An extra copy for someone in the family. RJS

Mr. and Mrs. John H. Barr, Jr.
Celebrate 50 Years

Jean and John Barr celebrate anniversary

"The marriage of Miss Jean Barrow and Mr. John H. Barr, Jr., of Bowdon was solemized at a quiet ceremony Sunday afternoon Jan. 30, 1938 with the Rev. J.B. Gresham officiating. The ceremony was performed at the home of Mr. and Mrs. John H. Barr, Sr. The attendants were Miss Billie Ann Roop and Mr. Kenneth Bishop. Guests were members of the immediate families."

*****

These words were printed in a January issue of the **Bowdon Bulletin** back in 1938. The late Mrs. H.M. Bird was the author.

Mr. and Mrs. Barr's children gave them a dinner for their 50th wedding anniversary this year. Their children are: Carol Ann Hampton, Gini Graden and Robert Barr. They have six grandchildren and two great-grandchildren.

Jean Barr

Jean Barr

Virginia Ellen 'Jean' Barrow Barr, a lifelong resident of Bowdon, died Thursday, May 22, 2003.

She was born Nov. 24, 1918, in Bowdon, Ga., graduated from Bowdon High School in 1936 and married John H. Barr in 1938.

Jean was active in church and social activities in the Bowdon area, serving as President of both elementary and high school PTAs. She was a charter member and first president of the Blue Stocking Club, a civic and cultural organization and a charter member of the Bowdon Beautification Committee and the Bowdon Area Historical Society.

Jean received much recognition for her concern for historic preservation and her involvement in civic activities. In 1986 she was the recipient of the Chattahoochee Flint Outstanding Achievement Award for Historical Preservation and, in 1987, the Carroll County Chamber of Commerce Award for Outstanding Service in the Bowdon Area. She was honored by the Bowdon Merchant Association in 1992 and the Bowdon Sertoma Club in 1996 as Citizen of the Year.

She served on the advisory council for Historic Preservation for the Chattahoochee Flint District, the Historic Preservation Ordinance Commission of Bowdon, on the McIntosh Reserve Commission, on the Tanner Medical Foundation Board and was a member of the First Methodist Church of Bowdon.

The community of Bowdon will long remember Jean for her research of the architectural history of Bowdon which resulted in the publication of a brochure in the form of a "walking tour" still used by students and the public and sent to "pen pals" in other parts of the U.S. and abroad. She was instrumental in the restoration of the Methodist Protestant Church building which now serves as the Meeting Place for the Bowdon Area Historical Society.

Jean was preceded in death by her husband, John H. Barr and their son, John Barr III.

She is survived by her brothers, Hugh W. and wife Bonnie and David T. Barrow; by her children, Carol Ann Barr, Gini Barr Braden and husband Larry, Robert P. Barr and wife Patsy; six grandchildren, Judson, Casey and Aaron Barr, Mallory Blackwelder, Jonathan Braden and Katie Robertson; 12 great-grandchildren and multitudes o family and friends wh consider her a surrogat mother or grandmothe Jean is much loved.

Funeral services will b held Saturday, May 2 2003 at 11 a.m. at the Fir Methodist Church Bowdon.

Visitation for family a friends will be held at t Rainwater Funeral Hon in Bowdon on Frid evening, May 23, from 5 9 p.m.

Those who wish ma make donations in Jean memory to the Bowdo Area Historical Societ P.O. Box 112, Bowdon, GA 30108.

Rainwater Funeral Home, Bowdon.

Jesus understands,
He cares,
and He will be with you—
He will not only make a difference,
He will be the difference.

Dear Bill,

It was such a testament to see the huge crowd at Jean's funeral. To know that so many people loved her and cared for her was a real honor. I can't imagine how hard it was for you to sit throught that service - she had done so much for you, and I know how you loved and adored her. She was always so kind to me - always wanted to know what was going on. The one comfort we have is that this is all very temporary - one day we will all be walking into His mansion and, as promised, we will rejoice at the biggest family reunion ever! I will miss, however, walking into her back door and feeling so loved + welcomed by her. I do know how much →

"'...I am with you always....'"
MATTHEW 28:20 NIV

She loved you & how proud of you she was.. I know she adored you.
I was so glad that I was a part of her life!
Love, Bellie

MAX LUCADO

Author Max Lucado, a full-time husband, dad, and minister, knows the power of encouraging words. He hopes his words touch both your heart and soul.

Photo by Neka Scarbrough-Jenkins

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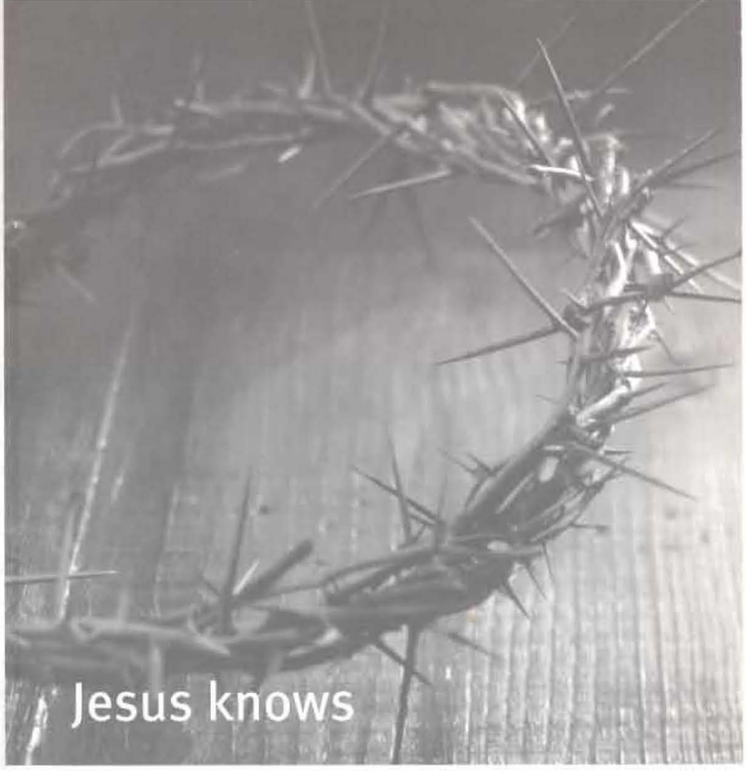


Jesus knows

how you feel. You are precious to Him.
So precious that He became like you so that
you would come to Him.
When you struggle, *He listens*.
When you yearn, *He responds*.
When you question, *He hears*.

MAX LUCADO

Virginia Ellen (Jean) Barrow Barr
November 24, 1918 - May 22, 2003

"A Living Faith"

I've dreamed many dreams that never came true,
I've seen them vanish at dawn,
But I've realized enough of my dreams, thank God,
To make me want to dream on.

I've prayed many prayers when no answer came
Though I waited patient and long,
But answers have come to enough of my prayers
To keep me praying on.

I've trusted many a friend that failed,
And left me to weep alone,
But I've found enough of my friends true blue,
To keep me trusting on.

I've sown many seed that fell by the way,
For the birds to feed upon,
But I've held enough golden sheaves in my hands
To keep me sowing on.

I've drained the cup of resentment and pain
And gone many days without song,
But I've sipped enough nectar from the roses of life
To make me want to live on.

"Unknown"

In her children's words:

"Out of the abundance of the heart, the mouth speaketh, and out of the richness of mind and the fulness of spirit, the life speaketh. As a mirror held before one reflects the image of her outward form, so the quality of thoughts reflects her inner self."

This quote from Eugena Stone initiated a search through books, saved newspaper clippings and Mother's bible for marked passages which reflect Mother's spirit.

Appropriate at the very beginning was this:

"You took life tiptoe to the very end.
It never lost for you it's lovely look;
You kept your interest in its thrilling book.
To You Death came no conqueror at the end;
You merely smiled to greet another friend."

In loving remembrance,

Carol Ann, Robert, and Gini

In her own words:

Live so that future generations might be, not merely survivors, but inheritors, as well.

Jean Barrow Barr
Chatt-Flint Acceptance Speech

Her Faith of the Bible:

Psalm 121, verse 1:
I lift up my eyes to the hills -
Where does my help come from?
My help comes from the Lord,
The Maker of Heaven and Earth.

Philippians I-22:
Whatsoever things are true, whatsoever things are honest, whatsoever things are just, whatsoever things are pure, whatsoever things are lovely, whatsoever things are of good report; if there be any virtue, and if there be any praise, think of these things.

I Corinthians, XIII 13:
Now abideth faith, hope and love - but the greatest of these is love.

Her Favorite Verses:

St. Francis of Assisi:
Lord, make me an instrument of thy peace.
Where there is hatred, let me sow love,
Where there is injury, pardon
Where there is doubt, faith
Where there is despair, hope
Where there is sadness, joy.
Oh, Divine Master, grant that I may not so much seek
To be consoled, as to console;
To be understood, as to understand
To be loved, as to love.
For it is giving that we receive,
It is in pardoning that we are pardoned,
It is in dying that we are born
To Eternal Life.

A sonnet by a Royal Canadian Air Force Pilot, written on the back of a letter to his parents before he was killed Dec. 11, 1941 in a routine training mission:

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling
mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and
soared and swung
high in the sunlet silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air...

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy
Grace
Where never lark nor ever eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.

A Class Act
By Larry G. Johnson

One of the highest compliments that you can pay a person is to say that he or she has class. Class is that almost indefinable quality that puts some people in a class by themselves. They are a class act. They are simply the best of their kind.

Class has nothing to do with wealth. Some rich people have lots of class and others have none. The class of which I speak has naught to do with education. I have known individuals with a tremendous amount of class who had no formal education whatsoever, and I have been acquainted with some highly educated folks who were buffoons.

Class means far more than knowing which color to wear with other colors. Class means far more than knowing which fork to use first at a formal dinner. Class means far more than which compartment you sit in on an airliner.

Class cannot be bought or sold as a commodity. Class cannot be earned as a reward. Class cannot be bequeathed as part of a bequest.

Regardless of one's social standing in the eyes of others, regardless of one's income tax bracket, regardless of one's club affiliations, regardless of the neighborhood in which one resides, regardless of what automobiles sit in one's garage, regardless of one's opportunities for travel, regardless of how many foreign languages a person may

speak, regardless of whether one's genealogical family tree identifies him or her as a patrician or a peasant, those with class are simply the best of their kind.

Individuals with class are not self-absorbed. They do not take themselves too seriously. Neither will they let you. Classy people do not have to change who they are depending upon whom they are with. Persons with class do not make you feel inferior to them, but instantly put you at ease in their presence. Those with class not only expect the best from themselves, but they also inspire those around them to rise to their own potentials, and to excel.

Class has an eye for beauty. It recognizes resplendence and grandeur especially in the ordinary and in the commonplace, and then finds a way to enhance them both. Class beholds the beauty in the eye of the beholder, and then reflects it right back with clarity. Class has charm and grace all of its own. Class has style, but is not a prisoner to fads.

Class can laugh at its own foibles without being laughable. Class can laugh with another without laughing at another. Class deposes the pompous without being pretentious. Class can pardon without condoning.

Class can critique without being harshly critical. Class chastises without chafing. Class demands appropriate demeanor without being demeaning. Class is self confident but not condescending. Class is refined without being repugnant.

Class steps aside to let the spotlight shine on another. Class stoops to lift up the down fallen. Class stretches out a helping hand to the downtrodden.

Class praises without seeking recompense. Class possesses without being possessive. Class has pride without being unduly proud. Class is ever penitent without being pious.

Class is modest but never unassuming. Class has a way of being gracious without being grievous. Class believes itself to be inordinately blessed with nary the need to boast.

There is something else that I have noticed about people with class. These rare individuals inevitably have the discipline to develop their own innate gifts and their own talents. Classy people view special abilities as a God-given trust. Their aptness is not a mere venue for vanity, but a channel through which others can be blessed.

If I were allowed only one word to describe my dear friend, Virginia Barrow (Mrs. Jean) Barr, it would be class--not just any class, but world class---the best of all kinds.

Original Paper!

Talk presented at the dedication of the Memorial Gazebo to Jean on 8/2/03 - Bowdon. Given by her brother, Bill Barrow -

Virginia Ellen Barrow was born at home about 2 weeks after the end of World War I in a little house located just across the pasture from where we are now. The house with the well on the back porch has been gone for long time and was located about where the ~~western~~ southern end of the Baptist Church parking lot is today.

Most of the area between here and the house site was what we called "the pasture" of the Barrow house. All the fine houses and large trees came long after Virginia Ellen's birthday.

Virginia Ellen Barrow soon became "Jean" Barrow. According to her now 90-year-old aunt Ruby Trammell, she named herself "Jean" at about 4 or 5 years old. Ruby says that she loved to go to the movies and from the start wanted to become an actress just like the movie stars. She had paper dolls of the starlets and her favorite actress was a Jean. Ruby had forgotten Jean's last name but I believe that I know, I'll bet that it was Jean Harlow, and she took the name for her own. She insisted that her mother and daddy and everyone else ~~all~~ call her Jean and if someone did call her Virginia Ellen she was quick to let them know that her name was Jean, not Virginia Ellen. Everyone complied except her stern grandmother Barrow who would have none of that nonsense and always called her Virginia Ellen.

I guess that the family must have liked the idea of nicknames as my brother was always Buddy and I was always Billy.

Jean began school in Bowdon. Unfortunately, hard times were approaching and the family business was in trouble as the depression worsened. Our father took the two White trucks the hardware company owned and we became Gypsies. He hauled gravel and cement for the first

paving of Highway US 11 down the west side of Lookout Mountain in north western Georgia and north eastern Alabama. We, by this time I had made my appearance and was about three years old, lived in just about any kind of housing that we could find and even camped when we had to. We lived all along the highway in beautiful little towns with great names such as Rising Fawn and Valley Head. Our two colored truck drivers, Red and Lee, lived right with the family and Jean's and my collie, Prince.

Things got even worse and soon the trucks were reprocessed. The family moved to Carrollton and then to Rockmart where Jean was in schools and where she made many good friends. As things went from bad-to-worse, Jean had to go to live with her aunt and uncle in Forsyth for a couple of years and went to high school there. The family eventually returned to Bowdon and she was able to finish high school here in the class of 1936. She wanted to go to college and study drama but there was just no money for that. She did get a few little jobs around town but nothing much.

Young John Barr had been in an automobile wreck suffering a serious back injury and was confined to bed and Jean began to go down to the Barr house to read and sing to John and keep him company. They fell in love and were married in January, 1938. The honeymoon was spent in John's sick room. Soon Mr. Barr got the young couple down to his place at East Lake Wier, Florida. John's health improved and soon they were able to return to Bowdon and John began farming his large farm called Muckfa over in Alabama.

It did not take long for them to start a family and soon John H. Barr, III was born, we called him Johnny. Then came my little sweetheart Carol Ann who was called "Candy", then came another Virginia Ellen who was called "Gini" and then last came Robert who was just called to dinner. Over the years the family increased as there were six grandchildren and 12 great grandchildren. How she loved those babies! My parents were very fortunate to have Jean and all four of her children close by for so long.

John's back was a problem all his remaining life time and he had to take an early retirement from his mail carrying job. He and Jean just enjoyed each other for many years together. Jean looked after John's every need.

Their back door was always open and thousands of friends and family members "Walked Right In." Everyone was welcome; rich , poor, white, colored, South Korean, Hispanic, it made no difference. I do not know of a single person that Jean did not like and would try to be of help to in a time of need. This open door policy worked both ways and their friends brought them all kind of goodies including fresh garden and farm produce and in the winter treats such as home-made sausage and back bone. She was a soft-touch for a hand out be it food, maybe loan or a gift, or maybe just a word of encouragement and especially she could never say no whenever asked to serve her community or mankind in any capacity.

My son Lew told me recently that when he was in collage at West Georgia and we were living in Delaware that some times he would blow in his monthly allowance before the end of the month. He would head for Jean's where he knew that he would be well fed and before leaving Jean

would always slip a few buck to him to get him through the month. He also says that he knew that there would always be a pound cake on the kitchen counter.

Jean had her share of heart breaks. She lost her father and mother but the greatest heart break was the loss of her Johnny who by now was married and the father of three fine boys. His death was a terrible shock and hurt to her. Jean had a special place in her heart for Johnny because he was more like her in many ways. He was doing thing that she always had wanted to do. She was so proud when he was accepted to perform in the drama ***Unto These Hills*** in Cherokee. He had a promising career in acting and set design.

Then much later John passed away and in a way she became very lonely even though her family and friends were still with her.

Jean had always enjoyed extremely good health but after John's death things just seemed to start going down hill. Her eyesight began to fail and then came the brain tumor. None of this seemed to slow her down until about a year and a half ago when she had to go to an assisted living facility in Carrollton.

She made new friends there and created a different atmosphere with the group of elderly people and the staff and they all reciprocated her cheerful ways. They particularly enjoyed their sing alongs and trying to stump Jean with a song that she did not know the words to.

After about a year there her health took a turn for the worse and she began to fail rapidly. Things were not good at all but one would never know it talking to her. She still had the spirit.

It broke my heart to watch my beautiful sister finally become so weak that she could not even stand alone without falling. She finally spent her waking time in a recliner with usual-thoughtful sighs.

God had paid me a great favor in allowing me to see her almost every day as the facility was located just behind our house in Carrollton. We had many good visits and if I caught her asleep and slipped quietly away she would find it out and let me know in no uncertain terms that I had better wake her next time I came to see her.

You friends here today know her accomplishments much better than I do because you have lived here with her while I did not.

She was a fifth generation Bowdon girl and she loved this little town. She loved its people, the schools, the churches the Baptist, Methodist, Victory. She loved her Blue Stocking Club and especially this little church and the Historical Society. She loved her animals: her cats, her dogs, her goats, her chickens and her guineas. And she loved me.

Thank everyone for all the hard work that went into this occasion. She would be in all her glory if she were here to help celebrate. I am certain that if she had a choice in how she might be honored and remembered, that this would be it. Thanks.

My sister Jean was truly one of a kind.

Delivered in July, 2003 @ the dedication of the Jean Barnes Bard Memorial ~~Gazebo~~ ~~Gazebo~~ Gazebo ~

Delivered by Larry Bindon @ Jean's Funeral.

Virginia Ellen Barrow Barr

November 24, 1918—May 22, 2003

Eulogy

Bowdon Methodist Church

Bowdon, Georgia

May 24, 2003

Virginia Barrow Barr was such an extraordinary --- extra ordinary --- beyond ordinary person that she has left us with a considerable challenge today: how can we best in this time we have together remember a life filled with so many accomplishments and a life that has touched so many people.

We could begin, as times like these frequently do, by trying to capture what a wonderful and inspiring Mother and Grandmother Jean was but we would have to go on forever.

We could remember what a loving and dedicated wife she was to John and that would lead us to stories of Daddy John, the mule barn, winters in Florida at Lake Wier, the friends they made, the people they touched; and we would have to go on forever.

Her brothers Bill and Bud could stand here and share their life times' memories of their beautiful, unfailing big sister, and that would lead us to warm stories of Pop and Gingoo, of families pulling themselves through the

Great Depression, and enduring, loving friendships with wonderful people ; --but we would have to go on forever.

Scores of other friends and acquaintances and countless numbers of people with whom Jean had a chance encounter along life's path could stand and give testimonials about how they were touched, encouraged, helped or supported by her; but most of us gathered here would need to stand and each of us would tell a wonderful, heart-warming story; --and we could go on forever.

Or, if we had enough time together today, we might spend it talking about Jean's contributions to her community. We would be able to reminisce about her years of work in Bowdon's churches; her leadership and years of efforts in the Bowdon Historical Society; the preservation of Victory Church; her involvement in nearly every civic event and activity that came up or that she could create here in Bowdon over a span of more than a half century.

If we spent most of this time together thinking about that part of Jean's life we would cite her years as a member of the Board of the Tanner Hospital Foundation; the time she was chosen as Citizen of the Year by the Sertoma Club; and we could recite some of the numerous tributes paid to her the night that the Carroll County Chamber of Commerce hailed her as Citizen of the Year.

Or if a friend who had spent his childhood here in Bowdon were standing here today, he or she might relate, as Mike Steed did in a touching

newspaper article, what wonderful, extraordinary contributions Jean made to the lives of all the children who grew up with her children.

Other good, dedicated, kind and hard-working people leave similar marks along their life's trail. But Jean was something different; something extraordinary: she was a person with a unique capacity to bring forth love.

Jean and John were so much a part of so many lives that we couldn't possibly think of one without remembering the other. Johnny, Carol Ann, Gini and Robert were at the center of their lives, and as the rest of us came along, sons-in-law, daughters-in-law, grandsons and granddaughter, great-grandchildren, that capacity, that gift to give and inspire love just enveloped us all.

The sense of love and the feeling of comforting joy that filled their home was not restricted to any select few; it was not parceled out; it was not withheld from some and given to others. It was as open as the flowers in Jean's garden in the spring; as warm as a new puppy, a stray cat, a baby goat or an injured chicken that she would wrap in her coat and bring in the house to comfort by John's fire.

At any given time on any given day you could look up from reading the paper, or listening to one of John's funny stories, or watching a ball game and someone would be coming in the back door. It might be Madian and another member or two of the Blue Stocking Club, or William the self-described houseboy bringing the mail. It might be a friend from college days, a ship's pilot or Dr. William Smith; a couple out for a ride who just

decided to drop by; or Floddie Mae and Oscar bringing produce or sausage from the farm.

Or it might be some poor soul down on his luck needing a kind and encouraging word and maybe a few dollars to hold him over until he could find work again.

No matter who knocked, or who just opened the door and came on in; no matter how humble or proud they might be, each one was greeted with the same warmness, graciousness and hospitality; the same respect and dignity.

As the years went by and the family grew, holidays filled the house with family and friends; people in every room, spilling out onto the front porch; countertops and tables filled with food. And there was something uniquely special when we gathered:--- love flowed from one to another like water being poured from cup to cup.

On Mother's Day that back door would nearly stand open as nephews and nieces, sons and daughters of friends; and people Jean had helped or befriended somehow along the way would just come by and tell her "You've always been my second Mother"--- "You've always been just like a Mother to me"---"You know you're my second Mom."

We heard those words repeated time and again by members of the staff at Cottage Landing where Jean lived this past year or so and where she gathered a whole new circle of friends and admirers.

Friendships can live on love and Jean's spirit of love built the friendships that fill this church today. But families require strength with love and Jean's strength was extraordinary. Her ability to confront and accept and cope with every life challenge she faced was more than an inspiration to all of us: she quietly set a standard that few others will ever reach.

John and Jean's family was relatively young --- young adults and young children --- when we were shocked with the loss of Jackie, her son-in-law. Jean's strength was a beacon that guided us all through that most difficult chapter of our younger lives. Her steady, reassuring love for Carol Ann and Mallory was unending and unconditional.

Then a few years later she was struck with the blow that all parents fear the most: the loss of a child; Johnny, her first-born. Her love of her grandsons, Judson, Casey and Aaron, and continuing love of Shirlee rose above what for many would have been a devastating, irrecoverable loss. Her thoughts were of her family and her demonstration of love and faith showed each of us again how good, strong people deal with unimaginable pain and adversity.

She quietly set a very high standard.

Jean's heart was as light and high as her character was solid and deep. One of my and Gini's lasting memories is the picture in our minds of coming out of the hospital with our new baby Katie and seeing Jean and two-year old

Jonathan swirling and dancing in the middle of the parking lot. Jean's heart danced at every opportunity and spread joy across every dance floor.

She seized every moment, loved every day, met every challenge as just another part of life. When John's sister Ara died there was no hesitation, no second-guessing: Tim would come live with his cousin Robert and Aunt Jean would become his second mom.

Many years later she accepted the changes brought on her by a brain tumor as yet another part of her circle of life; never voicing a complaint; never questioning the seeming unfairness of it all.

When Jean was admitted to the hospital for the last time she was in the emergency room with Robert standing by her side, holding her hand. He looked down and said words to the effect, " I'm surely sorry you're having such a hard time, Maw. You just don't deserve this."

She looked up and quietly replied, " Everyone has a hard time, Rob; it's just my turn."

She was an extraordinary woman.

Darrell, a few days later on one of your trips to the hospital to check on Jean and the family, you, Gini and I had an opportunity to visit out in the hallway. Our conversation centered around the difficulty of waiting, and you said that when the time came it would be "the right time."

You offered a warm and uplifting prayer and you said that when it came time for this service it would just have to be an Easter service; a joyous celebration of life !

As you know, before Jean's condition made it impossible for her to get out and do things on her own, she went to see James Rainwater, sat down and planned much of this service.

These past several weeks have been filled with cloudy, rainy days, occasionally turbulent and stormy; and for Jean's family, difficult times. But this day has come upon us filled with sunshine and beautiful skies, reminiscent of an Easter Sunrise.

Mrs. Barr, Miz Barr, Jean, Jeana, Aunt Jean, Aunt Jena, Mama, Mom, Maw, Nanna.....The Queen Bee, -- would never, ever have planned for this day and had her family and friends stand out in the rain.

So, as we leave this place today, perhaps the best tribute we can pay to Jean is to emulate her as best we can; ---and to remember how fortunate we have been to have walked part of our lives' path with this wonderful lady at our sides.

She was a good woman, with a good heart, and she kept it open to all who came.

Houston

No. _____ BARR / BARROW
Surname

Husband's Full Name: John H. BARR JR.

VITAL DATA	DAY	MONTH	YEAR	TOWN	COUNTY	STATE OR COUNTRY
Birth	25	Feb	1915	Tyus	Carroll	Georgia
Christen.						
Marriage	30	Jan.	1938	Bowdon	Carroll	Georgia
Death			1998	Cause: Strokes		
Burial	Bowdon City Cem.			Cemetery: Bowdon City		

Father's Full Name: John Houston Barr
Mother's Maiden Name: Myrtie Elizabeth King

Other wives:
Remarks:

Military

Wife's Full Maiden Name: Virginia Ellen BARROW (DEAN)

VITAL DATA	DAY	MONTH	YEAR	TOWN	COUNTY	STATE OR COUNTRY
Birth	24	NOV.	1918	Bowdon	Carroll	Georgia
Christen.				Bowdon Methodist Church Member		
Death	22	MAY,	2003	Cause: Brain Tumor + other		
Burial				Cemetry: Bowdon City		

Father's Full Name: Hugh Witt Barrow
Mother's Maiden Name: Virginia Mae Tramme ll

Other husbands:
Remarks:

(ARRANGE IN ORDER OF BIRTH)
CHILDREN

SEX	FULL NAME	VITAL DATA	DATE	PLACE
M	1 John H. Barr III "Johnny"	Birth	11/6/38	Carroll Co., GA
		Death	8/16/76	Shirlee Jean Holley
		Marriage	12/26/60	To: ~~Barry Jackie L. Blackwelder~~
F	2 Carol Ann Barr "Candy"	Birth	2/22/41	Carroll Co., GA
		Death		
		Marriage	8/27/61	To: 1) Jackie Lee Blackwelder
F	3 Virginia Ellen Barr "Gina"	Birth	2/5/44	Carroll Co., GA
		Death		2)
		Marriage	6/26/65	To: Barry Lindsey Braden.
M	4 Robert Hotner Barr	Birth	9/26/49	Atlanta, GA
		Death		
		Marriage	7/15/77	To: Ann Smith, 01 (2) + (3)
	5	Birth		
		Death		
		Marriage		To:
	6	Birth		
		Death		
		Marriage		To:
	7	Birth		
		Death		
		Marriage		To:
	8	Birth		
		Death		
		Marriage		To:
	9	Birth		
		Death		
		Marriage		To:
	10	Birth		
		Death		
		Marriage		To:

John H. Barr - III

1 Judson Cook St. John Barr. 12/14/61

2 John Casey Barr 10/18/63

3 Charles Aaron Barr. 5/1/69

Carol Ann Barr

1. Jackie Lee Blackwelder

Shellye Elmer Hampton

1 Robert Mallory Blackwelder 9/9/62 m. Annette Cherie Etienne Manhattan Kansas Dec. 27 - 1988

2 Lee Ann Blackwelder - 6/15/84

3 Lauren Mallory " - 1/14/86

3 Kathrine Marie " 3/16/87

4 Samantha Christine " 8/29/89

Virginia Ellen Barr

1 Jonathan Lee Braden 6/24/67

2 Kathrine Virginia Braden 10/18/69

Robert Plotner Barr.

Mary Ann Smith. 5/8/60

Tammy Brown Prather - July 22, 1989

4th Child of Hugh Will Barrow & Virginia Mae Trammell Barrow - Brother of Hugh Will Barrow

FAMILY GROUP

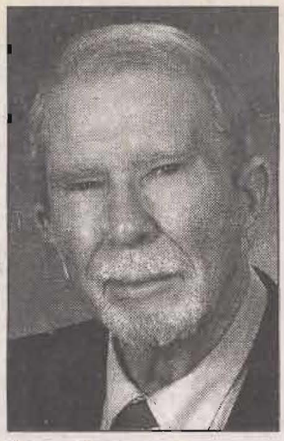
No. 4 BARROW
Surname

Husband's Full Name:	David Trammell Barrow				
VITAL DATA	DAY	MONTH	YEAR	TOWN	COUNTY	STATE OR COUNTRY
Birth	1	March	1929	Carrollton	Carroll	Ga.
Christen.						
Marriage	(1) 14 Sept 1947			Alice Josephine Garner ("Jo")		
Death	17 June 2010			Cause:		
Burial	Bowdon, GA			Cemetery: Bowdon City - Barrow Lot (Cremated)		
Father's Full Name	Hugh Will Barrow			Mother's Maiden Name	Virginia Mae Trammell	
Other wives: Remarks:	Linda Bradley			Military	U.S. Navy - WWII + Korea.	
Wife's Full Maiden Name:	Alice Josephine Garner.					
VITAL DATA	DAY	MONTH	YEAR	TOWN	COUNTY	STATE OR COUNTRY
Birth	8	Aug	1926	Cedartown	Polk	GA.
Christen.						
Death				Cause:		
Burial				Cemetry:		
Father's Full Name	John Bonyan Garner			Mother's Maiden Name	Ruth Lawson	
Other husbands: Remarks:						

(ARRANGE IN ORDER OF BIRTH)
CHILDREN

SEX	FULL NAME	VITAL DATA	DATE	PLACE
M	1 David Hugh Barrow	Birth	13 June 1948	Cedartow, Ga
		Death		
		Marriage	21 March 1982	To: Deborah Craft
M	2 "Ken" Charles Kennon Barrow	Birth	17 Jan 1952	Cedartown, Ga.
		Death		
		Marriage	5 May 1974	To: Shirley Ann Gizzard
F	3 "Ginger" Virginia Ruth Barrow	Birth	22 Dec 1958	Cedartown, Ga.
		Death		
		Marriage	30 Aug 1981	To: Tracy Alan Harman
F	4 Francis Ellen Barrow	Birth	6 June 1961	Carrollton, Ga.
		Death		
		Marriage	Jan 1986	To: Robert McMillan
	5	Birth		
		Death		
		Marriage		To:
	6	Birth		
		Death		
		Marriage		To:
	7	Birth		
		Death		
		Marriage		To:
	8	Birth		
		Death		
		Marriage		To:
	9	Birth		
		Death		
		Marriage		To:
	10	Birth		
		Death		
		Marriage		To:

Note. Sue Barrow - 2nd Child of Hugh Will & Virginia Mae Trammell Barrow was born + died on 19 August, 1921



David Barrow

David Barrow

David Trammell "Buddy" Barrow, native son of Bowdon, Georgia, passed away Thursday, June 17, 2010, at Piedmont Hospital in Atlanta after several weeks of failing health. He was 81.

"Mayor Barrow," as he was known to all in Bowdon, was born March 30, 1929, and was the loving son of Virginia and Hugh W. Barrow and brother of Hugh W. "Bill" Barrow and the late Virginia Ellen "Jean" Barrow Barr.

Mr. Barrow graduated from Bowdon High School and attended West Georgia College and Southwestern University in Georgetown Texas. He served as president of the WGC Alumni Association for four years in the 1960s and remained a loyal alum of West Georgia all of his life.

He was a U.S. Navy veteran serving primarily in and around Cuba on the destroyer the U.S.S. Isherwood. He proudly displayed his "Tin Can Sailor" cap wherever he went and considered his service to his country to have been a true honor.

After leaving the Navy, he began a lengthy and successful career as an executive in the chemical manufacturing industry beginning with Nopco in Cedartown, Georgia, and retiring as general manager from E.F. Houghton Co. in Carrollton, Georgia, in 1972. He and his first wife, Jo Garner Barrow, moved with their young family from Cedartown back to Bowdon in 1959 where they repurchased the Barrow House on College Street and embarked on the first restoration of the family home. Mrs. H.M. Bird, longtime journalist for the Bowdon Bulletin announced the return triumphantly with the headline "Our Buddy Returns!"

Mr. Barrow had a life long interest in politics and devoted his time to public service. He served as Mayor of Bowdon, Georgia, from 1974 through 1982 and 1996 through 1999 plus several two-year terms as a city council person. Some of the accomplishments he was most proud of as Mayor were the planning, financing and construction of Lake Tisinger, the city's water reservoir, the completion of a major expansion and upgrading of the Bowdon water system, and the construction of the Turkey Creek water treatment plant. These accomplishments allowed the people of Bowdon to enjoy a stable water supply throughout the recent droughts. They are gifts that will serve the town for years to come. He was also instrumental in the acquisition of the Recreation/Senior Center and Copeland Hall property on Barr and Tyus roads and in arranging the financing and construction of Bowdon's Copeland Hall.

Barrow served in 1981-82 as a member of the Georgia Constitutional Revision Committee, which resulted in the adoption of a modern new state constitution. In 1982 he was honored by Governor George Busbee as he was named a "FRAMER of the CONSTITUTION of the STATE OF GEORGIA." He additionally served as Busbee's local government Representative on the SOUTHERN GROWTH POLICIES BOARD and the INTER-UNIVERSITY TASK FORCE.

He was Executive Director of the Chattahoochee-Flint Regional Development Center, a five-county planning and development agency, from 1982 until April of 1995. He returned to CFRDC at the request of the Governor on October 1, 1999, as Interim Executive Director and served in that capacity until June 30, 2000. In January of 2008 he was appointed to serve on the Chatt-Flint RDC Board of Directors by County Commission Chair Bill Chappell.

Governor Joe Frank Harris recognized him in 1985 for his work in promoting the welfare of the citizens of Georgia through his service in the Regional Development Center.

In 1999 he received the Georgia Municipal Association's "LIFETIME ACHIEVEMENT AWARD" recognizing his service to the Association and it's citizens. He served as President of the GMA in 1979-80.

In 1992 Governor Zell Miller appointed him as an Aide de Camp and to the Governor's Advisory Council on Tri-State Water Issues, where he served until moving to the Florida Keys in 2002.

While living near his sons in the Florida Keys, near the ocean he loved so much, he became an integral member of the Burton United Methodist Church and made many dear friends. Most importantly he met, fell in love with and married Joan Mowery Barrow with whom he returned to Georgia in 2006 to bravely undertake the latest renovation of "home": the 100-plus-year-old Barrow House in Bowdon.

Mayor Jim Watts and the Bowdon City Council proclaimed March 1, 2008, David T. Barrow Day in Bowdon and a huge crowd of friends and family celebrated his day with him at Copeland Hall.

He is survived by his wife, Joan Barrow; his children, David (Debbie) Barrow and Ken Barrow, all of Tavernier, Florida; Virginia Barrow Harman (Tracy) of Cave Spring, Georgia; Ellen Barrow Powers (Ronnie) of Wedowee, Alabama; and Olivia Christine Barrow of Dillingham, Alaska; his step-children, Melinda Ann Mowery (Dean Deurwaarder) of Vancouver, Washington, and Michael Paul Mowery (Diana) of Grove City, Ohio; five grandchildren and two great-grandchildren.

Memorial services for David Barrow will be held on Monday, June 21, 2010, at 11 a.m. at the Bowdon First United Methodist Church. Rev. Tommy Greer will officiate. Eulogies will be offered by Mr. Barrow's daughter, Virginia, and his longtime friend and coworker from Chatt-Flint RDC, Mr. Bobby Buchanan.

In accordance with his wishes, Mr. Barrow's body was cremated.

In lieu of flowers, memorial contributions may be made in Mr. Barrow's memory to the Bowdon FUMC Youth Group (P.O. Box 187, Bowdon, GA 30108) or the Bowdon Historical Society (P.O. Box 112, Bowdon, GA 30108).

Messages of condolences may be sent to the family at www.rainwaterfuneralhome.com.

Rainwater Funeral Home, Bowdon.

The Times-Georgian - Saturday, June 19, 2010 - 5A

Carrollton, GA

O Eternal Lord God, who alone spreads out the heavens and rules the raging of the seas, receive into your protection all those who go down to the sea in ships and occupy their business on the great waters. Preserve them both in body and soul, prosper their labors with good success, in all times of danger, be their defense, and bring them to the haven where they would be, through Jesus Christ our Lord. Amen

In Loving Memory

David "Buddy" Barrow

Born
March 30, 1929

Died
June 17, 2010

Services
Bowdon First United Methodist Church
Monday, June 21, 2010
11:00:AM

Officiant
Rev. Tommy Greer
Mr. Bobby Buchanan
Ms. Kate Harmon
Mrs. Ginger Barrow Harmon

Arrangements By
Rainwater Funeral Home, Inc.
Bowdon GA

Columnist
Lecturer
Politician
Counselor
(Bar Rooms Only)

Wars Started
Manure Spread
VooDoo Rituals
Wine Taster
Warts Conjured

DAVID T. BARROW
324 West College St.
Bowdon, GA 30108
(770) 258-7823

Professional Agitator
Palms Read
Hair Cuts
Harmonica Lessons
Bull Throwing

Rumors Started
Alligator Wrestling
Basket Weaving
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Brain Surgery

LT. COLONEL
Georgia Militia

October, 2007

Hugh W. ("Bill") Barrow was born on May 25, 1926 in Bowdon, Georgia. He graduated from Bowdon High School in 1943 during WW II and joined the United States Navy. He served aboard the USS Hampton, APA 115, an attack transport, in the Pacific theater. The Hampton took part in several actions including the Philippine Liberation and Okinawa campaigns.

After the war, he came home to Bowdon and married his high school sweet heart, Bonnie Jeanne Spruill. He graduated from West Georgia Junior College in 1948. He then attended Alabama Polytechnic Institute (now Auburn University) and majored in Chemical Engineering and Textile Chemistry. He was employed by the DuPont Company and served in technical, marketing and management positions retiring with 40 years service. After retiring from DuPont, he served as a consultant to a number of textile, carpet and chemical companies.

Bonnie and he are the parents of four children: Hugh, JR, M.D.; Lew, LL.B; Ann B. Harris, M.BA. and Rebecca, PA..

In addition to *Private James R. Barrow—Company B—Cobb's Legion, Infantry* he has written numerous articles on items of Carroll County and Bowdon history and its people and on the Barrow and related families genealogy.

After having been away from Carroll County for about 55 years, Bonnie and Hugh now have returned and live in Carrollton.

THE BARROW FAMILY OF BOWDON

By Hugh W. Barrow

May 15, 1635, **John Barrow**, about 26 years old and from Lancashire, England, sails outbound from Gravesend on the "Plain Joan" for the Virginia Colony. His brother, Thomas a militiaman, had migrated earlier and has been listed in 1623 as "dead at a small six-man outpost at Elizabeth Citie." At this time, there were only 183 English settlers in the entire colony, which was founded in 1607. John was a headright to John Sweete of what is now Isle of Wight and who lived on Lawnes Creek near today's border with Surry County, Virginia. John, like his brother Thomas, was a militiaman and in 1853 he patented 385 acres of land on "South Side of Upper Chippoaks Creek, South Side of James River" for the transportation of eight persons. Then, in 1656, Captain Merriwether assigns 600 acres to John Barrow for his militia service. The Chippoaks land is only a short distance south of the James and is an excellent fishing or "seining" location for the spawning fish from the ocean. Several generations of the Barrows would settle along the beautiful Virginia and North Carolina rivers establishing fisheries and plantations netting the fish on their yearly spawns and smoke and salt them for sale later to the settlers. It is said that John married Mary Blow whose father owned land adjoining his.

Thomas Barrow (1) came to the Colony when he was about 20 years old. (The (1) is for our identification purposes.) We know that in 1654 Major Abraham Wood received a grant of land for the importation of 8 persons including Mr. Thomas Barrow from Lancashire, England. The title Mr. indicates that Thomas was a person of considerable status and certainly not an indentured servant.

We have much evidence but no direct proof, that this Thomas was the son of the above John Barrow and that he came to join his father. We know that both were from Lancashire, that "Thomas Barrow, son of John, purchased 150 acres of land from John and Mary Smith in 1680" and that John and Thomas owned adjoining Chippoaks land. Thomas(1) was a carpenter, and evidently a very good one, as evidenced from an inventory of his estate which shows in addition to land, slaves, live stock and household items, "3 thousand eight penny nailes and 2 thousand six penny nailes." Nails were a very precious commodity in the early days and we believe that Thomas made them. We know that Thomas was involved with the construction of the famous Bacon's Castle in Surry County, a short distance from the Chippoaks land. The "Castle is one of the oldest brick structures in America and is in fine condition and open to the public today. One can see the magnificent carpentry work of the early artisans and also some of the "nailes" possibly made and driven by Thomas Barrow. Thomas appears on a 1680 tithe list to Arthur Allen, the wealthy merchant and owner and designer of the Castle. Some Barrow family researchers believe that Thomas (1) was the first immigrant. He married Elizabeth and they had at least two sons, Thomas and Edmund (some say Simon). Thomas(1) died in 1684 and Elizabeth married George Blow, Jr. in only a few months. They had at least one child, George Blow, III.

Thomas Barrow, SR Other Barrow family researchers believe that Thomas Barrow, SR. son of the above Thomas (1) was the first to come to America but this is highly unlikely unless he came at a very early age along with his father and/or mother. The well known Rev. David Barrow of Kentucky wrote to his cousin James Barrow, brother of our Moses of Georgia in 1817 stating: "I have heard my grandfather say that two lads by the name of Barrow were early emigrants from Britton to the Northern Neck of Virginia but I was never informed of the date nor from what part of Britton they came. One of them went off southerly but to what part I do not remember. The other married and settled in the Northern part of Virginia. Thomas Barrow, my grandfather and the son of one of the above mentioned brothers moved into Southampton on the waters of the Nottaway River and died between 90 and 100 years, the names of sons in order of their birth, as well as my memory serves, were Simon, John and Thomas. Thomas the youngest was your father." The Reverend David clearly states that **Thomas, SR**. was the son of one of the emigrants. (I am confident that the other brother mentioned was a John Barrow who indeed did "go off southerly" and settled in the new lands of North Carolina in Perquimans County.)

Thomas, SR. was indeed a "senior" although he never used the term on official papers including his will. He did name Thomas, "Jur" in his will however. He died sometimes around 1762 at 95 to 100 years old outliving his son Thomas, JR by about a year. He married Elizabeth Horton and lived on land located south of the Nottaway River and near Meherrin River in Southampton County and operated fisheries and farmed. He is listed as a titheable in the

household of George Blow, JR, his step father, in 1693. He also lived and owned land in Surry and Isle of Wight counties and died testate in Southampton. His will named, "my seven children, Simon, **Thomas, Jur**., John, Elizabeth, Jane, Sarah and Fortune." We have good documentation on his will, numerous land transactions and poof that he was in the George Blow household.

Thomas Barrow, JR was born in Southampton County, VA in 1698. He married his second wife, Elizabeth Atkinson, about 1735 and was living on the south side of Nottaway River. In 1754, Thomas Barrow, JR. received a grant of 215 acres from Lord Granville in Edgecombe County, NC signing his name which was a requirement of Lord Granville for anyone settling on his very large land grants in northern North Carolina. He subsequently owned lands and lived in Halifax and Onslow Counties in North Carolina and died testate in 1761 at his 300-acre plantation located on the banks of New River in Onslow County. This land is now a part of the Camp Lejeune Marine Corps base. He farmed and operated fisheries on the Roanoke, Tar, Nottaway and New Rivers. His wife Elizabeth Atkinson died about a year after Thomas' death leaving three small sons, Jacob, James, and **Moses** and daughter Sally, born after his death, plus an older son, Hosea, by his first wife, Mary Killebrew. The four youngsters were sent to their grandmother Atkinson's in Halifax County where they lived with her and near her son Solomon "On Kekuke Swamp near the old Kekuke Meeting house." Hosea remained on the New River land and when of age, Jacob operated the fishery on Roanoke River. We have much well-documented information on the family of Thomas, JR. including his will, many land transactions, where he lived and when he was there, plus his father's will. The three youngest boys, Jacob, James, and Moses would all become Revolutionary War soldiers fighting for American Independence. Jacob oldest, then Moses born 1755 the James born in 1757.

Moses Barrow, son of Thomas, JR., was born 15 Oct. 1755 "on Fishing Creek" in Edgecombe County, NC. We believe that he possibly was married to a Mildred Powell before marrying Martha Smith in 1790. Martha was the granddaughter to the prominent Drew Smith of NC. Martha and Moses were the parents of Jacob, twins William and Mary Drew, Mildredge Smith and James R.. After 1790 And before 1795

Not Sure of this - Could be Definately Related.

(believe that Mildreye Smith Barrow (wife of brother Jacob) was her mother or grandmother.

Moses' father and mother died when he was very young. When older brother Jacob was old enough to take over the inherited fishery on the Roanoke River in Halifax County, N.C. Moses lived with him. He later moved to Edgecombe County and owned several properties there. He moved to Washington County, GA in the very late 1700s on land along Keg Creek in the western edge of the county. This land today is a part of a large kaolin mining operation? He evidently was fairly prosperous as he owned 460 acres and 7 slaves. His wealthy brother James who moved to nearby Baldwin County owned thousands of acres in several counties and 77 slaves. Moses had drawn the Georgia land for his service in the Revolutionary War, having served in Captain Bacot's 10th regiment under Colonel Abraham Sheppard. (NSDAR Patriot Index, Page 40)

And his wife Mildreige (Mildred) Smith Barrow

Moses died intestate on Dec. 28, 1801 when youngest son "Jimmy" was three days old. We have not been able to locate his grave. His brother James was appointed an executor of the estate and guardian of the older children who went to live with him. Martha married Charles Thompson, a friend of Moses, in only a few months and they, including baby boy "Jimmy", my great-great grandfather, lived near High Shoals, in Walton County, GA. She had several children by her new husband and died in 1812. She is buried in an unmarked grave in the Thompson Family Cemetery near High Shoals. Young James then went to his uncle's home until his brother Jacob became of age and became his guardian.

James R. (Jimmy) Barrow (Reverend) was born on Christmas Day, 1801, three days before the death of his father. As stated previously, he lived with his mother and stepfather until his mother's death in 1812. His older brother Jacob of Milledgeville became his guardian. He became a mechanic by trade and lived in Talbot and Upson counties before moving to Carroll County sometimes around 1842. We know that he was preaching at the Eden Baptist Church near Bowdon very soon afterwards. He had married Lucinda "Lucy" Bivins in Baldwin County in 1825. He and "Lucy" were very religious and he was a part-time preacher before moving to Bowdon. By middle age, he was badly crippled by what in those days was called rheumatism having to walk with the aid of crutches and his hands were badly drawn. They moved to land drawn in the land lottery of 1827 by "Orphans of Moses Barrow." They drew two lots in Carroll County, one in the Smithfield community and one in the Jake community, and a third in or near what is now Coweta County(?). James moved to the Smithfield land but was unable to farm due to his

health and soon moved to the village of Bowdon leaving his oldest son John at the farm. His Bowdon house was where the present Barrow House now stands on West College St. He was active in the Eden Baptist Church south of Bowdon and in 1850 was officially ordained as a Missionary Baptist Church pastor by the Carrollton Church. He was one of the founders of the Bowdon Baptist Church in 1860. He was assigned missionary duty to serve the western part of Georgia and the newly opened lands in eastern Alabama. He made his rounds on horseback and had to be helped on and off his horse. We have several news items of his preaching as far away as Tuskeegee, AL which is about 150 miles from Bowdon. He also filled pulpits all around the Bowdon area including those at Indian Creek, Eden, The Tallapoosa Baptist which became the First Baptist Church of Carrollton and Bowdon. His cousin, Chancellor David Barrow of the University of Georgia, wrote that the old man could recite from memory entire chapters of the Bible.

James and Lucy had at least 7 children: Mildred, Martha A., Mary Emily, Sarah Jane, John T., William Henry C.and James R., JR. Mildred and Sarah Jane married sons of Gideon Smith of the Smithfield community and son John married Martha, Gideon's daughter. "Lucy" was burned terribly while working around a wash pot and died a painful death on 21 Dec. 1873. The old preacher lived on until 30 July 1884 living with his son William in Bowdon the latter part of his life. He and "Lucy" are buried in the Bowdon Baptist Church Cemetery.

James R. (Reeves ?) Barrow was the youngest child of the Rev. and "Lucy" Barrow and was born in Bowdon on 31 Oct. 1844. He was a 16-year-old student at Bowdon Collegiate Institute when the Civil War began and became a member of Company B, Cobb's Legion, Infantry. The unit was formed in Bowdon by Charles McDaniel who was President of the Institute as well as the Methodist Protestant preacher. The company took part in most of the major battles in Virginia and suffered tremendous loss of life and limb. Private James R. was wounded in left ankle and foot during the Battle of Crampton's Gap, Maryland on Sept. 14, 1862 when he was not yet 17 years old. He was captured and his left leg amputated by Yankee surgeons. He recovered and was sent to prisons in Maryland and then exchanged and returned home to Bowdon. He served in some capacity in the army around Atlanta drawing pay for at least through 1864. He returned to Bowdon and married Martha S. "Mattie" Holmes on 10 Dec., 1865 at Bowdon. Mattie was the daughter of local black smith Thomas F. and Mary Jo Holmes, He never drew a Confederate pension but did receive money from the state for the purchase of an artificial leg.

James became a very prosperous merchant in Bowdon as well as being half-owner of Victory Mills, a complex consisting of a grist and flour mill, cotton gin, saw mill, tannery and store located on the Little Tallapoosa River east of Bowdon. This mill boasted of having the first circular saw in Western Georgia indicating that they used steam power instead of water power for the saw mill. He and "Mattie" had a son, John William, a daughter Georgia, who was born on Sept. 3, 1868, and an infant who was born on Jan. 1 and died on Feb. 1, 1872. "Mattie" died the following June 10th and on Dec. 5, 1876 little Georgia died. Then four years latter on July 11, 1880 James R. died leaving 14 year old John William an orphan. James died testate and named his brother William guardian for his young son. James, "Mattie", Georgia and the infant are buried in the Bowdon Baptist Church Cemetery. It is said that James R. died from TB contracted in the Yankee prison camps.

John William Barrow was born in Bowdon on 5 Sept. 1866 during the reconstruction era of the beaten South to a disabled Rebel soldier father. He was orphaned at the age of 14 and went to live with his Uncle William who was appointed his guardian. He attended school in Bowdon and then entered Mercer University. He returned to Bowdon to enter business. He traded his inherited half-interest in Victory Mills for a store and a considerable amount of property in Bowdon and established a mercantile business on the north side of the main street building the first brick building in town. This building is now part of the corner bank building. He later built six of the brick buildings on the south side of the street and expanded into a general store and even later specializing in hardware. The store became one of the largest and most successful in the area. He was a director of the local bank, director of the railroad and oil mill and was part owner of an unsuccessful pickle factory venture. He was also a trustee of Bowdon College and active in the Baptist Church, the Masonic Lodge and other civic organizations. He became wealthy only to lose everything during the great depression of the 1920s and 30s. With all the disappointments, he maintained his great love of Bowdon and his fellow man, many of whom owed him money which was never repaid. He started several smaller businesses after the hardware store closed and in his last years could be found on the

streets, always wearing a coat and tie and with highly polished shoes, especially on "Second Tuesdays", Bowdon's Trade Day, swapping and selling pocket knives. He was great fun to be around and was Bowdon's greatest booster.

"J. W." married **Martha Ellen Lovvorn** on Christmas Day, 1887 in Bowdon. Ellen was the daughter of the prominent citizen, W. D. Lovvorn, owner of the Lovvorn Mill complex on Indian Creek a mile or so north of Bowdon. Their children were: Otis who married Alice Walker, Roy, Hugh Witt, infant Guy, Gladys who married Mallory "Bubba" Rumble and Frances who married Harvey Jackson. To make ends meet after the business failure, **"Miss" Ellen**, as she was known, turned the "Barrow House", which they had built around the turn of the century, into a boarding house. It was known for the great food and for a clean and safe home away from home for travelers as well as many of Bowdon's college students and schoolteachers. Ellen died in Dec., 1943 and J. W. lived with his beloved Hugh and Virginia in the Barrow House until his death on 29 July 1951. He and Ellen are buried in the Bowdon City Cemetery.

Hugh Witt Barrow was born in Bowdon on Friday the 13th of January, 1894. He always said that this was bad luck, and maybe it was. He attended Gordon Military Academy in Barnesville where he was a close friend and roommate of his distant cousin, future Georgia governor and senator, Richard Russell. He returned to Bowdon and worked for the family hardware store and was in charge of their two White trucks, hauling all types of goods to-and-from Atlanta. After the store closed, he took the trucks and his two driver friends, "Red" and Lee, and hauled material for building highways in Alabama. Soon, as the depression worsened, the trucks were taken also. He then was shop foreman at Folds Motor Co. in Carrollton and then a furniture salesman in Rockmart. He returned to Bowdon and worked at Sewells for many years and, later he substituted for his son-in-law, John Barr, as a rural mail carrier.

Hugh married **Virginia Mae Trammell** daughter of Thomas Appling and Lelia Johnson Trammell of Bowdon and Five Points, AL on 28 Oct. 1917. They were the parents of Virginia Ellen (Jean) who married John H. Barr, JR, infant Sue, Hugh Will (Bill) who married Bonnie Jeanne Spruill, and David Trammell. "Gin" worked at Sewells and after the death of Hugh on Nov. 10 1950, continued to care for "J. W." until his death. She then struck out on her own and became a housemother at The Church's Home for Girls in Atlanta where she became the trusted "mother" and friend to hundreds of young girls who were coming to the big city from farms and small towns to find jobs. She retired and returned to live out her life in her "little house" in Bowdon next door to the Barrow House and to enjoy her children and grandchildren, her Church and Sunday School, her "As You Like It" Club and her many friends. She died on 21 May 1969 and is buried with Hugh in the Bowdon City Cemetery.

Bill (Hugh Will) and Bonnie moved back to Carroll County after a 54 year absence and settled in Carrollton. (Hope old "J. W." never realizes this as he would come up out of his grave and move me to Bowdon in a hurry, he never liked Carrollton after "they stole the college".) Chemical engineer Bill retired from the DuPont Co. after 40 years service and for the next 10 years or so served as a consultant to several chemical, carpet and textile companies. His last few working years as a consultant were spent in developing the popular worn or distressed look on denim fabrics such as dungarees where he holds several patents.

Bonnie, the daughter of Marvin and Ruth Huddleston Spruill of the Smithfield community, was and is a wonderful mother and a very successful real estate sales lady in Delaware/Pennsylvania and in Dalton, GA.

They have four children: Dr. Hugh, JR, an OB-GYN specialist in Spartanburg, SC; Lew Spruill, an Asst. District Attorney in Columbus; Ann Barrow Harris, Director of the pharmaceutical company Bayer in New London, CT and Rebecca, a Physician's Assistant anesthetist in Houston, TX and five grandchildren. .

Hugh W. Barrow
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The Bookmark

Start

weekly book review
by Larry G. Johnson

The 1860 census indicates that there were 50 families and 304 residents of Bowdon, Georgia. A devastating fire that year destroyed about three-fourths of the stores. Bowdon was rebuilding. On the western side of town the Bowdon Collegiate Institute was thriving with an enrollment of around 140. Dr. Charles A. McDaniel served not only as the president, but also as the pastor of the Methodist Protestant Church.

Graduation was moved up for the Class of 1861 from July to May. Professor

MDaniel started drilling his cadets, not for just their finals, but for a war that was looming. Other Bowdon farmer boys started enlisting. This local contingent would become Company B of the only fighting unit mentioned by name by Margaret Mitchell in the epic, *Gone With the Wind*, Cobb's Legion.

James Reeves (Jimmy) Barrow was born in Bowdon on October 3, 1844, the son of a Baptist preacher. Three months before his seventeenth birthday, young Barrow became Private Barrow, and marched off to war with boyhood friends and fellow cadets at Bowdon College serving under Captain McDaniel, now his commanding officer. Jimmy Barrow was the great grandfather of Hugh W. "Bill" Barrow, author of *Private James R. Barrow and Company B Cobb's Legion Infantry*.

First released in 1996, this documentary is now in its third (and revised) printing. Barrow explains the reason for his work: "The purpose of this book is not to write another history of the Civil War or to detail any of the battles fought during its four long years. It is to try to preserve for my children, grandchildren, and future generations of Barrows along with any other interested parties, an account of their ancestor's Confederate service. It is the story of Company B of Cobb's Georgia Legion Infantry itself."

Do you remember those "A day in the life of" books? This marvelous volume is more like a couple of years so in the life of ordinary country boys from Carroll County who just happened to come along at one of the most extraordinary junctures in our country's history.

Barrow told me, "I have tried to make this a day by day account of the almost four long years of the service of these men and boys from our neighborhoods. Where they were, what they were doing, how far they marched, names of their camps, their activities in the numerous battles they were engaged in and unfortunately their losses in these battles".

How far did they march? Company B was right there at Appomattox when Lee surrendered. It is the opinion of the author that "Cobb's Legion will live in history as one of the greatest fighting units of all time".

In chronicling his ancestor's wartime experiences, Barrow has also filled a tremendous gap in local history. The eight appendices alone are worth far more that the price of the book. They include listings and biographical sketches of many of the members of Company B. There is also a chronological record of the major command assignments. Other appendices do the same for Companies D, G, E, and F.

While Barrow did not set out "to detail any of the battles", he sometimes ended up doing just that. The author suggested that I begin reading with the chapter on the Battle of Gettysburg. Wow! I was right there.

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OTHER VOICES

w year's resolution number one

LANE HUDSON

one warm Sunday g last month at a park und, I was sitting in r, drinking a good cup of black coffee, ding my thick Sunday g newspaper. When I $2 for a newspaper, I read it without inter- s, so I had escaped the of my house and o the park, I even left l phone at home. My , however, was soon when a dad and his rl parked almost next When his car stopped, le girl immediately twisting in a swing, looking at her dragging feet in the dirt.

I kept listening over the top of my newspaper and between my sips of coffee.

The dad eventually moved from his car to a picnic table near the swings, with his newspaper under his arm, and coffee in his hands. His long enough to detour by the picnic table to get his newspaper.

So, they left. The excitable bundle of energy with pigtails now a subdued little girl as she climbed into her seat. Without a glance at his daughter, he started his car, backed up, and pulled past me. Seeing me for the first time, he waved. I waved back. I saw myself in his car - we were reflections of one another.

Children grow up too fast. Watching this dad only caused me to miss my own daughter. I wanted to go home and apologize to her, and the other people I love, for all the Sunday mornings I hid behind the newspaper; all the late night work and Saturday assignments that had to be done without interruptions. And especially all those "I'll be right there" answers that were never fulfilled.

After they left, I folded my $2 Sunday newspaper. I poured what remained of my cup of coffee out my window on the dirt. I wanted to go home, realizing that someday, 'll have too much time, with-

Dave's trivia - and more

DAVID BARROW

THOUGHT FOR THE DAY: Yep, Mr. Publisher. This is a repeat of a previous column! Please don't dock my pay. Don't believe many of your readers will recollect it, however. As a matter of fact, it was originally published in January, in 1972, in another not-to-be-named Carroll County newspaper! Gosh, doesn't time fly when you're having fun? Someone recently inquired as to when TRIVIA originated. My reply was that it was about the same time topsoil was invented - which makes me, yes, older than dirt!

ANYWAY, Old "Give 'em Hell Harry" has been on my mind with the controversy re-ignited by the display in the new Smithsonian air museum of the atomic bomb delivering B-29, the restored ENOLA GAY. I'll have my say on this subject later, but,

Captain W.H. Ferguson, USN

Commanding Officer

Deceased

U. S. S. HAMPTON (APA-115)

Captain W. H. Ferguson, USN,
Commanding Officer

Lt. Comdr. C. B. Noyes, USNR,
Executive Officer

M E N U

Cream of Tomato Soup — Soda Crackers

Sirloin Steak en Casserole

Mushroom Saute — French Fried Potatoes

Garden Peas — Buttered Whole Corn

Waldorf Salad

Stuffed Celery — Olives — Pickles

Butter — Bread — Coffee

French Apple Pie ala mode

Hard Candy — Cigarettes — Fresh Fruits in Season

Planned by L. A. Smithmeir, CCS, USN.

HISTORY OF U. S. S. HAMPTON (APA-115)
By G. F. Moyer

On the 17th of February 1946, the USS HAMPTON was one ear old. This will be a memorable day for all of us, articularly those left of the original crew who sailed rom the Ingalls Shipyards in Pascagoula, Miss. on her ommissioning day.

To the majority it hardly seems a year. The months ave fleeted since the shakedown at Galveston, and the raining period at Newport, Rhode Island.

Those still on board who recall our first trip do not orget that sailing of the Pacific, of seeing Honolulu, f swimming at Guam, and then exciting days in San Fran-isco; days of liberty, leave and recreation.

We now realize how fortunate we have been, since the ar's termination changed our orders from "Invasion" to Occupation of Japanese soil". The ship was but two days ut of San Francisco at the time of cessation of hostil-ties. Arriving at Samar, P.I. by way of Eniwetok Atoll nd Ulithi, preparations were made for transportation f troops of the 81st Infantry Division to Aomori, Japan emporarily assigned to the 3rd Amphibious forces, the ampton's landing craft carried in the first troops hile overhead, planes swarmed about to prevent hostili-ies that might have occured, and combat vessels stood n readiness as support for the landing craft.

The occupation was successful, and the Hampton, being ssigned to "Magic Carpet"duty commenced transporting the ervicemen back to the States for separation. She arri-ed in Portland with Navy casuals, and following this arried Marines from Guam to San Diego and Army and Navy roops from Saipan to San Francisco, terminating "Magic arpet" duties upon arrival here on February 10th.

We are now starting the last lap, back through the anama Canal to Norfolk, where the Hampton is to be de-ommissioned and returned to the Maritime Commission.

Therefore, let us remember this day. Let us all ex-ress our sincerest thanks to Captain W.H. Ferguson, and t.Comdr. C.B. Noyes for their successful attempts in aking this the best duty in the Navy.

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Ensign E. C. Beimer, USNR.
Lieut. J. F. Brahm, USNR.
Ensign D. C. Bush, USNR.
Ensign J. C. Carragher, USNR.
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Lt(jg) G. W. Cheesman, USNR.
ChPosn A. V. Click, USN.
Lt(jg) J. V. Costello, USNR.
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Lt(jg) E. L. Hauser, USNR.
Ensign G. Hollins, USNR.
Lt(jg) S. W. Hyde, USNR.
Mach. W. B. Johnson, USN.
Lt(jg) W. E. Ketch, USNR.
Ensign R. W. Kice, USNR.
Lt(jg) C. B. Olson, USNR.
Ensign W. E. Scanlon, USNR.
Ensign K. R. Scherer, USNR.
Ensign S. F. Schrader, USNR.
LtCmdr F. M. Shepardson, USNR.
Ensign C. F. Sielaff, USNR.
Elec. C. D. Spencer, USN.
A.P.C. E. E. Stevens, USN.
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LtCmdr F. M. Walp, USNR.
Lieut. R. G. Wellman, USNR.
A.P.C. L. K. Wood, USN.
Lieut. E. J. Yorkoff, USNR.
Capt. A. J. Sinuc, USMCR.

* * * * *

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H. W. Barrow W.T. 3/c

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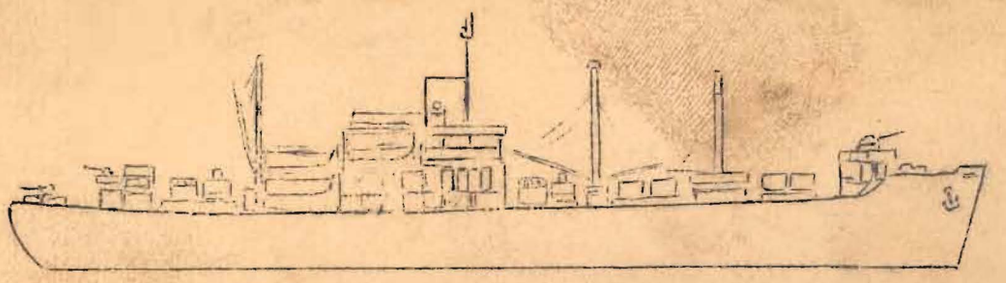

THE HISTORY OF THE U.S.S. HAMPTON (APA-115)

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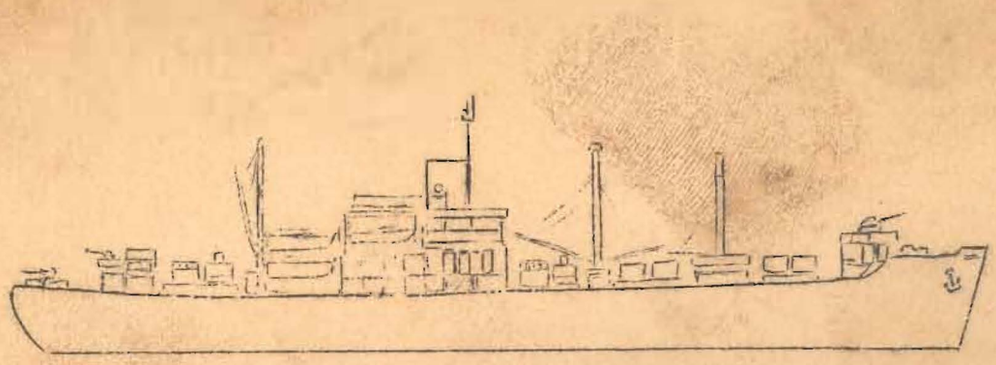


THE HISTORY OF THE U.S.S. HAMPTON (APA-115)

PREFACE

To most of us history is a past series of events, philosophically commented upon, whose principle characters are anyone but ourselves. The history of the U.S.S. HAMPTON is just such a history to everyone who reads it, except the officers and men who have comprised its crew during the period of its recorded events.

The exception in this case is obvious; we are the principal characters in this history regardless of our capacity in the Ship's Company. To each of us to whom this history is originally intended one word in the title might well read "His-story" instead of "History".

After the first or second reading of this history many of us will put them away in our sea bags and forget about them until we get among relatives and friends. Then there will be another longer period where your history will probably collect a lot of dust, let us hope not the flames, for like good wine which betters with age, so will this book. Being your story there will be just as many histories come from these pages as there are individuals in its making.

October 1945
Printed and Published By

George F. Moyer, Yeoman 3rd class.
"J" "W" Ball, Yeoman 3rd class.
John P. Kelly, Yeoman 3rd class.

We greatfully acknowledge our appreciation for the cooperation and help rendered by Commander W. H. Ferguson, Commanding Officer; Chaplain W. S. Woodman; and Lt.Comdr. D. S. Clarke, Communications Officer.

THIS IS NOT AN OFFICIAL NAVY PUBLICATION

ATTACK TRANSPORT

Condensed from the article "Attack Transport", by Meigs O. Frost, appearing in the April 15th issue of the New Orleans Times - Picayune.

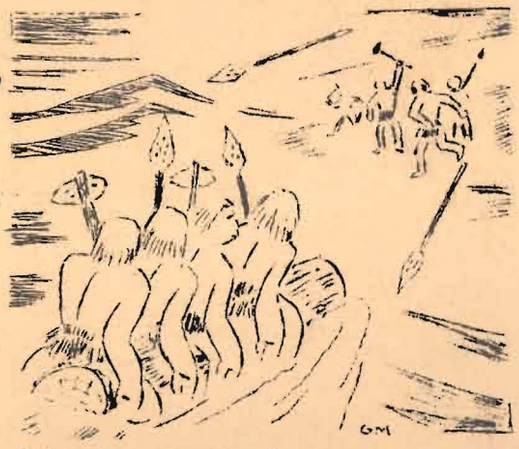
ABOARD THE USS HAMPTON AT SEA-

If ever an honest historian rises amid the ruins of what once was the Japanese empire and tries to tell his Japanese fellow survivors just what hit them in the war they started with the United States, he cannot overlook three little letters in Navy code. They are "APA". They mean "Attack Transport", ships such as this $5,000,000 package of grief for the Japanese. Grief for that matter, for any enemy of the United States anywhere in the world, if they want to get tough and try to make something out of it.

In the world of troop transports, the APA is unique, and new. It was born of World War II and is built from keel up primarily for just one job. It can carry troops trained in amphibious warfare farther and faster with more equipment and supplies than any other troop transport ever built. It can fight back, defending them from enemy attack on the way. It can stand offshore and blast an enemy beach when it gets there, and can put troops ashore in record time with their equipment and supplies. It can operate in convoy or individually, weather the greatest storms, cross the largest oceans.

The United States Navy has 32 of this type in operation today, in addition to the hundreds of other troop transports, and our fleet of them has been growing constantly...all ferrying men to every part of the world and bringing many home.

Troop transport history goes a long way back. But it never held anything like the APA before. The first transport undoubtedly was a floating log. Some war chief of our primative ancestors discovered you could straddle it and it bore you up. So the tribal fighting men slung their stone axes and spears on their backs and climbed aboard, paddling their way to the enemy shore..the attack transport was born.



Troop transports stud history. Long-boats and serpent ships of the Vikings; galleys of ancient Greece and Rome; warcraft of Xerxes of Persia - all of them carried troops. The Saracens hit what Winston Churchill called "the soft underbelly of Europe" in troop transports from Africa back in 732 A.D. Thanks to troops transports, William the Conqueror crossed the English channel, and promoted himself from Duke of Normandy to King of England at the Battle of Hastings in 1066 A.D. Both Napoleon Bonaparte and Adolf Hitler got set to profit by the examples of William the Conqueror, but their troop transports never touched on a British beach.

The troop transport is no "Johnny-come-lately" in the history

of war. The attack transport of 1945 has a long line of distinguished ancestors. This APA is easily the most distinguished of the lot. This APA is the USS HAMPTON, a product of the Ingalls Shipbuilding Corporation yards, Pascagoula, Miss. The great gray 17,500 ton attack transport is 492 feet long, with 70 foot beam, and 20 foot draft. Her speed is better than 20 knots. Her cruising range is 60 days, full speed ahead. The Hampton is one of the four built by the Ingalls yards. Two of her sister ships slid down the ways ahead of her, but like them, the USS Hampton can carry a complete combat team of troops trained for an amphibious operation, with all their weapons, equipment and supplies, ready to go into battle the minute they hit the beach where she lands them. The combat team can range from 1200 to 2200 men and officers depending on the type of equipment is needed for the landings. Her huge hatches and holds can receive and stow tanks, artillery, trucks, jeeps, as easily as they can take in a Marine's seabag. What hits the beach is a complete armed, equipped, self-contained unit of fighting men.

Normally troop transports lie off shore during the preliminary bombing and bombardment of an enemy island or coast. They then move as close as possible inshore to land men, equipment, and supplies, in the Higgins boats. But the APA is so heavily armed she can either stand offshore or move inshore and support her own landings with a naval gunfire barrage whenever necessary.

Except for the engines, steam driven turbines run by fuel oil, almost every mechanical gadget on the Hampton is electrically operated. Auxiliary units carry on if the main electric power plant fails or is damaged by enemy fire. The ship is a seething mass of machinery. More than 50 miles of electric wiring are installed in her. She has every scientific and mechanical bit of equipment needed by the 1945 warship.

Nests of Higgins landing boats are lashed on the upper deck. Some of them are huge twinscrew craft. There are no more "scramble-nets", the sagging woven rope nets lowered over the side, down which the Marines scrambled at Guadalcanal. A series of new-type chain and wood landing ladders line the ship. Wide companionways lead to the decks from the troop's quarters below. Wide hatches open to the various types of war equipment,which can be swung aloft and lowered into landing-lighters the ship carries.

To veterans familiar with the old troop transports, the crew's compartments are an outstanding improvement. The men sleep in canvas bunks in tiers. Junior officers have tiered bunks likewise; senior officers have private staterooms.

The galleys have the newest cooking equipment ever dreamed by planners of the kitchen of tomorrow. Huge refrigeration compartments keep meat, eggs, fruits, and vegetables in perfect condition from one ocean shore to another. Bakeries turn out bread, cakes, and pies that ask no odds of the kind "mother used to make".

The APA has its own hospital staffed with medical officers and corpsmen, equipped with the most modern medical, surgical and dental equipment, and qualified men to use it.

It is easy to endorse the verdict of Commander William H. Ferguson, U.S.N., commanding officer of the USS Hampton, and his staff of ship's officers. Comdr. Ferguson served long in New Orleans, at Eight Naval District Headquarters, and has hundreds of friends here.

Says he of the Hampton: "She's a honey!"

She's a honey, all right. Honey with a bee-sting left in it. The Japs have learned that.

Remarks by Commander W. H. Ferguson, USN, Commanding Officer, U.S.S. HAMPTON (APA-115) at Commissioning Ceremony, February 17, 1945.

Admiral Bennett, Officers and men of the U.S.S. Hampton, and Distinguished guests (and among the latter I wish to especially include the builders of this ship):

At the risk of making a trite statement, and in spite of an ingrained modesty, I cannot refrain from saying that this is a proud day for me. I have coveted this assignment for many months, as some of my friends who are present will confirm, and I trust with all my heart (and I speak to the officers and crew) that your present assignment is as agreeable to you as it is to me.

I have been associated with the nucleus crew and with the Boat Group and Beach Platoon for only a short period; but I am sure that the balance of the officers and crew who arrived only this morning after a hard trip of two days on a troop train will agree with me that those who have worked hard preparing the ship have done a commendable job. I am equally sure that the nucleus crew has every respect for and confidence in the ability of those who have joined us fresh from training in the best training schools in the world.

At last officers and crew have been fully assembled and the ship has been placed in our custody. The schools have completed their job; the builder has completed the ship; our work is just beginning. We have one month allotted to us to weld ship and crew into an efficient fighting unit of the United States Fleet. From this day onward, during our month of shakedown and thenceforth, all of our mental and physical best must be devoted to this task. The best fighting equipment the nation can provide has been and will continue to be placed at our disposal; to this add the best food; the best medical attention; and whatever creature comforts, entertainment, and recreation is appropriate aboard ship under the circumstances of war.

I would like to impress two things upon you as we start this cruise, and I assure you that we will be a complete flop if each one of us doesn't observe them.

First: Always be a good shipmate. It means "unselfishness", it means "consideration" of the other fellow, it means "carry your own share of the load", it means "training yourself to do your job perfectly", it means "cleanliness", it means "self esteen" and self respect, it means respect for your superiors. In short, it means you are at least a gentleman. Aye: but, it means more: it means that we are a team, each one of whose lives depends on one hundred percent cooperation from every other member of that team. By whatever percent we fail to measure up to the term "shipmate", by that same percentage will the fighting efficiency of the ship be impaired.

Second: Be tough.

Does this sound inconsistent with being a shipmate? I assure you it is not. When the army and navy began their expansion in 1940, much influence, chiefly from civilian sources, was exerted

to make the transition of the selectee from civilian life to military life as painless as possible, with insistence that he be provided with the comforts and entertainment identified with civilian life. Such influence was exerted by those unaware of the fact that military forces in order to be effective must lead Spartan lives. We have to be tough if we are to win battles.

Undue emphasis must not be placed upon comforts, entertainment, and recreation as if these elements were the panacea for good morale or the antidote for poor morale. In the military service these external aids are necessary and desirable to fill the leisure moments of the sailor, but it should be thoroughly understood that by themselves they cannot create high morale. Every great philosopher who has written about man has made known to us that morale, like happiness, comes chiefly from within ones self. External aids add to good morale but they cannot of themselves produce it. The important thing to remember is that in this war every day shall be used to a maximum to train ourselves in our respective tasks and to feel within us that what we are doing is a great contribution to victory. This is what I mean by being tough. We have to be tough if we are to win battles.

THE HISTORY OF THE HAMPTON

By Lieut.Comdr. D. S. Clarke

The U.S.S. HAMPTON (APA-115), now part of the Navy's "Magic Carpet," logged almost 40,000 miles in her first eight months as a commissioned ship, served with both the Atlantic and the Pacific Fleets and brought her initial tour of duty to a climax by participating in the landing of occupation troops in northern Japan.

The assault transport was assigned to "Magic Carpet"--the Navy's service for speedy return to the United States of veterans eligible for discharge--following the occupation of Aomori in northern Honshu on September 25, 1945. In this operation, the Hampton's landing craft ferried ashore the first elements of the 81st Infantry to his the beach in unopposed landings.

The Third Fleet task force of which the Hampton was a unit steamed into Aomori Bay early on the morning of the 25th. Assigned to land the initial wave of Regimental Combat teams of the 81st, the HAMPTON lowered her boats in 31 minutes, faster than any time clocked in her months of training for invasion, and the craft grounded their ramps on the beach on schedule to the minute.

Although surrender terms had been signed by the Japanese before the task force left Leyte Gulf, the Philippines, on September 18, the troops, anticipating possible trouble from fanatical Japanese, went ashore fully armed for combat, all guns were manned on the ships of the invasion force and carrier-based Navy planes kept a constant patrol overhead. The landings progressed without incident, however, and the Army was met by bowing interpreters instead of bullets.

Ashore with the Army went the Hampton's beach party, a unit especially selected and trained for landing operations, and, cooperating with similar organizations of both services, assisted in coordinating the steady flow of men and materials from the transports to the occupation area.

Four days after the Aomori landings, the Hampton sailed to Jinsen, Korea, then to Chefoo and Tsingtao in Shantung Province, China, taking aboard more than 1700 military personnel, mostly Navy, for passage to San Francisco. She anchored in Tsingtao harbor on October 11--the day that city was being initially occupied by Marines of the Third Amphibious Corps--and sailed the following day. Stopping at Okinawa enroute to pick up additional passengers, the ship arrived in San Francisco on October 29.

A Maritime Commission C-3 hull converted to an assault transport by the Ingalls Shipbuilding Corp., the HAMPTON was

commissioned in the Pascagoula, Miss., yards of her builders by Rear Admiral A.C. Bennett, commandant of the Eighth Naval District, on February 17, 1945. The vessel was launched and named for a county in South Carolina in the Ingalls yards on August 25, 1944.

Commanded by William Hays Ferguson, Commander, USN, who became her captain after a tour of duty as operations officer of the Eighth Naval District, and manned by a crew composed largely of youngsters fresh from training camps, the ship sailed to New Orleans for a brief fitting out period less than 24 hours after her commissioning, and then proceeded to Galveston, Texas, for her shakedown cruise.

During the trip from New Orleans to Galveston, the ship carried as passengers a group of prominent newspapermen whose experiences and observations aboard resulted in many columns of enthusiastic publicity for the Navy's assault transport program. Among the guests were Mr. L. K. Nicholson (publisher) and Major Meigs O. Frost, (staff writer) both of the New Orleans Times-Picayune, and Mr. Larry O. Guerin,(editorial staff writer) of the New Orleans Item.

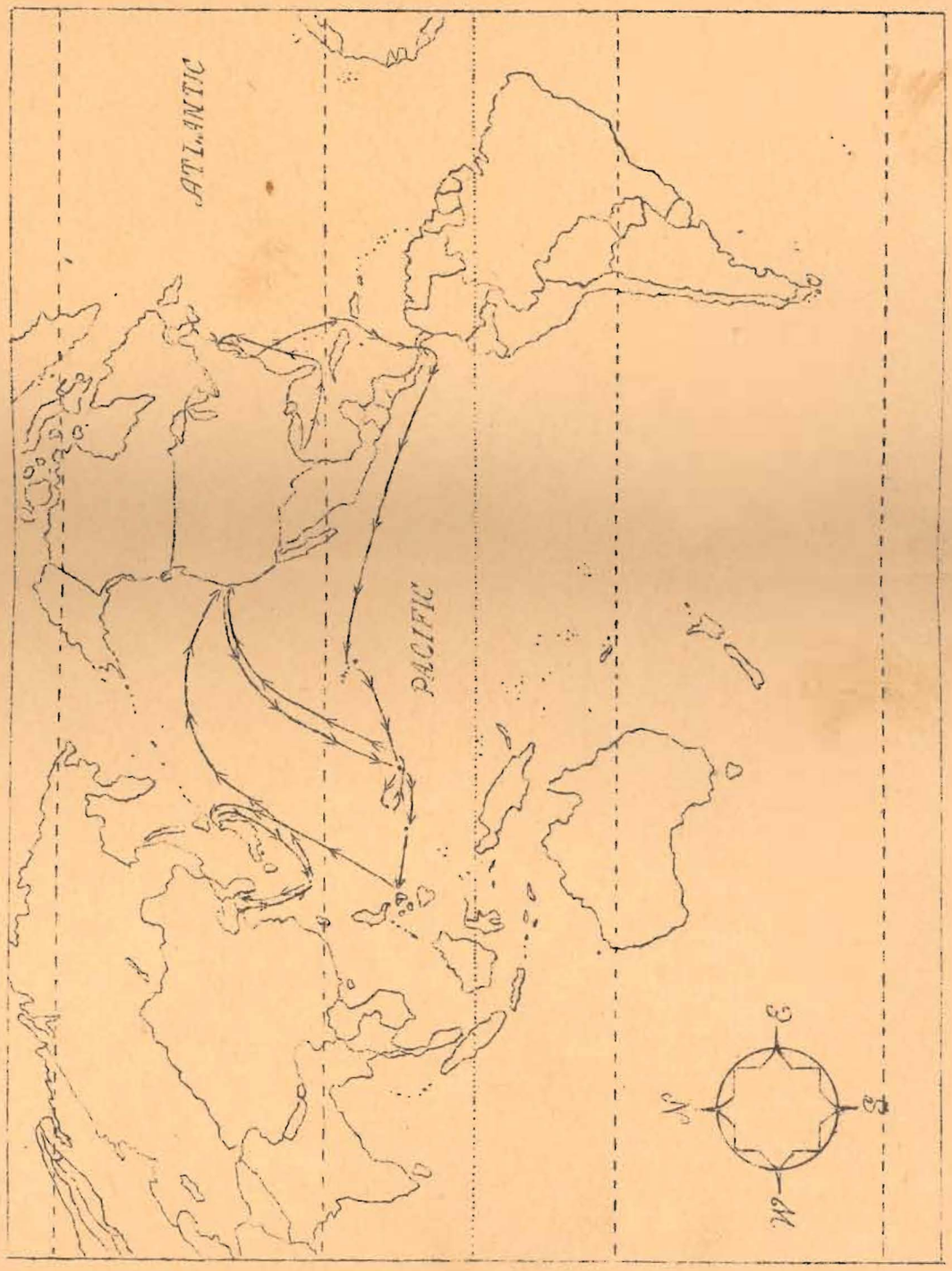
The HAMPTON joined the Atlantic Fleet on March 20th and received as her initial assignment orders to serve as a training ship. She operated in Narragansett Bay, Block Island Sound and Long Island Sound during the period March 26-May 5 training pre-commissioning crews under instruction at the Naval Training School, Newport, R.I.

The HAMPTON, under orders to join the Pacific Fleet, left Newport on May 7, her sailing having been delayed 24 hours while destroyers hunted down and killed one of the last of the German U-Boats to be sunk in the European war after the submarine had torpedoed a merchantman just outside Newport harbor. She arrived in Norfolk, Va., three days later and, following a brief period in the Navy yard for alterations and repairs, took aboard cargo and almost 1500 Sea Bees in a casual draft for transportation to the Hawaiian Islands.

Leaving Norfolk on May 19, the HAMPTON passed through the Panama Canal on May 25 and arrived in Pearl Harbor June 9, remaining there until June 23rd, discharging passengers and cargo and taking aboard 1001 men and 17 officers of the 34th Naval Construction Battalion for passage to Guam.

The transport arrived at Guam by way of Eniwetok on July 6, docked there for several days while unloading and sailed for San Francisco on July 11. She passed under the Golden Gate bridge fourteen days later and went into a shipyard for a two-weeks overhaul. After repairs and alterations were completed, the HAMPTON again took aboard passengers, this time receiving more than 1700 Naval personnel in a casual draft for Samar, Philippine Islands. The ship sailed from San Francisco on August 13, and the following day received the news at sea that hostilities with Japan had ceased.

The HAMPTON arrived in the Philippines on September 7, having stopped enroute at Eniwetok and Ulithi. After disembarking her passengers, she reported to the Third Fleet for loading in preparation for the Aomori landings.



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A CHRONOLOGICAL LIST OF THE USS HAMPTON'S OPERATIONS.

17 Feb. 1945 - USS HAMPTON (APA-115) placed in commission by Rear Admiral A. C. Bennett at Pascagoula, Mississippi.
18 Feb. 1945 - Underway to New Orleans, La. for fitting out period.
19 Feb. 1945 - In New Orleans for fitting out period and dry docking.
28 Feb. 1945 - Underway for Galveston, Texas.
1 Mar. 1945 - Reported to ATB, Galveston, Tex. for shakedown.
14 Mar. 1945 - Commenced post shakedown availability at dry docks.
20 Mar. 1945 - Post shakedown availability ended; underway for Newport, Rhode Island.
26 Mar. 1945 - Reported for duty as training ship at Newport, R.I., and operated as such until 5 May 1945.
6 May 1945 - At anchor in Newport harbor, departure delayed due to U-boat sinking off Point Judith.
7 May 1945 - Underway for New York via Long Island Sound and East River. Arrived New York harbor 7 May and underway for Norfolk.
8 May 1945 - Arrived Hampton Roads.
9 May 1945 - Proceeded to Norfolk Navy Yard for 4 days availability.
12 May 1945 - Fire broke out in number 3 hold.
14 May 1945 - Moved ship to Naval Operating Base, Norfolk.
18 May 1945 - Completed loading of cargo.
19 May 1945 - Completed embarkation of troops and underway for Pearl Harbor, T.H.
20 May 1945 - Enroute to Panama Canal; arrived Limon Bay 25 May and made passage through canal same date, mooring at NOB, Balboa.
26 May 1945 - Underway for Pearl Harbor, Hawaii.
9 June 1945 - Arrived Pearl Harbor; discharged passengers.
10 June to 22 June 1945 - Completed discharging cargo and shifted berth to commence 5 days availability which ended on 18 June and shifted berth for loading of cargo and equipment of Navy CB.
23 June 1945 - Completed cargo loading and embarkation of troops. Underway for Guam via Eniwetok.
27 June 1945 - Crossed the International Date Line.
1 July 1945 - Arrived in Eniwetok.
3 July 1945 - Underway for Guam.
6 July 1945 - Arrived in Apra Harbor, Guam.
7 July 1945 - Disembarked Navy troops.
8 July 1945 - Shifted berths, and disembarked CB troops.
10 July 1945 - All cargo discharged and all passengers debarked.
11 July 1945 - Underway for San Francisco, California.
12 July 1945 - AA firing practice for all guns.
15 July 1945 - Passed Eniwetok abeam to port.
25 July 1945 - Anchored in San Francisco Bay.
26 July 1945 - Completed disembarking of passengers.
28 July 1945 - Shifted berth for yard availability.
11 Aug. 1945 - Availability ended and shifted berths for loading troops.
12 Aug. 1945 - Commenced loading of Navy passengers.
13 Aug. 1945 - Underway for Samar, Philippine Islands.
14 Aug. 1945 - Hostilities with Japan cease.
21 Aug. 1945 - Changed date to 23 Aug. having crossed 180th Meridian.
26 Aug. 1945 - Entered Eniwetok Atoll and anchored awaiting routing.
27 Aug. 1945 - Underway for Ulithi Atoll..
31 Aug. 1945 - Entered Ulithi Atoll and anchored.
1 Sept. to 3 Sept.1945 - Anchored in Ulithi Atoll.

4 Sept.1945 - Underway for Samar, P.I.
7 Sept.1945 - Anchored in San Pedro Bay, Leyte Gulf, P.I.
8 Sept.1945 - Underway for Guiuan. Arrived same date and disembarked all passengers.
9 Sept.1945 - Returned to San Pedro Bay for fueling.
11 Sept.1945 - Shifted berth to Dulag.
13 Sept.1945 - Shifted berth to Tarraguna.
18 Sept.1945 - Completed loading cargo and troops of the 81st Infantry Division. Underway for occupation of northern Honshu, Japan.
24 Sept.1945 - Entered Taugaru Strait and thence to Aomori, Japan.
25 Sept.1945 - Anchored at Aomori, and commenced occupation operations.
28 Sept.1945 - Completed unloading of cargo.
29 Sept.1945 - Underway for Jinsen, Korea, via Buckner Bay, Okinawa.
3 Oct. 1945 - Anchored at Buckner Bay, Okinawa.
5 Oct. 1945 - Underway for Jinsen, Korea.
7 Oct. 1945 - Arrived Jinsen, Korea and commenced embarking passengers.
9 Oct. 1945 - Underway for Chefoo, China.
10 Oct. 1945 - Arrived at Chefoo, China and embarked passengers. Underway for Tsingtao, China.
11 Oct. 1945 - Arrived at Tsingtao, China and embarked passengers.
12 Oct. 1945 - Underway for Okinawa.
14 Oct. 1945 - Arrived at Okinawa and embarked passengers.
15 Oct. 1945 - Underway for San Francisco, California.

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The Odyssey of the Hampton

By O. R. Duncan, Y1c.

The U.S.S. HAMPTON, a new APA
From Pascagoula, Mississippi sailed forth one day;
February 17, '45 was her commissioning date;
Only six other ships her design did rate.

Her crew was filled with men who were green,
But her skipper's eye was sharp and keen.
Her first port of call, not far away,
Was the city of New Orleans, bright and gay.

The trip to New Orleans was calm and short,
But on to Galveston was a different sort.
It was a little rough, so this salty crew
Got a little seasick while the wind blew.

Next was Texas, land of the buckaroo
Where the men are rugged--and women are, too.
Under the Captain and Chaplain the lads and lassies
At Buccaneer Hotel swung and swayed their chassis.

Her shakedown over, then came good news:
Two months in Newport for a training cruise.
The news travelled fast before arrival on Monday;
The HAMPTON was coming to relieve the GRUNDY.

All too soon there the days fled past,
The time to leave was here at last.
But a Nazi sub was lying in wait,
So she left Newport about a day late.

Down the East River, the HAMPTON sailed.
Oh, for some liberty, everyone wailed.
Past the Navy Yard and Brooklyn Bridge, now
Battery Park and Lady Liberty appear o'er the bow.

Suddenly whistles, horns, confetti. New York was a stew.
V.E. day was announced and the top almost blew.
Joyful though it was--she did not agree
Two hours later in convoy she sailed out to sea.

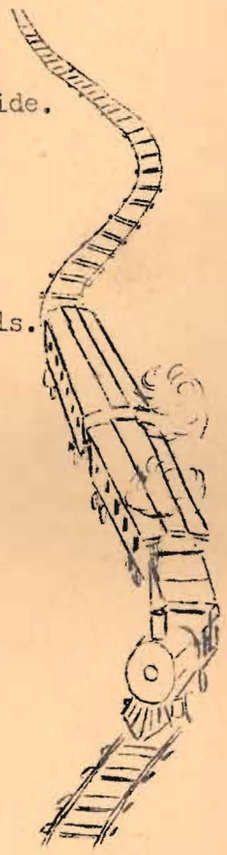
Next was old Portsmouth and Norfolk, Virginia.
To stay there demands the best that is in ya.
Fire in Number 3 hold was the worst ever seen,
But soon was put out--all was calm and serene.

Loading for sea next claimed her attention;
Items were loaded too many to mention.
Then came the troops to go overseas,
They were in green, the Navy Sea Bees.

Through the Panama Canal she then poked her nose
While in the sky the Southern Cross rose.
She passed through the deep cuts and bounced through the locks,
And stopped at Balboa right up at the docks.

The crew got ashore with a two-way boat ride,
Then the ship left next night on the crest of high tide.
Arrival at Pearl was early in June
In the light of a pretty, bright full moon.

The crew spread out to the Waikiki beaches,
But could not find the Hawaiian peaches.
Sailors and soldiers were there by the score,
But try as they might they could find no....hula girls.



The narrow gauge train that ran from Fleet Landing
Made everyone laugh as they saw it standing.
But after a week or so of riding
It looked like "20th Century" on the siding.

But to Guam she soon was on her way,
Keeping close lookout for Japs each day;
Crossed the dateline with suitable rites
While her crew stood by to see the sights.

Soon Eniwetok came with a holiday routine
(The only one she has ever seen)
But what a day while she was there;
Excitement ruled and you know where.

The next island she saw come into view
Was held by the Japs, but only a few.
This island went by the name of Rota,
But gave her no chance to get her Jap quota.

But, alas and alack, when Guam she arrived,
The goal was not yet for which she had strived.
The crew turned to with a will that was strong
And had the holds emptied before very long.

But the passengers stayed on board the ship,
Tired and weary after such a long trip.
They did not stay long, just five days or more
And the HAMPTON was ordered to Golden State's shore.

"It's Japs that we want" the HAMPTON'S crew cried.
(I don't think they said it, but someone just lied,
For back to the States she did merrily go
And soon dropped the hook at San Francisco).

As she passed on her way through the Golden Gate
The crew looked at the shore and could hardly wait,
But in the harbor she sat with lights shining bright
And the crew stayed on board for the rest of that night.

Her next days were busy with yard alterations,
While the crew's liberties fluttered with fancy gyrations.
When, all of a sudden at Frisco she docks
And gathers a load for those Philippine Rocks.

Samar was the goal, and oh, what a trip;
The longest by far for this brave little ship.
The temperature soared under crowded conditions;
The navigator sweated as he fixed her positions.

A day out of Frisco, news came to her ear:
"The Japs have given up" was all she could hear.
The war was then ended, this judgment was rendered:
"They heard she was coming; that's why they surrendered."

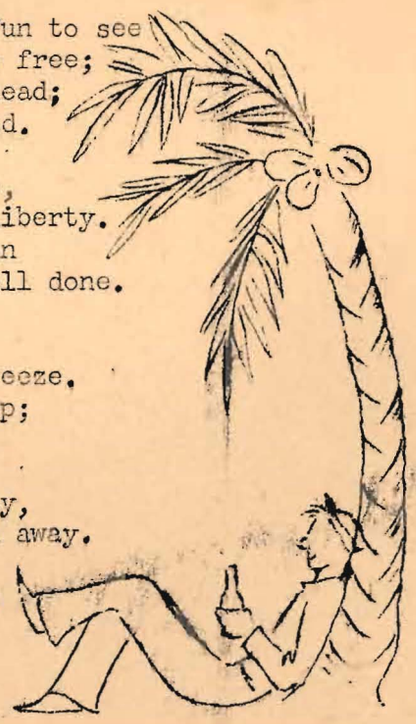
The hospital ship COMFORT, with plenty of dames
Was sighted to port and became one of her aims.
The skipper said "Well, we'll let the war go
And come alongside to inspect your cargo."

The crew waved and waved, it was such fun to see
A whole load of women--of which she was free;
But she left them behind and went on ahead;
It soon became night and all went to bed.

Eniwetok again was the next port to see,
But this time was different--she gave liberty.
They swam in the surf and lay in the sun
Until their complexions appeared too well done.

Next came Ulithi, with cocoanut trees
And picnics and swimming in tropical breeze.
She got in a convoy and zigzagged by Yap;
An early GQ was dropped in her lap.

The convoy continued on its westward way,
She turned in to Samar, but was ordered away.
At San Pedro Bay next to Leyte Isle
She dropped the hook and waited awhile.



She returned to Samar, let the passengers go;
Returned to San Pedro next morning, you know.
There on Sunday she lost one of her gallant crew,
The only fatality that she ever knew.

Stedman Keith Mason, Motor Mach. 3/c(T)
Crushed 'tween LCM and ship by a wave of the sea.
But this was not yet the end of her story
As she was assigned to land troops at Aomori.

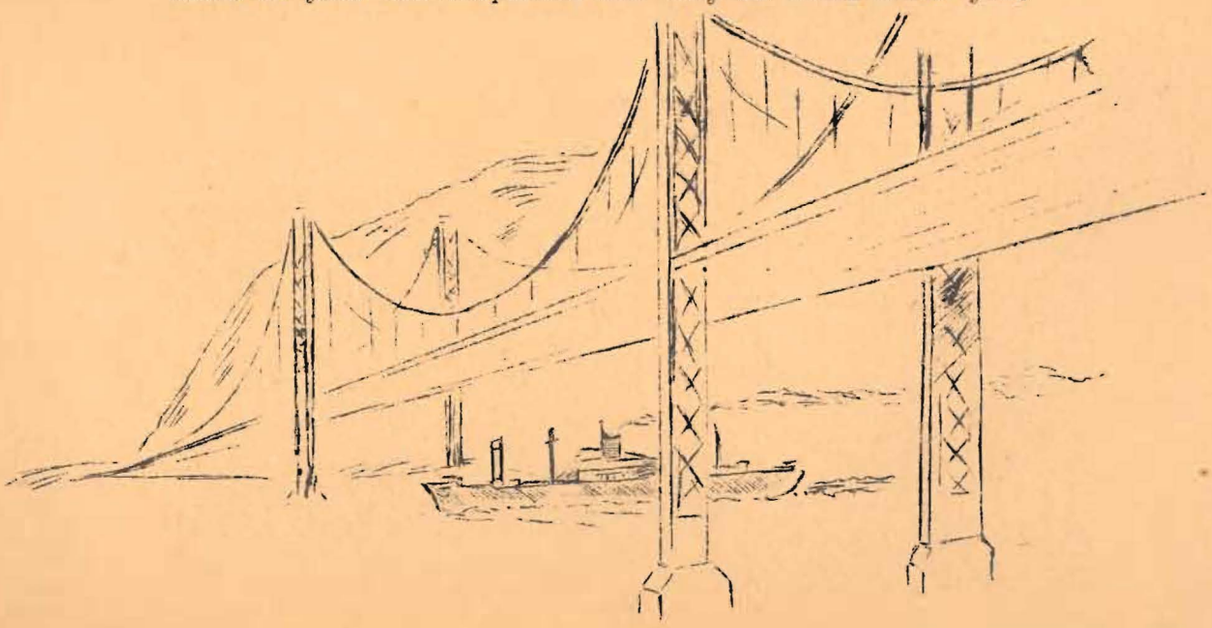
This was her first major war operation;
She carried it bravely with the left end her station.
Her landing boats carried the first wave ashore,
But the danger was passed and the shooting was o'er.

The crew got ashore in the land of Japan
And surveyed the destruction there caused by man,
And each thanked God that our land was spared
From the horrible threat the yellow man dared.

But then "Magic Carpet" became her new duty.
Her bow now points homeward to the land of great beauty.
Okinawa, Korea, then China were passed,
But soon will come Frisco and America at last.

To those who are leaving to go back to their folks
The ship will remember their ways and their jokes.
The crew that is left will continue her working
And undoubtedly go back where war dangers are lurking.

She bids you farewell, Godspeed and good health.
She hopes your new life will lead to great wealth.
But wherever you go and whatever you do,
Think of your old shipmates and they'll think about you.



On every ship of the Navy good morale is the essential element, and good humor means good morale, so here 'tis, guys, come and get it.....

HUMOR?

Doctor: "You must drink water freely - it will keep you from getting stiff in the joints".
Patient: "But, Doc, some joints don't serve water."

And then there's the little red hen who wanted her coop built in the middle of the highway so she could lay them on the line.

Sailor: I would like to have some good old-fashioned loving.
Girl: OK, come out to the house and I'll introduce you to Grandma.

Salty Sam says: "Many a tight nut is loosened by a little wench"!

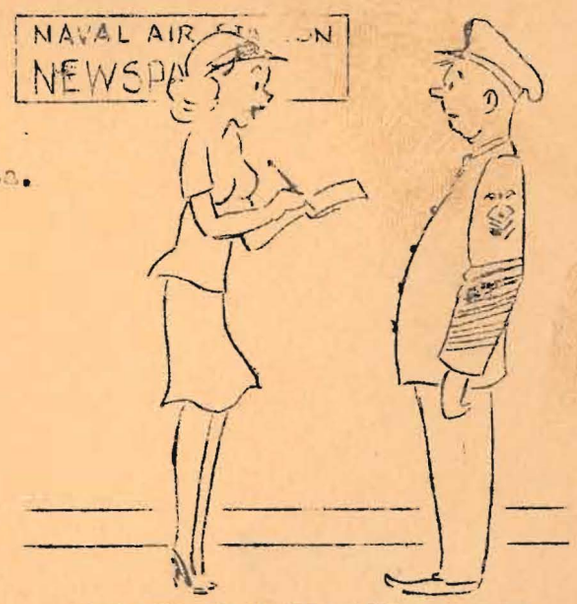
Judge: Why did you kill this dentist?
Prisoner: He got on my nerves.

Voice of a luscious blonde in darkened air-raid Shelter:
"Hey, take your hands off my knee! No, not You. Y O U!

"Man overboard," cried the Navy recruit on his very first voyage aboard a transport. The ship's engines were reversed and the Captain came rushing up from his cabin. The sailor saluted smartly and then said, "I regret to report, sir, that I made a mistake when I cried 'Man overboard'". "Confound these dumb recruits," mumbled the Captain, and signaled for full steam ahead. "Yes sir," continued the sailor, "It wasn't a man at all. It was one of them nurses."

There was a girl named Henrietta,
Who wore a beautiful swetta,
The three reasons she had,
For wearing it weren't bad,
But the other two reasons was betta.

I wish I were a wittle egg,
A way up in a twee,
I wish I were a wittle egg,
As wotten as could be,
And then when some Bos'n Mate,
Would start to shout at me,
I'd frow my wotten wittle self,
And spwatter down on he.



"DO YOU PLAN TO MAKE A CAREER OF THE NAVY?"

Seaman Jones got a two weeks leave in order to marry his childhood sweetheart and h... short honey-moon. Just before his leave was up he wired his C.O., "It is wonderful here. Request one week extension of leave." The C.O.'s reply was not long in forth coming, "It is wonderful anywhere", he wired. "return to the ship at once."

PORT-HOLE NAVIGATION

Dedicated To The Quarter-Masters

With a pair of calipers and a 12 inch rule
The chief climbed up on his cabin stool;
He glanced out the port at a point of land,
And shifted six pencils from hand to hand.

He then took a bearing on God knows what,
And hurriedly grabbed an old grease pot;
Jumped down below the "revs" to take
And wound up the steam gauge by mistake.

He looked at the clock and yelled for steam
And wrote in the log "Diamond Head's abeam".
"Right-O Chief" as the Aussies say,
Abeam twelve thousand miles away.

With a three inch pipe and monkey wrench
He took a sight on the old work bench,
Opened up last year's Almanac
and thru page ten stuck a carpet tack.

On an old ancient chart of Baffin Bay
He plotted his course with a corset stay.
An oiler skidded as a wave made a roll,
So he measured the slip with an old pike pole.

He added, deducted, divided by three
And straight ahead's Cape Flattery.
Navigation to him is mere child's play,
Yet Flattery's eight thousand miles away.

He took the bilge soundings and added the log,
Deducted the draft, made allowance for fog;
Added the length to the width of her beam,
Divided the tonnage by the pressure of steam.

By the sea's temperature her speed multiplied
Threw the Old Man's barometer over the side,
Blew the whistle three times, set his watch back an hour,
Tied the safety valve down with a half a sack of flour.

Ten thousand "revs" he told the mate
Will bring her in the Golden Gate,
Getter grab something Chief, and take a turn
For the Gate's three thousand miles astern.

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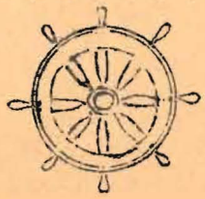

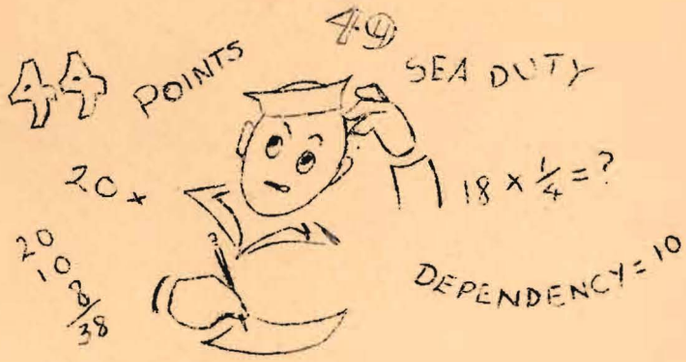

On the fourteenth of August 1945, the main topic of discussion on the U.S.S. Hampton, and for that matter on any ship of the Navy, was the termination of the worst war the world has ever known. However a short time later there came clicking over the ship's radios the contents of an AlNav which would change the shipboard routine a great extent. It seems this AlNav had something to do with getting out of the Navy. "What?", someone says "are we gettin' discharged?"

"You have to have 50 points to get out", "No, you have to have 35". "You get 10 points for your wife, and ten points for each child". "No, they're not counting dependents". "I got 18 months sea duty - I'll be out by next month". "Your'e outa luck, brother".

This is a brief resume' of the conversation that was spreading about the Hampton when news came of the point system. In a course of time the point requirement varied from 30 to 50, dependency was interpreted five different ways, and sea duty counted and then didn't count. During one hour this author packed and unpacked his sea bag eight times.

When the "straight dope" had reached us, we were finally informed about the Navy's point discharge system.

The first men to be transferred for discharge left us at Leyte, Philippine Islands, all told there were nine of them -

Robert B. Martin, CQM
Allen L. Ashby, SM2c
William H. Birchfield, CM1c
Robert G. Duncan, CSM
Barney R. Francisco, MM2c
Rufus G. Herritage, CCM
Quentin R. House, MM1c
James E. Lamb, CSF
Raymond A. Whiteis, MM2c

This was the first draft of "point men" to leave the ship... and the author agrees whole heartedly with the remarks of the Captain when he said upon their departure "The ship regrets losing these nine men and they will be sorely missed. They were all good shipmates and the ship wishes them and those who follow a comfortable voyage, a good job, happy families, and God's speed."

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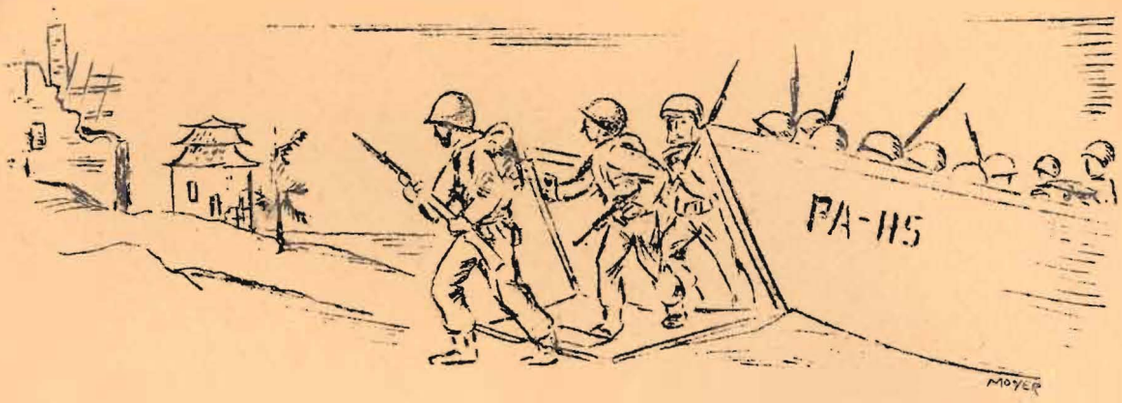


The U.S.S. HAMPTON prepares for the Occupation of Aomori, Japan by elements of the 8th Army, supported by Elements of the Third Amphibious Force.

This operation is a part of the occupation of Japan, Korea and China by the Allied Powers. The 8th U.S. Army supported by the 3rd Amphibious Force has been assigned to occupy all Japan north of, and including Tokyo. Our Force is designated the Aomori-Ominato-Hokkaido Force. Phase one of the operation consists of the landing at Aomori and the subsequent occupation by the Army of the adjacent area. The landing will be made on "O" Day which will be Tuesday, 25 September 1945.

The occupation has been planned on a GRAND ASSAULT scale. Our ships and planes and troops will be on hand in great force, not to start fighting again unless that becomes necessary, but to display overwhelming strength and thus prevent a resumption of hostilities; therefore don't get "trigger-happy" and don't start anything.

No attacks of any nature are to be made against any air, ground, or surface target without express authorization.

Occupation of the Japanese homeland requires a strong hand lest hostile elements foolishly imagine they can rise against us. At the same time, the operation must be conducted with such care that no untoward incidents occur - incidents which might provoke opposition and lead to a show of enemy force which, however isolated or feeble it might be, would only cause unnecessary loss of life and delay the speedy execution of the occupation.

One of the principle menaces to our ships is MINES. We know mine fields have been laid along the coast of Honshu and that Tsuragu Strait is heavily mined. We must pass through these areas on September 23 and 24 and especially the night before the landings on the 25th. It is expected that paravanes will be streamed. Special lookouts will be set and their alertness maintained constantly.

While at our objective we must keep an alert and careful lookout day and night to detect the approach of floating objects, swimmers, human torpedoes, fast boats, any of which may be used against us as the "bitter end" work of fanatical individuals.

A special weather deck security patrol of an officer (armed with a 45 automatic pistol) and two petty officers (armed with rifles) will make continuous rounds of inspection during hours of darkness, and hand grenades will be ready for their use.

Degaussing coils will be kept energized at all times.

Boating.

During darkness only essential trips through the anchorage will be made by any boats. Running lights will be used. All coxswains must reply instantly to challenges from ships or patrol boats. Boats keep clear of ships unless intending to go alongside. If going alongside make challenge, wait for answer, and then go alongside SLOWLY.

Aomori, our immediate objective, is the most highly developed port in northern Honshu. It is the southern terminus of the vital train-ferry service linking the railroad systems of Honshu and Hokkaido, the adjacent large island to the North. Before the war there were five ferries on this run, the voyage taking 4½ hours. It is reported six of these especially built ferries were sunk and three others were damaged by the carrier attack last July.

The port is the commercial center for the area to the South, having a population of approximately 100,000. Photographs show that a large portion of the city has been destroyed as a result of recent air attacks.

Aomori is on the extensive bay called Mutsu Wan. It is thirty-five miles across this bay to the Naval Station of Ominato, so you may compare it in size to San Francisco Bay. Mutsu Wan is entered from Tsugaru Strait on the North and it is through this waterway that we shall pass during the night before our arrival. Sugaru is a broad, deep passage about sixty miles long and varies in width from ten to thirty miles. Its narrowest point is the Eastern entrance. It will take us some eight hours to pass through the Strait and reach the transport area in Mutsu Wan. The channel is irregular so that about ten different courses will be steered and the currents sometimes exceeds six knots in the narrowest part.

Weather. Rain may be expected on the average of twenty-four days per month in Autumn. Four days a month are clear, ten to fourteen days are overcast, the balance partly cloudy. Winds are from West and Southwest, averaging eight knots. Fog is rare. During September and October the height of swell is only three to five feet and under normal conditions surf on the beaches will be slight. The extreme maximum temperature in Aomori for September is 97° and the extreme minimum is 40°. The first frost may be expected about October 20th, but we have been directed to draw "anti-freeze" for boat engines - so look out for a cold snap.

Landings. Ship will anchor in Transport Area about 3.5 miles from the GREEN-1 beach where we make our landings. This is to the east of the city. The depth of water is five fathoms one-fourth mile off shore, and one fathom one hundred and fifty yards off shore. The beach is quite narrow.

The landing will be in all respects according to the Transport Doctrine for an assault landing. The Army BLTs (Battalion Landing Teams) will land in five waves of six LCVPs each. The sixth wave will consist of seven LCMs. Another APA will furnish us with eleven VPs and three LCMs. Boat waves will be in open "V" formation, with an officer in charge of each wave. Lt.(jg)Wallace, our Boat

Group Commander will lead the 1st wave to line of departure and to the Beach. Ships Salvage Boat LCP(R) will follow 1st wave with Ensign Armor and Chief Carpenter Hanners in charge salvage work.

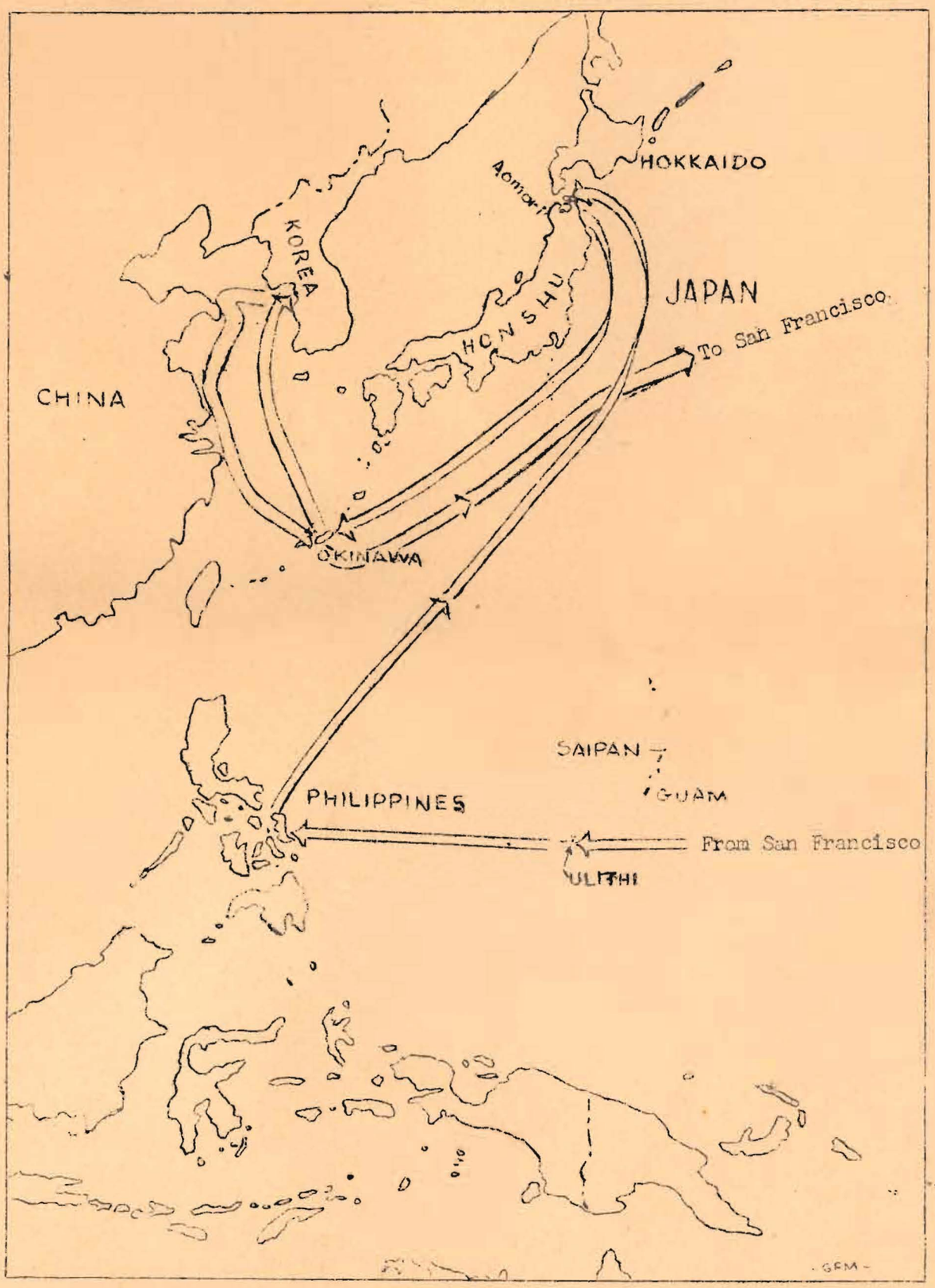
Lieutenant O. E. Jackson will command the Beach Platoon, landing in the 5th wave. The Beach Platoon will be fully equipped including small arms and carry water and emergency rations for twenty-four hours, after which hot meals will be sent by the ship.

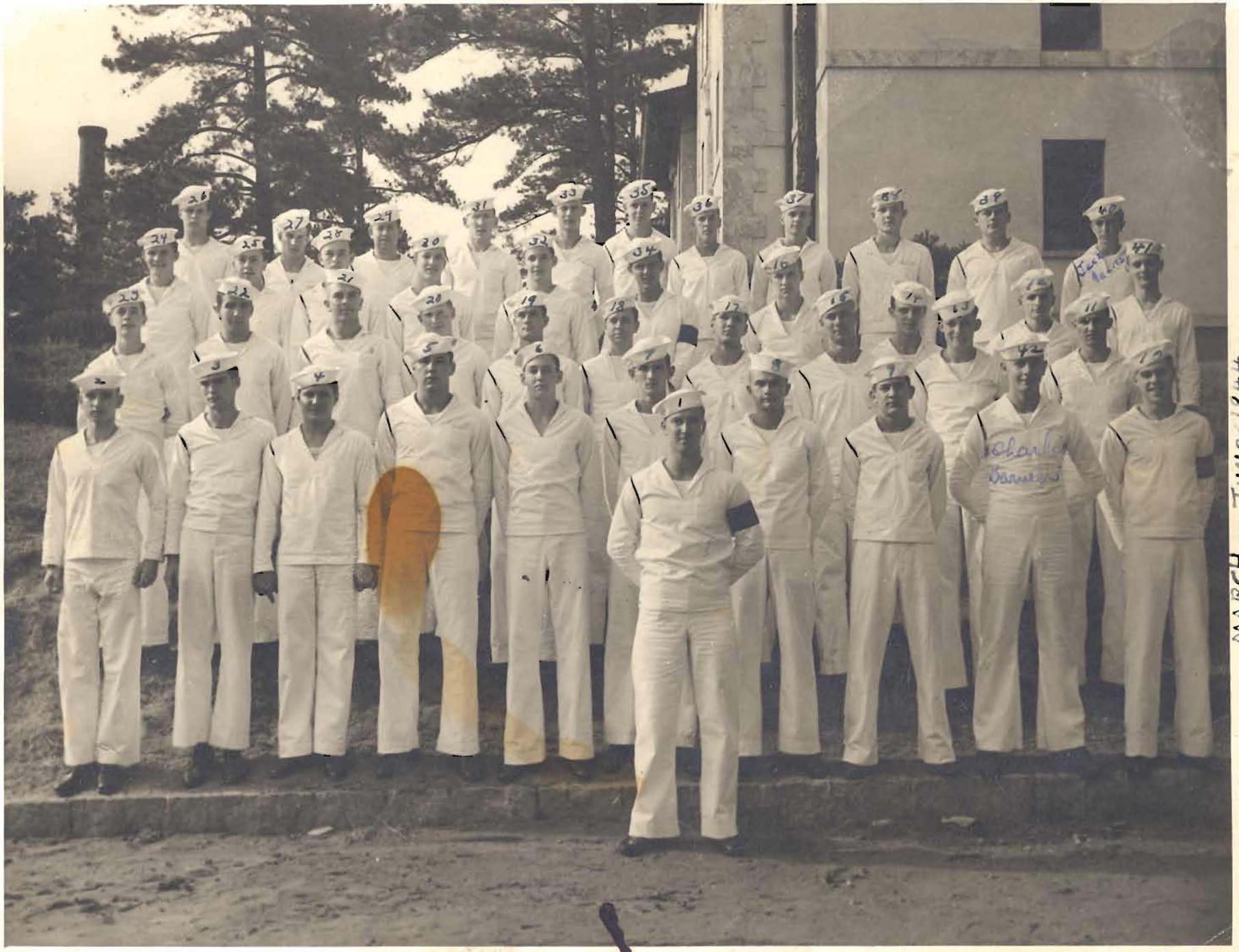
Condition One-Able will be set before anchoring and all boats ready in all respects for lowering. Embarkation will be started at once and assembly circles formed. First wave is despatched from ship at H-40 min. and seventh wave at H-10 min. "H" hour will be announced later, but will probably be 0900. This means an early reveille - sunrise is at 0526. High water is at 0524 and the next low water is at 1112. The Plan Of The Day will give you the rest of the detailed schedule.

Cargo unloading will commence as soon as troops have been landed. Our usual procedure will be in effect. Boats loaded with cargo will report first to the control vessel before landing.

This is our first real operation, but we are lucky it will not be under enemy fire. Some of the APA s with us are veterans and they no doubt think they are better than we are. Perhaps we can't convince them otherwise. But we are just as proud as they, and there will be ample satisfaction in proving to ourselves that we can do this job well and that we are just as expert as the veterans. I like that word "EXPERT". It means adroit, dexterous, clever, ready, prompt. Paint it on your boats, on the ship, in your mind. If you can prove that you are an expert you will have earned a "W E L L D O N E".

* * * * * *


HOKKAIDO
Aomori
KOREA
JAPAN
HONSHU
To San Francisco
CHINA
OKINAWA
SAIPAN
GUAM
PHILIPPINES
From San Francisco
ULITHI
GPM



U-5 1st PLATOON ALABAMA COMPANY B. Emory Univ.

MARCH - JUNE 1944

1. Walter Albright - pitcher back
2. W. Bruce Bogwell
3. Earl L Parrish Jr.
4.
5. Robert L. Bell
6. Walter S. Boone
7.
8. Jack Aspinwall
9. "Tweet" Warren
10.
11. Noel Weaver.
12. Paul J Kenney
13. James R. Belcher
14. Bill Tatum
15. Herbert Carter, Jr
16. Coart, W.C. III
17. Bit Mary
18. Joe Booth
19. Lynwood Byrd, Jr.
20. Roy Steel
21. Luke Lawson
22.
23. H. Branch
24. Cade Anderson
25 Park Moore
26. B H Bethany
27. Bob Williams
28. Bill Bowers.
29. H.E. Boyd
30. Bill Barrow
31. S. E. Sewell
32. T. O. Binford
33.
34. W K. Fitzpatrick
35. W. M. Madison, Jr
36.
37. Albert Bailey
38. Theo Bean, Jr.
38. W. E. Black
40. Jack Adams
41.
42. Charlie Barnett

Commissioning Day
Dinner

•

U. S. S. Hampton

•

Pascagoula,
Mississippi

How do you think you would like to be in the Navy. Only one day of this.

Hugh W. Barrow F/C

Menu

Chicken Rice Soup

Roast Young Chicken

Candied Sweet Potatoes — Snowflake Potatoes

Creamed Peas — Buttered Asparagus

Sage Dressing — Giblet Gravy

Quartered Head Lettuce

Celery Hearts — Crisp Radishes

French Dressing

Sweet Pickles — Pickle Relish

Iced Layer Cake — Pie a la Mode

Hot Rolls

Bread — Butter

Coffee — Milk

United States Navy

KNOW ALL YE LANDLUBBERS by these presents that

Hugh W. Barrow, WT2c
(NAME AND RANK/RATE)

USNR
(UNIT TO WHICH ATTACHED)

crossed the high seas, homeward bound, aboard

U. S. S. HAMPTON (APA-115)

Wherefore, he is duly inscribed as an honorary member of the ship's company, and a charter member of the

Order of The Magic Carpet

W. R. Johnson
WITNESS
Captain, U. S. Navy.

James Forrestal
SECRETARY OF THE NAVY.

DATE 10 FEB 1946

16—40567-1 GPO

U. S. S. Hampton

APA--115

DECOMMISSIONING
PARTY

•

2000
25-26 MARCH, 1946

•

NANSEMOND HOTEL
OCEAN VIEW, VA.

USS HAMPTON

Victory Day Dinner

The Officers and Men

of the

U. S. S. HAMPTON

Are Happy to Welcome

Their Families and Friends to Their

Ship's Party and Wish All of

Their Guests a Most Enjoyable and

Memorable Evening

Commander W. H. FERGUSON
Commanding Officer

Lieut. John J. Ramage
Executive Officer

Lieut. F. M. Shepardson
Supply Officer

APC E. E. Stevens
Commissary Officer.

CCS L. A. Smithmier

* * * * * * * * * * * * * *

VICTORY DAY DINNER MENU

Cream of Tomato Soup

Soda Crackers.....Hearts of Celery

Mixed Olives.....Hard Candy

Roast Young Tom Turkey

Giblet Gravy

Snowflake Potatoes

Buttered Fresh Frozen Corn

Cranberry Sauce

Hot Rolls.....Cocoanut Layer Cake
Ice Cream.....Bread....Butter....Coffee

* * * * * * * * * *

THE SHIP'S HISTORY

The U.S.S. HAMPTON (APA-115) was built by the Ingalls Shipbuilding Corp., at Pascagoula, Miss., and was commissioned there on 17 February, 1945.

After a brief shakedown cruise to Galveston, Texas, she was assigned to the Atlantic Fleet on 20 March as a training ship, where she did duty at Newport, R. I.

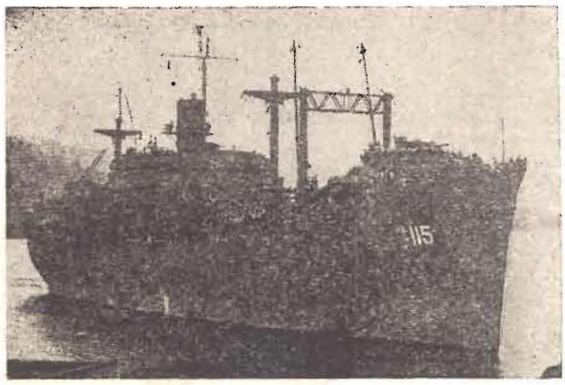
Under orders to join the Pacific Fleet the HAMPTON left Newport for Norfolk, Va., on 7 May. Six days after leaving Norfolk she passed through the Panama Canal on 25 May and arrived in Pearl Harbor 9 June.

Since then her course of duty has taken her to Eniwetok, Ulithi, Samar, P.I., Guam, Saipan, San Pedro Bay, Leyte, P.I., Aomori, Japan, where her landing craft carried the first troops ashore; Jinsen, Korea; Buckner Bay, Okinawa; Chefoo and Tsingtao, China.

Her "Magic Carpet" duties carried Navy Casuals to Portland, Marines from Guam to San Diego, and Army and Navy troops from Saipan to San Francisco.

During her period of service the HAMPTON has steamed a total of 64,144 miles.

WE SALUTE YOU!



U.S.S. HAMPTON

APA - 115

FOR YOUR PLEASURE . . .

Allen & Roberts

present

CELESTIAL CAVALCADE

featuring

The Singing Lovelies
The Helen Wilson Dancers
Jane Hancock
Shirley McFarland
Verdi Hellen
Sally MacCarrick
Darlene Morgan
and
Jean Boydell

♦

Music by

THE COMMANDANTS

PERSONNEL

Captain WILLIAM H. FERGUSON, USN
Commanding Officer

Lieut. Comdr. CARL B. NOYES, USNR
Executive Officer

OFFICERS

Ensign Louis R. Baumgardt, USNR
Ensign Eugene C. Beimer, USNR
Lieut. John P. Brahm, USNR
Ensign Donald C. Bush, USNR
Ensign John C. Carragher, USNR
Lt. (jg) William D. Cassidy, USNR
Lt. (jg) Guy W. Cheesman, USNR
Ch Bos'n Albert V. Click, USN
Carp. Daniel A. Hanners, USN
Lt. (jg) Ellwood L. Hauser, USNR
Ensign George Hollins, USNR
Lt. (jg) Stuart W. Hyde, USNR
Mach. William B. Johnson, USN
Lt. (jg) William E. Ketch, USNR
Ensign Russell W. Kice, USNR
Lt. (jg) Owen B. Olson, USNR
Ensign William E. Scanlon, USNR
Ensign Ralph R. Scherer, USNR
Ensign Samuel F. Schrader, USNR
Lt. Comdr. Frederic M. Shepardson, USNR
Ensign Carl F. Sielaff, USNR
Elec. Clarence D. Spencer, USN
A.P.C. Einar E. Stevens, USN
Ensign Richard Thompson, USNR
Lt. (jg) Lloyd J. Trembley, USNR
Lt. Comdr. Frederic M. Walp, USNR
A.P.C. Lewis K. Wood, USN
Lieut. Eugene J. Yorkoff, USNR

FIRST DIVISION

Division Officer—Ensign Bush

Clifford C. Burkman, S1c
Ashabel R. Chapin, BM2c
John M. Cofer, CBM
Chester H. Creed, S2c
William R. Culp, S1c
William E. Daubenmire, S1c
William J. Demers, Cox
Peter L. Donatiello, S1c
Rocco Famigliettie, S1c
William F. Fischer, BM1c
James D. Gilbert, Jr., S2c
Henry Groetsch, S2c
Charles Hample, Cox
Hobert Hitchcock, S1c
Marion N. Keeton, S1c
Brice R. Mayo, S2c
Joseph A. Mitchell, Cox
McCamie Q. Parks, S1c
James T. Pelekanos, Cox
Raymond H. Phillips, S1c
Edward F. Reardon, S1c
Lewis E. Root, S1c
Wilbert L. Smith, II, S2c
Robert L. Thompson, S1c
Ernesto Torres, S2c
Arnold E. Town, S2c
Robert E. Watson, S1c
Earl B. White, Cox

SECOND DIVISION

Division Officer—Ensign Beimer

Joseph D. Aikman, S1c
Philip L. Coupland, Cox
Ernest D. Decker, S1c
Guestlle C. Duke, S1c
James A. Fildes, Cox
George H. Horton, S1c
George B. Kennedy, S1c
George W. Kumpf, Jr., Cox
Troy L. Lorman, S2c
Fred M. Mathews, S1c
Lee W. McCorkle, Cox
Clifford S. McDonald, Cox
Gordon L. Morrow, S1c
Edward H. Patenaude, S2c
Theodore Pavent, S1c
Walter J. Pontaski, S2c
Charles Portolano, S2c
James J. Powers, Cox
John E. Rabbitt, S2c
Abraham N. Rivera, S1c
Walter E. Roberts, S2c
Ronald L. Sparks, S1c
Robert R. Stewart, S1c
Samuel V. Stone, Cox
Thomas L. Strickland, S2c
Robert C. Taylor, BM1c
Troy L. Tuck, S1c
John T. Wiles, S2c

THIRD DIVISION

Division Officer—Lt. (jg) Cheesman

Hilliard C. Barnett, S2c
Julius L. Bocock, CBM
Charles A. Carney, S2c
Harry Chapler, S2c
David B. Day, S1c
Francis W. Dayton, S1c
Herman H. Emler, BM2c
James T. Foley, S1c
James M. Halpin, Cox
Frederick A. Hempfling, S1c
Howard J. Hollier, S2c
Alex D. Keresztury, S1c
Floyd E. King, S1c
Gilbert D. Lancaster, S2c
Reuben Lind, BM2c
Charles H. Lipe, Jr.,S2c
Jos. S. Mikolajezyk, S1c
James E. Odom, Cox
Constantine N. Perdikakis, Cox
Gino J. Pesce, S1c
Robert G. Phinney, Cox
James C. Thomas, S2c
Signal Wall, S2c
Ray C. Weir, S1c
Frederick R. Whitten, Cox
William R. Wilding, S1c
Charles D. Williams, S1c
Wilbert T. Wilson, S2c
Leo Windham, S1c

"C" DIVISION

Division Officer—Lt. (jg) Cassidy

Stanley L. Bowers, RM2c
Robert L. Brown, RM3c
Roy E. Caufield, CRM
Michael J. Connolly, Jr., CSM
Joseph E. Creech, S1c(RM)
James W. Dickens, RM2c
Peter J. Elliott, S1c
James C. Faller, S1c
Charles J. Flannagan, Y3c
James M. Ford, RT2c
Francis R. Gagne, RM2c
Arthur W. Hagmann, RT1c
William C. Hart, SM3c
Charles A. Hoehl, SM2c
John P. Kelly, Y3c
William J. Kurtz, S1c
Leland L. Lydick, CY
John T. Lynch, RM3c
Francis T. Marsden, RM3c
John L. McBee, RM3c
James A. McCalip, SM2c
Thomas R. Mucci, RM3c
Edward W. Nensteil, SM3c
Renzo Pedranti, SM3c
Francis J. Piszczatowski, RM3c
William J. Preston, Y3c
John F. Ryan Jr., Y1c
Allen R. Schutt, SM2c
Joe Shipka, RM2c
Lyle H. Spiering, SM2c
Robert V. Treval, SM2c
Joseph L. Weaver, S1c
Ben Weinstein, RM2c
Elliott S. Wolff, S1c

"H" DIVISION

Division Officer—Lieut. Yorkoff

Robert F. Burns, PhM3c
Sterling E. Jackson, PhM2c
Walter E. McDonald, PhM3c
Lawrence S. Mitchell, PhM1c
Wayne R. Saxon, PhM3c
Malcolm L. Schiller, PhM3c
Warren Van Waters, CPhM
Hugh G. West, PhM2c

"N" DIVISION

Division Officer—Ensign Kice

Richard L. Blair, S2c(RdM)
Joseph M. Grossman, RdM2c
William A. Hana, RdM3c
Lester W. Hoelzle, RdM3c
Richard D. James, S2c(RdM)
George F. Kumpel, QM3c
David R. McGinnis, CQM
Norman H. Miller, S1c
William J. Reidy, S1c
Charles E. Shores, QM3c
Frank E. Wiedman, S1c
David H. Wiley, S1c(RdM)

"O" DIVISION

Division Officer—Ensign Carragher

James B. Bias, GM1c
Robert M. Flynn, GM1c
Elliott C. Kolb, GM2c
Clyde W. Kurtz, S1c
Jake Long, Jr., GM3c
Alfred F. McDonald, GM3c
Crestwell B. Morgan, FC3c
Victor A. Oliver, FC2c
Frank R. Steinbuch, FC3c
Richard E. Stettmund, GM2c
Eugene Wayne, GM2c
Richard D. Wollen, GM2c
Francis J. Wood, S1c

"R" DIVISION

Division Officer—Bos'n Click

Ned L. Baltzell, S1c
Wilson M. Bane, CM3c
Kenneth L. Ford, CM3c
Charles M. Jordan, CM2c
Lemuel E. Padgett, SF2c
James E. Patterson, CM1c
Ronald J. Pinsonneault, CM3c
Wayne L. Seaman, CCM
Michael Urban, SF3c

"S" DIVISION

Division Officer—A.P.C. Stevens

Victor Acantilado, CCk
Kirby Alexander, StM2c
Walter B. Brummett, SKD3c
Henry S. Collins, Ck2c
Calvin C. Cox, St3c
Paul C. Daugherty, S1c
Ernest J. Dock, StM2c
John M. Donovan, S1c
Edward W. English, Jr., Ck1c
Harper B. Finch, StM1c
Bennie T. Fordham, SC3c
Charles W. Harris, StM2c
Herman Hightower, St3c
Stephen Hill, StM2c
Ernest C. Holmes, StM2c
Hoy, B. Howton, SC3c
Rasho F. Laughlin, Ck2c
Charles E. Lowe, S1c
Delbert Mahon, SC2c
Joseph McDonald, StM2c
Oscar C. Norris, CSK
William Pappas, S2c
William B. Parlato, SC3c
William Paulo, S2c
Samuel A. Petillo, SSMC3c
Michael Petruski, S1c
John J. Polinsky, SSML2c
A. D. Price, StM1c
John Reed, Jr., St3c
Bernard Richter, SK1c
George N. Robillard, S1c
Joseph S. Romano, S1c
Dominick J. Rotundo, SK3c
James H. Rutland, St1c
Theodore Salladini, SC1c
Joseph S. Simole, Bkr1c
Clyde L. Sink, S1c
Solomon Slutsky, SK1c
L. A. Smithmier, Jr., CCS
Carl E. Stogdill, S1c
Herman Trimmer, Jr., Bkr3c
James H. Townzen, SC3c
Oliver M. Verinsky, S1c
Albert J. Watson, SK3c
Richard H. White, SK3c

ENGINEERING DIVISIONS

"A" DIVISION

Division Officer—Mach. Johnson

C. E. Ackerman, MoMM3c
Elmer F. Anderson, F1c
James W. Ault, MoMM3c
Clarence E. Billquist, MM3c
Harry N. Busick, MM2c
Joe C. Cooper, MM3c
Jack B. Davis, MoMM3c
Robert J. Dyer, F1c
James Foust, MoMM3c
William W. Hiler, CMM
Anton F. Issler, MoMM2c
Clyde F. Krause, F2c
Irving E. Lipp, MoMM2c
David S. Roberts, F1c
Arthur J. Rodammer, MM3c
Arthur L. Stillwell, MoMM1c
George L. Thompson, MoMM3c
Lee H. Tondee, MoMM3c
R. L. Weathersby, MoMM3c
Clarence E. Wharton, CMM
Maurice L. Witsman, MoMM3c

"B" DIVISION

Division Officer—Ensign Scanlon

Albert M. Adams, WT3c
Bernard J. Amirault, WT3c
Hugh W. Barrow, WT2c
Ellison L. Brookhart, WT2c
Creed S. Burt, WT1c
Randall J. Cox, WT3c
Walter Gyba, F1c
Henry B. Livingston, Jr., B1c
Richard W. Ripple, WT3c
Jack Samway, WT3c
John D. Tenney, WT3c
Edward N. Tracy, Jr., MoMM3c

The best "Oil King" in the U.S. Navy. Right
Gus WT Scanlon

"E" DIVISION

Division Officer—Elec. Spencer

Albert A. Baker, EM3c
Leonard H. Brickey, CEM
Clifford J. Carver, EM1c
Harry C. Dodd, EM2c
Chesley M. Erickson, EM3c
John J. Gleason, EM3c
Matthew P. Leicher, EM3c
Joseph T. Schreiber, F1c
Charles K. Wheeler, EM3c
Charles E. Woodbury, F1c

"M" DIVISION

Division Officer—Lt. (jg) Trembley

Earl W. Cole, MM1c
James L. Congdon, F2c
William J. Derry, Jr., MoMM3c
Hulin Q. Evans, CMM
Paul R. Jordan, F1c
Guy P. Marino, F1c
Richard E. McGeeney, F1c
James E. Nonnan, MM3c
George F. Page, MM2c
Morris R. Roberts, MM1c
Thomas Robinson, F2c
John H. Tiderman, F1c
Willie B. Warren, MM3c
Leonard M. Wilkinson, MM3c

Mary Frances Ferguson
Harry H. Busick

Capt. W. K. Ferguson USN

AUTOGRAPHS

Owen Olson

C.C. Wharton C.M.M.

Ay Draft

Lt Comdr. Carl B. Noyes

ENGINE ROOM HAMPTON APA 115
'44
BILL DEERY - LEFT
MOMM 3c
THROTTLEMAN
Morris Robert

Hugh W. Barrow
1511 T...

GOOD FOR ONE
V-5 CADET
Breakfast
50 cents
BILTMORE COFFEE SHOP

Reported to Navy in Atlanta at Biltmore Hotel. Ticket for breakfast. I was too sick to eat. Room 336

"Smithy's Marauders"

Gulf Port, Miss. Engineering School

17. Porter Banner Jr. – Savannah, Ga.
15. Everett H. Leffler "Red"
North Scituate, Rhode Island

2. Berry L. Alvis (TEX) Austin Tex
the "Post man"

8 Myron A. Cupp Fairfax, Va, Boy 4/3
16. Richard J. Frey Nazareth, Penna.
14. John S. Zmijewski Baltimore, Md.
7. M.L. Slaven Atlantic City, N.J.
10 Gene Pugh Balto., Md.
21. Bob Norris North East, Pa.
1. Merrill Upham Melville, N.J.
20. Donald P. Batzinger Walnutport Pa.
5. Jack C. Moorhead – Monaca, Pa
19 D.J. "Nick" Tamassia – Balto. Md.
18. Vernon C. Smith Monessen Penn.
13. Richard (Red) Weidner W. Reading Pa.
11. Roy F. Shomber Baltimore, Md.
4. Chuck Lipe – Pgh., Pa.
3 Bill P. Pirik Perryopolis, Pgh. Pa.
6. Harold W. Flanagan Salisbury, N.C.

GULFPORT MISS. NOV. 1944
SMITTYS MARAUDERS. SEC. F.

EARL E. Newcomb Boatswain Mate 2/c
25 Pine Ave SALVAGE BOAT CREW
Livermore Falls, Me 04254
APA 115 1st. WAVE
U.S.S. Hampton

George Johnson Coxswain
Salvage Boat
137 Holiday Harbor-Marina Vi
Parker, AZ. 85344
APA 115
U.S.S. Hampton

SECRET

AOMORI - OMINATO LANDING

25 September 1945

Hyl W. Barber

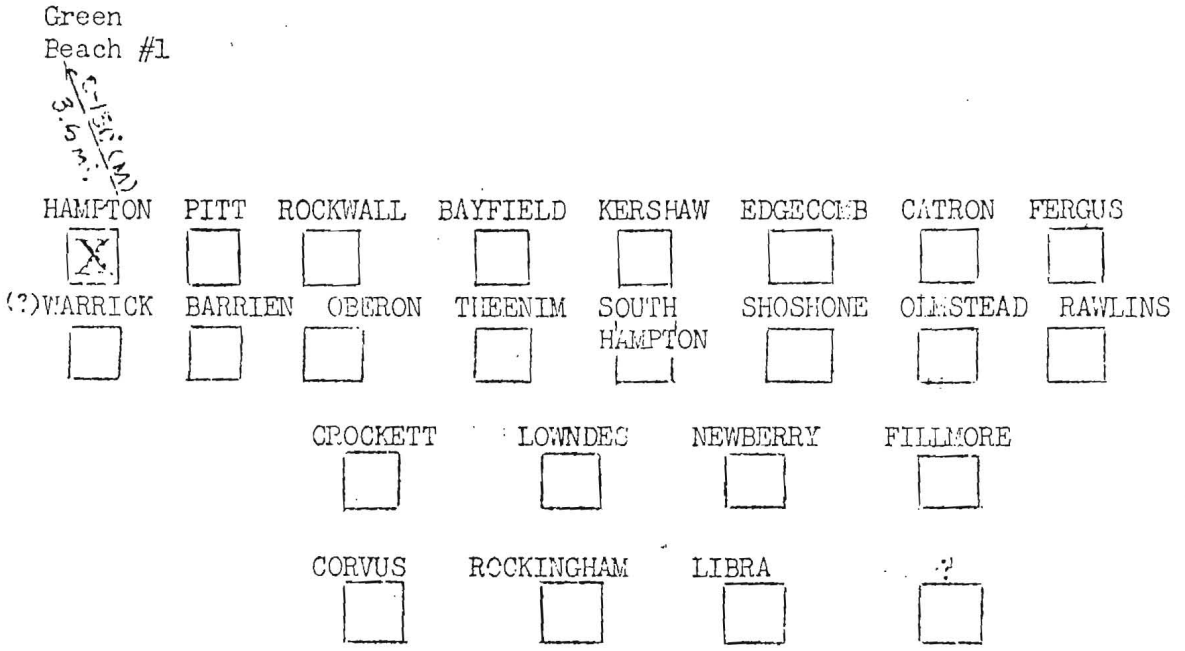
The Hampton Boat Group, with additional boats from other ships will form the first six Assault Waves and land the troops carried by the Hampton on Green Beach One starting at H-hour.

After the Assualt Troops have been landed we will "turn to" on unloading the cargo from the Hampton; the general unloading will be done by individual boats rather than by waves.

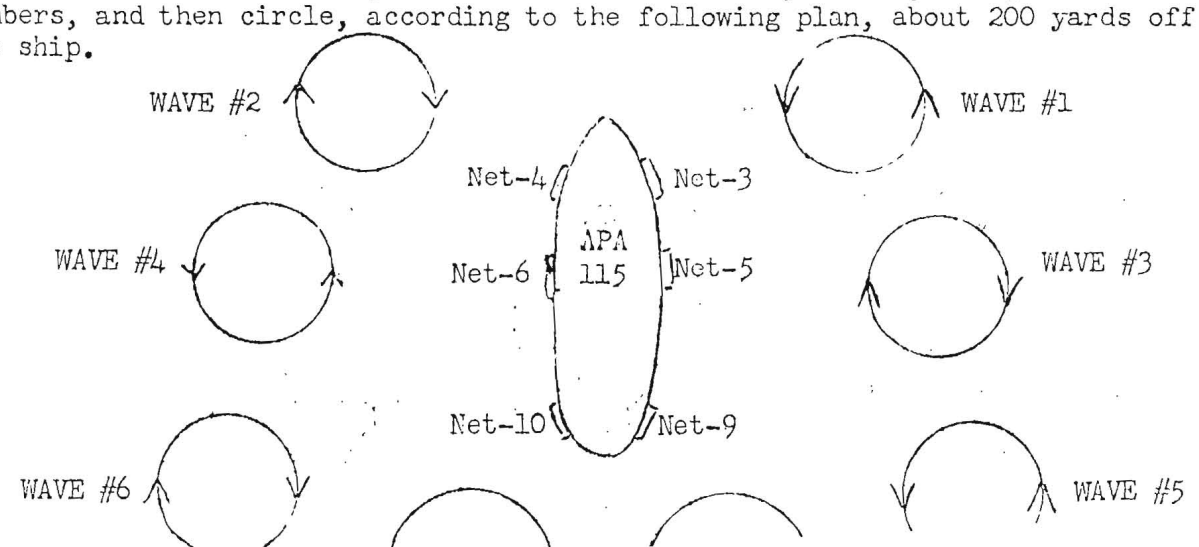
The unloading may continue for 4 or 5 days so, all hands will be prepared to work for solid 24 hour periods with only 8 hours off between periods. All boat crews will be relieved as often as possible, but the job of relieving crews will be handled by an officer on the ship and no crews will take it upon themselves to relieve other crews nor will they leave their boats and come aboard ship without permission from an officer in authority, probably Mr. Cahalan.

It is highly advisable that all time spent aboard ship be spent sleeping as this is going to be a long tough grind with little or no stops for rest.

All boats, Army included, will be lowered immediately upon anchoring in the Transport Area. The Transport Area will be set up as follows:



A new method or plan has been instituted for the positions of the assembly circles and the wave rendezvous circles. All boats will circle off either the Port or Starboard Quarters, be called in to the nets, loaded, assigned boat team numbers, and then circle, according to the following plan, about 200 yards off the ship.



After the waves have been formed and have been circling for awhile they will be dispatched according to the following table by flaghoists on the Hampton.

APPROACH SCHEDULE

30 minute run from Ship to L.O.D.
10 minute run from L.O.D. to Beach.

WAVE	LEAVE SHIP	LEAVE L.O.D.	LAND	BOATS
1	H - 40	H - 10	H - hour	6 VP's
2	H - 37	H - 7	H + 3	6 VP's
3	H - 32	H - 2	H + 8	6 VP's
4	H - 25	H + 5	H + 15	6 VP's
5	H - 16	H + 14	H + 24	5 VP's
6	H - 5	H + 25	H + 35	2 LCM's

The flaghoists for despatching the waves will be as follows: The appropriate numeral flag will be hoisted to the dip five minutes prior to despatch, two-blacked 2 minutes before despatch and hauled down on the exact second the wave is to shove off for the "L.O.D." Boats will be despatched from the L.O.D. in the same manner.

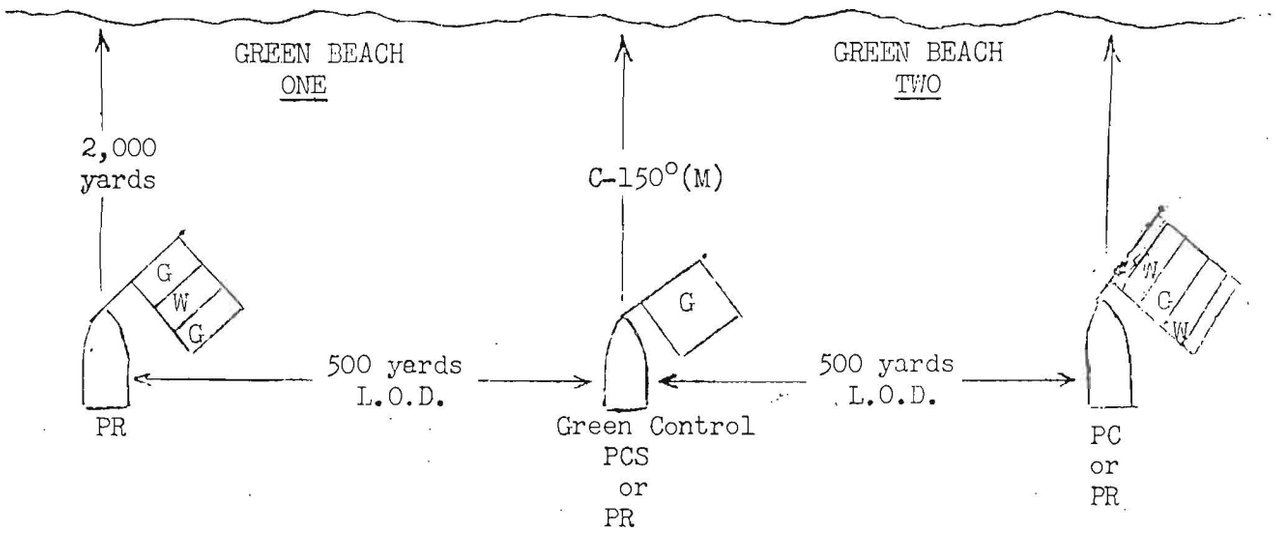
Each wave will proceed in an open "V" to the line of departure and then in to the beach.

The first wave will be led to the beach by the Boat Group Commander flying the Zero flag over a green flag with one white bar in it; the wave will be followed by the Salvage boat flying a Sugar flag.

All waves will be led by the wave commanders flying their respective numeral flags under the green flag with one white bar in it.

The L.O.D. will be marked on the right flank by a boat flying a solid green flag and by a boat flying a green flag with one white bar in it on the left flank. The boat on the right is the primary control vessel and that on the left the secondary control vessel.

The L.O.D. should look like this diagram:



No boat or DUKW is to cross the L.O.D. without permission or signal from the Control Vessel. After the Assault Phase no boats will land without permission from Control Vessel at L.O.D. and them permission from either the Inshore Traffic Control Boat flying the Zero flag or the Beachmaster.

GENERAL NOTES:-

(1) Absolutely no guns will be fired unless either ordered to fire by Commander Task Force #34 or unless directly fired upon by the enemy.

(2) Transports will have bow numbers illuminate after dark.

(3) Boats despatched directly from ship to beach after Assualt Phase will first report to Green Control.

(4) After Assualt Phase all boats will unload cargo on Green Beach One unless otherwise directed.

(5) All boats will fly cargo, special duty, or beach identification flags as directed.

(6) Boats left behind by ships retiring from the Transport Area will report to Senior Ship Present for assignment to remaining ships for duty.

(7) The Beach Party will direct landing and retracting of boats.

(8) All personnel wear helmets and liners; coxswains and officers wear side arms in case of treacherous attacks by isolated groups or individuals.

(9) Water from any source other than Army or Navy sources will not be used for drinking, cooking, bathing, or washing - it contains TYPHUS!

(10) If boats are wrecked, crews will assist Beach Party until ordered back to parent ship on another boat.

(11) Leaving the immediate beach area, fraternizing with the natives, looting or misconduct will not be tolerated; all offenders will be returned to their ship under armed guard and a full report made to the Commanding Officer about the offense.

(12) The first 5 waves will be composed entirely of LCVP's; the 6th wave entirely of LCM's.

(13) LCM's will be called into nets by a red flag and LCVP's will be called with a green flag.

(14) The eight crews without boats will be used as reliefs for the other crews; the reliefs will be handled by Lt(jg) Cahalan.

(15) At night LCM's will be called to the nets by green lights and LCVP's by red lights.

(16) Heavy seaweed can be expected close to shore - so keep a close eye on your sand-traps!

(17) All boats will retract to the left flank of the beach and stay clear of loaded boats while returning to the ship.

(18) Do not run engines over 1,200 RPM's until engine is warm or fresh water temperature is at least 120°F; then don't run engines over 1800 RPM's except when hitting the beach in the Assault Phase.

(19) This is a regular assault landing! When despatched from the L.O.D. make everyone get down below the gunnels of the boat and take down all wave flags and boat team numbers.

(20) LCVP #11 will circle in the port assembly circle and will be called by number to net #4; LCVPs 14 and 15 will circle in the starboard assembly circle and be called to nets #5 and #9. Each of these boats will carry wave commanders.

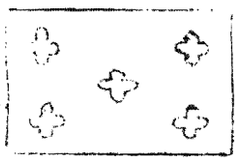
(21) Boat team numbers will be given to all boats when they pick up their troops ; they will be displayed in plain sight above the port bow. Remember, the first numbers of the boat team number is the number of the wave to which you are assigned - the second number is your position within the wave.

(22) All hands will wear life jackets at all times during the complete operations!

(23) Each time a boat picks up a load of cargo at the ship the coxswain may be given a cargo ticket which will tell what he is carrying and how much; this ticket will make reporting to the Control Vessel, the Inshore Control Officer, or the B eachmaster just that much easier for him.

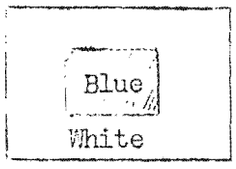
FLAGS AND LIGHTS YOU WILL BE EXPECTED TO KNOW AND USE DURING THE OPERATION:-

Boat Group Comdr.



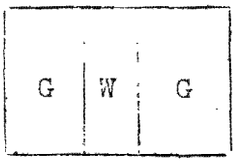
ZERO FLAG: White flag with blue dots.

Salvage



SUGAR FLAG: White flag with blue square.

Beach Identification



Green flag with one vertical white stripe.

FLAGS AND LIGHTS (Continued).

Green Control Vessel	Green	Solid green flag (Daytime) One green light (Night)
First Wave	R Y R	NUMERAL ONE FLAG: Red flag with yellow stripe.
Second Wave	Y R Y	NUMERAL TWO FLAG: Yellow flag with red stripe.
Third Wave	B R B	NUMERAL THREE FLAG: Blue flag with red stripe.
Fourth Wave	Y B	NUMERAL FOUR FLAG: Yellow flag with blue "X"
Fifth Wave	R W	NUMERAL FIVE FLAG: Red flag with white "X"
Sixth Wave	B W	NUMERAL SIX FLAG: Blue and white diagonal strips.
Seventh Wave	R W R	NUMERAL SEVEN FLAG: Red flag with vertical white stripe.
Cargo	Blue	Self propelled vehicles.
Cargo	Red	Cargo needing personnel or crane to unload.

FLAGS & LIGHTS (Continued)

Cargo — Yellow — Cargo needing prime mover to unload.

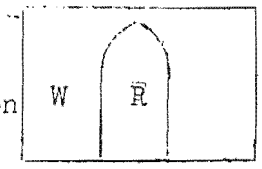
Casualties. — W, R — VICTOR flag: White flag with red "X"

MARKERS YOU CAN EXPECT TO FIND ON OR NEAR THE BEACH:-

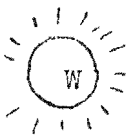
		Day time	Night time
Emergency-	White and Blue Checked		R R R
Obstruction-	Red and Black Strips	R B	R Blue
Casualties or Evacuation Station-		W R	W G
Oil or Gas-		Y Black	W Y
Water-		Black W	W W
Rations-		White Blue	W Blue
Tracked Vehicles-		G White	G Blinking

FLAGS AND LIGHTS (Continued).

Ammunition

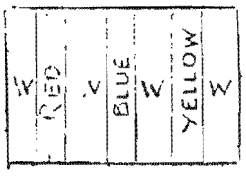


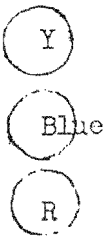
Improved Roads-



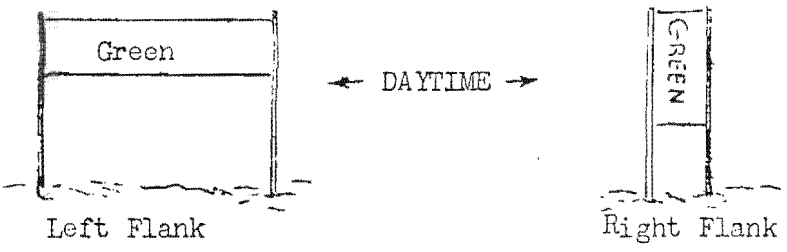
Blinking

Miscellaneous Cargo-





BEACH FLANK MARKERS.:



NIGHT CHALLENGING AND RECOGNITION SIGNALS: EXTREMELY IMPORTANT!!

(1) All boats running at night will be subject to repeated challenges; these challenges must be answered and answered correctly.

(2) There will be several methods of challenging and replying; they are as follows:

(A) With running lights -

Challenge: Lights on two seconds, off five seconds, on two seconds, and off.

Reply: Same as challenge.

(B) For boats with no running lights:

Challenge: May be one of the following:

(1)

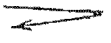
(2)

(3)

Motions with red or white flashlights.

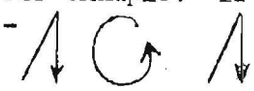
Reply: Must be as follows: Use these motions-

(a)

(b) 

(c)

The reply must first give the sign used in the challange, then a different sign, and last the challenge sign again.

For example: If challenged with this sign - you must answer this way -  or -

DO NOT FORGET THIS!!

You will also be challenged by ships and you must answer correctly or; if you want to come alongside a ship you must challenge the ship.

Radios:

(1) The following boats will carry SCR-610 radios for contact with the ship, salvage boat, inshore control, Boat Group Commander, Beachmaster, etc.:

LCVP #11
LCVP #14
LCVP #15
LCPR #8
LCPL #9

The following calls will be in general use:

(a) Boat Group Commander - "Duke 115".

(b) Inshore Control Officer - "Duke 115".

(c) Salvage - "Gaffer 115".

(d) HAMPTON - "Bobtail".

(e) VP #11 - "Bobtail 11"

(f) VP #14 - "Bobtail 14"

(g) VP #15 - "Bobtail 15"

(h) PR #8 - "Bobtail 8"

(i) PL #9 - "Bobtail 9"

(j) Commander Control Group Afloat - "Sea Scout".

(k) Commander Control Group Ashore - "Boy Scout".

(l) Trans. Div. Boat Flotilla Commander - "Lynx 34".

(m) Wave #1 - "One Green One".

(n) Wave #3 - "Three Green One".

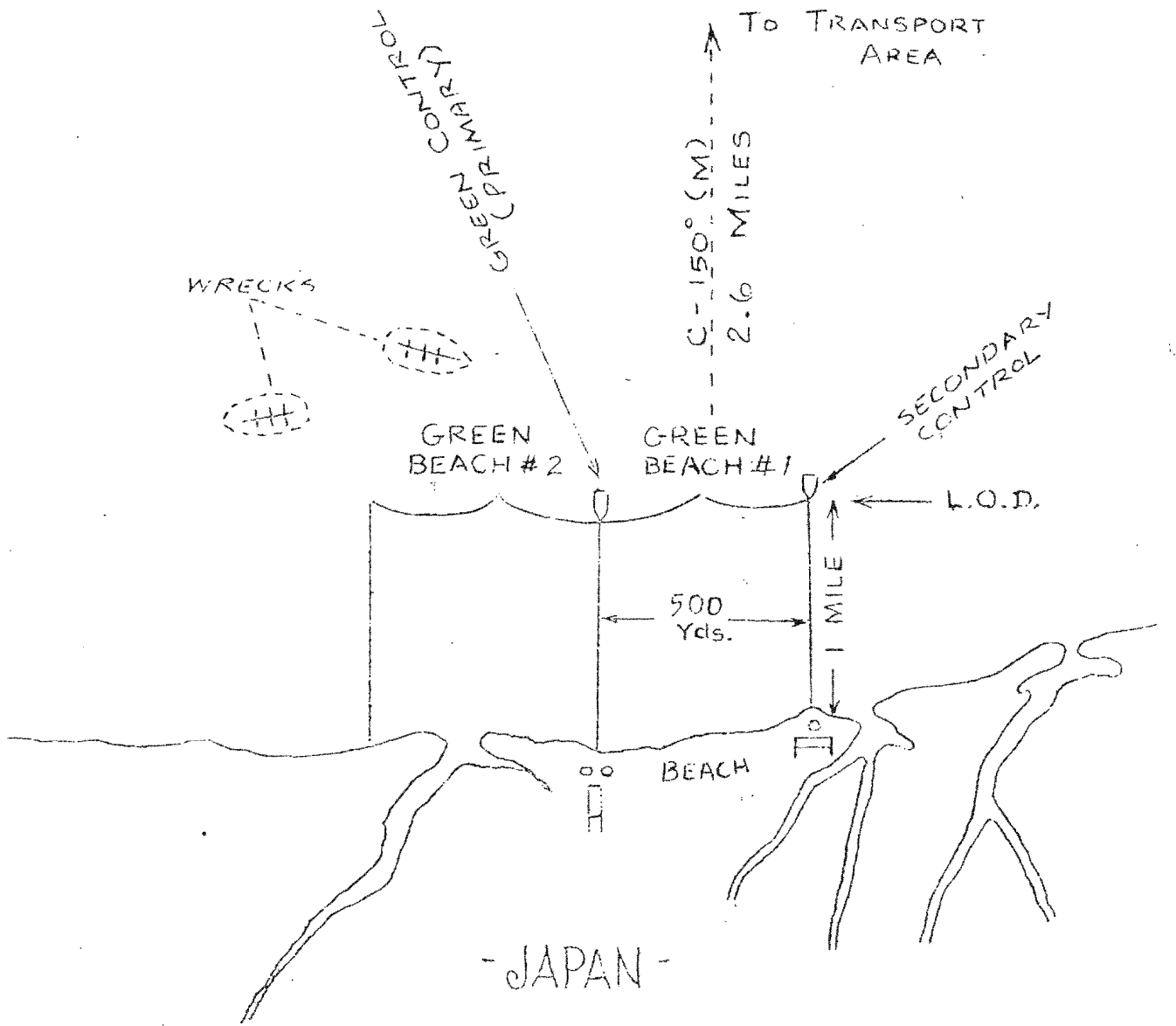
(o) Wave #5 - "Five Green One".

(p) Transport Beachmaster - "Green Stork One".

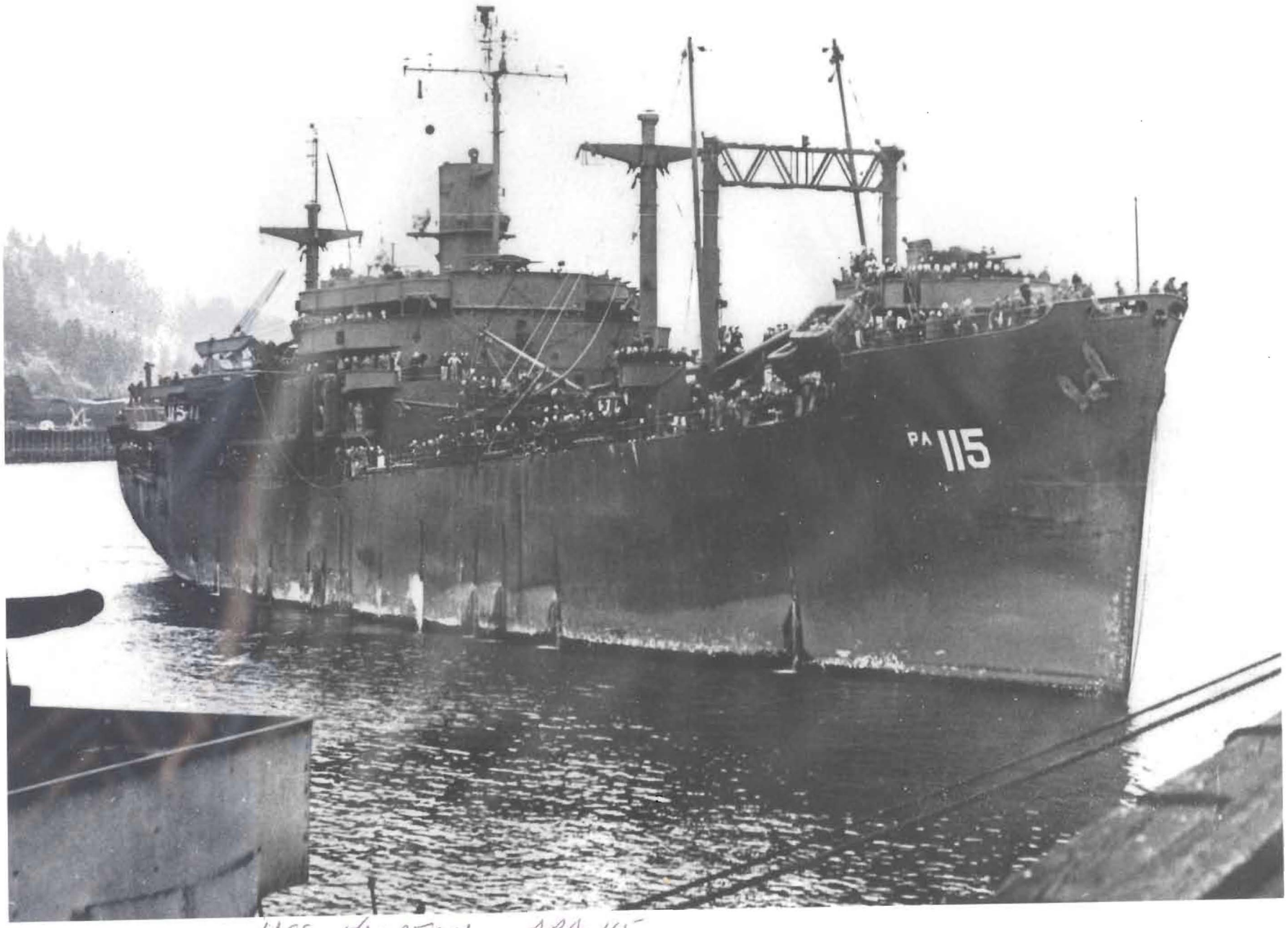
All boat radios will be set on - 34.5 MCS (V) - Channel A
33.2 MCS (V) - Channel B

WAVE COMMANDER LOADING ASSIGNMENTS:

WAVE	OFFICER	LOAD	OFFICER	LOAD
1	BROWN	Net #9		
2	BALKAN	Net #10	BUSH	Net #10
3	NEDLEY	Net #4	BEIMER	Net #6
4	CASSIDY	Net #3		
5	PERKINS	Net #5		
6	BAUMGARDT	Net #5		


TO TRANSPORT AREA
C-150° (M)
2.6 MILES
GREEN (PRIMARY) CONTROL
WRECKS
GREEN BEACH #2
GREEN BEACH #1
SECONDARY CONTROL
L.O.D.
500 Yds.
1 MILE
BEACH
JAPAN

PA 115
115



USS HAMPTON APA 115

H.W. Barrow 1st Lt
U.S.S. Hampton APA-115
Div B - c/o F.P.O.
New York - N.Y.

U.S.S. HAMPTON (APA 115) MAR 31 1946

Free

Miss Bonnie Jeanne Spruill
Harris Hall
Emory University,
Georgia

U. S. S. HAMPTON (APA-115)
c/o Fleet Post Office
New York, N.Y.

March 31, 1946
Sunday morning

Dear Bonnie Jean,

This is another lonely Sunday for me. I have the duty this week-end, so must stay aboard ship. It is quite rough outside today. In fact we aren't able to run any boats at all. Last week we had four days of rough weather. No mail, no nothing.

Whopee!! Two more months and I will be a civilian. Wonder if I can take it?

That swaping back & forth trick is a bad habit. You are getting to be as bad as I am. Yes, I'm sure your roommate is pretty. That is if she looks like you.

I imagine the campus is beautiful now or will be in a few days. I went ashore Friday night and noticed lots of the trees in bloom. I was there

U. S. S. HAMPTON (APA-115)
c/o Fleet Post Office

two years ago this time. It seems as if it were only yesterday.

I believe I will be getting a leave pretty soon now. Don't know what I will do at home. Don't believe there are any girls that I know there. Tubby, Pete, and Tim Tom are all at home now though. I'll be satisfied just to stay around home though.

Think I will be a good sailor and go to church this morning.

We really had one hell of a ships party the other night. We spent $1,500 or it so it should have been good. It was the last time the crew will be out together and we really drank to all of our good times together. Had a good orchestra and

floor show and plenty of Wawe. We all
fat tore down the hotel.

Well Sweet Pea, I must sign off for now.

Love and Kisses,

Bill

P.S.

What the devile the matter with the
name Bonnie Jeanne? Sounds good to me.
I like Bill too!!

Bonnie + Polly (Bonnie's sister)

STAPLES

Bill,

Recently, I was at an "Integrity Marketing" seminar. One of our exercises was to write down qualities that we most admired in people, then to list those people. When I completed the list, the qualities that had your name behind them were:

1. Integrity
2. Honor
3. Compassion
4. Sense of Charity
5. Role Model
6. Responsibility

you are the best!

I love you tons!

Thanks for always pointing me in the right direction.

Happy Father's Day

Bill

Salem Church Road Baptist Church.
New Carrollton, Ga.

'48

Bonnie + Polly (Bonnie's Sister)

BARROW HARDWARE STORE
Bowdon -

The 2 story (3 with the basement) and the 2 stores to left were BARROW HARDWARE. The 3 story building had A Rope pull elevator - Only one in Bowdon.

#8

These two men and their staffs can tell you anything you need to know about Du Pont.

And that's just about all you need to know about carpet fibers and colors.

Hugh Barrow

Dick Rucker

Meet Dick Rucker and Hugh Barrow.

There's an expert in Dick's or Hugh's group ready to respond to any carpet question you may have.

Fibers

When you have a question about fiber or backing, Dick's team of experts at Du Pont's Textile Fiber marketing office in Chattanooga will be glad to help. Whether you need product, in-plant assistance, or plain good advice.

Dyes

And if color is your concern, turn to Hugh's team of experts at the Carpet Technical Center on Holiday Avenue in Dalton.

You'll find a staff of seasoned professionals armed with the finest equipment...TAK ranges for drop dyeing, Küsters for continuous work, beck and paddle for batch work... along with the latest wrinkles in screen printing, random dyeing of yarn, shade-matching, or testing.

Call them on the carpet anytime.

You'll find your fiber answers by calling 615/875-7468—Du Pont Carpet Marketing.

For color, dial the Dalton Carpet Technical Center—404/278-0443.

DU PONT

REG. U.S. PAT. & TM. OFF.

Fibers and Dyes for Carpeting