

NAVY LOG of
 JOHN M. SKRZYPIEC , 606-12-68 (V-6), USNR.
 RADIOMAN, 2nd Class (2305)
 WORLD WAR II
 12/29/41 thru 9/26/45

SHIPS +
 STATIONS

SHIPMATES
 +
 OTHERS

12-29-41	Sworn in at New Bedford, Mass by <u>Mark Patten, Chief Boatswain, USN</u> (My RATE)	
12-30-41	Arrived at U.S.Naval Training Center, Newport, R.I. as Apprentice Seaman	
1-23-42	Completed Basic training and transferred to <u>U.S.Naval Training Station at San Diego, Calif.</u> for attending Group Schools as a Radioman.	
1-28-42	Arrived at San Diego after a 5-day cross country train ride travelling thru Canada and the states as a troop train in a secret route to ward off any danger to the train.	Apprentice Seaman
5-25-42	Graduated from Radioman course as a Seaman 2nd class after 16 weeks of schooling. and transferred to U.S.Navy Training station in Norfolk, VA., for further transfer to <u>Convoy Control Unit(Communication Pool) in Port of Spain, British West Indies</u> off the coast of <u>Venezuela, South America</u> , to do duty as a Navy Radioman aboard merchant ships travelling in convoys to different parts of the Allied countries with war supplies, etc.	Seaman 2nd class Radioman Striker
6-1-42	Arrived at Norfolk, VA for further transfer to assigned duty station in Trinidad.	
6-21-42	Boarded the <u>U.S.S. Pollux (Navy Supply Ship)</u> to ship out of Norfolk to Guantemmo Bay, Cuba (Naval Base) for further transfer to Poart of Spain, Trinidad travelling as a transient passenger with many others who were being shipped out to their duty stations.	
6-29-42	Arrived at Guantemmo Bay, Cuba waiting for orders to be shipped out to Trinidad. While waiting for transfer orders in the interim, worked in a detail as a tractor driver pulling mine nets on a macadam field for inspection of any damages to be repaired.	Radioman Third Class
7-8-42	Assigned temporary duty aboard the <u>U.S.S.Saucey (FC65)</u> as a relief Radioman for a hospitalized crew member (One of ship's radiomen who was taken off for appendicitis) to duty while on escort convoy from Guantemmo Bay to Key West, Florida.	
7-12-42	Arrived at Key West, Florida and was detached from the ship and waited for further orders and on	
7-16-42	I was assigned duty to a merchant ship, <u>SS DOMINO (Capt. John Ellison)</u> , as Radioman. There were other Navy men aboard the ship, <u>an Armed Guard Gun Crew of 4 men (a Coxswain and 3 seamen)</u> and a <u>Signalman</u> , a school mate, <u>Larry McGetrick</u> also assigned to the <u>Communication Liason Pool</u> in Port of Spain, Trinidad. We sailed to Guantemmo Bay, Cuba and joined up with Convoy GAT18 sailing to Georgetown, British Guiana via Port of Spain Trinidad and return to Trinidad after loading a cargo of Bauxite (aluminum ore) destined for Mobile , ALABAMA. Larry and myself were relieved of our duty aboard ship to await further assignments. (This ship was attacked by a surface German U-Boat on 6-2-42 and fought off the attack by return fire by the 4.50 gun on the after deck(also had 2-50. cal. guns on the bridge deck.)	
7-31-42	I was assigned duty on the <u>U.S.S.OPAL (FYC-68)</u> as a Radioman relief for the Convoy Escort Commodore from Port of Spain, Trinidad in convoy to Guantemmo Bay, Cuba, to assist in maintaining a 24- hour radio communication with the convoy which consisted of about 20 merchant ships together with 3 other Navy convoy escorts enroute in convoy TAG 11.	
8-8-42	Detached from the ship and the same day to the <u>SS AMSURECO</u> in Convoy GAT 22 with a <u>Signalman</u> already aboard the ship (he was another schoolmate from San Diego), he was <u>George Bodsh, a good friend</u> . We sailed from Guantemmo Bay, Cuba to Port of Spain, Trinidad with a <u>Navy Armed Guard crew of 6 men</u> . We were detached upon arrival in Trinidad, to await new sailing orders.	

8-16-42

Assigned to the Convoy Commodore's Staff (Capt. Stan Wilson, USN (Ret.)), with a Lieut. Herb Mallet as Communication Officer, and 1- Signalman who was my friend, George Bodah, and 3-Radiomen, myself, Charlie Reynolds and Vic Bionotti. (I hadnt met these Radiomen before (they were from the Armed Guard Center in New Orleans). We boarded the ship, SS WEST CELINA after the Convoy conference. The ship's final destination was Boston, Mass., after a long sea voyage from Calcutta, India via Port of Spain, Trinidad. Three days outbound headed for Guantanamo Bay, Cuba in Convoy TAW-13, and at 02.42 GCT, we were torpedoed and with damage to the port-side bridge wing deck where the Convoy Commodore stationed himself and he was killed when the bridge wing collapsed. He was the only casualty of a merchant crew of the Captain and 38 other men. There was no gun crew on this ship as it had no armament, which was to be fitted out on its return to Boston. All the crew members and the rest of the Commodore's staff abandoned ship after the Captain ordered abandonment after the second torpedo hit the ship on the starboard side and was sinking. All lifeboats and rafts landed at Margarita Island, Venezuela two and three days later and werell taken to Port of Spain, Trinidad aboard the SS MARACAIBO arriving there on 9-1-42 for further transfer.

Radiomen
Third Class

9-1-42) - Temporary shore duty at Convoy Control Communication Headquarters, with a
9-30-42) work detail in the Coding Room here in Port of Spain, Trinidad.

10-1-42

Assigned as a combination Radiomen/Signalmen aboard the SS ALCOA TRANSPORT sailing from Trinidad to Georgetown, British Guiana (South America) to load up with Bauxite. The next day outbound in a southeasterly course to Georgetown, at 0635 GCT, we were struck by a torpedo which destroyed the engine room, killing the engine crew and three other crew members. The Navy Armed Guard crew of 5 men and myself, the other Navy men aboard abandoned ship with the rest of the crew in one lifeboat immediately and were picked up the same day about 12 hours later by the Navy escort PC-490 and were taken bak to Port of Spain, Trinidad, and landed there the next morning 10-13-42.

10-4-42) I was given temporary shore duty again doing work in the Communication
11-4-42) center until my next assignment.

11-4-42

I was assigned duty aboard the SS CASTILLA as Military Armed Guard for a merchant marine seaman who was prisoner aboard the ship after threatening the ship's Captain. I also was given a Military Leave of 7 days upon arriving in Mobile, Alabama after a convoy sailing of 16 days via Guantanamo Bay, Cuba and Key West, Florida to Mobile, Alabama. The ship also had an Navy Armed Gun Crew of 7 men, and a Navy Signalman who I didn't know, his name was Billy Healy from New Orleans, Louisiana.

11-20-42)

11-27-42)

On Military Leave of 7 days, I took the train from Mobile, Alabama to New York and then to Providence, RI and the bus home to Fall River, Mass/

11-27-42

Reported in after leave at the U.S. Naval Armed Guard Center in Brooklyn, New York for orders transferring me back to Port of Spain, Trinidad (my home base). While waiting orders here in Brooklyn, I had an abscessed tooth removed, after asking that I be permitted to have taken out back in my home base in Trinidad, but the Navy Dentist kidded me in saying that it was the Navy's tooth and had to be extracted. So, I left without that tooth, and was glad because it would be given a chance to heal the gum while on my way back to Trinidad while out to sea, and after about a week, waiting, I was assigned to another Convoy Commodore's Staff (Capt. Bill Myers, Lieut. Hal Stuart, 3-Signalmen; Lou Andrews, Ben Rives (Another Schoolmate from San Diego), Hugh Walker, 2-Radiomen: Charlie Riley, Al Benville and me. We boarded the SS ESSO BOLIVAR in Bayonne, New Jersey

Radiomen
Third Class

12-11-42

sailing to Guant-namo B y, Cuba where the Convoy Commodore and staff were detached in order to take over a northbound convoy headed to New York and points north. I was detached from his staff and awaited orders for transfer to Port of Spain, Trinidad. The ship (ESSO BOLIVAR) was destined for Curacao, Dutch West Indies with a southbound convoy to other ports. I waited a week for orders of transfer. Armed Guard gun crew of 14 men with Gunner Mate 2c in charge.

12-18-42

I received my orders, but surprised that I was going to fly back to Trinidad via U.S. COAST GUARD MAIL PLANE to San Juan, Puerto Rico. We arrived in San Juan, and an overnite stay, which enabled me to visit my cousin Teddy Cholewka who was a Navy Musician stationed at the U.S. Naval Station Band. We had a nice welcome together and I left the next morning on the same plane to Trinidad. Enroute flying over the small islands coastwise. the pilot and co-pilot spotted a submarine (could have been a German U-Boat or one of our Navy subs), however, he radioed the position to Navy headquarters in San Juan, Puerto Rico for their immediate action. This plane had no armament, so the pilot was in no position to take any action.

12-19-42)
1-7-43)

After arriving in Trinidad, I worked at the Communication Center doing corrections to the communication manuals.

1-8-43

Assigned to the M.S. FLORIDA as a Radioman and a Signalman named Ray Fleck who was already on the ship. We sailed from Port of Spain, Trinidad to Aruba, Dutch West Indies, took on load of oil, then headed to Guant-namo Bay, Cuba; Key West, Florida; to Baytown, Texas, unloaded, took on water ballast to clean tanks (Butterworth cleaning system) via Key West and to Guant-namo Bay, Cuba where I was detached and waited for new orders. Navy Armed gun crew of 10 men with Boatswain Mate 1c in charge.

2-21-43

2-24-43

Assigned orders to the MS HANS VAN DEUSEN (Dutch Oil Tanker) to report to Convoy Commodore Staff (Capt. Stuart Wilcox, USN(Ret); Lieut. Brian Jones; 3-Signalmen, Jim Phelps, Larry Morgan (both were schoolmates from San Diego and Bob Dinert (from New Orleans); 2-Radiomen, Don Fellows (an old friend from Port of Spain) and me. This transport had a Gun Crew of Dutch sailors about 25 in the crew. They were coming from Chester, Pennsylvania where it was repaired and headed for a long trip via Guant-namo Bay to Trinidad; to Bahia, Brazil; to Capetown, South Africa; to Aden, S. Arabia; (Abadan, Iran,) with a convoy of about 30 ships headed to the Middle East and Indian Ocean ports associated with the Allied forces, and returning to Durban, South Africa; Capetown, South Africa and leading back westward with a combined convoy waiting for departure of about 20 ships , some departing from the convoy after leaving Capetown after a few days who were sailing northbound to the Western European ports and the Mediterranean Sea ports thru the Gibraltar Straits. Some of these ships encountered enemy action from the German raider ships who operated in these waters. We managed to sail with no enemy action in the return to Rio De Janeiro, Brazil after the rest of the convoy dispersed in their final destinations sailing independently.

6-27-43

We arrived in Rio De Janeiro, Brazil and proceeded northbound to Bahia, Brazil to wait for a new convoy northbound. We were detached from the ship and were assigned quarters in the U.S. Naval Barracks to await new orders.

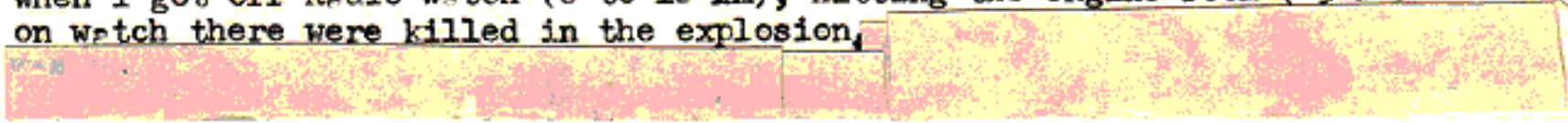
7-3-43

After the convoy conference, we boarded on the SS. WM. BOYCE THOMPSON (an empty tanker as commodore's lead ship) in Convoy BT 18 to Port of Spain, Trinidad.

7-7-43

After 4 days out headed northward, we were torpedoed just after midnite when I got off Radio watch (8 to 12 AM), hitting the engine room (3 men on watch there were killed in the explosion,

Note: Crossed the Equator and became a "shellback" 4 times on this voyage. (Received certificate when transferred to GC Bklyn, NY on 9-15-43.



(SS WM. BOYCE THOMPSON - continued)

This occurred off the coast of Fortaleza, Brazil. Some of the crew abandoned ship in one lifeboat and were picked up by another ship which was torpedoed the same day. The Captain (ship's master), the ship's officers, and the rest of the crew and the Convoy commodore's staff abandoned the ship after a few hours in 2 lifeboats and a life raft. We were all picked up by one of the Navy convoy escorts USS SURPRISE (PG63) in a short while after leaving the ship. There were three other ships that were torpedoed the same day;

SS S.E. HUNT (damaged with no casualties)

SS JAMES ROBERTSON (sunk - one Navy gun crew lost)

SS THOMAS SINNICKSON (sunk- one Navy gun crew lost)

All the ships were torpedoed by the same German U-Boat submarine.

SS WM. BOYCE THOMPSON (sunk- 5 merchant crew lost)

Our ship had a Navy Armed Guard Gun Crew of 11 men plus the Navy Commodore's staff.

We landed about 3 days later in Recife, Brazil on 7-10-43

(Note: This ship we were on was first torpedoed way back in May 1942 (about a year before) off the coast of Jamaica (unarmed at that time) but didn't sink. She headed back to Guantanamo Bay, Cuba where it was repaired to service. There were no casualties in this attack when it happened.)

7-14-43 We (Commodore's Staff) boarded the USS PC#577 (who was Convoy Escort Commander) in a Northbound convoy as passengers to Port of Spain, Trinidad, and landing there for rest and recreation on 7-20-43. The convoy joined other ships in Trinidad that were heading stateside via Guantanamo Bay, Cuba.

7-20-43) - Rest and recreation activity and working at Convoy Control Communication
8-19-43) Center on temporary shore duty while awaiting new further assignments for active duty.

8-19-43 I was assigned to the SS ESSO ARUBA as Radioman with two Signalmen, Jerry Newman and Zack Hughes. We sailed in Convoy TAW 21 from Trinidad to Curacao, Dutch West Indies to load a cargo of fuel oil, then on the way to Guantanamo Bay, Cuba and on to Bayonne, New Jersey. This trip was a transfer of me and the signalmen to the U.S. Navy Armed Guard Center in Brooklyn, New York as our former Convoy Control Unit was being deactivated because of the cessation of German submarine activity who were being transferred to other parts of the Atlantic and Mediterranean Sea to hamper the Allied shipping in those areas.
(This ship, SS ARUBA was torpedoed on 8-28-42 off the coast of Cuba near Guantanamo Bay, but was only damaged and then repaired temporarily and went to Galveston, Texas for permanent repairs and restored to active shipping duty on 2-13-43)

9-15-43 We arrived in Bayonne, New Jersey and were detached for the transfer to the US Naval Armed Guard Center, Brooklyn, NY for new assignments. While waiting for new duty orders, my "hernia" problem (an old injury) started to act up, and after checking into ' Navy sick bay' for a check-up, it was diagnosed to have it operated on, and I was transferred to U.S. Naval Hospital in St. Albans, Long Island, NY to have surgery performed.
11-8-43 After surgery and recuperating, I was given a hospital discharge to go for a Xmas leave on the 12-23-43 and was to report back to the Armed Guard Center after New Years Day.
12-23-43

1-3-44 I reported in at the AG Center for a new assignment and waited for about

three weeks to be assigned to duty.

1-20-44

On this day, the new assignment was to the SS ESSO MANHATTAN (a sister ship to the SS ESSO ARUBA), only that it was much bigger to carry more oil capacity. We had a Armed Guard Gun Crew of 25 men with a Lieut. Paul Bryant, a Coxswain- George Weitz, Gunner's Mate 2c- Art Johns, Gunner's Mate 3c, Boatswain's Mate 2c-Bill Haslam, Gunner's Mate 2c- Charlie Parker, Luther Rochelle- Signalman 1c, me, Radiomen 2c, and Larry Huntington - Radiomen 3c. We had excellent living quarters and conditions on this tanker. There also was a Ship's Radio Officer- Ed Edmunsen (a Swede who ^{was} an old timer in the Merchant Marine, and he taught Larry and me a lot of radio technology in operating radio equipment. We embarked the ship in Bayonne, New Jersey and sailed to Puerto La Cruz, Venezuela in convoy via Guantemamo Bay, Cuba and sailing alone to Venezuela to take on fuel (diesel and aviation gasoline) and sailed westward to the Panama Canal and thru the canal to Bora Bora, Tahiti where we unloaded some dry cargo at the Navy Base (we were sailing on orders under a Navy Charter program). This is where the natives greeted the ship and exchanged gifts with us. I managed to get a Bra-top and a Hula Skirt in exchange for 2 bars of Lifebuoy soap (orange color) which the natives craved for its scented odor. We then sailed to Milne Bay, New Guinea; Port Moresby, New Guinea; and then to Brisbane, Australia, back to Noumea, New Caledonia; and back again to load up for another trip, and again we passed thru the Panama Canal to Maracaibo, Venezuela to the Esso Oilfield terminal, loading up with Aviation Gasoline and Navy ship's fuel oil after two days, we were going back thru the canal and docked at the Pacific side Navy Base to load-up with 4 PT boats with their crews; and take on as passengers, 75 U.S. Marines (Special forces unit). Workmen from the base came aboard the ship and built-in 'destroyer type bunks' amidships between the fresh water tanks for accommodations for the Marines. After 3 days later, we started on our 2nd trip out to the Pacific. We have been sailing out here independently without any Navy escorts. This tanker was a real fast travelling ship doing about 20 knots with a full cargo load. (Engines were Diesel- Electric). We sailed to Suva, Fiji Islands; Lae, New Guinea; Rabaul, New Britain (where the Marines were taken off the ship to their duty station). After 2 days, we sailed northward to Truk and Pohnpei, Caroline Islands to refuel Naval vessels and one of them was the USS NEW JERSEY (flagship of the 3rd fleet) to top off her fuel capacity. During the refueling operation, weather was cloudy and building up storm-like winds, we encountered a typhon weather condition, and 2 to 3 fuel lines (out of 6 lines) burst open at the couplings (lines were about 30 feet long- each section of the complete line from ship to ship was about 50 feet long. The tanker was low in the water and the connecting lines to the battle ship were about 20 feet higher, and the tanker kept riding up and down all the time. After 2 days of stormy weather , we then commenced refueling other Naval vessels, 'cruisers'; 'destroyers' and a CVE (escort carrier), and after about 3 weeks cruising around unloading fuel, we were attacked with other Navy ships by Japan's Kamikaze suicide pilots- which some were shot down before they were able to sink 2 ships (2 destroyers) and damaged 2 to 3 other ships in their attacks before they were driven back in their attacks. Our ship's gun crew used up all of our anti-aircraft ammunition during these attacks. Our dual-purpose 3.50 cal (2) on the bow and the 40mm guns (10) on the forward deck (starboard and port sides), top of bridge deck housing, after-deck (starboard and port sides) and after -deck gun tubs where we had a dual 5.38 cal surface cannon. We had no damage to the ship in these attacks. After taking on water ballast to be used in cleaning the ships fuel tanks, we headed back to the Panama Canal (cleaning tanks by the Butterworth system- using high pressure steam) and headed to Puerto La Cruz, Venezuela

Radiomen
Second Class

7-29-44

to load up diesel and fuel oils and sailed back to New Jersey after a seven month voyage, and were discharged from the Manhattan back to the Armed Guard Center in Brooklyn, New York and were given 20 day leaves to go home.

8-21-44

Reoported in at the Armed Guard Center, Brookly, NY and awaited new assignment orders.

8-24-44

New orders issued to report to the SS IRWIN J. RUSSELL (Liberty ship) converted as a tanker instead of regular cargo. Travelled by train to Baltimore, Maryland with a new Gun Crew of 24 men, with Lieut. Darrell A. Davis, myself as ship's Radioman and Bobby Dixon, Signalmen 3c.

We sailed in convoy from Baltimore to join up with other ships at Halifax, Nova Scotia headed eastward to Europe. We knew that our destination was to somewhere in England. Upon arriving in Loh Ewe, Scotland, we had orders to sail to Southend, England. We unloaded some dry cargo that was topside on the decks, forward and aft. We were given liberty from the ship and headed to London (about 50 miles away), and made the trip by train. During our visit there at the U.S.O. Club in Picadilly Circus, (just like Times Square in New York City), we heard the air-raid sirens going off around 10:00 PM and had to evacuate the building and proceed to the air-raid shelters which were the subway undergrounds area for safety because of the German V-2 bombs (Called Buzz-bombs by the English) which were headed for London. After an ' all-clear' was sounded after about 4 to 5 hours later, we went bak to the USO Club and waited until morning to catch the trainride back to the ship. Enroute the train ride we had heard from the people riding the train that one of the bombs had destroyed some sections of railroad tracks that we rode coming to London. We had to take somewhat of a dtour to get back to Southend where the ship was waiting for us. We sailed back to Gourock, Scotland to join up with a convoy headed for the dreaded voyage to Murmansk, Russia, which was one of the most dangerous places for Allied convoys because of the German Air Forces with bombers, and fighter planes together with submarines prowling the North Atlantic, Norwegian and Barents Seas above the Artic Circle in time of the year when it was called the ' Land of the Midnite Sun' (about 2 to 3 hours of sun).

Several ships were torpedoed and bombed and were sunk. Our ship's gun crew were busy with the 3.50 cannon and 40mm anti-aircraft guns. We finally landed in Murmansk, Russia and unloaded our entire cargo of fuel oil and deck cargo consisting of some Army tanks and trucks and other crated war materials. After 3 to 4 days later , we headed back to Scotland without too much enemy action and joined up with the convoy headed to Reykavik, Iceland and then southward to Halifax, Nova Scotia (when we ran into the midst of hurricane activity south of Greenland) and our ship had some problem with the ship's rudder and had to straggle from the convoy to make temporary repairs and we were unescorted and on our own. Repairs were made after about 12 hours, and I was in touch with the Convoy Commodore via radio (emergency procedure was in effect) notifying him of our present condition and that we were headed on a straggler course in hopes to catch up and meet the convoy in the area of Halifax. Bad weather and strong head winds held us back and we proceeded on another course heading to our destination in Baltimore, Maryland. We arrived safely on 10/11/44 and were detached from the ship and waited for transportation back to Brooklyn, New York getting there the next day.

10-16-44

After 4 days waiting for another assignment, this time again headed to Baltimore and go aboard the SS. WM. A. RICHARDSON (U.S. Army Transport) which was a Liberty type ammunition carrier and had deck cargo of military supplies and special crates with an Army Security Officer travelling for this trip watching over this cargo. The Navy Armed gun crew consisted of Lt.(jg) Doug Owens in charge of 25 gunners which included a Boatsmain Mate 2c, a Gunners Mate 2c and Gunners Mate 3c in the crew. We headed across the mid Atlantic headed for the Straits of Gibraltar and the Mediteranean Sea on our destination in Itely. This convoy consisted of about 35 merchant ships and

Radioman
Second Class

Me (as Radioman)
Herb Sarazen
(Signalmen 2c)

9 Navy escort vessels which included 1 Navy Escort Carrier in charge. We stopped in Oran, Algeria (North Africa) for 1 day, then to Sicily and to Naples, Italy where we had to anchor out in the harbor away from some of other ships, who were tied up to the docks. Some rowboats came around the ship to sell some things, and they were cautioned not to get close. Some disobeyed this order and the ship's crew got orders to disperse them with the fire hoses under high pressure and that really shook them up, even capsizing one of them but they got aboard some of the other boats.. After waiting for 2 days, we hadn't been able to leave the ship while anchored, we headed northward in convoy of four other ships with a Navy escort. We arrived in Livorno (Leghorn) to the Army Base who was supplying the front lines which were about 100 miles from the coast. We tied up the inside breakwater docks of the harbor which protected this inner harbor from the German and Italian E-boats (like our PT boats) who were always trying to damage and sink ships in this area. While tied up here, 2 ships close to our ship were damaged by limpet mines (magnetic) which were planted on the hulls underwater by Italian scuba divers. After this happening, we were told to hoist up anchor and proceed up the river to unload our cargo (About 35 miles upstream). The river was narrow, only 1 ship at a time could travel up until a wide section was met where the ships could pass each other and proceed in the other way. While we were unloading and were able to get off the ship and go to the Army canteen, I had inquired at the Base office of the 3rd Evacuation Army Hospital where my older brother, Walter (a Dental Technician who was a Staff Sergeant) was stationed, and was told that he was close to the front lines and it would be impossible for me to visit him, however, he said that if I would like to write him a message, that he would forward it to my brother at the first chance when he went in that direction with supplies. I wrote a letter hurriedly and passed it to him to take. After 3 days of unloading our cargo, we sailed back to Messina, Sicily to meet up with a small convoy going to Oran, Algeria to catch up and unite the larger convoy of about 30 ships headed back towards home. Some of these ships in this convoy after crossing the Atlantic, headed for South Carolina, Texas, Norfolk Virginia, New York and New Jersey, but we headed into Baltimore and arrived there about midnight on the 2nd of February '45. The next day on the 3rd we all, the entire gun crew and Lt. Owens, myself and Herb Sarazen, the Signalman 3c were transferred to the Armed Guard center in Brooklyn, NY. I had been expecting to get my long-awaited 30-day leave, but was only able to get a 72-hour pass (3 days) and that was on a Tuesday and I took the train from New York to Providence and home. Rose was waiting at the Union Station in Providence with her sister, Bernice and Lester, her husband to take me home. She told me that she had made all the plans for us to get married in the next few days on Thursday. It surprised me, but I agreed and lo and behold, the day of the wedding on Thursday we had the worst snow blizzard in many years. We did finally get to go New York with the kindness of some friends from Pawtucket, RI who came to the wedding to take us to the train station in Providence on their way home during this storm, so that nobody from home would have to try to take us there and get back home. Travelling everywhere was at a standstill, and it took 4 hours to get to the station which normally would be about an hour (no interstate highways during this period). The train from Boston to New York was about 3 hours late from its regular schedule, and we were fortunate to make to catch about half-hour later after arriving at the station. The train ride was slow, making all the stops on the way, and arrived in New York about 6:30 in the morning, and after calling several hotels, we finally got a reservation at the Hotel Dorset. I had to leave Rose after checking into a small room (Converted utility closet) because I had almost an hour subway ride to get back to report in at the Armed Guard Center in Brooklyn/. We survived a real harried mixup during the day till I got liberty to enjoy our wedding day and brief honeymoon which we were able to stay at the Hotel Taft after the mix-up was

 Redoman
 Second Class

finally over. We stayed at the Hotel Taft for the next week, and after enjoying our honeymoon (had eveynite off from the Armed Guard center). We visited my Aunt Anna and cousins, Lillian and Amelia who lived in the Bronx, New York area, and visited the family of my good pal and buddy Frank Cece (we met in Newport when we enlisted and went to school in San Diego and who were transferred to Trinidad at the same time. He was assigned to the Navy Radio Transmitter station atop the mountain in Port of Spain, Trinidad while I was assigned to do convoy communication duty aboard the merchant ships.). His family in Livingston, New Jersey welcomed Rose and I, and made us feel like one of their family. We enjoyed their friendships thru out the years.

After returning ~~Back~~ to Brooklyn after bringing Rose home, I managed to get temporary duty in the Disbursing Office (with the help of some friends) as a typist issuing travel vouchers for people being transferred to other stations and assignments. After about 4 months duty and every weekend off visiting home, the war in Europe (Germany surrendered) was over and many of us at the Center were notified that we would be getting new orders for transfer to the Navy Fleet for duty, because there was no enemy action in the atlantic and Mediterranean and the merchant ships could travel without any escorts and travel independently to their destinations. Navy gun crews were assigned to ships were still there because some of these ships would now be travelling in the Pacific Ocean because we were still at war with Japan and Japanese submarines were active in the Indian Oceans and sea in their areas.

7-3-45

On this day, my orders came in and I was to report to the Navy Base in New Orleans, Louisiana for further transfer to the USS YO0199 (Navy Yard Oiler) which was coming into New Orleans down the Mississippi River from Bay City, Michigan where she was built and arrived on the 1st of August '45. The crew that was assigned to it, consisted of a Lieut., as Commanding Officer; a Chief Boatswain Mate as Executive Officer; me, as Radioman (yeoman -office typist); one cook/baker; one motor mechanic (engineman); one fireman (Mechanic's helper); two seaman for the deck force. We All reported aboard and were welcomed by Lieut. L.S.Byerly and Chief Boatswain K.N.Christensen. The Lieut. was one real swell officer (one of the best that I had served in all my assignments that were under their commands. The entire crew was in cordial good company and friendliness. We got the ship prepared during the next 10 days to make our trip to Hawaii, which was to be our home port of duty. We were scheduled to sail thru the Panama Canal and then to Long Beach, Calif. to join up with other ships to sail in convey to Hawaii. But before we left New Orleans, on the 14th of August 1945, the Japanese surrendered to the war after the atomic bomb was dropped on Hiroshima in their country with devastating results and catastrophic disasters prevailing to end this terrible war. The Navy issued almost immediate plans to discharge from the service the personnel who had earned the number of credits to be eligible according to the number of credits for sea duty and months of active duty, the required number of credits was 45, and I had accumulated 48 credits making me eligible to go home. I was the only enlisted man in the crew to be eligible, the others did not have much sea duty to their credit. I had tried to get a replacement radioman to relieve me, and the Personnel Officer at the training station told me that I would have to make the trip, but he recommended to me that we arrive in Panama, to try the Personnel Officer assist me in getting someone to take my place on the ship, and perhaps that there would be some radiomen who were being transferred and would like to take my place since the ship was heading to Hawaii (some would like the that kind of duty). After a week went by, I got a replacement from the Pacific Side of the canal (we had stopped at the Atlantic side to wait our turn to sail thru the canal). Lieut. Byerly had me type up my transfer papers and orders signed by him and he wished me the best of everything, and the crew also gave me a glad send-off, and I went to the Receiving Station to be further transferred to the states for discharge.

8-1-45

9-7-45

9-11-45

After waiting for four days for transportation to the states, and during this time, many sailors have arrived at the receiving station from shore bases and ships that were passing thru the canal, and who were eligible to be discharged, we were taken aboard a Canadian LST that came thru the canal from Vancouver, British Columbia on the Pacific side of Canada and were heading to Philadelphia, Penna. Other Navy ships that had passed thru the canal didn't stop to take on any passengers, as they were eager to get to the states after struggling in the war in the Pacific Ocean for many months, and some from the start of the war out there.

9-20-45

We arrived in Philadelphia at the Navy Yard and were taken off the LST to catch a train to Sampson Naval Station at Geneva, New York (upstate) which was set-up as a Navy Separation Center, because the Receiving Station at Boston, Mass. was already getting too many others who were sent there to be discharged (we were originally scheduled to Boston), so we arrived there the next day. After about five days being processed and indoctrinated to becoming civilians again, with lectures, examinations, and getting paid up for all that was due to us from the time of the last payday, and given orders and separation discharges papers and travel expenses from Sampson to our final destinations, mine which was via Boston on a train and then by bus to Fall River, Mass., and home again after serving for a period of 3 years, 8 months and 28 days.

9-21-45

(This was the end of Military service for World War II)

5-6-47

Reenlisted in the U.S. Naval Reserve for a term of 4 years in an Inactive Status (this meant that I would still continue in my Naval rating as a Radioman Second Class in the event that our country went to war again and if I was recalled to duty to serve. During this Inactive status, I did not have to attend any monthly meetings or participate in two week trainings (these requirements were payable, and I did not receive any moneys in my Inactive status. As my enlistment was to expire, the United States became involved with the Asian conflict known as the Korean War, which was designated as a policing action, and the Navy extended all Inactive Reserve personnel to an involuntary extension of enlistment for a period of one Year from June 1950 and later. Unfortunately, I was involved in this unsuspecting situation, and was ordered to report for active duty (which I would be in a payable status). I had enlisted in the Inactive Naval Reserve when I was living in Newport, R.I., and working there at the Sears, Roebuck store after being transferred there from the Fall River, Mass. store where I had worked before I joined the Navy after the Pearl Harbor disaster and our country went to war with Japan, and had gone back to the Fall River store when discharged after returning from World War II, and after working two weeks, I was transferred to the Newport store, because the man who I had replaced who was drafted into the Army in December 1940, I was hired to his job after working at the Gorin's Dept. store in Fall River. He had been discharged from the Army and was coming back to work. When I reported to the Newport store, I was surprised that the manager was the assistant manager at the Fall River store who had hired me in December 1940.

6-11-51

Orders were received by me to report for active duty, and to report to the Naval receiving station at Boston, Mass. on 7-11-51.

7-11-51

After reporting in at Boston on this date, I was told to return home to make any settlements before returning to Boston to receive my assignment orders to my next duty station. After reporting back to Boston, the Personnel Officer had informed that with my Radioman's rating classification was a much critical needed, and to expect to ship out a moments notice. Well, much to my amazement, I did not receive any orders waiting for a period until two months later on October 4, 1951, to be transferred to the Naval Station at Norfolk, Virginia to the Commander Carrier Division 14 and with further transfer to the Commander Carrier Division 18 Staff (whose ships

10-4-51

were the USS KULA GULF (CVE108), USS MONTERREY (CVE 109), USS BLOCK ISLAND (CVE 110) which were Escort Type Carriers, which were still in the "moth-ball fleet" in Bremerton, Washington (Pacific stateside) being readied for the commissioning and ready for sea duty.

The staff of the Commander Carrier Division 18 consisted a complement of 14 including :

- Rear Admiral (2 star) A. V. WHITTAKER
- Captain Tom. K. BYERS (Naval Aviator) as Chief of Staff
- Commander C.R. LINDLER as Flag Secretary
- Lieut. Commander L.S. ASHBURY as Executive Officer
- Lieut. Commander -- ? as Operations Officer
- Lieut. Jack MILLER as Communication Officer
- Chief Radioman Ed JARSMA as Assistant Communication Officer
- R-diomn Second Class (me)- John SKRZYPIEC- Communications
- Radioman Second Class Hank ADAMS * Communications
- Chief Yeoman B. BENNETT as Chief Clerk
- Chief Commissary Steward LUIS BENITO as Chief Steward -Officer's Mess
- Commissary Steward First Class P. VASQUES as Cook/Baker-Officer's Mess
- Seaman First Class - ? - Steward in Officer's Mess
- Seaman First Class - ? * Steward in Officer's Mess

Radioman
Second Class

We all were still temporarily attached to the Commander Carrier Division 14 (his flagship was the USS MIDWAY (CVL) which was a much larger type aircraft carrier until sometime when Admiral Whittaker would be reporting in to his new duty assignment as the Commander Carrier Division 18 and to his staff in Norfolk, Virginia. All this time waiting, we had worked at the Communication office correcting all our Communications Manuals updating additions and deletions to have ready when we would be going aboard our flagship USS KULA GULF when it was ready to sail. Captain BYERS who was in charge in the meantime, was invited by the Admiral Commander Carrier Division 14 if he and his staff would like to participate in some air operational exercises aboard the MIDWAY before Admiral WHITTAKER would arrive in Norfolk. All this time working here, we had been living in the barracks on base, and this was a chance to go to sea for a change, which Captain BYERS thought it was a good idea for the staff to see what kind of operations would be beneficial to us all in our new assignments. We went aboard the MIDWAY carrier and headed out to sea from Norfolk. After two days out in the Atlantic Ocean, we headed southward to the Caribbean Sea for joint "LANTFLEX" exercise air operations with other ships that would be also be involved in this exercise, which would be off the coast of PUERTO RICO around the area close to San Juan's Naval Station. These exercises had lasted for a period of 5 weeks at sea. We had worked together with the ship's crew observing all the procedures that we would have to do once we were aboard our flagship KULA GULF. After returning back to Norfolk at the completion of Lantflex exercises, we were greeted by Admiral WHITTAKER who had arrived while we were out to sea, and he thanked his staff for participating in the exercises saying that this would help our jobs much easier after being organized. I received orders this day and was transferred to the Combat Information Center, Fargo Building at Boston, Mass for Humanitarian Shore Duty for four months. When my temporary duty assignment expired, and was about to be transferred again, the Personnel Officer had made recommendations to the Naval Bureau that I be retained at the Combat Info Center for the remainder of my involuntary enlistment which was only one month for expiration and it would not be feasible to assign me for a months duty elsewhere. The Naval Bureau granted the request for me to complete my involuntary enlistment at the Combat Info center, and I was transferred this date upon my completion of duty to the Naval Receiving Station in Boston (next building to the Combat Info Center) for processing discharge procedure and this was done after five days later after serving a total of seven years, eleven months and twenty eight days of Naval service and honorably discharged.

Note: On 4-15-52 I took the Examination for promotion to the Radioman First Class and passed, but it would not come effective until July 1952.

12-6-51
4-12-52
5-23-52
5-28-52

(End of all U.S.NAVAL RESERVE duties)