

# SOUVENIR EDITION

SEMPER

PARATUS

# The BRECKINRIDGE News

Vol. 10, No. 7

WE BRING THEM HOME

Sunday, Nov. 25, 1945

# AT LONG LAST

By Pfc. Fenton A. Ludtke



A Dream Come True

Far away the night birds' voices,  
 Are heard above the din of man.  
 They sing a song of peace and longing,  
 Longing those yet far away.

Fast these pale, blue distant mountains,  
 O'er length and breadth of foreign lands  
 Where yet that same constant moon,  
 Shines on us two...so far apart.  
 Yes, I too hear their calling,  
 Their plea tugs at my heart.

To you, my darling, I'll return,  
 With you my thoughts and dreams remain,  
 To make this present just a past,  
 When you are in my arms again.

Oh that tender moment divine,  
 When I hold you and know you are mine.

'Til that moment when I see you,  
 In my dreams by my side you will stay.  
 On a green carpeted hillside,  
 Looking o'er those mountains far away,  
 So far away.

—CPL. L. Mangolies

Tomorrow afternoon the USS General Breckinridge will make history for 5,18 men and women passengers when the ship touches dock in Boston harbor. Debarkation has been arranged by the Army Transportation Officer to hasten that epic moment when each high pointer restores his feet to the blessed soil of the United States, the "land of milk and honey."

An unloading schedule has been prepared to execute debarkation quickly, and has been outlined to unit commanders. The entire debarkation will take four hours.

Immediately after descending the gang plank, personnel will en train for Camp Miles Standish, the disposition area for the Boston Port of Embarkation, 32 miles from Boston.

Anticipating a demand for telephone service, MS has adequate facilities to handle an overflow of calls. Troops may place as many calls as they desire.

Those men awaiting shipment from MS to their respective separation centers may spend from 24 hours to three or four days at MS before departure. During this wait no passes will be given and troops are cautioned not to ask families or friends to descend upon the camp as there will be no facilities to handle them.

While at Miles Standish, men will be issued whatever clothing may be needed to make each man presentable for the trip to his separation center. Troops will not be paid except in extreme emergencies.

For the leisure time in waiting at MS to ship out to the separation centers, troops can visit movies, USO clubs (remember?), and PXs. A modern library is available.

(Cont'd on Page 4)

THE BRECKINRIDGE NEWS

Capt. H. S. Berdine - Commanding Officer  
Comdr. J. B. Oren - Engineering Officer  
Comdr. G. W. Holtzman - Executive Officer  
Maj. Raymond D. Dundore - Army Trans. O.

Editorial Staff

Chaplain H. M. Carlson - Ship's Advisor  
Capt. D. B. Kenney - Army Advisor  
D. Darough - Ship's Editor  
Pfc. Fenton A. Ludtke - Troops' Editor

SO LONG, MISTER

With this souvenir edition, the tenth staff to assume the traditions of the "Breckinridge News" adroitly curtsies to all decks and bustles into a backstage memory. If you've been able to save a few copies, and we humbly hope you deem our editions worthy of retention, possibly at some future date you will stumble upon this copy, and thereupon relax in retrospect of our voyage home aboard the U.S.S. Gen. Breckinridge.

The men who conceived your daily papers, and this special souvenir edition, volunteered from the ranks of the employed, feeling, at the time, that even "sweating" over a tabloid had a distinct advantage over kitchen, latrine and guard details.

Behind the scenery of carbon and ink flowed the combined efforts of fourteen men. A merger of artists, copy-readers, legmen, mimeograph operators, typists and advisors injected the momentum to keep things rolling at all times.

Sgt. Roswell Sanford, T/5 Paul E. Lewis and Pfc. Alden Spencer patrolled the decks and prowled the companionways ferreting out any unnoticed capsules of news.

T/4 Bob Neiler, T/5 Bob Morrison, T/5 Irwin Margolies and Pvt. Boris Berger "dressed" each edition with humorous cartoons, "dingbats," and pencil-sketches of ship-board life.

T/4 Ken Dalton's humor ran berserk, creeping into columns and infiltrated into our skulls as we worked.

T/4 Dominic Messina wore his fingers to the bone hurrying through stencils on an erratic typewriter. It was a source of solace to watch Sgt. George Wanger and Pfc. Bob Sutton mothering the mimeograph and soothingly exhorting the machine to see us through the "deadline."

Army-Coast Guard relations were never better as St. M. 2/c D. Darough, a likeable guy, supplied us with a steady stream of news and chatter. Thanks, too, to the radiomen for the daily news reports.

Capt. D. B. Kenney, Army advisor, gave freely of his time and patience in guiding us around the technical pitfalls of news-hawking aboard ship.

First lieutenants Claude B. Briscoe and Fred Van Pelt gave to the "News" their experience accumulated during service with the "Stars and Stripes."

The curtain comes down.

--Ye Editor

"H" for HOME

"There she is fellas," a soldier exclaimed. "There's the good old U.S.A. Ain't she beautiful!"

The U.S.S. Gen. Breckinridge moved slowly toward the faint ribbon of land that formed on the horizon, gradually growing into buildings and trees that made Boston. A band began to blare martial music while small harbor craft ad libbed a noisy oblagatto of whistles and bells. Green water betrayed our nearness to land. Throbbing hearts attested our excitement.

(Across the world to another beach. This beach is quiet. Iron and steel girders protrude from the beach: the enemy had used this device to stop us from landing on the shore. Burnt, shell-pocked bunkers stand abandoned amidst the rusted barb wire and flotsam the enemy had spaced these fortifications at the end of the beach to frustrate and repulse our landing operations. Now, all these devices and fortifications stand mute, barren, defeated. The men who had surmounted them had pushed inland, fought innumerable battles with the enemy; and when the guns had ceased belching and the rifles had stopped their chatter, these men had embarked for another shore. They called this beach: Normandy.)

"You know, this is the day I'll never forget. Maybe someday when I get back into those tweeds and can stretch and yawn without a sergeant barking in my ear, and maybe when my stomach bulges over my belt, maybe then I'll relive these wonderful minutes. And if my little boy asks me to tell him about the "long ago," I'll tell him of that historical day my brogans came back to rest on American soil."

(...Another beach; this one in Italy. A curling wave yawns, curls and falls lazily upon the sandy beach. Overhead a gull glides down to the water, flaps its wings as a fish squirms in its bill. The sky is clear and soft.

(Once upon a time thousands of men came to this beach, waded ashore and survived hell to creep and crawl inland. They call this beach: Salerno...

Little tugs pouted, nudged and pushed the Breckinridge closer to the Boston dock. Heusers were tossed over the side, securing the ship. A gangplank was pulled into place. Then, 5,186 veterans came home to the one beach they had dreamed of; the one beach they had fought on other beaches to protect.

--Pfc. Fenton A. Ludtke

# The WORLD at SEA

## JAP POINTS FINGER

TOKYO, Nov. 25 - A retired Japanese admiral declared that Hideki Tojo and his henchmen plunged Japan into the war with the United States to escape the wrath of the people for the failures in China. Rear Admiral Masaki named men high in Japanese affairs - some not on Gen. MacArthur's list of suspected war criminals - as involved.

\* \* \*

## 32 WOUNDED

SAIGON, Nov. 25 - Two British Indian soldiers and 30 civilians were wounded in an outburst of violence at Bien Hoa, 30 miles northeast of here, as Annamese continued to battle French attempts to regain control of Indo-China.

\* \* \*

## 'ROUND THE WORLD

A trip around the world, that started in Los Angeles and San Francisco in early 1943, will be completed by two units aboard the Gen. Breckinridge when the ship docks in Boston tomorrow.

Although the units, the 478th Engineer Maintenance Co. and the 26th Field Hospital, left the States at different times and from different POE's, their paths crossed at Khurramshahr, Persia, and they have travelled together since. One officer and 90 EM of the 478th and two officers and 40 EM of the 26th remain of the original personnel.

Their route included Wellington, New Zealand; Melbourne, Australia; Bombay, India; Persian Gulf; Port Eden, Arabia; Red Sea; Suez Canal, and Marseille.

In the ETO both units were part of the U. S. 7th Army and received two battle stars, their only battle participation credit. Average point score is 76.

Days at sea for the hospital unit total 73, while the engineers count 83.

Interesting experiences of the men included off-duty trips into Palestine and Egypt, crossing the international date line and the equator, and going within five degrees of the Antarctic circle. Temperatures of 155 degrees F. in Persia were common and on one occasion the thermometer mounted to 183 degrees, according to Capt. Gilbert Colbeck, CO of the engineers. Maj. Duncan Danforth is the CO of the field hospital.

--Pfc. Alden Spencer.

\* \* \*

## CLIVEDEN SET UP

NUREMBERG, Nov. 25 - Defense attorneys said they would call some members of the Cliveden set and other prominent Britons as witnesses in the historic war crimes trial. But it appeared they would be blocked by legal restrictions. The lawyers for the accused Nazi leaders disclosed their plans at a press conference.

\* \* \*

## AUTO STRIKE GROWS

DETROIT, Nov. 25 - Cooperation of tool and die workers may be sought by the CIO United Automobile Workers Union in the strike against the General Motor Corp., union sources indicated.

At the same time a spokesman for automotive part makers asserted the strike which already had idle nearly 200,000 workers in 51 cities, will result in early lay-off of 100,000 parts industry employees and eventually halt all automobile production.

The UAW, demanding a 30 per cent wage increase, has accepted an invitation to meet in Washington with Labor Secretary Schwollenbach.

\* \* \*

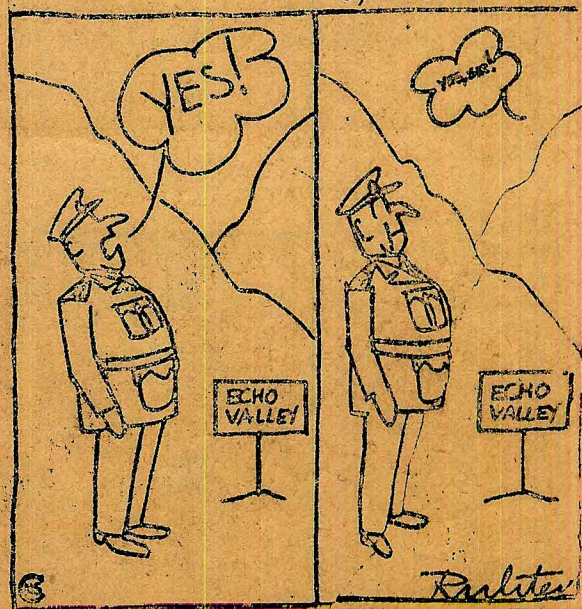
## BRITISH TAKE SOERABAJA

BATAVIA, Nov. 25 - The British completed capture of Soerabaja last night but were battling powerful Indonesian forces in at least two other areas of Java and were reported to have set the torch to native settlements in one locality in retaliation for mutilation of captured British troops.

Heavy fighting was reported in Central Java at Semarang and Ambarawa. In Soerabaja the British blasted Indonesian positions with Sherman tanks to advance more than a mile in the two-weeks-old battle for the big naval base.

\* \* \*

by Mischa Richter



# SEPARATION COMES in 2 to 7 DAYS

The Army has gone into high gear and is doing a job of making civilians out of soldiers at a rate that should warm the hearts of GIs slated for discharge. Nearly 600,000 were separated from the service in September and more than 800,000 in the month of October.

Nevertheless, many men who have looked forward for weeks, months and years to the time when they could become civilians again are beefing and blowing their tops because the longed-for process takes a few days.

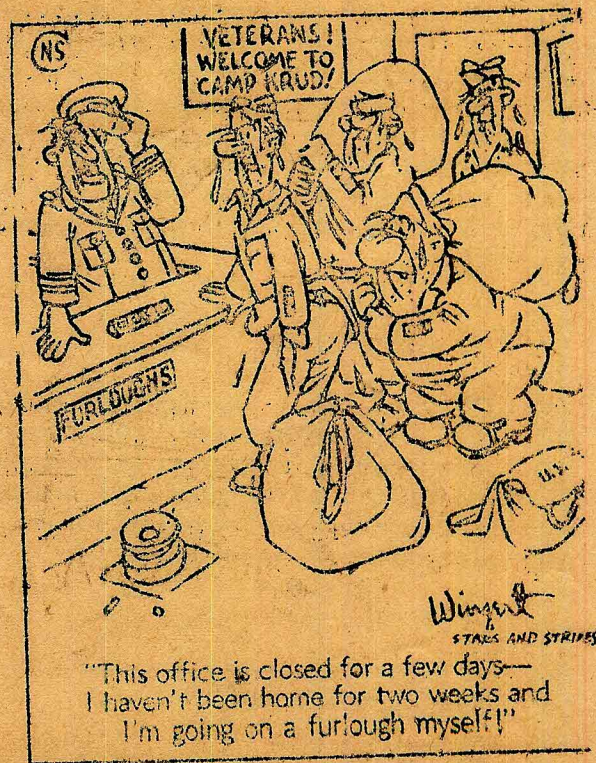
The actual process of separation is covered in 48 hours but so many men are being handled that the individual some times has to wait at the separation center for three to five days before his turn comes up.

In some ways it's unfortunate that news of the Army's efficiency in processing the man within 48 hours has spread around because the soldier gets himself mentally geared to get out in those 48 hours and any other waiting is looked on by him as an injustice.

Every one of these soldiers must have a complete physical examination, complete check of service record and pay record, and get final pay. Every one must have a final turn-in of equipment. Every one gets briefed on the benefits of the GI Bill of Rights, and gets the information needed to convert his Army insurance into regular life-time insurance.

They all get their ribbons, chevrons and discharge emblems. They all get individual help on matters of job selection, if they want it, and everyone gets a copy of the famous Form 100, which is the soldier's record of what he did in the Army. Recorded on this Form 100 is the list of special training and assignments the soldier had. It has helped many soldiers prove the value of their Army training to prospective employers.

All this processing is accomplished in 48 hours. The personnel necessary to carry out the process has to be specially trained, and the daily capacity of the centers is being increased as fast as the men can be trained. Right now the flow of returning men is piling up and the three to five-day delay is the result. With more personnel, the centers will cut into this backlog and the delay reduced.



## AT LONG LAST (Cont'd from Page 1)

Before leaving the Breckinridge troops are required to undergo a physical examination. If necessary, another inspection will be made at Miles Standish. Neither examination will be thorough and individuals wishing a blood test may obtain one upon request, if time permits.

Souvenirs and war trophies will be inspected at Miles Standish, and further checks for ammunition may be anticipated.

Look homeward, soldiers! Already the aroma of your mother's pies promises to be a reality in a few short days. The long voyage home, as Eugene O'Neil waxed it, has reached "journey's end."

In a matter of a week or so, if you can restrain your emotions, you'll be holding that immortal white paper and laughing at the world!

## MALE CALL

by Milton Caniff, creator of "Terry and the Pirates"



# GOING HOME



"Think, My Dear, When I Came Over I Was Only a Pfc."

## "YOU SPEAK, JOE"

The international banking tangle is neatly unraveled in wicked, wonderful Marseille by a simple formula: "You speak, Joe."

One morning we left the cold hills of Calas to enjoy a Turkish bath in Marseille. We had neatly bundled our loot in a GI towel---a cake of soap, a change of underwear and a carton of Pall Malls.

We stopped at a barber shop in Marseille. As the barber finished clipping he hissed in our ear: "Cigarettes?"

We nodded; added "Combien?" He answered: "You speak, Joe."

So we wrote the figure "650" on a scrap of paper. The barber, in turn, scratched out the "650" and wrote "500." We left him the Pall Malls for 500 francs.

It was lovely at the Turkish bath. We steamed some old mud off of us and took nine showers. We finished and decided to settle up. The girl at the counter eyed the cake of soap we still had--we'd tipped the attendant with our soiled underwear.

We indicated the soap; asked "Combien?" She replied "You speak, Joe." We finally took fifty francs for it.

Later we traded the old GI towel for two tomato-&-onion sandwiches wrapped in a copy of "Rouge Medi."

Then we went out where the lovely sidewalk Juliets of Marseille look, look, look, back, back, back. They, too use the familiar exchange: "You speak, Joe."

# NOW LISTEN TO THIS

-o-

One GI, unable to whosh up a lather with soap under the salt-water showers, used No-Brush, No-Lather shaving cream. And it worked!

-o-

The ocean has some roller-coaster waves. So first it's "Chow Down"--then "Chow Up!"

-o-

A fortunate GI "found" \$2000 in cash, then proceeded to give it to the OD to keep for him. "Don't want to lose it," he explained.

-o-

Why are the dogs on the top deck so sad? No trees.

-o-

When the boat drill was called, a slick GI asked, as he panted up the stairs in his life jacket: "Is this trip necessary?"

-o-

Biggest hit on the mess menu to date was that cole slaw.

-o-

The two favorite games of the GI--dice and poker. Plenty of action aboard.

-o-

Hershey bars run on the way from two to six.

-o-

A red-hot rumor had it that a German officer was aboard being taken to Washington for questioning. A phoney.

-o-

Most boys will go home with a smattering of German. And some wonderful memories.

-o-

Biggest beef in the compartments below--poor ventilation.

# USS BRECKINRIDGE

## The Ship

The ship that took us home from the wars will always have a special place in our memories. In shipbuilding circles she is known as a "super-troopship." Actually, she is an auxiliary ship of the U. S. Navy, named by the U. S. Coast Guard.

Her tapered bulk measures 622 feet and she displaces 19,500 tons. Speed and her three types of guns are four reasons why she can take care of herself. The 11,000 gallons of paint used to make her up are of the fire-resistant type, furniture is of metal, and all curtains are of glass fiber. In event of fire, a carbon dioxide fire smothering system operates in each of her seven holds. Also, a fire detecting system gives warning. Should her pumps fail, two 1,000-gallon-per-minute pumps can be pressed into service.

Carrying thousands of tons of equipment and supplies, the ship can maintain herself and 6,000 men for several months. There are 20 large lifeboats and 228 non-sinkable life rafts capable of sustaining 7,820 passengers.

The Breckenridge is made up of 357,000 rivets and 190 miles of welding seams. Her pumping system is 29 miles long and 35,000,000 gallons of sea water are circulated daily through her system. Each anchor weighs 16,000 pounds and their chains, each 990 feet long, weigh 63,000 pounds each.

## MAJOR DUNDORE

The Army man behind the scenes who shepherds the GIs home is Maj. R. D. Dundore, Army Transportation Officer.

A native of Pennsylvania, he graduated from Penn State with an engineering diploma and then attended NYU Law School. In civilian life he was associated with the Gulf Oil Corp.

Originally an ordnance officer, he later served on the general staff at the N. Y. Port of Embarkation. He is a graduate of the Command and General Staff school.

For a time he served as fire marshal of the port and its 16 installations, which include Hog Island and Caven Point, ammo loading areas. During this period 1,000,000 tons of ammo were shipped overseas without a single fire of consequence. For his part in this accomplishment he was commended by the War Department.

Major Dundore's initial trip aboard a transport was made on the New Amsterdam, a converted luxury liner, shortly before D-Day.

\* \* \* \*

## The Man

There has been so much speculation about the identity of the military man for whom the ship was named that we feel it is no more than proper to draw the veil aside.

James Carson Breckenridge was born 13 Sept. 1877, of a military family. He decided to make the U. S. Marine Corps his career, and during a colorful life served in Russia, Norway, Denmark, and Sweden as Naval Attaché.

Later he commanded the 15th Regt., 2nd Brigade of Marine, in the Dominican Republic. Returning to his homeland he took command of the Marine barracks in Washington, D. C. Later he was attached to the USS Seattle as Fleet Marine Officer and aide to Cominch, U. S. Fleet.

His next assignment was at Quantico, Va., to serve as Chief of Staff and Commander of the 1st Regt. at the Marine barracks. Off to China, he took over command of the Marine detachment at the American Legation in Peking.

Called back to the States, he served as Commandant of the Marine Corps School at Quantico. Promoted to Lieutenant General, he moved to his last post as CG of Parris Island, S.C.

Gen. Breckenridge retired in October of 1941, after 43 years of service, and died six months later, on 2 March 1942.

## Capt BERDINE

The skilled hand responsible for the smooth running of the ship belongs to Capt. H. S. Berdine, USCG, who has been around since he graduated from the Coast Guard Academy in 1914.

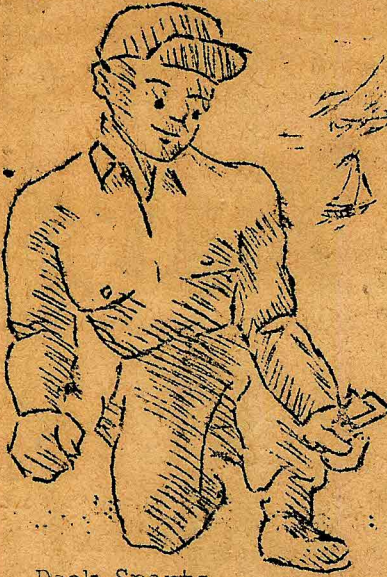
After some years on the North Atlantic ice patrol, he took command of the cutter, Spencer, in 1943. It was that tough little ship which sent the U-175 to the bottom.

It happened in April. The Nazi sub was trying to get inside the convoy the cutter was guarding. A depth charge forced the sub to the surface. The gun crew straddled it with shells, then boarded it. Too riddled to remain afloat, it was abandoned and sank. The gun crew took back 41 prisoners.

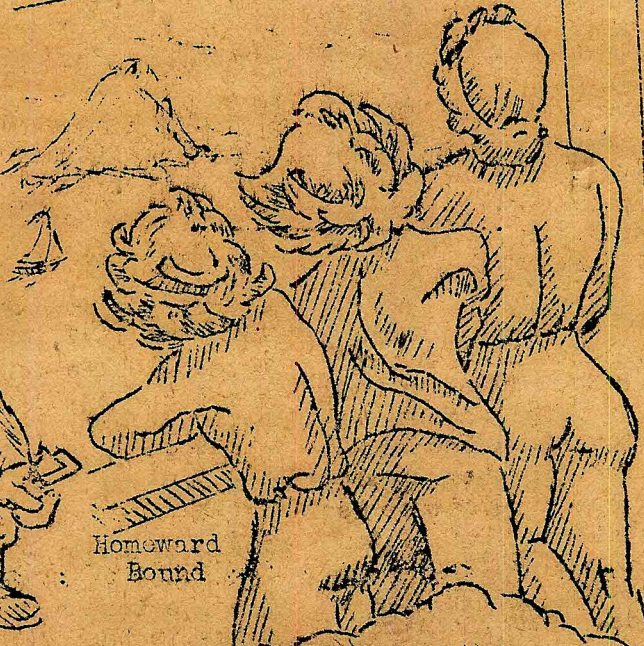
After running the anti-sub warfare school in Florida, Capt. Berdine took charge of the Task Force 64 in January 1944. It is reported that Capt. Berdine has more days at sea in this last war than any other Naval or Coast Guard officer or man.

\* \* \* \*

SCENES ABOARD SHIP



Deck Sports



Homeward Bound



Chow

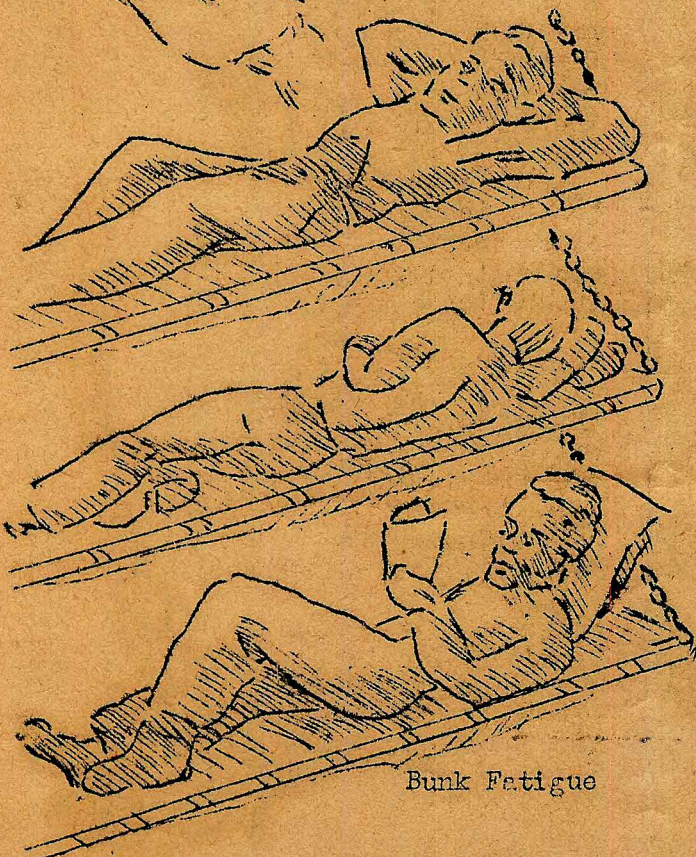


Reading the News

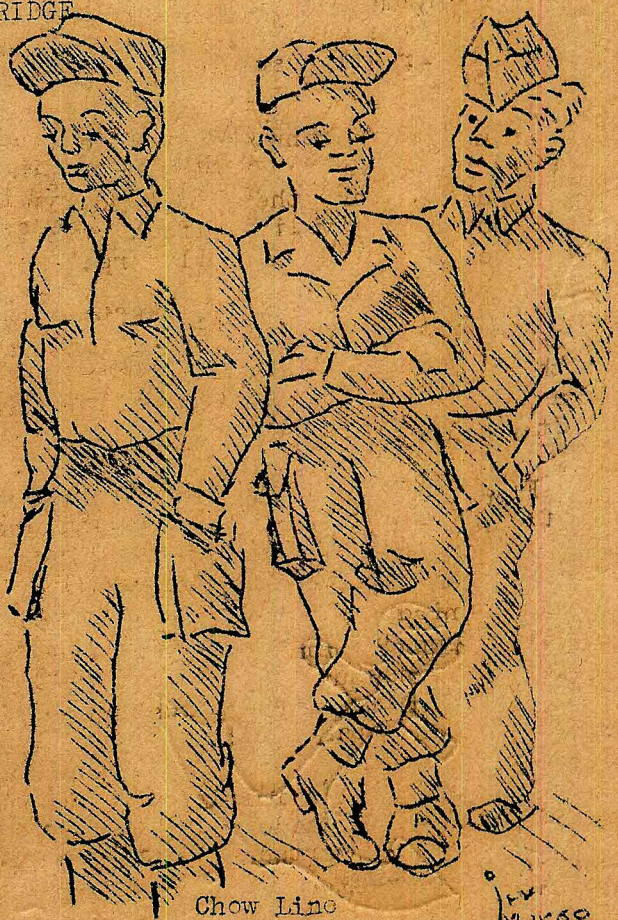


Church Services

USS GEN. BRECKINRIDGE



Bunk Fatigue



Chow Line

Joe Mingo

# The After Years

There shall be gladness in the  
after years  
When softened are the sorrows  
of these days,  
And joy is going forth on quiet  
ways  
That once knew bitter conflict  
and strong tears.  
New days shall come! Beneath  
tomorrow's skies  
Lovers shall stand and smile  
where heroes fell,  
Heaven shall kiss the fields  
men knew as hell.  
And songs of peace and praise  
shall freely rise,  
True men shall speak the truth  
where traitors lied.  
Where the tyrant's word was  
grimly spoken,  
Right shall rule, where youthful  
skies were broken.  
The old shall rest, the young  
shall run glad-eyed.  
O then, remember those of land,  
air, sea,  
Who fought and fell that these  
high joys might be!

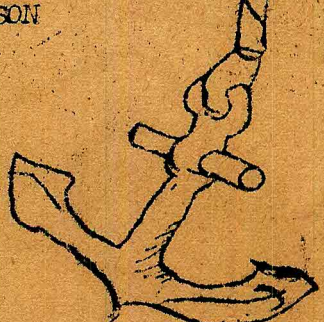
**GOOD**  
**BYE** *And* **GOOD**  
**LUCK**

The US GEN JO BRECKINRIDGE bids our Army and Red Cross passengers goodbye with best wishes for every good thing. As comrades in service we feel a strong tie that binds us in devotion to that country which we have served and love.

The farewell greeting "goodbye" is a contraction of the words "God be with you". May divine guidance enrich you in the after years.

H. N. CARLSON

AP  
176



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12-0000  
1972  
1977  
15-550  
25-10  
25-550  
25-550

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259  
267  
48



U.S.S. "Breckenridge" Nov-Dec 45

**OFFICER'S BERTHING AND MESSING CARD**

Name Achiev Rank Capt

Stateroom 107 Bunk Number \_\_\_\_\_

You will mess in the Wardroom at Table \_\_\_\_\_  
at times scheduled for holders of tickets of this color.

**MEALS**

37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18