

# THE USATO W P Richardson - HISTORY

It doesn't make much difference what ship you came overseas on, the chances are very much that it wasn't nearly as new a vessel as the USAT W P Richardson. When you left home your friends were driving the most modern cars available if they owned 1941 models. The ship you are on now wasn't even completely planned when those automobiles were made.

The USAT W P Richardson was commissioned into active service with the U S Fleet on 2 November 1944, at Bayonne Navy Yard, New Jersey. The Richardson was not originally an Army ship, but was operated by the U S Navy.

She made a shake-down cruise - short, because those were still dangerous days on the water - then began a busy period of service. The ship started her service with a trip from Boston on 10 Dec 1944 to the ETO with a load of troops.

During the war, in the period when men and machines at the right spot were more vital to our nation than at any other moment, the Richardson was there, transporting men of many famous armies, USO troupes, field and general hospital units, nurses and WAC, and generals, politicians, and celebrities by the score.

Sometime after the fighting had ceased the Richardson was turned over to the Army, and under-went a complete face-lifting. In a short period of time she was overhauled and fitted out as a Troop Transport. During her first few voyages as a Transport, some of the minor alterations continued, and today she is one of the best of the permanent peace time Army Transports.

The principal dimensions of the ship are:

Length, overall . . . . . 622 ft  
 Breadth, extreme . . . . . 76 ft  
 Draft, loaded . . . . . 25 ft

Draft, light . . . . . 18 ft  
 Gross tonnage . . . . . 17,833 T  
 Net tonnage . . . . . 9,998 T

The main power plant consists of two engines with a designated maximum speed of 20 knots. Although this is the designated rate it is not capacity - many times she makes 22 an hour, and some of the crew rumor that during the war she was opened up to 29 knots.

Twin bladed screws, 18 ft in diameter, propel the ship. The main propelling units are two Do Val Steam Turbines, cross compound impulse. (We don't know what all this means either - but that is what they are!)

The ship has a fuel capacity of 2822 Tons, and a cruising radius of 12400 miles at a cruising speed of 19.3 knots.

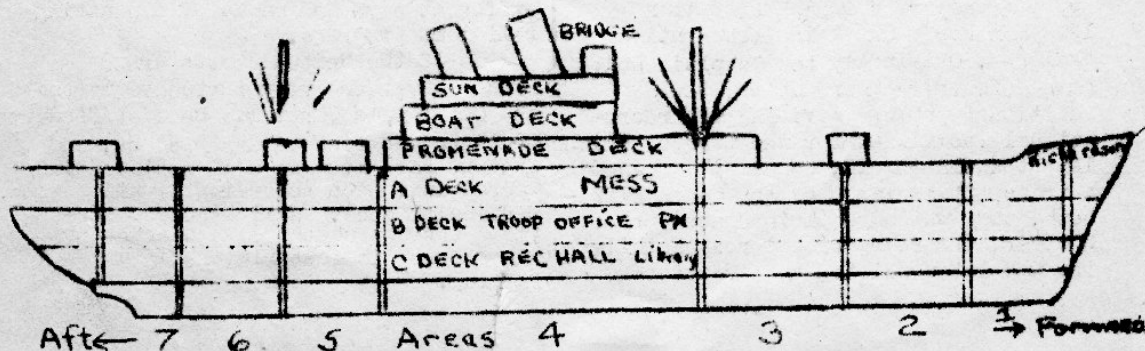
One of the largest of the Troop Transports, the Richardson can carry in excess of 3000 passengers. There are facilities for Officers and civilians in addition to the Troop Compartments. The ship has a separate dining room and lounge for the first class passengers.

As well equipped as most units of its size in Europe, the ship provides a full complement of the Special Service affairs. Movies are shown four times daily, the Richardson's radio station WPR provides soothing music and news; the ship's newspaper offers news, the ship's log, activities scheduled, and several Chaplains are available. PX rations are sold on the ship.

The ship was named for General Wilds Preston Richardson, who was commander of the 78th Inf Brigade of the 35th Division, in France, in World War I.

Thanks for the lift Richardson!

\* \* \*



LT. Col.  
THOMAS  
BELL

## THE WHEELS ABOARD

CAPT. C. W.  
POWERS

We are indeed very fortunate in having Lt Col Thomas L. Bell as our Transport Commander...and although the Colonel is very reluctant to relate any of his many adventures in both World Wars, his exploits, to say the least, have been far from ordinary.

Colonel Bell enlisted in the Army as a private in 1916, and served on all five fronts in World War I with the 52d Coast Artillery. Although he was discharged as a Master Sergeant in 1924 he joined the National Guard in 1925, and returned to active duty in 1940 as a Major to serve as the Divisional Motor Officer of the 44th Division.

In 1941, Col. Bell transferred to the Army Air Forces as Chief of Transportation, then in Washington. Shortly after this, he left on a special mission to the Far East and did the impossible by organizing 6,000 trucks to open the "Back Door" to Kunning, China. He later went to Karachi as Base Transportation Officer.

Among his many other feats, Lt Col Bell held the world's ship unloading record by unloading an eight thousand ton Liberty Ship in 63 hours.

Colonel Bell has sailed around the world with the Transportation Corps, and has a great store of interesting stories to tell about the hurricanes and typhoons he has encountered in his travels.

(cont. in next column--)



## Chaplain Emmet Jones

The Richardson's Chaplain, Major Emmet G. Jones, has served as Chaplain aboard Army Transports since the very beginning of the War, both in the Pacific and Atlantic.

The United States is unique in its ministering to our spiritual needs. Every transport carrying more than 1200 men has a Chaplain permanently assigned. Originally the Chaplain had, among his many other duties, the additional job of providing the recreational facilities for the troops, which is a task in itself, especially aboard a transport as large as the Queen Elizabeth, upon which Chaplain Jones served. However, the recreational responsibility was later shifted to a separate

The master of the General Richardson has, in his position of traversing the seas, had a far from ordinary career.

Captain Powers started as a seaman in the Merchant Marine. A year later, he joined the United States Army Transport Service, and after working his way through the ranks, serving in every Army Transport in the Service, he became a Master in 1938.

The Captain is very proud of the ship of which he was master during the war-- the General James Parker.

Captain Powers' ship was threatened several times by enemy action, beginning in 1942, when he was engaged in evacuating women and children from Panama and Trinidad. His ship evaded the submarines, however, and they docked safely in New York.

Another time, when Captain Powers was transporting Canadian troops from Scotland to Sicily, the convoy was attacked by a flight of German torpedo bombers and several ships were destroyed. However, the General Parker came through unscathed, although a torpedo barely missed the stern. Captain Powers is presently engaged in transporting troops to and from the ET.

Colonel Bell has had, without a doubt, a career packed with adventure and intrigue.

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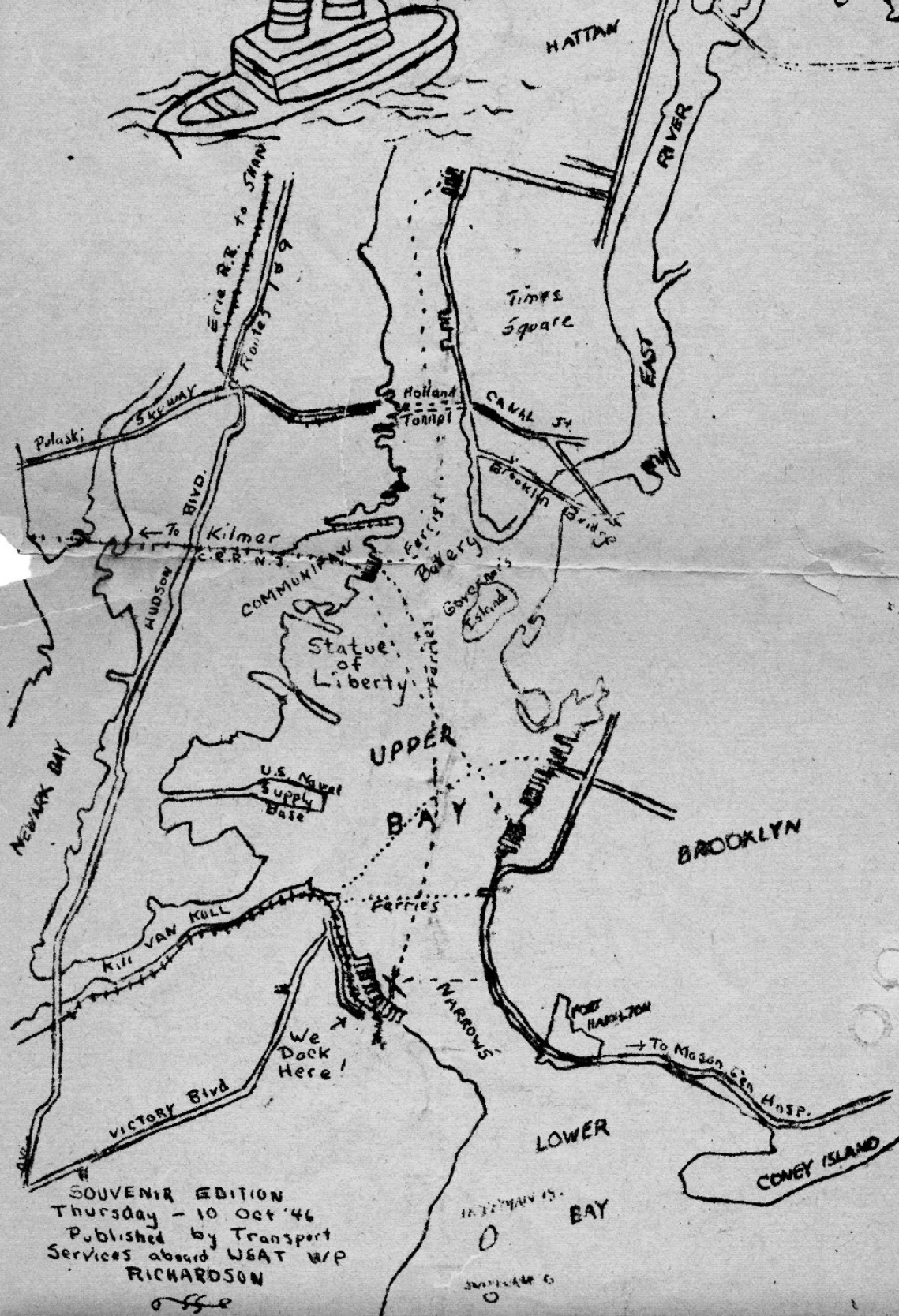
department, allowing the Chaplain to spend his entire time and effort in religious affairs.

The Chaplain's task was made even more difficult when the transport was under the command of a nation other than our own, as they very often had different ways and means of conducting religious programs.

We of the United States Armed Forces have been very fortunate in that the Chaplain's Corps has been staffed by Chaplains as fine as Major Jones, and that we have been so well assisted in worshipping, each according to his particular sect. Well attended services throughout the voyage attest to his success in fostering religious feeling.



# ZIEGLER



# From RICHARDSON to DISCHARGE!

Sometime about twelve o'clock tomorrow the MP Richardson should be sliding into the docks in Staten Island, NY, (see map). Long before that you'll be out on deck looking for each of the landmarks that mean New York to you-- and almost home.

Off the boat at the Staten Island Dock Area, you'll be piled on to several special ferries that will take you up the Hudson, past the Statue of Liberty to the Railhead. At this point you'll take leave of the water for good and board trains for the short one hour trip to Camp Kilmer, N.J.

Provided that the Richardson reaches New York at the expected hour, you should be at Camp Kilmer in time for a huge repast-- your first meal in the United States. The guys who know say it is wonderful-- steak and milk, all you drink of the wonderful stuff.

You won't stay at Kilmer very long -- your first meal is one of the most important things you do there. You'll have to wait from a few hours to, at most a few days, for your transportation to your own Separation Center.

At the Disposition Center, you will find adequate facilities for telephoning or telegraphing your folks or your your girl that you'll be home soon. But be sure to caution them all against trying to see you there--not only is it unlikely you'll be there long enough to see anyone, but there are absolutely no visitor's passes allowed at Camp Kilmer.

You'll leave the Kilmer Disposition Center by train, unless you live on the West Coast-- in which case you will fly as soon as reservations can be made for you.

When you get to your Separation Center you have less than five days more to spend in the Army-- provided

something doesn't go wrong. At the Separation Center you will get:

1. A final type physical examination. (Don't hold anything back as it may affect any future claims.)
2. All your back pay, your deposits if any, and part of your mustering out pay.
3. New clothing, fresh campaign ribbons and decorations. You must turn in excess clothing and equipment.

Here is a list of what you will be allowed to keep when you are honorably discharged or placed on inactive duty, regardless of climate, season, or location:

1 barracks bag	1 belt
1 (pair) shoes	1 cap
1 blouse	1 neckerchief or overcoat
1 raincoat	1 pair cotton trousers
2 shirts (one may be OD)	all gloves
1 pair OD trousers	all ties
all handkerchiefs	all towels
all socks	all underwear
all toilet articles	appropriate insignia and DOG TAGS!

You will have an opportunity to talk with specially trained advisors about your rights, duties, and benefits as a veteran, and about any particular problems you may want to get settled before going back to civilian life.

You'll have an opportunity to put a record of all military duties on a form 100 for the use of future employers.

You'll have an opportunity to have clothing pressed and tailored.

You'll have an opportunity to photostat your discharge and then-- travel pay will be issued, and tickets obtained at reduced rates. THAT's all-- What MORE do you want?

\* \* \* \*





# U N NEWS BULLETIN

NEW YORK, Oct. 10—Two men who police said apparently jumped 150 feet from the Brooklyn Bridge into the East River in separate suicidal attempts appeared little the worse today for their experiences. Both men strangers to each other lived in Brooklyn.

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BOSTON, Oct. 10—Radio active materials from atomic bomb fragments may revolutionize within the next ten years the treatment of such medical problems as cancer burns, bone fractures, infant feeding, and many others Boston research scientists reported today.

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NEW YORK, Oct. 10—New York had an acute shortage of sweets today and sugar brokers said it might spread throughout the nation if the shipping strike continues. The supply of sugar also was slight in Washington and Boston.

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TOKYO, Oct. 10—The Japanese planned to conquer the major part of Eastern Asia and the most important of the Pacific islands in a fantastic dream for greater empire evidence in the Far Eastern War Crimes Trial indicated.

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COLUMBIA, S. C., Oct. 10—Winds of near gale velocity battered the Middle Atlantic coast today. The tail end of the tropical hurricane crept northward causing heavy rains throughout the west and central portions of North Carolina.

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DETROIT, Oct. 10—The Ford Motor Co. said today it will be forced to shut down virtually all its units from tomorrow night until Monday because of a shortage of rolled steel.

The layoff will affect approximately 100,000 employees.

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HAGUE, Oct. 10—Official quarters said today that Queen Wilhelmina had declined to consider an appeal to intervene in behalf of the former Nazi high commissioner in Holland Arthur Seyss Inquart, sentenced to death by the International Military War Crimes Tribunal.

## MOLOTOV SUGGESTS EAST-WEST COMPROMISE

PARIS, Oct. 10—Soviet Foreign Minister Vyacheslav M. Molotov said the East-West division among nations was becoming absurd, and suggested compromises on "certain outstanding questions," but made it clear that he unwillingly yielded on Trieste.

He charged that the United States and Britain are trying to establish a semi-colonial regime in Trieste. He blamed the Trieste disturbances on Anglo-American occupation forces, and asked that a conference be organized like prewar Danzig.

Molotov told the conference, 48 hours after his return from Moscow, that "the division of the West from the Slav states or the East from the West was becoming an absurdity.

"Such labels confuse the issue. It is not a question of a Slav or Eastern group on one hand or an anti-Slav or Western group on the other.

"The Soviet delegation is as anxious as any other delegation to assist in strengthening cooperation among all democratic states. I call on all others to consider such cooperation essential."

Molotov said that Britain and the United States are increasing dissension by trying to isolate the Slav state and "punish" them by interfering with their natural development.

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LONDON, Oct. 10—Diplomatic sources reported today that Great Britain and, presumably, the United States, had advised Turkey not to enter into direct negotiations with Russia regarding the future of the Dardanelles.

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## YUGOSLAVS PAY INDEMNITY FOR DEAD AMERICAN FLIERS

WASHINGTON, Oct. 10—The State Department yesterday revealed that Yugoslavia has paid the United States \$150,000 as indemnity for the lives of the five American aviators killed when their unarmed transport plane was shot down August 19.

The Yugoslavs refused, however, to pay for the loss of the plane, or for another one which was shot down without casualties.

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## SOX Black CARDS!

BOSTON Oct. 10—The Boston Red Sox took a two to one lead in the World Series today when they won the third game 4-0.

The stars of the encounter were Dave "Doc" Ferriss and big Rudy York, veteran first-sacker. Ferriss, pitching in his first World Series game, turned in a masterful performance, allowing only six hits while shutting out the Redbirds.

York, the Cherokee Indian, proved himself to be one of the heroes of the classic when he slammed out a first-inning homer to provide the batting power so sorely needed. This was Rudy's second home-run of the series, his first being the blow that won the game for the "Beantowners" in the tenth inning of the opener.

The hit came after Murray Dickson, Cardinal's sinker-ball ace, had two men out and had purposely passed his supposedly greatest threat, "Terrible Ted" Williams, to get at York. The Indian let the count go to three and one and then smacked the horse-hide over the left-field wall crossing up pilot Eddie Dyer's strategy beautifully.

After the final tabulation, Boston had four runs on eight hits and played errorless ball. For the Cardinals, it Situation Normal.

GROVES



"...But it's a mistake, Sergeant, it must go back....!"

was no runs, six hits, and they committed one error.

It would seem that the Redbirds, hot from their pennant race with Brooklyn, possess plenty of the spirit necessary to make a World's Champion, but the outcome of this game proves that the experts were right in predicting that the Sox would find themselves, once they were on home grounds.

The big question now is, will the Cards, snarling under the sting of a whitewash, come back stronger and more determined than ever tomorrow, or will they let a defeat of that nature lower their spirits?

And, so far, neither Williams nor Musial have lived up to past performances in this series, but then, time will tell.

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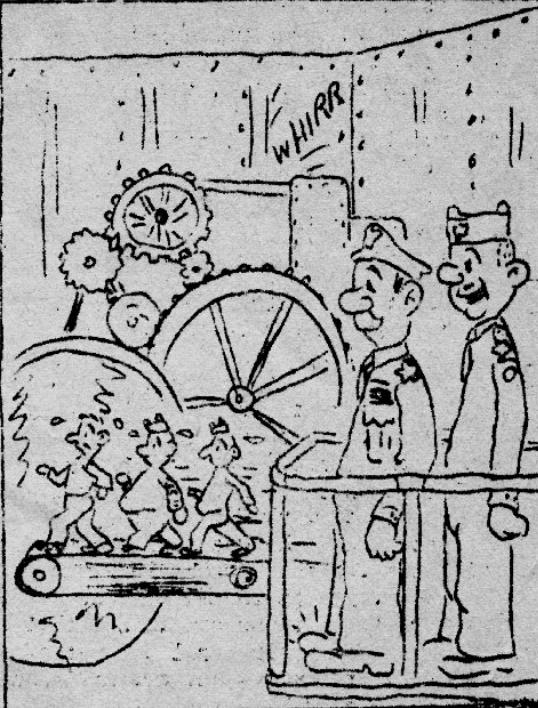
Bos'n Mate Clifford Conroy again unflinchingly braved the dangers of life at sea when he daringly climbed the mainmast, in a roaring 50 mph gale to replace a bulb in the range light.

Asked how it felt, Conroy only grinned sheepishly as he said, "Shucks, it's all in a day's work."

\* \* \*

Situation Normal

GROVES



"...Yes, General, it keeps the ship going and the men busy....!"



# OTIS AND HIS 0-237

WITH FOOTNOTES FOR 2nd LYS.

This is the story of Otis P Axelrod - the story of a career that was built to a lucid crescendo<sup>1</sup> and ended like a musical diminuendo<sup>2</sup>.

Axelrod was just like any other GI; blond, blue-eyed, teeth and a nose (the most we can say about Axelrod is to say the least about his nose), and an AGOT of 21 - he cheated.

Axelrod started as a private, but his ambitions were great and he applied for OCS. However his ambitions far exceeded his ability, and Otis' application was rejected. As Otis explained, "It was entirely due to political reasons; my father didn't vote the right way." To be honest, Axelrod's father didn't vote at all, due to a literacy<sup>3</sup> qualification law in his home state.

One thing we must give credit to Otis for was his breeding - his mother was pure Hebeephrenie schizophrenic<sup>4</sup> and his father was a pure strain of dementia praecox<sup>5</sup>. Therefore, as Axel used to boast - "I may be a dipsomaniac" (chronic alcoholic) - but I doubt if that were true, for if it was, he should have had no trouble getting into OCS.

Axel just seemed to be one of those Classification IV Joes who never had any degree of luck. He would undoubtedly be the one case in seven where penicillin failed! And thus you have Otis Axelrod, exorable<sup>6</sup> in his uniform, sordid in his mode, and a definite tool in the hands of the ruthless and sadistic 1st Sarge. Truly, Axel was the only GI in Germany in 1945 who did KP.

Shortly after the battle of the "Bulge", Axel was captured by the "Schultsstaffe". His comrades were sent to school under the Deutches G I Bill of Rights to such universities as Dachau and Mathausen for "higher" education, and Axel was taken on a tour through Germany as a captive to prove conclusively that "die Amerikaners are scraping the bottom of the barrel!" After Germany capitulated, Axel was liberated. He desired greatly to work for Military Government, and so he was assigned to do menial tasks for the German civilians who were employed in the MG office.

However, the Germans complained that Axel was bad for their moral and petitioned for his removal - and so, Axel was returned to his KP.

Axel worked day after day in the kitchen - fruitlessly - until "it" happened. He was peeling onions one day when he dropped an onion. A terrific explosion

ensued<sup>8</sup>. It was then he realized that it was crawling with atoms, literally billions of them. He set up a single piece of apparatus in the latrine, and there he conducted his lucrative experiments, during his off duty hours. His experiments seemed ludicrous<sup>9</sup> to his comrades, but within a month he had devised a deadly concentrated explosive, later to be known as ONION-237.

Within a short time Axel became renowned among the military click for his amazing experiments with ONION-237. To show appreciation for his extreme efforts, he was awarded the Congressional Medal of Omhra, the Red Cross gave him coffee (without sugar) and donuts for free, and his KP was reduced to 16 hours a day. General Nosonce stated "He is a true American Character" - but he omitted the words "true American".

Thus Otis basked in the sun of eminence<sup>10</sup>. Shortly later the headlines of all American papers blazed "ONION-237 Blasts Hiroshima". Yes - it seemed that Axel's achievements afforded him altruistic adulation<sup>11</sup>. The American people proclaimed an "Axel Day", the Mayo brothers erected a clinic

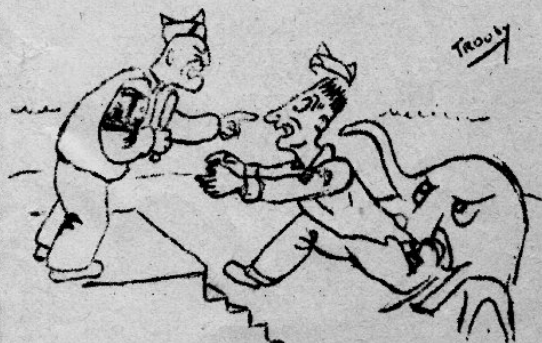
1 roar 2 shhh! 3 reading, writing

4 huh! 5 crazy again 6 rest!

7 Chicken 8. followed 9 funny

10 fame 11 that's good.

"Sorry Jack - only first class passengers allowed on this deck!"



Otis

AND THE

O-237

(CONTINUED)

in his honor, Professor Uroy of Columbia begged for an interview with him, and in the midst of all this, Otis was awarded his Pfc stripes, and given an assistant to help him with his KP.

But as fate oftentimes is, this period of acclimation was one of decidedly short duration. In the center of it all Axol was thrust down into a state of dejection. It seemed that Axol had overlooked one reprehensible<sup>12</sup> action in ONION-237-- it left a STENCH<sup>13</sup>.

Occupation forces found it impossible to inhabit a place where ONION-237 had previously been detonated, and research showed that it would be years before the

### The ZI'er Staff

The ZI'er was published daily aboard the USAT W.P. Richardson by Transport Services. The transient staff was:

EDITORS... W. SNELLING, R. PYLE  
W. EMMONS  
FEATURES... J. DULAN, W. MARKHAM  
R. PURDOM, J. SOFFEY  
SPORTS... J. MOON  
CARTOONS... D. GROVES  
PRODUCTION... J. RAPHAEL, R. KRAUSS  
J. BROGGER

Thanks to Lt. HAMILIN  
Special Service Officer, and  
Sgt. Smith for invaluable  
aid.

So Long, Mister!

place could be decontaminated sufficiently to permit habitation.

Axol was now sneered upon. He was abhorred, detested, and execrable<sup>14</sup>. He was the pseudo-impediment of the occupation forces. He lost his assistant, he was demoted to Pvt, his medal of Omra was taken away, and he was barred from all Red Cross Clubs. Axol was the epitome of intelligence once - now .! Soon Axol was going down the toothpaste tube line to redeployment. But he didn't

give up - not Axol! He is trying to inflate ONION-237 with concentrated Chanol #5, in a last attempt to eradicate his false calculations. Poor Otis Axolrod!

12 Lousy! 13 It stunk! 14 People didn't like him anymore.

### The Last LOG (FOR US)

As of noon today, 10 October the Richardson's Log was as follows:

Latitude . . . . . 41 44°  
Longitude . . . . . 62 40°  
Total miles covered . . . 3135  
Miles yesterday . . . . . 524  
Miles to go . . . . . 515  
Average speed . . . . . 21.3 knots

It is estimated that we will reach New York Harbor at noon tomorrow, and that by three o'clock the ship will dock.

### THE CHAPLAIN'S CORNER

Services for later today - Thursday  
1500 hours - Catholic Mass - #6 Area, "A" Deck.  
1600 hours - Hymn Sing - Promenade Deck, Port side.  
Services for tomorrow - Friday  
1000 hours - Protestant Prayer - #6 Area, "A" Deck.  
1500 hours - Catholic Mass - #6 Area, "A" Deck.

These Services are open to all - in event of early arrival services will be cancelled - listen to WPR

"Let us join together in these services in giving thanks to God from our deliverance from our enemies, and our safe return to our homes."