other tricks but remember Mr. Green's hair? Now it was his turn to cut the Pollywogs' hair. He cut mine and it still didn't grow out. Gunner mate owned the sweaty greased belly which all Pollywogs kissed when we crossed the Equator. Shellbacks then put you into a tank of water 3 feet deep and 14 feet wide and dunked you not just one time, they dunked you until your words were I am proud to be a Shellback. Navy initiation over.

We are glad no one was injured. We thank God for his effort and ours. Yes 87,000 sea miles, 5 invasions and crossed the Equator many times. We thank all that helped to keep America *free*. God Bless.

Witness and Attest Meteorologist Robert W. Good
Ships Crew