

# THE CVE PIPER



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& AIRMEN ASSN.  
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## 2020 ECSAA CONVENTION CANCELLED



REPLACED BY 75TH ANNIVERSARY OF WWII PROGRAM

The CVE PIPER is published quarterly by the ESCORT CARRIER SAILORS & AIRMEN ASSOCIATION, INC.

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CVE PIPER SUBMISSION GUIDELINES

When submitting your articles please:

- Check spelling, punctuation and subject matter. (Editor reserves editing rights)
- Determine the Headline for your story and Author.

LEGAL CONSEQUENCES

Some members are sending clippings from newspapers, magazines and books, with a request that we print them in the CVE Piper.

You must get written permission from the source of the article (writer, publisher, photographer, etc.) Before we can legally reprint these articles or pictures.

We have been advised that this written permission must be in our possession in case of a law suite which can have substantial penalties for our Association.

ERROR AVOIDANCE

Many past submissions to the CVE Piper were hand written, and some were difficult to read by our printers who are not familiar with Escort Carrier names and Navy terminology. The publisher had to guess. As a result, the editor received numerous letters pointing out the errors.

All future letters submitted for publishing must be typed or clearly printed, This may cause problems for some of you, but it will improve the quality of the Piper.



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ECSAA CONVENTION 2020 is  
CANCELLED and REPLACED  
BY 75TH ANNIVERSARY of  
WW II PROGRAM

The ECSAA Governors recently met to review all information and forecasts at our disposal related to the COVID pandemic and restrictions in Washington state and across the country. As a result, and out of our overriding concern for the health and safety of our mem-

bers, we have decided to cancel the Seattle-based 2020 ECSAA Convention. In its place, we will be creating a publication, an online program remembering the 75th Anniversary of the end of WW II and a bell-ringing Memorial Service video.

Up first in early September will be a special 75th Anniversary Edition of the Piper. To help create this publication, we need your help sourcing historical and biographical content on the ships and the people who served on or with escort carrier task groups during WW II. Please help by contacting Joyce Wilson to send information or to volunteer ...

by email to [membership@ecsaa.org](mailto:membership@ecsaa.org) ,

by mail to ECSAA, 1215 N Military Hwy #128, Norfolk VA 23502,

by telephone toll Free in the USA: (855) 505-2469.

We are looking for the following:

\* Biographical photos/text on sailors and airmen: Please send info on your heroes, or volunteer to assist on this program.

\* Historical accounts of the battle of Okinawa, the end of the war, post war repatriation: Please send content or leads on such content or volunteer to help.

\* Taps: Please be sure to let us know of anyone who began their final voyage this year: Send information or submit

electronically to <http://ecsaa.org/Taps-Submission-Form/> .

After the Piper is produced and distributed, we will also launch a WW II Commemorative section of the ECSAA.org website complete with a video production of the ECSAA ringing of the bell Memorial Service to honor those who passed this year. We will need your help again on these efforts. More info on that later.

We are deeply saddened about the loss of life and societal impact that the pandemic is continuing to have on us all. But we do not want to let the cancellation of this year's convention stand in the way of a proper 75th Anniversary celebration and remembrance of the role of the CVE-based task groups played in winning the war. Please reach into your closets and laptops to share content with us that can tell the stories of those that served and the ships and planes they served on.

Since the event has been cancelled, please cancel your hotel, rental car and travel plans ASAP. If you have registered already of the ECSAA Convention, a refund is being processed automatically. There is nothing you need to do.

Please share this message with others who you feel need to see it. Also, please feel free to reach out to ECSAA leadership should you have any questions or input / suggestions about the 75th Anniversary Special Edition or online memorial. In particular, we would love more volunteers to help us with our ambitious plans this summer in creation of the 75th Anniversary program. Please volunteer by emailing to [membership@ecsaa.org](mailto:membership@ecsaa.org) .

In the meantime, it would be good to consult the CDC for the latest information and guidance related to staying safe & healthy during the pandemic and on how to avoid spreading the disease to others. <https://www.cdc.gov/coronavirus/2019-ncov/index.html>

In 1936 - Age 13, I joined the JR, NAVAL RESERVE. The name was changed to AMERICAN NAUTICAL CADETS & worked my way up to



Aviation Machinist  
Mate 3/c

1/6/41 I enlisted & went to Newport, RI boot camp, from there to Machinist school in Great Lakes, IL. Then I was transferred to the Battleship Wyoming where I was given the job of captain of the Petty Officers head (latrine) where I could take a nice shower whenever I wanted, so I kept the head clean.

June 5th, 1941, I was transferred to the Minesweeper RAVEN AM 55 where I learned to be a seaman, coxswain on the motor launch, helmsman (steering the ship) and at general quarters I was assigned to the 50 caliber water cooled machine gun on the starboard (right) wing of the bridge & we were out in the Atlantic dropping 300 pound depth charges on German U-Boats that were sinking our ships & we weren't even at war with them.

Then on December 7th, 1941 Pearl Harbor was attacked by the Japanese.

On 5/21/42 I was transferred to a squadron of F4F Wildcat fighter planes, where I learned to fix, repair or replace any part of the airplane. In a short time I was promoted to AMM 3/c now I am a Petty Officer.

The squadron was transferred to the Aircraft Carrier CHARGER headed to Bermuda where we waited for the Aircraft Carrier SUWANNEE to come on 10/20/42 to pick us up & head to the invasion of French North Africa with our 30 fighter planes. We heard General Patton was on one of the ships.

Nov. 8, 1942 D-Day off the coast of Casablanca, Africa, we were told not to fire unless they fire first. We were out in the Atlantic where the German U-Boats were & the British were in the Mediterranean Sea. We landed our troops & when they surrendered we headed for home after dodging torpedoes

We returned to Norfolk & was transferred to the Aircraft Carrier CHENANGO & headed to the Pacific where the ENTERPRISE was the only carrier fighting the whole Jap Navy - they needed us. Here we helped bring in troops & supplies to Guadalcanal & were involved in several invasions.

I was transferred to the Army for several months when they needed an airplane mechanic to repair the B-25 bombers that were going to Guadalcanal & all of the other planes that needed help. Then our planes went to Guadalcanal & when they returned I was there, to repair Army, Navy & Marine airplanes.

When the CHENANGO returned to the states we were transferred & I went to Seattle to go on a new Kaiser aircraft carrier but first we were sent for training on the Aircraft Carrier KALININ BAY CVE-68 for one week and then the Aircraft Carrier CASABLANCA CVE-55 for one week.

On Dec 21, 1943, the Aircraft Carrier TULAGI CVE-72 was commissioned & I was made head plane director on the flight deck, (Petty Officer). We left Astoria, Oregon & headed to Seattle, San Francisco, Hawaii, San Diego, Panama Canal & up to Norfolk, VA, & took a load of Army planes to Casablanca, & returned with 35 German prisoners to Norfolk underway to Quonset Point, R.I. where we picked up our Squadron VOF-1. This squadron was special - they were trained on the new F6F Hellcats as fighter pilots then sent to the Army to learn how to spot for the big guns of the Battleships & Cruisers, We also picked up Admiral Calvin T. Durgin, as commander of Task Force 27.7 which meant we were the Flag Ship.

June 30th, we got underway for the invasion of Southern France with the Aircraft Carrier KASABAY & 6 destroyer escorts in Readiness 2 condition, ship darkened, and radio silence. We stopped at Malta, Alexandria, Egypt, Corsica & Sardinia, off the coast of Italy, then joined up with ships of the Royal Navy & our Carriers, Battleships & Cruisers that stood off the coast of France.

On August 15, 1944, D-Day for Operation Dragoon, the invasion of Southern France - Our fighters, the F6F fighters, were launched just prior to sunrise to spot for the big guns & and keep an eye out for enemy planes. As the big guns opened up, hitting their targets, the German shore batteries opened up on our ships & troops heading for shore.

Sept. 6 underway for Norfolk, VA & 8 days leave & the repairs complete, we headed through the Panama Canal to San Diego, then off to Hawaii, Marshalls, Ulithi Islands, Saipan, Palau's & Southern Marianas.

1/1/1945 - underway for Lingayen Gulf & invasion of Luzon - our convoy passed through Surigao Strait, into the Mindanao Sea & heard the Japanese had 100 suicide planes ready to attack us. A suicide plane crashed through one of the carriers in our task force, another was shot down. Later 8 Japanese bombers attacked us, 5 were shot down, and others managed to damage several of our ships.

1/9/45 - D-Day - launched our planes hitting land targets & shooting down Japanese planes & air cover to protect our task force. The Japanese sent small motor boats loaded with explosives & attacked several of our ships. The kamikazes crashed into our ships doing a lot of damage. Our planes supported the beachhead, shooting down Japanese planes & protecting our ships. Our ship shot down a Japanese plane headed for us.

Our next assault was Iwo Jima where our ships were being sunk & damaged. While we were replenishing our supplies, bombs, rockets & ammunition a suicide plane broke through our air protection and was coming straight at me through all that firing from all the ships, just missed & exploded into the ship next to us.

Continued on page 5



From there we headed to the Ryukyus Islands for the invasion of Okinawa where 650 Navy & Marine planes attacked with napalm, rockets, bombs & machine guns.



#### MAY 7, 1945 GERMANY SURRENDERS

June 3rd we were ordered back to San Diego for repair & a new squadron.

AUGUST 15, 1945 JAPAN SURRENDERS, THE WAR IS OVER Peace came while we were in San Diego, but on September 4th, we got underway for Hawaii where I was transferred & spent a week there & was transferred to the aviation engine repair ship CHLORIS ARVE-4 heading for Norfolk, VA through the Panama Canal.

12/26/45 I was transferred to VPB-101, a Navy B-17 squadron, stationed at Atlantic City, NJ that flew into the eye of the hurricane. The squadron was ordered to move to Floyd Bennet Air Field, Brooklyn, NY. They had me build a machine shop in a room off the hanger. All kinds of electronic equipment was tested and installed in the planes when the cold war started with Russia. The B-17's were not pressurized and were very cold at high altitude. Howard Hughes had the pressurized Constellation airplane built with 3 rudders on its tail. Now it's nice & warm & can accommodate 2 crews, sleeping quarters, & food preparation area & could stay up long hours, so 1 crew sleeps while the other works.

January 22nd, 1947 I was honorably discharged

Hello Gambier Bay Family,

I hope that everyone is doing well.

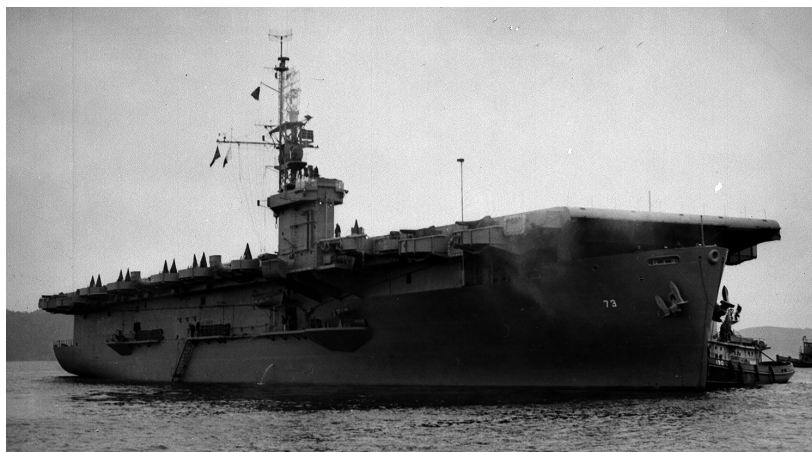
We are so excited to be part of the Escort Carrier Sailors and Airmen Association (ECSAA) Group and I know we are all looking forward to a great partnership.

The ECSAA is an association that was formed in 1991 to represent all CVEs of World War II and Korea. This association was named the Escort Carrier Sailors and Airmen Association, Inc. (info taken from their website – <http://www.ecsaa.org>).

Please check out their website for more information.

Since the Gambier Bay Board of Director's decision to discontinue hosting future reunions, we are grateful to the ECSAA for offering membership to our Gambier Bay family. This partnership has allowed us to grow stronger and reach more families, and we look forward to each of our organizations supporting each other in continuing to remember, honor, and recognize our veterans.

Our Scuttlebutt is now published twice a year. We are in the process of gathering information for our next edition. If you would like to have your Scuttlebutt emailed to you, please send an email to our editor, Marlene Hughes at [mahhome@cox.net](mailto:mahhome@cox.net) to be added to the email distribution list. You



can also download and print current and past editions of the Scuttlebutt from our website.

Our website is continuing to grow and we are regularly updating the site with new stories, articles, and photos. Please check out our site at [www.ussgambierbay.org](http://www.ussgambierbay.org). Should you have any information or photos you would like me to post to our website, please send to me at [pk\\_grond@yahoo.com](mailto:pk_grond@yahoo.com). I am working on a new page that will highlight our partnership with the ECSAA and it will be published in the near future.

We continue to be active on our Facebook page and this is just one way for us to continue to update our family and stay in touch. Check us out and like us if you have not already!

The ECSAA also has a Facebook page - if you have not checked them out or are not following them, please do so – it is a great resource.

The ECSAA Board of Directors will determine later this month on the status of the 2020 Reunion in New Orleans. Watch for more info in their CVE Piper newsletter or check out their website in June.

Paula LaRocco Grond, President, USS Gambier Bay

1939

September 1 - In 1939, World War II began as Nazi Germany invaded Poland.

1940

June 22 - Adolf Hitler gained a stunning victory as France was forced to sign an armistice eight days after German forces overran Paris.

July 10 - The 114-day Battle of Britain began as Nazi forces began attacking southern England by air. By late October, Britain managed to repel the Luftwaffe, which suffered heavy losses.

September 7 - Nazi Germany began its initial blitz on London.

December 29 - Germany began dropping incendiary bombs on London.

1941

March 11 - President Roosevelt signed into law the Lend-Lease Bill, providing war supplies to countries fighting the Axis.

July 19 - British Prime Minister Winston Churchill launched his “V for Victory” campaign in Europe.

December 7 - Japanese warplanes attacked the home base of the United States Pacific fleet at Pearl Harbor, an act that led to America’s entry into World War II.

December 8 - United States entered World War II as Congress declared war against Japan, a day after the attack on Pearl Harbor.

December 11 - Germany and Italy declared war on the United States; the U.S. responded in kind.

December 26 - Winston Churchill became the first British prime minister to address a joint meeting of the United States Congress.

1942

March 17 - Gen. Douglas MacArthur arrived in Australia to become supreme commander of Allied forces in the southwest Pacific theater during World War II.

June 11 - United States and the Soviet Union signed a lend lease agreement to aid the Soviet war effort in World War II.

November 12 - World War II naval Battle of Guadalcanal began. The Americans eventually won a major victory over the Japanese.

November 26 - President Roosevelt ordered nationwide gasoline rationing, beginning December 1.

1943

January 14 - President Roosevelt and British Prime Minister Winston Churchill opened a wartime conference in Casablanca.

February 2 - Remainder of Nazi forces from the Battle of Stalingrad surrendered in a major victory for the Soviets.

February 9 - Battle of Guadalcanal in the southwest Pacific ended with an American victory over Japanese forces.

May 12 - Axis forces in North Africa surrendered.

November 23 - United States forces seized control of the Tarawa and Makin atolls from the Japanese.

November 28 - President Roosevelt, British Prime Minister Winston Churchill and Soviet leader Josef Stalin met in Tehran.

1944

June 6 - D-Day invasion of Europe took place as Allied forces stormed the beaches of Normandy, France.

1945

February 11 - President Roosevelt, British Prime Minister Winston Churchill and Soviet leader Josef Stalin signed the Yalta Agreement.

February 19 - Some 30,000 United States Marines landed on the Western Pacific island of Iwo Jima, where they encountered ferocious resistance from Japanese forces. The Americans took control of the strategically important island after a month-long battle.

April 1 - American forces invaded Okinawa.

April 12 - Franklin D. Roosevelt, the 32nd President of the United States, died of a cerebral hemorrhage in Warm Springs, GA., at age 63. Vice President Harry S. Truman became President.

April 25 - United States and Soviet forces linked up on the Elbe River, in central Europe, a meeting that dramatized the collapse of Nazi Germany.

May 2 - Soviet Union announced the fall of Berlin and the Allies announced the surrender of Nazi troops in Italy and parts of Austria.

May 7 - Germany signed an unconditional surrender at Allied headquarters in Rheims, France, to take effect the following day, ending the European conflict of World War II.

July 30 - USS Indianapolis, which had just delivered key components of the Hiroshima atomic bomb to the Pacific island of Tinian, was torpedoed by a Japanese submarine. Only 316 out of 1,196 men survived the sinking and shark-infested waters.

August 6 - United States dropped an atomic bomb on Hiroshima, Japan killing an estimated 140,000 people in the first use of a nuclear weapon in warfare.

August 9 - Three days after the atomic bombing of Hiroshima, Japan, the United States exploded a nuclear device over Nagasaki, killing an estimated 74,000 people.

August 14 - President Truman announced that Japan had surrendered unconditionally, ending World War II.

August 25 - Paris was liberated by Allied forces after four years of Nazi occupation.

September 2 - Japan formally surrendered in ceremonies aboard the USS Missouri, ending World War II.

November 20 - 24 Nazi leaders went on trial before an international war crimes tribunal in Nuremberg, Germany.

1946

December 31 - President Truman officially proclaimed the end of hostilities in World War II.

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**Ensure that the next  
generation remembers the valor  
of the Escort Carriers**

## TAPS Notification

**Name of Deceased** \_\_\_\_\_ **Date of Death** \_\_\_\_\_ **Ship/Squadron of Deceased** \_\_\_\_\_

**Name of Person Submitting** \_\_\_\_\_ **Relationship to Deceased** \_\_\_\_\_

**Address of Person Submitting** \_\_\_\_\_ **City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Phone Number of Person Submitting** \_\_\_\_\_ **Email of Person Submitting** \_\_\_\_\_

**If you are a spouse, would you like to continue to receive the PIPER newsletter?** \_\_\_\_ Yes \_\_\_\_ No

**If you are a spouse, would you like to receive a complimentary Lifetime Associate Membership with ECSAA?**

\_\_\_\_ Yes Please / Opt In \_\_\_\_ No Thank You / Opt Out

**Please send notification to: ECSAA, 1215 North Military Hwy. #128, Norfolk VA 23502**

**You can submit your TAPS notice online at: [ECSAA.org](http://ECSAA.org)**



“(The Navy) flowed in his blood till the end”: WWII vet who earned dozens of medals dies at 95

By KATHERINE HAFNER

THE VIRGINIAN-PILOT | Printed with the permission of the Howse Family



JUL 25, 2017 | 8:00 AM

In the early summer of 1944, Charles Wesley Howse was on the verge of death after his Navy plane crashed into the Atlantic Ocean, leaving him and other crew members stranded on a rubber life raft amid raging seas.

“My job in just such an occasion was to get the life raft out which I did ... the plane was sinking nose first,” Howse recalled in a 2009 letter. He rescued the pilot from the cockpit and waited for a nearby ship where “after we were pulled on board they gave us a shot of whiskey, which caused me to throw up the sea water I had swallowed,” he wrote.

The close call was one of many in World War II.

Two years earlier, another plane Howse was on was hit by ground fire during a North African mission, forcing the crew to walk through enemy territory to safety.

Howse, who died July 15 at 95, ultimately served two more decades and was awarded 23 Air Medals and seven Distinguished Flying Crosses.

He later told his children he was just doing his job.

A decorated career

Howse was born on Oct. 3, 1921 in the Wesleyville community of Newfoundland in Canada, which gave him his middle name. He was raised in Cambridge, Mass., where he met his wife of 73 years, Elizabeth McKenzie, at a USO dance.

He enlisted in the Navy in 1942 as a 1st class machinist’s mate and worked as a ball turret gunner during the war, meaning he was scrunched up in the bottom of the aircraft.

Later that year came the first close call. It was Operation Torch, the joint U.S. and British invasion of North Africa, and Howse was aboard the USS Santee.

His squadron was assigned to help General George S. Patton, whose troops and tanks were held up by ground fortifications, Howse recalled in the 2009 letter.

While bombing, “our plane was hit by ground fire and we had to use our parachutes to save our lives,” he wrote. “We had a printed card in Arabic which stated that anyone who guided us to safety would be rewarded.”

A man with a camel gestured to them, and they followed, Howse wrote. They walked for hours in enemy territory – Howse with a sprained ankle. The incident qualified him for the so-called Caterpillar Club for people who’ve successfully parachuted out of a disabled aircraft. He also made the less-than-desirable Sea Squatters Club, meaning he had been a “sitting duck” awaiting rescue. That was in June 1944, when his plane crashed returning from an anti-submarine patrol.

His Squatters Club certification indicates he was out at sea on a rubber life raft for 15 minutes in the North Atlantic.

There were other harrowing air missions, too.

In 1943, he was part of a crew called on to investigate a report of a surfaced sub. Howse’s plane attacked, but the sub “did more damage to us than we did to him,” he wrote.

“It sure was interesting to see the black holes appearing on the top of the wing when their bullets came through,” he said. “The pilot got an Air Medal for this and the crew got zilch.”

He didn’t boast about these war stories to his children, and they didn’t learn of them for some time.

He was “one of those guys that when you sat there and said, ‘You’re amazing,’ he said, ‘I was just doing what I was told, and did it to the best of my ability,’” said his son, Steven Howse, 64.

A 1945 letter to Charles Howse from then-Navy Secretary James Forrestal – for which the USS Forrestal was later named – said: “I want the Navy’s pride in you, which it is my privilege to express, to reach into your civil life and to remain with you always.”

Howse took a break from the Navy in 1946 and worked briefly as an air conditioning mechanic at a Boston hospital. He returned to the Navy in 1948 and served through 1966. He was occasionally stationed around the world, including Iceland. Howse retired as an aviation mechanic’s mate 1st class.

He was honored in 2005 at the first Patriotic Festival in Virginia Beach.

“(The Navy) flowed in his blood till the end,” Steven said.

Norfolk roots

The other passion in Charles Howse’s life was his family.

After his first stint in the Navy, he and his wife bought a house in Norfolk near Coleman Place Elementary School for around \$5,000, and raised a son and five daughters.

“Never a dull moment,” said daughter Susan Falk, 58.

They had a chicken coop and a trapeze bar in the backyard, and the home was a gathering place for neighborhood kids to play, she said.

But every evening, “you got a whistle and your butt better be there ‘cause at 5:30 you were sitting down for dinner.”

Sometimes, he’d use a different, special whistle, said his daughter Jan Martin, 72.

“If we were out playing when he came home and whistled for us with the special whistle, he took us to the beach and we had a great time,” she said.

“There wasn’t anything he wouldn’t do for a kid.”

Continued on Page 9



(The Navy) flowed in his blood till the end”: WWII vet who earned dozens of medals dies at 95 continued

His children appreciate how he kept the family in Norfolk while he traveled Falk said the Navy stories came out piece by piece over many years. “As little kids it was ‘Oh, it’s just dumb old dad,’ you know,” she said. “And then as an adult you finally realize how much he has sacrificed himself for this country.”for assignments. But he always gave his wife the credit for keeping the house and family together, they said. The spouses communicated by cassette tapes while he was away. After the Navy in 1966, Howse got a job with Pilot Life Insurance, where he worked for decades until retiring. He personally delivered documents to clients and always sent them birthday cards with a stick of gum. People would run into him at the grocery store and “they would always thank him for that stick of gum,” Steven said. “He was one of those guys that said what he meant and meant what he said. (He had) a very, very strong BS meter. He could tell within 15 seconds whether someone was telling the truth.” Later in life, he went on cruises with his wife around Hawaii and through the Panama Canal, and visited his six children, 14 grandchildren and two

Charlie Howse’s account of his experiences....In November 1942 aboard the USS Santee (CVE-29) during the invasion of North Africa (Operation Torch) we received an assignment of assisting General George Patton whose troops and tanks were being held up by ground fortifications. We were ordered to bomb and strafe them which we did. Our plane was hit by ground fire and we had to use our parachutes to save our lives. After we located the plane and setting it on fire causing a crowd to gather as it was getting dark. We gave our silk parachutes to the women. We had a printed card in Arabic which stated that anyone who guided us to safety would be rewarded. One fellow who had a camel, made gestures that he would lead us, We walked until approximately three am and all of a sudden we heard “Halt! Who goes there?” We had replied, “A couple of sailors who had to bail out!” He then asked for the password. We then informed him we didn’t have a password and this was not supposed to have happened. We were smart enough to have him call the “Corporal of the Guard”. He did and after a few minutes the Corporal approached us with his forty-five drawn. We explained to him the circumstances that brought us there. He then obtained a jeep which took us into Sofe where we spent the rest of the night in what appeared to be a jail on a cold concrete floor. The next afternoon an Army LST took us out to the Santee and the Flight Surgeon gave us an exam and said the Army medic did a good job bandaging my right ankle which I had hurt landing, He grounded me for a week to recover. On the 16 March 1943 a report of a surfaced sub was received and we were catapulted to go investigate. Sure enough there he was and he stayed on the surface. In the early years of sub-hunting the goal was to avoid us which made it easy to drop depth charges. However, they changed tactics and put more anti aircraft guns and their chances of survival increased. Lt JG Taylor was our pilot and in less than one hour flight time we had made an attack on

great-grandchildren. He was someone you could count on, said grandson Wesley Falk, 28. “Every big moment in my life he was there or already knew about it. He tried to be there for whatever I needed.” Dancing again Howse’s family moved years ago to the Bromley neighborhood near Norfolk International Airport, where he served for a time on the civic league’s board of directors. He was also a senior warden at St. Peter’s Episcopal Church on Military Highway and Church of the Epiphany on Lafayette Boulevard, and a life-long member at several organizations, including the Order of the Eastern Star and the Fleet Reserve Association. Elizabeth Howse died last year at 94. The only time Steven remembers his father truly choking up is when he would talk about her after her death. “He’d talk about ‘my sweetheart,’” Steven said. Even to a waitress whom he didn’t know, he’d recount never going to bed without a kiss at night. Though he was still “sharp as a tack” until the end, his family knew he wanted to be reunited with his wife, Falk said, “and go dancing once again.”

a surfaced sub (bombed and strafed him) and returned to the USS Santee. He did more damage to us than we did to him. It sure was interesting to see the black holes appearing on the top of the wing when their bullets came through. The pilot got an Air Medal for this and the crew got zilch. On June 14, 1944, at 2305 hours when returning from another combat anti-submarine patrol with very high seas we got a wave off (couldn’t land) the pilot increased the throttle and the plane inverted and crashed into the ocean with the crew and four depth charges on board. My job in just such an occasion was to get the life raft out which I did. I noticed my pilot, Ed Koos, was not getting out so I didn’t take time to inflate the life raft (which I was supposed to do). I went up to the cockpit and unbuckled his safety belt and that was all I could do and the plane was sinking nose first, I was a good swimmer and got the life raft inflated and hoisted Ed Koos into it. He couldn’t swim a stroke. Eventually the depth charges went off down deep and it was like getting hit with a paddle. I jumped up in surprise because I had completely forgotten about them. The USS Huse DE-145 picked us up by letting the wave push them sideways down to us. We had to wait until the ship was tipped towards us before we grabbed the cargo net they had thrown over the side. After we were pulled on board they gave us a shot of whiskey which caused me to throw up the sea water I had swallowed. We had to stay on the Huse for five days as it was too rough to attempt a transfer. Another time during the Suez Canal crisis we were on standby with S2F (aircraft two engines). We were told in the ready room that if our plane didn’t check out properly we would have to pre-flight the aircraft behind us ourselves as there was no one else to do it.

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Charlie Howse's account of his experiences continued... When the call came down to launch us (suspected sub in the area), we were all ready to be catapulted in the dark. Guess what? The engines didn't check out and we would have to pre-flight the plane behind us.

The pilot left the engines running so it could be taxied away in a hurry so there was plenty of noise. The pilot a young JG ran straight back to begin pre flight when he ran directly into a turning propeller. I heard this tremendous clunk and he was killed instantly. I saw his helmet rolling down the flight deck with his severed crushed head still in it - no report - no investigation. It was a complete C.Y.A.

## USS SANTEE



Tom Brokaw's 1998 book declared the generation that persevered through America's Great Depression and fought in World War II America's "Greatest Generation." What were the generation characteristics of these individuals that make them stand out in history? The common theme for those among the great generation seems to be self-sacrifice.

Here are 5 things we can learn from them to help strengthen today's society.

- Personal Responsibility - To be given responsibility is an honor and was seen as such during that time. Great lessons of leadership always start with a deep sense of personal responsibility.
- Humility - In that day, there was an expected norm of dignity and modesty. Society held itself to a higher standard, and humility was at the heart of that.
- Work Ethic - At that time work was not an option. Everyone worked to survive, both personally and as a country. They took deep pride in that work as well.
- Prudent Saving - In the 30's and 40's, everything was saved down to the last penny. To be frugal was the discipline of the day.
- Faithful Commitment - Is love enough to sustain a marriage? Does loyalty count or should we constantly be on the lookout for the next green pasture? Is commitment valued in our society and a man's word still gold? The difference between the Greatest Generation and the generation of today in many ways comes down to those questions.

My hero is my Uncle, Leonard G. Martin, who joined the Navy in 1939 and served until he was KIA at the age of 24 at Battle of Leyte Gulf on 10/26/1944. He was assigned to the USS Hornet and was on it when the Doolittle Raiders flew off 4/18/1942. He survived the sinking of the USS Hornet, 10/26/1943 in the Battle of Santa Cruz. He then was assigned to North Island in San Diego training sailors to be cooks and bakers. He then joined the USS Gambier Bay on April 1, 1944 as Ship's Cook 1/C.

He was born May 8, 1920 and would be 100 years old this year. He is the reason I am involved with the USS Gambier Bay Association.

Marlene Hughes







"I enlisted in the Navy July 23, 1942, then boot camp at Great Lakes, Radio School at Northwestern University, Evanston, IL, Aviation Radio and Aerial Radar School NATTC, Memphis, TN, Aerial Gunners School NAS Jacksonville FL. After 19 months of school I was assigned to Composite Squadron VC-4 being formed at Sand Point Naval Air Station Seattle, Washington. Then another 6 months of training with VC-4 before we boarded the USS White Plains.

April 24, 1944 we departed San Diego and passed Point Loma after 0900 bound for Pearl Harbor.

Another month of training and we joined an invasion force of 35 ships headed for Saipan. Our crew consisted of LtJg Walter P. Owens, Maurice Hie Amm2/c and Andy Winnegar ARM2/C We immediately started flying Anti-Sub Patrol in assigned sectors around the convoy.

On June 8th Capt. Grady Gatlin of the Fourth Marine Division replaced Hie in the turret. Grady was an Aerial Observer and Pat and I were his volunteer crew. To get familiar with the equipment Grady flew the remainder of our ASP Missions with us as the turret gunner.

June 15, 1944 was D Day at Saipan and we had the second Observation Mission. My additional tasks were to take pictures and report anything significant to Grady that he might have missed. The ground troops were placing orange panels ahead of their front lines so that we could direct naval gunfire and marine artillery ahead of their positions.

Mortar fire was pounding the lines of Amtracks as they approached the beach and in spite of HQ's constant demands we were unable to spot the guns. I soon discovered that we were being hit by small arms when some of the contents of my jungle pack spilled on the floor, a bullet had cut the zipper running down the side and there were holes in the fuselage letting in sunlight. I mentioned this to Pat and shortly after Gatlin became air sick from our evasive tactics and we had to leave the combat area by going out over the LSTs for a few minutes.

When back on station we were making a low pass looking for front line panels, I leaned back to cock the K-20 Camera and a large caliber shell came through the door. Pieces of metal struck me above the right eye, broke the glass in the right goggle and imbedded in the ear cup. This brought Gatlin down from the turret and he quickly opened the first aid kit removed my helmet and applied a large compress. My head was umb and my ears seemed to be stopped up. There was a large exit hole in the lower side of

the fuselage on the left side and air was blowing everything around. Owens had called in and asked to be relieved from station and the standby crew was being launched. With my helmet off I had no way of knowing what was happening. I felt under the bandage and found my head was complete no holes and removed the bandage to replace my helmet so I would have ear phones. The helmet served as well as the bandage which could be used to wipe off the excess blood and the bleeding soon stopped. We returned to the White Plains where our flight surgeon Cmdr. Donnellson was waiting for me. I declined sick bay thinking they might ground me for observation and knowing we had another mission that afternoon.

We completed our second mission without incident but after being relieved from observation we selected an airfield on Tinian as a target. After making a strafing run on some parked Japanese Betty bombers we were hit in the right elevator by a 37mm and had to return to the carrier at reduced speed. These experiences fairly well describe the remaining missions on Saipan. Some of our aircraft were totaled but when you fly low and slow over people with guns that are angry with you, it should be expected. We did total one plane from a mid-air collision with an Army L-5. The two Army officers in the L-5 were killed when they crashed behind enemy lines but we limped back to our ship where our TBM1/C was stripped and pushed over the side. The battle for Saipan ended on July 9th. At 1615 and we headed back for Eniwetok to resupply.

July 24, 1944:

D-Day Tinian – We landed on Saipan at dawn and picked up Capt. Gatlin. We were over the beach on Tinian at 0700 and it was being pounded. Everything from 20mm to 16 inch plus rocket firing LCI's was hitting the landing area. Thirty minutes later the first wave started in. They were landing on two adjacent beaches; both were a solid mass of smoke. I could make out the Navy coxswain and gunner on the back of the Higgins boats. The gunners were firing over the heads of the marines in the boats and I couldn't tell if the guns were .30 or .50's but they were pumping out the rounds. I saw a Jap running toward the beach; how he survived that shelling I don't know. Then I remembered, I am supposed to record this and I grabbed the K-20 and started taking pictures. I didn't see my Jap again, he was probably dead. It was obvious we were not taking the casualties we did on Saipan. After the beach head was established we scouted inland. A few miles from Tinian Town Gatlin spotted some enemy troops and asked Owens to turn left and go back over them. As we turned we passed through a small misty type cloud and something knocked us violently to one side. Looking back past our rudder I saw a Navy SOC going the opposite direction with about 3 or 4 feet of their upper wing missing. The fabric of our left elevator was fluttering and the stabilizer had a large dent. I was in the turret and was the only one that knew what happened. Gatlin and I had switched places because the mic in the turret wasn't working. I came down to use the tunnel mic and tell Owens what happened; he never saw the other plane. We landed immediately on Aslito to inspect the damage. In addition to the damage to the tail section, there was a large hole in the leading edge and bottom of the left wing. There were several large nicks in two blades of the prop.

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# WWII Parade of Heroes

2020 is the 75th anniversary of the end of WWII. To celebrate ECSAA has started a campaign on our Facebook page (<https://www.facebook.com/Escort-Carriers-144430398902720>) and via email requesting information about your WWII Hero - photos, memories, stories or any facts you would like to share. Each night we post a picture and information that has been submitted. It is heartwarming to see our members connect. Many of the stories in this issue are a result of this campaign. We appreciate the great response we have already received. However, we know that many of our members are not social media followers and many do not have email addresses. So we are asking your assistance to make our campaign a huge success. Please send any information by email to [membership@ecsaa.org](mailto:membership@ecsaa.org) or by mail to ECSAA, 1215 N Military Hwy #128, Norfolk VA 23502. If you have questions please email them to [memberservice@ecsaa.org](mailto:memberservice@ecsaa.org) or call toll Free in the USA: (855) 505-2469.



Due to the cancellation of the 2020 ECSAA convention, the Memorial Service and ringing of the bell in remembrance of those who have passed away during the past year will be presented on our website at [www.ecsaa.org](http://www.ecsaa.org). In celebration of the 75th anniversary to the end of WWII, we would like to include other WWII members who have passed. If you would like to have your hero's name remembered, please submit it via email to [memberservice@ecsaa.org](mailto:memberservice@ecsaa.org), call toll free in the USA at (855) 505-2469 or electronically via our TAPS submission form at <http://ecsaa.org/Taps-Submission-Form/>



My grandfather, Jesse Leedom  
EM C2, onboard the Natoma  
Bay. He served on the Natoma  
Bay from 1942-1945.

Melissa Ferguson



Ens. James T Wren, VC-97, USS Makassar Strait,  
CVE 91, USS Shipley Bay CVE 85



Garland Crawford

- Born in Flower  
Mound, Texas, on  
August 27, 1921. His  
father, grandfather, and  
great grandfather had  
been farmers in Denton  
County. He graduated  
from Lewisville High  
School in 1939. After  
the war began, he and  
four friends enlisted

in the navy. He did his boot training in Great Lakes and then on to Memphis for ordnance and radar training. Next gunnery training at Pensacola before the VC-4 squadron in Seattle in September 1943. On the White Plains, he was an aviation ordnance man and served as turret gunner on a TBM (torpedo bomber).

He married Doris Allen, a Lewisville girl, on November 3, 1945. Discharged from the Navy in February 1946 and returned home to begin his career as a farmer. He has two daughters, two granddaughters

# WWII Parade of Heroes



Henry Young  
USS Sangamon CVE 26  
Feb 1945 - Oct 1945



Hon. John J Connelly  
USS Siboney CVE 112  
1944-1945



My Great Uncle, James Daniel Gilmartin, who served on the USS Munda CVE-104 during WWII. We have very little information about him and his life after he joined the service. The little information we have came mainly from looking up the ship online and a few anecdotes family members who have since passed have shared.

He was institutionalized shortly after his return from the war and was never spoken about. We found out later that some of his 7 siblings kept in touch with him but they never even shared that information with their children. My mother learned about him 2 months before he passed and was not allowed to meet him. We know now that it was PTSD, but back then they didn't.

My father served in the Army 1st Air Calvary in Vietnam and he has PTSD, although he is of the generation that doesn't talk about it either. When I found out about my uncle I was just as outraged as my mother. We would like to find out as much as we can about him to share with my children and the rest of family. We are determined that he will not be forgotten. No soldier who served should ever be forgotten. Any and all information is greatly appreciated by my entire family.

Thank you so much.

Sabrina Formichelli and Colleen Gilmartin Formichelli



Elton Mutt Ivie  
USS Manila Bay CVE 61  
1945-1946



Wally Robertson  
Radioman rm/2c  
USS Anzio CVE -57



Frank Kilduff  
USS Kasaan Bay  
1943-1946



John Smith  
USS Salamaua CVE 96



Here is a photo of my Dad: William Edmunds, SR. He served aboard the USS Gambier Bay from 1937 to 1941. He was an amazing Dad and I miss him a lot! He always had time for his kids and grandchildren. Heard many stories about his service and when the ship was bombed and all were ordered to abandon. So glad the good Lord looked out for him and brought him safely home.

Debbie Edmunds Bayer



Andy Winnegar continued...

August 1, 1944:

We were catapulted at 0520 with instructions to land on Saipan and pick up an observer. Two other pilots and crews had flown over at the same time in a separate plane. Our observer, Capt. Gatlin met us a few minutes after we landed on Aslito and we took off immediately. One of the other crews was Lt(jg) Carson and his radioman Steve Walley. They were waiting for an observer when we departed.

Around 0900 Cherokee informed us that Carson's plane had been shot down and gave us an approximate location. The plane had gone in about five hundred yards off the west side of Tinian. When we arrived a couple of Higgins boats were circling the crash location and one had pulled alongside a Destroyer Escort (DE). Cherokee had been asking us about survivors. Owens asked me to send the boats a blinker query about survivors and they replied, "one". I asked for a name and the reply was, "Walley". Lost was Lt(JG) Harold H. Carson USNR and Captain James Motley USMCR.

With Tinian secured we headed south across the equator to Espiritu Santos for R&R or more like B and S. (Beer and swimming). It wasn't all fun and games part of our time was spent getting our planes and gear ready for the next invasion.

Sept. 8

Underway at 0700 this morning leaving Florida Island and escorting twenty-two troop and cargo ships headed for Palau by way of the North Solomons and New Guinea. The CVE's supporting this action are the USS White Plains, USS Gambier Bay, and USS Midway. The USS Midway is soon to have a new name, losing her name to a new CV that is being built and adding credibility to the old sailor's superstition of the bad luck that follows a name change. Her new name is to be USS Saint Lo.

We had the 1500 to 1800 ASP today and testing our radar found that it only had a range of 16 miles and the SBAE procession switch didn't work either.

Sept. 16

Strike on Peleliu today. The Naval gun fire was hitting the southern end of a mountain range that had already been shelled to dust. Several OS2U's over the island directing the gun fire reminded me of our mid-air with the cruiser's SOC over Tinian. We dropped our bombs and fired our rockets into a clump of trees where Torchy directed us. I didn't see the actual target but Torchy was happy said we hit the intended positions. We made strafing runs on installations around some buildings using up one of my 300 round canisters. I didn't see any return fire but we did find a few holes when we landed.

Sept. 17

The morning strike was on Anguar the neighboring island. We were given an array of pill boxes pointed out by Torchy which we bombed and fired our rockets into. I fired a few rounds before noticing my tracers were ricocheting towards our troops then Hie and I both stopped shooting; the wing gun approach was at a different angle.

Sept. 18

Off at 0500 this morning with smoke tanks in a three plane formation with Lt. Flateboe and Shields flying the other two. We circled over Angor waiting to be directed to our smoke mission while an AA battery chased an OS2U with black puffs getting dangerously close front and back of him.

Our smoke tanks took up the entire bomb bay and we did not have rockets either but Flateboe asked permission to make strafing runs on the AA batteries and got it. We missed the first run because Owens didn't have his gun sight installed and I could see puffs all around Flateboe and Shields. It was easy to spot the flashes of the AA guns in the early pre-dawn light. On our pull out I was fighting the centrifugal force to bring my gun to bear then firing until the gun was hot and the tunnel filled with smoke and struggling to clear a second position stoppage to get the gun cleared for the next run. The Naval gun fire was being directed on the position as we left but they were still sending up flak.

Sept. 21

I was up before 0400 this morning for the early strike on Peleliu. We were catapulted at 0520 with two 500 lb bombs and 8 rockets. Our target is an area in front of our armored cars and troops along the edge of a road. We bombed, fired our rockets and strafed until the target area was clouded with smoke and dust, impossible to see. Owens and Hie saw flashes from small arms on some of our strafing runs. Leaving this area we hit targets on an island about 10 miles east of Peleliu. Flateboe made a run on a reefed ship off the coast and caused a fuel explosion that blew up the ship. We strafed a radio tower, docks and warehouse and another reefed ship before returning to the White Plains.

Sept. 22

We left Peleliu and headed for Ulithi, an atoll west of Yap.

Tomorrow is D-Day for Ulithi. It is scheduled to be a three day campaign.

Sept. 23

Ulithi D-Day

More like a 3 minute campaign. Ulithi was deserted.

Sept. 24:

We were supposed to have the 1100 ASP today but Owens had a sore throat.

I spent the day studying physics.



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PURPOSES

To bring together in camaraderie the men who manned these small ships and the aircraft that were flown from their flight decks.

To foster, perpetuate, and memorialize the small aircraft carriers known in the United States Navy by terms as AVGs, CVEs, ACVs, AGMRs, and TCVEs, causing a museum to be erected to store memorabilia and portray the history of each of these carriers.

To inspire patriotism in our young people, to let them know of sacrifices other young people before them made so that freedom would live on in our United States of America.

ARTICLE 1 NAME

1.1 GENERAL The name of the corporation is “ESCORT CARRIER SAILORS & AIRMEN ASSOCIATION, INCORPORATED”, hereinafter referred to as “Association”.

ARTICLE 2 OFFICES

2.1 GENERAL The principal offices of the Association shall be in the Commonwealth of Virginia. The Association shall designate a registered office in accordance with Commonwealth of Virginia law and shall maintain it continuously. The Association may have offices at such places within or without the Commonwealth of Virginia as the Board of Governors may determine.

ARTICLE 3 MEMBERSHIP

3.1 CLASSES OF MEMBERSHIP There shall be five classes of membership in the Association: Regular, Progeny, Associate, Honorary, and Supporting. Membership shall be open to anyone, regardless of race, color, creed, or national origin, who meets the requirements of the class, and who pays the appropriate dues for such class as determined by the Board of Governors.

3.1.1 REGULAR MEMBERSHIP A Regular member may be anyone who served aboard or was transported aboard any Escort Carrier, or aboard any ship operating in the company of an Escort Carrier performing escort duty, air support, anti-submarine warfare, surface engagements, or similar actions while in company with an Escort Carrier, regardless of category code.

These members must have:

3.1.1.a served aboard these vessels as ship’s company or members of embarked squadrons or staffs,

and

3.1.1.b been members of the United States Navy, United States Marine

Corps, United States Coast Guard or allied Naval or Marine force

and

3.1.1.c served while under either United States or allied operational control, or the member may be any person, military or civilian, who

3.1.1.d served aboard any Escort Carrier as ship’s company while such vessel was under Military Sea Transportation Command or Military Sealift Command operational control

or

3.1.1e was a shipyard worker who built Escort Carriers.

Member Applications must be approved by the Board of Governors.

All Regular Members are entitled to one vote and to hold office in the Association.

3.1.2 PROGENY MEMBERSHIP A Progeny member must be a decedent of any age of a Regular Member as defined in 3.1.1 of the By-laws. All Progeny Members on their 21st birthday are entitled to one vote and to hold office in the Association.

3.1.3 ASSOCIATE Membership An Associate Member may be anyone who is a spouse or widow of a Regular or Progeny Member as defined in 3.1.1 or 3.1.2. Associate Members shall be entitled to one vote and to hold office in the Association.

3.1.4 HONORY Membership An Honorary Member shall be any person who, in the judgment of the Board of Governors, is worthy of such recognition and whose membership would be in the best interest of the Association. Honorary Members may be proposed by a Regular Member and may be elected to the Honorary Membership by a majority of the Board of Governors at any regular or special meeting at which a quorum is present. Honorary Members shall not hold office or have any voting rights.

3.1.5 SUPPORTING Membership A Supporting Membership may be any person who supports the patriotic objectives of the Escort Carrier Sailors & Airmen Association. Supporting members shall not hold office or have any voting rights in the Association, unless deemed to be ‘In Service’ to the Association as follows:

3.1.5.a A Supporting Member In Service is one who is invited by unanimous vote of the then-sitting Board of Governors to provide assistance to the Association that is essential to the effective fulfillment of the Purposes of the Association. A Supporting Member In Service shall be entitled to one vote and to hold office in the Association.

3.2 MEMBERSHIP CERTIFICATES The Board of Governors may authorize appropriate membership certificates for each class of membership. Each member will be issued a membership card.

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3.3 MEMBERSHIP DUES The Board of Governors may establish appropriate dues for each class of membership. The prompt payment of established dues shall be a condition of continued membership.

### 3.4 TERMINATION OF MEMBERSHIP

3.4.1 VOLUNTARY TERMINATION Any member may voluntarily terminate membership in the Association by written notification to the Secretary. No dues shall be refunded on voluntary termination of membership.

3.4.2 INVOLUNTARY TERMINATION A member may be involuntarily terminated from the Association for non-payment of dues 60 days after two past due notices have been sent, or for conduct which, in the judgment of a majority of a quorum of the Board of Governors, is deemed detrimental to the Association. Except for non-payment of dues, before a member shall be involuntarily terminated, the member shall be given an opportunity to be heard by the Board of Governors. No dues shall be refunded on involuntary termination of membership.

3.5 MEMBERSHIP RECORDS The Association shall keep membership records containing the name and address of each member, and shall keep such other books and records as may be required by the laws of the Commonwealth of Virginia. No information contained in the Association records shall be traded, sold, or made available to any person or organization without the explicit permission of a majority of the Board of Governors, with the exception of organized Escort Carrier and/or Squadron Association's leadership. Only members of the Association shall have access to the Association's membership lists and no one, whether a member or not may make commercial use of the Association's membership list. If a ship, squadron, or staff has an association, a new member may be so informed and given such information as necessary to enable the member to contact the ship, squadron, or staff association.

3.6 AFFILIATED ORGANIZATIONS The Association may affiliate with any entity that maintains purposes similar to our Purpose, such as but not limited to ship groups, veteran organizations, survivor organizations, historical societies and museums.

## ARTICLE 4 VOTING

4.1 GENERAL Any Regular Member, Associate Member, Progeny Member or Supporting Member In Sevice who has paid the appropriate dues and complied with the By-Laws, rules, and regulations of the Association shall be entitled to one vote on any matter submitted to the membership. No proxies shall be permitted.

## ARTICLE 5 MEMBERS MEETINGS

5.1 ANNUAL MEETING The purpose of the Annual Meeting of members is to transact such business as may properly come before the membership. The Annual Meeting of the members of the Association shall be held during the National Convention, or at the time and place designated by the Board of Governors. The Annual Meeting of members for any year shall be held no later than eighteen months after the last Annual Meeting of members. However, failure to hold an Annual Meeting shall in no way affect the

terms of Officers or Governors of the Association or the validity of actions of the Association.

5.2 PLACE OF MEETING The Board of Governors may designate any place, either within or without the Commonwealth of Virginia, as the place for the Annual Meeting of members. Subject to the Notice, Quorum, Voting procedures contained in this Section 5,the Board of Governors may by majority vote conduct a Membership Meeting by means of electronic or paper ballot, the effect of which shall be the same as if the Membership Meeting had been conducted in person.

5.3 NOTICE OF MEETING Notice of the Annual Meeting shall be published in the official Association publication not less than sixty days before the meeting.

5.4 ACTION WITHOUT MEETING Any action of the members may be taken without a meeting if the proposed action is

- (a) approved by the Board of Governors,
- (b) notice of such action is published and sent to each voting member, and
- (c) the action is approved by means of a ballot printed in the official Association publication.

A majority affirmative vote of those casting votes shall be required in order for any action to become effective. The ballot in the official Association ciation publication must be returned to the Association headquarters, and the deadline for return of the ballot shall be no earlier than thirty five days following the mailing of the official Association publication to members.

5.5 QUORUM AND VOTING Unless otherwise required in the Articles of Incorporation or these By-Laws, five percent of the total Regular membership of the Association in attendance at the annual meeting shall constitute a quorum at a meeting of members. If a quorum is present, unless otherwise provided by law or the Articles of Incorporation the affirmative vote of a majority of the members at the meeting entitled to vote on the subject matter shall be the act of the members. After a quorum has been established at a members meeting, the subsequent withdrawal of members so as to reduce the number of members entitled to vote at the meeting below the number required for a quorum shall not affect the validity of any action taken at the meeting, or any adjournment thereof. If a quorum is not present when a meeting starts, then a majority of the members at the meeting may adjourn the meeting from time to time without further notice until a quorum is present.

## ARTICLE 6 BOARD OF GOVERNORS

6.1 GENERAL POWERS Subject to the limitations of the Articles of Incorporation, these By-Laws, and the laws of the Commonwealth of Virginia all corporate powers shall be exercised by or under the authority of the Board of Governors, and the business affairs of the Association shall be controlled by the Board of Governors.

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6.2 RESPONSIBILITIES The Board of Governors shall have, without limiting its powers, the following responsibilities.

6.2.1 PRESIDENT AND VICE PRESIDENT The Board of Governors shall elect a member of the Board of Governors as the Associations' President, and shall elect another member of the Board of Governors as the Association's Vice President. The Board of Governors will make said appointments following the Annual Meeting of members.

6.2.2 REGULATIONS AND GUIDELINES The Board of Governors shall establish administrative regulations and guidelines required for conducting and operating the Association.

6.2.3 TREASURER AND SECRETARY The Board of Governors shall elect a Treasurer and a Secretary.

6.2.4 ANNUAL BUDGET The Board of Governors shall approve a budget for each fiscal year.

6.2.5 SALARIES The Board of Governors shall set the salaries of all appointed officers and employees of the Association.

6.2.6 EXPENSES The Board of Governors shall determine whether, and in what amount, to reimburse members of the Board of Governors for expenses incurred in connection with attending meetings of the Board of Governors, and for expenses incurred in connection with performing special projects on behalf of the Association. It shall be the responsibility of the Board of Governors to define specifically what expenses shall be authorized. Expenses designated by the Board of Governors and which are incurred in connection with serving as a member of the Board of Governors shall be borne by the individual member if funds are not available for reimbursement of expenses. Any expense reimbursement sought by a Governor must be adequately documented and submitted within 6 months of being incurred.

6.2.7 FEES AND DUES The Board of Governors shall set fees for the Annual Convention, the Annual Convention budget fee, and the annual dues of all classes of membership.

6.2.8 MEMORIAL AND INVESTMENT ACCOUNTS The Board of Governors shall authorize all expenditures from the Memorial Account and the Investment Account.

6.2.9 ANNUAL CONVENTION The Board of Governors in conjunction with the Convention Committee, shall set the time, location and hotel for the Annual Convention of the Association. The Chairman of the Convention Committee and one other officer shall have the authority to sign all contracts needed to secure an appropriate location and hotel for the Annual Convention. All contracts shall be approved by the Board of Governors. Such approval may be made by Email, US Postal Service or actual meeting.

6.2.10 PARLIAMENTARIAN The Board of Governors may appoint a Parliamentarian. Such appointee shall advise the presiding officer on any parliamentary procedural question that comes before the membership, and shall be the primary reference as to whether procedures are proper and correct. The Parliamentarian shall be responsible for ascertaining that all meet-

ings are properly conducted by interpreting "Roberts Rules of Order (Revised)". The Parliamentarian may attend Board of Governors' meetings, but without voting privileges, unless the Parliamentarian has been duly elected to the Board of Governors.

6.2.11 CHAPLAINS The Board of Governors may appoint one or more Chaplains. A Chaplain shall be responsible for the opening and closing prayers at each Annual Meeting of the Association, and for the Invocation and Benediction at each banquet. A Chaplain shall also participate in the Association's Annual Memorial Service, and shall offer prayer for the deceased. A Chaplain may attend Board of Governors meetings, but without voting privileges, unless the Chaplain has been duly elected to the Board of Governors.

## 6.3 GOVERNORS

6.3.1 REQUIREMENTS The Board of Governors shall consist of no more than ten (10) Governors, who must be members in good standing of the Association. Governors shall be elected at the Annual Meeting from a list of candidates prepared by the Secretary. When an opening in the office of Governor occurs due to resignation, death, incapacitation, or removal due to non-satisfactory performance, the Board of Governors may select a replacement, with immediate rights and obligations as a Governor and will be subject to confirmation by the members at the next Annual Meeting.

6.3.2 QUALIFICATIONS The qualifications for serving as a member of the Board of Governors are willingness, and an agreement to serve and to attend the Annual Convention of the Association, scheduled meetings of the Board of Governors, and any special meetings that are deemed necessary. A scheduled absence(s) approved by the Board of Governors is (are) acceptable for missed meetings. In addition, a Governor must fully recognize the responsibilities to the membership in conducting the business affairs of the Association.

6.3.3 TERM OF OFFICE Governors shall be elected to fill expiring terms by a majority of voting members assembled in Annual Convention at the Annual meeting, and shall serve for three years, the first year being a probationary year, to allow both parties to assess interest and performance. The terms of newly elected Governors shall commence immediately upon election and shall expire at the election of Governors three years hence. The Board of Governors may, by resolution or pursuant to an amendment of these By-Laws, adopt a voting procedure whereby, if for any reason an Annual Meeting is not held in any given year, Governors may be elected by mail ballot sent to every voting member.

6.3.4 TERM EXPIRATION The terms of office set for new members of the Board of Governors shall be staggered so that terms of one-third of the sitting Governors expire each year. For example, if six Governors sitting, two terms expire each year. If 10 Governors sitting, three or four terms expire each year.

6.3.5 TERM LIMIT Duly elected Governors terms of office shall be not limited.

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6.4 MEETINGS The Board of Governors shall meet at least two times a year, at least one of which meetings must be at the Annual Convention, if held. The place of such meetings shall be set by the Board of Governors at its Annual Convention meeting.

6.5 SPECIAL MEETINGS Special meetings of the Board of Governors may be called by the President and three Governors or by five Governors. The persons or persons authorized to call special meetings of the Board of Governors must fix a reasonable time and place for holding them. Notice of any special meeting shall be given at least thirty days prior thereto by written notice delivered personally, by mail, by email or by telegram to each Governor at the address in the official membership list. If mailed, it must be mailed via Certified Mail, Return Receipt Requested. If notice is given by telegram, such notice shall be deemed to be delivered when the telegram is delivered to the telegraph company.

6.6 NOTICE AND WAIVER The attendance of a Governor at a meeting shall constitute a waiver of notice of such meeting, and a waiver of any and all objections to the place of such meeting or the manner in which it has been called or convened, except when a Governor states at the beginning of a meeting any objection to the transaction of business because the meeting is not lawfully called or convened.

6.7 TELEPHONE MEETINGS Governors may participate in meetings of the Board of Governors by means of a telephone conference (or similar communications equipment) by which all persons participating can hear each other at the same time, and participating by such means shall constitute presence in person at such meeting. There shall be at least two telephone conference meetings between the Annual Conventions.

6.8 ACTION WITHOUT MEETING Any action of the Board of Governors may be taken without a meeting if a consent in writing setting forth the action so taken, signed by majority of the Governors, is filed in the minutes of the Board of Governors. Such consent shall have the same effect as a meeting vote.

6.9 QUORUM AND VOTING A majority of Governors in office shall constitute a quorum for the transaction of business. The vote of a majority of Governors, present at a meeting at which a quorum is present, shall constitute the action of the Board of Governors. If less than a quorum is present, the majority of those Governors present may adjourn the meeting from time to time without notice until a quorum is present.

6.10 PRESUMPTION OF ASSENT A Governor who is present at a meeting of the Board of Governors at which action on any Association matter is taken, shall be presumed to have assented to the action taken, unless such Governor votes against such action or abstains from voting because of an asserted conflict of interest.

6.11 RECISION OF MOTIONS If, at a meeting of the Board of Governors at which a quorum is present, a motion is approved or disapproved, the approval or disapproval may be rescinded only at that meeting or at a later meeting at which a quorum is present, provided two-thirds of the Governors present approve rescinding the prior vote. An approved or disapproved motion may not be rescinded by any other method, such as a mailed motion or

a motion conducted via telephone or any other communication device. The two-thirds count shall be determined by multiplying the number of Governors present (including the Governor presiding at the meeting) by 0.667, and the result rounded to the next highest whole number (if the result is not already a whole number).

## ARTICLE 7 OFFICERS

7.1 GENERAL The officers of the Association shall be a President, Vice President, Secretary, and Treasurer. Other officer positions and assistant positions may be established by the Board of Governors as may be deemed appropriate. Failure to elect a President or Vice President shall not affect the existence of the organization.

7.1.1 PRESIDENT The President shall be the chief officer of the Association. The President shall chair all meetings of the Association, including Board of Governors and general membership meetings. The President, as an elected member of the Board of Governors, may vote only in the event of a tie on duly made motions but will have full voting rights in any election. The President must approve in advance all checks drawn on any Association account for an amount of \$2000.00 or more. Approval must be by hard signature or electronic means approved by the Governors. The President shall represent the Association at all affairs where the President’s presence is deemed necessary.

7.1.2 VICE PRESIDENT The Vice President shall perform the duties of the President when the President is temporarily absent, resigns, or is unable to serve. The Vice President may approve check requests in place of the President upon request of the Treasurer if the President has been or will be unavailable to do so within a 48 hours of the Treasurer’s request for approval.

7.1.3 SECRETARY The Secretary shall be responsible for the recording of the minutes of the Annual Meeting at the Annual Convention and all meetings of the Board of Governors. A copy of the minutes shall be submitted to each member of the Board of Governors and each Committee Chairman no later than sixty days following the date of such meeting takes place. The Secretary shall also arrange with the appropriate committee to print in the Association’s publication a condensed version of the minutes, and shall also provide the Editor of the Association’s publication with a complete copy of the Annual Meeting minutes, that they may be sent to any member upon request. The Secretary shall chair any Association meeting in the absence of the President and Vice President. The Secretary is responsible for notifying Board of Governors’ candidates of the responsibilities of Governors, as set forth in these By-Laws. The Secretary may approve check requests in place of the President upon request of the Treasurer if the Vice President has been or will be unavailable to do so within a 48 hours of the Treasurer’s request for approval.

7.1.4 TREASURER The Treasurer shall have such duties as may be delegated by the Board of Governors, including the following responsibilities.

7.1.4.1 BUDGET The Treasurer shall oversee the budget and determine that expenditures are within the limits established by the annual budget.

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7.1.4.2 **AUTHORITY TO SIGN CHECKS** The Treasurer is authorized to sign checks and issue electronic funds transfers for up to \$2000.00. Payments totaling \$2000.00 or more to any one payee within a rolling three month window shall require advance approval by the President and comply with all regulations set forth by the Governors concerning financial transactions.

7.1.4.3 **RECORDS** The Treasurer shall maintain financial records sufficient to enable correct allocation of expenditures to the appropriate budget item, and shall ensure that funds expended have been authorized under the budget or otherwise authorized by the Board of Governors, and that any such expenditures do not exceed the level set in the budget. Generally, all checks drawn by the Treasurer will be for reimbursement or expenditures authorized by the budget or the Board of Governors.

7.1.4.4 **AUDIT (Treasurer Duties)** When deemed necessary by the Board of Governors, the Internal Revenue Service, or any other legal body, the Treasurer shall arrange for a complete financial audit covering the fiscal year (s) in question. A copy of the annual audit, which shall set forth funds received and expenditures made as compared to the annual budget, shall be submitted to each member of the Board of Governors and each Committee Chairman no later than sixty days following the close of a fiscal year. The level of the audit shall be as determined by the Treasurer and. The Treasurer shall arrange with the Chairman of the Publications and Printing Committee to print in the Association publication a condensed version of said audit, and shall also provide the Editor of the Associations publication with a complete copy of the audit that may then be sent to any member upon request.

7.1.4.5 **BANKING ACCOUNTS** The Treasurer is authorized to establish Association accounts. The Treasurer shall maintain as few accounts as necessary to comply with appropriate federal and state laws on non-profit organizations. Funds may be commingled as long as accurate accounting records are maintained in accordance with budget & fund classification categories.

7.1.4.6 **QUARTERLY FINANCIAL REPORTS** The Treasurer shall prepare a complete financial report quarterly, except for the quarter when an audit is performed. A copy of the quarterly financial report, which shall set forth funds received and expenditures made as compared to the annual budget, shall be submitted to each member of the Board of Governors and each Committee Chairman no later than thirty days following the close of a fiscal quarter.

7.1.4.7 **BILLING OF MEMBERS** The Membership Committee shall bill members for their dues and the Treasurer shall promptly and correctly deposit said dues. The treasurer shall maintain records of income and expenses that conform to good accounting practices.

7.1.4.8 **INCIDENTAL REVENUES** The Treasurer shall ensure that all income derived from the sale of items, from advertisements in the Association publications, or from any other source not specifically identified in these By-Laws, are promptly and correctly deposited.

7.1.4.9 **TAX RETURNS** The Treasurer shall file or cause to be filed all tax and/or information returns required by law, federal or state.

7.1.4.10 **ANNUAL BUDGET** The Treasurer shall prepare and present to the Board of Governors a proposed annual budget, said budget to be made available to the Board of Governors as soon as possible after the close of each fiscal year, but no later than the last day of January.

7.1.4.11 **EXPENDITURES EXCEEDING BUDGET** The Treasurer is authorized to expend funds only as provided in the annual budget, as approved by the Board of Governors. Should it be necessary to exceed the budget under any particular budget item, or establish a new budget item not previously established, the Treasurer, may:

7.1.4.11.1 with the advance written or electronic approval of the President, transfer funds from an over-budgeted item,

or

7.1.4.11.3 request approval by the Board of Governors to modify the Budget.

## ARTICLE 8 COMMITTEES

8.1 **GENERAL** The following standing committees are established, with the general duties and responsibilities as set forth below:

- Membership & Marketing Committee
- Convention Committee
- Merchandise Committee
- Memorial and Artifacts Committee
- Donations & Development Committee

8.2 **OTHER COMMITTEES & POWERS** The Board of Governors may, by resolution passed by a majority of the whole Board of Governors, designate additional committees to carry out the purposes of the Association. All committees shall have such functions and may exercise such power of the Board of Governors as may be lawfully delegated. Chairmen and members of committees need not be members of the Board of Governors, but a Governor shall be responsible for oversight of a committee. Chairmen of committees may attend Board of Governors meetings upon invitation by a Governor. Each Chairman, with the advice and consent of the Governor charged with oversight of that committee, shall determine the number of members needed to carry out the committee's responsibilities. The Board of Governors shall define Regulations for efficient and effective Committee decision making.

8.3 **MEMBERSHIP & MARKETING COMMITTEE** The Membership & Marketing Committee shall be responsible for maintaining all membership records, including billing & payments. The committee will encourage retention and solicit new members and conduct association publicity campaigns with the intent of increasing/retaining membership. The Committee will provide membership cards to new members. The Committee also shall be responsible for publishing the Association's publication at least four times a year. This committee shall also be responsible for all marketing efforts, public and civic relations.

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8.4 CONVENTION COMMITTEE The Convention Committee shall be responsible for investigating proposed convention sites, for recommending time and place for annual conventions to the Board of Governors for approval, for establishing such Convention fees as appropriate, and for scheduling events at Conventions.

8.5 MERCHANDISE COMMITTEE The Merchandise Committee shall approve the design and pricing of all Association merchandise, emblems, jewelry, clothing, and similar items authorized and offered for sale. Outside vendors desiring to do business with the Association must be approved by the Merchandise Committee. All items bearing the Escort Carrier Sailors & Airmen Association Identification will be offered by the Merchandise Committee Only. All profits generated will be designated for the Memorial Fund unless otherwise specified by the Board of Governors.

8.6 MEMORIAL AND ARTIFACTS COMMITTEE The Memorial and Artifacts Committee shall be responsible for the design, procurement of material needed, and the maintenance of any Memorials constructed. All artifacts, memorabilia, and similar items donated to the Association will be given into the care of the Memorial and Artifacts Committee for appropriate display or storage.

## ARTICLE 9 BONDING

9.1 GENERAL Each officer, member of the Board of Governors, and employee who handles Association funds, or is responsible for Association funds, shall be part of a blanket bond in an amount set by the Board of Governors. The Board of Governors shall review and set a new bonding amount, if necessary, each odd-numbered year commencing with 1991.

## ARTICLE 10 DISSOLUTION OF ASSOCIATION

Upon the dissolution of this organization, assets shall be distributed for one or more exempt purposes within the meaning of Section 501 (c)(3) of The Internal Revenue Code, or corresponding section of any future Federal Tax Code, or shall be distributed to the Federal Government, or to a State or Local Government, for public purpose.

## ARTICLE 11 FISCAL YEAR

11.1 GENERAL The fiscal year of the Association shall begin on January 1st of each year.

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Email: john\_patterson\_793@comcast.net

On my 2019 Calendar Ink WW II A day-by-day history for the month of May, there is a picture of the USS Casablanca with its crew headed back from shore leave on Rara Island April 19, 1945. At the front of the boat carrying the sailors and with his back to the camera, is a seaman with a shirt that says "Dover, NJ" I was just wondering if you had a name for that man, and if I could tell his family that he is featured on a calendar for WW II. Thanks for any info you can provide.

John Patterson

## ARTICLE 12 SEAL

12.1 GENERAL The corporate seal shall bear the name of the Association between two concentric circles, and in the inside of the inner circle shall be the year of incorporation and the words "Not For Profit".

## ARTICLE 13 PARLIAMENTARY AUTHORITY

13.1 GENERAL The rules contained in "Roberts Rules of Order" (Revised) shall govern the Association in all cases to which they are applicable and in which they are not inconsistent with the Articles of Incorporation, the By-Laws, or any Special Rules of Order of the Association.

## ARTICLE 14 REVIEW AND AMENDMENT

14.1 GENERAL The By-Laws of the Association may be altered, amended, or rescinded in the manner hereafter provided.

14.2 PERIODIC REVIEW The Board of Governors, at least every two years, shall appoint a Review Committee to determine whether any revisions to the By-Laws are desirable, and, if so, to propose such revisions. Any revisions to the By-Laws may be proposed to the membership in accordance with the procedure for amending the By-Laws as set forth below.

14.3 AMENDMENT A resolution for the adoption of a proposed amendment may be proposed either by the Board of Governors or any member thereof, or by a petition requesting such amendment signed by at least five voting members. Proposed amendments must be received by the Secretary and shall be printed in the Association publication, providing the subject matter has not been acted upon in the previous two years. The board of Governors will approve or disapprove the amendment (s). Approved Amendment (s) shall become effective thirty days after acceptance by the Board of Governors. An official copy of the Associations By-Laws will be published on the Association website and be available to members upon request.

## ARTICLE 15 INDEMNIFICATION

15.1 GENERAL The Association shall indemnify each Officer and member of the Board of Governors, including former Officers and former members of the Board of Governors, to the full extent permitted by the Commonwealth of Virginia General Incorporation Act and the Commonwealth of Virginia Not for Profit Corporation Act.

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Email: chuck.29@hotmail.com

Name: Charles Rimer 3rd

My grandfather was on USS Idaho but I heard he was on USS Anzio. He passed away July 29, 1945. He was shipped to a Navy hospital in Virginia - I think in Newport News VA. I know his body was shipped to California. Any information on my grandfather would be appreciated. Thank you very much.

Can anyone assist Charles?



Sept. 25:

Only one flight today and we were not scheduled. We anchored a little off Ulithi before noon awaiting orders. It didn't take long; we are underway this afternoon headed for New Guinea. We will fly ASP for a convoy as far as New Guinea then pick up another convoy and proceed to the Admiralties.

Sept. 27

Worked physics problems this morning and ASP in our new plane at 1400.

We crossed the equator again bound for Hollandia in New Guinea.

Sept. 28:

We arrived at Hombolt Harbor, Hollandia, New Guinea at 1000. There were a lot of ships and a heavy jungle, with 6,500 ft. mountains.

Sept. 29:

We are underway for Manus Island in the Admiralties. Cleaning our plane and double checking equipment. They are saying it will get rough from here.

Oct. 1:

Arrived Manus, anchored 0830. Huge harbor, lots of shore installations and many ships. There is Liberty for the fourth section this afternoon, beer and sports. I am duty petty officer tomorrow and will have to go ashore with the liberty party.

Oct. 2

They sent me ashore with the liberty section as Duty Petty Officer and all went well.

Oct. 9

Updated the ten transmitter frequencies on my ATC. The mail will close at noon tomorrow so I wrote mother the last letter for awhile. No mail today.

Oct. 10

I helped paint part of the deck in the ready room. We expected to shove off tomorrow but I have seen tomorrow's plan of the day and it didn't mention leaving. I can't see why they closed the mail today.

Oct. 11

Speed letter arrived with my flight school appointment. They hustled me off the ship without time for goodbyes and dropped me in the mud on Manus.

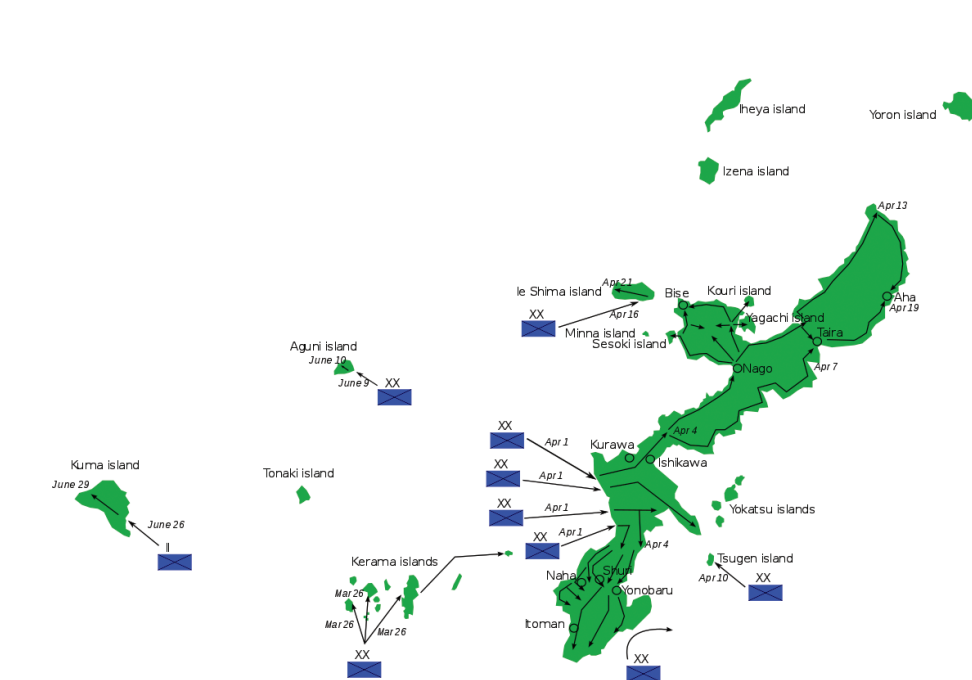
Did I mention, they drive on the left side of the road!

EPILOGUE: I found a bunk in a Quonset hut barracks and introduced myself to the Master at Arms. I told him I had a class starting Nov. 17 and needed transportation. He said he had men that had been waiting transport for 6 months and I might make it by Nov. 1945.

My name hit the bulletin board 3 days later and I went aboard the USS General W. F. Hase, a troop transport that took 23 days to reach Treasure Island. They served two meals daily, cold cereal for breakfast and cold cut sandwiches with kool aid in the afternoon and you stood up at the table. I thought this was bad but per Diem in San Francisco unable to get in a hotel was really bad but fortunately orders to flight school soon arrived. “

In Flight School from November 16, 1944 to March 6, 1946. Discharged on points at my request March 8, 1946.

Joined National Air Shows April 1, 1946 and opened A & L Auto Sales with Uncle, Leo Ottinger



The Battle of Okinawa, which began 75 years ago, was the last major battle of World War II — and the bloodiest of the Pacific campaign. At dawn on Easter, April 1, 1945, a fleet of 1,300 U.S. ships and 50 British ships closed in for the invasion of the island, which is part of Japan's southernmost prefecture.

More than 12,000 U.S. soldiers, sailors and Marines died during the fighting.

In the waters around Okinawa, the Japanese launched the largest kamikaze, or suicide, attack of the war. Japanese planes rammed into allied ships, sinking 26 and severely damaging 168. Almost 40% of the U.S. dead were sailors lost to these attacks.

The Japanese military suffered even more, with around 100,000 killed, including many who committed suicide. Around the same number of Okinawan civilians were killed or committed suicide.

The Allies planned to use Okinawa as a base to attack mainland Japan, dubbed Operation Downfall. However, on Aug. 15, 1945, Japan announced its unconditional surrender, thereby avoiding further bloodshed.

In 1972, the U.S. returned Okinawa to Japanese control.

CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=2229554>

***For the September issue of The CVE Piper we need your historical accounts of the battle of Okinawa, the end of the war, or post war repatriation.***

Send your information to [memberservice@ecsaa.org](mailto:memberservice@ecsaa.org) or mail to ECSAA, 1215 N Military Hwy #128, Norfolk VA 23502



Canton — William C. “Bill” Beaird, 94, of Canton, passed away at 9:55 PM on Monday, April 27, 2020 at Graham Hospital. He was born on February 24, 1926 in Bernadotte Township to Grover and Lena (Munson) Beaird. He married Evelyn I. Thompson on August 21, 1949 in Bushnell, IL. She preceded him in death on October 17, 2018. Bill retired as a millwright after 30 years at Caterpillar and also farmed.

He served on the Canton Ag Council and enjoyed fishing and hunting. Bill also was an avid gardener. Bill served in the United States Navy in World War II as a Seaman 2nd Class. (USS Gambier Bay)

Glen Beckett, age 94, of Rand, West Virginia, passed away on Saturday, January 4, 2020.

Glen was born July 16, 1925 to Gobe Eustace and Laura (Pratt) Beckett in East Lynn, West Virginia. He was the next to the youngest child, and the last to pass of eight children.

Glen served in the US Navy during World War II, working as a Morse code translator aboard the USS Gambier Bay aircraft carrier. He was on this carrier when it sank October 25, 1944 in the Sea Battle of Leyte Gulf Philippines. He was later transferred to the Baltimore-class heavy cruiser, USS Fall River.

After being honorably discharged from the military, Glen worked in the restaurant and insurance businesses for a few years, after which he worked 20 plus years as a coal mine electrician in various coal mines throughout West Virginia. Following his mining career, he then taught mine maintenance at a Career Center, in West Virginia. Continuing his career after teaching, he spent the next seven years as an Electrical Inspector for the International Union of United Mine Workers of America. He retired in 1982 to enjoy fishing, hunting, camping, and travel with his wife Dorothy Marie Beckett and their children and grandchildren.



Elbert Louis Ausley, 95, of Schaumburg passed on January 14, 2020. Bert was the devoted husband of Bonnie (nee Kaczynski) for 57 years; loving father of Alyssa Ausley and Rachel (Jim) Lechuga; proud Papa of Devin, Brandon, Joshua Gorka, Blake, Logan, and Cassidy Lechuga. A WWII Navy veteran, Bert was a survivor of the USS Gambier Bay. He enjoyed golfing, photography, and his grandchildren.

Bert will be remembered by friends and family for his love of karaoke and his original oil paintings.

## Membership Renewals Due

First name	Last name	Ship	Renewal due
Charles D.	Ayler	USS Salerno Bay - CVE 110	30 Jul 2020
William R	Chamberlain	USS Palau - CVE 122	26 May 2020
Kenneth G.	Clyne	USS Sangamon - CVE 26	28 Aug 2020
John M.	Cokeley	USS Makassar Strait - CVE 91	01 Sep 2020
Stanley	Collender	USS Mindoro - CVE 120	29 May 2020
Edward G	Comingore	USS Tripoli - CVE 64	09 May 2020
J. Paul	Comola	USS Corregidor - CVE 58	24 Aug 2020
Paul	Engle	USS Prince William - CVE 31	14 Jul 2020
Julian	Goldstein	USS Tripoli - CVE 64	10 May 2020
Donald R	Grant	USS Tripoli - CVE 64	10 May 2020
Kenneth	Grey	USS Rendova - CVE 114	29 Jul 2020
William J	Haggart Jr	USS Palau - CVE 122	26 May 2020
James O.	Harbison	USS Siboney - CVE 112	06 May 2020
Joseph D	Iannaco Jr	USS Tripoli - CVE 64	08 Jun 2020
William	Johansen	USS Mindoro - CVE 120	29 May 2020
David	Jourdan	Shipname not provided	29 Jul 2020
Colleen	Kerstein	USS Natoma Bay - CVE 62	30 Jul 2020
Hon C.	Kwan	USS Munda - CVE 104	15 Aug 2020
Katie E	Larkin	USS Mindoro - CVE 120	29 May 2020
Andrew J	Lawrence	USS Tripoli - CVE 64	18 Jun 2020
Paul E.	Long	USS Tripoli - CVE 64	31 Aug 2020
Grant	Looney	USS Sangamon - CVE 26	24 Aug 2020
George	Madsen	USS Rendova - CVE 114	20 Aug 2020
Marty	Martin	USS Palau - CVE 122	29 Jun 2020
Charles W	Milnor	USS Tripoli - CVE 64	11 May 2020
Richard	Newell	USS Bairoko - CVE 115	03 Jun 2020
Angie	Ritchie	USS Sangamon - CVE 26	24 Aug 2020
Fredio	Samples	Sakashima Gunto	27 Jun 2020
Christopher	Swider	USS Mission Bay - CVE 59	25 Jul 2020
Jimmy R	Tilley	USS Tripoli - CVE 64	16 May 2020
Donald R	Tritt	USS Tripoli - CVE 64	18 Jun 2020
Joseph J.	Vieni	USS Gilbert Islands - CVE 107	08 Jul 2020
Ralph E	Wethli	USS Tripoli - CVE 64	16 May 2020
Rinehart	Wilke	Shipname not provided	22 Mar 2020
Victor A	Wolek	USS Tripoli - CVE 64	18 Jun 2020

## TAPS

LAST NAME	FIRST NAME	SHIP	DATE OF DEATH
BROWN	MURRAY	GAMBIER BAY	7/29/2019
AUSLEY	ELBERT	GAMBIER BAY	1/14/2020
HOUGH	GLEN	ROI	2/25/2019
BEAIRD	WILLIAM	GAMBIER BAY	4/27/2020
MIKA	JOSEPH C	SANTEE	4/20/2020
BECKETT	GLEN	GAMBIER BAY	1/4/2020
ZIRIAX	DONALD	KAWALEIN	3/18/2018





Gene R. Maurice, 93, a longtime resident of Alameda, passed away peacefully on April 8, 2020 in Alameda. Born in 1926 in Cincinnati, Ohio, his parents were Alfred Moses and Matilda Maurice (Stein).

Like many families that endured the Great Depression, the Maurice family migrated across the United States: living in Seattle and Honolulu before settling in Alameda in 1936 where they resided on Encinal Avenue and Fillmore Street. Gene was a graduate of Alameda High School and a member of the ROTC where he was also the company bugler.

Gene enlisted in the U.S. Navy in October 1943. While in the Navy, he served aboard the USS Saginaw Bay CVE 82 where he rose from the rank of Seamen First Class to Petty Officer Third Class. He earned battle ribbons for American Pacific Theater, Asiatic-Pacific Theater with a Silver Star for Palau, Leyte, Lingayen, Iwo Jima and Okinawa campaigns, American Victory, Philippine Liberation with one star, as well as, participating in Operation Magic Carpet. On the July 13, 1944, he crossed the 180th meridian.

Upon his honorable discharge, he began a career in machinery and engineering with Calpac and then later enjoyed a long career at Del Monte.

While at Del Monte, he flew the world as an engineering operations specialist working with cannery operations throughout the U.S. and Canada as well as Venezuela, Philippines, Hawaii and Kenya.

Upon retiring in 1983, Gene began a new career as a consultant for Machinery & Equipment where again traveled the world until finally retiring in 1995.

In 1949, Gene married Audrey Demek of Alameda. They were married for 66 years. She preceded him in death in 2015. Gene had a love of Dixieland Jazz. His band, "And That's Jazz" was a staple in jazz gatherings throughout California and Nevada; participating in many of Alameda's Fourth of July parades over the years. Many will remember him as the sailor who played Taps at the annual Memorial Day and Elks Veterans Day events each year.



Joseph C. Mika, born June 3, 1925 in Philadelphia, died April 20, 2020 in Fort Myers, Florida of natural causes. He leaves behind his wife and best friend of 30 years, Patricia A. Mika.

His 6 children are surely going to miss his dry sense of humor that would always put a smile on our face. Florence Solomon and son-in-law Len, Kathy Perazzo, Robin Sims and husband Mike, Bobby Baggett and wife Ruth, Tim Baggett and daughter-in-law Betty Davis. He was preceded in death by son

Fred. His 16 grandchildren, 41 great grandchildren, and 7 great great grandchildren as well as all his nieces, nephews and friends will miss this wonderful man.

Joseph C Mika joined the US Navy in January 1943 and was assigned to Sampson, NY for boot camp. Then he moved on to Aviation medal-smith school in Norman, Oklahoma. His first duty station was at North Island in San Diego, California. He proceeded to the USS SANTEE in 1944 which was home ported out of Norfolk, Virginia. His career continued through WWII aboard the USS SANTEE until May 1947 when he received an honorable discharge. During his time in service, Joe was awarded the following medals: 3 Bronze Stars (Asiatic-Pacific); 2 Bronze Stars (Philippine Liberation); Good Conduct Medal; American Campaign Medal; Victory Medal (World War II).

During the 1950's he sailed with the Merchant Marine. After hanging up his sea legs in 1954, he purchased a bar/restaurant named JOELS which he ran successfully for over 14 years. Joseph then started a dye-cutting and embossing company called House of Gold with his son Fred in 1969 and later his son-in-law Len Solomon came aboard. He retired from the House of Gold in 1990.

Other than enjoying his annual reunions with the USS SANTEE, he is famous throughout his family for enjoying his daily cigar and his two scotch and waters.



Donald John Ziriaux passed on March 18, 2018 at the age of 95. A retired school teacher, his commitment to education and compassion for people will continue to affect those who knew him or were his students. Born in Delmar, New York, his family moved to Williams Arizona, where Don celebrated his young life with friends, working part-time jobs, and driving a Ford Model T called "Miss Fortune". During World War II, he served in the Pacific with the Navy as a motor mate (SP) aboard the USS Kawalein (CVE-98). After the war he earned his teaching degree on the GI Bill. Teaching was his true calling. While a teacher in Ash Fork, AZ, he also ran a refrigeration service, and added TV repair and antenna installation when he helped bring television to the Ash Fork area. Long after he retired, he was still in contact with some of his students and still loved to share stories about teaching.



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