

In Washington D.C.

and

Norfolk, Virginia

and

Philadelphia, Pennsylvania

1850-10 Sept 55

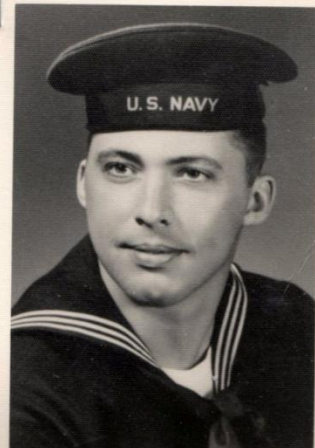
Dear Folks,

Sure am tired tonite so
Wont write but a line or two.
Had the mid-watch last nite
and again tonite - that is the
12-4 ^{again} yesterday noon & midnite
& tonite from 12 till 4 tomorrow
morning. 16 hrs. of watch in
48 hrs because the other section
has liberty this weekend.

Went to church this morning
enjoyed the service very much.

Have my uniform all shortanded
and stenciled now.

I hope to get my orders
this week, dont know but I
hope.



Virginia
and
Philadelphia, Pennsylvania

2.

I washed all my whites - 4 pr.
~~tops~~ yesterday so I got up this
morning and borrowed a iron
from one of the boys & ironed
one pair to go to church in.
Then on my watch at 12 I
ironed the other three pairs.

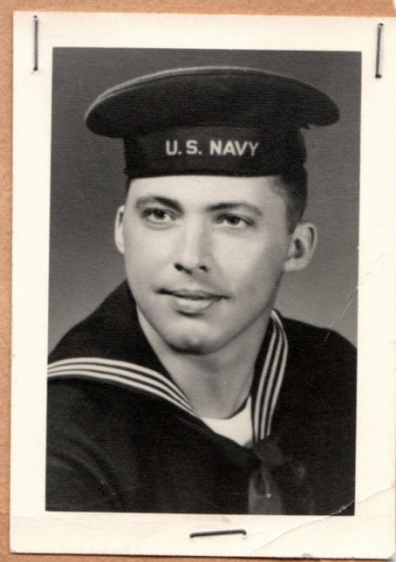
They have two Bendix Automatic
washers here - Works pretty good.
Costs 15¢ though.

How is your leg now? I hope
it is better.

How's Ing & Penny coming.
I don't think Trigger will
bulk so much.

I will enclose the letter
from Ronnie.

Have to hit the sack
got to get up at 12. Love
Jim



THANKSGIVING DAY

1956

November 22



U. S. S. Ponchatoula

AO-148

Mr. and Mrs. Ray H. Schmerse were visited by their nephew, Jimmy Schmerse of the USS Ponchatoula. He was here from San Diego after being on an underway cruise for several weeks.

W. R. WILSON, CAPTAIN, USN
COMMANDING OFFICER

E. V. KNOX, LIEUTENANT COMMANDER, USN
EXECUTIVE OFFICER

J. B. LOVELACE, ENSIGN, SC, USN
SUPPLY OFFICER

S. NORFOLK JR. CHPLK, SC, USN
COMMISSARY OFFICER

L. MONTOYA, CSC, USN
CHIEF COMMISSARYMAN

GODFREY CS1
VAN NATTA CS2
DELQVAGLIO CS2
DRISKELL CS3
STARKS CS3
VAN SAM BEECK CS3
TOMILSON CSSN
LAUGAERTY CS3

GALLEY CAPTAIN
BAKERY CAPTAIN
GALLEY
GALLEY
BAKERY
BAKERY
GALLEY
TACKODUST

Menu

Shrimp Cocktail Cocktail Sauce
 Cream Of Tomato Soup
 Saltines
Roast Tom Turkey Giblet Gravy
 Southern Bread Dressing
Virginia Baked Ham Pineapple Sauce
 Glazed Sweet Potatoes
 Cream Whipped Potatoes
Buttered Green Peas Buttered Cut Corn
 Tossed Garden Salad
 Zesty French Dressing
Assorted Olives Stuffed Celery Sticks
 Hot Parker House Rolls
Butter Cranberry Sauce
 Pumpkin Pie w/ Whipped Cream
Hard Candies Salted Nuts
 Hot Coffee
 Iced Tea
Cigarettes Cigars
 Fresh Fruit Tray

2 Tankers Collide at Breakwater

A giant Navy fleet oiler, the USS Ponchatoula, and a Richfield tanker, David E. Day, collided Wednesday in the entrance to the breakwater while both ships were leaving the harbor.

Two crewmen aboard the Day were injured, neither seriously. Damage to both vessels was slight.

A Navy spokesman said the Day, a 16,600-ton vessel, scraped the 655-foot-long, 37,000-ton Ponchatoula and then struck the naval vessel a glancing blow.

The mishap apparently was the result of a misunderstanding of whistle signals.

The Navy said the Day answered a whistle signal from the Ponchatoula with a signal which the naval ship interpreted as allowing the Ponchatoula to

(Continued on Page 5, Col. 8)

(Continued From Page 1)

pass through the breakwater entrance first.

Capt. J. C. Woelfel, USN (ret.), manager of tanker operations for Richfield's marine department, said his investigation disclosed that the Ponchatoula gave two blasts requesting permission to pass the Richfield tanker on her port side. He said the Day replied with two blasts, indicating it was clear to pass.

Capt. Woelfel said the Coast Guard will conduct an inquiry into the collision when the Day returns from a trip to Portland, Ore.

Although the Day sustained some forward and port side damage, she cleared the harbor at 5:35 p. m. and continued her voyage to Portland. The collision occurred at 12:30 p. m.

The injured were Alanson L. Nelson, 47, of 2168 Locust Ave., Apt. No. 3, a cook, and Robert W. Hill, 29, of 1306 Emden, Wilmington, a wiper in the shaft alley, both of the Day.

Hill was treated in Seaside Hospital for an arm injury and released. Nelson, who suffered a bruised chest when thrown against a sink, will be X-rayed today.

The Ponchatoula, commanded by Capt. W. R. Wilson, reported that the vessel's forward third and rear quarter were scraped but that the damage was minor.

The Day, skippered by Capt. C. W. Bretsen, was loaded with fuel, including about 100,000 barrels of gasoline.

"It is fortunate there was no rupture of the vessel during the mishap," Capt. Woelfel commented. "Otherwise the friction of the sideswipe might have ignited the gasoline."

Ships Collide At Long Beach

LONG BEACH (AP)—A Navy fuel ship and a Richfield Oil Co. tanker were involved in a slight collision yesterday at the entrance to Long Beach Harbor.

First reports indicated neither ship suffered heavy damage and there were no injuries.

Both the Navy oiler, the USS Ponchatoula, and the tanker David E. Day were steaming out of the harbor when they came together at the opening in the breakwater.

A statement released by the Navy indicated a misinterpretation of signals may have been responsible for the collision.

Both ships remained operational although they returned to their berths for checkups.





"Meet me by the slop chutes
Of the old Whang Poo
Bring along your dip nets
There's enough for two"

—Old China-side Navy song,
sung to the tune of "Let Me
Call You Sweetheart."

AS EVERY sea-going sailor knows, one of the first things a ship does when she pulls into port is to unload garbage. All United States ports have facilities for such operations, but getting rid of waste food scraps is sometimes a problem in foreign places. Not so in Hong Kong, for that is the swill domain of Garbage Mary.

Garbage Mary is a short little lady of 43 or 44 who runs a garbage concession in the Hong Kong waters. She bosses about 35 Chinese girls and owns a dozen sampans. As soon as an American ship pulls into the Hong Kong harbor, Garbage Mary can be seen in her 15-foot sampan, bobbing alongside.

Long before a ship's anchor is down, she is eagerly bargaining for the vessel's garbage. For exclusive rights to all garbage while the ship is at Hong Kong, Mary will provide the service of her girls who scrub down the sides of the ships. And the service is offered to all ships, from DDEs to carriers.

Garbage Mary is somewhat of a business tycoon. She has monopolized the U. S. Navy's garbage business at Hong Kong since the end of World War II.

You can hear all sorts of scuttlebutt about what the Garbage Girl does with the left-overs she gets from Navy ships. One prevalent story is that the scraps go to one of Mary's restaurants where it is re-

MID-DECEMBER, 1956

THE NAVY'S

*This is the girl!
she painted ours too!*

GARBAGE GIRL

By Harry Privette

cooked in a Chinese fashion to become food of connoisseurs. It's rumored too that the food goes to feed the orphans who roam Hong Kong's streets. And many people will tell you that Mary is one of the richest women in Hong Kong.

But as Mary watches her bevy of busy girls — all of whom are down-

right homely — cleaning a ship, she says with a gold-toothed smile, "I sell 'Melican garbage for pigs. I sleep in sampan, no get married."

As to her wealth and good deeds for orphans, the pigtailed Garbage Girl says, "I no rich. I take care of Mary."

It's Really True

MARY SOO, "GARBAGE QUEEN OF HONG KONG," relaxes with R. V. Pertain, SN, aboard the seaplane tender USS Orca in Hong Kong harbor. Mary, who boasts she knows every captain of every ship of the Pacific Fleet, at least those who have visited the British Crown Colony, won her fame 25 years ago when she boarded a U. S. destroyer, gained audience with its commanding officer, and made a deal with him profitable to the Navy and profitable to herself. Through the years the "deal" has evolved into a sort of gentlemen's agreement between Mary and the Navy: when a ship enters Hong Kong, Mary and her helpers board her; in exchange for the garbage, or leftovers from the crew's mess, Mary's crew paints the ship from stem to stern, saving the Navy many man hours and the deck force many liberty hours. She sells the leftovers "somewhere" in Hong Kong and, according to a ship's commissaryman, "probably at a good profit." The exec have a button off his



coat? The chief MAA a hole in his sock? Mary sews too. "For continuing good will between me and the Navy," she says.

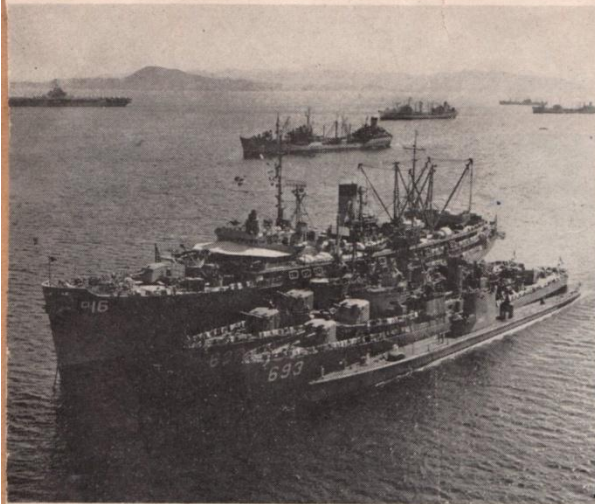
We have 30,000 miles on the Ponchy
COMING NEXT ISSUE *now, time for a oil change!*

Straight Scoop From The Spirit World

or

How Rudolph Got His Red Nose

A serious and thorough study of the drinking problem. Does it affect the armed forces? What can be done about it?



The Sixth Fleet Stands Ready



While trouble broke out in large doses between Israel, Egypt, France and England, with the Soviet Union making threatening gestures, the U. S. Sixth Fleet stood ready to "take no guff from anybody," as Admiral Arleigh Burke radioed them. Here are some typical units of that fleet (clockwise, from top) USS Cascade (AD-16) tends USS C. S. Sperry (DD-697); Moale (DD-693) and Pompon (SS-267), with Service Force ships in background. (2) USS Coral Sea shows deck load of combat aircraft as USS Randolph cut across stern. (3) USS Mississenawa (AO-144) fuels USS Salem, Sixth Fleet flagship, and a destroyer at same time. (4) Sixth Fleet crewmen "take a break" with swimming, soft drinks and beer at an isolated beach in the Med. (5) USS Randolph and USS Strong fuel underway from USS Waccamaw (AO-109), USS J. R. Pierce in foreground.

That's how it looks.



Japan

✦ The Philippines
(Also Hong Kong, China)

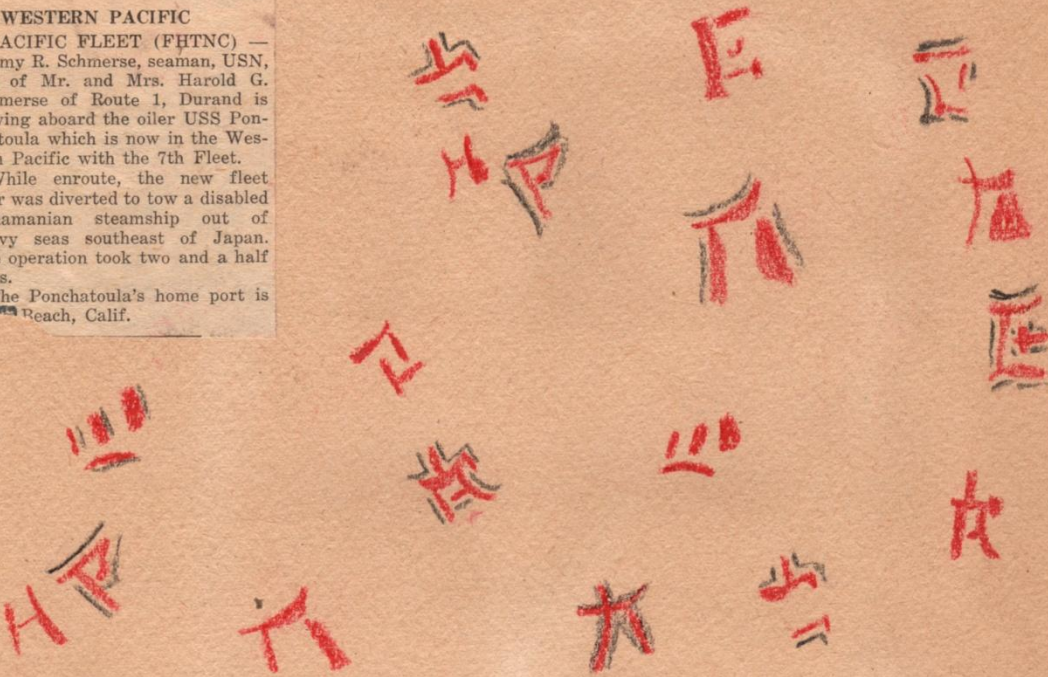
Servicemen's Notes

IN WESTERN PACIFIC

PACIFIC FLEET (FHTNC) — Jimmy R. Schmerse, seaman, USN, son of Mr. and Mrs. Harold G. Schmerse of Route 1, Durand is serving aboard the oiler USS Ponchatoula which is now in the Western Pacific with the 7th Fleet.

While enroute, the new fleet oiler was diverted to tow a disabled Panamanian steamship out of heavy seas southeast of Japan. The operation took two and a half days.

The Ponchatoula's home port is ~~San Diego~~ Reach, Calif.



U.S.S. PONCHATOU LA
28 August 1956
Tuesday Night

Dear Mom & All,

How is everthing coming way back there? I hope fine, cause now thats the way everything is going here, but we are keeping our fingers crossed.

We saw a helicopter land on a ship, which is tied up next to ours, today. He didn't have any trouble doing it either, just set right down.

I had the Quarterdeck Messenger Watch all morning and didn't have to do much, except run around and find somebody or take some messages up to the Captain. This afternoon we washed bulkheads down and done a little more painting. In about 3 more days we will have the whole O2 level painted, that is where I work, there are four more guys besides me on it too.

I guess they plan on having the repairing all finis~~hed~~ by the 8th of September, then about two days loading ammunition and two days loading fuel and one or two running the degussing range again. I don't know for sure when we will leave, but maybe around the 10th or 15th. They have big sheets of the side cut off now and are putting new ones in their place. They are working around the clock, and keep everybody awake with the pounding. Yesterday they had a diver dive down alongside of the ship to see if anything was damaged below the water-line, and if we had to go into dry-dock or not, but I guess there wasn't any damage and we won't have to go in.

I guess I will go up to Ray's this next week-end, Ervs are going away for the week-(edn) and told me not to come up, but I wouldn't have anyhow. I have Friday Night, Saturday, and Sunday, and Monday off, and I don't want to stay around here.

I got a letter from Merry-Lynn yesterday, along with five other letters, from Mary Lilja, Nancy, you and I forget who all. I guess I've told you about all the news for tonight so will close, and maybe get some sleep.

With Love,
Jim

Japan & The Philippines
 (Also Hong Kong, China)

Handwritten red markings on the envelope flap, including the letters 'H', 'A', 'E', 'L', 'I', 'J', 'K', 'M', 'N', 'O', 'P', 'Q', 'R', 'S', 'T', 'U', 'V', 'W', 'X', 'Y', 'Z' and various symbols.

Servicemen's Notes
 IN WESTERN PACIFIC
 PACIFIC FLEET (FHTNG) —
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 son of Mr. and Mrs. Harold G.
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 The Ponchatoula's home port is
 San Francisco, Calif.



U. S. FLEET ACTIVITIES, SASEBO, JAPAN

Captain L. G. May, Commanding Officer
Cdr. E. R. Cones, Chief Staff Officer
Lcdr. P. W. Reigner, Protestant Chaplain

Choir Director
Barbara Bylund

Organist
Cletus Lyons

☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆

ORDER OF SERVICE

11 November 1966

1100

Organ Prelude

Processional Hymn No. 198

(Congregation will rise and join in the singing of the second stanza as the choir enters the chapel)

Call to Worship:

Chaplain-The Lord is in His holy temple
People-Let all the earth keep silence before Him.
Chaplain-O come, let us worship and bow down;
People-Let us kneel before the Lord our maker.

Invocation

The Gloria Patri

The Apostles' Creed:

I believe in God the Father Almighty, maker of heaven and earth; and in Jesus Christ His only Son our Lord, who was conceived by the Holy Ghost, born of the Virgin Mary, suffered under Pontius Pilate, was crucified, dead and buried; he descended into hell; the third day he rose again from the dead; he ascended into heaven and sitteth on the right hand of God the Father Almighty; from thence he shall come to judge the quick and the dead.

I believe in the Holy Ghost, the holy catholic church, the communion of saints, the forgiveness of sins, the resurrection of the body, and the life everlasting. Amen.

Responsive Reading No. 37

Choral Response: Let The Words Of My Mouth

Scripture Lesson

I Kings 18:17-40

Morning Prayers

Confession-Almighty and most merciful Father, we have erred and strayed from thy ways like lost sheep. We have followed too much the devices and desires of our own hearts. We have offended against thy holy laws. We have left undone those things which we ought to have done, and we have done those things which we ought not to have done, and there is no health in us. But Thou, O Lord, have mercy upon us, miserable offenders. Spare thou those, O God, who confess their faults. Restore those who are penitent; according to thy promises declared unto man-kind in Christ Jesus our Lord. And grant, O most merciful Father, for his sake that we may hereafter live a godly, righteous and sober life, to the glory of thy holy Name.

Assurance of Pardon

The Pastoral Prayer
The Lord's Prayer

Choral Response : The Navy Hymn

Hymn No. 524

The Offertory Prayer

Chancel Choir "Shepherd of Israel" Bortniansky

Doxology

Sermon A TIME OF DECISION Chaplain

Prayer of Consecration

Recessional Hymn No. 480

Benediction

Choral Response: Three - fold Amen

Postlude

The Philippines Herald

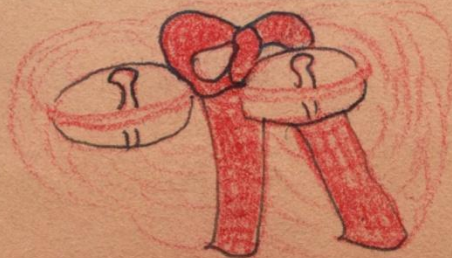
Year XXXVII—Vol. 108 Manila, Philippines, Friday, December 14, 1956 16 Pages — 15 Cts. No. 128

Typhoon 'Polly' Batters Naga City



EXTENT OF DESTRUCTION wrought by Typhoon Polly in the Bicol provinces can be gauged from this aerial photo of Naga city taken at the height of the typhoon. Powerful winds, accompanied by heavy intermittent rains, resulted in a widespread flooding of the area. In Cama-

rines Sur alone, 88 persons were reported killed, including 24 persons who were buried by a massive landslide on the eastern slope of the Buhi mountains. (Herald-DMHM Photo by Pablo Gullas)



CHRISTMAS FESTIVAL CANDLELIGHT SERVICE
U.S. NAVAL STATION
SUBIC BAY, PHILIPPINE ISLAND

Prelude

"O Come, All Ye Faithful" Congregation

"The Magnificat" 57

"Angels From the Realms of Glory" #246.. Congregation

Prayer

"A Christmas Carol from Lapland" Choir

"O Come, O Come Immanuel" (23) Choir

"Now The Holy Child Is Born" Choir

"Silent Night" Choir

"A Heavenly Song Is Sung" Choir

"Carol of the Shepherds" Choir

"We Three King" (42) Choir

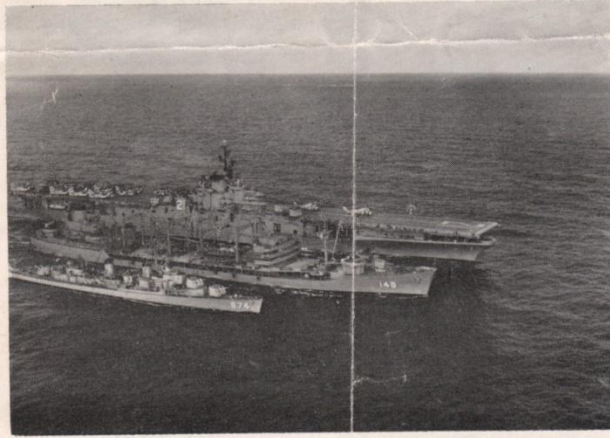
Candlelight Procession

"It Came Upon The Midnight Clear" (4) Choir

"Joy to the World" #264 Congregation

Benediction

U.S.S. PONCHATOULA AT LONG BEACH AFTER FIVE-MONTH TOUR IN PACIFIC



U.S.S. PONCHATOULA (AO-148) shown conducting replenishment operations in Western Pacific waters, with the USS Boxer (CVA-21) alongside to port and the U.S.S. Duncan (DD-874) alongside to starboard.

The U.S.S. Ponchatoula (AO-148), commanded by Captain James B. Kenny, USN, arrived in Long Beach after a five-month tour of duty in the Western Pacific.

The Ponchatoula, sixth of a new class of fleet oilers, has as her primary mission the rapid transfer of petroleum products and other cargo to the forces afloat while operating at high speed and at long distances from base. On December 3rd, she replenished her 100th ship, and marked the occasion by delivering a cake to the crew of that ship, the U.S.S. Phillip (DDE-498), who had come alongside for fuel as a unit of Task Group 704.

The Ponchatoula is proud of an unusual feat for an oiler, accomplished while enroute from Long Beach to Sasebo, Japan, at the very outset of her present cruise, at that time being under the command of Captain W. R. Wilson, USN, also of Long Beach. On the evening of September 25th, three days from destination Sasebo, she intercepted an SOS signal from the SS Venus, a Panamanian merchantman of 7900 tons manned entirely by Filipinos.

The Venus had lost her propeller while enroute to Tokoyo and was helplessly lying adrift 600 miles from land, in the path of a typhoon which was closing on her. On the morning of September 26th, the Ponchatoula took the Venus in tow, success-

fully evading the typhoon by skirting its perimeter the rest of that day and the next. On the afternoon of September 27th, the USS Reclaimer, a Navy salvage tug also enroute to Japan, was ordered to intercept the Ponchatoula and relieve her of her ocean tow. At sunset on September 28th, after 3 days of uninterrupted towing and with the weather improved, the Ponchatoula was relieved of her tow by the Reclaimer and was able to continue to Sasebo.

Captain Denny, formerly Chief of Staff, ComDesFlot One, relieved Captain W. R. Wilson as commanding officer on January 23rd, while the Ponchatoula was berthed in Yokosuka, Japan. Captain Wilson, who commanded the Ponchatoula since her commissioning on January 12, 1956, in the Philadelphia Naval Shipyard, has been transferred to Pittsburgh, Pennsylvania, for

duty as Inspector of Naval Material.

After a month of scheduled leave and upkeep in Long Beach, the Ponchatoula will operate in the Long Beach-San Diego area.

♣ ♣

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