

concern and was piling up the dough. Before running afoul of the union and losing his card, the "Admiral" printed and hawked those "Tillie the Toiler", "Toots and Casper", "Maggie & Jiggs, etc. comic books at the Freres Minsky string of theatres catering to the carriage trade exclusively.....C&R Dept. is busily engaged these days on heavy repair work, having undertaken a contract to work on Mr. Lane's gig. This is a departure from its usual line of endeavor, such as the shoe contract of Mr. Dugan's, and their shop has the S.R.O. sign out from morning till night.....Tony Sperduto is a versatile guy - he is the only man we know of who can take a shower while sleeping on the after starboard fuel truck. Tony appreciates the efforts of his friends who made this incredible feat possible.....The "Carbine" Club will have a meeting in the crow's nest on February 29th. The Ways and Means Committee will discuss a method of using all of "Tiny" Bertlett's ammunition. The last flying fish shoot was a huge success, only one member of the club being treated for shellshock. Tickets will be sold for the next shoot, the proceeds going toward a fund to buy a deluxe, streamlined model acey-deucey board for the Chief's quarters.....Clarence (I'll Get One for You, Chief) Bartlett is seriously thinking of quitting the insurance business (The Over the River Burial Society Mutual) in that dear old Texas and go in for some plain and fancy gun-running into Mexico when they pull off the next revolution down there. He figures he can get enough carbines out here and already has enough ammunition to supply both sides. Pancho Villa rides again!.....Jerry Panske, the Oshkosh Kid, had a birthday yesterday - Many Happy Returns of the Day to you, Indian Joo...

February 12, 1945
(Godlesky)

Arrived Hollandia, N.G., LaFrance met his sister Jeannette again.

February 24, 1945

Departed Hollandia. Crossed equator 15th time.

February 18, 1945
(The Allentown Record)

WAR NEWS;

U.S. forces have captured Bataan. Tokyo is being bombed by as many as 1200 planes. Iwo Jima is being bombarded prior to invasion.

SLANDER SHEET

VIOLETS AND VITRIOL

Once again, the wheel of fortune has spun, and in its turning it has rolled over much, that is of interest (Not T.L.'s nose).

If no one has noticed the flat sennet in 204-L, it is well worth the trip. "Risky Duty" Carty has put forth a lot of effort, and we want his work to be recognized (not that anyone could recognize him working), but Carty weakened on the Turk's Head making only a sissified three-strand.

Dan Shea wishes to make an announcement to his customers: quote, please be

patient and I will resume hair cutting again. Due to departmental work, I have not been able to devote much time to my customers - that is, my hair cutting customers. My watch bracelet customers still have A-1 priorities, end of quote. Dan is busy these days doing custom made work, cutting hair, and glorifying the Irish race. Dan would have you believe that Adam and Eve were Irish.

We notice a picture of Don Landry, taken at the Allentown dinner. Until then, we did not know Don was a hero. His chest looked like MacArthurs. Just covered with ribbons, not as many as the General, but then, Don's chest is not as big.

How about T.H.A. Micklas and B.T.O. Hug's Detachable Hash marks at Virginia Beach.

We don't know if "Rags" Brennan has read H. Allen Smith's book, "Life in a Putty Knife Factory", but H. Allen speaks of Jackson Heights in an unkind tone. More quotes, Jackson Heights - a community on Long Island that houses more dogs than humans, unquote. What say "Rags", any comment?

The nicest thing to come aboard ship in some time was "Snipe" LaFrance's sister. (I notice LaFrance was a pretty popular guy. I wonder if there is any connection.) Paul had his picture taken on the beach with Sis. A good suggested title, "Beauty and the Beast".

Red Todd is having trouble these days, which accounts for that creased brow. Red's troubles, in order, are: His G.O. station (as a graduate of Comdr. Collin's School, he rates a more important position), Millslagle's Peach Jam (he has enough of "Peaches" anyhow) and Bienfang's inability to get "Clark" bars. Todd had high hopes when Joe Drum took over, Rumor has it that Red was the one who slipped Beannie the Mickey.

Welcome back to Leo Elgin Bienfang (this world isn't so rough after all, is it?) better known as "Leo the Lush", "The Buccaneer", "The Man who is Never There", (or is it). WE WANT YOU TO NOTE THIS, LEO REFUSED, I SAY AGAYNE, REFUSED TO GO BACK TO THE STATES AS A HOSPITAL CASE, BECAUSE HE HAD NO SEA BAG. If I had the chance, I could visualize myself walking through Penn Station, baseball hat, no shirt, green pants, and brogan type shoes, no socks (to say nothing of the fur lined parka--- Brrrrr).

Blackie Severino has added a few more sticks of furniture to that South Jamaica "Love Nest". Blackie can be seen almost any evening on the mess deck, drawing for and making those inside straights.

It has been a long time since "Two and a Half Striker" Lane has checked the type woods used by the C&R department. The Lt. was going along in great style until he miscued on a certain piece with a hole in it.

February 20, 1945

We arrived in Leyte with another convoy from Hollandia. We had 36 men aboard from the Coast Guard-Army Manning Detail that was being transferred to Leyte. Anchored off Tacloban. Went ashore for mail and got 32 sacks. What a job-- from post office to beach by truck, from beach to sub chaser by duck, from sub

chaser to ship by whale boat.

February 21, 22, 23, 1945

Went ashore each day for mail - got seven more sacks.

February 24, 25, 1945

Got two sacks of mail ashore and four aboard. Departed Tacloban at 0500 with a convoy of 38 ships, destination Lingayen Bay, Luzon. Will be in sight of land the entire trip but it is the most dangerous because we pass all the Jap held islands. Each convoy usually got attacked by air or subs. We have air coverage all the way to Lingayen. Had a sub contact and dropped a shallow pattern, results unknown.

February 27, 1945

Sea is rough as all hell, had to slow the convoy down to 7-1/2 knots. Passed a small task force of four destroyers and three cruisers this morning. On a radio report, D. E. Eversole was lost. That makes two ships we trained with in Bermuda that have been sunk. The other was the Hava, a French DE, in the Mediterranean. Part of the convoy left us this evening off Mindoro and we picked up several more for Subic Bay.

February 28, 1945

Dropped off some ships at Sobic Bay (Manila). Have only 12 ships left for Lingayen Gulf. Had a sub contact during my watch and dropped 13 depth charges, no contact regained.

MARCH 1, 1945

Arrived at Lingayen Gulf about noon and anchored way out. Came closer to shore about 1700. Had a movie and just finished it when the Japs came over. Could see the planes in the spotlights, but they were too far off to do any firing. They came over again about 0200 dropping bombs. We still had no shooting. Shore fighting is about 8 miles from the beach. I get the impression of mass confusion here.

MARCH 3, 1945

Departed Lingayen Gulf this pm with a convoy of about 30 ships. Will pass Manila and pick up more. A ship from the convoy we brought up was the first to enter Manila Bay since the Japs took it in 1942. Traveling in these island waters were between the islands is a tough thing.

The last issue of the "A" ship paper "Allentown Record" was published today. It had superceded the "Amazing Wreckord" when Capt. Cardwell became our new skipper.

MARCH 4, 1945

Some of our convoy was left at Manila and more joined us. It really is some job taking care of a convoy in these waters. We have air coverage.

MARCH 5, 1945

On our way to Leyte. Passed a small task force off Mindoro and picked up more ships for our convoy. Passed several convoys at night which gives CIC a bad time on recognition.

MARCH 6, 1945

Underway in the Mindanao Sea. We have also been in the China Sea. Will divide into 2 convoys tomorrow. Been a hell of a trip, have to be on toes every minute.

MARCH 7, 1945

Some DES came out to take part of our convoy to Hollandia. We anchored out in Leyte. Saw a movie aboard.

MARCH 8, 1945

Pulled into Tolosa, Leyte about 0800. Went ashore for mail and got 32 sacks, mostly packages and newspapers. Rumor is that we will take a convoy to Palau then on to the Hawaiian Islands. Even a rumor we will go to Seattle, Washington. Hope we go to the East Coast.

MARCH 9, 1945

Sailed this morning at 0800 for Palau with 4 Victory ships and the Machias, Charlottesville and Sandusky doing 15 knots. Then it will be Hawaii and then possibly Alaska.

MARCH 9, 1945
(Continued)

(Godlesky's Diary) - "Learned today that we are homeward bound. We have been out here about 6 months. Somehow I don't feel happy about going back. It isn't so bad out here as long as there is a war on. We sailed with some of the worst seas we have had yet. Is it a premonition?"

MARCH 10, 1945

The 4 Victory ships are doing 15 knots and we 17.5. We are going to Ulithi Atoll in the Carolina Group. We are really moving along. The sea is very rough, in fact the roughest we have seen in the Pacific and we are taking tons of water over the bow.

MARCH 11, 1945

Still rough as hell, too rough for comfort. When below decks bumping into bulkheads gives everyone sore shoulders. Lines are strung on deck to help move about and keep men from washing overboard.

MARCH 12, 1945

Arrived in Ulithi this morning. It is only a few small islands with great coral reefs protecting it. We have always wondered where the fleet stayed when not in action. We have seen some big fleets, but never like this. There are at least 25 carriers, large and small 10 or more cruisers, 6 or more battlewagons, over 200 destroyers and every other kind of ship known to man. Words can't describe this vast scene. We fueled and I went ashore with the commodore and got rid of the mail, then went looking for our mail. We departed from this great naval concentration about 1900, just getting out before dark. Still have our 4 Victory ships and Sandusky. Machias and Charlottesville are to bring a slow convoy. We will wait for them in Hawaii. We are bound for Eniwetok Atoll in the Marshall Islands. Doing 15 knots and swinging north to keep away from Truk, the big Jap naval base. Lat 10 deg. 5'N Long. 140 deg. 0'E. The Ulithi concentration was in part the Iwo Jima invasion fleet.

MARCH 13 - 14 - 15 - 16, 1945

We have run into a very heavy storm and are taking on tons of water. The ship and men are taking a hell of a beating. It's like riding an elevator with the same feeling in the stomach.

MARCH 17, 18, 1945

Pulled into Eniwetok Atoll at 0800. It consists of a few small islands barely above water. What a place for so many to die for. The main island hardly has a single tree. A large number of merchant ships are here. Got no mail. Saw the movie Sahara on deck. Water is very clear and beautiful, there is not much breeze and it is very hot.

MARCH 19, 1945

This place is also called Brown Islands and is about 18 ft. elevation at most. Departed here at 1700 with the Machias doing 14.9 knots. Our sister PF's are still in convoy somewhere behind us. We should arrive at Hawaii on March 25.

MARCH 20 - 21, 1945

Sea is still very rough and we take water over the bow in great amounts.

MARCH 22, 1945

Crossed the International Date Line again so we will have two Thursdays, 22nd.

MARCH 22, 1945 - AGAIN

A repeat of Thursday again. Wish we had crossed on a Sunday so we could have had 2 days off work. Seas still too rough for comfort.

MARCH 23 - 24 - 25, 1945

Heading for Pearl Harbor. All we do is fire our guns and play war games. We have 18 knots now to get there on the scheduled ETA. Beinfang's birthday today.

MARCH 26, 1945

Arrived at Pearl Harbor, Oahu Island, Hawaiian Islands at 0830. It felt good to see land. We had steered a straight course from Eniwetok to Latitude 20 deg. 0"N, Longitude 158 deg. 0"W. Then straight into Pearl Harbor. Diamond Head was prominent as we approached. The land is very mountainous-----and a beautiful green. The harbor is loaded with ships, not many war ships like at Ulithi. Some carriers and cruisers are anchored here, no battle ships. Our first liberty got ashore in dress whites, which had to be rescued from the lowest bowels of the ship.

((THIS ENDS RUSS MEYERS DIARY OF THE WAR PATROL OF PF 52 USS ALLENTOWN))

MARCH 27 - 28 - 29 - 30, 1945 - (GODLESKY DIARY)

We are seeing our first civilization in 6 months. Everyone got ashore at least twice. Sight seeing, visiting bars, ogling girls, haircuts from pretty Japanese girl barbers, instead of from Dan Shea or Pierce, seeing Pearl Harbor and Waikiki Beach and buying souvenirs. IT'S GREAT! Liquor sales are restricted to 4 drinks and good behavior is insured by huge bouncers.

MARCH 31 THRU APRIL 7, 1945

Departed Hawaii bound for Seattle, Washington. It is colder than hell for sailors who had been almost naked for 6 months. Ready gun 32 in. front of the bridge is very exposed and those of us not on lookout stretch out in the void space under the flying bridge.

APRIL 7, 1945

We reached Seattle, Washington after a 7 day run from Hawaii.

(From Adrian K. Lane - "Rigger") Coming into the Straits of Juan de Fuca, homeward bound from the South Pacific, bound for Seattle a night of snow squalls, I had the midnight watch. Never been so cold in my life. Suddenly someone handed me a hot potato, baked, butter and all. It sure did hit the spot.

APRIL 7, 1945
(Continued)

I didn't know where it came from and didn't ask. I found out in 1946 when Tarquinio and I sailed together on another ship. You may recall that the spud locker was on the signal bridge just forward of the stack. Now the whistle had a constant steam leak, so you could put a hot potatoe in the back of the whistle, and shortly--a baked potatoe. Tarquinio doesn't remember this, but the exec should know.

APRIL 9, 1945

By the 9th, the first leave party got 12 days plus travel time to go home. Travel generally was by train and it took me 3 days to get home to Penna. An adequate supply of torpedo juice was carried by the travelers to help pass the time. We did not have sleepers so it was a case of sitting upright or if lucky, laying your head on the shoulder of some understanding young lady traveling the same train. It was an adventure! (J. DEAN)

(Jesse Hayden) While in Seattle, a well-known hangout for the fun seeking crew members was the Majestic Hotel and Bar. I believe that Harry Barton got nicked by a sharp knife there in some incident with a Marine. Refurbishing the ship was being accomplished at the Bremerton Navy Yard and being fitted for the duty that was hush-hush. This went on till the end of May.

APRIL 12, 1945

We and the country were saddened by the news that President Franklin D. Roosevelt had died at Warm Springs, Georgia. To many of us who had known no other President, there was bewilderment and wondering--what now!!! Our new President is Harry S. Truman from Missouri.

APRIL 28, 1945

(Godlesky) I was with a leave party returning to Seattle on the Northern Pacific railroad. In Thompson Falls, Montana at 5:30 pm., we learned that Germany had agreed to surrender. There are many happy, cheering folks aboard. On April 30, I reported back aboard from leave.

MAY 1, 1945

The second section left on 20 days leave today. Work continues on the ship, painting, resupplying, remodeling, etc. We have liberty just about every night. Seattle is a good liberty town with a variety of people ranging from Eskimos and Indians to people from all over the 48 states who came here to work in the shipyards and airplane factories.

MAY 19, 1945

Things are starting to hum again. We made a trial run in the bay. We are getting ready for our next adventure, whatever that may be.

MAY 21, 1945

The second section returned from leave today, giving us full complement again. At some time in this period, Russ Meyers suffered severe burns when he fell off a staging ladder while painting with hot red lead primer. He was confined to the hospital at the base for an extended period and missed our next adventure.

MAY 22, 1945

We loaded ammunition at Seattle and had no liberty.

MAY 23, 1945

Another trial run today, but we are still not ready for sea. Rumors are flying, but nothing is definite about when and where.

JUNE 7, 1945

Here we go with cold weather clothing aboard. We left Puget Sound bound for Kodiak Island, Alaska. We hear that the Allentown may be given to the Russians on a lend lease deal. It is quite cold at sea, and we do a lot of huddling on gun watch. Stories of our home leaves and adventures in Seattle give us new conversation material. As usual, Bob O'Kelley and Red Nichols have some of the wildest most unbelievable stories.

JUNE 11, 1945

Arrived at Kodiak. Coming into the bay we observed literally millions of fish, probably salmon, around the ship. Also at sea we had seen hundreds of whales. Some of the crew were put ashore with all their gear, and the balance of the crew stayed aboard for the journey to Cold Bay in the Aleutians to act as a training crew for the Russian sailors who would be taking over. I was one of those who remained at Kodiak. (Godlesky)

JUNE 13, 1945

The USS Allentown departed for Cold Bay today with a partial crew, so for many of us it was our last look at our home away from home. The rest of us transferred to the Naval Base, Kodiak. We lived in comfortable barracks with no duties other than normal housekeeping. My close companion become Colonel Corbett FC 1/C of Tampa, Florida, a man much older than myself, who shared a love of the outdoors. We spent days exploring the mountains and old entrenchments which had been put in when the Japs invaded the Aleutians. Our big gun emplacements were manned with big guns alright, only they were made of tree trunks, not steel. Funny, huh! Also we hadn't given any thought to the huge Kodiak bears for which this island is noted. Fortunately, we didn't meet one in the caves and trenches we explored as we were unarmed. At this time of year, Kodiak had almost 24 hours of daylight. A condition like dusk prevailed from about midnight till 2:00 am. Quite a few Russian sailors were housed on Kodiak, and it became quite a contest to steal, buy, beg or borrow their sailor hats or other gear. (Godlesky)

(Jack Welliver) I rememeber the Russians at Cold Bay taking our paint scrapers, filing them down, putting plastic handles on them to make knives and selling them back to us for \$5.00.

JUNE 13, 1945
(Continued)

(Morning Press, Kodiak, AL) Lt. Gen. Simon Bolivar Buckner was killed in Okinawa while with the 10th Army. He was killed instantaneously by an enemy shell. Japs are collapsing, and they are confined to a 7 mile area.

(Godlesky) Received a letter from my brother in Germany. He had lost an arm when hit by an 88. He had gone in on D-Day, survived two other wounds, and had this happen in the final month of the war. He is recovering ok.

JUNE 19, 1945

Captain Cardwell has authorized the men who did duty on the Allentown from April 1944 to June 1944 to wear the following ribbons:

American Campaign Ribbon
Asiatic Pacific Ribbon
Phillippine Liberation Ribbon with 2 Stars

JUNE 25, 1945

(Bill Harwood) Many of the men left at Kodiak, boarded a converted liberty transport for the return to Seattle. It was the SS Shury, a drafty, cold uncomfortable hulk. Hundreds of men were aboard sleeping in bunks 5 high, confined mostly below decks and eating slop. Lee Roy Foster and I volunteered for KP duty so we could eat fresh eggs and bacon. That is making the supreme sacrifice.

June 30, 1945

The Kodiak detail arrived at Pier 91, Seattle, and put up at the receiving station.

July 2, 1945

We left the Pier facilities and moved to the Navy barracks at Kirkland near Lake Washington. Liberty was generally granted every night, and the pleasure of Seattle and surrounding area were enjoyed by all. The Majestic Hotel was a common meeting place.

JULY 9, 1945

A sizeable contingent of the crew departed Kirkland, Washington bound for Alameda, California. We traveled by Pullman with Chief Millsagle, our former mess boss, in charge. We saw spectacular scenery through Oregon and northern California as the train traveled through rugged mountain terrain. Some of the tunnels and curves were unbelievable.

JULY 11, 1945

Arrived at Alameda, California and barracked at the Naval Air Station for reassignment. Some of the "A" men were Godlesky, Carlsen, Kouba, Jake Barton, Bienfang, Bryant, Dean Falkenheimer, Finger, Garlington, Hayden, Horvat, LaFrance, Lansley, Lincoln, Macelis, Don Miller, Olsen, Panske, Paulius, Pierce, Rodeghero, Sivanich, Sperduto, Tarquinio, Welliver.

JULY 12, 1945

The USS Allentown was decommissioned this day at Cold Bay, Alaska. She was leased to the Russians in August, 1945. She was to be used by the Russians for the final push on Japan. Mike Melenczuk Miller, fluent in the Russian language, served as interpreter during the training of the Russian crew.

JULY 18, 1945

A number of us got home leave for 18 days. Again a 3 1/2 day ride across the U.S. For many.

AUGUST 6, 1945

Today the men on leave were due back on base. I assume everyone made it. One remembrance of Alameda was of one or more of our boys buying a 1935-36 Cord automobile. It was a fine looking car, and was shown around with pride. If that man had that car today, it would pay for his retirement. I do not recall who the purchaser was, but it may have been Chief Hug.

AUGUST 9, 1945

Today Nagasaki, Japan was atom bombed. News coming in began indicating that the result might end the war very soon. Ears were kept glued to radios and papers read for every detail. There has been some talk of special regulations that might be put in effect if the war ends soon.

AUGUST 15, 1945

JAPAN SURRENDERS!!!! Word came in about 3 or 4:00 pm. that Japan had surrendered. There was instant pandemonium. Realizing that an attempt might be made to confine men to base and liquor stores would be emptied quickly or closed, Al Carlsen and I left the base immediately, purchased our bottled cheer and was ready for what ever came. As word of the surrender began to spread, the streets began to fill with cheering, happy, loving people. Nothing was too good for a man in uniform. A happy elderly gentleman bestowed us with hugs and kisses and insisted we take his car and have a good time. We took the car and drove to Oakland, where the scene was wild with joy. What a happy, crazy time!! I'm sure we kissed more girls that night than in all our lives before that night and to this day in 1987. About 2:00 am. we decided to head back to base. Guess what? We could't find where we had parked the car that the old gentlemen had loaned us. Never did!! I often wonder if that kindly old gent ever got his car back. (GODLESKY)

SEPTEMBER 2, 1945

The peace treaty with Japan was signed today aboard the USS Missouri, a battlewagon that we were tied up to and saw commissioned in New York in the spring of 1944.

The main conversations now center on how soon we can go home. With the war over, most everyone wants to get on with their lives. Some men are eligible for immediate discharge. A point system has been set up based on length of service, dependents, age and rating. It requires 48 points for discharge. I have 47, and unlikely to get shipped out, except I once attended radar school and the R

SEPTEMBER 2, 1945
(Continued)

designation still appears in my records. Men are needed for loran stations, those remote navigation aid outposts much needed for moving planes and ships safely. I might get picked. (GODLESKY)

SEPTEMBER 12, 1945

A number of us went to Treasure Island in the R-20 draft for further assignment. The Loran station possibly gets stronger.

SEPTEMBER 15, 1945

Boarded the Matsonia, a troop transport turned cruise ship, on it's first peace time trip to Hawaii. We went lighted all the way. Strange to see a lighted ship at night after so many black nights we had been at sea. Whitey Carlsen is with me from the "A". (GODLESKY)

SEPTEMBER 20, 1945

Arrived at Pier 11, Honolulu to a great reception including bands, dancing girls, leis for everyone celebrating this inaugural trip. It was fun! We were taken to the Coast Guard Training Station at Wailupe, about 10 miles from Honolulu and near Diamond Head. This is a beautiful setting, surrounded by a dairy farm at the foot of a mountain and near the sea. Our days are relaxed, with minimal duties and beautiful weather. Al Carlsen and I spend alot of time roaming the mountain sides and exploring the island. When we had money to spend, we went into Honolulu. Almost 2 1/2 months here fulfilled my craving for Hawaii, and I haven't returned since. (GODLESKY)

DECEMBER 1, 1945

Boarded the USS Dickman, APA 13, formerly the President Cleveland, bound for Fort Lewis, Washington to begin discharge processing.

DECEMBER 15, 1945

(GODLESKY) Was discharged from the US Coast Guard at Detroit, Michigan, and returned home on a cold, snowy day.

October 15, 1949	The Allentown was returned to the US Navy by Russia at Yokosuka, Japan.
April, 1953	The "A" was loaned to Japan. Leo Bienfang went aboard her there, and claims to own the last plank.
July 19, 1960	The first general reunion of Allentown crew members was held at Stony Point, New York with Frank Morstatt and Bill Lansley in command. A joyous occasion. The crew has met annually since.
April 1953 to 1965	The former Allentown became the MSDF Ume in the Japanese navy. She was hulked in 1965. (PF 289)
July 4, 1964	Reunion of USS Allentown crew members was held in Allentown, PA at the Americus Hotel, where the city had hosted us 20 years previously. Joyce Beary who christened the ship in 1944 was present.