

the  
"CROW'S  
NEST"  
SOUVENIR EDITION

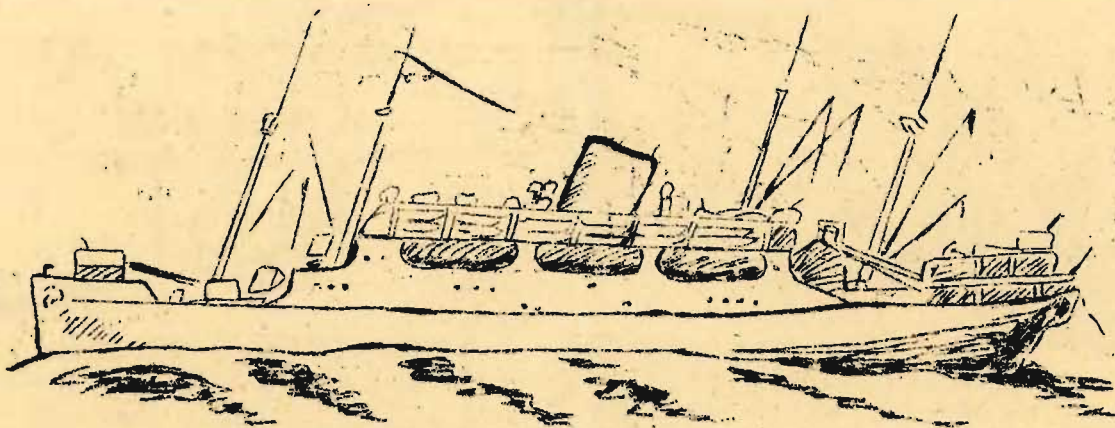
VOL. I NR 60<sub>00</sub> ABOARD THE USAT E. B. ALEXANDER NOV. 28, 1945<sub>0001</sub>



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BACK HOME AGAIN





## THE STORY OF OLD ALEX .....

THE LIFE STORY OF THE U. S. A. T. EDMUND B. ALEXANDER IS LIKE THE SAGA OF THE FAMED ST. LOUIS CARDINALS PITCHER, GROVER CLEVELAND ALEXANDER, ONLY THE EDMUND B. HAS KEPT RIGHT ON PITCHING STRIKES IN THE BIGGEST GAME OF ALL WHILE "OLD PETE" TOSSED HIS LAST FAST BALL MANY YEARS AGO. HOWEVER, BOTH ALEXANDERS HAVE BEEN DOWN ON MORE THAN ONE OCCASION AND BOTH HAVE RISEN TO THE HEIGHTS DEMANDED OF THEM IN THEIR RESPECTIVE FIELDS.

Our homeward bound ship was commissioned in 1905 at Belfast, Ireland. The North German Lines bought the vessel, named it the "Amerika" and put the ship into passenger service between Hamburg and New York. Since that time she has come a long way.

At the outbreak of World War I, the "Amerika" was in the Hoboken, N. J. harbor and fell into American hands as legal war booty. The crew was interned and the Navy Department assumed operation of the vessel as a troop transport. After the 1918 Armistice, the United States Lines took control of the liner and lost no time in getting her into regular passenger service between New York, Southampton and the North German ports. The "Old Girl" still answered to the name "America" - English version - and flew her flag proudly. Together with the Geo. Washington, the "America" plied the waters of the Atlantic and these two ships had a monopoly on all first class passenger service for ten years after the conclusion of hostilities.

Despite the presence of larger and faster boats, the "America" kept her place in the Maritime sun until 1932 when the company placed her on the sidelines for a much needed and well earned rest. In 1940, when the war was raging all over Europe, the War Department took over control of the "America" and converted the once proud passenger liner into a troop transport. The passenger capacity jumped from a peacetime 1500 paying tourists to a total of 5547 non-paying "guests" of Uncle Sam.

Many a mariner around the New York docks had written off the "America" as

a sea worthy vessel after her 1932 retirement, but like the leathery right arm of Grover Cleveland Alexander, who tossed too many strikes for the famed Yankees' "Murderers Row" in the 1926 World's Series, the "America" had many a good lick left in her. At 16½ knots, approximately 20 MPH, the E. B. Alexander, as she was re-christened in 1940, is not the fastest transport on the high seas, but she bows to no sea-going vessel in dependability and sea-worthiness.

"Old Alex" made her first overseas voyage as a troop transport in January 1941 when she delivered the first contingent of American soldiers to land on foreign soil during World War II. The port of call was St. Johns, Newfoundland and "Old Alex" stayed in port for six months as a barracks ship for the soldiers until suitable quarters could be erected in this barren, frigid wasteland.

Since that first run, "Old Alex" has been on the go continually. She has taken her place in the now famous Atlantic convoys; dodged and squirmed her way through the North Atlantic submarine wolf packs; fought off enemy aircraft attacks; and always delivered her pay load of troops and cargo intact. During the Sicilian campaign, "Old Alex" knocked off two German fighter planes who were bent on getting the one stacker out of the way. A near-by Allied ship claimed that the "Old Girl" had downed two more Jerry fighters, but the record books show two "kills" and two "probables". Not bad for a ship that has been around since 1905.

As the "America", the ship gained everlasting fame among all sea-faring men for a rescue act during the winter of 1929. Half way across the North Atlantic, with Captain George Freid as ship's master, the "America" was battling one of the worst storms of that period. Waves became mountains of water and the cold, biting wind swept the boat from stem to stern. Suddenly the ship's radio operator picked up a faint S.O.S., but repeated efforts to contact the distressed vessel brought forth only

(CON'T.)



the same inaudible signal for aid.

Captain Freid ordered the "America" to start a search for the stricken vessel and for three days and nights the ship circled the area without seeing a trace of anything on the angry sea. Late during the third night, a small light was noticed not far away, but the heavy seas prevented any close approach.

A small boat containing eight sailors and Chief Officer H. Manning was put out and this valient crew worked their way perilously toward the light. They found 32 officers and men of an Italian freighter, more dead than alive. Broken arms, legs, head and body bruises, and multiple fractures of every description told the weird story of how the freighter's crew fought the ravages of the wintry sea and refused to give up hope of ultimate rescue.

By skillful maneuvering, Captain Freid was able to offer some protection for the small rescue boat and more skillful operation of the "America" and her equipment enabled all 32 injured persons to be brought aboard. A few minutes later the freighter broke in two and sunk.

Chief Officer Manning, who directed the rescue from his light boat, was later to gain international fame as navigator for Amelia Earhart on many of her long-distance over water flights. However, he was not with the noted aviatrix when she made her ill-fated Pacific flight in 1937.

The current Master of the E. B. Alexander is Mr. E. T. Cline, Newark, N. J. He is a veteran of over 30 years on the high seas and takes great personal pride in the 'never say die' spirit of "Old Alex".

The skipper has been guiding the destinies of the vessel since August 1941 and believes that the foreseeable future holds no terror for the 40 year old veteran of two major world wars.

"If 'Old Pete' Alexander could strike out the Yankee batting stars when he was close to 40 years of age, I'm sure 'Old Alex' can do the same in this league for many years to come", reflected Mr. Cline. "She's sturdy as an ox and just as durable". (T.H.T.)

THE END

#### "ON THE BALL"

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Here are a few facts about the two lovely girls who have been entertaining on the stairway between sections B6 and C6.

As many of you know, Miss Elynor Clark is the one with that very sweet voice and Barbara O'Connell ably accompanies her with the accordion. Together, they have traveled the circuit through Bavaria, Germany, Belgium, Holland and France for the last six months

(cont. page 4)

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\* CHAPLAIN'S CORNER  
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What people think of you is your reputation. Your reputation is a product of two things: your contacts and dealings with others and their interpretation of them. Character is what you really are. It is not enough to have a good character. One should be diligent to make it impossible for others to interpret his character adversely. A good character is built of a life-time of good deeds. Often a good character is destroyed by a single bad deed. A good character is preserved by continued right deeds.

A good reputation is better than riches. It is the one noble means of cultivating friendships. Your reputation is more often than not judged by the friends you keep. Your friends literally make or break you.

Character begun as a child develops year by year to the end of life. It is the one thing that people cannot take from you. It continues as begun and lived throughout this life and throughout eternity.

The best character that one can develop is none too good. There is an imputed righteousness available to those who exercise faith in Christ. That life is far more valuable than the wealth of this world. After life and the affairs common to all of us is over, life in God continues. Eternity is more important than now.

Since the war is over and we are returning home, it is a good time to think seriously of the life that we are to build. It will often be difficult to distinguish between valuable and trivial things that build character. A life cluttered with things that do not matter is a wasted life. The success of our lives will be determined by the choices and decisions that we make. Whether young or old, rich or poor, we can choose wisely if we will but take time to think.

For you I can wish in the years to come a good reputation, a righteous home and a Godly life as the head of a home and a citizen of the best country on earth. I trust that your character will compell all people to think of you as the very best in the community.

The Lord bless you and keep you. The Lord make His face to shine upon you and be gracious to you. The Lord lift up his countenance upon you, and give you Peace.

T. H. BILES  
Transport Chaplain.

#### "WHERE YOU ARE THIS NOON"

From Le Havre ----- 2735 miles  
Yet to go ----- 445 miles



## DIARY OF THE VOYAGE

## 5,240 ON SHIP'S ROSTER

WEDNESDAY, 21 Nov., 1945:- We crowded the decks for a last look at the continent--A Day of Days for all concerned. We sailed before noon.

THURSDAY, 22 Nov., 1945:- Thanksgiving Day--Services aboard--and a big turkey dinner complete with ice-cream and cookies.

FRIDAY, 23 Nov., 1945:- We settled down to sweat out the trip--2,392 miles to go.

SATURDAY, 24 Nov., 1945:- The fourth day of our trip--the water was a bit rough, and some of us came NEAR to being seasick--1,999 miles to go.

SUNDAY, 25 Nov., 1945:- Our only Sunday aboard--Services in the theater and on deck--1,607 miles to go.

MONDAY, 26 Nov., 1945:- A beautiful warm sunny day which most of us spent on the open deck--1,263 miles to go.

TUESDAY, 27 Nov., 1945:- Not much opportunity to get out on the deck due to rain and strong wind--843 miles to go!

WEDNESDAY, 28 Nov., 1945:- Tomorrow we dock if everything goes well--445 miles to go.

THURSDAY, 29 Nov., 1945:- This is it!! Today we invade the good ole USA.....

ON THE BALL (cont.):-- and have been with the U. S. O. since '41. The name of the unit they were with in Europe was called "On the Ball".

Miss Jean Wilson, who has been with the same show, has been unable to perform for us since troop carriers are not adaptable to acrobatic dancing.

We know that you have more than enjoyed their presence aboard ship so when they hit your town in the States, how about making it a point to be there and giving them a big applause.

## TROOPS ASSIST

## TRANSPORT SERVICES

Capt. Sylvester G. Renner, Transport Services Officer, and his assistant, T/4 A. J. Sesil, wish to thank all personnel who cooperated on this voyage to provide entertainment and services for the pleasure of all passengers.

Movies were projected by T/3 Theodore Hordosi, Sgt. John E. Reynolds, T/4 George T. Meyer and Pfc Gustav Heeren.

## ANSWER TO YESTERDAY'S PUZZLE

1	F	2	R	3	I	4	E	5	N	6	D	7	S	8	H	9	P
10	L	11	A	12	D	13	D	14	E	15	R	16	A	17	S	18	A
19	A	20	G	21	E	22	G	23	A	24	I	25	E	26	T	27	Y
28	I	29	M	30	E	31	A	32	N	33	S	34	A	35	S		
36	L	37	A	38	A	39	T	40	T	41	A	42	I	43	N		
44	F	45	C	46	R	47	E	48	A	49	B	50	E				
51	W	52	O	53	R	54	L	55	D	56	C	57	O	58	L	59	P
60	A	61	R	62	T	63	Y	64	S	65	E	66	L	67	I		
68	S	69	E	70	T	71	A	72	R	73	C						
74	P	75	P	76	E	77	A	78	C	79	E	80	S				

With 5,240 on board, The Alexander will steam into New York sometime Thursday. The ships' roster includes 161 male officers, 7 WAC officers, 276 nurses of the ANC, 274 enlisted women, 4,476 enlisted men, and 46 other passengers.

Units aboard include Re-enlistees, Casual Dets.; an M. P. Escort Guard Unit, the U. S. Army permanent det. aboard the ship, and personnel of:- 580th AAA AW Bn, 3rd FA Obsn Bn, 4150th QM Serv Co, 802nd TD Bn, 656th FA Bn, 3252nd QM Serv Co, 307th QM Rhd Co, 217th-28th-95th General Hospitals and 771st TD Bn.

TROOPS ASSIST (cont.):-- Music, news, and announcements were brought to you over the P. A. from the broadcast studio by T/Sgt. Glenn Adams, T/4 Robert G. O'Neill, T/4 Jack Lockard, and T/5 Theodore Carr.

The ships' paper, "The Crow's Nest", has been published by T/4 Frank Pabale, T/4 James Nancarrow, T/4 Bernard Gelman, T/4 Edmund J. deCaussin, T/4 Joseph Jameson, T/4 Alec Serigos, T/4 John D. Smith, Sgt. Arthur Erickson, T/5 William E. Karslo, T/5 Deane A. Noel, T/4 Donald Sprung and Pfc Margaret Budicki.

"Jam" sessions have been through the efforts of T/Sgt. Myron Cohn, S/Sgt. Joe Giaimo, S/Sgt. Johnny Tutini, T/4 Harold Taylor, S/Sgt. Marty Bellini, Pfc. Ed Dirse, Pvt. Thomas Todd, Pvt. Art Harris and Joe Hardin.

T/4 Leo Bevensee has assisted the ships' radio crew in addition to his work with the "Crow's Nest".

Radio repairs and technical maintenance have been handled by T/Sgt. Thomas F. McDonell, T/Sgt. Myron Cohn and T/4 Jack Lockard.

The Special Services Library was efficiently staffed by: Col. Pauline A. Brouard, Cpl. Margaret Sanborn, Pfc. Edith Tendency, Cpl. Mary Anne Reif, Cpl. Ida Portugese, Cpl. Josephine Zabinski, Cpl. Virginia Gustafson, Pfc. Joanna Hemby, S/Sgt. Norma McMeekin, Col. Virginia N. O'Sullivan, Sgt. Helen K. Komisar, Sgt. Marjorie Stoffer, T/4 Edyth

Coneby, Col. A. W. Somers, Sgt. Edna Goldstein, S/Sgt. Louise Wieda, S/Sgt. Tony Teixeira, and the following U. S. O. personnel: Francis Wilhelm, Nedra Ott, Lorna Wren, and Eleanor Waldo.

## NOTICE

In order to use all available space for souvenir items, the "Crow's Nest" did not print the news today. The latest news will reach you over the ships' PA