

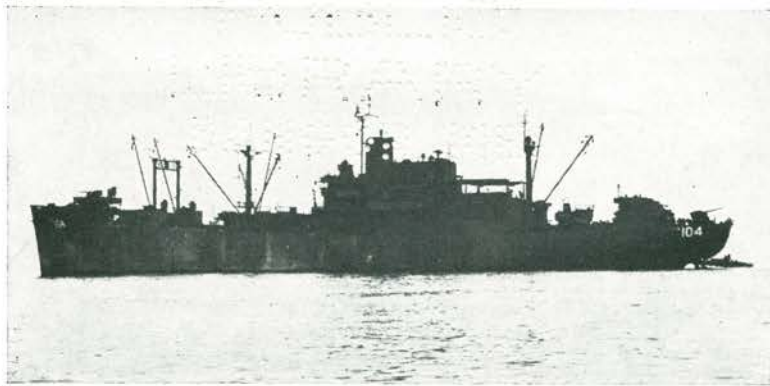
UNITED STATES SHIP

Westmoreland

APA (AGCR) 104

CAPTAIN JAMES "M" HICKS, USN

Commanding Officer



Flagship of

COMMANDER TRANSPORT SQUADRON TWENTY-TWO

*That our days together on the
USS WESTMORELAND (APA 104)
may be held in vivid memory in the
years to come, — is the purpose of
this little volume*

Editor: CHAPLAIN HERBERT C. W. ALBRECHT, USN

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THE SKIPPER OF THE WESTMORELAND



CAPTAIN JAMES "M" HICKS, USN

In the minds of all who served on board, the name of Captain James "M" Hicks is closely coupled with the name USS WESTMORELAND, for he was her Commanding Officer from the day she went into commission until the time she went out of commission. All who served on the WESTMORELAND will be interested in this short biography of him.

Captain Hicks was graduated from the U. S. Naval Academy, Annapolis, Maryland with the class of 1925. Duty took him first to the USS TEXAS and a little later to the USS DENVER. The DENVER was operating out of the Panama Canal Zone at the time as part of the "Special Service Squadron," a designation for the task force which operated in the Caribbean area.

Having requested submarine duty, he was sent to Submarine School at New London, Connecticut in June 1927. By December 1927 he had finished the course and soon thereafter received orders to the S-30, part of the Asiatic Fleet. He remained on the S-30 until 1930, when he returned to the Academy at Annapolis for post-graduate work in Diesel Engineering. He also took work in Diesel Engineering at Pennsylvania State College.

After completing his post-graduate studies, he went to the S-12 as Executive Officer. He had served in this capacity for a year when he was appointed Division Engineer of SubDiv 6. The S-12 and SubDiv 6 were based in the Panama area.

In the year 1935 the Navy assigned him to duty as inspector at the Electric Storage Battery Company, Philadelphia, Pennsylvania. The year 1937 took him back to the China Station as Commanding Officer of the S-41. He returned to the United States in 1938 and took command of the R-14. The R-14 was operating out of New London, Connecticut at the time.

His next command, following the R-14, was the Submarine BARRACUDA (B-1), and the outbreak of war found him in command of this vessel in the Panama area. He commanded the BARRACUDA from 1940 until 1942.

Following his tour of duty on the BARRACUDA, he was ordered to Beloit, Wisconsin as Naval Inspector of Machinery at the Fairbanks Morse Company factory. For his outstanding work in this capacity he was awarded a citation by the Secretary of the Navy.

Captain Hicks reported to the Precommissioning Detail of the USS WESTMORELAND (APA 104) at Hoboken, New Jersey in December 1944. He became Commanding Officer of the WESTMORELAND at the Commissioning Ceremony held aboard on 18 January, 1945.

From that day until the ship's decommissioning on 5 June, 1946, Captain Hicks was the Skipper of the WESTMORELAND. He has been ordered to the Mare Island Navy Yard for his next duty.



THE MEN WHO SAILED THE WESTMORELAND

EXECUTIVE OFFICERS

That their names may not be forgotten, it belongs to the completeness of this book to include the names of the Executive Officers who functioned on board the WESTMORELAND. They are listed below in the order of their sequences with the dates of their duty period.

1. LIEUT. T. G. BUTLER, USNR, from 18 January 1945 to 22 February 1945.
2. LT. COMDR. J. T. G. NICHOLS 3rd, USNR, from 22 February 1945 to 16 November 1945.
3. LIEUT. R. L. BERRY, USNR, from 16 November 1945 to 1 February 1946.
4. LIEUT. R. B. DAVENPORT USNR, from 1 February 1946 to 5 June 1946.

OFFICERS

For the sake of handy reference and to refresh names that have faded in our memories, a list of officers who were attached to the WESTMORELAND is herewith furnished:

ALBRECHT, H. C. W., LT. COMDR. (ChC)	HOOK, R. M., LIEUT.
ANDERSON, C. K., LT. (j.g.)	HUBBARD, J. D., LT. (j.g.)
AYRES, A. P., LT. (j.g.)	IRWIN, P. R., LT. (j.g.)
BEEBOWER, A. G. ELECTRICIAN	JONES, J. M., LIEUT.
BERRY, R. L., LIEUT.	KELLY, J. F., LIEUT. (ChC)
BOOTH, G. T., LT. (j.g.)	KELLY, W. W., RADIO ELEC.
BLAGDEN, J. W., LIEUT.	KENNEDY, T. A., LIEUT.
BRADLEY, J. F., ENSIGN	KLEIN, C. R., LT. (j.g.)
BREHM, A. H., CHIEF PAY CLERK	KILGORE, W. (n), LT. (j.g.)
BREUX, P. W., LT. (j.g.)	KINEAVY, J. F., LT. (j.g.)
BRIDGES, G. L., ENSIGN	KORDATZKY, R. W., LT. (j.g.)
BUCHER, A. C., CH. ELEC.	LABORDE, O. (n), LT. (j.g.)
BUTLER, T. G., LIEUT.	LANG, H. P., LT. (j.g.)
CARROLL, W. B., LT. (j.g.)	MACDONALD, A. M., CARPENTER
CARTER, W. H., 2nd LT., (USMCR)	METTS, H. L., LT. (j.g.)
CONNELL, H. R., JR., ENSIGN	MEYER, D. B., LT. (j.g.)
COPPAGE, E. J., LIEUT.	MILLER, B., LT. (j.g.)
CRESS, W. D., LT. (j.g.)	NEWELL, J. W., LIEUT.
DAVENPORT, R. B., LIEUT.	NICHOLS, J. T. G., 3rd, LT. COMDR.
DICKINSON, D. D., LIEUT.	NOLT, W. H., JR., LT. (j.g.)
DURKIN, L. J., LIEUT.	ORBAN, J. J., MACH.
EDWARDS, W. S., LIEUT.	ORMSBY, W. W. S., LIEUT.
ELLIS, J. A., JR., LT. (j.g.)	OSBORN, H. W., LT. COMDR.
FRAYLE, E. V., LIEUT.	OSWALD, D. W., LT. (j.g.)
FREY, D. B., LT. (j.g.)	PROCTOR, A. H., LIEUT.
GAGLIARDI, G. J., ENSIGN	REDFERN, L. H., LT. (j.g.)
GORDON, E. C., JR., LT. COMDR.	RENDLA, G. G., CH. PHARM.
GORRELL, J. L., CHIEF PAY CLERK	ROBINETTE, C. W., LIEUT.
GRAVELL, R. A., ENSIGN	STRANCE, J. S., ENSIGN
GREEN, R. H., LT. COMDR.	SYMAN, J. M., LT. (j.g.)
HAEUSSLER, A. R., LT. COMDR.	TAYLOR, T., ENSIGN
HARKEY, J. W., LT. (j.g.)	TISINGER, W. H., ENSIGN
HARPER, I. W., LT. (j.g.)	WALLACE, J. C., ENSIGN
HART, J. R., COMDR.	WHITE, S. (n), PHARM.
HATCH, R. E., LT. (j.g.)	WOLFF, R. M., LIEUT.
HELDER, R. J., LIEUT.	WOOD, F., LIEUT.
HENDRICKSON, J. C., JR., LT. (j.g.)	YEAGER, A. A., LT. (j.g.)
HENDRIX, J. G., ENSIGN	YOST, P. W., LT. (j.g.)
HOLBROOK, J. P., LIEUT.	

Wardroom Corner
Note map of ship's travels
on bulkhead



Officers reporting to
Executive Officer
at Morning Quarters



The Officers



PERSONNEL OF TRANSPORT SQUADRON TWENTY-TWO

COMMANDER COMTRANSRON 22

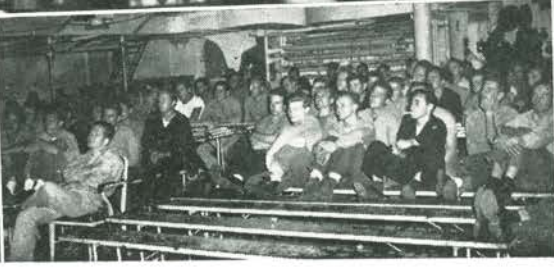


COMMODORE S. P. JENKINS, USN

In command of Transport Squadron 22 was Commodore Samuel P. Jenkins, USN, and his Chief of Staff Officer was Captain Frank E. Vensel, Jr., USN. Commodore Jenkins used the WESTMORELAND as his Flagship from 2 May 1945 until 7 October 1945, when he was piped over the side in Lingayen Gulf. His orders then took him to Tongue Point, Oregon for duty. When the WESTMORELAND stopped at Astoria, Oregon, on 13 November 1945, before proceeding up the Columbia River to Portland, the remaining members of ComTransRon 22 Staff disembarked.

A list of officers who functioned under Commodore Jenkins with ComTransRon 22 Staff follows:

ADAMS, J. L., LIEUT.	HARRIS, S. W., LIEUT.
BELL, M. C., LIEUT.	HENDRY, W. F., CH BOSN.
BOSTICK, L. O., LT. (j.g.)	JAEGERMAN, E. C., LT. (j.g.)
CAWLEY, J. M., LT. (j.g.)	LOHN, D., ENSIGN
CLINTON, R. P., LT. (j.g.)	MARTIN, E. B., LIEUT.
CLINTON, V. P., ENSIGN	McAFEE, R. E., MAJOR (USMC)
COLLINS, W. J., LIEUT.	McMURTRY, J. G., LIEUT.
COPPINS, C. J., LIEUT.	McSHERRY, R. T., ENSIGN
EDWARDS, K. N., LT. COMDR.	MEEHAN, P. F., JR., LT. COMDR.
GAULT, B. W., LIEUT.	PATTERSON, W. G., LIEUT.
GELNETT, F. R., LT. (j.g.)	SHEFFIELD, E. J., LT. (j.g.)
GORDON, J. B., ENSIGN	WALSH, ROGER T., LT. COMDR.
HACKETT, J. E., JR., LT. COMDR.	WICK, D., LIEUT.



ENLISTED PERSONNEL

To the crew of the WESTMORELAND, all of whose names we have not space to print, we pay the highest tribute. You carried on the work of the ship, often beyond the normal requirements of duty. You put up with discomfort many times, but in a good, noble spirit. Without her excellent, reliable crew the WESTMORELAND would surely not have been the fortunate ship she was. It will interest you to know that during the time she was in commission, no less than 893 different enlisted men were attached to the WESTMORELAND.

Since we cannot print all of these names, we shall print a list of those men who were present both at the commissioning and decommissioning ceremonies.

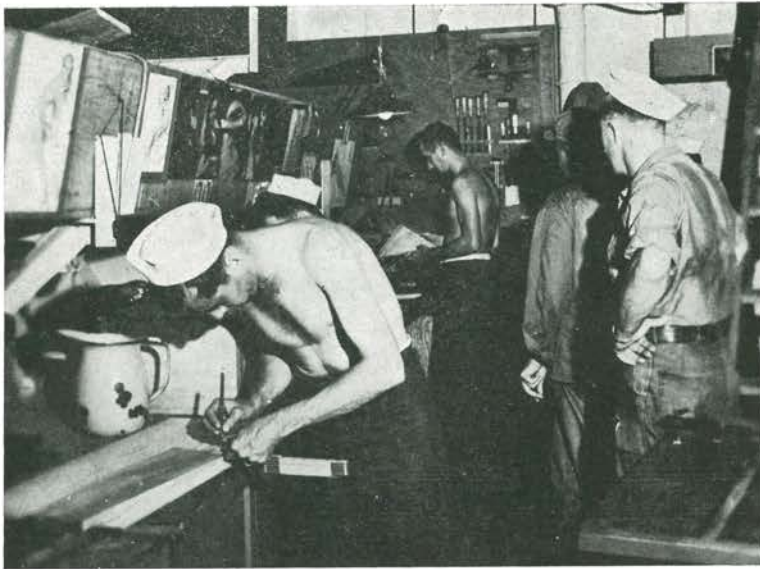
Our special congratulations go to these 30 men who remained aboard the entire period of the ship's Navy service. You will remember many of these men:

BYRNES, JAMES THOMAS, JR., SK3c
CARLSON, EARL KEMBLE, SM2c
CARLSON, ROY CLARENCE, JR., WT3c
CARZELLO, JOHN JOSEPH, COX.
DEMITER, ANTON, BM2c
DENNIS, BILLY WENDELL, WT3c
FLORENCE, JACKIE EVERETT, MoMM3c
GALBRAITH, ROBERT LOUIS, MM3c
HAHN, LEONARD MILTON, RM3c
HUDSON, JAMES, ST1c
JOHNSON, JOHN VERNON, GM1c
KELLEY, STEWART RICHARD, MoMM3c
KELLY, GEORGE CASEWELL, CRM
KELLY, JOHN BERNARD, COX.
LENNEFELT, ROY, RM1c

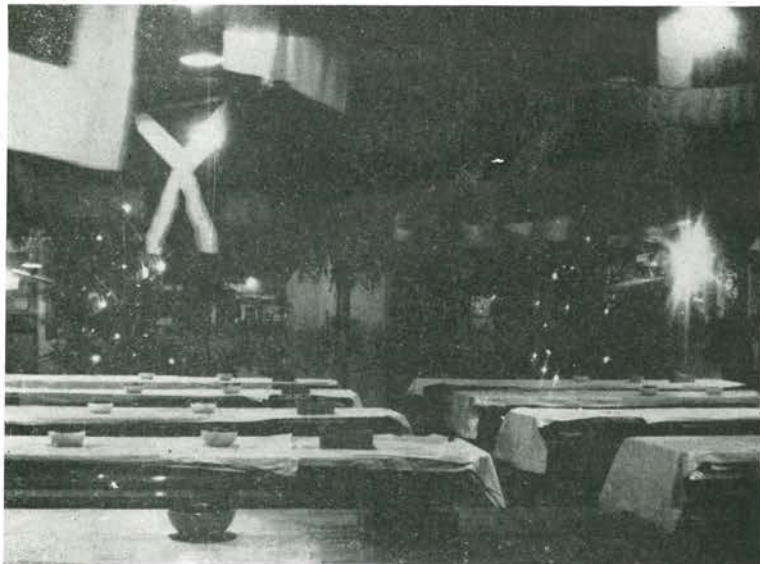
LETTERLE, ELWOOD, COX.
MULL, RAYMOND LEE, SKD2c
PETERSEN, HOWARD WILLIAM, MoMM3c
RIDONDO, OLIMPIO, CSt
ROGERS, ISIAH, STM1c
ROLLINGER, JOHN NICHOLAS, MM2c
SAMUEL, FREDERICK WILLIAM, JR., S1c
WINTERBOTTOM, ROY, MM3c
WITZELL, RALPH BOYD, EM3c
WOLFF, CHARLES, MM3c
WOLTER, FRITZ, WT3c
WRIGHT, RAYMOND AYARS, WT3c
ZAWODNIAK, RICHARD JAMES, S1c
ZEMAITIS, JOHN MATHEWS, COX.
ZIEGLER, HERBERT A., JR., MM3c

And you will remember many more of the following men who were present at the commissioning ceremony and who remained aboard until the last two weeks of the decommissioning preparations:

ANTHONY, ROBERT FRANCIS, RDM3c	McDANIEL, HARRY ALLEN, SF3c
BENNETT, RALPH RICHARD, JR., RDM3c	MERRELL, BILLY JOE, COX.
BERGMANN, RICHARD WARREN, COX.	MILLER, CALVIN COOLIDGE, S1c
BLAKE, ROBERT JOSEPH, JR., SK3c	MOORE, EDDIE LEE, STM1c
BOBER, WALTER CARL, JR., GM3c	NELMS, HUSTON EUGENE, S1c
BORGLUND, SVEN EARL, GM3c	NICHOLAS, WILLIAM EDMUND, S1c
BOUCHARD, NORMAN EDWARD, COX.	NIXON, JOHN THOMAS, RDM3c
BREAKEY, JAMES HENRY, JR., S1c	PERRY, JESSIE, STM1c
BRESLOW, IRWIN, RDM3c	POULSON, CARL LLOYD, S1c
BROWN, ROBERT ARTHUR, SSML3c	PRICE, ANTHONY LISTON, CK3c
BURNS, NORMAN L., S1c	PUGH, WARREN SAMUEL, S1c
BUSS, HERBERT SALISBURY, JR., S1c	RAWLS, ROBERT TEELE, JR., S1c
CADY, ALBERT ALDEN, QM3c	RUTTER, HOLLIS BARNETT, S1c
CAFFREY, PAUL PETER, RDM2c	SHANNON, DAN "B", S1c
CALLAHAN, JOSEPH PATRICK, COX.	STEEBER, EDWARD RAYMOND, S1c
CARISELLA, VINCENT JAMES, S1c	ST. JOHN, RICHARD HENRY, S1c
CARROW, ROBERT JOSEPH, S1c	STOKES, LANDON KAY, S1c
CARUSO, NICHOLAS JOSEPH, SK3c	SURLES, MAJOR DWAN, S1c
CARVER, LAURENCE OLIVER, M3c	TIMMERMAN, ALFRED ONEAL, S1c
CATON, MANUEL, JR., SC3c	WILLIAMS, LOUIS RICHARD, MAM3c
CHEECK, CARL EDWIN, SK3c	WILLS, PAUL EVERETT, FC3c
CLARKE, MAURICE TYRE, S1c	WITEK, FRED JOSEPH, COX.
COTTRELL, HAROLD THOMAS, MoMM3c	WOJCIK, JOHN MARTIN, SC3c
DAVIDSON, THEODORE FLOYD, S1c	WOOD, GEORGE WILLIAM, S1c
DAVIS, GILLIAM OWEN, S1c	WORROLL, ROBERT, S1c
DETERER, EDWIN AUGUST, S1c	YOUNG, ROBERT JOSEPH, SSML3c
FEATHERSTON, ROBERT FRANCIS, JR., S1c	ZADORA, STEPHEN, SC3c
FELLNER, WILLIAM ARTHUR, RDM2c	ZANGARA, CHARLES JOHN, S1c
FRANKRONE, LOUIS ANTHONY, COX.	ZELLNER, JOSEPH RICHARD, COX.
JONES, FLETCHER QUITMAN, STM1c	ZIRBEL, ZANE JOHN, COX.
KAMYK, CHESTER, BKR3C	ZITTI, RUDOLPH, COX.
KORZENIOWSKI, NORMAN STANLEY, BKR3c	ZUCHERO, DANIEL JOSEPH, SK3c
LANGSTON, COWAN BOURNE, S1c	ZUMBRUN, ALBERT GODFREY, JR., SK3c



The Carpenter Shop



*Full dress in the
Mess Hall
at
Christmas*



*Dr. Kennedy at work
in Dental Office*

HISTORY OF THE USS WESTMORELAND (APA 104)

The WESTMORELAND Becomes a Navy Ship

The USS WESTMORELAND (APA 104) was commissioned a Navy vessel by Captain H. V. McKittrick, USN, representing the Commandant Third Naval District, at Hoboken, New Jersey, on 18 January 1945. Captain James "M" Hicks, USN, assumed command.

The WESTMORELAND was named for the counties of that name in the States of Pennsylvania and Virginia. The latter county is the birthplace of George Washington and Robert E. Lee.

The keel of the WESTMORELAND was laid on 7 December 1943 at Pascagoula, Mississippi, where she was built by the Ingalls Shipbuilding Corp. for the U. S. Maritime Commission. After construction was completed, she was sent to Todd Shipyards, Hoboken, New Jersey, where she was converted to an APA (Auxiliary Transport-Attack).

Shakedown

After commissioning, the WESTMORELAND went to Brooklyn, New York to fuel, load stores, and make necessary preparations for putting out to sea. Trial runs were made in Long Island Sound and upon their completion the ship left New York on 29 January 1945 and arrived in Hampton Roads, Virginia on 1 February 1945 for a shakedown cruise in Chesapeake Bay under direction of ComPhibTraLant. After post-shakedown availability in the Norfolk Navy Yard, she loaded at NOB, Norfolk, Va., and sailed 22 February 1945, with Marine enlisted personnel who later disembarked at the Canal Zone as passengers. On 1 March 1945 the transit through the Panama Canal was made enroute to Pearl Harbor, T. H.

The WESTMORELAND Becomes a Flagship

On 14 March 1945 the USS WESTMORELAND arrived in Pearl Harbor, Oahu, T. H. and reported to ComPhibsPac for duty. Alterations were undertaken at the Navy Yard, P. H. to accomodate a squadron flag and to equip the ship as a Relief AGC. On 24 April 1945, Commodore C. D. Edgar, USN, Commander Transport Squadron 19, and staff reported aboard, and the USS WESTMORELAND became a squadron flagship. On 1 May 1945, Commander Transport Squadron 19 and staff were detached from the WESTMORELAND, and were replaced by Commander Transport Squadron 22 and staff on 2 May 1945, under the command of Commodore S. P. Jenkins, USN.

Training Off Maui

Between 24 April 1945 and 25 May 1945, the ship was engaged in amphibious training off the Island of Maui, T. H., at the completion of which she reported to ComServPac for duty.

Back to the STATES

The WESTMORELAND left Pearl Harbor on 23 May 1945 for Los Angeles (San Pedro), California, arriving on 30 May 1945. There she spent 10 days. Getting underway again on 11 June 1945, she went up the west coast and made the trip up the Columbia River to St. Johns, Oregon on 14 June 1945. After loading cargo and taking aboard Army casual companies, she left St. Johns, Oregon on 17 June, 1945 arriving in Honolulu, T. H. on 24 June 1945 where troops disembarked.

On 28 June 1945 the ship left Honolulu carrying returning Army personnel and arrived San Francisco, California on 4 July 1945. From 7 July 1945 until 24 July 1945, she remained in the San Francisco area.

After embarking U. S. Navy Construction Battalion replacement personnel, the WESTMORELAND departed San Francisco on 26 July 1945 and arrived in Pearl Harbor, T. H. on 1 August where troops disembarked.

More Training at Maui

On 3 August 1945, the ship moved to Honolulu, and loaded men and equipment of the U. S. Army. From 5 August 1945 until 10 August 1945, the ship was engaged with a number of others in amphibious exercises off the Island of Maui, returning to Honolulu upon their completion.

After taking aboard other units of the same Army Division, the ship got underway again for Maui Island. This training exercise took from 12 August to 17 August. It was during this period that official news of the Japanese acceptance of terms of surrender came. As a consequence the ship returned to Honolulu, disembarked troops and their equipment and proceeded to Pearl Harbor on 18 August 1945.

Carrying Marines to Sasebo, Japan

On 25 August 1945, the USS WESTMORELAND left Pearl Harbor under orders to proceed to Hilo, Hawaii, T. H., there to embark part of the men and equipment of the Fifth Marine Division. Upon arrival in Hilo on 26 August, loading began at once. Upon completion of the loading, the ship proceeded to Pearl Harbor, arriving there 28 August. There she remained, waiting for a convoy to form on 1 September 1945. The convoy left Pearl Harbor, en route to Sasebo, Japan, but stopped at Saipan harbor, Mariannas Islands on 13 September, staying there 3 days.

On 22 September 1945, the WESTMORELAND arrived at Sasebo, Japan, and unloaded her cargo and passengers, thus taking part in the initial landing of occupation troops on Kyushu Island, Japan. She departed Sasebo on 26 September, and arrived in Manila on 1 October.

Carrying an Army Division to Sasebo, Japan

After completing the loading of fuel and stores on 2 October, she left Manila under orders to proceed to Lingayen Gulf, Luzon, P. I., there to embark men and equipment of the Army. Upon arrival at her destination the following day, loading commenced immediately. The convoy carrying the entire Army Division departed Lingayen Gulf on 9 October, en route to Sasebo, Japan, where it arrived on 14 October 1945.

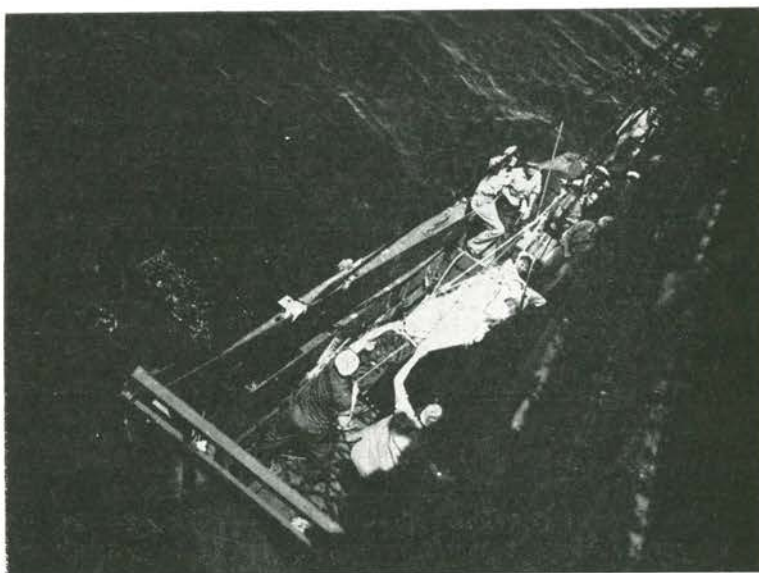
"Magic Carpet" Begins for the WESTMORELAND

The WESTMORELAND left Sasebo, Japan on 22 October 1945 and arrived in Manila on 26 October 1945, and reported for duty in the "Magic Carpet" to carry troops back home. It was about this time too, that many of the WESTMORELAND's men began to leave for discharge.

The first passengers to come aboard the WESTMORELAND for return to the United States under the "Magic Carpet" were a group of 28 Army Nurses, and a number of Army and Navy Officers, who boarded the ship in Manila Bay on 27 October 1945.

Getting underway in the afternoon of 27 October 1945 the ship proceeded to Subic Bay, Luzon, P. I., arriving there the same day. On Sunday 28 October, officer and enlisted personnel, mostly Navy, were taken aboard, and at 1634 the WESTMORELAND got underway independently for San Francisco, California.

*Casualty being taken
aboard
in stretcher
from "VP"*



*First Marines ashore
at
Sasebo, Japan*



*Japanese officials
at
Sasebo, Japan*



The ship followed the northern great circle route and encountered some inclement weather in the northern regions. On 7 November 1945 the destination of the ship was changed to Portland, Oregon, and early in the morning of 13 November 1945 the WESTMORELAND stopped at Astoria, Oregon for an hour or so to discharge remaining members of ComTransRon 22 staff, before getting underway for the trip up the Columbia River. Passengers disembarked at St. Johns on 13 November 1945, and the next day the ship proceeded to the Interstate Terminal, Portland.

After work on the ship had been completed at Portland, the WESTMORELAND made her departure on 17 December 1945. Although originally headed for Samar, P. I., the ship put in at Guam on 4 January 1946. She was next ordered to Pearl Harbor, and departed on 16 January 1946, arriving at Pearl Harbor 24 January 1946. Here a capacity load of Army personnel came aboard and on 26 January the WESTMORELAND set out for San Francisco, California. The destination was changed to San Pedro, however, and on 1 February 1946 the ship arrived and disembarked passengers there.

Standing By in San Pedro

From 1 February 1946 the ship remained in the Los Angeles-Long Beach Harbor. On 4 March 1946 she moved in to the Terminal Island Navy Yard. Getting underway again on 21 April 1946 for San Francisco, California, she arrived there on 22 April, and anchored just inside the Bay Bridge. Departure from San Francisco took place on 27 March 1946, with destination Norfolk, Virginia, via the Panama Canal.

Return to the Atlantic

The WESTMORELAND arrived at Balboa on the morning of 5 April 1946, and traversed the Panama Canal on the same day, anchoring off Colon at about 2000. On 8 April 1946 she got underway for Norfolk, Virginia, and arrived there Saturday 13 April to report to the Commandant Fifth Naval District for decommissioning and disposal. The WESTMORELAND goes back to the War Shipping Administration for disposal to some shipping concern, under whom she will once again ply the seas, but as a merchantman.

Decommissioning

Lying at anchor off Little Creek, Virginia, the long work of packing gear began. Later the ship moved to Hampton Roads anchorage where decommissioning work continued. After docking and putting ashore most readily-removable gear at Dock 3, NOB, Norfolk, the ship moved again to discharge excess fuel.

Finally on 24 May, the "PA 104" got underway for the last time and moored at the Norfolk Shipbuilding and Drydock Corporation's yard across from the Norfolk Navy Yard. Final decommissioning work commenced. Guns and clipping rooms, radio equipment and what-not, and ultimately the crew themselves were removed from the ship.

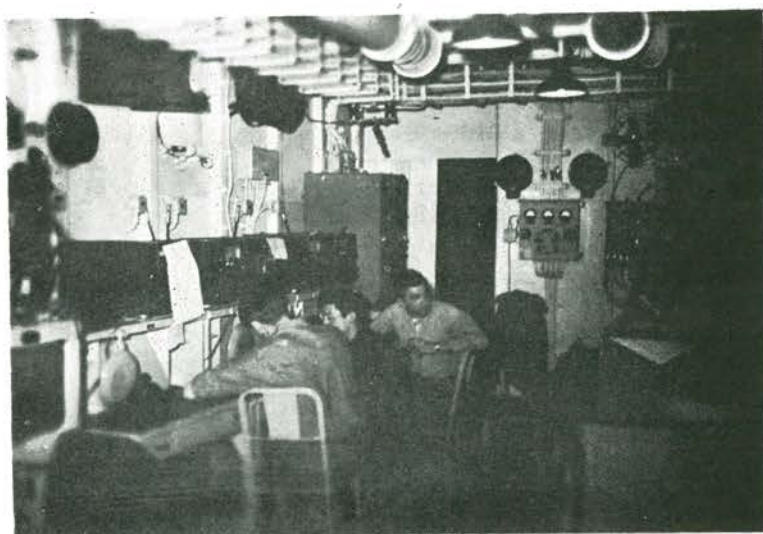
On 5 June 1946 at 1000 in the morning, 16 remaining officers and 88 remaining men gathered at quarters on number three hatch cover. Muster was taken. Lieut. Davenport, Executive Officer, reported "All present, Sir!" for the last time to Captain Hicks. The representative from ComFive read the orders directing him to decommission and accept the ship. Captain Hicks ordered the National Ensign, Union Jack, and Commission Pennant hauled down. Then Captain Hicks addressed the officers and men with a few sentences which are herein readdressed to all men who served aboard:

"As we decommission I want to say goodbye to all of you and to wish you each and everyone the best of luck and happy sailing. It has been a pleasure to have as shipmates such a fine group of officers and men, and I hope I may be shipmates again with those of you who are staying in the Navy."

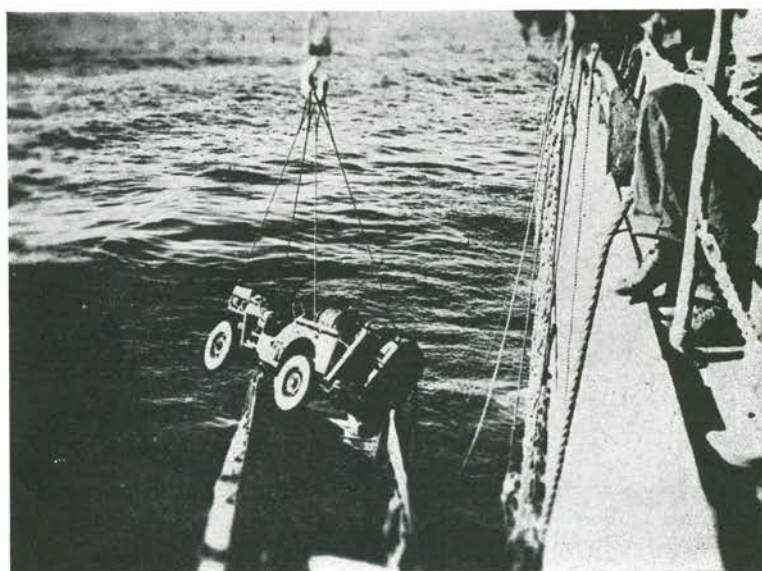
Ship's Service
*"Here's where all the ice
cream was made*



Radio Room



*Lowering a Jeep
into a "VP"*



LIFE AND TIMES IN THE WESTMORELAND

Remember the Smokers we used to have on No. 5 Hatch, with boxing and music and foolishness? . . . with Mr. Ayres as boxing referee . . . Or how about the entertainments in the Mess Hall with the magic tricks of PhM Bob Kervick? . . . And who could ever forget yeoman Tighe as "Chief Scrooge" in a take-off on Dickens' *Christmas Carol* at the Christmas party? . . .

Do you remember how they used to call on the PA system about 1900 every evening: "All P.A.L.'s and restricted men lay below to the Mess Hall for muster?" . . . and how shortly thereafter the Mess Hall was converted to a movie theater? . . . and then there would be that welcome announcement: "The movie for tonight will be . . ."

Can you remember when we used to have recreation parties at Pearl Harbor with Beer and Baseball all afternoon? . . . and do you remember the recreation parties at Hoover Beach in Guam and the 4 cans of cold beer intended for each man, and how in the end someone always came up late to claim one or two warm ones, if that many . . .?

Do you recall how Mr. Carroll dressed as Santa Claus at the Christmas Party on Christmas Eve? . . . and the presents for all hands? . . . Mr. Carroll worked like a seamstress on that Santa suit for three weeks.

And how could we ever forget the "Lone Pine Mountaineers," who performed on board while the Marine Division Headquarters Company was with us headed for Japan . . . they were the best musicians we ever had on board . . .

And, of course, this column would not be complete without the mention of Mr. Joe Syman, his ocarina, and his orchestra, and the valiant performances of his aspiring understudy, Mr. Ben Miller.

Then there was that really professional radio skit, "Amanda of Jerkwater Gulch," written by Mr. Cawley and Mr. Gelnett, with red-headed Amanda (Mr. Proctor) about to be ensnared by the wily rich, and unctuous millionaire oil man (Dr. Kennedy).

Many will remember W. F. Cockrell MoMM3c and his one-wheel bicycle which he rode all around the Mess Hall between the tables, and his act during an entertainment . . . all while the ship rolled merrily from side to side between Pearl Harbor and the States . . .

Not a few will recall, too, the former professional clown, Al Britten, who travelled as a passenger and put on some of his pet acts . . .

Really, we should not mention the master of ceremonies, who was sure the fellows liked to hear him sing . . .

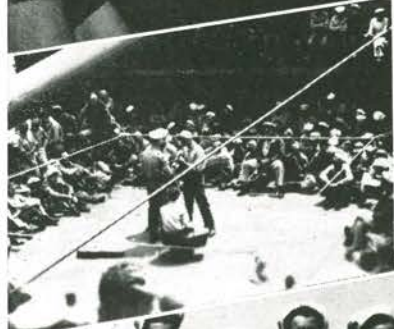
But how could we ever fail to mention our own "Big Bill" Smith, and the way he used to "Boogie Woogie" on the piano in the Mess Hall.

And while we are on the subject of pianos we dare not omit the mention of Lt. (j.g.) Gelnett, who entertained in the wardroom for hours on end, never once repeating himself, playing piece after piece on the piano . . .

And this is the place, too, to pay tribute to the musical talent of Lt. (j.g.) John Ellis who played much for the entertainment of the officers in the wardroom, and rendered faithful service playing for Divine Services on Sunday . . .

It occurs to us that the "Snipes" would prefer to forget about the time they blew tubes while everyone was enjoying a movie on No. 5 Hatch . . . There were a lot of black faces that night . . . and a lot of red ones later . . . Maybe it would be best to change the subject . . .

Remember that liberty in Manila? . . . Remember all the rubble and ruin, the dust, the people, and the smell of the place? . . .



And then there are those, so it is said, who will never forget liberty in Colon, Panama, and the Blue Moon Girls . . .

Furthermore there is a place in Portland called McElroy's Ballroom that will be remembered a long time by some of the crew . . . and maybe McElroy's will still remember the WESTMORELAND too . . .

Also among the more interesting things to remember are the sightseeing trips made by boat all around Sasebo Harbor. It was interesting, indeed, to see how the Jap fisherfolk lived. Remember their houseboats, their one-room homes, their clothes, and the tiny children fishing on the river banks? . . .

But who could ever, ever, ever, ever, forget the "Invasions of Maui"?

And then there is the memorable time when we searched half the night for the soldier who *didn't* fall overboard from a ship just ahead of us, homeward bound . . .

Remember, too, how we rolled and rolled at Saipan while at anchor in the harbor? . . . or how everybody hoped it would be calm for Christmas and we hit the roughest weather of the whole trip on Christmas Eve and Christmas Day? . . .

Certainly all of us remember how we almost forgot the United States when we received no mail in September, October, and a good part of November . . .

Of course, speaking of mail, everybody knows about the many "Dear John" letters so many of the WESTMORELAND men seemed to be receiving from some fickle females . . .

And then there was that memorable occasion when the Jap pilots came on board to take us into Sasebo Harbor . . .

Remember when little "Gyzmo" came on board? He was the little pup who grew to be a "pooch" in the I. C. room under the painstaking care of the electricians . . .

Or do you recall how "Crash" Letterle tried to ride herd on a Fleet Tug in Guam Harbor? . . .

Remember the skinned-pig look of the beach party boys after someone started using a tin shears to give haircuts while they were on the shores of Maui for a 21 day "vacation"? . . .

Think back! Can you remember those pre-dawn GQ's? . . .

Surely every Navy man should be able to recall rather vividly the "shots" for all types of diseases the Medical Department was always giving out in doses of one to four and preferably in both arms . . .

But how about something pleasant, now, like the time all the ice cream was given away on No. 3 Hatch on the second "Magic Carpet" trip.

Worthy of mention yet, before we close this chapter, is the memory of number "1" five-inch gun bringing down all the target sleeves . . . by mistake . . .

But the fish story that is no "fish story" is the one in which laundryman Stanejko caught a Jewfish while we were at anchor off Colon, Panama. Reports of the weight of the fish hover around 200 to 250 pounds . . . But, of course, the fish got away . . .

Above all, the one day we all can and dare never forget is the day the war ended . . . Will you ever forget how you felt at that time? . . .

We had a lot of fun on the WESTMORELAND. It might have been otherwise . . . There was not a single life lost in the WESTMORELAND, and no really serious accident occurred to cripple or maim any man . . . That is something for each one of us to remember and be thankful for . . . And thank God the war is over . . .

Let's win the peace!

Stirring the soup



The "Chow Line"



*"Best Bread in the
Pacific"
said the Bakers*



TABLE OF TRAVELS OF THE USS WESTMORELAND (APA-104)

PORT	ARRIVED	DEPARTED
Commissioning date.....		18 Jan. 1945
Hoboken, New Jersey.....		18 Jan. 1945
Brooklyn, New York.....	18 Jan. 1945	22 Jan. 1945
Long Island Sound, New York.....	22 Jan. 1945	24 Jan. 1945
Brooklyn, New York.....	24 Jan. 1945	26 Jan. 1945
Bayonne, New Jersey.....	26 Jan. 1945	29 Jan. 1945
Norfolk, Virginia.....	12 Feb. 1945	20 Feb. 1945
Cristobal, Republic of Panama.....	27 Feb. 1945	1 Mar. 1945
Pearl Harbor, Territory of Hawaii.....	14 Mar. 1945	14 Apr. 1945
Maui, Territory of Hawaii.....	14 Apr. 1945	14 May 1945
Pearl Harbor, Territory of Hawaii.....	14 May 1945	23 May 1945
Long Beach, California.....	30 May 1945	11 June 1945
Portland, Oregon.....	14 June 1945	17 June 1945
Honolulu, Territory of Hawaii.....	24 June 1945	28 June 1945
San Francisco, California.....	4 July 1945	26 July 1945
Pearl Harbor, Territory of Hawaii.....	1 Aug. 1945	5 Aug. 1945
Maui, Territory of Hawaii.....	5 Aug. 1945	10 Aug. 1945
Pearl Harbor, Territory of Hawaii.....	10 Aug. 1945	12 Aug. 1945
Maui, Territory of Hawaii.....	12 Aug. 1945	17 Aug. 1945
Honolulu, Territory of Hawaii.....	17 Aug. 1945	18 Aug. 1945
Pearl Harbor, Territory of Hawaii.....	18 Aug. 1945	25 Aug. 1945
Hilo, Hawaii, Territory of Hawaii.....	26 Aug. 1945	27 Aug. 1945
Pearl Harbor, Territory of Hawaii.....	28 Aug. 1945	1 Sept. 1945
Saipan, Marianas Islands.....	13 Sept. 1945	15 Sept. 1945
Sasebo, Kyushu Islands, Japan.....	22 Sept. 1945	26 Sept. 1945
Manila, Philippine Islands.....	1 Oct. 1945	2 Oct. 1945
Lingayen Gulf, Philippine Islands.....	3 Oct. 1945	9 Oct. 1945
Sasebo, Kyushu Islands, Japan.....	14 Oct. 1945	22 Oct. 1945
Manila, Philippine Islands.....	26 Oct. 1945	27 Oct. 1945
Subic Bay, Philippine Islands.....	27 Oct. 1945	28 Oct. 1945
Portland, Oregon.....	13 Nov. 1945	17 Dec. 1945
Guam, Marianas Islands.....	4 Jan. 1946	16 Jan. 1946
Pearl Harbor, Territory of Hawaii.....	24 Jan. 1946	26 Jan. 1946
San Pedro, California.....	1 Feb. 1946	1 Feb. 1946
Long Beach, California.....	1 Feb. 1946	20 Mar. 1946
San Pedro, California.....	20 Mar. 1946	21 Mar. 1946
San Francisco, California.....	22 Mar. 1946	27 Mar. 1946
Balboa, Republic of Panama.....	5 Apr. 1946	5 Apr. 1946
Cristobal, Republic of Panama.....	5 Apr. 1946	8 Apr. 1946
Norfolk, Virginia.....	13 Apr. 1946	
Decommissioning date.....	5 June 1946	

FACTS AND FIGURES ABOUT THE USS WESTMORELAND

Keel laid on.....	7 December 1943
Gross tonnage.....	12,500
Commissioned a Navy ship.....	18 January 1945
Date of decommissioning.....	5 June 1946
Days in commission	504
Number of individual meals served.....	823,335
Gallons of fresh water distilled.....	7,138,930
Total shaft turns.....	16,027,921
Total shaft-miles steamed.....	54,590
Times through the Panama Canal.....	2
Times across International Date Line.....	4

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