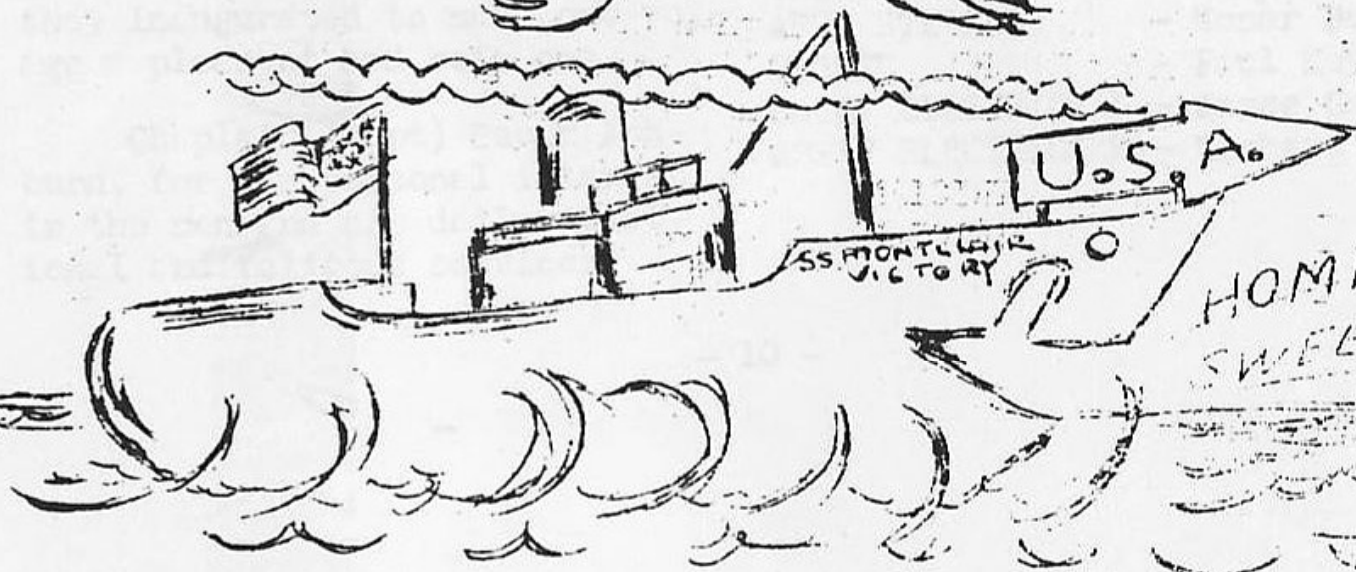


FAREWELL MADEMOISELLE

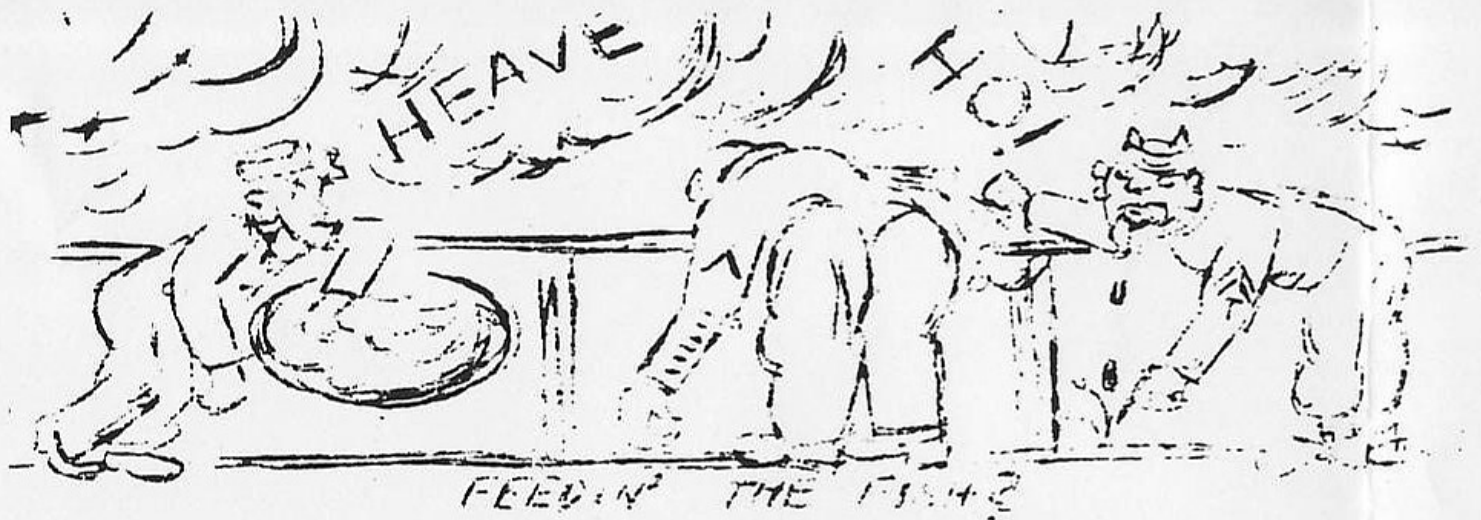


SS. MONTCLAIR  
VICTORY  
8 AUG. 1945

SOUVENIR  
ISSUE



HOME  
SWEET HOME



EDITORIAL STAFF

EDITORS

Major Raymond D. Dopp  
Captain Van Benschoten

Reportorial Staff:--- Cpl. Cessna Smith -- Pvt. John Parkin -- Sgt. J. J. Balch -- Pfc. Donald Southworth -- T/4 Thomas Kelly -- T/4 Donald Derr -- Lt. Warren -- Captain Sprague -- Captain Rollman.

On behalf of the Transport Commander, the staff wishes to take this opportunity to thank the transient officer and enlisted personnel who gave so freely of their time and efforts to help promote more efficient and successful operation of all the transport duties aboard ship.

S.S. MONTCLAIR VICTORY

At Sea

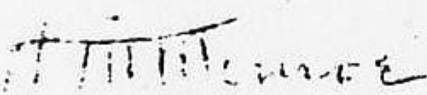
8 August 1945

TO THE MEN ABOARD:

We are fortunate to have had such a speedy, smooth and interesting voyage. The Master and crew of the Montclair Victory have gone out of their way to make our journey as pleasant as possible.

While overcrowding has meant discomfort it has meant also that more men are now back across the Atlantic and fewer men await transportation in Europe.

Let us enjoy our visits at home and then return to our stations ready to complete the job. When that is done, may we be so fortunate as to find Captain Brack and his crew with the Montclair Victory awaiting to again return us to the U.S.A.

  
H. M. MONROE  
Brig. Gen. USA



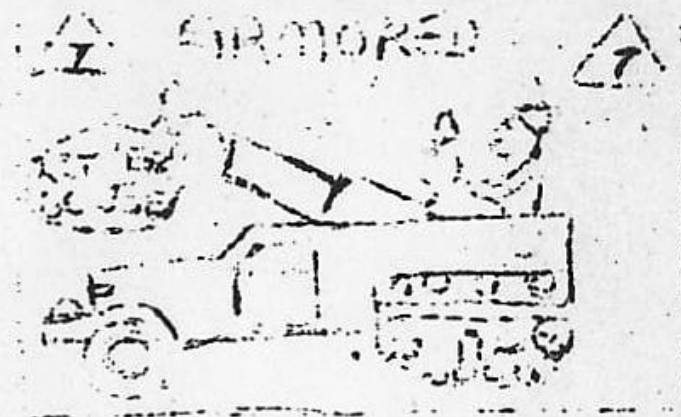
The 13th Airborne Division was activated on 13 August 1943 at Fort Bragg, North Carolina. First Commanding General was Brigadier General George W. Griner, Jr. On 16 November 1943, Major General E. G. Chapman assumed command.

On 15 January 1944 the Division moved from Fort Bragg to Camp Mackall, North Carolina. Here it received almost all its training, including a one week airborne maneuver in September 1944 followed by ground maneuvers.

The Division remained at Camp Mackall until its departure for the Port of Embarkation in January 1945. It sailed in convoy from New York City on 26 January 1945, and arrived at Le Havre France on 6 February 1945.

Upon its arrival overseas, the division was assigned to XVIII Corps (Airborne), a component of the First Allied Airborne Army. On 1 March 1945, a consolidation of the 36th and 88th Glider Infantry Regiments took place and the battle-trained 517th Parachute Infantry, 460th Parachute Field Artillery Battalion and the 596th Airborne Engineer Company, joined the Division.

The patch of the 13th Airborne Division pictures a golden winged unicorn on a royal blue shield, topped by the caption "Airborne".



The 7th Armored was activated 1 March 1942 at Camp Polk, Louisiana. Its training and maneuvers carried the Lucky 7th from Polk to California to Fort Benning and then to prepare for overseas at Camp Miles Standish, Mass. From Massachusetts, the Division moved to Camp Shanks, N. Y., and stayed until 6 June - D-Day.

France first saw the 7th on 10 August when its troops disembarked on both Omaha and Utah beaches from England and assembled near Le Hays du Puits. The unit spearheaded XX Corps, General Patton's 3d Army from the costly beachhead to Metz.

The Fighting 7th is officially credited with saving the entire British 2nd Army from possible disaster in Sept-October.

16 December, the Division got movement orders and it was on this move that an epic stand in American military history was in the making - St. Vith, in the face of Von Rundstedt's winter offensive.

Later, from St. Vith, it proceeded to cross the Rhine at Remagen. Under the 1st Army, the 7th drove to the outskirts of Limburg and then turned east to capture the Great Eder See Dam.

From the Ruhr pocket, the 7th joined the XVIII Corps (Airborne) and crossed the Elbe River, then on a mad dash reached the Baltic Sea where elements of the Division made contact with the Russians. The war ended here after a glorious record that stretched 2260 miles a trail that led from the beaches of Normandy to the shores of the Baltic Sea.



### 119TH EVACUATION HOSPITAL (Semi-Mobile)

The 119th Evacuation Hospital (Semi-Mobile) is a 400 bed hospital. It was activated on 21 March 1944 at Camp Polk, Louisiana. I left Camp Polk on November 15 for Camp Miles Standish.

On December 2, 1944, the unit sailed from Boston on the Grace Line Steamer, Santa Paula, with a moderate sized convoy. After 48 hours at sea, a severe storm was encountered, crippling the engines and leaving our ship floating helplessly by itself with only a small cruiser escort to protect it. After 18 hours of constant apprehension, the situation was remedied, the Santa Paula caught up with the convoy, and the remainder of the trip was uneventful.

Soon after came our first assignment. We went to Suchteln, Germany. After a rough initiation at our first site, we rapidly moved with the troops to the Rhine in preparation for the big crossing. Our hospital was set up in tents and many were damaged by flak just before the Rhine crossing. Immediately following the crossing, our movements became exactly like that of the entire army -- continual rapid movement.



The "69th" Division is not to be confused with the equally famous "Fighting 69th Regiment" of the First World War.

Although plans were formulated for the 69th Division during the First World War, it was not activated until May 15, 1943 at Camp Shelby, Mississippi, where the original unit underwent eighteen months of training beneath the hot Mississippi sun.

The 69th sailed from New York in November 1944, arriving in England on December 1st. There, while the "Battle of the Bulge" was being waged on the Continent, the Division lost approximately 2300 men who were taken as reinforcements for other units already at the front.

On 1 February 1945 the 69th moved to the Eifel Forest Area in France. After helping to crash the vaunted Siegfried Line, the 69th now a battle-wise outfit, joined the race across Germany to Kassel. From Kassel the doughboys, riding tanks of the 9th Arm, began spearheading the First Army's "Blitzkrieg" drive into Leipzig.

Maneuvering into position the 69th attacked Leipzig on April 18th and in spite of stubborn resistance won complete surrender of that city in the record time of two days. At Torgau, on April 16th, the history of the 69th was again high-lighted when the Division met the Russian Ukrainian Army. Accounts of this unprecedented junction were given throughout the world.

Its ETC military mission accomplished the 69th is now being inactivated. Some members are joining the Occupational Forces, while others are being redeployed to the Pacific areas.

## THE "MONTCLAIR VICTORY"

The "Montclair" Victory was built through the efforts of the citizens of Montclair, New Jersey, who subscribed over two million dollars in War Bonds for the construction of a ship. She was christened in November 1944 and sailed from Philadelphia laden with ammo on the 16th on her maiden voyage.

On this 57 day trip she encountered rough weather and the results were nearly disastrous, according to 2nd Officer Flynt, who is one of six persons aboard who has been with her on every sailing. Gear went adrift causing damage and injury as waves broke over the boat deck. She made history as the first Victory to enter the Cherbourg Harbor. After a second voyage, she was ordered to the Shipyards in Baltimore to be converted into a troop carrier.

The present voyage, which promises to be a most eventful one, began in Philadelphia on July 5. The original destination was Antwerp but orders soon changed it to Bremerhaven, Germany. To get there it was necessary to travel in convoys thru dangerous mine fields.

After discharging cargo in Bremerhaven the "Montclair" proceeded to Le Harve where she was immediately boarded by 1900 odd ETO Vets Stateside bound for redeployment and reassignment. Leaving Le Harve Harbor, two mines were sighted but the ever-alert Captain and his crew avoided disaster. On August 2 at about 2100 we were thrilled by sight of the sleek cruisers Philadelphia and Augusta bearing President Truman back to the USA after conferences in Berlin and England. We even experienced the once-in-a-lifetime thrill of speeding to the urgent "SOS" of a burning freighter and picking up survivors.

Pertinent facts about the "MONTCLAIR" are:

ENGINE: 6000 HP steam turbine with reduction gear. Single screw. Cruises at 16.5 knots or 96 RPM's with top speed of	18.8 knots (with current) or 103 RPM's.	
	LENGTH	455.3 feet
	BREADTH	62.15 feet



## HISTORY OF DETACHMENT "K"

During the month of June, ten detachments totaling approximately twenty thousand officers and men were organized under War Department Order. These detachments were to be redeployed to the South Pacific by way of the United States and would join its division there after a thirty day furlough.

As one of these detachments, Infantry Reorganization Detachment "K", came into existence in the early part of July, when it was assembled at Camp 85 Points on the outskirts of Buchen, Germany. Many units of the Third and Seventh Armies were represented, among which were troops of the 7th Armored, 69th, 36th and 83d Infantry Divisions, as well as troops of several Anti-Aircraft Battalions.

On the morning of 12 July 1945 all of these troops were assembled and after four days of grueling travel, both contingents arrived at Camp Lucky Strike.

Due to the lack of equipment and organization, many difficulties had to be overcome, but after approximately a week of hard work the necessary processing was completed.



THE ROVING REPORTER

By

Cpl. Cessna Smith

Q. What do you want to do most on your furlough?

Pfc. DANNY LEVA, native of HOUSTON, TEXAS, with seven months overseas, is going to divide his time between Galveston & Houston. Desires to do deep sea fishing & surf bathing. Owns 20 ft launch.

S/Sgt LEONARD SUTTON of DETROIT, MICHIGAN, will just "stay at home with his wife and 9 year old son." SUTTON celebrated 18 months overseas the day he boarded the "MONTCLAIR" for home.

After marriage to his fiancée from CHECOTAH, OKLA., T/5 GLEN THORNHILL, GILROY, CALIF., wants 30 days of steaks and "good whiskey".

Pfc LEONARD VENABLE, FORT WORTH, TEXAS, wants to soak up some good old home comfort after 8 months overseas. May even get married.

Pfc BOB FLEMING, PITTSBURG, PENNA., is going to treat himself to "BEAU COUP" ice cream in the Alleghenias.

Sgt WINSTON R BURNHAM of LOS ANGELES, CALIF., when asked what he desired most just answered that "Raleigh and Dot are the objects of my undivided attention for 30 days."

After 14 months in ETC, Pfc SCHWARZEL, GREENWOOD, WISCONSIN, is going to do "all the things I haven't been able to do on the Continent."



"He asked me what I had that his wife didn't—So I showed him!"



*Orchids*  
*To*

The transport Commander, Capt. Frank J. Maxwell, his assistants T/Sgt. John A. Crum, Pfc Robert Collier and Pfc George Cannon for their most capable administration of troop affairs despite heavy handicaps imposed thru ~~thru~~ 50% overload of personnel.

Lt. Bernie J. Bjerk, Commissary Officer, and his assistant, Sgt. Arthur Treco for the rapid and efficient distribution of PX items to the 1900 odd troops who were packed aboard.

Lt. Wm. J. Claussen, S/Sgt. Richard Bartalae and T/4 John Terpak of the Medical Staff for the excellent health measures they inaugurated to make our voyage a pleasant and safe one.

Chaplain (Capt) Oscar Ashburn, for his personal interest in the men and his daily devotional and religious services.

Capt. Van Benschoten and his ever popular assistant, Sgt. John J. Balch, for a well-planned, enjoyable program of Movies, recordings, quiz shows, jam sessions, I & E and personal Affairs programs.

Sgt. Lewis Martin who so successfully operated the Troop Mess and maintained efficient meal hours for the troops.

Capt. and Master of the Ship, Charles Bruce, for our rapid and safe return across the Atlantic.

The following names officers and their crews:

CHIEF ENGINEER	- Harry Goodsell
FIRST ENGINEER	- Elmo Harrison
CHIEF OFFICER	- Lowman Guder
CHIEF STEWARD	- Allan Steinberg
ARMY STEWARD	- Homer Bartlett
PURSER	- Paul Meyer
CHIEF ELECTRICIAN	- James Callow
ASS'T ELECTRICIAN	- Richard Dillman

BON VOYAGE,  
MR. PRESIDENT

“AND WE RECIPROCATE”  
Mr. Truman

