

Contributed by Michael Reade

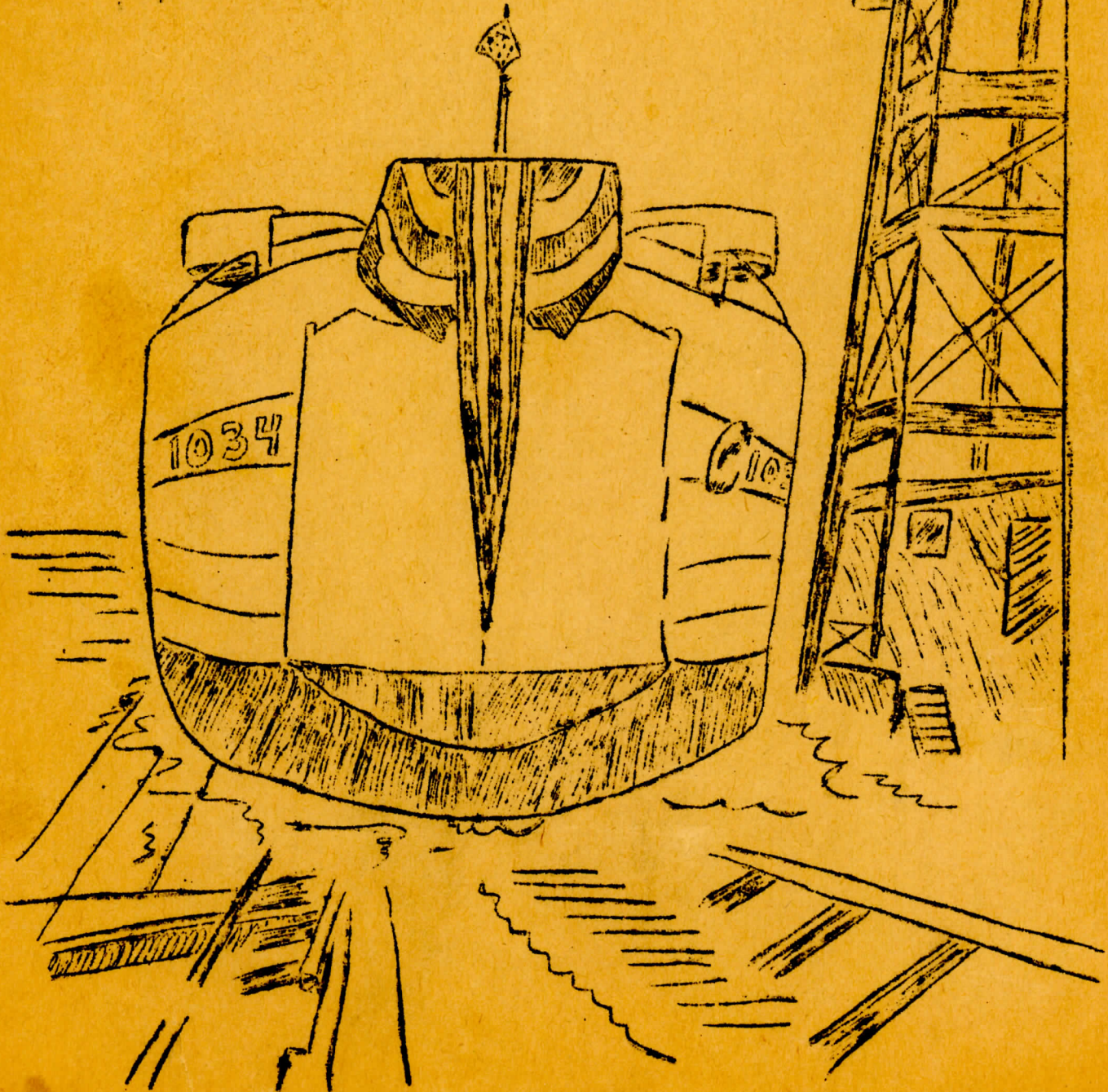
FIRST ANNIVERSARY

U. S. S. LST 1034

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ONE YEAR AGO TODAY

AUGUST 26, 1944 - AUGUST 26, 1945



FROM EAST AND WEST  
ALL WALKS OF LIFE  
A CREW WAS MOULDED  
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The story of the crew of our ship, the LST 1034, from its original formation to the smooth functioning unit it is today is but another chapter in the history of America at war.

On a hot morning, July 6, 1944, the original 104 men and 7 officers met for the first time. From this nucleus we were to build a "ship". Not the steel and intricate mechanism that sails on the sea but the soul of the ship. We were to mould this unit from men of whom 85% were but a few months out of civilian life. The crew of the LST 1034 is the testimony of this accomplishment.

On the date of commissioning there were twenty-five men of petty officer ratings. Today, one year later, there are over sixty. In this connection we note that eighty men have been advanced in rating once; an additional twenty-five have been advanced twice and one man has passed through three pay grades to petty officer second class.

In the majority of cases men were able to use their civilian trades to good advantage but there is the baker who became a laundryman; a painter who now bakes for us; a stock clerk who became a signalman and an actor who is now a radarman.

Thirty-four states of the Union are represented. Over 50% of the crew is from the middle west with Ohio and Illinois totaling forty. In addition we have one man from

(Continued on page 11)

CAPTAIN'S MESSAGE  
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TO THE OFFICERS AND CREW  
OF THE LST 1034:

On August 26, 1944, in Boston, Massachusetts we were privileged to commission a ship of the U. S. Navy, and dedicate it to the downfall of the Japanese Empire.

Now, on August 26, 1945, we have double cause to celebrate, for not only have we completed a successful year of service, but also we have attained our original objective. The Japanese Empire has fallen.

None of us will ever forget that year of service, its many incidents and experiences are engraved too deeply in our hearts. None of us shall fail to remember it with pride in its accomplishment.

Now, as we contemplate the long road back, I am honored to extend to you this message - To every officer and enlisted man of this vessel who by self-sacrifice, cooperation and high morale has kept it at a state of efficiency well within the highest traditions of the Navy, I say to you - Well done! Well done!

*P.C. Greenwell*  
P.C. GREENWELL,  
Lieutenant, U.S.N.R.,  
Commanding.

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DID YOU KNOW THAT .....

The LST 1034 has traveled over 31,000 miles to date since commissioning?

## HEY, YOU!

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Soon after we were formed into a crew and began to know one another it was apparent that "Hey" wouldn't do as a salutation.

At Camp Bradford musters were constantly being taken. The start, "Adamick, Albritton, Almassy, Best" has been well dinned into our minds. From these last names most of the nicknames were derived.

EM2c. Phil Moffitt was labled Morfit. Seaman Peterson became Pete; Erickson was tabbed Eric and Lemasters found himself abbreviated to Lee. Stock and Moose were the shortened names for Radarman Stockwell and Seaman Musille. It was Mitch, Lep and please Mike when food handouts were wanted from the originals, Mitchell, Lepley and Mikolow. Mr. Matt was short for Mattingly and in the black gang there was "Phil" Philpot, "Mac" MacFarland, "Turp" Turpin and "Bloody" Bloodgood to follow a matter of course.

Some shipmates have physical attributes which are pronounced and caused a nickname. Whitey Cunningham of the platinum hair, Red Eberz of the auburn, and Curley Colburn, for an equally obvious reason. Pappy Price and Pop Krughel gained paternal appellates out of respect of their advice and few years seniority on most of the shipmates. Max Gewalt came in for plenty of ribbing as "The Nose." For your records note that Cowboy Klarkowski's Christian name is Stanley. Until he recently got outfitted with a new set of teeth Gordon Needles certainly merited his name Gums.

(Continued on page 9)

## WE SAW THE SEA

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The days crossing the Pacific were surprisingly cool at first. The evenings were chill. Although we were traveling only a few degrees north of the equator the temperature remained in the neighborhood of 75° for 7 days. Some of the crew started griping. This was hardly the torrid weather we expected.

When the heat took over there were still gripes. These have continued on to the time of this writing and will not cease 'til we reach the North temperate zone on our return home.

With the hot, sunny days regulations regarding uniforms were relaxed. Shirts were discarded and soon others were following Frank Williams' and Carl Stohn's lead in wearing shorts cut from whites and dungarees. As Mr. Day observed in a little talk to the crew on the foc'sle, "Through a long glass from a passing ship we look like a boatload of refugees." That was O.K. though. He was wearing shorts at the time.

We learned to have full gear ready just in case of general quarters. Drills were held at sunrise and sunset.

The change in climate also brought a variety of new ailments to the pharmacists' attention. Frank Williams, Frank McCloskey and little Dick May were kept busy in sick bay treating rashes and prickly heat as well as the diverse tropical fungi growths that get started between the toes.

(Continued on page 7)

## NEPTUNIS REX

On the long trip to the South-west Pacific there were a few changes from the usual order of the day. On Sundays there was holiday routine. Reveille was half an hour later and extra sack duty was not forbidden during the day.

Protestant Divine Services were planned by Mr. Mattingly and Bill Schultz and the Catholics had a committee to organize their weekly services on the bow if weather permitted.

The main excitement of the whole trip was the week preceding, and finally the day itself, of the pollywogs' initiation. For days in advance the shellbacks had been warning their victims of the dire punishment they would receive upon crossing the equator.

(And while we are on that word equator, Earl Frazier wants it on record he did not think it was a ribbon around the earth.)

There were twelve shellbacks. The Captain was the only officer in their number. Although few for having to face the whole crew and LCT passengers they managed to instill a good amount of terror into their lowly pollywog victims.

The air was charged when a few evenings before the fateful day someone stole the shellback's cat o' nine tails. The p.a. boomed a warning of severe punishments upon all hands if the whip was not returned. Soon after that Mr. Morse piped a rallying word, "Attention all pollywogs. Any man who returns the cat o' nine tails to the shellbacks is chicken."

Chief Plummer made a new one.

## SOUTH SEA ISLAND MAGIC

If Dorothy Lamour every played a south sea island girl as a south sea island girl really is, the theatres would be filled with empty seats. Hollywood has led us to expect tropical paradises; we saw jungle in the tropics. Far from paradise, it was hot as Hell. There have been some interesting and beautiful sights, the volcanic island, Bam and the particularly colorful Philippine skies at sunset. The native gals will never be classified as a lure any longer.

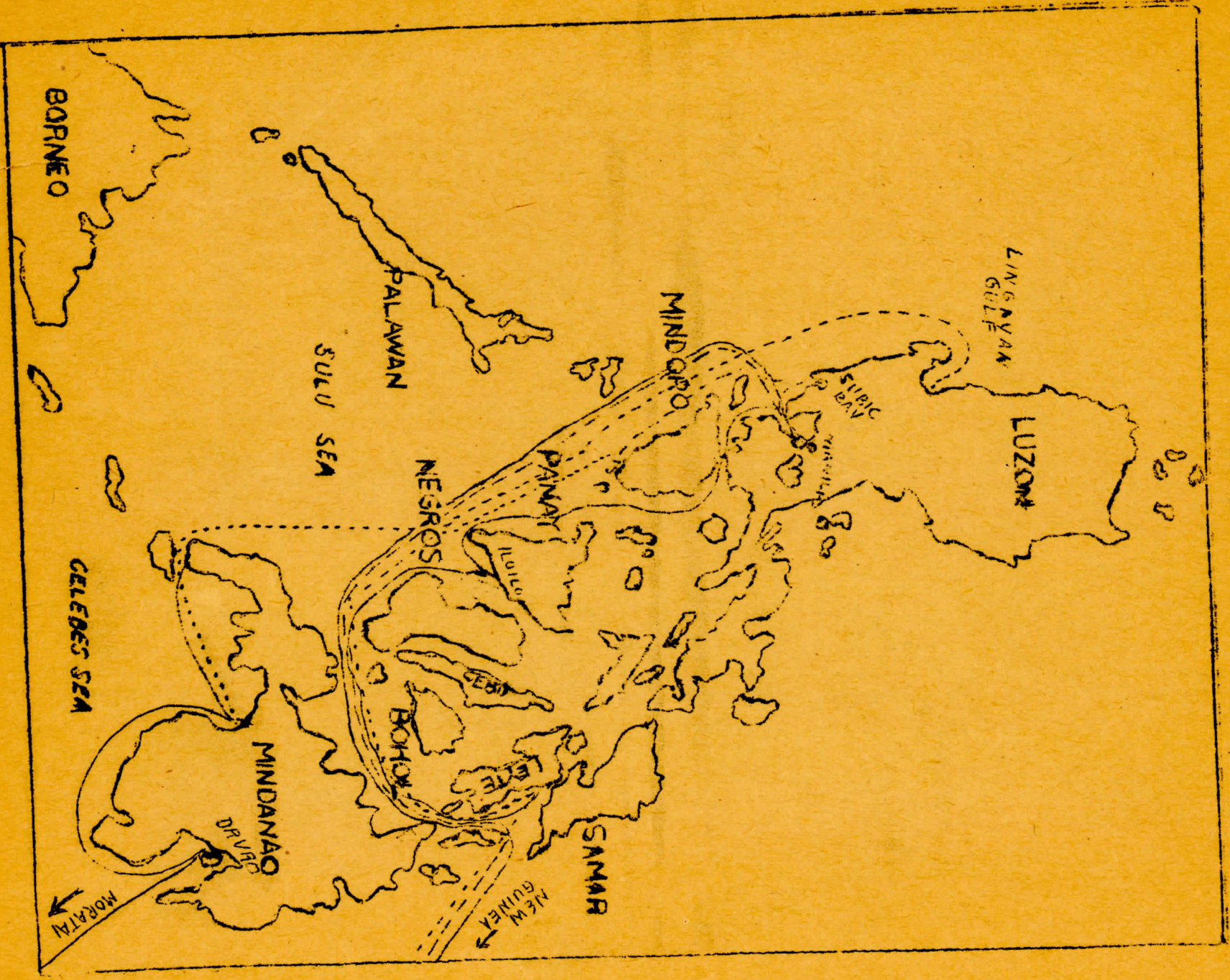
It was from the natives at Biak we first learned the barter system. They traded their wares for mattress covers and clothing. There were also bananas, coconuts, miniature carved outriggers and shells offered for barter. At Mios Woendi it was the same way. Young little brown boys would dive from their canoes after the coins we tossed overboard. They wisened up though and learned to ignore coppers for silver pieces entirely.

Ensign Siegel tried to out-dive them for the fun of it but even an American amateur swimming champ couldn't compare with these Indianesians.

The closest thing to sarongs or lurongs we saw was the garment the males in the Admiralties wore—a bolt of red, blue or Army khaki wrapped into a tight little skirt of sorts.

The eve of initiation atmosphere was tense. The shellback propoganda had reached its climax. All kinds of rumors of what was in store were spreading around the

(Continued on page 6)



The map on page 4 exposes the locale of the majority of our moves in the Philippine area since January. Our different voyages have been traced in for reference.

Following is a complete list of where we have been since leaving Boston in September.

ROUTE	DEPARTURE & ARRIVAL
Boston to Little Creek, Virginia	9/1/44
Shakedown Cruise	9/4/44
	9/5/44
Norfolk to New York	9/15/44
	9/24/44
	9/25/44
New York to Guantanamo Bay, Cuba	10/3/44
Guantanamo Bay, Cuba to Coco Solo, Canal Zone	10/10/44
Panama to Espiritu Santo, New Hebrides	10/11/44
Espiritu Santo, N.H. to Seeadler Harbor, Manus, Admiralty Islands	10/14/44
Manus to Hollandia, New Guinea	10/17/44
Hollandia to Biak, Sch- outen Islands	11/17/44
Biak to Mios Woendi, Padaido Islands	11/20/44
Mios Woendi to San Pedro Bay, Leyte, P.I.	11/27/44
Leyte to Lingayen Gulf, Luzon, P.I.	12/31/44
Lingayen to Leyte	1/2/45
	1/11/45
Leyte to Hollandia	1/12/45
	1/12/45
Hollandia to Manus	1/13/45
	1/14/45
Manus to Hollandia	1/21/45
	1/22/45
Hollandia to Leyte	1/27/45
	1/31/45
	2/5/45
Leyte to Manila, Luzon, P.I.	2/16/45
	2/22/45
Manila to Subic Bay, Luzon, P.I.	2/23/45
	2/25/45
	3/6/45
	3/8/45
	3/9/45
	3/16/45
	3/16/45
	3/19/45
	3/26/45
	3/27/45
	3/31/45
	3/31/45

ROUTE	DEPARTURE & ARRIVAL
Manila to Mangarin Bay, Mindoro, P.I.	4/3/45
Mindoro to Malabang, Illiana Bay, Mindanao, P.I.	4/4/45
	4/14/45
	4/17/45
Malabang to Mindoro	4/18/45
	4/21/45
Mindoro to Parang, Polloc Harbor, Illiana Bay, Mindanao, P.I.	4/25/45
	4/28/45
Parang to Zamboanga, Mindanao, P.I.	4/30/45
Zamboanga to Parang	5/1/45
	5/3/45
	5/4/45
Parang to Davao, Min- janao, P.I.	5/9/45
Davao to Morotai, Hal- mahera Islands	5/11/45
Morotai to Biak	5/11/45
	5/13/45
	5/22/45
	5/25/45
Biak to Manila	5/30/45
	6/7/45
Manila to Subic Bay	6/7/45
	6/8/45
Subic Bay to Leyte	6/18/45
	6/21/45
Leyte to Hollandia	6/23/45
	6/29/45
Hollandia to Milne Bay, New Guinea	7/1/45
Milne Bay to Hollandia	7/5/45
	7/7/45
	7/11/45
Hollandia to Manila	7/14/45
	7/23/45
Manila to Iloilo, Panay, P.I.	7/26/45
	7/28/45

#### DID YOU KNOW THAT .....

The Welfare and Recreation Department has spent over \$500.00 for records, athletic gear and magazines.

That the crew has eaten over 23,000,000 Navy beans since commissioning.

## KNOCK OFF SHIP'S WORK

What a sailor does in his spare time has been the subject of many articles. In this story we shall attempt to draw a picture of off-duty hours aboard the LST 1034.

Beyond a doubt letter writing is number one on every man's list. A Sunday evening or immediately after mail call finds the mail box filled to capacity. On an average of sixty letters pass the censors each evening.

But there are still the long hours at sea when a sailor has to find other things to pass the time. The ship's library has proven invaluable in this respect. Starting with 125 books it has grown until there are now over 225 bound volumes and an additional 350 pocket size Armed Forces Editions. What does a sailor read? Western stories are probably most in demand. This is evidenced by the waiting list for each Ernest Haycox, William Raine or Zane Grey book. Not to be outdone are the mysteries. Erle Stanley Gardner's "Perry Mason" series is tops in this field. Then there is the group who prefer straight novels. "Kings Row", "Mrs. Parkington", and "A Tree Grows in Brooklyn" have all been favorites.

This ship has unveiled its quota of musicians. Starting with "Limey" Bloodgood's guitar the black gang developed a number of guitarists. "Curley" Colburn, Bob Humann, Forrest Wells and Sam Chinni of the Engineers and Dick Stockwell, Bill Schultz or Howard Brown are always available to entertain the crew. In addition we have found Don Lucas, Frank McCloskey and Marion Payne to be excel-

(Continued on page 9)

## NEPTUNIS REX

ship like wildfire.

Perhaps what set off the evening's explosion was the tale that all hands would have only crackers and coffee the following day. Anyhow a healthy tussle ensued and the outnumbered shellbacks found themselves confined to the brig.

At the initiation ceremony the first person the pollywog encountered was the Royal Barber. Chief Plummer was the manipulator of the shears. He clipped each cranium with abandon, leaving all hands with tursed heads of hair, V for Victory cuts or Cherokee Indian coiffures. For tonic he had whipped up a dressing of oil, garlic and vinegar, the scent guaranteed to linger long. Some unfortunates had to undergo a royal shave which consisted of two swipes of an oily paint brush across the face.

Then in his initiation clothes of scivvies with one black and one white sock the pollywog was prepared to meet King Neptune and his Royal Queen.

"Boats" McCarthy wore mattress cover robes and a golden crown. His spouse was Philpot dressed complete to padded breasts. Their baby was none other than Major Taylor complete to bonnet and bottle with an improvised nipple.

Jim Green was the 'debi' himself in red tights, shirt and fitting hood from which horns jutted. A vanemous arrow-pointed tail completed his apparel. In his hand he carried an electrically charged trident which prompted the elicitation of gracious respects to Neptune and his Majestic family.

(Continued on page 7)

RING IN THE NEW  
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It was our first day out of Seeadler Harbor, Manus Island en-route to Hollandia, New Guinea. We carried some Navy passengers and a small cargo of lumber.

The night was warm. Clouds glided across the sky obscuring the moon and stars from time to time. Seven bells had passed. Shadowy figures were already emerging from the crew's hatches and forward booby hatches onto the main deck. Silently the grey silhouettes moved towards their assigned stations to relieve the watch and start the mid-watch.

The greetings as the men from section one climbed into the gun tubs were a little longer than the usual bare words of information to pass on. Some could be seen in pantomime shaking hands with the man they relieved. At eight bells the conn talker called all stations "Happy New Year fellows."

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NOSTRADAMUS '45  
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If they had know what was to be done,  
They wouldn't have started in forty-one.  
The Army khaki and Navy blue,  
Went to battle in forty-two.  
They fought on the Mediterranean sea,  
In the year of forty-three.  
The Japs were killed off by the score,  
At New Guinea in forty-four.  
We knew the enemy wouldn't survive,  
Until the end of forty-five.

- Gordon Needles, SM3c.

## WE SAW THE SEA

Flo. "Curley" Colburn was sweating copiously in the Main about that time. He developed quite a case of sore feet and inaugurated a practical fad in the bargain. The idea for his air conditioned shoes was copied by all ranks. Ensign Scott has wound up with the pair slightest resembling the boots with which he started. Only the soles, two straps and leather tongs remain.

The evenings on the way across were spent shooting the breeze, reading or playing cards. Letter writing became sort of hard. Our days were much the same and there were no letters from home to answer. Thirty-one days to Espiritu Santo in the New Hebrides is a long time we found.

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NEPTUNIS REX

Beyond the throne awaited Chief Powell as Supreme Judge of all cases, Chaplain Dan Price, Shyster Lawyer Leroy Sims and District Attorney Jack Hart were there to distort your case. Most of the prosecuted were ordered to the stocks. An elaborate pair had been constructed. After such punishment the prisoner was either too stiff from the position or still to peppy in the eyes of Davey Jones Ernie Almassy and were guided by him to the sea doctor - none other than Joe Adamick. Joe had some of the vilest tasting, most malodorous concoctions ever conceived, and ladled them out most generously.

The pollywog was through then and walked away - away into a terrific stream of salt water, a loyal member of the Ancient Order of the Deep.



## REMEMBER THE DAY

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In five, ten or fifteen years hence when this war becomes just another chapter in History books we will continue to look back on these days aboard the LST 1034. It will be impossible to remember every incident of our service or even remember the names of our shipmates. However, in each man's mind will be someone or some incident which he shall never forget.

It's same to assume that none will ever forget the sound of "Boats" McCarthy, Mike Cusick and Joe Laurent as they pleaded with us to get up in the morning.

Ray Turpin will always remember the soldier called "Tex" which he smuggled aboard in Manila. When they discovered "Tex" was a guitarist they bribed him with toasted turkey sandwiches and coffee to stay on board and make the trip with us to Subic Bay. An obliging O.O.D. completed the deception by putting "Tex" ashore after several days visit.

Leonard Jolly will carry with him the memory of never ending searches for "Available" Brown.

Henry Hodge will remember the Saturday nights he waited up for the Plan of the Day to be published so that he would be sure not to miss Holiday Routine should it be proclaimed.

Carlos Lopez will be remembered by the yeomen as a special liberty hound. Carlos is always running to the office for a request slip so that he can visit his cousin on the island.

Frank McCloskey will be remem-

## COMRADES NOT FORGOTTEN

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There is a bond among shipmates which we realize exists only when it comes time to say goodbye. This was especially true but three days ago when we bid farewell to the first of our shipmates to return to the life they left when Uncle Sam first sent out the call.

Joe Adamick, the gunner's mate from Chicago who is undecided about his post-war life. Whether to open a tavern which has always been his whim, or to start a chicken farm, his wife's desire.

Francis Noel, COM., a veteran of LST duty in the European-African theatre.

Ray Muller, Momm2c., who held the distinction of serving on more LSTs than any man on the ship.

Mike Cusick, BM2c., the man who spoiled many dreams of Dorothy Lamour or Betty Grable with his boisterous "Hit the Deck."

And Major Taylor, Bkr2c. who kept many mid-watches supplied with hot rolls.

In an impressive ceremony before all hands at quarters the Commanding Officer praised these men for the fine work they have done not only on board this ship but also throughout their entire Navy career. A few minutes later they departed amid farewells, handshakes and promises of writing.

This once we were glad to see a shipmate leave for this time they were returning to civilian life, a privilege each one truly deserves.

## ANNIVERSARY DINNER

Cream of Tomato Soup	Crackers
Grilled New York Cut Steaks	
French Fried Potatoes	
Brown Gravy	
Buttered Peas	Asparagus Salad
Ice Cream	Sugar Cookies
Coffee	Cigarettes

## HEY, YOU!

The prefixes Mac and Ty are apt for Signalman McDonald and Fire Controlman Tyjewski and suffice Ski for Seaman Iwanski and Lozinski of the dots and dashes. A pun on Bob Humann's name occasioned the more frequent nomenclature of Humane.

Pharmacists Frank McCloskey and Dick May easily fell to answering Doc and Little Doc respectively. Hopeless Hope is not indicative of the regard in which our laundryman is held. Available Brown somehow arises from the Dogpatch character in Lil' Abner.

A few fellows have nationalities as their tag. It is not strange for Bob LaMontagne to be called Frenchie or Ray Domagalski to be Pollock. This classification does not go for "A-rab" Maffucci who is really of Italian lineage but Sam Chinni had already been stamped as Dago. An equally individualistic nationality within our own country occasions Mail Clerk Marsh to be dubbed "Tex."

(Continued on page 10)

## KNOCK OFF SHIP'S WORK

lent pianists and Richard Wright to be adept at playing the violin.

Sports have also played a major part in our life away from home. A number of inter-divisional basketball teams have been formed exhibiting such outstanding athletes as George Egnew, "Whitey" Cunningham, Sam Musille, Bob McDonald, Neil McClafferty and Bob Hannan. Baseball, softball and boxing have also proven popular.

The officers not to be outdone have taken to weight lifting to develop the physique. Ensign "Purple Heart" Pennington is the number one adherent to this form of exercise. In an effort to avenge his humiliating defeat at the hands of a recently transferred fellow officer should their paths cross in post-war life, Lt. (jg) William Mattingly holds the record in the development of table muscles.

This column wouldn't be complete without mentioning the pinochle games in progress each evening or the checker tournament in which Cliff Gunter emerged as the undisputed champion. Nor can we forget the hours spent listening to recordings played over the public address system or to the stateside radio programs over the "Mosquito" "Far Eastern" and "Jungle" network.

We must also be indebted to Ray Iwanski, John Reade and John Farrell for giving up their evening hours to operate the motion picture projector. We must agree that it would have been a different list

(Continued on page 12)

## HEY, YOU!

Among the officers Lieutenant Greenwell is referred to as Captain and Skipper. The crew sometimes refer to him otherwise, such as P.C. his initials. Similarly E.C. is a sotto voce tag for Lieutenant Day. The name given our Exec. which will linger longest in our minds in "The Deac." No one quite knows why "deacon" was chosen but it did originate from "Leroy" Liberati's fertile mind. Ensign Charles Scott is known to the bridge force as Long John. The officers themselves refer to Ensign Jimmy Guinn as Raggety and to Ensign Jim Morse as Wong. Dr. Bernell Davis has suffered under the stygma of Louie. The original was a dissolute sea doctor character in the movie "The Sea Wolf." Pinnball is the jocular alias of Ensign Robert Pennington.

There are the names that have been pinned on some crew members which seem to have little rhyme or reason. Take Joe "Buff" Adamick or "Little Buff" Picciano. Swank Throp seems to be a throw back to his zoot suit days in the Old Country. Neil McClafferty brought his name Skits along with him from pre-service days in Boston. Wilbur for Dick Wright had its roots in the Collier's series of cartoons though the association is dim. Seaman Frazier's first name is only know to the yeoman and mail clerk for Wahoo is his name to all hands. Harry "Bud" Prior has been doubly christened Termite and Junior by his co-workers. Snafu is a recent tag pinned on John Vidale.

Last but not least in our resume of nicknames comes Slc. John Junior VanDenBossche. Because of his out-

## PLAN OF THE DAY .....

Ed Mikolow probably holds the record for making the most of his time. The following is a resume of the day he reported aboard ship for duty.

1400 Reported aboard for duty.  
 1500 Requested special liberty.  
 1600 Request approved. Left ship on liberty.  
 1800 Arrived home.  
 1830 Ate evening meal.  
 1900 Left house with fiancée to be married.  
 2200 Arrived at preacher's home.  
 2230 Pronounced man and wife.  
 2300 Left preacher's house for home.  
 2330 Stopped at restaurant for wedding supper. Wasn't very hungry.  
 0100 Arrived home.  
 0300 Left bride to return to ship.  
 0400 Arrived aboard ship.  
 0415 Started cooking breakfast for the crew.

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DID YOU KNOW THAT .....

The crew has eaten over 230 ton of food which has cost the Navy approximately \$75,000.00.

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size ears he is called Radar, the relation being to a search radar antenna. On the side of dissimilarities, John is more frequently called Muscles, a development that does not show much as yet in his small frame.

So it is that we have grown from the "Hey, Mac" stage in a year of close living to familiarization akin to brothership. Whatever the name it can be substituted for "Hi, Shipmate!"

## REMEMBER THE DAY

bered as the walking newspaper. Frank listens intently to all news broadcasts and can relate word for word the entire text of the program.

John Reade will be able to look back on the day he was awarded the "Order of the Gilded Light Globe" for sighting and promptly reporting a coral reef.

Commanding Officer Joe Laurent, Navigator Francis Noel and Chief Engineer "Tex" Marsh will remember their miraculous escape when the secret weapon, P-38½, sunk on its maiden voyage in San Pedro Bay, Leyte. Who knows but what the atomic bomb would have been minor in shaping the course of the war had the P-38½ survived to be used against the enemy.

Many of us will recall a visit to sick bay with our knees shaking and teeth chattering while Doc Davis prepared a bicarbonate of soda which might turn out to be hypo or developer.

Joe Lepley deserves credit for the story of how the LST 1034 was the first ship to successfully hit the beach at Malabang, Mindanao after two other LSTs were driven off. Joe always omits the part where the beachmaster and not the Japs were responsible for the other LSTs withdrawal.

Then too, there are numerous other incidents which took place while on liberty which for obvious reasons must remain untold.

These and many other stories will be revived at future American Legion and V.F.W. conventions and are but a small part of the many experiences we have shared while serving as shipmates during World War II.

In addition to this paper a supplement has been prepared including the civilian address of each member of the crew.

Printed below are two additions which should be included in this supplement.

Bernard N. Powell  
4131 Cole Avenue  
Dallas, Texas

Fred V. McClendon  
436 So. Canosa Court  
Denver, Colorado

## CREW WAS MOULDED

our northern neighbor Canada.

A few other facts about your shipmates are that over fifty men are married. Fourteen men are fathers of one child; thirteen men are fathers of two children; eight men have three children and two men are the proud fathers of four. Four men have become fathers since leaving the states.

The youngest man aboard is Gerald Low and the oldest Dan Price, who is forty-four. Twenty-three were below draft age when they entered the service. Twenty-three men are over thirty years of age; seventy-nine between twenty and thirty and nineteen men are still in their teens.

In reviewing the above facts we can plainly see how typically American the crew of the LST 1034 is. Men from all walks of life, men from all sections of our nation serving together under one flag 8,000 miles from home and loved ones. Each with but a single thought - to return to the life for which we have fought.

KNOCK OFF SHIP'S WORK

had we not been able to laugh occasionally at Bob Hope, join in on the Community Sings or hiss each time the story of Oswaldo Cruz, the Cuban with the Scottish name flashed on the screen.

The credit for helping the past year pass cannot be attributed to any one of these factors. It was through the combined efforts of every man who assisted in any way that this was accomplished. It is safe to assume that in years to come we shall always carry with us the memory of many pleasant evenings "Somewhere in the Southwest Pacific."

C'EST LA GUERRE

He wept when she was out of sight,  
And dreamed of her most every night,  
For on the high seas he does roam,  
For the girl he left at home.

He laid out many booby traps,  
On the island held by Japs.  
He didn't care for medals galore,  
Only the girl whom he adored.

But a villian stalked there by  
her gate,  
And led his sweetheart to her fate.  
She soon forgot the boy at sea,  
And married the villian for a life  
of ease.

Now he has no one for whom to fight,  
Or whom to dream of in the night,  
The villian, some 4F, with plenty  
of dough,  
Who hasn't the guts to get in the  
show.  
Away with the sailor's girl he  
flees,  
While the bluejacket fights upon  
the high seas.

- Gordon Needles, SM3c

DID YOU KNOW .....

That the LST 1034 was christened by Mrs. Edith A. Gannon of East Weymouth, Massachusetts, daughter of John O. Holmberg, Quartermen Shipfitter at the Charlestown Navy Yard, Boston, Massachusetts, who was the recipient of the highest award for a beneficial suggestion during the month of March 1944.

That the LST 1034 has crossed the equator eight times.

That approximately one hundred seventy-five movies have been shown on board.

That over \$10,000.00 worth of merchandise has been sold in the Ship's Service Store.

That receipts for the laundry now total over \$1,200.00

That eighty-nine of the original one hundred four enlisted men and that eight of the original nine officers remain on board after one year.

BOTZ IS GOING HOME

Bill Botz, the galley's Jack of all Trades thought he was dreaming last night. Lieut. Day, our Executive Officer, asked Bill if he would like to go home. "Wild Willie" had been the instigator of a hoax of a similar nature played on Nelson Watson that afternoon so naturally thought that the Exec. was turning the tables. Only after seeing the AlNav was he convinced it was true.

Bill is eligible for 57 days leave plus travel time under a new Navy ruling and he plans to leave next Tuesday morning. Good luck, Bill.