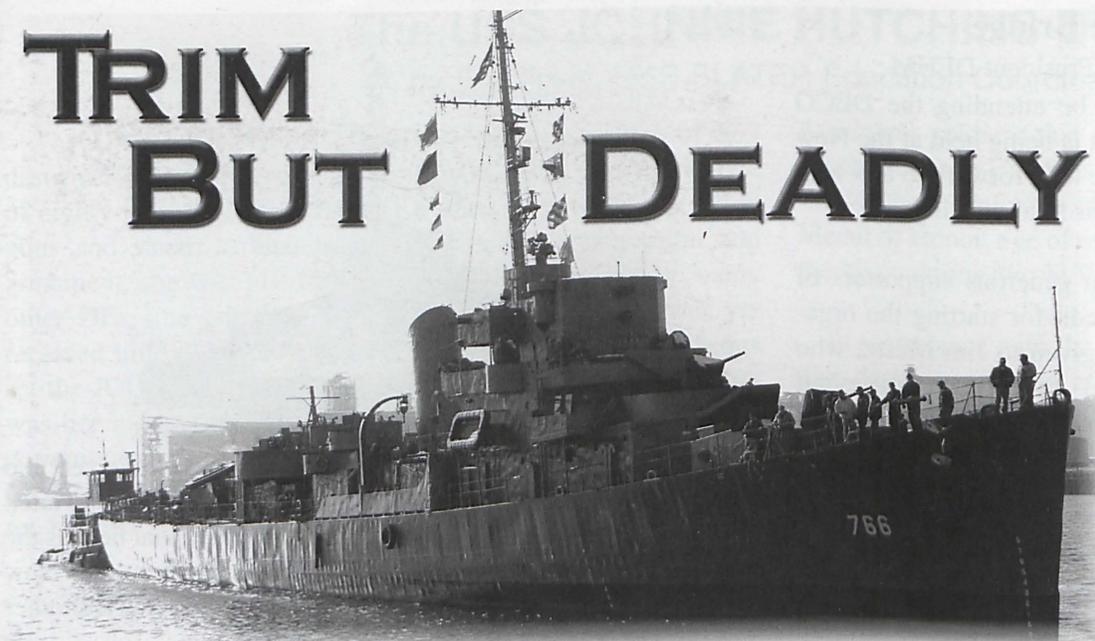


TRIM BUT DEADLY



The Quarterly
Newsletter of

The Destroyer Escort Historical Museum

Volume 12 Number 1

First Quarter 2006

CHAIRMAN'S REPORT

By Sam Saylor

WELL DONE SLATER CREW

If I had a big Navy "E" flag, I would present it to Ship Superintendent Tim Rizzuto and his crew of volunteers for the outstanding job they have done in getting our Destroyer Escort up to speed.



The January 4th fire was, at first, thought to be more serious than it turned out to be. This is not to say the fire was minor. It was not. The clean-up was a large and difficult undertaking. Perhaps the most serious damage was to the ship's electrical system. The fire was centered in a small 10x10 compartment next to the passageway outside of the Chief's Quarters. As luck would have it, the fire was under a main cable way and it destroyed many of the cables running through it. Under the able leadership of Barry Witte, work was started and by working long hours about 1,000 feet of cable was

replaced. Our DE has been moved back to the Albany side of the Hudson River and is now open for visitation. I offer my personal thanks to the volunteers who made this all possible. Quoting Winston Churchill, "Never have so few done so much to help so many." I think it went something like that.

Awhile back, I wrote of the outstanding job done in receiving, recording and exhibiting artifacts. With so many coming to us, it is understandable if we miss reporting an item. In addition to uniform articles sent to us by shipmate Louis H. Nolan, MoMM3/c, we missed reporting that he also sent us his peacoat. Louie served with pride aboard USS REYNOLDS, DE 42. Thanks Louie.

I want to take part of my column to tell you about The Destroyer Escort Sailors Association (DESA) and their September National Convention. As most of us know, DESA is

continued on page 14



Port Albany Ventures again donated their tugs to move the Slater back to Albany. Photo by Richard Andrian

A View From the Bridge

By Frank J. Lasch, DDE847, President DEHM

Later this month, Tim and I will be attending the DECO Skippers 2006 Reunion Dinner, which is being held at the New York Yacht Club in New York City. We look forward to this with mixed emotions, since this will be their final meeting.

The members of DECO have been generous supporters of



DEHM. Credit for starting the organization is given to Jim Mertz, who commanded the USS Sturtevant DE239 during World War II. Jim was a lifelong sailor known as the Ironman of the Newport/Bermuda races. He set the record for participation in the Newport-Bermuda Races, thirty in all, and completed seven Marion-Bermuda races. Jim died in January at the age of 94. The remain-

ing DECO members have agreed to contribute funds to benefit the Slater in Jim's honor.

Jim lived in Rye, New York, and was the Secretary of DECO. My wife and I first attended a DECO meeting in San Diego. The



slide presentation prepared for me was very well received and led to a visit to the ship by the DECO members a few years later. Jim and I spent some time together, and I learned that he was the owner/operator of a slate business located in Granville, New York. My mother was born in Granville, and my grandfather worked in the slate mines. Jim and I spent quite a bit of time reminiscing about slate and sailing.

An appropriate memorial will be placed in the Slater's on board display area or shore side. Once again we thank the members of the Destroyer Escort Commanding Officers Association for their generosity.



Jim Mertz's ship, the USS STURTEVANT DE239, shown in her peace time rig.

Endowment Campaign Report

As of 4/15/06

Endowment Fund Goal - \$1,600,000

Monies Received - \$617,157.00

Percentage of Goal - 38.57%

The Destroyer Escort Historical Museum, Inc., is an educational and charitable foundation, organized under the laws of the State of New York, to increase the knowledge of the general public about our naval history and heritage focusing upon the specially designed Destroyer Escorts and the men who sailed them through World War II, Korea, Vietnam, and the Cold War. The Museum proposes to do this by the dissemination of educational materials on historic sites, on city, state and/or Federal government facilities. Its programs are non-political and non-partisan. The Museum is a non-profit 501(c)(3) charitable organization funded entirely by contributions from members, corporations, and private foundations. All contributions are tax deductible.

The USS JOHNNIE HUTCHINS DE360

by Eric Rivet, USS SLATER Education Coordinator

The USS JOHNNIE HUTCHINS DE360 was one of 563 destroyer escorts that served during World War II. She was one of eighty-three JOHN C. BUTLER class DEs, with two 5"/38 guns and steam turbine propulsion. In her construction and armament, she was just like the other DEs. And, like so many other DEs, she performed admirably throughout the war yet received little to no recognition for her service. But two things set the JOHNNIE HUTCHINS apart from other DEs. The first was her namesake. The HUTCHINS was one of only twenty commissioned DEs named for a recipient of the Congressional Medal of Honor. The second was her actions on a single day at the tail end of the war.

Like her namesake, the HUTCHINS earned her fame in the Pacific. Johnnie David Hutchins was born in Weimer, Texas, on 4 August 1922. He enlisted in the Naval Reserve in November 1942 and, after completing amphibious training, was assigned to the USS LST473 in April 1943. His ship participated in the assault on Lae, New Guinea, on 4 September 1943. While en route to the beach, LST473 came under attack by several Japanese planes, one of which launched a torpedo at the ship. The helmsman saw the torpedo headed for the ship, but before he could begin a turn to avoid it, another Japanese plane dropped a bomb that detonated in the pilothouse. The helmsman was blown from the wheel, leaving LST473 helpless in the face of the incoming torpedo. But Seaman 1/c Hutchins, despite being mortally wounded by the bomb blast, took the helm and turned LST473 out of the path of the torpedo. By doing so, he saved not only his shipmates, but also a large number of

Australian soldiers that the LST473 was transporting to the beach. Johnnie Hutchins's body was found still grasping the ship's wheel. Hutchins's family accepted Johnnie's posthumous Medal of Honor, one of only fifty-seven awarded to members of the Navy during World War II, on 21 September 1944.

In accordance with the Navy's tradition of naming destroyers and destroyer escorts after naval heroes, Consolidated Steel Corporation in Orange, Texas, laid down the keel of the USS JOHNNIE HUTCHINS DE360 on 6 March 1944. Launched two months later, the ship was commissioned on 28 August 1944 with Commander H. M. Godsey in command. Dispatched for her shakedown cruise to Bermuda in September, the HUTCHINS was soon dispatched to assist in searching for survivors from the USS WARRINGTON DD383, which had gone down in a hurricane off the Bahamas. The HUTCHINS received thirty-four survivors from the USS HUSE DE145 and the USS CROATAN CVE25 and carried them to Norfolk before sailing to Bermuda for her shakedown.

After completing her shakedown exercises, the HUTCHINS sailed for Boston, arriving in early October 1944. Her crew spent the next month honing their skills as convoy escorts between Boston and Norfolk before being ordered to the Pacific war zone. HUTCHINS departed Boston on 30 November and arrived at Hollandia, New Guinea, on 21 January 1945. She went to work immediately, serving as an escort for a Leyte-bound convoy on 26 January, which the HUTCHINS delivered intact to the Philippines five days later.



USS JOHNNIE HUTCHINS at Pearl Harbor in December of 1945

The next three months saw the HUTCHINS in almost constant escort duty. She made two round trips between Hollandia and Leyte, two between Leyte and Lingayen Gulf, one from Leyte to the Palau Islands, and one trip between Leyte and Manila. The monotony of escort duties was briefly interrupted when, on the night of 27 February 1945, the HUTCHINS picked up an underwater contact. The ship moved in quickly and dropped patterns of depth charges. Several large underwater explosions were heard, but no evidence of a destroyed sub surfaced. It was, however, good practice for a future engagement.

The HUTCHINS was next assigned to Task Group 75.19, a hunter-killer group based in Subic Bay, Philippine Islands. Between May and July 1945, the ship trained with British and American submarines and helped sweep shipping lanes of Japanese subs. Although the war was winding down, Japanese subs were still proving to be a deadly threat. The area patrolled by TG 75.19 was the same in which USS UNDERHILL DE682 and USS INDIANAPOLIS CA35 were sunk by enemy subs.

9 August 1945 found the ships of TG 75.19 patrolling the same familiar waters between Okinawa and Luzon. But this day was to be far from ordinary. Earlier that day, Japanese submarine I366, commanded by Lt. Takami Tokioka, launched three midget submarines into the path of TG 75.19. First contact was made by the HUTCHINS, which was out on picket duty twelve miles ahead of the formation with the ROLF DE362 and DOUGLAS A. MUNRO DE422. Lookouts first spotted an enemy airplane, which soon flew away. They then spotted what at first appeared to be a surfacing whale 2,000 yards ahead of the ship. The lookouts immediately determined that the whale was in fact a midget sub, and the crew went to battle stations at 1143.

Cmdr. Godsey headed towards the sub but, aware of what had happened to the UNDERHILL, chose not to ram the sub, instead passing alongside the sub. All the while, HUTCHINS fired on the sub with her 5", 40mm and 20mm guns. While passing the first sub, a sound contact was made on a second sub only 700 yards away. While still firing at the first sub, Godsey headed the HUTCHINS toward the second contact. When the first sub was only 100 yards away from HUTCHINS, her Mount 52 scored a direct hit on its conning tower, causing it to sink immediately.

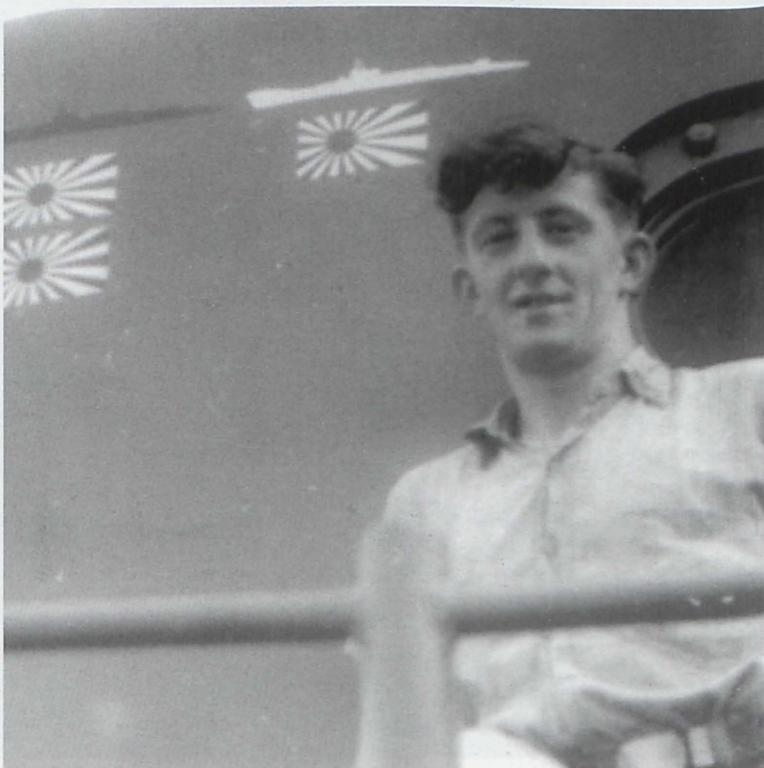
As the HUTCHINS closed on the second contact, a torpedo wake was seen passing along the ship's starboard side. Godsey ordered a depth charge pattern dropped on the sub's position, and three large explosions were soon heard. HUTCHINS then came about and dropped a second pattern on the same location. HUTCHINS, along with the ROLF, MUNRO, and USS KENDALL C. CAMPBELL DE443, then formed a scouting line to hunt for more submarines in the area. After steaming only a few miles from the location of the first two subs, lookouts on the HUTCHINS spotted yet another periscope. The ship moved in and dropped depth charges, which resulted in a tremendous underwater explosion. The division flagship, USS WILLIAM SEIVERLING DE441, reported being violently

shaken by the blast despite being more than a mile away.

The ships of TG 75.19 continued the hunt for several more hours, but there were no more subs in the area. The HUTCHINS had completely destroyed the Japanese force in only about two hours. Later investigations credited the HUTCHINS with two submarines probably destroyed and one sub possibly destroyed. The crew of the HUTCHINS earned the Navy Unit Commendation for their spectacular performance. They also wrote a page of history that day. The surface action involving the HUTCHINS on 9 August 1945 was probably the last naval engagement of World War II. The war ended only five days later.

The HUTCHINS remained in the Pacific for the rest of 1945. She rode out the infamous Okinawa typhoon in September and then served as an escort for American forces serving in Shanghai and Tsingtao. Finally, after nearly a year in the Pacific theater, the HUTCHINS received orders sending her home. She departed the Yangtze River on 22 November and arrived in San Pedro, California on 15 December. She was decommissioned at San Diego on 14 May 1946.

Called back into service in 1950, the JOHNNIE HUTCHINS was recommissioned as a naval reserve training ship on 22 November with Lt. Cmdr. B. H. Patek in command. The ship made regular training cruises for the next several years, visiting many eastern ports including Montreal, Quebec, and several ports in the Caribbean. HUTCHINS also participated in a training cruise to Europe in June 1955. Then, on 25 February 1958, USS JOHNNIE HUTCHINS was decommissioned for the last time at Bayonne, New Jersey. Like so many other destroyer escorts, she was placed in a fleet reserve base for several years until, on 5 February 1974, the HUTCHINS was sold for scrap.



The HUTCHINS scoreboard

SLATER SIGNALS

There's something special about the smell of a warship, a unique mix of burned metal, paint, fuel oil, hot machinery, electronics, baked bread and hot coffee that you don't find anywhere else. For years, veteran sailors have commented on how that special smell, that tang in the air, took them right back to their Navy days as soon as they stepped aboard. I've even noticed in my years of visiting and stripping ships, that you can kind of date a ship by the smell. The WWII-era ships that saw no post-war service have a slightly different smell from the postwar ships, probably thanks to the liberal use of Cosmoline during the mothball process. And as I learned when I first visited the SLATER back in 1993, Greek Navy ships smell different than U. S. Navy ships, probably thanks to the liberal use of olive oil. Twelve years later, SLATER again smells like a U. S. Navy ship.

I was off on Thursday, February 8th. That was the day that our fire restoration company, Quick Response, fogged the SLATER. Education Coordinator **Eric Rivet** had the watch that day. For those of you who have never been through a house fire, fogging is a process in which they use a smoke gun to insert chemical fog throughout the house. The fog goes wherever the smoke went, and displaces the odor. Now, it has been a month

since the fire, and to us the odor was barely noticeable. Normal procedure is to fog, so we fogged.

The morning after, **Erik Collin** and I came aboard a warship that no longer smelled like a warship. I think the average housewife would be quite pleased with the way SLATER smells now. The smoky smell is all gone. In fact, I think the only time a warship may have smelled this good is down in the engineers' berthing space thirty minutes before the start of liberty when the air hung heavy with after shave, cologne and hair tonic. In fact, it really doesn't smell like a ship at all. I venture to say that this morning SLATER smells like a New Orleans brothel before Katrina hit. Or I should say, what I imagine a New Orleans brothel would smell like. But two months later, and after a lot of painting, she smells like a ship again.

We completed work getting bids on the painting and clean up by the third week in January. I turned all the estimates over to International Marine Underwriters and they advised me to do the clean up in the affected spaces and selected Quick Response as the cleaning firm and our regular painter, Sage Brothers, as the paint contractor. The clean up started in the CPO mess and then out in to the passageway. **Bruce Salls** brought in an eight-person team with buckets, water and all kinds of detergents. Using the galley ranges to heat the water they proceeded to give the insides of the SLATER the best scrubbing down she's had



Nelson Potter and Paul Czesak haul in lines as we get underway from Rensselaer. Photo by Richard Andrian page 5

since her crew decommissioned her. They tackled the worst areas first, the CPO mess and passageway, and then moved up into officers country. The crew was a mix of older gents and younger girls who tackled the SLATER with the same enthusiasm the volunteers have. They hauled off all the CPO bunks and mattresses to their warehouse for cleaning, to get that gear out of the way while painting took place.

After the cleaners were finished **Kevin Sage** and **Jason Sherlock** moved in to begin repainting. The CPO messroom, forward passageway on the maindeck, wardroom, wardroom passageway and the radiator room passageway on the 01 level have all been freshly sprayed out, as well as the maindeck passageway forward of the machine shop. In restoring these spaces, we have made many improvements including stands for lockers that were sitting on the deck, refurbishing electrical boxes to like-new condition, and reinsulating bulkheads and overheads so they look better than they did before. Some of the crew who deserve special mention here includes **Stan Murawski**, who has become an artist with insulation wrap and Childers CP-11 Mastic. Kevin and Jason also sprayed out the portside of the reefer deck which is our electrical parts storeroom. This is part of our futile effort to keep **Gary Sheedy** happy and make him believe that we are still supportive of his five-year effort to restore the reefer deck. And through it all, Gary had not given up trying to make progress on the reefer deck restoration. He had **Nelson Potter** chipping his ladder for two Saturdays. Just aft of him Bob and Ken have begun chipping paint and repairing the door to the IC workshop just below the messdecks.

The Electricians have had the lion's share of the repair work. We ordered four rolls of armored cable from Houston to replace the damaged lighting, power, and communications circuits. **Barry Witte** and his electrical gang spent many days and nights rerunning wiring, and restoring electrical boxes. His helpers included **Gary Sheedy, Paul Czesak, Gordon Lattey, Gus Negus, Karl Herchenroder**, and several **RPI midshipmen. Ken Kaskoun, Bob Callender** and **Bill Coyle** sandblasted the electrical boxes, removed and cleaned up light fixtures, and rewired the sound powered phone circuits. Special thanks to **Jim Hewitt** and **Bill Haggart** who spent a couple of miserable Saturdays up in the cableways taking clamps and straps off the old wires and fighting decades of paint buildup on the nuts and bolts. **Gordon Lattey** has handled a mound of dry cleaning associated with the fire.

As might be expected, our winter work program took a hit, so don't expect the forward head to be ready for spring. We have continued chipping away with **Chris Fedden, Paul Czesak, Peter Jez, Stan Murawski, Bill Haggart** and **Nelson Potter** helping with that detail in between their other jobs. **Gene Jackey** has been relentlessly pulling up ceramic tile, but this is a story for the shipfitters. Once the tile was up there was about ten times more wasted metal than we first thought, and we have to replace about ten different sections of deck and bulkhead that were rotted right through. **Clark Farnsworth** has been cutting and fabricating the pieces up on deck so **Tim Benner, Chuck Teal, Joe Breyer** and **Doug Tanner** can get them welded in. It's

one of those "growth jobs" that contractors love and volunteers hate. Needless to say, we're being very careful about fire.

Gus Negus and **Karl Herchenroder** were pulled out of the engineering gang for ordnance duty. In order to get numbers one and three three-inch guns working in train and elevation, we stripped gun number two. One of the winter tasks has been rebuilding the train gear drive for gun two. The lower section of the unit, which had been on gun three, has two broken helical gears. These are being remanufactured thanks to **Jack Bertsch**, the owner of **Polymer Conversions** out in Buffalo, who knows a machinist willing to do the job. The upper part of the drive, which was originally on gun one, failed because all the roller bearings disintegrated. Gus and Karl have spent a month in the gun shack disassembling the unit with all the love they normally lavish on the engines. They are in the process of getting replacement bearings and hope to have the unit back together for opening day. All they can say is that at least it was warmer in the gun shack than the engine rooms. The gun shack is right forward of my office.

In the wake of the fire, we formed a safety committee with **Erik Collin** as chairman and **Paul Czesak, Ken Kaskoun, Chuck Teal, Doug Tanner** and **Barry Witte** as advisors. They are reviewing our safety manual, rewriting procedures, inventorying equipment and purchasing gear we are deficient in. I was left off because I'm too interested in how to get the most production for the least cost. Paul had been bringing in all the safety publications and material he accumulated from his days with Travelers Insurance, and the ship has lost about six inches of draft as a result.

One little bright light in the restoration tunnel is the purchase of an engraving machine by a local school for an Industrial Technology Program. Barry tested it out and sure enough, it makes perfect original-style labels for the electrical boxes. He did several in the anchor windlass room and those tags make the boxes and the whole compartment look brand new. Barry is now working his way through the whole forward end of the SLATER diagramming the electrical circuits and making correct new tags for every electrical box.

And from heavy chocks to delicate clock springs, the restoration moves in all directions. **Tim Benner, Clark** and **Chuck Teal** got the new floater net basket mounted on the portside aft. As soon as that was up, **Doug Tanner** laid out the third basket, and **Clark Farnsworth** went to work welding it up. This third and then the fourth baskets will be mounted forward adjacent to gun two on the 01 level forward. They welded down another repaired chock on the portside amidships that needs to be in position for the move to handle a spring wire. They built new frames for all the standing lockers in the CPO mess and passageway, did a bunch of welding repairs in the same area, and have continued repairs in the CPO head as we try and make progress on our original winter project. And **Don Shattuck** keeps the clocks wound every week while **Geoffrey Bullard** continues to repair them. He just received a shipment of Chelsea



Slater teamwork: the crew hauls the gangway aboard. Photo by Richard Andrian

ship's clock mainsprings he had been waiting for for months. He reports that he cleaned one of the clocks, put in a new main-spring and will be bringing it aboard this week. The other two broken clocks will also be back aboard in functioning condition shortly.

In February, we received a material donation that has been over a year in the making. While scouting for parts out in Nevada, **Peter Papadacos**, Executive Director of the **Gyrodyne Helicopter Historical Foundation** found a load of old dummy 3"/50 caliber ammunition and hedgehog projectile heads that were on their way to scrap. He contacted various historic naval ships to see if they would be interested in having them. We were among the lucky beneficiaries. When we agreed to accept part of the consignment, he began the process of getting the material transferred from the Government to his Foundation for eventual loan to the SLATER. At his own expense he moved the material from Hawthorne to his warehouse, and crated it up for shipment east. The material was sent to the Battleship MASSACHUSETTS, where **Ed Zajkowski**, **Rich Angelini**, **Chris Nardi** and the crew from Battleship Cove unloaded the truck and stored our material on their pier. In January, **Steve Whynot** and **Gene Byers** agreed to use Gene's truck to haul the load west. The truck arrived around noon on February 4th. We fed the KENNEDY guys lunch and set to work loading ammunition. We increased our ammo load by 69

three-inch projectiles and 23 hedgehog projectile heads. The three-inch rounds were all stowed in our forward magazine. They look much more realistic than the wood and solid brass training rounds we've previously received. We also received two more complete hedgehog rounds that were in the crates. I don't know if these were intended for me, but I will be happy to care for them until the rightful owner identifies him or herself. We stowed the hedgehog projectiles on deck by the launcher covered with canvas until we can get the hedgehog locker cleaned out. Our intent is to set up the display with the heads on the bottom of the pile and the complete rounds on top. If I live long enough we hope to fabricate tail sections for the 23 heads they got for us.

In the "be careful what you ask for, you might get it category," a couple years ago I remember saying that the only two things we really needed to complete the restoration, that we'd probably never find, were a WWII-era sonar stack for the upper sound room and the SL surface search radar for CIC. Never say never and let's proceed slowly from here. Several months ago our friend **Rich Pekelney**, who volunteers with the submarine PAMPANITO in San Francisco, called to say he knew of a surplus dealer who had a WWII destroyer escort sonar stack and wanted to know if we were interested in buying it. Yes, we certainly were, but "Buying" is usually out of the question for us.

Well, for me at least. But we began negotiations, and in the process, I contacted **Bob Donlon**, the Yeoman of our CAPDE-SA Chapter who also happens to be an ex-ping jockey off the **ROBERT F. KELLER**. Well Bob is a member of the **National Association of Sonar Veterans**, and he contacted their president **Robert St. John**. Through email, they began soliciting donations to purchase the stack for the **SLATER**, and within a month, they had raised the money and mailed the check. It turned out that the stack was a QJB unit that had been removed from the **USS LOESER** in 1945. We have the tags to prove it. That gave the stack special meaning for us, because one of our most faithful volunteers, the late CDR. **Roger Oesterreich**, had served on the **LOESER**, and his wife **Claire** has remained one of our most faithful supporters ever since. In a sense, we hope to become a museum for the National Association of Sonarmen where the gear they used and maintained can be collected for future generations to see.

The dealer turned out to be one **Will Donzelli**, who lives downstate, and offered to bring the unit up the Thruway for us. He delivered the unit to Albany a couple of weeks ago, along with the tech manual and the underwater transducer. Will's grasp and appreciation of old military electronics and technology made us realize this is a guy we need to suck into the **SLATER**, so we helped him load up some computer gear he was picking up at state surplus, bought a cheeseburger, and Erik gave him the bilge to flying bridge tour of the ship. In researching the original configuration of the sound shack, I now realize I need a 1944 piece of gear called a "MK 1 Attack Plotter" and a "Bearing Deviation Indicator" or "BDI". I didn't know what an attack plotter was, and **Robert St. John** was kind enough to

send us pictures and a description. Fortunately we have the "Chemical Recorder" or "Tactical Range Recorder" (TRR).

Getting the sonar stack into the upper sound room was no small feat. The unit was about a third larger than the **SQS-4** Unit that we put in there in 1998. We knew it was going to be a tight fit. The door is on the portside, and the unit goes against the bulkhead on the starboard side. We removed all the light switch boxes and sound powered phone jack boxes that were around the door, removed the chemical recorder, and made a clear path to the far side. We cut off a brass voice tube on the deck just in front of the sonar room door that blocked the path. If you're reading behind the lines here, you understand that we pretty well trashed the sonar shack getting the unit in. The Albany Water Department lifted the unit aboard on Tuesday March 21st. Ricky and the guys were waiting for me when I got to the gate at 0602. It didn't take them long to set up. We rigged the lift according to a sketch **Doug Tanner** had provided.

We're planning several scrounging trips. As I write, Monday, April 17th, **Barry Witte** is leading a crew back down to the James River Reserve Fleet to strip parts off the **USS ORION**, a submarine tender with GM diesel engines. The World War II era ships are disappearing rapidly and we're racing the clock to build up our spare parts inventory so we can keep the auxiliary equipment running aboard **SLATER** for years to come. That same week I am heading to Philadelphia with **Ken Kaskoun**, **Ed Zajkowski** and a crew from the **JOSEPH P. KENNEDY JR.** in Fall River on a joint scrounging trip at the old Navy Yard. The Philly reserve fleet holds an annual open house for the members of the historic fleet to permit us to



remove parts and we'll be scrounging aboard the ammunition ship SANTA BARBARA and the LPD/AGF LASALLE. That's not all the scrounging that's going on. Last month we got the QJB sonar. Now we've got a hot lead on the coveted SL surface search radar for CIC. It seems that a couple of years ago, **Rich Pekelney** got aboard an old salvage tug in the Suisun Bay Reserve Fleet, the USS CLAMP. CLAMP is one of the few ships left that has seen no postwar service. Though pretty well stripped out, she still has the original SL radar consol aboard, and all the support equipment including the radar antenna, dome, and wave guide. Rich went back and photographed all these items for us. We began working towards permission to obtain this gear and we hope to have possession of it by the next edition.

I attended the Spring Board of Directors meeting of the Historic Naval Ships Association in Annapolis. Here we had the formal presentation of the **Tin Can Sailors Grant** checks by **Bob Sumrall**. Our heartfelt thanks to TCS. Master Chief **John McMichael**, in charge of the restoration of the STEWART, gave us the tech manual for the Ingersoll-Rand LP and starting air compressors, a great gift. John is doing an amazing job with the restoration of STEWART and CAVALLA. The only thing that goes up his butt is when he hears SLATER is "The Last DE." We always have to qualify that. Remember, we're "The last DE afloat in America." We've got STEWART in Galveston, McANN in Brazil, and we hear that HURST and ATHERTON are still steaming around overseas.

One of the major topics of discussion is now how do we relate our World War II-era ships to a new generation whose only connection with this conflict is what they see on the History Channel, if they bother to watch it at all. No one has the answer yet, but it is a question that needs to be answered if our ships are to remain relevant to education. On a personal note, two years ago my wife Nancy got a job teaching second grade at the **Bet Shraga Hebrew Academy** here in Albany. In the Hebrew school, the teaching about the Holocaust is considered a vital and important topic, and is heavily emphasized in their curriculum. Thus we know that down the road there will be one group of people who will have an appreciation of the roots of the Second World War, why the Battle of the Atlantic was fought, and thus why ships like the SLATER were built and young men trained and sent to sea to man them. I wish our public schools had a similar appreciation of that history.

The same issue showed itself at the WMHT telethon this March. We had ten SLATER volunteers aboard to man the phones for public broadcasting including **Bob Donlon, Dave Hamilton, Paul Czesak, Fred Sirois, Nelson Potter, Jim Kuba, Chuck Teal, Rosehn Gipe, Eric Rivet, Gene Jackey, and Ray Lammers**. Of this group, **Ray Lammers** of the USS TATUM was the only WWII vet, and the only combat veteran in the group. Last year the World War II generation was represented by Andy Desorbo, who was a gunner's mate on the new HORNET in WWII. This year, health problems kept him away. We also recently lost our **Ed Elze**, a WWII SLATER veteran.

Ed was from Schenectady and was one of our tour guides the first couple years we were open and a faithful attendee at SLATER reunions. His presence really helped give us a good grounding in the SLATER's history because he was there. Our condolences go out to Ed's family as we continue working to preserve his and your legacy.

Speaking of legacies, several years ago at the USS CURRIER reunion, a radar man who was on oxygen wanted to get up to CIC. We volunteered to carry his oxygen bottle so he could climb the two levels to sit in CIC at the SA console for a few minutes and reminisce. That man was **Walter Moore**. He and his wife **Ramona** were so appreciative that he sent me pictures of the event. Walter passed away, and **Ramona** remembered the SLATER writing "My husband loved the SLATER and would never forget how the crew helped him up to the radar shack when we were in Albany a few years ago." To express her appreciation Ramona donated 100 shares of 3M stock to the SLATER Endowment Fund. Our best wishes and gratitude go to the Moore family for their thoughtfulness. We're glad we could be here for Walter and all the other DE veterans who come to visit. If you want to see something special, just ask.

The winter had been exceptionally mild, so we weren't faced with any major snowmelt or anticipated flooding. We felt comfortable putting the camels in a little early. The crew mustered on the pier on Monday March 20th. The day was calm and warm with temperatures in the forties, near tropical weather by our standards. **Tommy Moore** had spent the previous week fixing up the fendering and adding additional Styrofoam flotation to the camels that needed a little boost. As always **Bob Cross** sent the crane down with Ricky Karlquist to do the heavy lifting. **Doug Tanner** and **Tim Benner** supervised the operations on the pier while **Tommy Moore** and **Eric Rivet** worked off the floats on the river. As always, we had a great turnout among the volunteers for this most unglamorous task, and we had the whole thing wrapped up by noon. I got talked into taking the crew out to lunch, which thrilled Doug to no end to finally get me to pay for something. But his glow dimmed a little when they wouldn't take my American Express card and I had to borrow ten bucks from him to complete the transaction. I've since squared up with him.

We spent the next two weeks in Rensselaer waiting for a tow. **Port Albany Ventures** has our regular towboat the HERBERT BRAKE still working the gulf in the wake of the hurricanes. The CHEYENNE was undergoing an engine overhaul, so they didn't have two boats available until that work was complete. That gave us a little extra time to complete the painting and cleaning and get the SLATER spruced up for opening day. The crew from Quick Response finished up their cleaning with the main deck passageway aft of the machine ship. Our own volunteers cleaned up the after berthing spaces C-201L and C-202L. **Gordon Lattey** and **Eric Rivet** went through officers country and got all the bunks made up and the displays set up again. **Erik Collin** has the rest of the SLATER looking ship-

shape. **Don Martin** of the USS SWEARER is back with us for another month. One of the hardest working hands we have, we're getting a lot of extra work done thanks to his presence. He and **Chris Fedden** scrubbed all the fire hose and racked it back up. The messdecks hammocks have been scrubbed, and they're continuing to chip paint in the CPO head. Don also dropped another five grand into the endowment fund, so we are truly grateful for his continued support. He works really hard to keep his beloved SWEARER near the top of the donations list.

Port Albany Ventures moved us on Monday April 10th. There were a couple of postponements waiting for the repair of the CHEYENNE. The last word I had from **Chris Gardella** on Wednesday the fifth was that the most likely date would be Tuesday the eleventh. I sent out emails to that effect and had the crew standing by. As planned I called him Monday the tenth to confirm and he asked if we could be ready by 1300 on that same day. I replied, "Can do," and scrambled to get the crew together. As Monday is normally one of our best volunteer days, we already had a fair number of crew on hand. I emailed the rest of the gang, notified **Bob Cross** that we would be needing the services of the crane, notified **Rosehn** to notify the media, and called a few of the most critical and email impaired players such as, **Tommy Moore, Gary Sheedy, Gus Negus, Chris Fedden, Rich Hendricks,** and the **Andrians**.

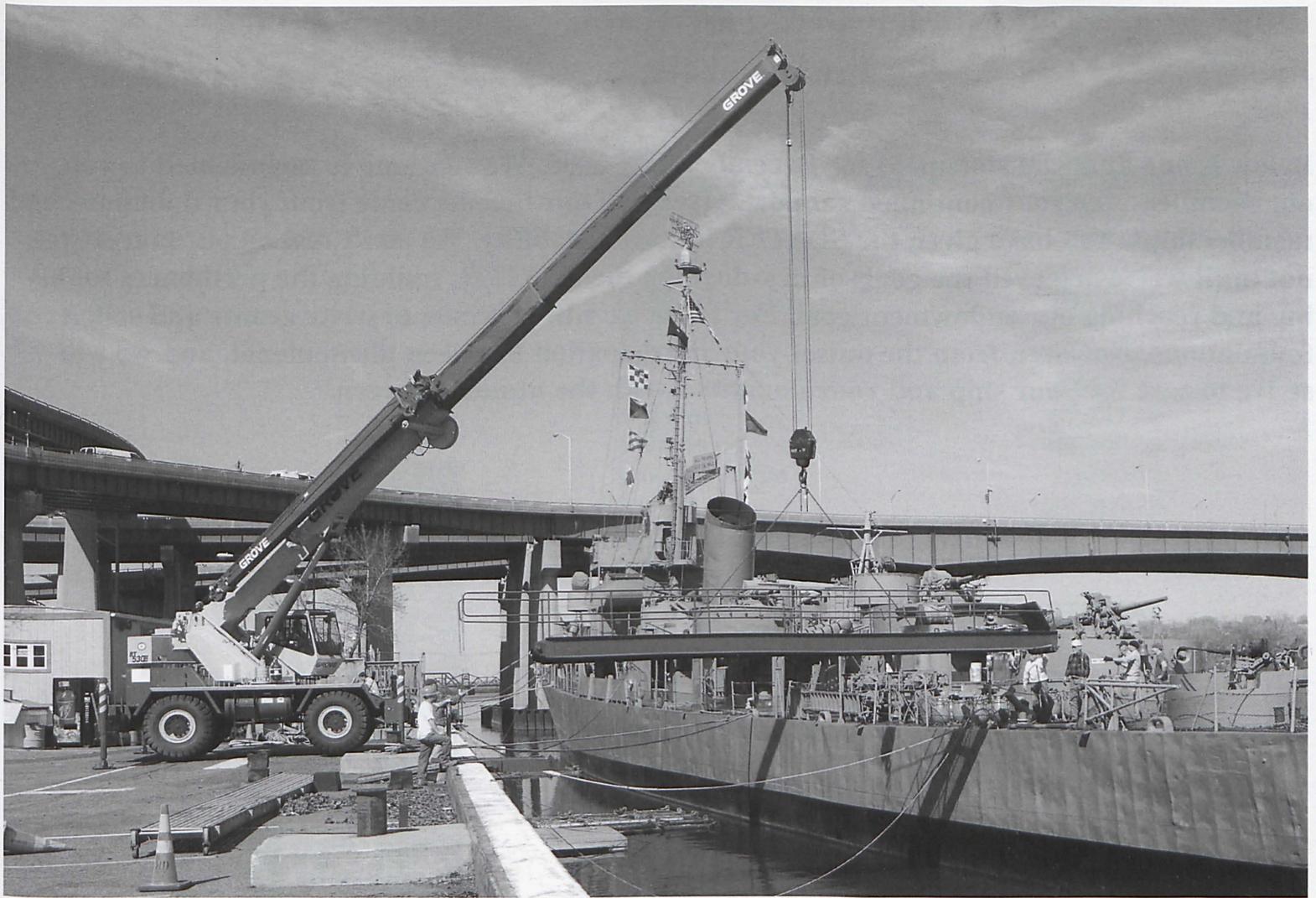
The weather was perfect, sunny, calm and sixty. **Erik**

handled the fo'c's'le with **Eric Rivet** as his understudy, and **Nelson Potter** and **Paul Czesak** handled things aft. We mustered the crew on the fantail and they chose up teams, like high school gym class. We even enlisted the help of contract painters Kevin and Jason to handle lines since they were among the most agile in the crew. Gus Negus and Karl Herchenroder cranked up the emergency diesel, and **Ken Kaskoun** and **Larry Williams** shifted the load over from shore to the ship and disconnected the phones and power lines. The wires came off, the lines were singled up, and we made the tugs fast. Since the HERBERT wasn't available, we put the little pusher EMPIRE against the transom and cabled her up to the stern chocked. The bigger CHEYENNE made up on the portside amidships. **Denny Donovan** supervised the operation from the CHEYENNE with his son aboard to coordinate our crew on the SLATER. The brow came in, the last lines came in and we moved smartly away from the Rensselaer wharf. At Grimmel's Scrap Yard adjacent to us, they were loading a scrap ship astern of us, and we joked that we got out of there just in time, before the giant clam shells started picking pieces off of us. You had to be there to appreciate that kind of humor.

The trip up river was made at a leisurely four knots. As we went by the **Albany Yacht Club**, Erik let go a gun salute with number one three inch, another milestone. The first time gun one has been fired in many years. The Yacht club didn't have their battery manned to return fire. We made the approach to the



page 10 *Commissioner Robert Cross and Mayor Gerald Jennings observe the Slater's arrival. Photo by Richard Andrian*



Crane operator Ricky Karlquist sets the gangway in place. Photo by Richard Andrian

Snow Dock, and the line heaving and handling seemed to go better than usual. It took us about thirty minutes to get the gangway alignment right, and then we released the EMPIRE and started doubling up. We were honored to have **Mayor Jennings** on the pier to greet us, as well as **Bob Cross** and a fair amount of media and TV cameras. **Barry Witte** was on the pier and we were back on shore power about twenty minutes after the first line went across. The special multi-pair communication plug in line that he and **Jerry Jones** developed had all our shipboard communications and Internet service back on within minutes, instead of having to run separate connections for each system. We spent the next three hours, and in fact the next couple days rigging wires, chafing gear, gangway safety nets and getting the pier cleaned up. Our thanks to the Albany Department of General Services for their help with the pier clean up. One new volunteer deserves special mention. **Bill Haggart** was a nine-year boatswain's mate who served on the CVE PALAU and the ASR13, the KITTIWAKE, as well as several harbor tugs. Having an honest-to-god boatswain's mate aboard again is a real time saver when it comes to getting the SLATER shipshape for the visiting public. He just instinctively knows what "squared away" means. Needless to say, we worked his butt off in the days following our arrival. Season nine had begun.

The guides finished refresher training for the 2006 season.

The sessions were well-attended with the crew that included **Bob Bull, Joe Burke, Erik Collin, Mike Collins, Paul Czesak, John D'Anieri, Bob Donlon, Alan Fox, Grant Hack, Glenn Harrison, Floyd Hunt, Jerry Jones, Jim Kuba, Jack Madden, Chuck Marshall, Amanda McLaughlin, Tom McLaughlin, Mike Milian, Nelson Potter, Chuck Teal, Al Van Derzee, and Dick Walker**. With the renewed emphasis on safety, we had a lecture from **Paul Czesak** on how insurance works and how the recent fire affected the ship's insurance, as well as how our preparations and actions affect our insurance. He also listed updated safety rules and procedures as a result of the fire, and briefed us on what other changes are in the works, including a safety tour of the ship and fire extinguisher training from **Chuck Teal**. Paul then gave a brief overview of the Battle of the Atlantic, citing its causes and the general timeline and events of the battle. **Eric Rivet** then gave a more detailed history of the battle, focusing on the British and Allied phases of the battle as well as the teamwork and technology it took to win it. He also introduced them to the new additions to the education program and went over the existing rules and policies. The restoration is nice, but it is the guided tour program that really sets the SLATER apart from the other historic naval ships. The best part was **Jerry Jones** provided pizza for the whole group, and if his wife is reading this, I'm told that all Jerry had himself was a rice cake and a piece of lettuce.

Destroyer Escort Historical Museum

Financial Report – 2005

Below is our financial statement for December 31st 2005. We continue to be indebted to you, our members, for your continued support. Over half our income came from your donations and memberships. You have given the SLATER financial stability. We can't rest on our laurels yet, not until we've achieved the goals of dry-docking the SLATER, building the permanent mooring and reaching our endowment goal. For those we will continue to write grants and solicit foundations. However, from the outset your participation has been phenomenal, and we will strive to care for your ship and your donations with the utmost concern.

Statement of Financial Position — December 31, 2005

| | | |
|---------------------------------------|--------------------------|--|
| ASSETS | | |
| Current Assets | | |
| Checking/Savings | | |
| Cash-Operating Account | 6,181.59 | |
| Savings & short-term investment | <u>191,090.60</u> | |
| Total Checking/Savings | 197,272.19 | |
| Other Current Assets | | |
| Merchandise Inventory | 15,396.57 | |
| Prepaid Expenses | 13,515.80 | |
| Ship Model & Cases | 12,950.00 | |
| Dog Tag Machines | <u>1,500.00</u> | |
| Total Other Current Assets | 43,362.37 | |
| Total Current Assets | <u>240,634.56</u> | |
| Other Assets | | |
| Endowment | <u>740,950.64</u> | |
| Total Other Assets | <u>740,950.64</u> | |
| TOTAL ASSETS | <u>981,585.20</u> | |
| LIABILITIES & EQUITY | | |
| Liabilities | | |
| Accounts payable | 2,564.50 | |
| Accrued Wages & Taxes | <u>4,065.76</u> | |
| Total Liabilities | <u>6,630.26</u> | |
| Equity | | |
| Opening Bal Equity | 738,842.38 | |
| Retained Earnings | 180,792.09 | |
| Net Income | <u>55,320.47</u> | |
| Total Equity | <u>974,954.94</u> | |
| TOTAL LIABILITIES & EQUITY | <u>981,585.20</u> | |

Statement of Activity for the Year Ended December 31, 2005

| | | |
|--|--------------------------|--------------------------|
| Operating Income/Expense | | |
| Income | | |
| Contributed support | | |
| Individual & business contributions | 38,965.40 | |
| Friends of Slater | 17,610.00 | |
| Winter Fund | 47,293.00 | |
| Grants | <u>49,800.00</u> | |
| Total Contributed support | 153,668.40 | |
| Earned revenues | | |
| Ticket Sales | 44,480.00 | |
| Merchandise Sales | 43,850.47 | |
| Membership Dues | 57,747.00 | |
| Overnight Camping | 19,608.00 | |
| Miscellaneous revenue | <u>12,220.23</u> | |
| Total Earned revenues | <u>177,905.70</u> | |
| Total Income | | 331,574.10 |
| Expense | | |
| Salaries & related expenses | | |
| Staff salaries & wages | 141,181.20 | |
| Seasonal wages | 13,728.71 | |
| Employee Benefits | 30,126.68 | |
| Payroll taxes | <u>12,661.14</u> | |
| Total Salaries & related expenses | 197,697.73 | |
| Non-personnel expenses | | |
| Office Supplies | 2,397.58 | |
| Ship Supplies | 11,972.86 | |
| Trailer Renovation | 2,275.44 | |
| Telephone & telecommunications | 5,334.04 | |
| Postage, shipping, mailing services | 9,347.94 | |
| Equipment, rental, maintenance | 11,489.29 | |
| Printing, copying, photography | 3,098.65 | |
| Books, subscriptions, software | 102.49 | |
| Professional fees & contractual services | 8,422.51 | |
| Utilities & waste services | 17,039.30 | |
| Travel & meetings | 2,922.90 | |
| Merchandise & store expenses | 16,105.72 | |
| Insurance – non-employee | 31,959.70 | |
| Advertising | 14,600.47 | |
| Overnight & events | 8,623.91 | |
| Friends of Slater | 8,231.32 | |
| In-house publications | 10,919.01 | |
| Other expenses | <u>2,105.38</u> | |
| Total Non-personnel expenses | <u>166,948.51</u> | |
| Total Expense | | <u>364,646.24</u> |
| Net Operating Income | | (33,072.14) |
| Endowment | | |
| Contributions | 52,616.00 | |
| Dividends & interest | 10,031.17 | |
| Unrealized gain (loss) | <u>25,745.44</u> | |
| Total Endowment Revenue | | <u>88,392.61</u> |
| Net Income | | <u>55,320.47</u> |

Destroyer Escort Historical Museum Application

DONATION* Form

Individual

- \$25/year
 \$48/two years

Family

- \$35/year
 \$65/two years

Lifetime

- \$500

Name: _____ Spouse's Name: _____

Phone: _____ E-mail Address: _____

Street Address: _____

City: _____ State _____ Zip _____

Military Service Branch: _____ Period: _____

If Navy or CG, Ship's Name: _____ Hull No. _____

Please submit your remittance check made out to DEHM for the type of membership for which you are applying. Your Membership Card will be mailed to you. Mail Application to:

DEHM, USS Slater
 Post Office Box 1926
 Albany, NY 12201-1926

Donation entitles donor, or donor and spouse, to board **USS Slater**. No further donations required.

* - Donations to DEHM are tax-deductible, IRS 501(c)(3).

Chairman's Report - cont'd

the parent of our organization. For those who may not know, DESA initiated the search for a DE, found SLATER in Greece and raised \$290,000, in a 90 day period, from its members to return her to Homeport, USA. It was decided to create a separate organization to attend to the care and exhibiting of SLATER. As an aside, I was President of DESA when all of this took place. The bulk of our membership is comprised of DESA members. The bulk of our funds come from DESA members. There have been special projects that DESA has funded. Most important is they give us space in their bi-monthly publication, "DESA News." Due to the "Trim But Deadly" size restrictions we are limited to what we can publish. The space we have in "DESA News" allows us to tell our members, who are also members of DESA, happenings that we are not able to publish in our quarterly publication. An example of the support we receive from DESA is the effort being put forth now by the Los Angeles Chapter. The Chapter is sponsoring, for the third time, a raffle whose net proceeds goes to our DE. The past two raffles sponsored, by them, has raised over \$65,000.00. This kind of monetary support is vital to the operation and restoration of USS SLATER. The care and feeding of an old warship is like painting the Golden Gate Bridge. You start at one end and when you reach the other end, you go back and start all over again. Come to think of it, it's the same as it was when we were sailing and taking care of our own DE.

Having said all of this, I come to my point of telling you about DESA. Their 31st Annual National Convention will be held in Dearborn, Michigan, September 5 -9, 2006. The Michigan Chapter is hosting it. The Chapter has been hard at work planning a first-class convention. I ask that those of you, who are members of DESA, to consider attending. I also ask those of you who are DE sailors and are not members of DESA to consider becoming a member and attend the Dearborn Convention. DESA has helped us and now it is our turn to help DESA. The Destroyer Escort Sailors Association is a 7,500 + group of the best people you will ever meet. Their membership represents every one of the 563 DE's that were built and has members who served in WWII, Korea, Viet Nam and during the long years of the Cold War. Convention and membership information can be obtained by contacting Dori Glaser. Telephone 1-800-603-3332 or write to: DESA, PO Box 3448, Deland, FL 32721. Hope to see you in Dearborn this September.

I once again ask that you, who are reading this, take a moment and pray, or in your own way, ask for protection for the brave men and women in our Armed Forces who are fighting terrorism around the world.

The Los Angeles Chapter's

2006 USS SLATER RAFFLE

WOULD YOU HELP US AGAIN THIS YEAR?

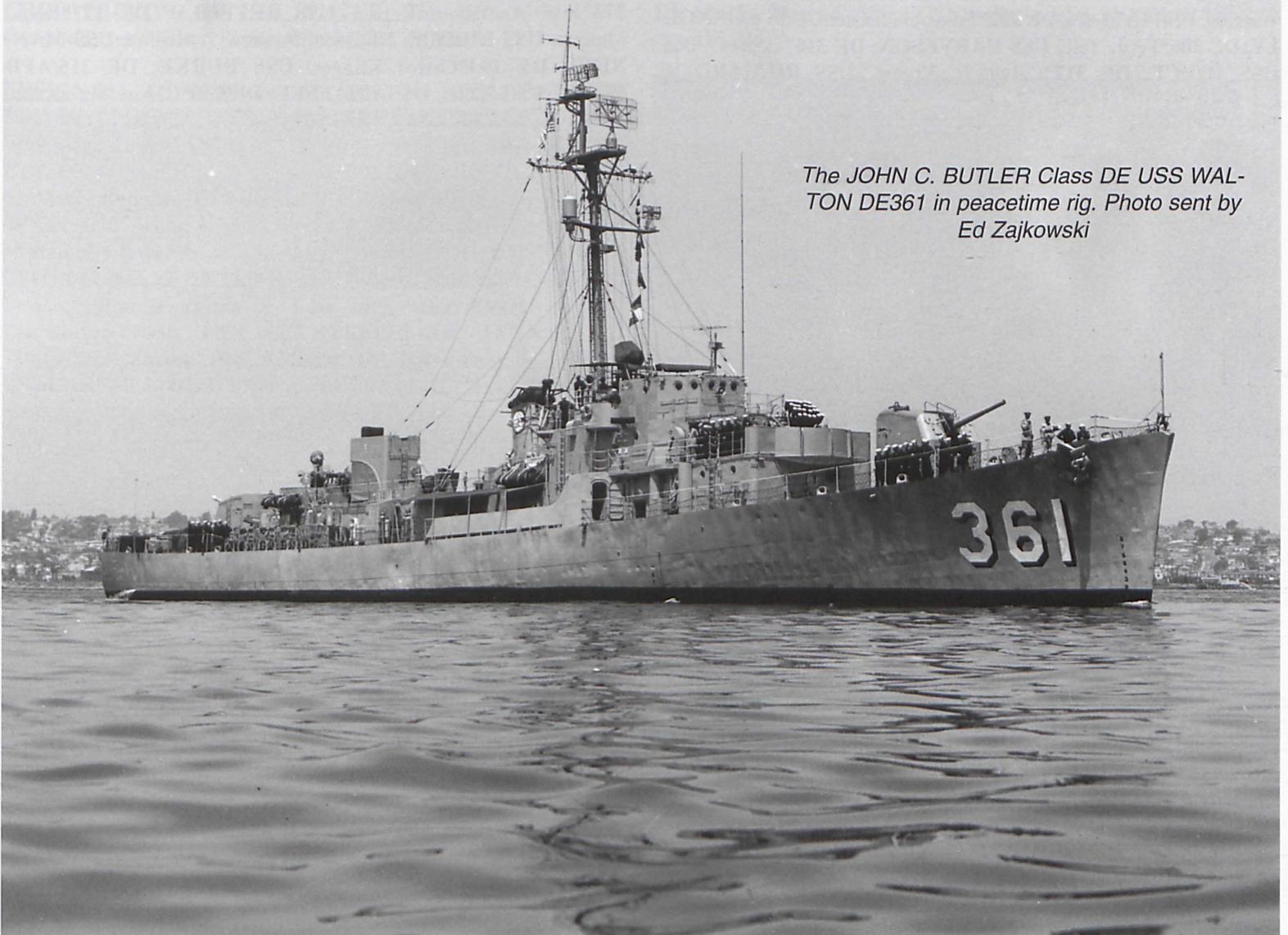
By Earl Johnson

Very shortly, you will be receiving a book of raffle tickets in the mail. The Los Angeles Chapter of The Destroyer Escort Sailors Association is sponsoring its 3rd annual raffle to help support USS SLATER. This "FUND RAISING RAFFLE" will give our DE the material they need to keep going and you can win. The 1st prize is \$2,500, 2nd prize is \$1,500 and 3rd prize is \$1,000. The person who sells the \$2,500 winning ticket will also win an additional \$500. You will soon receive your raffle books. The winners will be drawn on July 31, 2006.

We can't all get to SLATER, but this is one way we can support those, who are able to be there, to do the work. Almost 100% of the work being done is by volunteers. We hope you win the \$2,500 or just the \$1,000. Even if you don't, you are still a winner. WHY? USS SLATER is telling the stories of the 563 Destroyer Escorts that once sailed the oceans of the world and of the deeds of their crews. Last year over 15,000 visitors came aboard and, through one of our volunteer guides, heard stories of the "Little warship that could and did." Every dollar raised from this program, less the printing, postage and prize money, will go to the restoration of our DE. Fellow DEHM Members, this is really not a gamble...IT's A GIFT!

Editor's note: Earl Johnson is a Board Member of DESA, a Board Member of DEHM and a member of the Los Angeles Chapter. He served aboard USS ALVIN C. COCKRELL, DE 366.

The JOHN C. BUTLER Class DE USS WALTON DE361 in peacetime rig. Photo sent by Ed Zajkowski



WINTER FUND DONATIONS

January 15, 2006 To April 15, 2006

Note: Ships are listed numerical by their DE hull number. If a person served in a DE that was converted to an APD, the number of both is listed with the hull number he served in printed in BOLD type.

OOPS! Shipmate LT Joseph F. Coury made a \$100.00 donation and we took his money and transferred him to the DE 351. This was wrong. His ship was USS EDWARD H. ALLEN, DE 531. We regret the foul-up.

WHITE HAT-\$1.00 TO \$25.00: Anthony V. Marino, **USS MANLOVE, DE 36/APD 109***William R. Kisil, Sr., **CARTER, DE 112***Mrs. Gloria Miner, (Widow of Robert Miner), **USS FREDERICK C. DAVIS, DE 136***Thomas Martin, **USS J. R. Y. BLAKELY, DE 140***Robert V. Callahan, **USS HILL, DE 141***LT John C. Morgan, **USS HUSE, DE 145***Rome E. Barr, **USS LOY, DE 160/APD 56***Lucille & Harold E. Berndt, **USS MICKA, DE 176***George Wilkins, **USS SAMUEL S. MILES, DE 183***Neil Slack, **USS ROCHE, DE 197***Henry A. McQuade, **USS SCOTT, DE 214/APD 64***Rodney F. Monnat & Harry W. Bofinger, **USS COOLBAUGH, DE 217***Noel R. Couture, **USS OTTERSTETTER, DE 244***Morton P. Beroza, **USS SWASEY, DE 248*** Edward Goutink, III, & Dallas J. Kobringer, **USS SELLSTROM, DE 255***Alice Watkins, **USS LYMAN, DE 302***Frank Gallenstein, **USS CONNOLLY, DE 306***Ferdy Tale, **USS HARVESON, DE 316***Louis G. Ban, **USS JOYCE, DE 317***Calvin R. Krause, **USS RICHARD W.**

SUESSENS, DE 342*Gardner Roberts, **USS OBERRENDER, DE 344***Daniel R. Mahoney, **USS WOODSON, DE 359***Fred Beyer, **USS ALVIN C. COCKRELL, DE 366***Edward Lewis, Jr., **USS COCKRILL, DE 398***Herbert Cox, **USS WALTER C. WANN, DE 412***Karen & John L. Jorgensen, **USS DOUGLAS A. MUNRO, DE 422***Boyd Arndt, **USS TWEEDY, DE 532***L. D. Starr, **USS AHRENS, DE 575***James Plough, **USS WALTER B. COBB, DE 596/APD 106***Winifred & James Albertine, Jr., **USS FOREMAN, DE 633***Florian Tomkowiak, **USS UNDERHILL, DE 682***Joseph T. Zeronda, **USS RABY, DE 698***William T. McCroskey, **USS MARSH, DE 699***Theodore Bogosh, **USS CATES, DE 763***Donald Russer, Ada & Edward Bohmann, **USS EARL K. OLSEN, DE 765***Michael Slattery, **USS THOMAS C. HART, FF 1092***

WHITE HAT FRIENDS OF USS SLATER: Stephen A. Brown, **ARS 40***John Marino*Robert Semrau*Peter Jez (**In memory of Ed Whitbeck, USN**)*Marcia & James Slater*

CHIEF-\$26 TO \$50: Lenard Ilgen, **USS SEDERSTROM, DE 31***Billy M. Grindal, **USS ENGSTROM, DE 50***James N. Smith, **USS BATES, DE 68/APD 47***Wayne R. Jacobs, **USS ROBERT E. PEARY, DE 132***COL Thomas W. Whilock, **USS POOLE, DE 151***Frank T. Buck, **USS OSTERHAUS, DE 164 (see DE 745)***Lou Krueper, **USS BARON, DE 166***Mary Ann & Edward Gelsthorpe, **USS ACREE, DE 167***Theodore R. Davis, **USS ELDRIDGE, DE 173***Jean & Wilbert Reed, **USS REYBOLD, DE 177***David Murnan, **USS RIDDLE, DE 185*** Andrew T. Habina, **USS MANNING, DE 199***Carlos Klinger, **USS BURKE, DE 215/APD 65***Philip Catalfamo, **USS CHAFFEE, DE 230***Genare Mazzarella,



USS SWASEY, DE 248*CAPT Fredrick T. Carney, CO-USS MARCHAND, DE 249 (see DE 252)*Justin R. Noetzel, USS HURST, DE 250*CAPT Fredrick T. Carney, CO-USS HOWARD D. CROW, DE 252 (see DE 249)*Herbert Hilmer, USS PETTIT, DE 253*George Brown (see DE 749) & Frank Olszewski, USS FINNEGAN, DE 307*Henry Kehlenbeck, USS MOSLEY, DE 321*George Weidman, USS FALGOUT, DE 324 (see DE 325)*George Weidman, USS LOWE, DE 325 (see DE 324)* LTJG James Weinert, USS THOMAS J. GARY, DER 326*Verna & Carl D. Cederstrom, USS ROBERT BRAZIER, DE 345*Angie & Thomas L. Kidd, USS KENNETH M. WILLETT, DE 354*Herbert Arnold, USS RICHARD S. BULL, DE 402*Robert Jacob, USS DOUGLAS A. MUNRO, DE 422*Jacklyn & Adrian Hay, USS HAAS, DE 424*Donald Patience, Ruth & William A. Determan, USS CONKLIN, DE 439*LCDR William A. Grun, USS WILLIAM SEIVERLING, DE 441*Richard J. Eberle, USS GILLIGAN, DE 508*Eugene Wolfe, USS SILVERSTEIN, DE 534*John Voelzke, USS TINSMAN, DE 589*Jack D. Paul, USS BASSETT, DE 672/APD 73*Gordon Wordon, USS BUNCH, DE 694/APD 79*John V. Spears, Jr., USS SPANGLER, DE 696*E. H. Howard, USS MARSH, DE 699*Paul Hoffman, USS JOBB, DE 707*Bert G. Rothing, USS KYNE, DE 744*Frank T. Buck, USS SNYDER, DE 745 (see DE 164)*George Brown, USS ROBERTS, DE 749 (see DE 307)*Keith Ross, USS TATUM, DE 789/APD 81*Robert O. Hahn, USS DEALEY, DE 1006*

CHIEF-FRIENDS OF USS SLATER: Tim Firme*SFC Colin Campbell, (ret.)*Eileen Parfrey*Maebelle A. Milian*

ENSIGN-\$51 TO \$100: Jack R. Schweizer, USS BEBAS, DE 10*Adam Umholtz, USS WILEMAN, DE 22*Mrs. Darlene Whittredge, USS MANLOVE, DE 36*Robert Steele, USS BRACKETT, DE 41 (see DE 770)*D. O. Nicholson, USS REYNOLDS, DE 42*Murry Rodman, USS JOSEPH E. CAMPBELL, DE 70/APD 49*George C. Vojna, USS ROBERT E. PEARY, DE 132 (In honor of Shipmate Robert S. Wilson)*Mrs. Theresa A. Davis, USS FREDERICK C. DAVIS, DE 136* Frank H. Warner, Kathryn & Douglas L. Burgess, Ronald Zarem & John Ertz, USS BROUGH, DE 148*Burton Kyle, USS FECHTELER, DE 157 (see DE 770)*Francis Zevnik, USS AMICK, DE 168*Robert B. Spillane, USS CARROLL, DE 171*Kevin Fitzsimmons, (In loving memory of his father, John J. Fitzsimmons) USS STRAUB, DE 181*Leon H. Dunn, USS WESSON, DE 184 (In memory of shipmate, Gordon M. Lane)*Neil J. Riordan & George W. Oja, USS COFFMAN, DE 191*Robert Herion, Jr., USS EISNER, DE 192*John Ferguson, USS GARFIELD THOMAS, DE 193*Robin & James Lerner, USS DAY, DE 225*Walter Kukelhan, USS SLOAT, DE 245*Clude T. "Jack" Frank, USS RICKETTS, DE 254* Mrs. Sally A. Henderson, USS FALGOUT, DE 324 (In loving memory of her husband, Glenn W. Henderson)*John Fasano, USS BRISTER, DE 327*Beverly & Richard W. Daffinee, USS ROBERT BRAZIER, DE 345*George Clark & Ann & Earl F. Johnson, USS ALVIN C. COCKRELL, DE 366*Beryl A. Wallace, USS HISSEM, DE 400*John M. Boardman, USS MELVIN R. NAWMAN, DE 416 (see DE 708)*Eleanor & Earl Gillette, USS WILLIAM SEIVERLING, DE 441*Robert W. Schwier, USS ULVERT M. MOORE, DE 442* David L. West, Janet & Orland Banks, (see DE 1023), David W. Cregut & Max Toy, USS SILVERSTEIN, DE 534*Margaret & John L. McDermott, USS THOMAS F. NICKEL, DE 587*Lorraine & F. W. Mielke, Jr., USS WHITEHURST, DE 634*Hartley Rowan, USS SCHMITT, DE 676/APD 76*John M. Boardman, USS PARLE, DE 708 (see DE 416)*Ralph Lay, USS DONALD W. WOLF, DE 713/APD

129*Richard S. Carter, USS GANDY, DE 764*CDR Thomas Jacobs, USS EARL K. OLSEN, DE 765*Clifton Woltz, USS SLATER, DE 766*Eason Cross, Jr., USS NEAL A. SCOTT, DE 768*Burton Kyle, (see DE 157) & Robert Steele, USS MUIR, DE 770 (see DE 41)*Janet & Orland Banks, USS EVANS, DE 1023, (see DE 534)*William Bashaw, USS BRIDGET, DE 1024*

ENSIGN-FRIENDS OF USS SLATER: Susan & Paul Parfrey* Ronald Barnes*John Kessler*James M. Nehnevaj*Gary Piercy, DD848*Clarkson B. Farnsworth, USS LEYTE GULF, CV 32*Earl Herchenroder*Don Miller, USS HICKOX, DD 673* CWO 4 Charles W. Marshall, USN*

COMMANDER-\$101 TO \$250: Arthur D. Skillman, USS STADTFELD, DE 29*CAPT & Mrs. James P. Jamison, USS FOGG, DE 57*Charles H. Kanenbley, USS JOHN C. BUTLER, DE 339*

COMMANDER-FRIENDS OF USS SLATER: Maximum Security Products Corporaton*Sharon & Doug Schultz

CAPTAIN-\$251 TO \$500: Mrs. Lucille J. Bennett, (In loving memory of her husband, LCDR Leslie W. Bennett), USS ROBERT E. PEARY, DE 132*William Riemer, USS FREDERICK C. DAVIS, DE 136 (In memory of friends and shipmates lost in her sinking)*Mrs. Sabina Duke (Father, Kenneth Hartley, was 1ST Commanding Officer) USS BROUGH, DE 148*LT Neal M. Allen, USNR (Ret.), USS DARBY, DE 218 (see DE 745)*Ralph DeSantis, Jr., USS DeLONG, DE 684*LT Neal M. Allen, USNR (Ret.), USS SNYDER, DE 745 (see DE 218)*



Walter S. Brown's engineers at work

LETTERS TO THE EDITOR

Welcome to a new feature of "Trim But Deadly." Having printed the last article by Shipmate Victor Buck depicting Destroyer Escort history, we have a little extra space. We cannot promise to print all letters we may receive but we will print as many as space allows. The rules are simple: keep it short and to the point and know that the Editor reserves the right to edit all incoming letters. Address your letters to, "Editor, TBD, USS SLATER, PO Box 1926, Albany, NY 12201-1926" Ready, Set, Go!

Colton P. Wagner
4 Remsen's Lane
East Norwich, NY 11732

Dear Tim,

Sorry about the fire- I was in two fires on the Slater.

1. In testing the engines in Tampa, due to having a valve the wrong way, the sump in one of the diesels blew up because it started to turn on sump oil, blew up and burned the whole engine room up. I had the gangway watch at the time.

2. Underway, some packaging stored in the stack caught on fire- at sea- right next to a 20mm magazine which we had to empty in a hurry.

So, "never two but three." Hopefully this is the last one!

And, despite a blurb in an article about gifts, I was Exec from after our last Atlantic convoy, starting in NYC in May ? 1945 and navigated from NYC, all over the Pacific, even the occupation of Hokkaido, and left in Yokohama in late October or early November in 1945. I came home by a freighter and got home in NYC in January '46.

Coltie (Wag) Wagner



Dear Tim,

I had to re-open your envelope 'cause I forgot part of the SLATER story as related to the Carrier FRANKLIN. By some coincidence, the FRANKLIN's plaque is next to ours, to the right. After she had limped from being hit by kamikazes in the

Western Pacific to the Brooklyn Navy Yard, in May 1945, she was moored nearby to SLATER. We'd returned from our fifth convoy to Europe, and were receiving twin 40mm guns, preparatory to moving through the Canal to the Pacific. I had leave to Ohio; I am innocent. But our enterprising crew salvaged the ladder portside, from the flag deck to the boatdeck, with fancy handrails, from the FRANKLIN. We heard that at the daily shipyard meeting, FRANKLIN's CO announced "his crew would shoot the next S.O.B. that stole stuff off their ship." Call it "midnight requisition."

At my WWII luncheon last week my friend Olin Humphries brought photos of his carrier HANCOCK, and her running mate, the FRANKLIN. Both were hit by kamikazes, resulting in fires. Olin described how his CO zig-zagged the HANCOCK so the burning fuel and planes would be spilled off the flight deck. They survived to continue fighting, FRANKLIN was worse. Olin was personal photographer to HANCOCK's CO, who had been CO of carrier GUADALCANAL when she and DEs captured the German U-505 off Casablanca, towed to Bermuda, occasioning our being assigned to carry a German torpedo to the Navy lab as we transited to the Boston Navy Yard.

End of transmission.

Cliff Woltz



Watertenders aboard the USS O'Flaherty.

#2 on "THE TOP 50" list
the USS O'REILLY



"THE TOP 50"

Listed below are the amounts the top fifty ships have donated to all programs benefiting our Memorial Destroyer Escort, USS SLATER, as of **APRIL 15, 2006**. A donation made to two or more ships is divided between the named ships.

| | | | | | |
|-----|---------------|----------|-----|----------------|----------|
| # 1 | DE 766 | \$60,807 | #26 | DE 57 | \$ 7,720 |
| # 2 | DE 330 | \$49,131 | #27 | DE 699 | \$ 7,514 |
| # 3 | DE 305 | \$40,580 | #28 | DE 424 | \$ 7,295 |
| # 4 | DE 640 | \$32,535 | #29 | DE 57 | \$ 7,260 |
| # 5 | DE 769 | \$32,460 | #30 | DE 246 | \$ 7,075 |
| # 6 | DE 763 | \$29,877 | #31 | DE 636 | \$ 7,070 |
| # 7 | DE 186 | \$29,209 | #32 | DE 393 | \$ 7,060 |
| # 8 | DE 306 | \$24,113 | #33 | DE 304 | \$ 6,882 |
| # 9 | DE 326 | \$17,175 | #34 | DE/DEC 698 | \$ 6,752 |
| #10 | DE 242 | \$17,132 | #35 | DE 156/SPD 53 | \$ 6,666 |
| #11 | DE 29 | \$16,367 | #36 | DE 42 | \$ 6,475 |
| #12 | DE 667 | \$15,960 | #37 | DE 634 | \$ 6,445 |
| #13 | DE 253 | \$11,880 | #38 | DE 183 | \$ 6,440 |
| #14 | DE 700 | \$11,699 | #39 | DE 60/APD 42 | \$ 6,380 |
| #15 | DE 534 | \$10,954 | #40 | DE 191 | \$ 6,305 |
| #16 | DE 140 | \$10,804 | #41 | DE/DER 147 | \$ 6,181 |
| #17 | DE 150 | \$ 9,866 | #42 | DE 136 | \$ 6,071 |
| #18 | DE 148 | \$ 9,605 | #43 | DE 684 | \$ 6,017 |
| #19 | DE 704 | \$ 8,818 | #44 | DE 217 | \$ 5,975 |
| #20 | DE 132 | \$ 8,648 | #45 | DE 718/APD 134 | \$ 5,900 |
| #21 | DE 184 | \$ 8,532 | #46 | DE 639 | \$ 5,860 |
| #22 | DE 366 | \$ 8,482 | #47 | DE 346 | \$ 5,852 |
| #23 | DE 155/APD 51 | \$ 8,192 | #48 | DE 680 | \$ 5,675 |
| #24 | DE 165 | \$ 8,175 | #49 | DE 741 | \$ 5,635 |
| #25 | DE 442 | \$ 7,997 | #50 | DE 441 | \$ 5,385 |

What will it take to have your ship join the "Top 50"? From time to time we publish the "Ship Donation List" which is complete listing of all 563 ships in our "Trim But Deadly" Destroyer Escort Fleet. When we next print the "Ship Donation List" check to see what it will take to have your ship listed in the above "Top 50".

New Donations To U.S.S. Slater Endowment Fund

DONATIONS AS OF

April 15, 2006

\$617,157.00

NEW METHOD OF REPORTING, PLEASE

NOTE:

At times we receive an additional donation from you after you have sent your initial donation. We will record your total donation behind your name and list the additional donation in the money column.

* Appearing before your name denotes donation or pledge is divided between two or more ships.

"P" appearing after your name indicates donation is a pledge

"PIF" appearing after your name indicates a pledge is paid-in full.

A bracketed figure appearing after a name is the total dollar amount given to the Endowment Fund by that group, by a Person or persons.

NOTICE

When a memorial donation is received, unless otherwise requested, it will be placed in the Endowment Memorial Fund.

MEMORIAL DONATIONS IN MEMORY OF

NOTICE

In our last issue we reported a memorial contribution of \$25 that was incorrect. We reported the memorial Contribution to CDR Glen L. Rollins was from his USS HAAS, WDE 424 Shipmate, James Hopper. This was incorrect. It should have read, "from his USS FALGOUT, WDE 424 Shipmate, James Hopper."

Raymond J. Hoelzle, FC2/c,
USS CONKLIN, DE 439, from:

| | |
|--|-----|
| Joan Killen | 100 |
| Michael P. Sullivan | 100 |
| His son, Neno Hoelzle | 50 |
| Orban "Ray" Chambless, | 25 |
| Adolph Z. Herrera, GM 3/c | 25 |
| From their USS SAMUEL B. ROBERTS, DE 413 Shipmates | |
| Albert R. Calderone, SoM2/c, USS THADDEUS PARKER DE 369 | 25 |
| James O. Libby, USS FOGG, DE 57 | 25 |
| Harold H. Anderson, USS JOHN P. GRAY, DE 673/APD 74 | 25 |
| James V. O'Connor, USS SAVAGE, DE 386 | 25 |
| John J. Gallagher, USS CARROLL, DE 171 | 25 |
| Robert D. Schimmer, USS FALGOUT, DE 32425 | |
| Matthew Stronski, GM 2/c, USS DECKER, DE 47 | 25 |
| James H. Jobson, USS GANDY, DE 764 | 25 |
| CMoMM V. Douglas Dirkes, USS CHARLES R. GREER, DE 23 | 25 |
| Edward Krol, | |
| USS LANNING, DE 159/APD 55 | 25 |
| From their Shipmates and friends in the Garden State Chapter, DESA | |

| | | | |
|--|-----|---|------|
| Howard Gray, S1/c, USS Snowden, DE 246, from: His loving wife, Beulah | 500 | USS SNYDER, DE 745-(\$650) | 50 |
| His friend, Donald Walker | 50 | William Moore, USS CURRIER, DE 700 from his loving Wife, Ramona Moore, | |
| His friend, Jean Martel | 10 | 100 shares of 3M stock | |
| Lionel Kunst, USS SLATER, DE 766, from his loving wife, | | Commissary Chief Paul Beacham, USS LLOYD, DE 209/APD 63, from his Shipmate, LT (SC) | |
| Anita E. Kunst | 100 | Patrick J. Campbell USNR-(\$3,000) | 1000 |
| John Ash, from his USS HILBERT, DE 742 Shipmates | 25 | John DeTullio, son of Louis DeTullio, USS SLATER, DE 766 From: | |
| Ron Diamond, HMS Vivian, L33, from his friends in the Philadelphia Keystone Chapter, DESA | 25 | Women of the Moose | 100 |
| Vincent E. Daus, MMC, USS LLOYD, DE 209, from his Friends and shipmates in the St. Louis Chapter | 25 | JoAnne & Ralph DiFillipo | 50 |
| CDR Richaed E. Warner, USS KENDALL C. CAMPBELL, DE 443 & USS GEORGE, DE 697, from his daughter, Katie Burke & granddaughter, Emily | 100 | Sharon & Michael Richardson | 100 |
| Ed Ruzanka, MM 2/c, USS GEORGE W. INGRAM, DE 62/APD 43 from Shipmate Mason B. Ellison | 25 | Rachelle Crowley | 20 |
| LT E. Glover Jordan, Jr., USS DONALDSON, DE 44, from Shipmate Donald Phillips. | 25 | Kenneth Dubrowski | 25 |
| Randy Hudgins, USS HAVERFIELD, DE 393, from his Shipmate, Philip Sevinor. | 100 | Mark Height | 242 |
| Calvin Bruce, USS OSTERHAUS, DE 164, from Shipmate, Frank T. Buck | 25 | Michele Hill | 50 |
| Helen & Robert Belcher, USS PRAIRE STATE, from Frank T. Buck, USS OSTERHAUS, DE 164 & USS SNYDER, DE 745 | 25 | Susanne Hinckley | 25 |
| Gordon M. Lane, USS WESSON, DE 184, from Shipmate Leon H. Dunn, | 100 | Miranda Ho | 100 |
| LCDR James Mertz, Commanding Officer, USS STURTEVANT DE 239 and Commodore of DECO, from Fellow Commanding Officers: | | Paul LaPorte | 140 |
| LCDR Robert W. McCullough, USS PETERSON, DE 152 | 100 | Ling Huang | 10 |
| LCDR Kenneth H. Hannan, USS SWEARER, DE 186 | 100 | Yvonne Lau-Leung | 31 |
| LCDR Walter Gadsby, Jr., USS BLAIR, DE 147 100 | | Jasmine Le | 10 |
| Girard E. Lichty, USS LAKE, DE 301, from his wife, Katherine G. Lichty | 100 | Robert Mahoney | 10 |
| Edward J. Wilson, USS EICHENBERGER, DE 202, from Barbara Syme. | 50 | Ellen Meigs | 40 |
| William E. Drislane, from Lois & Stewart Wagner | 50 | Hai Nguyen | 30 |
| William Helot, BM3, USS POLLOX & BTC Joe Ing, USS STODDARD, DD 566, from SKCS Frank T. Buck, USS OSTERHAUS, DE 164 & | | Edward Pedi, Jr. | 10 |
| | | Blanche Seifer | 25 |
| | | Karen Stubblefield | 30 |
| | | William Meahl | 20 |
| | | Edward J. Mills, USS REYNOLDS, DE 42 from Shipmate Doug Nicholson | 100 |
| | | Edward G. Elze, USS SLATER, DE 766, from: | |
| | | Fran & Pat Arthur | 25 |
| | | Regina Barbeau | 10 |
| | | Elizabeth & Robert Elze | 100 |
| | | Anne & Bob Pennock | 25 |
| | | William Svihovec, USS GILMORE, DE 18 & USS SLATER, DE 766 | 100 |
| | | Catherine Tobin | 50 |
| | | Dr. Alfred C. VanDerzee | 100 |
| | | Joseph Young | 100 |
| | | Marion Wolff | 25 |
| | | Kathleen & John Tobin | 25 |
| | | Laurel & Martin A. Edwards | 40 |
| | | Barbara & George Gearhardt | 50 |
| | | Dee & Ferol Hock | 100 |
| | | Kathleen Jepson | 25 |
| | | Mary Nolon | 25 |
| | | Susan Paurowski | 50 |
| | | Beth Saunders | 200 |
| | | Helen R. & Robert J. Davis, USS SLATER, DE 766 | 50 |
| | | Ann Tetrault | 20 |
| | | LT Donald Sterrett, USS WISEMAN, DE 667, from his Loving wife, Mrs. Jane Sterrett. | 50 |
| | | Conrad W. Kreisel, S1/c, USS LIDDLE, DE 206/APD 60 & USS KIRWIN, DE 229/APD 90 from his friends and Shipmates in the Garden State Chapter, DESA | 25 |

CDR Vincent N. Goodrich, USS SAMUEL B. ROBERTS, DE 413 & USS DeLONG, DE 684, from his USS SAMUEL B. ROBERTS Shipmates. 25

Harry D. Kent from his USS SLATER, DE 766 shipmate, Robert J. Davis and wife Helen R. 50

James Higgins, USS REEVES, DE 156, from his friends and Shipmates in the Philadelphia Keystone Chapter, DESA. 25

Jack Linnerman, from his friends and Shipmates in the St. Louis Chapter, DESA. 25

Donald W. Conaway, USS WALTER C. WANN, DE 412, From Jack MacMillian 50

DONATIONS FROM CHAPTERS OF DESA

NOTICE! The amount shown in () is the current Total donated by that Chapter and its Auxiliary.

North Pacific-(\$3,465) 100

DONATIONS FROM FRIENDS OF USS SLATER

In our last issue we reported an endowment gift from good friends and we mis-spelled their last name. The Listing should have read as follows: Kathleen & George McNamee 540 shares of Map info Stock

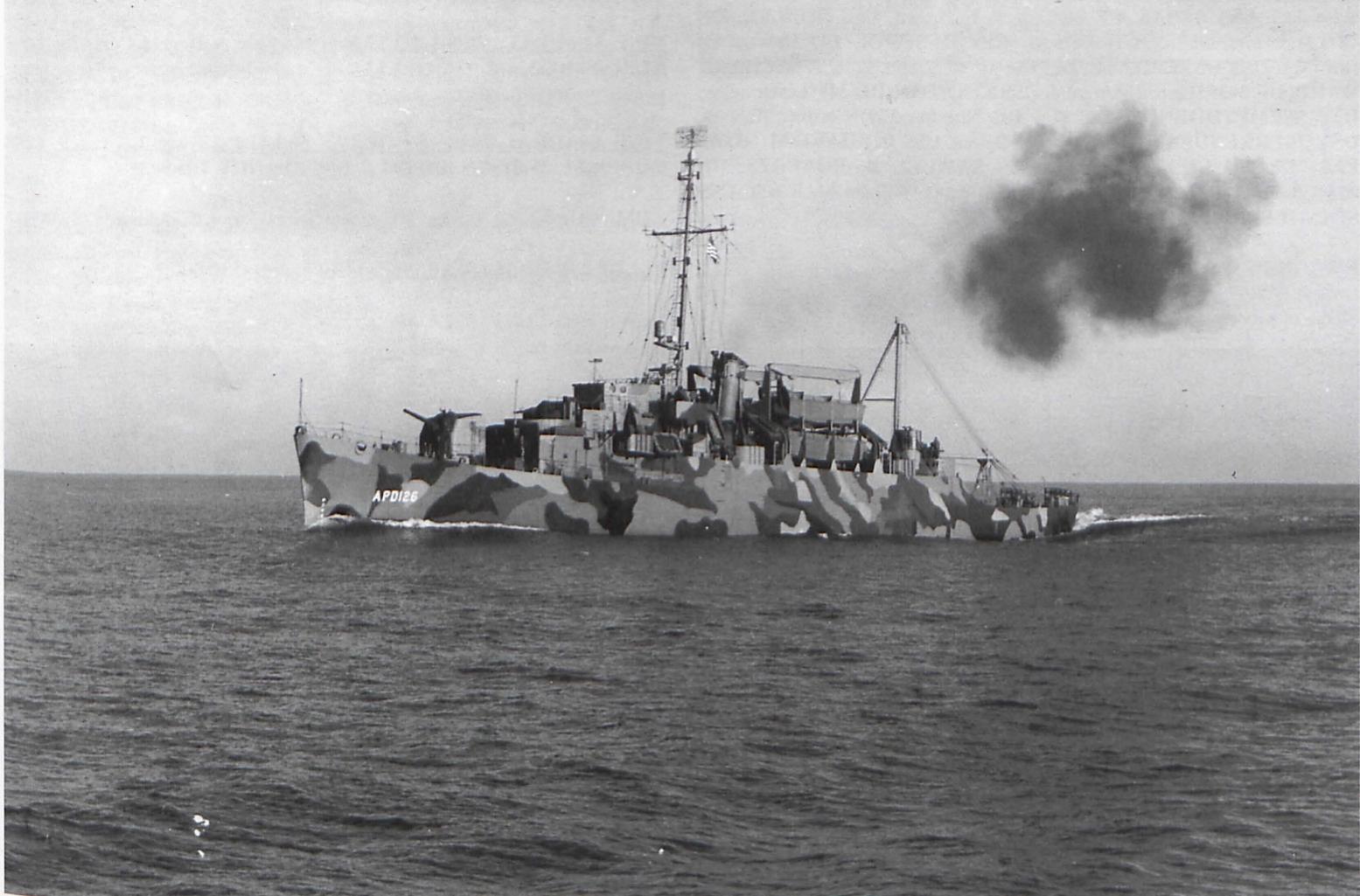
George A. Good, Jr., USS NORRIS, DD/DDE 859 52

DONATIONS FROM OUR 563 SHIP FLEET OF "TRIM BUT DEADLY" WARSHIPS

| | |
|---------------------------------|-----|
| DE 10-USS BEBAS | |
| Jack R. Schweitzer-(\$400) | 100 |
| DE 26-USS DEMPSEY | |
| Don A. Schliemann-(\$2,000) | 500 |
| Ethel & Walter J. Galloway | 100 |
| William Fatherhoods-(\$345) | 50 |
| DE 101-USS ALGER | |
| Don A. Schliemann-(see DE 26) | |
| DE 177-USS REYBOLD | |
| Jean & Wilbert Reed-(\$2,533) | 45 |
| DE 219-USS J. DOUGLAS BLACKWOOD | |
| Thomas F. Dougherty-(\$400) | 50 |
| DE 337-USS DALE W. PETERSON | |
| David Phelps | 75 |
| DE 357-USS GEORGE E. DAVIS | |
| Franklin M. Carr | 25 |
| DE 366-USS ALVIN C. COCKRELL | |
| William Kramer-(\$805) | 120 |
| DER 388-USS LANSING | |
| Terry A. Moberg-(\$150) | 50 |
| DE 442-USS ULVERT M. MOORE | |
| Robert W. Schwinger-(\$1,600) | 300 |

CHECK YOUR MEMBERSHIP STATUS! Please check your address to see if there is an asterisk (*) in front of your name. If so, it indicates you have not sent in your membership renewal. We depend upon your membership to continue restoration work aboard our DE. We need you to carry on the work we started.

The turbo-electric APD conversion USS Gosselin, APD126 in her dapple jungle camouflage in 1945. Photo sent by Dave McComb



MUSEUM DONATIONS

From January 15, 2006 to April 15, 2006

NOTE: Coffee Fund donations are identified by (CF)

Note: Ships are listed numerical by their DE hull number. If a person served in a DE that was converted to an APD, the number of both is listed with the hull number he served in printed in **BOLD** type.

WHITE HAT-\$1.00 TO \$25.00: Francis Knause, USS FOGG, DE 57 (In memory of Shipmate William Horton)*Frank W. Kirkleski, Jr., USS BROUGH, DE 148*Robin & James Larner, USS DAY, DE 225 (CF)*William Shuda, USS LEOPOLD, DE 319*William Shuda, USS NEWELL, DE 322*James R. Ring, USS KRETCHMER, DE 329*Barbara & Robert Santacroce, USS MAURICE J. MANUEL, DE 351*Martin D. Jessen, USS ALBERT T. HARRIS, DE 447* W.W. Montgomery, USS SILVERSTEIN, DE 534*Raymond Doolan, USS CHARLES J. KIMMEL, DE 584*Melanie Battles, USS WITTER, DE 636*William B. McGinty, USS RICH, DE 695*Louise & Ceylon Russell, USS SLATER, DE 766*

WHITE HAT FRIENDS OF USS SLATER: Robert Houston*Frank J. Lasch, USS ROBERT L. WILSON, DD 847 & USS BLANDY, DD 943*Timothy Morgan*Frank J. Lasch, USS ROBERT L. WILSON, DD 847 & USS BLANDY, DD 943*

CHIEF-\$26 TO \$50: Charles C. Mertz, USS GUSTAFSON, DE 182*Thomas F. Dougherty, USS J. DOUGLAS BLACKWOOD, DE 219*Howard J. Drexler, USS TOMICH, DE 242*Stanley Suzdak, USS KEY, DE 348*Laird Confer, USS THADDEUS PARKER, DE 369*Tom Generous, USS VANCE, DER 387*Charles W. Alexander, USS WILLIAM SEIVERLING, DE 441*

CHIEF-FRIEND OF USS SLATER: Russell Cahill, ADGE 1*Guy Huse*

ENSIGN-\$51 TO \$100: Robert E. Murphy, USS CARLSON, DE 9*Jack R. Schweizer, USS BEBAS, DE 10*Duncan F. Brown, USS DOBLER, DE 48*LT & Mrs. Malcolm Holderness, USS HUSE, DE 145*Howard D. Hoffman, USS OSTERHAUS, DE 164*W. C. Camp, USS J. RICHARD WARD, DE 243*Thomas Mangrum, USS STANTON, DE 247*Lester Selby, HMS KEMP THORNE, K483 (US DE Number-279)*Gardner Roberts, USS OBERENDER, DE 344*Arnold Gelbin, USS RICHARD M. ROWELL, DE 403*LT John Moylan, USS SAMUEL B. ROBERTS, DE 413*Charles J. Lovett, USS McNULTY, DE 581*William M. Rosen, USS SPANGLER, DE 696*

ENSIGN-DESA CHAPTERS:

Ladies Auxiliary, Philadelphia Keystone *North Pacific*Ladies Auxiliary, Statue of Liberty*Rhode Island+

ENSIGN-FRIENDS OF USS SLATER: Saratoga County American Legion*Russell Ferrer*LT James J. Mulquin, USNR (Ret.), USS SHADWELL, LSD 15*

COMMANDER-\$101 TO \$250: Harold V. Richard, Commanding Officer, USS STADTFELD, DE 29*RADM Paul J. Czesak, USS J. DOUGLAS BLACKWOOD, DE 219 (see DE 585)*CAPT J. W. Hayes, Jr., ROY O. HALE, DER 336*RADM Paul J. Czesak, USS DANIEL A. JOY, DE 585 (see DE 219)*Colton P. Wagner, USS SLATER, DE 766*

COMMANDER-FRIENDS OF USS SLATER: Frank J. Lasch, USS ROBERT L. WILSON, DD 847 & USS BLANDY, DD 943*Dan Hull, USS BORIE, DD 215*

COMMANDER-DESA CHAPTERS: Southwest Florida*

COMMANDER-IN HONOR OF:

CAPTAIN-\$251 TO \$500: Everett C. Campbell, USS DANIEL T. GRIFFIN, DE 54/APD 38*The crew, USS FOSS, DE 59*Elana & David D. Norris, USS MCGINTY, DE 365 & USS SPANGLER, DE 696*Cynthia & John Galbraith, USS CRONIN, DE 704*

CAPTAIN-DESA CHAPTERS: Los Angeles*Statue of Liberty*Southwest Florida*

CAPTAIN-FRIENDS OF USS SLATER: National Grid (\$500)*VADM Barry Costello*

CAPTAIN-IN HONOR OF:

REAR ADMIRAL-\$501 TO \$1,000: B. D. O'Neal, USS FOSS, DE 59*

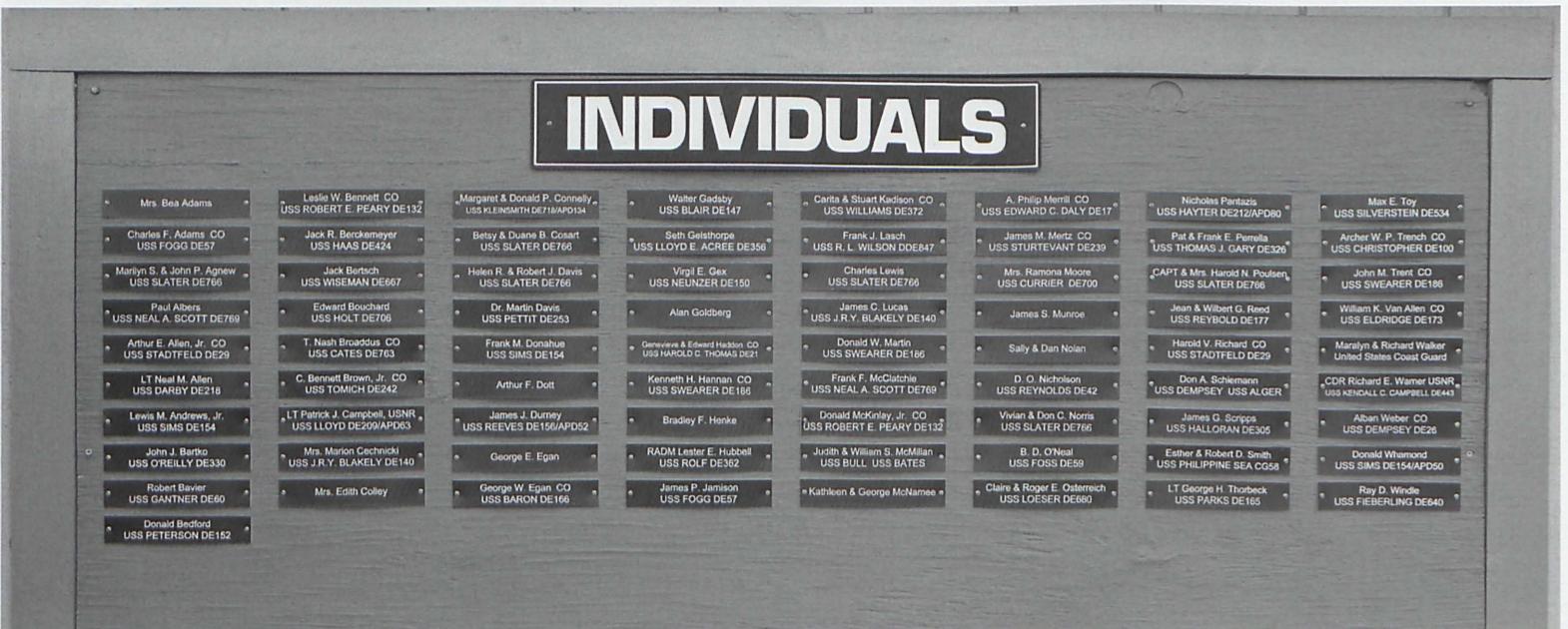
REAR ADMIRAL-FRIENDS OF USS SLATER*

VICE ADMIRAL: \$1,001 TO \$2,500: Margaret & Donald Connelly, USS KLEINSMITH, DE 718/APD 134, are monthly contributors whose donations place them in this category.

VICE ADMIRAL-FRIENDS OF USS SLATER: Frank J. Lasch, USS ROBERT L. WILSON, DD 847 & USS BLANDY, DD 943*

ADMIRAL: \$2,501 TO \$5,000: Albany Port District Commission (\$5,000)*

FLEET ADMIRAL: \$5,001 +: Tin Can Sailors (\$10,000)*



The individual Donor Recognition Board at the USS SLATER observation deck

WELCOME NEW DEHM MEMBERS

From January 16, 2006 to April 15, 2006

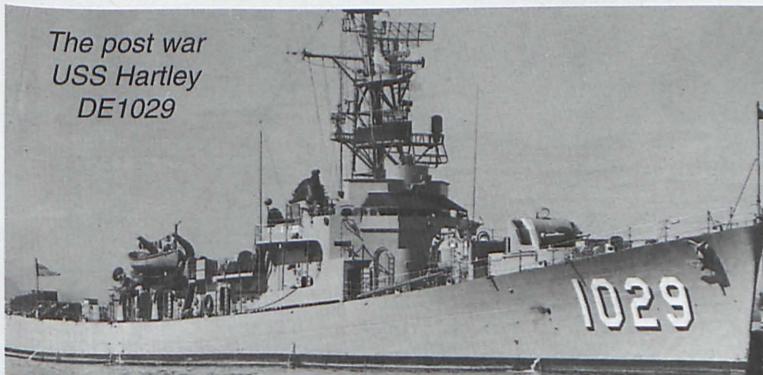
+Father was a DE sailor ++Honorary Member
+++Life Member ++++Commanding Officer

Ships Are Listed Numerically By Their Hull Number

John Marion, Ethel & Walter J. Galloway, **USS DEMPSEY, DE 26***Doug Nicholson, Bill Nicholson and Jim Nicholson, (Sons of D. O.. Nicholson) **USS REYNOLDS, DE 42***George Vojna, **USS ROBERT E. PEARY, DE 132***Charles A. Burke, **USS PILLSBURY, DE 133***John N. Adriani, Sr. & Ernest H. Burlison, **USS BROUGH, DE 148***David Nixon, **USS FECHTELER, DE 157***LT Francis Zevnik, **USS AMICK, DE 168*** Henry Ochoa, **USS PENNEWILL, DE 175***BMC Arnold L. McLain, USN (Ret.)& George Wilkins, **USS SAMUEL S. MILES, DE 183***Everette F. Mullins, **USS J. DOUGLAS BLACKWOOD, DE 219***Patricia Abby, **USS FOWLER, DE 222** (Gift membership from Phil Keaney)*Stallworth McGowin Larson, **USS RUCHAMKIN, DE 228/APD 89***Walter Kukulhan, **USS SLOAT, DE 245***Louise & Charles Masone & Mrs. Beulah Gray, **USS SNOWDEN, DE 246***Genare Mazzarella, **USS SWASEY, DE 248***CAPT Fredrick T. Carney, **USS MARCHAND, DE 249***CAPT Fredrick T. Carney, **USS HOWARD D. CROW, DE 252***Monroe L. Newton, **USS CROWLEY, DE 303***Henry P. Ochoa, **USS HALLORAN, DE 305***Lester Selby, **USS JOYCE, DE 317***William Shuda, **USS LEOPOLD, DE 319***Henry Kehlenbeck, **USS MOSLEY, DE 321***William Shuda, **USS NEWELL, DE 322***LTJG James J. Weinert & Donald R. Miller, **USS THOMAS J. GARY, DE 326***Mark Johnson, **USS KENNETH M. WILLETT, DE 354***Franklin M. Carr, **USS GEORGE E. DAVIS, DE 357***Rodger H. Hartranft, Jr., **USS LANSING-DE 388** (See DE 538/APD 55)*Ernest H. Burlison, **USS HAVERFIELD, DE 393***Herbert Arnold, **USS RICHARD S. BULL, DE 402 & USS WILLARD KEITH, DD 775***Donald R. Fankhouser, **USS EDMONDS, DE 406 (Life)***Rodger H. Hartranft, **USS OSBERG, DE 538/APD 55** (See DE 388)*Meliane Battles, **USS WITTER, DE 636***William B. McGinty, **USS RICH, DE 695***Anthony Cerezo, **USS HOLTON, DE 703*** David A. Himlin, **USS PARLE, DE 708***CDR Thomas E. Jacobs, **USS EARL K. OLSEN, DE 765***William Bashaw, **USS BRIDGET, DE 1024***Barbara & Nelson Combs, **USS BAUER, DE 1025***Paul M. Richardson, **USS BREWTON, DE 1086***

FRIENDS OF USS SLATER

Ken Williams, **USS GREGORY, DD 802***Glen Ayer, **APA 213***Pete Bertman*Loren Hall Kiser*George Larson*Joan & Dennis Lyman*Russ Padden*Michael P. Sullivan*Richard Fullam*Francis Buckley (Gift membership from Teresa Buckley)*Saratoga County American Legion*Russell J. Cahill*Marge McKenna*Charles Wicker*Delores Biggerstaff, **USS STURDEVENT, DD 240***VADM Barry Costello, USN*Gary Piercy, **LST 848***Hugh Murray, **US Army***Robert E. Mulligan, Jr.*Guy Huse*George A. Good, Jr., **USS NORRIS, DD/DDE 859***Don Miller, **USS HICKOX, DD 673***David Carhart, **USS PLYMOUTH ROCK, LSD 29***Marcia & James Slater*



CHECK YOUR MEMBERSHIP STATUS! Please check your address to see if there is an asterisk (*) in front of your name. If so, it indicates you have not sent in your membership renewal. We depend upon your membership to continue restoration work aboard our DE. We need you to carry on the work we started.

Trim But Deadly

The Quarterly Newsletter of the

**DESTROYER ESCORT HISTORICAL MUSEUM
DEHM, USS SLATER PO Box 1926**

ALBANY, NY 12201-1926

PHONE: (518)431-1943 EMAIL: SHIPSDE766@AOL.COM

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Director/USS Slater Crew Coordinator - Clifton Woltz
Executive Director & Newsletter Editor - Tim Rizzuto
"Trim But Deadly" Layout and Design - Richard Andrian

VOLUME 12, NUMBER 1 FIRST QUARTER 2006

Visit Albany and USS Slater!

The Albany County Convention and Visitors Bureau stands ready to assist you in planning your trip to Albany, New York and surrounding areas. Individuals and reunion groups can obtain information by contacting:

Jeanne Toth, Director of Sales
Phone: 1-800-258-3582, Ext 106



Double Your Dollars!

If you or your spouse's company has a Corporate Gift Matching Program, you may be eligible to double, or even triple your gift to the U.S.S. SLATER. Many times, this benefit also applies to retirees. Please contact the employer's human resource officer for more information on this corporate-sponsored benefit.

Visit The DEHM/USS Slater Website:

<http://www.ussslater.org>

*The Buckley Class USS Burke DE215 as commissioned.
Photo sent by Dave McComb*



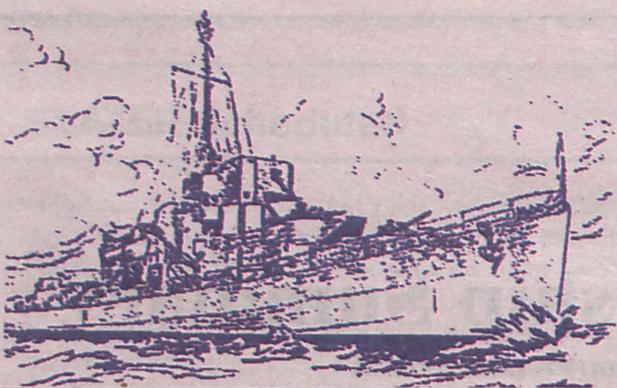
Trim But Deadly

**The Newsletter of the Destroyer Escort Historical Museum
DEHM, USS Slater, PO Box 1926 Albany, NY 12201-1926**

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DESA NEWS

Over 35,000 Readers

Official Publication of the Destroyer Escort Sailors Association since 1975

March/April 2006

P.O. BOX 3448, DELAND, FL 32721-3448

Volume 32 • Number 2



NAVY LOG ENROLLMENTS GROW WITH FREE LISTINGS

On January 11, at the Surface Navy Symposium, the United States Navy Memorial made enrollment in the Navy Log free. The response has been tremendous—with the Navy Log growing in substantial numbers—in fact, by the end of January, over 9,500 new enrollments had arrived and many Navy Log updates were complete.

The decision to make Log enrollment free was made because of advances in technology, said Virgil Allen, vice president of Development at the Navy Memorial.

Because of technology improvements, we no longer have to re-key the submitted information. Therefore we are able to pass on the savings to the Sailor and veteran," Allen said.

The Navy Log is the permanent national registry of Sea Service members—active duty, Reserve, and veteran. It traces back to the United States Navy Memorial's own beginnings, even before the Memorial site was dedicated in 1987. Once the Navy Log Room was built, Log enrollments were keyed into computers by the Navy Log staff. Throughout the process, it has been the Navy Log's staff responsibility to verify the information, scan in photographs, and key in the Sailors' stories for the Log's "memories section".

To enroll yourself, a family member, or shipmate into the Navy Log link to:

www.lonesailor.org

Or write to: U.S. Navy Memorial, 701 Pennsylvania Ave. NW, Washington, DC 20004.

NOW HEAR THIS!!! NOW HEAR THIS!!!

There will be a Destroyer Escort Sailors Association ALL HANDS evolution taking place in Dearborn, Michigan. You are ordered to muster at the beautiful Hyatt Regency Dearborn Hotel on September 5, 2006. If you have a mate or a friend or friends you are ordered to have him/her/them with you when you report aboard. You will be on duty through September 9, 2006. At that time you will be released from active duty and will be ordered to report back to your homeport.

Your duties, while in Dearborn, will consist of having one of the best times of your life. Your duty station, USS HYATT REGENCY, is great on liberty and is a 4.0 feeder. They are very lax on uniform of the day. They only require you be you be in full uniform while attending the ship's party held on the evening of the 9th. There are no sweep downs, mess cook duties, water hours or watches to stand. There is Port and Starboard liberty every night. By now we know that most of you are thinking, "This is just like duty on my DE." The Michigan Chapter, headed by Chief Master At Arms, DESA Board Member Dick Breil and his merry group of "Swabbies" stand ready to assist you in every thing needed to have a tour of duty that you will long remember.

USS HYATT REGENCY is berthed right across from the Fairlane Town Center Mall. The mall has only one requirement, "Men must surrender the family credit card to their wives." Shipmates if you do this you may end up with a gift tie or a pair of socks. This will offset whatever she may buy. (HA). Seriously, shipmates and friends, there is much for you, your wife and guests to enjoy when you arrive.

For those of you who will be arriving early, we will have two (2) "Early Bird Tours" that will be your choice of either "Ford Fairlane Home" tour that will include lunch, where you will visit Henry Ford's 15th and final mansion or "Highlights of Detroit" which shows where Detroit has been and where it is heading in the 21st century. These tours will be on September 5th.

For our regular tours starting on Sept. 6th and continuing thru the week, you won't want to miss the "Frankenmuth" tour which is Michigan's own Bavarian Village where you will be able to walk around this quaint little village and also visit the world's largest Christmas store.

(cont. on page 18)

SLATER SCHEDULED TO RECEIVE VISITORS AS USUAL AT SNOWDOCK

By Tim Rizzuto, USS SLATER

There's something special about the smell of a warship, a unique mix of burned metal, paint, fuel oil, hot machinery, electronics, baked bread and hot coffee that you don't find anywhere else. For years, veterans sailors have commented on how that special smell, that tang in the air, took them right back to their Navy days as soon as they stepped aboard. I've even noticed in my years of visiting and stripping ships, that you can kind of date a ship by the smell. The WWII-era ships that saw no postwar service have a slightly different smell from the postwar ships, probably thanks to the liberal use of Cosmoline during the mothball process. And as I learned when I first visited the SLATER back in 1993, Greek Navy ships smell different than U.S. Navy ships, probably thanks to the liberal use of olive oil. Now twelve years later, SLATER again smells like a U.S. Navy ship.

I was off on Thursday, February 8th. That was the day that our fire restoration company, Quick Response, fogged the SLATER. Education Coordinator Eric Rivet had the watch that day. For those of you who have never been through a house fire, fogging is a process in which they use a smoke gun to insert chemical fog throughout the house. The fog goes wherever the smoke went, and displaces the odor. Now, it has been a month since the fire, and to us the odor was barely noticeable. But the normal procedure is to fog,



Hauling dummy ammo aboard.



Gary Sheedy and Barry Witte replacing burned wiring.

so we fogged. The morning after, Erik Collin and I came aboard a warship that no longer smelled like a warship. I think the average housewife would be quite pleased with the way SLATER smells now. The smoky smell is all gone. In fact, I think the

(cont. on page 3)

"Families United" for Troops Endorsed by "America Supports You"

■ Demonstrates growing awareness of military families who support the mission to Iraq and share the troops' desire to finish the job.

WASHINGTON—Families United for Our Troops and Their Mission today announced that it has been accepted by The Department of Defense as part of the America Supports You team to showcase and communicate America's support to the men and women of the U.S. armed forces.

"What we have come to discover since we started this organization," stated Families United founder Maj. Chuck Larson, "is that the vast majority of military families agree with us that America has a

moral responsibility to spread the fruits of democracy to oppressed parts of the world. We also know that our troops believe in their mission and want to finish their job."

Families United for Our Troops and Their Mission works to ensure that the sacrifices our courageous warriors have made are not in vain, and that the heroic soldiers, sailors, airmen, and Marines who have been charged with such a vital

(cont. on page 26)

him that I was the USS DAVIDSON and that I belonged to her. I asked him if he didn't have CNO's letter such and such dated such and such? He stuttered a little and said, "Sure." So I said that he then knew the authority. These Port Services guys aren't too smart. (See Ship's Story: PEARL HARBOR MOORING.)

The next morning, the tug showed up so we were underway. I realized we couldn't lay our hands on our navigational charts so we borrowed one for Charleston harbor from the nearest ship. We spent a great day doing everything we could think of from high speed runs (how fast is she?) to all back full (how fast can I stop?).

We reentered port that night and moored. I told COMTHREE that we were ready to proceed to Norfolk. He started with, "Who the hell are you?" I asked that he just send me a message telling me. . . .

The next day the Captain asked what we did next. I told him I would check my letter. The CNO letter said that "when ready, get underway and proceed to Norfolk for fitting out of approximately 45 days. CHOP to COMTWO upon arrival." I don't remember any big flaps during Fitting Out. We were busy and I remember that it snowed quite often. I went into the ship one night because I was afraid I wouldn't make it to work the next day. The smart ones got the next day off. When the Captain asked what we did next, I was ready with my letter. I called COMTWO and told him I was ready to proceed to Portsmouth for sound trials. He, of course, started with, "Who the hell are you?" I asked him to just send me a message telling me to get underway and proceed to Portsmouth CHOPPING to COMONE.

I guess sound trials were uneventful since I don't remember much about them. I had arranged with COMONE for a port visit at Fort Lauderdale (my parents lived only about 50 miles away). How about home for the weekend? I loved to send UNODIR messages. They simply said UNODIR (UNless Otherwise DIRected) we were going to do such and such. The nice part about these messages was that the addee didn't have to do anything and you then went ahead and did what you said you were going to do. If the addee actually read my UNODIR or if for some reason I couldn't do what I said I wanted to do he had to send me a message telling me NO. When we were transiting down from Portsmouth to Fort Lauderdale, we received a message from them that said another Navy ship was scheduled to be there the same as us so they couldn't take us for the weekend. So I sent another of my UNODIR messages that had us going into Miami, FL, for a little R&R. We actually stayed a week in Miami. We then had more trials in the Caribbean.

The next big event was to transit the Panama Canal. A quick check showed no one from the ward-room had ever done that before. Oh well, we arrived off the Canal during the night so we anchored. We couldn't even find any radio frequencies to contact the Canal personnel. We put the boat in the water and sent a group ashore to find out what we had to do. They told us to just fall in. Other ships had arrived during the night. So we transited the Canal. I have a funny incident that happened on the bridge as we were going through the Canal but will include it as another Ship's Story. (See Ship's Story: PANAMA CANAL INCIDENT.)

We stopped at RODMAN on the Pacific end of the canal to refuel. We already had arranged to visit Mazatlan, Mexico, on the west coast. We sent another UNODIR to COMELEVEN (San Diego) telling them we wanted to refuel and take on a few stores. Mazatlan was great. It is big on Sports Fishing so a bunch of the officers (including the Captain) chartered a fishing

boat and away we went. They could only put out four lines at a time so the boat crew said for four of us to man those poles. Those of us that were left manned the icebox for the beer and sodas. It wasn't long before John Buche (ASW Officer) got a strike on his pole so the others were brought in. Poor John fought that fish for hours. It wouldn't normally take that long but the marlin had gotten the leader caught under his fin on one of his leaps. This meant that he was not getting the full effect on the fish as he fought it. The Captain once asked John to let him relieve him. John was going to gladly oblige until I told John that if he let the Captain touch that pole, he'd tell everyone that he caught it. No way was John going to let the Captain relieve him. John wanted a beer but we had drunk it all. I think it worked out great. We all had our picture taken after we returned. We all told John we were all going to tell everyone that we caught it. Poor John slept for three days. It had almost killed him.

When we were going up the channel at San Diego we received a FLASH message from CINCPACFLT (Commander in Chief of the Pacific Fleet) in Hawaii. The message basically said, "Where in hell are you?" We were several months away from commissioning and they wanted to plan our arrival ceremony in Pearl Harbor but they had no idea where we were. I told them we were entering San Diego for logistics. They told us to expedite our logistics and get our butts to Pearl. I never heard but I expect the Captain got flack from that. My wife and kids were by this time in San Diego so I had big plans for about a week there. Oh well, it was fun while it lasted.

*Permission by the DAVIDSON Reunion Association
www.usstdavidson.com*

USS DAVIDSON DE 1045: Panama Canal Incident

By Richard W. Lawrence, Operation Officer

After clearing the first locks, I had the watch as AOOD and the Captain and the Canal Pilot were also on the bridge. You should know that DAVIDSON had the new fin stabilizers. These are big "barn doors" that protrude out about 45 degrees on each side of the hull. They are sued in the automatic position to sense that the ship is starting to roll and they would then move to counteract the roll. The ship would thus ride on a more even keel.

The pilot apparently had never seen these. Captain Stanfield was standing talking to the canal pilot and he started manually switching the stabilizers. The lake there was as smooth as glass but the Captain had the ship rolling pretty good. Everyone on the bridge was aware of what was going on but the poor pilot. He must have been wondering what the hell was going on. Captain Stanfield was holding a normal serious conversation and the pilot couldn't even concentrate.

And you thought Commanding Officers were serious and all business. COs are people, too.

*Permission by the DAVIDSON Reunion Association
www.usstdavidson.com*

USS DAVIDSON DE 1045: Pearl Harbor Mooring

By Richard W. Lawrence, Operation Officer

Each time DAVIDSON entered port, we would send a message to Port Services requesting our berthing assignment. In the case of leaving port we would normally request a tug for assistance in our get-

ting underway. A single screw-single rudder ship normally does not need tug assistance in coming into port but in leaving port, you need a tug to just pull you straight from the pier until clear and then you are okay to maneuver. In a twin screw ship this tug isn't necessary. It was always a little embarrassing for a destroyer to request a tug to assist. Keep in mind that until DAVIDSON arrived in Pearl Harbor to be homeported there, the only DEs they were used to were the older WWII destroyer-escorts. They were twin screw-twin rudder and smaller.

When we arrived we started requesting a berth for mooring and without fail, that stupid Port Services Lieutenant would assign us to an older WWII sized berth. The old DEs were up to 350 feet long and DAVIDSON is 414 feet plus. When we wised up, we had to get a larger berth. I don't think Port Services ever did realize that we were a different size destroyer-escort. I even had him meet the ship on the pier once when we were coming in so he could see that we couldn't fit. DUH!

Now you thought we were twiddling our thumbs up there when you wanted to hit the beach, didn't you?

*Permission by the DAVIDSON Reunion Association
www.usstdavidson.com*

USS JOSEPH HEWES FF 1078: Cab Ride

By John Reynolds, MM2

Of all the places the Navy took me in my almost 20-year career, my first port visit was with the Joey. We stopped in a small town south of Naples, Castellammare di Stabia. After surviving the pond crossing, and duty the first night in (the night of the trash slick, but that's another story) a bunch of us snipes decided to see the countryside. Six of us, I think it was Rob Gibson, Pat Caudel, Wayne Hodges, Barney (Reb) Barnes, Dave Norvel, and I headed to town. We took a train to Pompei, then another train to Herculanium, then another train to Naples. We bought round trip tickets each time. The locals later told us we overspent big time. The highlight of the trip, however, was a visit to Vesuvius. All six of us piled into a Fiat cab for the trip to the summit. This poor cab had a couple of tired squirrels pushing it up, and we gave the driver lots of crap along the lines of us walking up faster or maybe pushing the cab. Finally, we made the parking lot and he waited for us to make our climb to see the big hole. That done, we all piled into the cab for the ride back to town. Whoa, he had a gravity assist and plenty of weight with all of us big snipes packed in. The driver got his revenge, driving like a nut (or everyday Italian), he raced into hairpin turns, cut off busses, and scared the crap out of us. Not a word was said on the way down, we were all too busy holding on and praying. I think all our hands were shaking when we paid him off and crawled off to recover. He had a smile on his face that is still probably there from the payback he had inflicted on us. We stuck to the trains from then on.

**DESA READERS
APPRECIATE THESE
DE/FF STORIES. PLEASE
SEND IN YOUR FAVORITE
STORY TODAY.**

AND THE WINNER IS . . .

In the September/October 2005 issue of DESA News, we offered a contest for the best three stories about DEs, APDs, or FFs. We offered a \$100 prize to the 1st Place Winner, \$50 for the 2nd Place Winner and \$25 for the 3rd Place Winner. Thank you to all who submitted their stories. Congratulations to not only our three winners, but also to everyone who entered.

Following are the three winning stories:

- **1st Place:** "The Ping Line", submitted by Patricia Mann, widow of Jack Mann, USS WHITEHURST DE 634.
- **2nd Place:** "Raindance", submitted by John E. McCullough, USS LEVY DE 162.
- **3rd Place:** "God, I Think I'm Dying", submitted by William McMahan, USS JAMES E. CRAIG DE 201.

The Ping Line

*By Jack M. Mann, CPO Ret. USN
Submitted by Patricia Mann*

Did my mind play tricks on me that night when I heard her voice?

On board the USS WHITEHURST DE 634, we had been at Okinawa for several days, patrolling the area, after having escorted our ships that had invaded the Japanese Island of Okinawa.

It was April 11, 1945, just around dusk, when we received word from our commanding officer of our destroyer escort: our ship was going to be on the main "Ping Line" the next day. That meant we were to be sitting ducks for enemy aircraft and submarines. Our ship had to help provide protection for our forces ashore and afloat. So far just about all our naval ships that had gone on the main "Ping Line" had either been hit or sunk. It was more or less a suicide mission for any ship to be on the main "Ping Line".

I was pretty much upset and nervous, just thinking about tomorrow, and as the night wore on, I got butterflies in my stomach. I had the strangest feeling, as though something was about to happen. I felt uncomfortable. I just couldn't get the feeling to leave me, so I decided to go lay down on my bunk and have a cigarette. It was very late, around midnight, and most of the crew was either asleep, or on watch when I lay down.

I was lying there smoking, looking at the bulkhead, and thinking about my wife back in the states, wondering if I would ever see her again. I was thinking about the short time we had been together, only one month, when my ship was put into commission (January 1944, Hunter's Point, San Francisco, CA).

All of a sudden, I felt a hand brush my hair off my forehead. I saw my mother, who had been dead for 15 years, standing by my bunk and clearly heard her voice say to me, "Don't worry Jack, everything will come out like you want." Then she seemed to fade away. The shock of seeing her startled me and scared me at the same time. I got out of my bunk and went down to the engine room to get a cup of coffee. I was sure I was awake when I was lying there but I thought I must have drifted off and it had to have been a dream. I could still feel her touch and smell her perfume. It didn't feel like a dream. I stayed in the engine room until I felt calmer. When I went back to my bunk I didn't have any trouble falling asleep. At dawn I awoke and was ready for anything that might come my way.

As I started down to the engine control room that April 12, 1945, I could hear our three-inch anti-aircraft guns firing. We were under attack by nine Japanese Kamikaze planes. I began checking all the electrical equipment to be sure everything was in good working order and that the men were at their stations

and doing their jobs. Everything was going smoothly when suddenly I heard an explosion and knew we must have suffered a direct hit. I sent one of the electrical gang topside to find out how bad it was.

When he made his way back to the engine room he reported that one of the Japanese Kamikaze planes had crashed into the bridge. As far as he knew or could tell, everyone there had been killed.

With the bridge out we had no communications or direction. I was the ranking crewman in our section. We had to make our own decisions and do our part to keep the ship afloat. I rigged up an emergency compass repeater and had the crew make up running and recognition lights. We would need them badly without any other means of communication when we were underway again. We didn't want our own ships shooting at us during the night without the proper recognition lights. Our ship was in such a bad way that it was being controlled by secondary emergency steering from the back of the ship, directly above the steering gear.

We started back to Pearl Harbor the same day as the attack as quickly as we could get underway. Out of 380 personnel only 75 of us were left alive. We cleaned up what we could on the ship but it was a mess. We couldn't do very much since we were all needed just to keep her afloat and moving toward Pearl. After a while I started talking to a friend of mine. He told me that just before we were hit the Japanese Kamikaze planes were strafing the decks of the ship with machine gun fire killing the men on deck and knocking out all our anti-aircraft guns except one three-inch gun. The crew of that gun-turret shot down one of the Japanese Kamikazes in mid-air as it was headed straight for the engine room where I was working. I later learned that the gun crews had shot down eight of the Japanese Kamikazes before the ninth got through and hit the ship.

It took us a month to reach Pearl under our own steam. Since there wasn't much of that the going was pretty slow. I also learned that President Roosevelt died on that memorable day. I will never forget that day. And as impossible as it seems, I will always believe my mother did somehow come to pay me a visit and reassure me that I would survive the ordeal to come.

Raindance

By John E. McCullough

The rainy season in the Solomon Islands is a very dependable thing. The salt-water evaporators in USS LEVY DE 162 were not all as dependable so they were being worked on for several days while we were anchored at Purvis Bay late in 1943. It being quiet up "the slot" those few days many of Arleigh Burke's boys were rafted up, the HONOLULU CL

was there, the DIXIE, a DD supply and repair ship, was there, and a newly arrived hospital ship all painted white with her red crosses on her midship's hull.

Our crew would begin scanning the skies an hour or so before sunset when the usual deluge was expected on this particularly hot, humid day as we waited for the PA system to order (not suggest) off duty men to line up on the starboard side with soap and towels ready for the welcome deluge from heaven. We didn't have to be told twice when the word came, "Now hear this, all off duty personnel prepare for shower. Line up single file along starboard side, I say again . . . etc."

Naked men stumbled up ladders out of their respective living spaces, seamen forward, C division aft, odds and ends aft of that. We dutifully lined up facing outboard and anxiously awaiting the first peals of thunder . . . rarely not on time. The usual catcalls and horsing around was in good form when a Higgins boat came up from aft of us and very close aboard. The landing craft was loaded with Navy nurses on their way back to the hospital ship from the Officer's club on Florida Island. Navy nurses are commissioned officers and while we Navy men did not salute officers while "uncovered" (meaning hats, to you landlubbers) someone of us naked sailors started it and soon a hundred or so naked men stood there saluting and receiving return salutes from shocked Navy nurses in the Higgins. No one spoke, not us, not the nurses and as our hands dropped salute we heard over the Higgins engine peals of female laughter just as the first merciful drops of rain began to fall.

I suppose nude men are nothing new or shocking to Navy nurses. But our self-conscious salute must have been a first for them. It certainly was for the men of the USS LEVY DE 162 and I doubt whether this event is in the ship's log. An entry probably says, "salt-water evaporator repairs accelerated by Captain's orders", and to this day I wonder who among us lined up indelicate that day evoked the first hysterical laugh coming from that now passed Higgins boat.

God, I Think I'm Dying

By William McMahan

It was February of 1943 when I enlisted in the U.S. Navy. After "boots" and SM/QM School, I was assigned to a new type of ship called a destroyer escort. When I first saw her she looked majestic to me. All 306 feet of her. After outfitting and dock trials, we were ready for sea.

At least three-quarters of the crew were 18 years of age and never had been to sea before. (The biggest ship I was ever on previously was the Circle Line up the Hudson River to Bear Mt.) That hardly qualifies as big-time sea duty.

On board the USS JAMES E. CRAIG DE 201 I

(cont. on page 19)

'Friends last a lifetime. But shipmates are forever.'

As Veterans Day nears, the daughter of a World War II sailor learns about a ship—and what it means to her father and his crewmates.

*by Debbie Garlicki
Of The Morning Call*

When I was a child, the large horizontal photograph of a gray ship slicing through gray waters hung on the basement wall near the wash basins where my father, much to my mother's dismay, gutted trout.

The photo aroused my curiosity, but I never asked about it.

Grade school, junior high and high school came and went. So did college. I moved from Pittsburgh to begin a career on the other side of the state.

The photo of the USS Enright DE-216 and my childhood stayed behind.

It would be almost 40 years before I'd understand the small part the ship played in a big war and the enduring role she had in the life of my father and his shipmates.

And why he carried a faded photograph of her, like a lover, wife or child, in his wallet.

Mystery of the map

When the country called the Garlicki residence in the Polish enclave of Lawrenceville, it didn't get a busy signal.

My grandfather had fought in World War I; my father and one of his brothers were in the Navy; two other brothers served in the Marine Corps and Air Force during the Korean War; and another brother was in the Army.

My father new military service was inevitable. A strong swimmer who loved water and wated to travel, he joined the Navy. That same day, his draft papers for the Army arrived in the mail.

Grandma liked to tell the story of how she knew where my father was during the 38 months he was a sailor.

They devised an ingenious plan. Before my father left for places he had only read about in history books, he and my grandmother sat down with a map and numbered places where they thought he might travel. The number "1" would be Hawaii, "2" the Philip-pines, "3" Africa and so on.

When my father later wrote to his mother, he would include clues to his whereabouts. "Wish Aunt Mary happy birthday on the 10th," he would write.

Grandma would consult the map, look for 10 and take some comfort in having a general knowledge of her son's location.

Time passed, and Grandma sold her house and moved to an apartment and then a nursing facility. She died in 1998, and her belongings were sold and distributed among family.

We don't know what happened to the map. But my father still has a white Navy cap and a P coat embroidered with a dragon in Shanghai.

Sailors once more

In 1994, my father excitedly told me in a telephone conversation about an invitation he received in the mail. After more than 48 years, the crew of the

destroyer escort Enright was having a reunion in Kingston, N.Y.

"Are you going?" I asked.

He seemed surprised that I would even ask.

Of course he was going.

He wondered if Louie Mahr, Ivan McCombs, Steve Myers and the rest of the crew would be there. I could tell he was eagerly awaiting the June reunion.

My father was one of 42 men who traveled from all over the country for the event. He told me how they laughed about the old times, talked about their lives after the war and shared memories of their trips to Northern Ireland, the Mediterranean, Tokyo Bay and China.

In civilian life, they were dentists, lawyers, carpenters, plumbers, cranemen, mail handlers. For the four-day reunion, they were sailors, one and all.

How good it was, my father said, to see Louie, Ivan, Steve and the others.

The significance of the occasion ranked up there with a wedding or a child's birth.

Already, Dad was looking forward to next year.

It must be like anticipating a high school reunion, I thought. How wrong I was.

Giant in the fog

Two weeks later, the telephone rang in my apartment.

"Debbie, this is Louie Mahr," the caller said.

Why was that name familiar? Then I remembered: Louie, Louie from the Enright.

"Louie, how are you? Where are you?" I asked.

"I'm in Whitehall," Mahr said.

I almost dropped the phone.

For 12 years, I have lived only a few miles from one of my father's best friends from the Navy. And none of us knew it.

Mahr said he had seen my name in bylines in the paper. He mentioned to his wife, "I was in the Navy with a guy named Garlicki from Pittsburgh." He wondered if we were related. Probably not, said his wife, Joan, because Pittsburgh's pretty far away.

At the reunion, my father told Mahr that his daughter worked for a newspaper, The Morning Call in Allentown. Louie was shocked. He told my father how close he lived to Allentown and how he always wondered if the Garlicki in the byline was connected to his old Navy buddy.

Mahr invited me to his house to watch a videotape of the reunion.

Blue eyes twinkling, he told me about the day in April 1944 when a Portuguese merchant ship struck the small but stout Enright.

The Enright was escorting a convoy from Ireland when radar and sonar alerted the crew something was amiss.

Cloaked in fog in the Atlantic Ocean, the Enright turned to try to avoid a collision but was rammed port side about 300 miles from New York harbor.

The merchant ship ripped a 64-foot hole in the 306-foot ship, peeling away metal as if it were a sardine can.

"When that thing came out of the fog, it looked like a giant coming at us because they sit high in the water compared to the destroyer escort. I said an Act of Contrition," Mahr said, "I thought that might be it."

Anybody, he said, who tries to say he wasn't afraid that day is lying.

The ship lost one man, Carl Mims, who fell or was knocked overboard.

In the chaos that followed, Mahr was on deck with my father when he saw something floating away from the ship. "Chester," he told my father, "there goes your accordion."

My father's mouth hung open when he saw his squeeze-box in its case bobbing in the waves. It had escaped through the massive hole.

Then my father pointed to something else in the water.

"Louie, there goes your trumpet," my father said, as Mahr saw his trumpet and case following the accordion.

On board ship, Mahr and my father would entertain their mates by playing polkas and songs such as "By the Light of the Silvery Moon" to lift their spirits and remind them of loved ones.

As Mahr told me more about their experiences, I wondered what it was like seeing each other after almost five decades. Joan Mahr remembered the moment well.

Arriving for the first reunion, Louis Mahr entered the hotel lobby. My father was sitting by the door.

"He recognized me right away after all those years," Mahr said.

"Louie!" my father exclaimed. "Chester!" Mahr called.

The men ran to each other and hugged.

"That's the first time I saw grown men cry," Joan Mahr said.

Ivan McCombs of Wheeling, W. Va., entered the lobby and was overcome by seeing his old friends. He forgot about his wife, who was sitting in the car outside.

"They always say, 'Friends last a lifetime,'" Mahr told me, "But shipmates are forever."

I was beginning to understand.

'Like kids again'

The men opened mental time capsules at that first reunion. They decided to make it an annual event.

One of the most memorable ones was in 2003 in Albany, N.Y., where they climbed aboard the restored USS Slater DE-766, the last of 563 destroyer escorts of World War II that remains afloat in the United States.

McCombs' wife, Alma Jean, remembers how history was rewound that day. "When the guys got on the ship, they immediately went to their old positions," she said.

Ernie Cox, of Mauldin, S.C., who had trouble walking, left his daughter wide-eyed when he slid down a handrail to the lower deck. "It was amazing," Alma Jean McCombs said. "They were like kids again."

At reunions in New Jersey in 1996 and Virginia in 1999, Mahr and my father pulled out their instruments and played tunes that took crew members back to the Enright.

Back to being 18 years old. Young, vital, seemingly invincible. Embarking on adventures with strangers to unknown places from which return wasn't guaranteed.

Planning a surprise

Epiphanies come without warning. When they do, they knock you broadside.

In 2004, on a return trip to Allentown from Pittsburgh, I told my husband I thought it was time I go to one of the Enright reunion banquets.

Maybe it was my father turning 80. Maybe it was my own middle age.

Whatever the reason, I felt an urgency to do this before it was too late. How many more reunions would there be? I asked myself. How many more reunions would my father be able to attend?

I would go, I decided. And I wouldn't tell him. I'd surprise him by showing up at the banquet.

He would know that I understood—finally—what the Enright and her men meant to him.

The men organizing the reunion in New London, Conn., near Mystic Seaport, pledged to keep the secret.

As September approached I envisioned a Hallmark moment and my father's face when I walked into the room.

Hurricane Ivan had other plans.

An empty chair

I was packed and ready to go when I got a telephone call from shipmate Albert Green in Connecticut. My father, he said, wasn't able to make it to the reunion.

Amtrak Train 42 out of Pittsburgh couldn't depart because of flooding on the tracks in Harrisburg. I was beyond disappointed and debated whether I should still go to the banquet.

"Go," my husband said. "Do it for yourself. Do it for your dad. Do it for the guys."

Heavy-hearted, I drove toward New London. Signs flashed by on Interstate 287 and 95.

Checking in at the hotel, I asked where the hospitality room was for the Enright reunion. I had heard that the men gathered there before they got ready for the banquet.

I walked shyly into the room and announced who I was. The men warmly greeted me and shook my hand. They expressed their sorrow at my father's absence, but their gratitude that he had sent "his representative."

Mirth and reminiscing filled the banquet room.

Mike Crosby of Hancock, Maine, a communications officer on the Enright, articulated his feelings about this, his first, reunion and the shared emotion. "We," he told those assembled, "are a team. The officers give orders, but it's the crew that makes things happen. I had a great experience on the Enright."

"The whole thing for all of us was special because it was a justified war. It was one that had to be fought."

"The Enright didn't win the war, but she helped, and it felt good."

After the Allied invasions of D-Day, the Enright escorted troops from New York to Cherbourg on the Normandy coast.

The Enright was in jeopardy more than once.

At the reunion, the men remembered how the ship almost didn't make it into New York after her scrape with the merchant ship. She listed at a 12-degree slant into the harbor, where she stayed in dry dock for 30 days.

She was supposed to be headed for Normandy. The USS Rich DE-695 went instead. The Rich struck a mine, an explosion blew off her stern and she sank. Of her crew, 27 were killed, 73 wounded and 62 listed as missing.

Mahr remembered a night in June 1945 when Japanese aircraft dropped four bombs that barely missed the Enright.

The 15 men who attended this reunion were thankful that fate or faith spared their ship. They knew, however, that the Enright was battling another enemy—time—and was continuing to lose her crew to it.

After dinner, attention turned to a small round table with an empty seat. Atop the white linen tablecloth were a red rose in a vase, an inverted glass and a folded napkin. A candle flickered.

The empty chair represented shipmates who had died. The rose was in their memory.

The memorial service started. The men, their wives and their grown children bowed their heads in prayer.

"Lord, these shipmates were part of a ship that was the best. Make them welcome and take them by the hand. You'll find without a doubt they were the best in the land. . . . Let them know that we who survive will always keep their memory alive."

Ivan McCombs read the names of shipmates who had died in the last year. One of them was Paul Bielinski of Mount Marion, N.Y., who spearheaded the first reunion. After each name was read, Albert Green of Hackensack, N.J., rang a bell.

One went off in my head. I understood why my father cherished the reunions, the unshakable loyalty of these men and how not even death could break the connection they forged during war and rediscovered during peace.

Sailors, dogs: Keep off grass

In the hospitality room after the banquet, the shipmates traded stories. I learned more about them and about my father. It was a rare opportunity to see a different side of him. Children, both growing or grown, don't think much about the lives their parents had before them.

Long before these men became husbands, fathers and grandfathers, they were part of another family.

The ship with its 198 crewmen and 15 officers was a self-contained city. It was a home on water for men who depended on each other for survival.

"You broke down in the middle of the ocean, nobody could fix you but yourselves," said Green, who wears a "plank owner" pin on his Enright baseball cap, a distinction for the original crew.

Their memories are of sounds, smells, tastes, sights.

Mahr remembered steering inside the quartermaster shack when my father, who was a cook, delivered coffee for the grateful lookouts on the bridge. "It was strong," Mahr said, "but it kept you awake."

They drank coffee and caught up on ship gossip. "He was like a news reporter," Mahr said of my father. "He knew everything that was going on on the ship."

The men laughed about "flying fish" that would jump on the deck and remembered the playfulness of dolphins that swam alongside the ship.

Although serving in the Navy enriched their lives, it didn't fatten their waists or their wallets.

"We would lose 10 pounds at sea," Green laughed. "But we would make up for it at port."

John Seila of Broomall, Delaware County, weighed 135 pounds when he left the Navy.

Mahr, who was 17 when he enlisted, said they made \$77 a month.

When the sea tossed the ship, my father couldn't cook, so the crew ate peanut butter and jelly sandwiches. The men said they can still taste the crackers that replaced bread, which got moldy too quickly, boiled potatoes, corn pone and mystery meat they called hot dogs.

Ketchup was rationed for civilians, but sailors could get all they wanted. Albert Green still loves ketchup.

Ivan McCombs' favorite memory was his first night at sea. There was no bunk for him, so he laid his bed roll in the mess hall. McCombs, who grew up on a 160-acre dairy farm where he still lives, had never seen the ocean.

"I was scared to death," he said. He eventually fell into a restless sleep that was interrupted by an angry sea. Stainless steel lunch trays that had not been secured slid off shelves and startled him awake.

Willard Evans of Nutley, N.J., who has faded tattoos of an eagle, an American flag, an anchor and "USN" on his left forearm, remembered the booming sound the ship would make when it reared out of the water in violent storms and slammed down "like a sledgehammer."

Mahr said he will never forget the fetid smell of the Yangtze River in China that was a depository for all manner of waste.

Recalling rowdier times, their faces took on a youthful exuberance.

"Did your dad tell you," Mahr asked, "that in Norfolk, Va., people had signs on their property—'Sailors and dogs keep off the grass?'"

Steve Myers, of Cleveland remembered sleeping on beaches when he was on liberty. Bob Frye of Albany, N.Y., recalled drinking with Mahr and my father, losing track of time and missing a bus to the ship.

The 2004 reunion hadn't even ended when Green announced the 2005 destination would be in Lancaster. "We're here, and we hope we can continue," he said. "Of course, it's up to us and how we feel, our health, next year. But we'll go on as long as we can."

Before the reunion ended, the men and their wives signed "missing you" cards for shipmates who weren't able to attend.

'He was our savior'

At September's banquet in Bird-in-Hand, Ivan McCombs stood before 12 shipmates. The piece of paper in his hand shook slightly.

"A lot of our crew are having physical difficulties," he said, his voice quavering. He went down the list.

A regular attendee had leg problems and couldn't travel. Another broke his hip and was in a rehabilitation facility. A shipmate who used to come in the reunions and push his wife in a wheelchair had a broken arm and a hip replacement. Prostate cancer and a wife's death prevented someone else from coming. A crew member with Alzheimer's disease was in a nursing home. Yet another had an eye operation and was thinking of moving from his home. Eleven others were unaccounted for.

"I guess most of you know that Harry Wingers passed away," said McCombs, a hitch in his voice.

Wingers, of Milwaukee, died a week before the banquet.

Gale Dobson, of Boyers, Butler County, who was attending his first reunion with his wife of 58 years and his daughter, lightened the mood by quipping, "You guys haven't aged."

He said he hopes to return. "If the good Lord's willing and the creeks don't rise, I'll be at the next one," he said. "I had a lot of fun, fellas. Been nice seeing you again."

McCombs, who hasn't missed a reunion, was optimistic but realistic. "It's been a good run," he said. "I don't know how long we can keep it going."

For the 12th year in a row, the bell tolled for the dead.

McCombs walked to the table where no one sat, cupped his hand around the flame and gently blew out the candle.

(cont. on page 14)

It was time for me to tell them a story. When my husband and I were in Ireland in 2001, we were at a medieval dinner with a large group of tourists from Holland who were having a fine time, no doubt fueled in part by copious amounts of mead.

My husband left the table. Upon his return, he said he had a chat with one of them about World War II. The man said he had been in the Dutch resistance. My husband told him that my father served on the Enright.

As we were leaving Bunratty Castle, the man approached me, grabbed my arm and looked earnestly into my eyes. Tell your father thanks, he was our savior, he said.

The Washington, D.C., monument to World War II veterans stands as a testament to the country's gratitude. But kind words from strangers often speak loudest.

McCombs said people will sometimes walk into the hospitality room at the reunions and say simply, Thanks.

Chokes you up, he said.

A photograph in a wallet

As the reunion ended, the men said their goodbyes and told one last tale.

Ann Kelly, wife of shipmate Tom Kelly of Yorktown, Va., chuckled. The stories change a little bit every year.

And every year, the stories provoke as much laughter as when they were first told.

Ann Kelly looked at the men who were patting each other on the back and hugging. They grew up together, she said. They went in as boys and came out men.

My father pulled out his wallet and showed John Seila a photograph of the Enright, encased in a crinkled plastic sleeve.

George Driscoll, the brother of late shipmate Frank Driscoll of Hoosick Falls, N.Y., had given it to my father after Frank died.

Manila Harbor, P.I. had been scrawled on the back.

Below, George Driscoll had written: 4/25/98 Chester, Frank carried this picture in his wallet for years. He would want me to give it to you. That ship was his pride. That is Frank's handwriting above.

Steve Myers then pulled a less sentimental object from his wallet. The men howled. It was a card that said, Gone to P. Please leave my drink alone. This card compliments of a former DE (destroyer escort) sailor.

Myers uses it at his local VFW club.

In the motel lobby, Tom Kelly and Ivan McCombs started planning next year's reunion in West Virginia.

Scrapped, not forgotten

Time turned hair to silver. It wrinkled skin and weakened bones.

Mahr lost the sight in his left eye and can't play the trumpet anymore because of an arterial operation. I can't even play taps, he said.

Macular degeneration, an incurable eye condition, prevents my father from reading the Destroyer Escort Sailors Association newspaper.

They have their good days and their bad days. At times, they mourn the losses, but they wake each day, thankful for what they have.

Destiny dealt a crueler blow to the gray lady that provided shelter from the storms and became a vessel for lifelong friendships. In 1978, the Enright was stricken from the U.S. Navy Register. She was scrapped or, as one history of American ships puts it, deleted in 1989.

No obituary was written, no eulogies spoken.

The shipmates know that it doesn't matter where the parts were scattered. Having left an indelible mark on the men and their descendants, the Enright and her spirit live on.

Three years, three months and 23 days in Uncle Sam's Navy, said McCombs, who remembers those numbers as well as his Social Security number. It burns in your memory.

debbie.garlicki@mcCall.com
610-820-6764

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USS ENRIGHT DE-216

■ **Named after** Robert Paul Francis Enright of Bradford in McKean County, Pa., a 25-year-old ensign killed when his destroyer was sunk in the Battle of Midway on June 6, 1942.

■ **Buckley Class** Destroyer Escort

■ **Size:** 306 feet long by 36 feet 10 inches wide

■ **Displacement (weight):** 1,400 tons unloaded, 1,740 tons full

■ **Speed:** 24 knots

■ **Crew:** 198 men, 15 officers

■ **Christened** on May 29, 1943, at Philadelphia Navy Yard.

■ **Commissioned** on Sept. 21, 1943.

■ **Received** one battle star for World War II service.

■ **Reclassified APD-66** on Jan. 21, 1945, converted to high-speed troop transport at the Boston Navy Yard.

■ **Decommissioned** on June 21, 1946.

■ **Transferred** to Ecuador on July 14, 1967.

■ **Renamed** escort destroyer "25 de Julio" (E-12).

■ **Stricken** from U.S. Navy Register on March 31, 1978.

■ **Scrapped** in 1989.

Sources: "Dictionary of American Naval Fighting Ships," www.navsource.org and www.hazegray.org

DESA MEMORIAL FUND DONATIONS

MONTHLY DONATIONS

W. G. "Bill" Reed (total as of Feb. 2006) \$495.00

MISCELLANEOUS DONATIONS

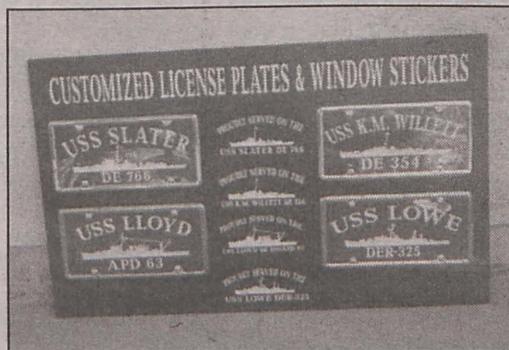
| | |
|-----------------|------|
| William Maychek | \$5 |
| Frank A. Smith | \$5 |
| L. E. Mathews | \$10 |
| Carl Wildes | \$5 |

DESA 31ST ANNUAL CONVENTION

DEARBORN, MI
SEPTEMBER 5-9, 2006

Registration forms and information appear in the centerfold in this issue.

SHIPS VANITY PLATES AND WINDOW DECALS



VANITY PLATES

\$23.50 includes S&H

DECALS

\$7.00 includes S&H

Please make check payable to: DESA
Please mail to: DESA, P.O. Box 3448, DeLand,
FL 32721-3448

Name: _____

Address: _____

City/State/Zip: _____

Phone #: _____

Ship Description (please mark with an X):

- 3 inch DE (gun size) Vanity Plate
 5 inch DE (gun size) Window Decal (inside application)
 APD Window Decal (outside application)
 DER

Ship's Name: _____

Hull No.: _____

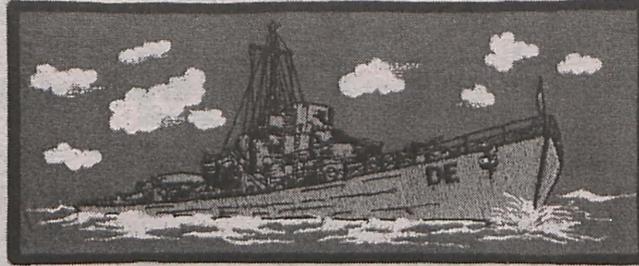
Ship's Store

A 4x10 large cloth patch with a destroyer-escort suitable for back of jacket — 5" guns



Item #10010

A 4x10 large cloth patch with a destroyer-escort suitable for back of jacket — 3" guns



Item #10010A

Lapel pin, can also be used as a tie tack



Item #10013

A 2-3/8x3-1/2 American flag patch suitable for the sleeve or shoulder of your jacket



Item #10011

DESA official fully embroidered cloth patch insignia, suitable for caps, blazers or jackets



Item #10012A

DESA official fully embroidered "LIFE" patch insignia, suitable for caps, blazers or jackets



Item #10012B

"LIFE" lapel pin, can also be used as a tie tack



Item #10022

"The Ruptured Duck" pin — WWII honorable discharge emblem



Item #10060

Plank owners patch— blue patch, yellow embroidery



Item #10039

White sailor pin, can also be used as a tie tack



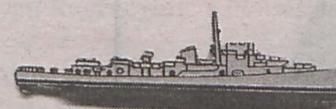
Item #10040

Buckley class pin/tie bar



Items #10047 & #10047-C

Evarts class pin/tie bar



Items #10065 & #10065-C

Rudderow class pin/tie bar



Items #10067 & #10067-C

Square USN Navy patch



Item #11136

Square USCG Patch



Item #11137

Lone Sailor pin



Item #10068

Hampton convention pin



Item #10096

U.S.C.G. 3-1/2" embroidered patch



Item #11144

Navy hat pin



Item #11081

Navy "RETIRED" hat pin



Item #11082

2002 Myrtle Beach convention pin



Item #11145

2003 Denver convention pin



Item #11149

Ft. Mitchell, KY convention pin



Item #11152

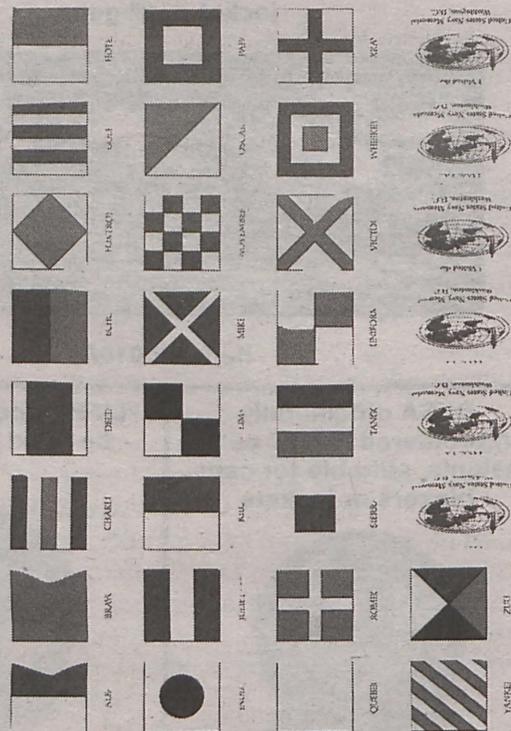
Ship's Store

U.S. flag seals



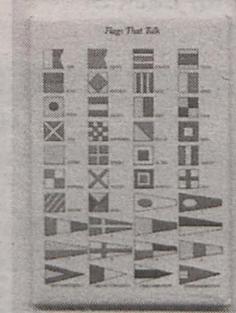
Item #11038

Signal flag stickers



Item #11061

Signal flags magnet



Item #11053

USN embroidered patch



Item #11083

American vet with flag and eagle decal



Item #11116

Blue sailor pin



Item #11105

Navy cap with DESA "LIFE" patch sewn on



Item #10057

Navy cap with DESA patch sewn on



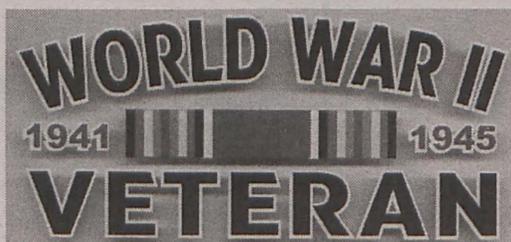
Item #10059

DESA blue hat



Item #11125

WWII VET ribbon decal



Item #11151

Navy retired sticker



Item #11076

Navy magnet



Item #11080

Coast Guard decal



Item #11106

2000 Albany convention pin



Item #11126

Coast Guard pin



Item #11128

2001 Omaha convention pin



Item #11133

DESA 31ST ANNUAL CONVENTION DEARBORN, MICHIGAN — SEPTEMBER 5-9, 2006 CONVENTION ACTIVITIES

REGISTRATION: Registration will begin on Tuesday, September 5, 2006, 1:00 P.M. to 5:00 P.M. at the Hyatt Regency in Dearborn, MI. On Wednesday, September 6th, registration will continue from 9:00 A.M. to 5:00 P.M. On Thursday, September 7th, we will be open from 9:00 A.M. to 5:00 P.M. On Friday, September 8th, we will open from 1:00 P.M. to 5:00 P.M. And finally on Saturday, September 9th, we will be open from 10:00 A.M. to 12:00 Noon. The Registration area will be in the "Catering Atrium" which is located on the 2nd level of the Hyatt Regency. TIMES ARE SUBJECT TO CHANGE.

SHIP'S STORE: The Ship's Store will open on Tuesday, September 5, 2006, 1:00 P.M. to 5:00 P.M. at the Hyatt Regency in Dearborn, MI. On Wednesday, September 6th, the store will be open from 9:00 A.M. to 5:00 P.M. On Thursday, September 7th, we will be open from 9:00 A.M. to 5:00 P.M. On Friday, September 8th, we will be open from 1:00 P.M. to 5:00 P.M. And finally on Saturday, September 9th, we will be open from 10:00 A.M. to Noon. The Ship's Store will be located in "Stanley/Steamer" which is located on the 2nd level of the Hyatt Regency.

LADIES SHIP'S STORE: The Ladies Ship's Store will be open the same days and times as the DESA Ship's Store except for Thursday, September 7th, when the store will be open from 9:00 A.M. to Noon due to the Ladies Luncheon. The Ladies Ship's Store will be located in "Bugatti/Royale" which is located on the 2nd level of the Hyatt Regency.

THE SHIP'S STORE, LADIES SHIP'S STORE, AND REGISTRATION WILL BE CLOSED FOR LUNCH BETWEEN NOON AND 1:00 P.M. EXCEPT WHERE NOTED. ROOMS AND TIMES ARE SUBJECT TO CHANGE.

EARLY BIRD GATHERING: The "Wine & Cheese Reception" will be held at the Hyatt Regency on Wednesday, September 6, 2006, starting at 8:00 P.M. The Wine & Cheese Reception is only for those who are registered guests of the Hyatt Regency and have registered with DESA. It is being sponsored by the Hyatt Regency. A CASH BAR will be available for those not wanting wine. Although there is NO CHARGE for attending the Wine & Cheese Reception, tickets will be required for the Wine/Soft Drink or Juice. There will be two tickets per person for the Wine/Soft Drink or Juice. Please do not lose or forget your tickets or you will not be served. The tickets are given FREE to registered guests of the Hotel who have also registered with DESA, and will be in your DESA REGISTRATION PACKET. Please indicate how many will be attending and, if you are not, please specify NONE. The Wine & Cheese Reception will take place in the "Rotunda Ballroom" which is located on the 3rd floor of the Hyatt Regency.

CHAPTER SKIPPER/MEMBERSHIP RECRUITING MEETING: The annual Chapter/Membership Recruiting Meeting will take place on Thursday, September 7th, from 1:30 P.M. to 2:45 P.M. at the Hyatt Regency. Your hosts this year will be Chapter Coordinator and Vice President Rex Thorne and Board Member George Amandola. All interested are invited to attend. Anyone wishing to start a Chapter in their area or if you already have an existing Chapter, you will find this most informative. Information will be given on how to start a Chapter and how to keep your Chapter going strong. Please plan to attend. The Chapter Meeting will take place in "Regency E-K" which is located on the Lobby level of the Hyatt Regency.

COMPUTER SEMINAR: The 6th annual "Computer Seminar" meeting will take place on Thursday, September 7th, from 2:30 P.M. to 4:30 P.M. at the Hyatt Regency. The Seminar is titled "Your Escort To Smooth Computer Sailing". Topics will include basic computer procedures as well as computer problems arising from hardware, software, and many other topics. Your host again this year will be Pat Stephens who is our DESA "Webmistress". The Computer Seminar will take place in the "Rolls Royce Suite" which is located on the 2nd level of the Hyatt Regency.

FIRST TIMER'S ORIENTATION MEETING: The 13th "First Timer's Orientation" meeting will take place on Thursday, September 7th, from 2:45 P.M. to 4:00 P.M. at the Hyatt Regency. In the past this meeting has proved to be very informative and helped those who have never attended a DESA Convention before to find out what DESA is all about. Your host again this year will be Treasurer and Board Member Earl Johnson. Please plan on attending. The First Timer's Meeting will take place in "Regency E-K" which is located on the Lobby level of the Hyatt Regency.

DESA AUXILIARY LUNCHEON: The DESA Auxiliary Luncheon will take place on Thursday, September 7th, from 1:00 P.M. to 4:00 P.M. at the Hyatt Regency. It is titled "DESA Calendar Girls" Luncheon. The Luncheon will take place in the "Desoto" Room which is located on the 2nd level of the Hyatt Regency. WOMEN ONLY!

SLATER SEMINAR: The SLATER Seminar will take place on Thursday, September 7th, during "Men's Night Out", starting at 8:00 P.M. at the Hyatt Regency. Learn all about what is going on with the USS SLATER and what you can do to help her get back to original shape. Your host again this year is Tim Rizzuto from the USS SLATER. The SLATER Seminar will be held in the "Stearns Knight Suite" which is located on the 2nd level of the Hyatt Regency.

DESA NATIONAL MEMBERSHIP MEETING: The DESA National General Membership meeting will take place on Friday, September 8th, at 9:00 A.M. at the Hyatt Regency. Please plan on attending this important meeting that takes place once a year at the Convention. This is the time to vote for three (3) members to the Board of Directors and receive all the information as to what has been going on with DESA for the year and where we are going in the future. All members are urged to attend. If you are not a member, join now and make that all-important difference. The Meeting will be held in "Regency E-K" which is located on the Lobby level of the Hyatt Regency.

NOTE: REGISTRATION AND SHIP'S STORE WILL BE CLOSED DURING THIS MEETING.

DESA AUXILIARY MEMBERSHIP MEETING: The DESA Auxiliary Meeting will take place on Friday, September 8th, at 9:00 A.M. at the Hyatt Regency. Please plan on attending this important meeting that takes place once a year at the Convention. This is the time to vote for three (3) members to the Board of Directors and get all the information as to what has been going on with the Auxiliary for the year and where we are going in the future. All members are urged to attend. If you are not a member, join now and make that all-important difference. The meeting will be held in "Regency A-B" which is located on the Lobby level of the Hyatt Regency.

NOTE: REGISTRATION AND THE LADIES SHIP'S STORE WILL BE CLOSED DURING THIS MEETING.

RESERVATIONS FOR THE 31ST ANNUAL CONVENTION SEPTEMBER 5-9, 2006 — DEARBORN, MI DESTROYER ESCORT SAILORS ASSOCIATION, INC.

**CUT-OFF DATE: AUGUST 18, 2006 (For Registration and Banquet)
ROOM RESERVATIONS (TO BE MADE WITH HOTEL DIRECTLY) — SEE BELOW**

PLEASE TYPE OR PRINT ONLY. ALL INFORMATION MUST BE COMPLETED IN FULL.

Member Full Name _____ Phone No. (____) _____
 Address _____ City/State _____
 How Tag Should Be Typed _____ Zip _____
 if Different from Above _____
 Spouse or Guest(s) Full Name(s) _____
 Check if Spouse Is Member of Auxiliary: Yes ___ No ___
 Is This Your First Time at a DESA Convention? Yes ___ No ___
 Name of Your Ship(s) & DE Number(s) _____
 Rank/Rank _____ Mode of Transportation (please circle): CAR PLANE OTHER
 IF FLYING, DON'T FORGET TO FILL OUT "DESA AIRPORT INFO FORM".

EARLY BIRD GATHERING

Complimentary One-Hour Wine & Cheese Reception for Registered Guests of the Hyatt Regency Dearborn Who Booked Directly with the Hotel and Registered with DESA. (This is Not a Meal Function, Only Cheese and Crackers.) Cash Bars Will Be Available for Those Not Wanting Wine. (See "Convention Activities" for Rules.)

Hyatt Regency Dearborn, Wednesday, September 6th. Time: 8:00-9:00 p.m. How Many Attending? _____
 Please Indicate How Many in Party if in a Wheelchair: _____

| | | |
|--|--|--|
| REGISTRATION FEE PER MEMBER (Member & Spouse Considered per Couple) Each Other Guest Will Be Required To Pay Registration Fee. | EVERYONE MUST REGISTER REQUIRED BY ALL TO PAY | TOTAL COST \$30.00 per person \$35.00 per couple |
| (Due to Increase in Expenses, the Registration Fee Has Increased.) | | |

ACCOMMODATIONS: LIMITED ROOMS AVAILABLE
 (IF ROOMS ARE FILLED, YOU WILL HAVE TO FIND YOUR OWN ACCOMMODATIONS.)
 CALL FOR YOUR OWN ROOM RESERVATIONS, BUT YOU STILL MUST REGISTER WITH DESA.
 HYATT REGENCY DEARBORN, FAIRLANE TOWN CENTER, DEARBORN, MI 48126
 PLEASE DO NOT SEND DESA THE ROOM RATE FEE. IT WILL BE RETURNED.
 CUT-OFF AUGUST 17, 2006 — \$89.00 ROOM FEE PER NIGHT
 PHONE: (313) 593-1234 OR (800) 233-1234 OR ON-LINE, WHERE A LINK WILL BE ON OUR DESA
 WEB SITE AT www.desausa.org
 CODE TO USE IS: "DESTROYER ESCORT SAILORS ASSOCIATION GROUP"
 THESE ROOMS ARE 1ST COME, 1ST SERVED, AND YOU MUST REGISTER WITH DESA.

There is a 14% tax per day which will be added to your account and is paid at the time of check-out. No other discounts will apply to the \$89.00 rate. For those of you who are driving, there is no charge for parking. Check-in is 3:00 p.m. and check-out is noon. There is no complimentary hotel shuttle. See the "Metro Cars" form for reservations. ***See information on airport shuttle service in the Instructions/Explanations column at right on this page and also the Airport Information form from DESA.

BANQUET: COST \$35.00: Sliced Roast Sirloin with Mushroom Bordelaise or Chicken Marsala (both come with garden tossed salad, potatoes, fresh veggies, rolls, dessert, and coffee or tea.)

| | |
|---|--|
| (Includes tax and tip.) These are per person prices. | COST |
| Please indicate choice of Sliced Roast Sirloin or Chicken Marsala. | SLICED ROAST SIRLOIN |
| Reserved Seating Sitdown Style Cash Bars | _____ x \$35.00 = \$_____ |
| Saturday, September 9th — Cocktails 6:00 p.m. to 7:00 p.m. Dinner 7:00 p.m. | CHICKEN MARSALA |
| Hubbard Ballroom — Hyatt Regency Dearborn | _____ x \$35.00 = \$_____ |
| Tickets will be included in your Registration Packet at the DESA Registration Desk. | IF WHEELCHAIR BOUND PLEASE INDICATE HOW MANY _____ |

*NOTE: See more information on procedures in "Convention Activities".
 DESA is not responsible for lost tickets. Entertainment will be provided after dinner.

TOTAL AMOUNT THAT YOU HAVE ENCLOSED: \$ _____
 Make check payable to: DESA
 Mail to: DESA, P.O. Box 3448, DeLand, FL 32721-3448 OFFICE USE ONLY \$ _____

CUT-OFF DATE: AUGUST 18, 2006 (For Registration and Banquet)

INSTRUCTIONS/EXPLANATIONS

PLEASE READ VERY CAREFULLY!!!
APPLICATION FORM

Please PRINT or TYPE so that we will be better able to read it correctly. As in the past, we have also asked what name you want typed on your tag if different from Member's Name, i.e., NICKNAMES. For the Ladies who are members of the Auxiliary, please indicate your membership. If you do not check this area, we will assume that you are not a Member. If you are not a member of the Auxiliary, you can join at the Convention or use the form in the *DESA News*. If this is the FIRST time your attending a DESA Convention, please answer YES in the space provided. Also, please make sure your phone number is noted so that we may contact you if there are any questions.

The Convention Application and DESA Airport Form (if you are flying) is to be returned to the DESA office address at the bottom of the forms. The check must be made payable to DESA and cover ONLY the Registration Fee and Banquet Ticket(s). The cut-off date is August 18, 2006. We are not responsible for forwarding Tour Applications to the Tour Company.

You are able to make your own room reservations with the hotel, but you MUST REGISTER AND MAIL IN your Registration Fee. The number for the Hotel is (313) 593-1234 or (800) 233-1234 or you may register on-line at the DESA website (www.desausa.org) where we will have a link to the Hotel. The code to use when making your reservation is: *DESTROYER ESCORT SAILORS ASSOCIATION GROUP*.

The Hotel this year is the Hyatt Regency Dearborn. Check-in is 3:00 p.m. and check-out is noon. If you arrive before the 3:00 p.m. check-in time, your room may not be ready to occupy until after the 3:00 p.m. check-in. The cut-off for the Hotel to make your room reservation is August 17, 2006, so don't delay.

The Tour Application must be filled out and returned to: "Action Tours, Inc., 5563 Haverhill Rd., W. Bloomfield, MI 48322". You will not be mailed tickets; they will be included in your Registration Packet at the DESA Registration Desk. You will need to be at the buses 15 minutes before departure time. The buses will be located outside of the Hyatt Regency Hotel Main Entrance. They only accept American Express, but you may pay by personal check, traveler's check, or money order. See more information on Tours and Rules & Regulations on the Tour Activity Form.

There will be NO complimentary airport shuttle service provided by the Hotel. Transportation will be available through "Metro Cars". The "ONE WAY" rate is \$38.00 plus tip for up to four (4) passengers. (See the ad and explanation in the Convention insert.) You must call them for reservations. Also, four our (DESA) information to give to the Michigan Chapter for arrivals, please fill out the "DESA AIRPORT INFO FORM" and return to DESA with your Convention Registration Form.

CANCELLATION: YOU MUST READ THIS CAREFULLY. TO CANCEL WILL COST YOU MONEY AND THE ASSOCIATION MUCH EXTRA TIME AND EFFORT. YOUR REGISTRATION FEE IS AUTOMATICALLY LOST AS IT HAS BEEN OBLIGATED FOR THE CONVENTION. ALL CANCELLATIONS MUST BE IN WRITING AND RECEIVED IN THE DESA OFFICE NO LATER THAN AUGUST 18, 2006. THESE CANCELLATIONS MUST BE POSTMARKED BY AUGUST 18, 2006. PLEASE SEND ALL CANCELLATIONS TO DESA, P.O. BOX 3448, DELAND, FL 32721-3448.

IF, DUE TO AN EMERGENT SITUATION, YOU MUST CANCEL YOUR REGISTRATION AND BANQUET TICKET(S) AFTER THE AUGUST 18TH CUT-OFF, PLEASE CALL THE DESA OFFICE AT (800) 603-3332. WE WILL ACCEPT REGISTRATION AND BANQUET CANCELLATIONS UNTIL AUGUST 31, 2006.

IF, AFTER THE AUGUST 31 CANCELLATION CUT-OFF AND YOU NEED TO CANCEL YOUR BANQUET TICKET(S), YOU WILL HAVE TO WAIT UNTIL SEPTEMBER 3RD AND LEAVE A MESSAGE FOR DORI GLASER AT THE HYATT REGENCY DEARBORN IN DEARBORN, MI, AT (313) 593-1234 SO THAT I MAY TRY TO RESELL THEM IN ORDER FOR YOU TO BE REFUNDED. IF I DO NOT KNOW ABOUT YOUR CANCELLATION OR CANNOT RESELL YOUR BANQUET TICKET(S), WE WILL NOT BE ABLE TO REFUND YOU. PLEASE REMEMBER, JUST BECAUSE YOU CANCEL YOUR ROOM DOES NOT MEAN THAT YOU WILL BE REFUNDED ON THE BANQUET TICKET(S) IF YOU DO NOT LEAVE A MESSAGE FOR DORI. THE HOTEL IS NOT RESPONSIBLE FOR BANQUET TICKET(S) REFUNDS. ANY CANCELLATIONS MADE DIRECTLY TO THE HOTEL WILL HAVE TO HAVE A CANCELLATION LETTER SENT TO THE DESA OFFICE IN ORDER FOR YOU TO RECEIVE A REFUND, EXPLAINING WHY YOU HAD TO CANCEL. BANQUET TICKET(S) REFUNDS WILL NOT BE PROCESSED UNTIL ATER OCTOBER 31, 2006. THEY WILL BE PROCESSED THROUGH THE DESA OFFICE. THERE ARE NO EXCEPTIONS. REFUNDS WILL NOT BE DONE THROUGH THE HOTEL FOR BANQUET REFUNDS.

**REMEMBER — WHEN YOU OBLIGATE,
WE, IN TURN, OBLIGATE.**

THE CUT-OFF DATE FOR THE APPLICATION TO REACH THE DESA OFFICE IS AUGUST 18, 2006. NO APPLICATIONS WILL BE ACCEPTED AFTER THIS DATE UNLESS YOU CALL DESA AT (800) 603-3332 AND EXPLAIN YOUR SITUATION AND A REPRESENTATIVE WILL FILL OUT AN APPLICATION ON THE PHONE. PLEASE REGISTER EARLY FOR THIS CONVENTION AND GET YOUR APPLICATIONS IN NOW!!!!

DESA TOUR ACTIVITY INFORMATION

Tuesday, September 5, 2006
Ford Fairlane Home Tour with Lunch
9:15 a.m.-12:30 p.m.
COST: \$46.00 per person, tour and lunch

Henry Ford would have loved to welcome your group to his 15th and final mansion of simple elegance! In 1957, the Ford Motor Company Fund donated the mansion and 210 surrounding acres to the University of Michigan for establishment of the school's Dearborn Campus. Included in this guided tour is a visit to the adjoining six-level powerhouse containing Henry Ford's private laboratory which provided power for all the home's utilities. You will have lunch in one of the gracious rooms of the home.

Highlights of Detroit, the Motor City
1:15 p.m.-4:15 p.m.
COST: \$21.00 per person

This fascinating tour shows where Detroit has been and where it is heading in the 21st century. We will drive by the New Center Area where Motown Music got its start. From here you will continue on to Detroit's Cultural Area. See Detroit's exciting waterfront and its parks, Joe Louis Arena, Cobo

Hall, Mariners Church, and Hart Plaza. See Greektown, Detroit's popular entertainment ethnic area. Another entertainment area is Detroit's successful restored theater district that highlights the fabulous Fox Theater, the Detroit Opera Theater, and exciting Comerica Baseball Stadium and Ford Field where Superbowl 2006 was played. Woodward Ave., our main street, features new condos and is home to Compuware Headquarters and newly installed Campus Martius Park with skating rink. There will be stops along the way.

Wednesday, September 6, 2006
Frankenmuth—Michigan's Own Bavarian Village
9:00 a.m.-4:00 p.m.
COST: \$48.00 per person, includes lunch

One of Michigan's top tourist attractions, this quaint village, built by Bavarian settlers, brings the old German ways into the 21st century. Our first stop is at Bronner's, home to the world's largest Christmas display. This is a fantasyland of Christmas decor for your shopping pleasure. You'll then be whisked away to enjoy the delicious chicken luncheon that made Zehnder's Restaurant famous.

Hear the Glockenspiel, and browse in the many specialty stores located in the town.

Thursday, September 7, 2006
The Henry Ford Museum OR Greenfield Village
9:30 a.m.-1:00 p.m.
COST: \$37 per person

THE HENRY FORD MUSEUM: You can enjoy a visit to Detroit's top tourist attraction, Henry Ford Museum. You will see the story of how ordinary people did extraordinary things to change the

world. Your visit to the 12 full acres of the Americana collection will dazzle you. The displays are replete with priceless automobiles and the Halls of Technology tell us the unparalleled story of American Industrial Progress. Lunch available on your own at the Michigan Café. Museum is handicap accessible.

GREENFIELD VILLAGE: In the 240-acre outdoor village, you can visit Thomas Edison's laboratory, Menlo Park, where the electric light bulb was born, and see the bicycle shop where the Wright Brothers created the first airplane. Travel through time on this one-of-a-kind American adventure created by Henry Ford I. Lunch is available on your own at several locations in the village.

Friday, September 8, 2006
Ford Rouge Factory Tour
10:30 a.m. and 2:00 p.m.
COST: \$32.00 per person

See why Detroit is called the Motor City. This spectacular new attraction in Dearborn is a celebration of the innovation of manufacturing in America—where history and technology merge. Twenty-three years ago, tours of the famous Ford Rouge Plant were discontinued. When production of the new Ford F-150 Pickup began in 2004, a new era of Rouge tours began. Go behind the scenes inside the world's largest automotive complex. No prolonged walking required. Tour is handicap accessible.

Saturday, September 9, 2006
Eleanor & Edsel Ford Mansion
10:30 a.m.-3:00 p.m.
COST: \$48.00 per person, includes lunch

Escape from the ordinary and experience the nostalgia of the golden age of the auto barons. This visit will captivate you with its art treasures, antiques, and memorabilia. The mansion represents a style of living and quality of craftsmanship that has vanished. Enter a world of elegance and graciousness born out of the early automotive industry and surviving now as a showcase to be treasured as you enjoy a guided tour of this beautiful home, garage, playhouse, and grounds. Your tour includes lunch at the home.

METRO CARS® Welcomes DESA To Dearborn

Metro Cars is honored to provide DESA members courteous, convenient and affordable transportation to and from Detroit Metropolitan Airport.

Your DESA representative meeting you in the baggage claim area will direct you to your personal Metro Cars chauffeur who will be standing by to take you to the Hyatt Dearborn hotel.

- One way luxury sedan rate of \$38.00 plus tip for up to four passengers per vehicle.
 1 passenger per vehicle = \$38.00 plus tip • 2 passengers per vehicle = \$19.00 per person plus tip
 3 passengers per vehicle = \$12.66 per person plus tip • 4 passengers per vehicle = \$9.50 per person plus tip
- Round trip reservation suggested.
- Return trip pick up should be scheduled at least two and a half hours prior to your flight departure time.
- Payment due at the time of service, cash or credit card only.



METRO CARS®

For information and reservations call 800-456-1701

DESA TOUR RESERVATION FORM — September 5-9, 2006 — Dearborn, MI

If you wish to register for tour(s), please complete this form and mail with check payable to: ACTION TOURS, INC., 5563 Haverhill Road, West Bloomfield, MI 48322; Phone: (248) 851-7893; Fax: (248) 855-3034; E-Mail: actiontours@sbcglobal.net.

All tour reservations must be received by **August 2, 2006**. Your canceled check is your receipt. Tour tickets will be included in your Registration Packet. New tour registrations will be added and accepted on-site if available. Only American Express credit card accepted. Personal checks, traveler's checks, or money orders will be honored. Cancellations and refunds for tours will not be accepted after **August 3, 2006**. Action Tours, Inc. reserves the right to cancel any tour that is under-subscribed and refunds will be sent to individuals. Tour prices based on a minimum of 35 persons per coach.

ALL TOURS DEPART FROM THE HYATT REGENCY HOTEL, MAIN ENTRANCE. PLEASE MEET 15 MINUTES BEFORE DEPARTURE TIME.

If tickets are being purchased for more than one person, please list all names.

Name(s) _____

Address _____

City _____ State _____ Zip _____

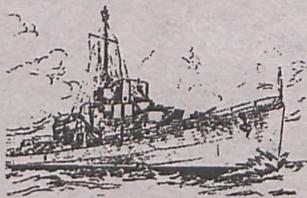
Phone (_____) _____

American Express Card # _____

Expiration Date _____

| Price/Person | Price/Person | # of Tickets | Amount |
|---|--------------|--------------|--------|
| September 5, 2006 Ford Fairlane Mansion 9:15 a.m.-12:30 p.m. | \$46.00 p.p. | _____ | _____ |
| Overview of Detroit 1:15 p.m.-4:15 p.m. | \$21.00 p.p. | _____ | _____ |
| September 6, 2006 Frankenmuth 9:00 a.m.-4:00 p.m. | \$48.00 p.p. | _____ | _____ |
| September 7, 2006 Henry Ford Museum OR Greenfield Village 9:30 a.m.-1:00 p.m. | \$37.00 p.p. | _____ | _____ |
| September 8, 2006 Ford Rouge Factory Tour 10:30 a.m. and 2:00 p.m. | \$32.00 p.p. | _____ | _____ |
| September 9, 2006 Eleanor & Edsel Ford Mansion 10:30 a.m.-3:00 p.m. | \$48.00 p.p. | _____ | _____ |
| TOTAL | | | _____ |

The President's Page



Destroyer Escort Sailors Association

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PRESIDENT

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OFFICE MANAGER
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POSTMASTER: SEND CHANGE OF ADDRESS TO: DESA NEWS, P.O. BOX 3448, DELAND, FL 32721-3448.

President's Message

DESA Membership Summary

By George W. Weidman, President, DESA

The Winter meeting of the DESA Board of Directors was held on Saturday, March 4th, in Dearborn, MI, at the Hyatt Regency Hotel. Some of the items discussed were the year 2005 financial balance sheet, 2006 budget, 2006 Convention, and 2007 Convention.

The December 31, 2005, balance sheet indicates a total of \$281,140 in total liabilities and fund-balances. However, there is a potential hotel obligation of \$7,494 remaining from the Convention in Florida. This was due to low attendance which resulted in contracted rooms not being utilized. A copy of this report appears on page 26 of this issue. The 2005 balance sheet and the 2006 budget both were approved as submitted by Moses A. Michel, DESA's Certified Public Accountant.

I am very pleased with the selection of the Hyatt Regency for this year's Convention. The hotel is very luxurious and has a very spacious lobby. It is only 12 miles from the airport. There is a large shopping plaza within walking distance which has several restaurants.

For the first two months of the year, we had a net loss of 206 members. This equates to a 2.88% loss.

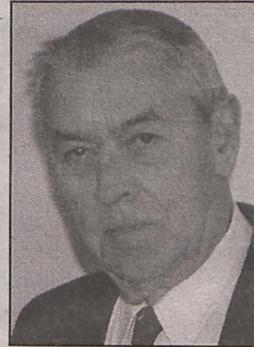
At the meeting, the Board took the following actions in an effort to increase our visibility, hoping that this will result in the recruitment of new members.

A. Voted to have a display booth at the Veterans of Foreign Wars Convention which is being held on August 26-31, 2006, in Reno, NV. At their Convention last year there were 10,000 veterans in attendance.

B. Voted to subscribe to the *Navy Times* weekly newspaper. This will enable DESA to be listed in the *Guide to Associations* which also appears in the *Army Times*, *Air Force Times*, and the *Marine Corps Times*. The four papers have a combined circulation of approximately 250,000.

C. Voted to place an ad in the *Sea Classic* magazine. This magazine is published monthly by the Challenge Publications, Inc. in Chatsworth, CA. This would enable DESA to have free E-Mail and website directory listings. This publication has more than 100,000 readers.

Look for details and information regarding registration, tours, etc., for this year's Convention in the Convention Insert in this issue of *DESA News*.



George W. Weidman

Membership Report as of 2/27/06

| CLASS OF MEMBERSHIP | 12/31/05 | 2/27/06 | Net |
|---------------------|--------------|--------------|----------------------|
| Regular | 5,265 | 5,077 | -188 |
| Associate | 175 | 172 | -3 |
| Sustaining | 86 | 78 | -8 |
| Regular Life | 1,474 | 1,466 | -8 |
| Associate Life | 100 | 100 | even |
| Sustaining Life | 26 | 28 | +2 |
| Honorary | 35 | 34 | -1 |
| Totals | 7,161 | 6,955 | -206 net loss |

MINUTES OF DESA BOARD OF DIRECTORS MEETING MARCH 4, 2006 — HYATT REGENCY HOTEL — DEARBORN, MI

Meeting was opened by President, George Weidman at 8:37 a.m.

Prayer by Vice President, Rex Thorne.

Pledge of Allegiance led by Secretary, Dick Ager.

The minutes of all meetings held in the year 2006 were read. Motions were made and seconded, and all minutes were approved as read.

The minutes of the telephone conference held on January 5, 2006, were also read and approved.

A financial report was made by our accountant, Moe Michel, assisted by Dori Glaser. A motion to accept the report was made by Earl Johnson, seconded by Dick Breil and approved.

Dori Glaser made a report on the status of our Certificate of Deposits. A motion was made by George Amandola, seconded by Dick Breil, to rollover the \$27,000 C.D. which matures this summer to an eleven month C.D. at that time. Motion passed.

The 2006 budget was submitted and approved.

George Amandola reported on Recruiting and Retention.

A motion was made and approved for a First Place prize of \$100, a Second Place prize of \$50, and a Third Place prize of \$25 to be awarded to the winners of the contest of letters on recruiting.

A motion was made by George Amandola, seconded by Dick Ager, not to have a Main Speaker this year at the Early Bird party at Convention. Motion was approved.

A Ship's Store Report was made by Dick Breil.

A Chapter's Report was made by Rex Thorne.

A motion was made by George Amandola to have George Weidman set up a booth at the upcoming VFW National Convention to aid in our recruiting. Motion was seconded by Dick Ager. Motion passed.

A motion was made by George Amandola, seconded by Dick Ager, to subscribe to the *Military Times*. Motion passed.

A motion was made by Dick Ager to place an ad in the magazine, *Sea Classics*. Motion was seconded by Earl Johnson. Motion passed.

DICK AGER, Secretary

DESA "CALENDAR GIRLS" LUNCHEON

**\$27.00 PER PERSON — THURSDAY, SEPTEMBER 7, 2006 — 1:00-4:00 P.M. (SORRY, LADIES ONLY)
HYATT REGENCY HOTEL, DEARBORN, MI — DESOTO ROOM (ROOM IS SUBJECT TO CHANGE)**

This year we have decided to have your luncheon served (not a buffet) with your choice of 2 menus:

*Mouth-Watering Sliced Turkey on a Delicious Croissant
and Potato Salad a la Michigan*

or

Vegetable Lasagna Supreme and Rolls and Butter

Dessert: Good Old American Apple Pie

Coffee, Tea or Iced Tea

There will also be table prizes and a few other surprises, so fill out the reservation form, make out your check or money order for \$27.00 to "DESA AUXILIARY", and send it as quickly as possible.

Cut-off date for mailing checks is August 15, 2006, so don't delay!

Name _____

If you are a guest of a DE sailor,
please indicate his name _____

Address _____

City _____ State _____ Zip _____

Phone No. (_____) _____

Ship Name & Number _____

My check in the amount of \$27.00 made payable to "DESA AUXILIARY" is enclosed.

Please mail ASAP to: Mary DeSantis, 2200 Cameron Ave., N. Merrick, NY 11566

Tickets will be in your Registration Packet at the Convention.

DESA AIRPORT INFO FORM

Name _____

Phone No. (in case we need more info) (_____) _____

Airline _____ Flight No. _____

City Flying From (if non-stop) _____

Or Connecting Flight City _____

Arrival Time _____ Departure Time _____

Please mail to:

DESA, P.O. Box 3448, DeLand, FL 32721-3448

This should not be considered "reservation" for transportation. You must call "Metro Cars" for a reservation. This info is only for our greeters that will be in the baggage claim area in Dearborn to direct you to your personal "Metro Cars" chauffeur.

MEN'S LIBERTY NIGHT & LADIES' NIGHT OUT

On Thursday, September 7th, at the National Convention in Dearborn, MI, join us for the 3rd Men's Liberty Night & Ladies Night Out. For the men there will be the SLATER Seminar and also time to share sea stories and just relax. For the ladies, there will again be Bingo. These will be two separate events. Both will be from 8:00 P.M. to 10:00 P.M.

The Men's Liberty Night will be held in the "Stearns Knight Suite" which is located on the 2nd level. The Ladies' Bingo will be held in the "Rolls Royce Suite" which is also located on the 2nd level of the Hyatt Regency.

CONVENTION ACTIVITIES (cont.)

MEMORIAL SERVICE: The Memorial Service for our lost shipmates will take place on Saturday, September 9th, at the Hyatt Regency. The service will start at 9:00 A.M. and last approximately a half hour to forty-five minutes. The service will be held in the "Marquis Ballroom" which is located on the 2nd level of the Hyatt Regency.

BANQUET: The Banquet will be on Saturday, September 9th. We are giving everyone a choice of Sliced Roast Sirloin or Chicken Marsala for \$35.00 per person. Please indicate in the space provided on the application form how many of each dinner entrée you are ordering. We will again this year have RESERVED SEATING. When you purchase your ticket(s), there will be a table number assigned to you. You will not know which table you have been assigned to until you receive your ticket(s) at the Registration Desk at the Convention. I am going to wait to receive everyone's application and then place you at the tables. This will be done after the cut-off date. This will ensure that all shipmates will be together, even though they send their applications in later than others. If you want to be seated with particular people that are not from your ship, you will have to let me know who the people are. The best thing would be if you would send the applications in together. Also, if you specify that you want to sit with people from your Chapter if you are in a Chapter, you will have to let me know who these people are since I do not know who is from which Chapter. Please remember you will not be mailed your Banquet Ticket(s). They will be included in your Registration Packet when you pick up your Name Tags. You may pick up your Banquet Tickets at the DESA Registration area on the posted days and times.

You may enter the Banquet room starting at 5:30 P.M. and then proceed to your assigned table. Your table number will be on your Banquet Ticket and there will be table numbers on the tables. After you have found your assigned table, you may then visit any of the CASH BARS that will be set up and return to your table. The Cocktail Hour will be from 6:00 P.M. to 7:00 P.M. At 7:00 P.M. dinner will be served. Please place your ticket(s) on the table when you sit down so the server knows which entrée you have chosen. With reserved seating this will eliminate waiting time to find a table. Since these tables are pre-set with table numbers, everyone will have a seat assigned at a designated table. THESE ARE RESERVED TABLES, SO THERE IS TO BE NO REMOVING OF TABLE NUMBERS FROM THE TABLES BY ANYONE. The dress code for this night is Jacket and Tie please. Traditionally, this is the night for everyone to dress for the occasion. The women may wear Casual or Formal Dresses or a Pants Suit. The Banquet will take place in the "Hubbard Ballroom" which is located on the Lobby level of the Hyatt Regency.

There will be a Band performing that night for your dancing pleasure until 10:30 P.M. Please plan on staying till "Anchors Aweigh" is played signifying the end of the 31st Annual Convention.

On behalf of the Board of Directors of DESA and DESA Auxiliary, WE THANK YOU for attending the 31st Annual Convention here in Dearborn, MI.

Ship's Store

ORDER FORM

DE SHIP&SAILOR BOOKS ADDED FOR YOUR CONVENIENCE

This order form now includes recently published items.

| ITEM | COST | QTY | TOTAL COST | ITEM | COST | QTY | TOTAL COST |
|--|---------|-------|------------|--|---------|-------|------------|
| ITEM #10010 A 4x10 large cloth patch with a destroyer-escort, suitable for back of jacket. 5" guns. | \$8.50 | _____ | \$ _____ | ITEM #10060 "The Ruptured Duck" pin—WWII honorable discharge emblem. | \$5.50 | _____ | \$ _____ |
| ITEM #10010A A 4x10 large cloth patch with a destroyer-escort, suitable for back of jacket. 3" guns. | \$8.50 | _____ | \$ _____ | ITEM #10065 Evarts class pin. | \$8.25 | _____ | \$ _____ |
| ITEM #10011 A 2-3/8x3-1/2" American Flag Patch, suitable for the sleeve or shoulder of your jacket. | \$4.00 | _____ | \$ _____ | ITEM #10065-C Evarts class tie bar. | \$8.25 | _____ | \$ _____ |
| ITEM #10012A DESA official fully embroidered cloth patch insignia, suitable for caps, blazers or jackets. | \$6.25 | _____ | \$ _____ | ITEM #10067 Rudderow class pin. | \$8.25 | _____ | \$ _____ |
| ITEM #10012B DESA official fully embroidered "LIFE" patch insignia, suitable for caps, blazers or jackets. | \$6.25 | _____ | \$ _____ | ITEM #10067-C Rudderow class tie bar. | \$8.25 | _____ | \$ _____ |
| ITEM #10013 Lapel pin, can also be used as a tie tack. | \$5.75 | _____ | \$ _____ | ITEM #10068 Lone Sailor pin. | \$6.50 | _____ | \$ _____ |
| ITEM #10014 DESA certificate suitable for framing with your name, ship and dates of service. | \$4.00 | _____ | \$ _____ | ITEM #10096 1997 Hampton convention pin. | \$1.00 | _____ | \$ _____ |
| ITEM #10017 Back issues of <i>DESA News</i> . Indicate which copy(ies) _____ (Volume, month or year). | \$4.00 | _____ | \$ _____ | ITEM #11000 U.S. flag decals — 4"x2-3/4" decal. | \$1.50 | _____ | \$ _____ |
| ITEM #10020 "Navy Retread" by Jack McDonald. | \$5.00 | _____ | \$ _____ | ITEM #11038 U.S. flag seals. | \$3.00 | _____ | \$ _____ |
| ITEM #10022 "LIFE" Lapel Pin, can also be used as a tie tack. | \$5.50 | _____ | \$ _____ | ITEM #11053 Signal flags magnet. | \$5.00 | _____ | \$ _____ |
| ITEM #10023 Ship roster of your shipmates that are members of DESA. List ship number(s). This is a per list price. Ship No(s): _____ | \$5.00 | _____ | \$ _____ | ITEM #11061 Signal flag stickers. | \$2.00 | _____ | \$ _____ |
| ITEM #10026 "Destroyer-Escorts of World War II" by Dr. Martin Davis. | \$12.00 | _____ | \$ _____ | ITEM #11076 Navy retired sticker. | \$3.00 | _____ | \$ _____ |
| ITEM #10039 Plank owners patch—blue patch, yellow embroidery. | \$4.00 | _____ | \$ _____ | ITEM #11080 Navy magnet. | \$3.50 | _____ | \$ _____ |
| ITEM #10040 White sailor pin, can also be used as a tie tack. | \$4.00 | _____ | \$ _____ | ITEM #11081 Navy hat pin. | \$4.75 | _____ | \$ _____ |
| ITEM #10047 Buckley class pin. | \$8.25 | _____ | \$ _____ | ITEM #11082 Navy "Retired" hat pin. | \$4.75 | _____ | \$ _____ |
| ITEM #10047-C Buckley class tie bar. | \$8.25 | _____ | \$ _____ | ITEM #11083 USN embroidered Patch. | \$4.00 | _____ | \$ _____ |
| ITEM #10057 Navy cap with DESA "LIFE" Patch sewn on. | \$14.00 | _____ | \$ _____ | ITEM #11089 Navy/khaki totebag. | \$12.00 | _____ | \$ _____ |
| ITEM #10059 Navy Cap with DESA Patch sewn on. | \$14.00 | _____ | \$ _____ | ITEM #11090 Navy/denim totebag. | \$9.00 | _____ | \$ _____ |
| | | | | ITEM #11091 Emb. denim shirt (while supplies last). <input type="checkbox"/> MED <input type="checkbox"/> LG <input type="checkbox"/> XLG <input type="checkbox"/> XXLG | \$25.00 | _____ | \$ _____ |
| | | | | ITEM #11105 Blue sailor pin. | \$4.00 | _____ | \$ _____ |
| | | | | ITEM #11106 Coast Guard decal. | \$5.00 | _____ | \$ _____ |
| | | | | ITEM #11108 DESA round seal (6). | \$1.50 | _____ | \$ _____ |

Ship's Store

ORDER FORM (cont.)

| ITEM | COST | QTY | TOTAL COST |
|--|---------|-------|------------|
| ITEM #11110 "The Mighty DE's" cassette. | \$6.25 | _____ | \$ _____ |
| ITEM #11111 "Destroyer-Escorts in Action" by Dr. Martin Davis. | \$12.00 | _____ | \$ _____ |
| ITEM #11114 "The Captain Class Frigates in the Second World War" by Donald Collingwood. | \$15.00 | _____ | \$ _____ |
| ITEM #11115A "Tempest, Fire & Foe", soft cover, by Lewis M. Andrews, Jr. (3-5 weeks delivery). | \$25.00 | _____ | \$ _____ |
| ITEM #11116 American vet with flag and eagle decal. | \$4.00 | _____ | \$ _____ |
| ITEM #11123 "My Grandpa Served on a DE" children's T-shirt. <input type="checkbox"/> Small (6-8) <input type="checkbox"/> Medium (10-12) <input type="checkbox"/> Large (14-16) <input type="checkbox"/> Adult Small <input type="checkbox"/> Adult Medium | \$8.50 | _____ | \$ _____ |
| ITEM #11125 DESA blue hat. | \$17.50 | _____ | \$ _____ |
| ITEM #11126 2000 Albany convention pin. | \$2.50 | _____ | \$ _____ |
| ITEM #11127 "DESA 25th Anniversary" T-shirt. <input type="checkbox"/> MED (38-40) <input type="checkbox"/> LG (42-44) <input type="checkbox"/> XLG (46-48) | \$10.00 | _____ | \$ _____ |
| ITEM #11128 Coast Guard pin. | \$4.75 | _____ | \$ _____ |
| ITEM #11129 "Little Ship, Big War" by Edward P. Stafford. | \$13.00 | _____ | \$ _____ |
| ITEM #11130 "Anyone Here a Sailor". Popular entertainers in the Navy by Dennis Carpenter and Joseph Dorinson. | \$5.00 | _____ | \$ _____ |
| ITEM #11131 "Traditions and Tales of the Navy" by Dr. Martin Davis. | \$21.50 | _____ | \$ _____ |
| ITEM #11133 2001 Omaha Convention Pin. | \$3.00 | _____ | \$ _____ |
| ITEM #11134 "Men of Poseidon" by Richard W. Graves. | \$15.00 | _____ | \$ _____ |
| ITEM #11135 "Movies on the Fantail" by Helen E. Grenga. | \$20.00 | _____ | \$ _____ |
| ITEM #11136 Square USN Navy patch. | \$4.00 | _____ | \$ _____ |
| ITEM #11137 Square USCG patch. | \$4.00 | _____ | \$ _____ |
| ITEM #11139 "An Unlikely Sailor" by J. Edward Day. | \$5.00 | _____ | \$ _____ |
| ITEM #11140 American flag pin. | \$.50 | _____ | \$ _____ |
| ITEM #11144 USCG 3-1/2" round patch. | \$4.00 | _____ | \$ _____ |
| ITEM #11145 2002 Myrtle Beach Convention Pin. | \$4.00 | _____ | \$ _____ |
| ITEM #11149 2003 Denver Convention Pin. | \$4.00 | _____ | \$ _____ |

| ITEM | COST | QTY | TOTAL COST |
|--|---------|-------|------------|
| ITEM #11150 Gray DESA sweatshirt (while supplies last). <input type="checkbox"/> LG <input type="checkbox"/> XLG <input type="checkbox"/> XXL | \$25.00 | _____ | \$ _____ |
| ITEM #S0001 "A Sailor's Odyssey" by Capt. Alvin Chester. | \$15.00 | _____ | \$ _____ |
| ITEM #S0002 "Stand by Arnold" by Chesty Arnold. | \$5.00 | _____ | \$ _____ |
| ITEM #11151 WWII Vet ribbon decal. | \$2.50 | _____ | \$ _____ |
| ITEM #11152 2004 Ft. Mitchell, KY, convention pin. | \$4.00 | _____ | \$ _____ |
| ITEM #11153 3x5 Navy flag. | \$8.50 | _____ | \$ _____ |
| ITEM #11154 3x5 Navy retired flag. | \$8.50 | _____ | \$ _____ |
| ITEM #11155 U.S. Navy windsock. | \$8.50 | _____ | \$ _____ |
| ITEM #11156 Navy jacket with Navy patch. <input type="checkbox"/> LG <input type="checkbox"/> XLG | \$65.00 | _____ | \$ _____ |
| ITEM #11157 Can cooler. | \$3.50 | _____ | \$ _____ |
| ITEM #11158 Navy pen. | \$4.00 | _____ | \$ _____ |
| ITEM #11159 American flag flashlight pen. | \$6.50 | _____ | \$ _____ |
| ITEM #11162 2005 Lake Buena Vista Convention Pin. | \$4.00 | _____ | \$ _____ |
| ITEM #C0001 DESA Cookbook. | \$5.00 | _____ | \$ _____ |

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CITY: _____ STATE: _____ ZIP: _____

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(Please include in case we have a question about your order.)

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Florida residents please add 6% sales tax. All prices include S&H.

All Hands on Deck: Ship Reunions

NOTE: When submitting photos with news items, the photos must be originals and no larger than 8-1/2x11 inches. We cannot use laser prints, black and white or color photocopies, low resolution digital photos nor poor quality photos. Photos which do not meet these criteria are not acceptable. News items should be typed if possible. Please send your news/photos directly to: DESA News, P.O. Box 3448, DeLand, FL 32721.

USS GUSTAFSON DE 182

The 60th Annual Reunion of the crew of the USS GUSTAFSON DE 182 was held September 8-11, 2005, at the Holiday Inn Select Airport in Indianapolis, IN. Forty-six crewmembers, spouses, widows, family members, and friends attended the event which was hosted by Mary Gladson and her family. Mary is the widow of the late Chief Don Gladson who, together with Ray Hawthorne, started the reunions in 1946. This year the reunion was honored with the presence of 12 members of the crew.



Pictured above, left to right: Art Libecki, James Moffitt, Fred Hutchings, Ray Hawthorne, Floyd Simonson, John Hardy, Ed Sherman, Charles Mertz, Gene Douglas, Leo Baehler, Fred Robinson, and Morris Eisenberg.

The hospitality suite was open throughout the reunion for food, refreshments, sea stories, and looking through the many photo albums. Videos on previous reunions and of the USS SLATER museum ship were shown.

Some of the attendees visited the city's many interesting sights including: the track and looking over the collection of antique automobiles; USS INDIANAPOLIS National Memorial; Museum of the American Indian; and memorials for WWI, WWII, Korea, Vietnam, and the War Memorial in the downtown area.

On Saturday evening, attendees enjoyed an outstanding hot buffet banquet provided by the hotel. Inspirational addresses were delivered by Commander Joseph Garry, Commander of the Indiana Area U.S. Naval Reserve, and by Donald R. Schregardes, Deputy Assistant Secretary of the Navy. U.S. Navy ballcaps and various other mementos were provided for the attendees by the speakers. Each crewmember also was presented with a letter of congratulations from the Honorable Roscoe G. Bartlett, Member of Congress.

Our Memorial Service conducted at the banquet included the prayer and the two-bell ceremony for all our departed shipmates. In addition, the ship's bell was tolled as each name was read for the following shipmates who passed since the last reunion: Verl Andrew, Gerry Becker, Glen Barfield, Walter Osterling, Crist Polito, and Lee Rudy.

Patte Gladson Owings, professional artist and photographer, daughter of Mary Gladson, made available group photos of the attending crewmembers and of the crewmembers and guests.

The crew will be forever grateful to Don Gladson and Ray Hawthorne for starting these reunions after WWII. Our continuing reunions are made possible because many family members and friends of surviving and departed shipmates are attending. We extend our heartfelt thanks and appreciation to all those who have hosted and to all who have attended the reunions in order to keep the memory of the USS GUSTAFSON DE 182 alive.

Finally, we thank Mary Gladson and her family and friends for their hard work and dedication in hosting this very successful 60th Reunion. Jean Crouse, widow of crewmember Richard Crouse, graciously volunteered to host the 61st Reunion in Myerstown, PA, September 7-9, 2006. For further information, please contact this writer.

LEO C. BAEHLER, 5 Babbitt Rd., Mendham, NJ 07945; (973) 543-7652

USS MANNING DE 199

The USS MANNING DE 199 held its 28th Annual Reunion in Roanoke, VA, at the AmeriSuites from September 7-11, 2005.



Pictured above, left to right: Seated—George Culpepper, Don Pigman, Doyle Temple, Marshall Lowe, and Calvin Chapman. Standing—George Howland, Vernon Thompson, Andrew Habina, Louis Wischerth, Bill McGrew, John West, and Albert Lamb.

Wednesday was our greeting day to get caught up on yearly MANNING and back home news.

On Thursday, we drove down the Blue Ridge Parkway from Roanoke to the Peaks of Otter. We had a delicious lunch there and then went on to the town of Bedford, VA, and stopped at the National D-Day Memorial, a site that commiserates valor, fidelity, and sacrifice of those involved in the D-Day Invasion of Normandy on June 6, 1944. There were more soldiers lost that day from the small town of Bedford, VA, than from any one place in the U.S. Also some visited Appomattox Court House National Park.

On Friday, we took another drive through the Virginia countryside to Smith Mountain Lake. This lake covers over 580 miles of shoreline and is 25 miles in length. There we boarded THE VIRGINIA DARE, a replica paddleboat, for a lunch cruise around part of the lake.

On Saturday, we had our annual business meeting then free time until our banquet that evening.

On Sunday, we bid a fine farewell to all until our next reunion in 2006.

Our thanks goes out to our president, Marie Hobbs, and family, our host and hostess, and a great reunion. Our 2006 reunion will be held on the north Atlantic coast of Florida.

DONALD S. PIGMAN, FC 3c and Plankowner, 2560 N.W. 2nd Dr., Pompano Beach, FL 33064

USS JOHNNIE HUTCHINS DE 360

The USS JOHNNIE HUTCHINS crew held their reunion in Cape Cod, MA, September 12-16, 2005. The turnout was the largest that we have had since we began having reunions back in the 1980s.



Pictured above, left to right: First Row—Joe McKeown and Harry Sheldon. Second Row—Bob Lamb, "Bo" Keally, Jim Mulvany, Jim Dawson, Sid Moore, "Bugs" Jordan, Dave Podolsky, Frank Bifaro, and Charlie Robinson. Third Row—Ken Custy, John Romanski, Stan Jensen, Joe Bausk, Peter McHugh, Ted Nelson, Bob Copeland, Ed Cilibrasi, George Dake, and Carl Buttillo.

Everyone enjoyed the scenes of the Cape, the trip to Provenance town, the cruise around the Kennedy complex, and many other places too numerous to mention.

The banquet was held at the Heritage House Hotel where we all stayed.

Plans are now being made for our 2006 reunion to be held in Lancaster, PA.

HARRY SHELDON, 38 Munsell St., Hoosick Falls, NY 12090

USS RHODES DE 384

The USS RHODES DE 384 16th Reunion was held in Atlanta, GA, October 23-28, 2005. While the group was small, it proved to be one of the most interesting. American Coach Lines (Gray Line) of Atlanta provided the transportation and guides for the tours.

A visit to the Museum of Patriotism was the highest of the tour. As we arrived at the Museum, we were met by the founder, Nicholas D. Snider, and curator, George Wieder, who literally rolled out the red carpet. There are artifacts from all the wars, including a jeep from WWII. Before we arrived, they had sent for pictures of the DE 384 and displayed them at the Coast Guard section of the museum, along with a wreath made by the curator.

A buffet lunch was prepared by a caterer recommended by the curator. As we dined, an audiovisual was played with performers and music of the period (WWII). We had such a good time that we hated to leave. Nick Snider has obtained the largest collection of "Sweetheart pins" of the WWII era. The Museum is presently looking for a site near the CNN TV studios. This is a must to see when in Atlanta.

Some of the group took the bus to former President Carter's Library. The entrance was an inviting garden with a pool of water in the center surrounded with trees and flowers. Part of the collection was First Ladies' formal gowns which added to the visit.

Sadly, we mourn the loss of Michael Murray who passed away November 8th after a long illness. He will be sorely missed.

MARILYN MANNINO, 9425 Shroe Rd., #4A, Brooklyn, NY 11209

USS ALBERT T. HARRIS DE 447

Jerry and Jeanne Aumente hosted a reunion of 35 shipmates of the USS ALBERT T. HARRIS DE 447 last October at the Radisson Hotel, Mount Laurel, NJ.



Another 30—spouses, kin, and friends—completed the gathering. Tom Armona and Charles Cook's grandsons were first-time attendees.

Across the Delaware from Philadelphia the highlights were a SPIRIT OF PHILADELPHIA luncheon cruise (past the BB 62, NEW JERSEY, and SS UNITED STATES) and then the Philadelphia Motor Works tour of Philadelphia and the library steps of "Rocky" fame.

CHARLES COOK, 4820 South Florence Pl., Tulsa, OK 74105; (918) 749-8434; Fax (918) 749-8434 (call first); E-Mail: cjcook13@cs.com

USS WEEDEN DE 797

The 17th Reunion of the USS WEEDEN DE 797 was held in Wilmington, NC. The group was comprised of 17 original crewmembers, their wives, and 25 other family members, plus one crewmember of the recommissioned ship who was aboard during Korea and Vietnam. A great job was done planning the reunion by Trish and Chris Bowen (she is the niece of deceased shipmate Ralph Kiker).



Pictured above, left to right: Seated—Leo Waters, C. McCurry, B. Butterfield, J. Palm, C. Donohue, Barren Clark, and Ed Hansen. Standing—F. Coutesas, Jim Plank, R. Weidman, H. Green, G. Radford, and Harry Mallet.

Our executive officer, Commander John Palm, in full dress white uniform, gave us a sentimental remembrance speech as the highlight of our annual banquet.

Next year's reunion will be in Chattanooga, TN. It is being planned by our deceased Captain Tillinghast's daughter, Harriet Goodrich. Our group has become a loving family that promises not to let the spirit of our USS WEEDEN die by continuing to hold yearly reunions with the help of the second generation.

HOWARD GREEN, 3432 State Rd. 580, #216, Safety Harbor, FL 34695

USS RUCHAMKIN APD 89

The Inaugural Reunion of USS RUCHAMKIN APD 89 shipmates was held in Virginia Beach October 13-16, 2005. Crewmembers from the 50s and 60s gathered for this grand event which was declared a success by the participants; 35 shipmates, 26 spouses and friends, and one special guest were present. The special guest was Seymour Hoffman, nephew of Seymour Ruchamkin for whom the ship was named.



Attendees were welcomed by the hotel's marquee sign which prominently and proudly proclaimed "Welcome USS RUCHAMKIN". The reunion's meeting room overlooking the beach provided a perfect locale for renewing acquaintances, making new ones, reminiscing, and even telling a few sea stories! These festive proceedings were enlivened by the full service bar under the direction of chief barman Jim Cooper aided by barman striker George Comins.

Attendees arrived Thursday and made their way to the meeting room where Betty Cooper and Diane Russell logged all in and distributed the handsome ship's hats and tee and sweat shirts that had been created for the reunion. Later, adorned with these, attendees again proudly broadcasted for all to see that the USS RUCHAMKIN was back in town.

One of the wonderful things in the meeting room was the display of RUCHAMKIN memorabilia which crewmembers had brought to share. These included old photos, scrapbooks, and newspaper articles about RUCHAMKIN, including several about the terrible collision at sea which the ship suffered with the merchant tanker WASHINGTON in 1952. Seven embarked troops were killed and more than 30 of RUCHAMKIN's crew injured.

Several crewmembers who were aboard at the time were present at the reunion and their accounts of the crew's response to this calamitous accident were impressive indeed, especially when one reflects on the youth of those aboard. Their stories confirmed the confidence and pride all who have served feel in the training and readiness of the U.S. Navy.

There was a fine luncheon at the Little Creek CPO Club followed by a marvelous tour of the USS ASH-

LAND LSD 48. The crew of the USS ASHLAND was very welcoming and gave an extensive tour of their ship which, needless to say, sports considerable spiffed-up equipment but still many elements which reminded one of the old days. What was not reminiscent of the old days were the many obviously competent female crewmembers.

This was followed by reconvening in the meeting room and not incidentally around the bar and assembled tables for more reacquainting, new friendships, and sea stories. Like the previous night, dinner was on one's own and attendees teamed up for their choices amongst the area's many fine restaurants. Afterwards, the meeting room stayed upon until a suitably late hour for more of the happy same. After 40 and 50 years there was more catching up to do than time to do so.

The next day it was on to the MacArthur Memorial and its extensive display of his remarkable life and accomplishments. Next the group boarded the SPIRIT OF NORFOLK tour boat for a delicious lunch and harbor tour which prominently included a pass-by and back of the Norfolk Naval Station. There were numerous warships tied up at the vast pier complex there including three carriers, cruisers, destroyers, and amphibious ships. It was about as impressive a view of naval strength as one could see. Again all aboard were filled with pride for their parts in the operation of this force years past.

Saturday night was the grand Reunion Dinner which began with a "splicing of the main brace". Then Bob Russell called the attendees to order and delivered a dedication and invocation honoring our departed shipmates. Don Farber then led the group in the Pledge of Allegiance which was followed by remarks and reminiscences from several shipmates including Robert Deegan who served as Executive Officer of RUCHAMKIN in the 1960s. Ron Bass then made a presentation on behalf of all assembled to the organizing committee—Bob Russell, Jim Cooper, and Bob Radmore—of a laser statue of "The Lone Sailor" as a token of the group's appreciation for their leadership and considerable work in organizing and running the reunion. Betty Cooper read a touching poem about sailors and Stallworth Larson then spoke for the entire crew present and thanked all of the spouses and friends for their affection and loyalty in attending and making the reunion an even happier occasion for all. After a lovely dinner the group adjourned to the adjoining meeting room for more remarks, reminiscences, and camaraderie, again until a suitably late hour. The common call of all in attendance was to do this again soon. This call expressed the wonderful experience and success that the reunion was, and the hope that even more of us will be at the next reunion to again reacquaint and make new acquaintances with the loyal shipmates of USS RUCHAMKIN.

BOB RUSSELL, 40788 Executive Dr., Sterling Heights, MI 48313

DID YOU SERVE ABOARD A DD?

Some DESA members served aboard both Destroyer-Escorts and Destroyers; others may have served aboard a Destroyer only. In a cooperative effort with the TIN CAN SAILORS, we are alerting all DD veterans that such an organization exists and invite your membership. You can belong to both DESA and the TCS and enjoy two fine newsletters with many items of interest. The TCS is sponsoring a National Reunion in Norfolk, VA, July 31-August 3, 2006, and also sponsors annual "Bull Sessions" in various States throughout the year.

ALL YOU DD MEN: GET ABOARD!

For membership information, call (508) 677-0515 or FAX (508) 676-9740 or write to TIN CAN SAILORS at P.O. Box 100, Somerset, MA 02726.

REUNIONS IN CONJUNCTION WITH THE 2006 CONVENTION IN DEARBORN, MI

USS LOVERING DE 39

Sept. 5-9, 2006.
Ralph V. Dodd, 174 Azalea Ave.,
Garden City, GA 31408; (912) 964-
4941; E-Mail: de39d@aol.com.

USS FOGG DE 57

Sept. 5-9, 2006.
Clifford Eng, 8563 Darnell Ave.,
Cincinnati, OH 45236; (513) 791-
2770.

USS BROUGH DE 148

Sept. 5-9, 2006.
Ron Zarem, 1310 Rifle Lake Tr.,
W. Branch, MI 48661; (989)
345-0237.

USS COOLBAUGH DE 217

Sept. 5-9, 2006.
Milt Kochert, 290 Montridge Dr.,
Canfield, OH 44406; (330)
533-5753.

USS TOMICH DE 242

Sept. 5-9, 2006.
Harold Roth, RR 1 Box 136,
Kampsville, IL 62053; (618) 576-2606;
E-Mail: hbroth@618connect.com.

USS SWASEY DE 248

Sept. 5-9, 2006.
Ted Sluzas, P.O. Box 651443; Vero
Beach, FL 32965; (772) 567-1289;
E-Mail: lilaoleary@webtv.net.

USS LOWE DE 325

Sept. 5-9, 2006.
Fred Hermes, 314 Sheffield Rd.,
Cherry Hill, NJ 08034; (856)
755-1181.

USS NAIFEH DE 352

Sept 5-9, 2006.
John Downes, 613 Delmar Dr.,
Champaign, IL 61822; (217) 352-7529;
E-Mail: jpdowens@insightbb.com.
John Christensen, 2743 Olive Ln.,
Santa Ana, CA 92706; (714) 543-4310;
E-Mail: mariemay16@hotmail.com.

USS HAAS DE 424

Sept. 5-9, 2006.
Jack Berckemeyer, 1517 N. Baker St.,
Streator, IL 61364; (815) 672-2661.

USS HEYLIGER DE 510

Sept. 5-9, 2006
Rex Thorne, 57 Hemingway Cir.,
Savannah, GA 31411; (912)
598-0926.

2006 REUNIONS

USS GRISWOLD DE 7

Sept. 20-23, 2006, Nashville, TN.
Bruno Mancinelli, 24 Walnut St.,
Monongahela, PA 15063; (724)
258-5379.

USS STEELE DE 8

Sept. 28-Oct. 1, 2006, St. Louis, MO.
James Brewer; (636) 677-8282.

USS FLEMING DE 32

May 25-28, 2006, Baton Rouge, LA.
Walt Lynch, 208 Stratford Rd.,
Glenolden, PA 19036; (610) 586-6866;
E-Mail: marywalterl@rcn.com.

USS CHARLES LAWRENCE DE 53/APD 37 18TH

Oct. 11-14, 2006, San Antonio, TX.
H. B. Cranford, 2463 Bear Den Rd.,
Frederick, MD 21701; (301) 620-4045;
E-Mail: hbc-de-53@attglobal.net.

USS KIRWIN APD 90 & USS EARLE B. HALL APD 107

July 6-9, 2006, Philadelphia, PA.
Dutch Schultheiss, 215 Sunnyside Rd.,
Scotia, NY 12302; (518) 377-1785.

USS KNUDSON APD 101

May 21-25, 2006, Reno, NV.
Bill Kenoyer, 167 Clipper Ln.,
Modesto, CA 95356; E-Mail:
lbjammin@sbcglobal.net.

USS THOMAS DE 102

Sept. 17-19, 2006, Mystic, CT.
Bob Buring, 1348 Pebble Ct., Apt. 113,
Cincinnati, OH 45255; (859) 586-0541.

USS EARLE B. HALL APD 107 & USS KIRWIN APD 90

July 6-9, 2006, Philadelphia, PA.
Dutch Schultheiss, 215 Sunnyside Rd.,
Scotia, NY 12302; (518) 377-1785.

USS BEGOR APD 127

Oct. 12-14, 2006, Baltimore, MD.
Clifford Lewis, 1028 Rockhill Ave.,
Baltimore, MD 21229; (410)
644-5541.

USS KLEINSMITH APD 134

Sept. 2006, Albany, NY.
Joseph H. Hoch, 84 Hickory Branch
Ln., Safety Harbor, FL 34695;
(727) 725-9176; E-Mail: maeruth12@
juno.com.

USS HUSE DE 145

Oct. 15-19, 2006, St. Augustine, FL.
Dave Perlstein, 7814 La Mirada Dr.,
Boca Raton, FL 33433; (561) 368-7167;
E-Mail: dbp14@hotmail.com.

USS LOY DE 160/APD 56

June 2006, Memphis, TN.
Tina Bailey; E-Mail: ptijbailey@
aol.com.

USS AMICK DE 168

Sept. 2006, Las Vegas, NV.
Fred & Mary Nicholson, 51625
Wildmint Ln., Squaw Valley, CA
93675; (559) 338-2845.

USS AHERTON DE 169

June 19-21, 2006, Albany, NY.
Preston Davis, 75 Driftwood Ln.,
Stafford, VA 22554; (540) 659-4822.

USS CARROLL DE 171 & USS ELDRIDGE DE 173

Oct. 5-8, 2006, Deerfield, IL.
USS CARROLL DE 171: Robert H.
Jones; (973) 377-5121.

USS ELDRIDGE DE 173: Robert W.
Scheer; (215) 639-4147; E-Mail:
prscheers@verizon.net.

USS GUSTAFSON DE 182 61ST

Sept. 7-9, 2006, Myerstown, PA.
Leo Baehler, 5 Babbitt Rd., Mendham,
NJ 07945; (973) 543-7652.

USS SAMUEL S. MILES DE 183

Oct. 10-12, 2006, Wilmington, NC.
Arnold McLain, 105 Poplar Dr.,
Smithfield, NC 27577; (919)
934-7092.

USS COFER DE 208/APD 62 18TH

Nov. 3-6, 2006, New Orleans, LA.
Jim Snellen, (904) 230-0204.

USS HAYTER DE 212/APD 80

Aug. 10-13, 2006, Piscataway, NJ.
Joe Bergen, 34 Kate Terr., Piscataway,
NJ 08854; (732) 985-1496.

USS CHAFFEE DE 230

Sept. 24-28, 2006, Louisville, KY.
Paul Jolley, 9701 E. Hwy. 25, Lot 248,
Bellevue, FL 34420; (352) 347-7667;
E-Mail: prjalways@aol.com.

USS STURTEVANT DE 239

WWII CREW
Oct. 5-7, 2006, St. Charles, MO.
Neal Larson, 7334 W. Roxbury Pl.,
Littleton, CO 80128; (303) 932-7976.
Lowell Comer, 590 Wilson Ave.,
Collinsville, IL 62234; (618) 345-6448.

USS JOYCE DE/DER 317 & USS LEOPOLD DE 319

Nov. 1-5, 2006, San Antonio, TX.
George Coulston, P.O. Box 414,
N. Haven, CT 06473; (203) 239-1738;
E-Mail: coulgeo33@sbcglobal.net.

USS FINCH DE 328/USCGC 428

Sept. 20-24, 2006, Laughlin, NV.
Earl Greiner, P.O. Box 58214, Renton,
WA 98058; E-Mail: earl@greiner.com.

USS KRETCHMER DE/DER 329

Sept. 14-16, 2006, Erie, PA.
David Learn, 2031 Hannon Rd., Erie,
PA 16510; (814) 898-3130.

USS KOINER DE/DER 331/WDE 431

May 8-11, 2006, Galveston Island, TX.
Mac Christy; (785) 255-4368; E-Mail:
machief@direcway.com.

USS STRICKLAND DE/DER 333

Sept. 29-Oct. 1, 2006, Chicago, IL.
Joseph Stephan, 972 W. Essex Pl.,
Arlington Heights, IL 60004; (847)
392-2571; E-Mail: josephstephan@
comcast.net.

USS ROY O. HALE DE/DER 336

Sept. 11-13, 2006, Westport, MA.
Widows, wives, children, and friends
welcome.
David McCarthy, 2212-4 Smith Rd.,
Moscow, OH 45153; (513) 553-3894;
E-Mail: dmkm1960@aol.com.

USS RAYMOND DE 341

Oct. 19-22, 2006, Virginia Beach, VA.
James Toth, P.O. Box 219, Loretto, PA
15940; (814) 472-7271; E-Mail:
jamesstoth@verizon.net.

USS KEY DE 348 17TH

Fall 2006, Nashville, TN.
We would welcome crewmembers of
DEs comprising CortDiv 76 (DEs 345,
346, 347, 420, and 421) to visit us
there.

H. Borrmann, 6 Fruitwood Ln.,
Commack, NY 11725.

USS WALTON DE 361

May 18-21, 2006, St. Louis, MO.
Jerry Hudson; (573) 295-6334;
E-Mail: marjer67@earthlink.net.

USS SAVAGE DE/DER 386

Oct. 1-4, 2006, San Diego, CA.
Paul Doster; (619) 465-5988;
E-Mail: kc6vox@aol.com.

Raymon Crumley, 4334 E. Hall Dr.,
Gainesville, GA 30507; (770) 532-
0904; E-Mail: raycrumley@msn.com.

USS WILHOITE DE 397

Oct. 4-7, 2006, N. Myrtle Beach, SC.
John or Brenda Caldwell, 610 Saddle
Ridge Ave., Durham, NC 27704; (919)
471-4513.

USS RICHARD M. ROWELL DE 403 19TH

September 2006, Branson, MO.
Joseph Iannucci, 250 N. Village Ave.,
Apt. C2, Rockville Centre, NY 11570;
E-Mail: liljoe250@aol.com.

USS CORBESIER DE 438

Sept. 28-30, 2006, Townsend, TN.
Stokley and Nola Martin; (706)
745-7450.

USS WM. F. SEIVERLING DE 441 42ND

Sept. 27-30, 2006, Frankenmuth, MI.
Phyllis Shegina; (517) 545-5720;
E-Mail: wfs441@aol.com.

USS LEWIS DE 535

Sept. 11-14, 2006, Pigeon Forge, TN.
Donald Kuhn, 1945 N. Riley Dr.,
Indianapolis, IN 46218; (317) 359-
4702; E-Mail: dlk4438@sbcglobal.net.

USS GEORGE A. JOHNSON DE 583

Sept. 18-20, 2006, Mystic, CT.
George Rothlauf, 832 Concord St.,
Vero Beach, FL 32966; (772)
567-1491.

USS PFEIFFER DE 588 49TH

July 26-29, 2006, Cumberland, MD.
Warren Brehm, Old Towne Manor
Apts., #1536-B, Cumberland, MD
21502; (301) 724-2627.

USS WHITEHURST DE 634 28TH

June 21-23, 2006, Knoxville, TN.
Jim Lawrence (USN Ret); (843)
553-1908.
Gordon Leslie (USN Ret); (803)
276-2232.

USS WITTER DE 636

June 4-7, 2006, Wilmington, NC.
George Futch, 905 Dairyland Rd.,
Chapel Hill, NC 27516.

USS BOWERS DE 637/APD 40

Sept. 11-15, 2006, San Diego, Ca.
Frank Martinez, 20170 Butterfield Dr.,
Castro Valley, CA 94546; (510)
538-4761.

USS WEBER DE 675/APD 75

Sept. 6-9, 2006, Albany, NY.
Joe Retcho, 180 NE 12 Ave., Apt. 17C,
Hallandale Beach, FL 33009; (954)
458-7504; (305) 450-1176.

USS BUNCH DE 694/APD 79

Sept. 6-10, 2006, Branson, MO.
Paula Sothman; (785) 460-6457;
E-Mail: psothman@st-tel.net.

USS SPANGLER DE 696

Oct. 16-19, 2006, Myrtle Beach, SC.
David Norris, 2411 Seahorse Ave.,
Ventura, CA 93001; (805) 642-2689;
E-Mail: twometrman@aol.com.
Bob Ellis, 1210 Davis Dr. NW,
Cleveland, TN 37312; (423) 478-3661;
E-Mail: mnbls2@aol.com.

USS FRYBARGER DE/DEC 705 25TH

Sept. 6-10, 2006, Louisville, KY.
Chuck Manges; (937) 773-5373.
USS WATERMAN DE 740
June 12-16, 2006, Albany, NY.
Joe Deissler, 767 Locust Dr., N. Wales,
PA 19454; (215) 368-6255.

USS WEEDEN DE 797

Sept. 25-28, 2006, Chattanooga, TN.
Howard Green, 3432 State Rd. 580,
#216, Safety Harbor, FL 34695;
(727) 296-0196; E-Mail: dusty42@
earthlink.net.

H. Goodrich, 40 Possum Trot Rd.,
Columbus, NC 28766; (828) 877-4222;
E-Mail: hgoodrich2@yahoo.com.

USS JACK W. WILKE DE 800

Sept. 27-31, 2006, Nashville, TN.
Glen E. Hunter, 49 Court Ave.,
Kingston, NY 12401; (845) 339-5166.

**THE NEWPORT DEALEYS
USS DEALEY DE 1006, USS
CROMWELL DE 1014, USS
HAMMERBERG DE 1015, USS
COURTNEY DE 1021, USS
LESTER DE 1022, USS JOHN
WILLIS DE 1027, USS VAN
VOORHIS DE 1028, USS HARTLEY
DE 1029 AND USS JOSEPH K.
TAUSSIG DE 1030**

Sept. 14-17, 2006, Baltimore, MD.
USS JOSEPH K. TAUSSIG DE 1030:
Jerry Skorch, 810 Quail Rd., Marlton,
NJ 08053; (856) 810-2568; E-Mail:
jpskorch@hotmail.com.

USS HARTLEY DE 1029: Charlie
(Shoe) Holzschuh, 14396-A Canalview
Dr., Delray Beach, FL 33484; (561)
449-2818; E-mail: norchar1@juno.com.

**USS EVANS DE 1023, USS
BRIDGET DE 1024, USS BAUER
DE 1025 & USS HOOPER
DE 1026**

Nov. 8-12, 2006, Baton Rouge, LA.
Jack Price, 144 Five Mile Rd., Suffolk,
VA 23434; (757) 255-0505; E-Mail:
jpmstsd@earthlink.net.

USS GARCIA DE 1040 1ST

May 19-22, 2006, Hershey Park, PA.
1968 to 1972 era sailors.
Bill Griggs; E-Mail: billgriggs@
yahoo.com. Web Site: [http://mysite.
verizon.net/vzepivts/](http://mysite.verizon.net/vzepivts/).

**USS EDWARD McDONNELL
DE/FF 1043 2ND**

Oct. 2006, Charleston, SC.
J. C. Collins, 202 Terrace Ave., River-
side, RI 02915; E-Mail: john1297@
cox.net.

USS GRAY DE/FF 1054

July 26-30, 2006, Grapevine, TX.
Dave Liby; E-Mail: daveliby@
yahoo.com.

**USS MEYERKORD
DE/FF 1058**

Aug. 17-20, 2006, San Diego, CA.
Raymond R. Robbins; E-Mail:
ukfanray@hotmail.com.

**USS MARVIN SHIELDS
DE/FF 1066**

June 9-11, 2006, San Diego, CA.
Guy Cornett; gcornett@austin.rr.com.

**USS ELMER MONTGOMERY
FF 1082 6TH**

June 22-25, 2006, Norfolk, VA.
Bill Salter; (813) 908-1100 (Work);
(813) 996-2194 (Home); E-Mail:
wsalter@techtransfer.com.

USS LOFBERG DD 759

Sept. 26-28, 2006, Las Vegas, NV.
Wayne Reynolds, 1981 Tilburg Ave.,
Deltona, FL 32725; (386) 789-8612;
E-Mail: juniorreynolds@earthlink.net.

**USS FECHTELER DD/DDR 870
13TH**

July 30-Aug. 3, 2006, Norfolk, VA.
Robert Webb, 5813 Bonner Dr., Corpus
Christi, TX 78412; (361) 992-0954;
E-Mail: spiderwebb5813@aol.com.

**USS FORREST B. ROYAL DD 872
8TH**

June 22-25, 2006, Norfolk, VA.
Ron Larsen, 1240 Franklin St.,
Wisconsin Rapids, WI 54494; (715)
423-8905; E-Mail: mosbyusn@
wctc.net.

**USS VESOLE
DD/DDR 878**

Sept. 27-Oct. 1, 2006, Charleston, SC.
1945 to 1976 crew.

Raymond Gorenflo, 32 Charlotte Rd.,
Fishkill, NY 12524; (845) 896-2074;
Web site: www.ussvesole.org.

**USS NICHOLAS
DDE 449/FFG 47**

Aug. 31-Sept. 5, 2006, Mesa, AZ.
Melvin Carswell, 23933 S. Stoney
Lake Dr., Sun Lakes, AZ 85248; (480)
895-9938.

Gary Wise; (303) 252-4987; E-Mail:
wisega@qwest.net.

**USS PLYMOUTH ROCK LSD 29
6TH**

Sept. 27-Oct. 1, 2005, Uncasville, CT.
George Bierce; (203) 223-6965;
E-Mail: gbierce@netzero.net.

Dennis Cyr; (203) 753-6220; E-Mail:
shortybm3@yahoo.com.

**Website: ussplymouthrock.com.
ESCORT SQUADRON 3 AND
ANY SHIP ATTACHED TO
CORTRON 3, CORTDIV 31,
CORTDIV 32, OR CORTDIV 33
FROM 1951-1968**

Nov. 8-12, 2006, Baton Rouge, LA.
Jack Price, 144 Five Mile Rd., Suffolk,
VA 23434; (757) 255-0505; E-Mail:
jpmstsd@earthlink.net.

2007 REUNIONS**USS KNOX DE/FF 1052**

June 2007, Seattle, WA.
Jeff Bosworth, 2763 Lindale Mt. Holly
Rd., Amelia, OH 45102; E-Mail:
jbosworth@adelphia.net; Website:
<http://ussknox.org>.

PROPOSED REUNION**USS PHARRIS
DE/FF 1094**

Late Spring/early Summer 2006,
Washington, DC.
G. L. Christenson, 751 Whitehall
Beach Rd., Annapolis, MD 21401.

SPECIAL REQUESTS**THE USS BLESSMAN DE 69/APD
48 IS LOOKING FOR SURVIVORS
OR FAMILY MEMBERS OF
SHIPMATES WHO MAY HAVE
SERVED ON OUR SHIP.**

Charles "T" Thifault, 36 Sandra Dr.,
Ormond Beach, FL 32176; (386) 441-
7915; Fax: (386) 441-1705; E-Mail:
deshipmates2004@wmconnect.com.

**LOOKING FOR PERSONNEL
WHO SERVED ABOARD THE
USS KRETCHMER DE 329
(1943-1946) AND DER 329
(1956-1974)**

Bruce Erbaugh; (904) 655-6850.

**LOOKING FOR ANYONE
INTERESTED IN A****REUNION FOR THE USS
DANIELS DE 335**

Ed Flint, P.O. Box 226, Harrisville,
NH 03450.

**ATTENTION USS GRADY DE 445
SHIPMATES**

Cecil W. Hammond, P.O. Box 402,
Spiceland, IN 47385; (765) 987-7469.

NOW HEAR THIS!!!

(cont. from page 1)

Also, the "Henry Ford Museum" or "Greenfield Village" tour is a must see. At the Henry Ford Museum you will see the priceless automobiles on display and at Greenfield Village you can visit Thomas Edison's lab where the electric light bulb was born and see the bicycle shop where the Wright Brothers created the first airplane. For you car buffs, you won't want to miss the "Ford Rouge Factory Tour" where you will go behind the scenes into the world's largest automotive complex. (This tour will fill up fast, since space is limited) and finally the "Eleanor and Edsel Ford" Home, where you will enter a world of elegance that will captivate you with its art treasures, antiques and memorabilia.

For all you gals attending the Convention, don't forget to send in your reservation for the "DESA Calender Girls" Luncheon. Don't miss the opportunity to see this fantastic show that the "Calender Girls" are preparing for your enjoyment. You will not believe what you are going to see and experience at this spectacular LADIES ONLY Luncheon!! Please see the Ladies Luncheon coupon in the Convention insert and get it in ASAP because seating is limited and "WE WANT YOU"!

For those of you that are flying into Detroit Metropolitan Airport, the Michigan Chapter will have Greeters at the Baggage Claim Area with signs, to direct you to your personal Metro Cars chauffeur who will be standing by to take you to the Hyatt Dearborn Hotel. Please contact "Metro Cars" for your reservation. The info form with their phone number is in the Convention Insert of this paper. Also, please do not forget to send DESA the "AIRPORT INFO FORM" with the information completely filled out so that we can have an idea of when you are coming into the airport. This form also can be found in the Convention Insert.

Well shipmates we have laid out your course. Have the snipes light-off, the deck apes take in all lines, set the special detail and get underway for the 31st Annual Destroyer Escort Sailors Association Convention. Whatever you do, don't be carried as "AWOL" when we fall in for muster in Dearborn. Hope to see you there!

DORI GLASER, Ship Purser

Destroyer-Escort Ladies Auxiliary

Dues: \$5.00 per year — January through December

Name _____

Address _____

City _____ State _____ Zip _____

Husband's Name _____

Ship _____ DE _____

Ship _____ DE _____

Telephone Number (_____) _____

Make your check payable to: Ladies' Auxiliary, DESA

Mail to: Kathy Hoover, 13366 Queen Palm Run, N. Fort Myers, FL 33903

32-2

**SHIP'S STORE SPECIAL ORDER
TIES, HATS, SHIRTS & JACKETS**

WE ARE NO LONGER ABLE TO TAKE SPECIAL ORDERS FOR INDIVIDUAL TIES, HATS, SHIRTS, OR JACKETS. THE MANUFACTURER THAT WE HAVE BEEN DEALING WITH FOR THE PAST 20 YEARS HAS CLOSED HIS BUSINESS. WE ARE TRYING TO FIND ANOTHER COMPANY THAT IS WILLING TO DO SPECIAL ORDERS WITHOUT BUYING IN BULK. AS SOON AS WE HAVE FOUND SOMEONE, WE WILL POST AN AD IN THE DESA NEWS. SORRY FOR THE INCONVENIENCE.

DE Days: Now Hear This One . . . *By Robert T. Weigel, et al*

Ahoy, shipmates—we are indebted to Curtis W. Toombs, Jr., MM 2/c, and Reminisce magazine for permission to reprint from his heartening story.

Purple Heart Survivor Honored by Kate Smith



I served in the U.S. Navy aboard the USS FECHTELER DE 157 during World War II.

On May 5, 1944, the FECHTELER was hit by a torpedo and sank, taking 29 of my shipmates with her. I escaped from below but was seriously wounded, spending a year and four months

in the hospital.

On May 31, 1944, Commander C. M. Yates came to the Quonset Hut Hospital in Oran, North Africa, to present

me with a Purple Heart. As he pinned the medal on my chest, famed singer Kate Smith was standing at the foot of my bed and singing "God Bless America".

I will never forget the sound of Kate Smith's beautiful voice and the thrill I got from her being a part of the award ceremony that day.

CURTIS W. TOOMBS, JR., Ashland, KY



Waves' First Year Feted During Liberty, After Commissioning

Answering the request in the column, last issue, is Alex J. Seruntine, Jr., Houston, TX. Talk about being in the right place at the right time. Well, he sure was. Here it is, another good liberty:

In June of 1943, the ship I was assigned to, the USS DONEFF DE 49, was berthed in Philadelphia, newly commissioned. After the commissioning in the Navy Yard we were granted liberty.

As usual I didn't have a lot of money. My first stop was at the U.S.O. They had some sandwiches and punch and a little socializing.

Afterwards I left and was walking around town taking in the sights. I asked a passerby where was the park that had the Liberty Bell on display. It was just a block away from where I was. I walked over to the park. When I got there I noticed a camera crew with lights on. They were getting ready to film something. I asked the cameraman what was going on. He told me that it was the WAVES' first birthday and they were filming it.

Next thing I knew the person in charge asked me if I could jitterbug. I told him that I could.

SAILOR, WAVE SHOWN ON NEWSREEL JITTERBUGGING, HAVING CAKE

He then asked me if I would like to be in the film. I told him that I would. He introduced me to the Wave. Her name was Emily Lou Steiner. We danced the jitterbug together and later cut the huge birthday cake and fed a piece to one another.

It wasn't until then that I noticed the camera had Pathe News written on it. I asked the cameraman when would the film be in the theater. He told me in about three or four days. Sure enough on the next liberty I went to the theater and saw myself in the news. I stayed in the theater to see it three times.

Last year my son searched for the film on his computer. We found it but were not able to use it.

For about three to four months Emmy Lou and I were a part of history. How I remembered her name I will never know. I wonder where she is today.

ALEX J. SERUNTINE, JR.

Smoking Lamp Burns Faintly

Near the middle of the 20th century Lucky Strike green went to war and took a lot of us with it right along with a smoking habit. Looking back to the wide acceptance of tobacco use in society, especially in the armed forces in the 40s, to smoke was to be in "the in crowd", a way of life it was.

On my DE, and perhaps on most other ships, smoking was prevalent and second hand smoke was hardly considered. Cigarettes, all popular brands, Lucky Strike, Camels and Chesterfields (the big three), Old Golds, and less popular brands all sold for the amazing price of five cents at the "little shop around the corner", the Ship's Store. Many of the slogans promoting them are unforgettable even to this day: "LSMFT—Lucky Strike Makes Fine Tobacco", "I'd Walk A Mile For One" (Camels), "They Satisfy" (Chesterfields), "Not A Cough In A Carload" (Old Golds).

What I remember most clearly was when "the chips were down" during the continual nightly off-duty games of poker in the after-crew's quarters. The up-forward mess hall was usually unavailable for our games because it was filled up with other games. Chairs were non-existent so buttocks, receptacles for spent ciggies and formerly five-gallon fruit and vegetable cans, were pressed into service and the locker tops below the bunks might provide seating if the bunks were up (not occupied), otherwise, more buttocks. Memory fails me as to what was used for a table, probably a large box. A common sight when a man left to go on duty, the man coming off duty would take his place. There was much second hand smoke generated, especially when the game would run into the wee hours, as the master-at-arms looked the other way, when curfew.

BUMMER GETS HIS DUE

A mean-spirited shipmate one day had had enough of Steeves, a very young seaman who made a career of bumming cigarettes that only cost five cents a pack from all and sundry on board. United in the common thought was that how could someone be so cheap as to do that; so to the edification of the smokers concerned this man seized an opportunity when Steeves was away from his locker, opened it, removed its contents to a safe place. Then he filled it with a large quantity of Herbert Tareyton cigarettes received gratis from the Storekeeper which had not sold well and became stale. What happened after that? I never found out. Steeves was transferred from the ship shortly thereafter.

Popular many years after World War II, the Tareytons, king size and cork-tipped, became well-known through an advertising gimmick on TV, depicting a

well-tailored gentleman, with, I believe, a top hat, monocle, a black eye, and the legend, "I would rather fight than switch."

ANTI-SMOKING RULES TIGHTENED

Contrasting the Navy's strong position against tobacco use, it may be that Joseph Giordano, in *Stars and Stripes*, accurately reflects in his article that the average sailor's thoughts when he raises the question, "But what if the smoking lamp never came back on?"

He cites also that smoking is called a health issue by the Navy when it implemented a regulation that all base clubs and boot camps were not to use tobacco products. It was disclosed that sailors have been stopped from using any tobacco products during the eight to 10 week term at Great Lakes, like a "cold turkey" cure for steady smokers.

One sailor, it was reported, who smokes from a few cigarettes to a pack a day, if asked to quit, was asked, "What would you do?" He said, "I'd jump overboard." He was said to have later added, "Not literally," but he said that he would think twice about staying in the Navy.

*Long held habits rising forces alter
To help us better lives pursue
As the poet Tennyson has told us
The old order changeth yielding to new.*

Reference: Pacific Stars and Stripes, Article, New Navy Policy Cuts Tobacco, by Joseph Giordano, 12/31/02.

Editor's Note: The last article, about anti-smoking rules, although brief, its source three years old, was selected as a fair example showing the contrast as to tobacco use in the Navy in this modern era with that of the World War II period.

God, I Think I'm Dying

(cont. from page 11)

was surviving. That is until it was time to take over the watch. A few whiffs of the pilot house and I joined everyone else.

I was seasick the entire three-day voyage to Bermuda. Any effort to eat anything resulted in a reverse action. Soon I was gagging on phantom heaves. A voice behind me asked, "How are you doing, Son?" I replied, "God, I think I'm dying." "Wait here, I'll be right back." I looked at my commiserator in dungarees and Chief's hat as he disappeared in the hatchway. Soon he was back. He carried a steaming cup of black coffee and five Unida Biscuits. "Eat the hardtack and finish the joe," he ordered. The joe was as black as ink and looked strong enough to stand a spoon up in. I nibbled on the hardtack and sipped on the hot joe. It all stayed down. I was born anew.

We entered the green water of Hamilton, Bermuda. Everything and everyone calmed down. I looked for my benefactor to thank him. I couldn't find him. I knew he was a Chief Petty Officer. He used his experience to help a youngster to survive his first time on a rough sea.

PLAN TO ATTEND THE LADIES' "CALENDAR GIRLS LUNCHEON" AT DESA'S 31ST ANNUAL CONVENTION IN DEARBORN, MI. (See registration form in centerfold of this issue.)

THE NAVY

I liked standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe—the destroyer beneath me feeling like a living thing as her engines drove her swiftly through the sea.

I liked the sounds of the Navy—the piercing trill of the boatswain's pipe, the syncopated clangor of the ship's bell on the quarterdeck, the harsh squawk of the IMC, and the strong language and laughter of sailors at work.

I liked Navy vessels—nervous darting destroyers, plodding fleet auxiliaries and amphibs, sleek submarines and steady solid aircraft carriers.

I liked the proud names of Navy ships: MIDWAY, LEXINGTON, SARATOGA, CORAL SEA, ANTIETAM, VALLEY FORGE—memorials of great battles won and tribulations overcome.

I liked the lean angular names of Navy "tin-cans" and escorts—BARNEY, DAHLGREN, MULLINIX, McCLOY, DAMATO, LEFTWICH, MILLS—mementos of heroes who went before us. And the others—SAN JOSE, SAN DIEGO, LOS ANGELES, ST. PAUL, CHICAGO—named for our cities.

I liked the tempo of a Navy band blaring through the topside speakers as we pulled away from the oiler after refueling at sea.

I liked liberty call and the spicy scent of a foreign port.

I even liked the never-ending paperwork and all hands working parties as my ship filled herself with the multitude of supplies, both mundane and to cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked sailors, officers and enlisted men from all parts of the land, farms of the Midwest, small towns of New England, from the cities, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me—for professional competence, for comradeship, for strength and courage. In a word, they were "shipmates", then and forever.

I liked the surge of adventure in my heart, when the word was passed: "Now set the special sea and anchor detail—all hands to quarters for leaving port," and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier side.

The work was hard and dangerous, the going rough at times, the parting from loved ones painful, but the companionship of robust Navy laughter, the "all for one and one for all" philosophy of the sea was ever present.

I liked the serenity of the sea after a day of hard

ship's work, as flying fish flitted across the wave tops and sunset gave way to night.

I liked the feel of the Navy in darkness—the masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters—they cut through the dusk and joined with the mirror of stars overhead. And I liked drifting off to sleep lulled by the myriad of noises large and small that told me that my ship was alive and well, and that my shipmates on watch would keep me safe.

I liked quiet midwatches with the aroma of strong coffee—the lifeblood of the Navy permeating everywhere.

And I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness.

I liked the sudden electricity of "General quarters, general quarters, all hands man your battle stations," followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war—ready for anything.

And I liked the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would still recognize.

I liked the traditions of the Navy and the men and women who made them. I liked the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, John Paul Jones and Burke. A sailor could find much in the Navy: comrades-in-arms, pride in self and country, mastery of the seaman's trade. An adolescent could find adulthood.

In years to come, when sailors are home from the sea, they will still remember with fondness and respect the ocean in all its moods—the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. And then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the wardroom and chief's quarters and mess decks.

Gone ashore for good they will grow wistful about their Navy days, when the seas belonged to them and a new port of call was ever over the horizon.

Remembering this, they will stand taller and say, "I WAS A SAILOR ONCE."

— VADM Harold Koenig, U.S. Navy Retired

SUBMITTED BY ROBERT DONLON, 2326 Gurenson Ln., Niskayuna, NY 12309



NROTC Midshipmen John Camp and Kevin Guldner at work in the bilges repairing the bilge pumping system.

similar appreciation of that history.

The same issue showed itself at the WMHT telethon this March. We had ten SLATER volunteers aboard to man the phones for public broadcasting including Bob Donlon, Dave Hamilton, Paul Czesak, Fred Sirois, Nelson Potter, Jim Kuba, Chuck Teal, Rosehn Gipe, Eric Rivet, Gene Jackey, and Ray Lammers. Of this group, Ray Lammers of the USS TATUM was the only WWII vet, and the only combat veteran in the group. Last year the World War II generation was represented by Andy Desorbo, who was a gunner's mate on the new HORNET in WWII. Thus this year, health problems kept him away. We also recently lost our Ed Elze, a WWII SLATER veteran. Ed was from Schenectady and was one of our tour guides the first couple years we were open and a faithful attendee at SLATER reunions. His presence really helped give us a good grounding in the SLATER's history because he was there. Our condolences go out to Ed's family as we continue on working to preserve his and your legacy.

Speaking of legacies, several years ago at the USS CURRIER reunion, a radar man who was on oxygen wanted to get up to CIC. We volunteered to carry his oxygen bottle so he could climb the two levels to sit in CIC at the SA consol for a few minutes and reminisce. That man was Walter Moore. He and his wife Ramona were so appreciative that he sent me pictures of the event. Walter passed away, and Ramona remembered the SLATER writing "My husband loved the SLATER and would never forget how the crew helped him up to the radar shack when we were in Albany a few years ago." To express her appreciation Ramona donated of 100 shares of 3M stock to the SLATER Endowment Fund. Our best wishes and gratitude go to the Moore family for their thoughtfulness. We're glad we could be here for Walter and all the other DE veterans who come to visit. If you want to see something special, just ask.

Finally, if you're interested in lending a hand aboard the SLATER this coming spring, Field Day season is fast approaching. The Michigan Chapter of DESA is holding their Field Day the first week of May, arriving on Sunday April 30th. If you're interested in joining them and reliving DE life, or want to experience it for the first time sans seasickness, contact their coordinator Ron Zarem at 989-345-0237. The USS HUSE Crew will be arriving on the third week of May to be aboard May 14th through May 20th. If you'd like to work and bunk in with them, their coordinator is George Amandola and can be reached by phone at 610-789-5105 or email at gamand@aol.com. We're hoping some of the sons and grandsons can join their dads for these events. The major projects will be repainting the superstructure forward with epoxy paint so we won't have to do it again for several more years. So if you live too far away from the SLATER to help us on a regular basis, this is your chance to bear a hand.

SLATER Scheduled . . .

(cont. from page 7)

thanks to TCS. Master Chief John McMichael in charge of the restoration of the STEWART gave us the tech manual for the Ingersoll-Rand LP and starting air compressors, a great gift. John is doing an amazing job with the restoration of STEWART and CAVALLA. The only thing that goes up his butt is when he hears SLATER is "The Last DE." We always have to qualify that. Remember, we're "The last DE afloat in America." We've got STEWART in Galveston, McANN in Brazil, and we hear that HURST and AHTERTON are still steaming around overseas.

One of the major topics of discussion is now how do we relate our World War II-era ships to a new gen-

eration whose only connection with this conflict is what they see on the History Channel, if they bother to watch it at all. No one has the answer yet, but it is a question that needs to be answered if our ships are to remain relevant to education. On a personal note, two years ago my wife Nancy got a job teaching second grade at the Bet Shraga Hebrew Academy here in Albany. In the Hebrew school, the teaching about the Holocaust is considered a vital and important topic, and is heavily emphasized in their curriculum. Thus we know that down the road there will be one group of people who will have an appreciation of the roots of the Second World War, why the Battle of the Atlantic was fought, and thus why ships like the SLATER were built, and young men trained and sent to sea to man them. I wish our public schools had a

SLATER ENDOWMENT CAMPAIGN REPORT

AS OF MARCH 20, 2006 — MONEY RECEIVED \$586,681.00

NOTICE: When a memorial donation is received, unless otherwise requested, it will be placed in the Endowment Memorial Fund.

MEMORIAL DONATIONS

In memory of Ron Diamond HMS VIVIAN L 33
From his friends in the Philadelphia Chapter, DESA \$25

In memory of Ed Ruzanka, MM 2/c USS GEORGE W. INGRAM DE 62/APD 43
From his shipmate, Mason B. Ellison \$25

In memory of the following from their friends and shipmates in the Garden State Chapter, DESA
James V. O'Connor, USS SAVAGE DE 386 \$25
CMOMM V. Douglas Dirkes, USS CHARLES R. GREER DE 23 \$25
John J. Gallagher, USS CARROLL DE 171 \$25
James H. Jobson, USS GANDY DE 764 \$25
Edward Krol, USS LANING DE 159/APD 55 \$25
Robert D. Schimmer, USS FALGOUT DE 324 \$25
Matthew C. Stronski, GM 2/c, USS DECKER DE 47 \$25

In memory of Helen and Robert Belcher USS PRAIRE STATE
From Frank T. Buck, USS OSTERHAUS DE 164 and USS SNYDER DE 745 \$25

In memory of LT E. Glover Jordan, Jr. USS DONALDSON DE 44
From his shipmate, Donald Phillips \$25

In memory of Randy Hudgins USS HAVERFIELD DE 393
From his shipmate, Philip Sevinor \$100

In memory of Adolph Z. Herrera GM 3/c USS SAMUEL B. ROBERTS DE 413
From his shipmates \$25

In memory of LCDR James Mertz, Commanding Officer, USS STURTEVANT DE 239, and Commodore of DECO
From fellow Commanding Officers:
LCDR Robert W. McCullough, CO, USS PETERSON DE 152 \$100
LCDR Kenneth H. Hannan, CO, USS SWEARER DE 186 \$100
LCDR Walter Gadsby, Jr., CO, USS BLAIR DE 147 \$100

In memory of CDR Richard E. Warner USS KENDALL C. CAMPBELL DE 443 and USS GEORGE DE 697
From his daughter, Katie Burke, and granddaughter, Emily \$100

In memory of Calvin Bruce USS OSTERHAUS DE 164
From shipmate Frank T. Buck \$25

In memory of Vincent E. Daus, MMC USS LLOYD DE 209
From his shipmates and friends in the St. Louis Chapter \$25

In memory of Girard E. Lichty USS LAKE DE 301
From his wife, Katherine G. Lichty \$100

In memory of Raymond Hoelzle, FC 2/c USS CONKLIN DE 439
From his son, Neno Hoelzle \$50

In memory of Edward J. Wilson USS EICHENBERGER DE 202
From Barbara Syme \$50

In memory of William E. Drislane
From Lois & Stewart Wagner \$50

In memory of CDR Glen L. Rollins USS FALGOUT WDE 424
From his shipmates \$25

In memory of William Helot, BM 3, USS POLLOX, and BTC Joe Ing, USS STODDARD DD 566
From SKCS Frank T. Buck, USS OSTERHAUS DE 164 and USS SNYDER DE 745 (\$650) \$50

In memory of Walter Moore USS CURRIER DE 700
From his loving wife, Ramona Moore 100 Shares of 3M stock

DONATIONS FROM FRIENDS OF USS SLATER
George A. Good, Jr., USS NORRIS DD/DDE 859 \$52

DONATIONS FROM CHAPTERS OF DESA
North Pacific (\$3,465) \$100
Michigan (\$6,000) \$1,000

NEW METHOD OF REPORTING PLEASE NOTE!

At times, we receive an additional donation from you after you have sent your initial donation. We will record your total donation behind your name and list the additional donation in the money column.

* appearing before your name denotes donation or pledge is divided between two or more ships.

"PIF" appearing after your name indicates a pledge is paid in full.

DONATIONS FROM OUR 563 SHIP FLEET OF "TRIM BUT DEADLY" WARSHIPS

USS DEMPSEY DE 26
William Atherhold (\$345) \$50
Ethel and Walter J. Galloway \$100
Don A. Schiemann (\$2,000), (see DE 101) \$500

USS ALGER DE 101
Don A. Schiemann (se DE 26) ****

USS J. DOUGLAS BLACKWOOD DE 219
Thomas F. Dougherty (\$400) \$50

USS DALE W. PETERSON DE 337
David Phelps \$75

USS GEORGE E. DAVIS DE 357
Franklin M. Carr \$25

USS ULVERT M. MOORE DE 442
Robert W. Schwier (\$1,600) \$300

USS ALVIN C. COCKRELL DE 366
William Kramer (\$805) \$120

USS REYBOLD DE 177
Jean and Wilbert Reed (\$2,488) \$45

"THE TOP 50"

Listed below are the amounts the top 50 ships have donated to all programs benefiting our destroyer-escort, USS SLATER. As of March 20, 2006. A donation made to two or more ships is divided between the named ships.

- | | |
|---------------------------|----------------------------|
| #1 DE 766—\$58,759 | #26 DE 699—\$7,514 |
| #2 DE 330—\$49,131 | #27 DE 424—\$7,295 |
| #3 DE 305—\$40,580 | #28 DE 246—\$7,075 |
| #4 DE 640—\$32,535 | #29 DE 636—\$7,070 |
| #5 DE 769—\$32,460 | #30 DE 393—\$7,060 |
| #6 DE 763—\$29,877 | #31 DE 304—\$6,882 |
| #7 DE 186—\$29,209 | #32 DE/DEC 698—\$6,752 |
| #8 DE 306—\$24,113 | #33 DE 59—\$6,725 |
| #9 DE/DER 326—\$17,175 | #34 DE 156/APD 52—\$6,666 |
| #10 DE 242—\$17,132 | #35 DE634—\$6,445 |
| #11 DE 29—\$16,367 | #36 DE 183—\$6,440 |
| #12 DE 667—\$15,910 | #37 DE 60/APD 42—\$6,380 |
| #13 DE 253—\$11,880 | #38 DE 42—\$6,375 |
| #14 DE 534—\$10,954 | #39 DE 191—\$6,305 |
| #15 DE 140—\$10,804 | #40 DE/DER 147—\$6,181 |
| #16 DE 150—\$9,866 | #41 DE 136—\$6,046 |
| #17 DE 148—\$9,505 | #42 DE 684—\$6,017 |
| #18 DE 704—\$8,818 | #43 DE 217—\$5,975 |
| #19 DE 132—\$8,648 | #44 DE 639—\$5,860 |
| #20 DE 184—\$8,532 | #45 DE 346—\$5,852 |
| #21 DE 366—\$8,482 | #46 DE 718/APD 134—\$5,850 |
| #22 DE 155/APD 51—\$8,192 | #47 DE 680—\$5,675 |
| #23 DE 165—\$8,175 | #48 DE 741—\$5,635 |
| #24 DE 442—\$7,997 | #49 DE 441—\$5,385 |
| #25 DE 57—\$7,720 | #50 DE 348—\$5,238 |

Destroyer Escort Historical Museum

APPLICATION/DONATION* FORM

Individual Membership: \$25.00/year \$48.00/two years
 Family Membership: \$35.00/year \$65.00/two years
 Lifetime Membership: \$500.00

Name _____

Spouse/s Name _____

Telephone Number (_____) _____

E-Mail Address _____

Address _____

City _____ State _____ Zip _____

Military Service Branch _____ Period _____

If Navy or CG, Ship's Name _____ Hull No. _____

Please submit your remittance check made out to **DEHM** for the type of membership for which you are applying. Your Membership Card will be mailed to you.

Mail Application to: **DEHM, USS SLATER**, P.O. Box 1926, Albany, NY 12201-1926.
 Donation entitles donor, or donor and spouse, to board USS SLATER.
 No further donations required.

*Donations to DEHM are tax-deductible, IRS 501(c)(3).

32-2

SAVE OUR SLATER

What will it take to have your ship join the "Top 50"? From time to time we publish the "Ship Donation List" which is a complete listing of all 563 ships in our "Trim But Deadly" Destroyer-Escort Fleet. When we next print the "Ship Donation List", check to see what it will take to have your ship listed in the above "Top 50".

SLATER Scheduled . . .

(cont. from page 1)

only time a warship may have smelled this good is down in the engineers berthing space thirty minutes before the start of liberty when the air hung heavy with after shave, cologne and hair tonic. In fact, it really doesn't smell like a ship at all. I venture to say that this morning SLATER smells like a New Orleans brothel before Katrina hit. Or I should say, what I imagine a New Orleans brothel would smell like. Enough of this. I just want my old ship smell back.

I know every March I say it. Where did the winter go? We're past the midpoint in March. Opening day is rapidly descending on us. The cleanup is progressing well as we prepare for our ninth season in Albany. There just isn't enough time. We completed work getting bids on the painting and clean up by the third week in January. I turned all the estimates over to International Marine Underwriters and they advised me to do the clean up in the affected spaces and selected Quick Response as the cleaning firm and our regular painter Sage Brothers as the paint contractor. After fogging, the next step in the process is normally to run ozone machines in the effected areas for a couple of days. However, this process can have a detrimental effect on rubber, and with all the life jackets, watertight door and electrical gasketing in place, we decided not to for go that step in the process, for fear of damage to the rubber.

BEST SCRUBBING DOWN

The clean up started in the CPO mess and then out in to the passageway. Bruce Salls brought in an eight-person team with buckets, water and all kinds of detergents. Using the galley ranges to heat the water they proceeded to give the insides of the SLATER the best scrubbing down she's had since her crew decommissioned her. They tackled the worst areas first, the CPO mess and passageway, and then moved up into officers country. The crew was a mix of older gents and younger girls who tackled the SLATER with the same enthusiasm the volunteers have. They hauled off all the CPO bunks and mattresses to their warehouse for cleaning, to get that gear out of the way while painting takes place. As soon as the initial cleaning is complete, we will bring the insurance surveyor aboard and the contract painters back aboard to begin repainting the damaged areas. Gordon Lattey and Erik Collin have done a great job of prepping the spaces for the cleaners. Gordon has been handling dry-cleaning all the uniforms and bedding, a formidable task in itself.

As might be expected, our winter work program took a hit, so don't expect the forward head to be ready for spring. We have continued chipping away with Chris Fedden, Paul Czesak, Peter Jez, Stan Murawski, Bill Haggart and Nelson Potter helping with that detail in between their other jobs.

The CPO messroom, forward passageway on the maindeck, wardroom, wardroom passageway and the



Hoisting the sonar modules aboard.

radioroom passageway on the 01 level have all been freshly sprayed out with fresh light green paint by Kevin Sage and Jason Sherlock. All these spaces will be fully restored by opening day. The only area in doubt right now is the passageway right outside the CPO quarters, which we don't expect to have completed by April 1st. In restoring these spaces, we have made many improvements including stands for lockers that were sitting on the deck, refurbishing electrical boxes to like-new condition, and reinsulating bulkheads and overheads so they look better than they did before. Some of the crew who deserve special mention here include Stan Murawski, who has become an artist with insulation wrap and Childers CP-11 Mastic.

The Electricians have had the lion's share of the repair work. We ordered four rolls of armored cable from Houston to replace the damaged lighting, power and communications circuits. Barry Witte, Gary Sheedy and the RPI Midshipmen have been on the job Saturdays, and Ken Kaskoun and Bob Callender have been working Mondays and Wednesdays. Barry also has developed at night team with Gordon Lattey, Paul Czesak, Karl Herchenroder, Stan Murawski and Gus Negus. They have been pulling cables Wednesday nights as the "through bulkhead" cable pulls are the most difficult, and can realistically get done only when there is no other work going on in the vicinity. They have restored regular lighting to the forward passageway, even replacing a Greek jury-rigged fixture with an authentic one. They also restored lighting to the starboard head and got the long run for the IMC cable in the anchor windlass machinery room pulled. Paul got the 450 Volt receptacle box off the bulkhead for cleaning and restoration. Ken Kaskoun and Bob Callender sandblasted the electrical boxes, removed and cleaned up light fixtures, and rewired the sound powered phone circuits. Special thanks to Jim Hewitt and Bill Haggart who spend a couple of miserable Saturdays up in the cableways taking clamps and straps off the old wires and fighting decades of paint buildup on the nuts and bolts.

Gene Jackey has been relentlessly pulling up ceramic tile, but this is a story for the shipfitters. Once the tile was up there was about ten times more wasted metal than we first thought, and we're having to replace about ten different sections of deck and bulkhead that were rotted right through. Clark Farnsworth has been cutting and fabricating the pieces up on deck so Tim Benner, Chuck Teal, Joe Breyer and Doug Tanner can get them welded in. It's one of those "growth jobs" that contractors love and volunteers hate. They also have the second floater net basket for the portside aft ready to be lifted in position. They are welding down another repaired chock on the portside amidships that needs to be in position for the move to handle a spring wire. They built new frames for all the standing lockers in the CPO mess and passageway, did a bunch of welding repairs in the same area, and have continued repairs in the CPO head as we try and make progress on our original winter project. Needless to say, we're being very careful about fire.

Gus Negus and Karl Herchenroder have been pulled out of the engineering gang for ordnance duty. In order to get numbers one and three three-inch guns working in train and elevation, we stripped gun number two. One of the winter tasks has been rebuilding the train gear drive for gun two. The lower section of the unit, which had been on gun three, has two broken helical gears. These are being remanufactured thanks to Jack Bertsch, the owner of Polymer Conversions out in Buffalo who knows a machinist willing to do the job. The upper part of the drive, which was originally on gun one, failed because all the roller bearings



Karl Herchenroder and Gus Negus working on the train gear drive on gun 2.

disintegrated. Gus and Karl have spent a month in the gun shack disassembling the unit with all the love they normally lavish on the engines. They managed to get it all back together after replacing every bearing in the unit. All they can say is that at least it's warmer in the gun shack than the engine rooms. The gun shack is right forward of my office, which also stays warm.

And from heavy chocks to delicate clock springs, the restoration moves in all directions. Don Shattuck keeps the clocks wound every week while Geoffrey Bullard continues to repair them. He just received a shipment of Chelsea ship's clock mainsprings he had been waiting for for months. He reports that he cleaned one of the clocks and put in a new mainspring and will be bringing it aboard this week. The other two broken clocks will also be back aboard in functioning condition shortly. And through it all, Gary Sheedy has not given up trying to make progress on the reefer deck restoration. He had Nelson Potter chipping his ladder for two Saturdays. Just aft of him Bob and Ken have begun chipping paint and repairing the door to the IC workshop just below the mess-decks.

Another bright light in the restoration tunnel is the purchase of an engraving machine by Colonie High School for their Industrial Technology Program. Barry tested it out and sure enough, it makes perfect original style labels for the electrical boxes. He did several in the anchor windlass room and those tags make the boxes and the whole compartment look brand new. Barry is looking forward to training students on the use of this machine and the SLATER being the beneficiary of their effort as we restore electrical boxes through out the ship.

In the "be careful what you ask for, you might get it category," a couple years ago I remember saying that the only two things we really needed to complete the restoration, that we'd probably never find were a WWII-era sonar stack for the upper sound room and the SL surface search radar for CIC. Never say never and let's proceed slowly from here. Several months ago our friend Rich Pekelney who volunteers with the submarine PAMPANITO in San Francisco called to say he knew of a dealer who had WWII destroyer escort sonar stack and wanted to know if we were interested in buying it. Yes, we certainly were, but "buying" is usually out of the question for us. Well, for me at least. But we began negotiations, and in the process, I contacted Bob Donlon, the Yeoman of our CAPDESA Chapter who also happens to be an ex-ping jockey off the ROBERT F KELLER. Well Bob is a member of the National Association of Sonar Veterans, and he contacted their president, Robert St. John. Through email, they began soliciting donations to purchase the stack for the SLATER, and within a month, they had raised the money and mailed the check. It turned out that the stack was a QJB unit that had been removed from the USS LOESER in 1945. We have the tags to prove it. That gave the stack

(cont. on page 7)

New Members

ASSOCIATE LIFE MEMBERS

USS GANTNER DE 60/APD 42
Jo Early Widow TX
USS WALTER S. GORKA APD 114
Jo Early Widow TX
USS J. R. Y. BLAKELY DE 140
Michael Lucas Son FL
USS WICHITA CA 45
Jo Early Widow TX
USS TOURMALINE PY 20
Jo Early Widow TX

ASSOCIATE MEMBERS

USS DECKER DE 47
Michael Stronski Son NJ
USS OTTERSTETTER DE 244
Brian Gahrn Stepson CA
USS WILHOITE DER 397
Brian Gahrn Stepson CA
USS GRADY DE 445
James E. Earner Son NY

LIFE MEMBERS

USS SAMUEL S. MILES DE 183
George Wilkins EM 3/c HI
USS COOLBAUGH DE 217
Oren L. Solida RM 3 PA
USS J. DOUGLAS BLACKWOOD DE 219
George R. Tucker MM 2/c OH
USS SNOWDEN DE 246
John W. Stafford ADJC MD
USS NEWELL DE 322
David Nicholson HM 2 CA
USS FALGOUT DER 324
Mike Vecchio RD 2 NJ
USS BRISTER DE 327
Robert H. Justman RM 3 CA
USS PRICE DER 332
Charles E. Ford FN/M OH
USS FORSTER DE 334
Melford J. Dalin ETC TX
USS THADDEUS PARKER DE 369
Linton L. Marks GMG 1 NJ
USS HAAS DE 424
Robert H. Justman RM 3 CA
USS ALBERT T. HARRIS DE 447
Linton L. Marks GMG 1 NJ
USS GENDREAU DE 639
Peter S. Piro PhM 2/c FL
USS CURRIER DE 700
William G. White, Jr. SO 3/c NC
USS BRIDGET DE 1024
Karl Aube LT(JG) CA
USS BOWEN FF 1079
Derald Wadham RM 2 (SW) TN
USS PROMETHEUS AR 3
Robert H. Justman RM 3 CA
ARD 17
Clayton J. Besanson MoMM 2/c FL
USS SOUTH DAKOTA BB 57
George T. McNeill GM 2/c FL
USS GREENE DD 266
Clayton J. Besanson MoMM 2/c FL
USS NORRIS DD/DDE 859
George A. Good, Jr. MD
USS FLOYD B. PARKS DD 884
Robert H. Justman RM 3 CA

USS JULIUS A. FURER FFG 6
Derald Wadham RM 2 (SW) TN
NOB DUTCH HARBOR ALASKA
George T. McNeill GM 2/c FL

NEW MEMBERS

USS BRACKETT DE 41
Monroe L. Newton MoMM 3/c TN
USS DONNELL DE 56
Pascal Jordon S 2/c OH
USS GANTNER DE 60
Arthur E. Moeck QM 2/c VT
USS RUCHAMKIN APD 89
Ron Rizzo MM 3 NY
USS ALGER DE 101
Carl D. Little SC
USS HILL DE 141
Pascal Jordon S 2/c OH
USS BROUGH DE 148
William H. Banks PA
USS PETERSON DE 152
Irwin Dayboch NY
Rudolph Orisich SM 3/c MI
USS MICKA DE 176
Jack Taylor SoM 3/c KY
USS J. DOUGLAS BLACKWOOD DE 219
Everette F. Mullins S 1/c TN
Francis Zucco MMCS PA
USS RUDDEROW DE 224
George Davison EM 2/c MO
USS HOWARD D. CROW DE 252
Capt Lewis E. Davis, Jr. LCDR CO PA
USS CROWLEY DE 303
Monroe L. Newton MoMM 3/c TN
USS BRISTER DE 327
John Fasano NY
USS FINCH DER 328
LeRoy C. Thurston, Jr. MI
USS KRETCHMER DER 329
Kenneth L. Hauser LCDR IN
USS WOODSON DE 359
Norman E. Weldy, Jr. BT 3/c NH
USS WALTON DE 361
Frank C. Dragotta RM 3 NJ
USS RICHEY DE 385
George Roaf S 1/c MA
USS SAVAGE DER 386
Michael J. Ingrassia YN 3 CT
USS DURANT DER 389
John A. Mulligan IN
USS MELVIN R. NAWMAN DE 416
Richard E. Discoe BMC MA
USS EDWARD H. ALLEN DE 531
James J. Keller MM 3/c FL
USS LEWIS DE 535
Joe Wells RD 2 MO
USS COATES DE 685
Emile J. Duchemin FN NY
USS SPANGLER DE 696
Donald R. Wood MM 2/c NY
USS CURRIER DE 700
William Karmeris RdM 3/c NH
USS PARLE DE 708
Arthur E. Moeck QM 2/c VT
Larry J. Schafer FN OH/FL
USS WEISS DE 719
Jim Martin, Jr. MA
USS TILLS DE 748
Donald Cuddeback S 1/c NY

USS MALOY DE 791
Richard E. Discoe BMC MA
Francis Zucco MMCS PA
USS DEALEY DE 1006
Richard Osburn GA
USS LESTER DE 1022
Emile J. Duchemin FN NY
Richard Osburn GA
USS BRIDGET DE 1024
Gary Tyson E-6/SH 1 AZ
USS CHARLES BERRY DE 1035
Richard E. Discoe BMC MA
USS KOELSCH DE/FF 1049
Francis Zucco MMCS PA
USS GRAY FF 1054
John Pritchard RM 3 CA
USS WHIPPLE DE 1062
Gary Tyson E-6/SH 1 AZ
USS LOCKWOOD FF 1064
William K. Streiff OSC (Ret)
USS VREELAND DE 1068
Richard Osburn GA
USS BLAKELY DE 1072
Richard Osburn GA
USS COOK DE 1083
Hubert Feuerborn STG 3 MO
USS BARBEY DE 1088
Gary Tyson E-6/SH 1 AZ
USS MILLER DE 1091
David M. Robbins RMSN MA
USS VALDEZ FF 1096
Patrick A. Leahy RM 3 VA
USS GLOVER AGDE 1
Richard Osburn GA
USS WYOMING BB 32
Arthur E. Moeck QM 2/c VT
USS CONYNGHAM DD 371
Walter R. Rainey WT 2/c CA
USS BRADFORD DD 545
John A. Mulligan IN
USS JOHNSTON DD 821
Mike Gilmartin EM 2 MA
USS CARPENTER DD 825
Daniel Anchondo E-3 CA
USS FRED T. BERRY DD 858
Norman E. Weldy, Jr. BT 3/c NH
USS BROOKE DEG 1
William K. Streiff OSC (Ret)
USS SCHOFIELD DEG 3
James L. McClain BM 2 SC
USS TALBOT DEG 4
Richard Osburn GA
USS RICHARD L. PAGE FFG 5
Daniel Anchondo E-3 CA
Mike Gilmartin EM 2 MA
USS MANASQUAN WAG 273
Irwin Dayboch NY
USMC
David Crist LT Col MD
NO SHIP
Jim Schessler NJ

REINSTATES

USS DEMPSEY DE 26
Alvin L. Smith FC 3/c OH
USS JOSEPH E. CAMPBELL DE 70
Theron M. Lance SK 2/c NC
USS FARQUHAR DE 139
Ernest A. Anderson SoM 3/c UT

USS BLAIR DE 147
Joseph Lenihan CSC (Ret) VA
USS BROUGH DE 148
Stephen A. Hadley SKSN MI
USS WM. C. MILLER DE 259
Julius J. (Jim) Kohler EM 1/c MI
USS FORSTER DE 334
William C. Orme QM 2/c NH
USS EDMONDS DE 406
Charles J. Allard QM 3 MA
USS GOSS DE 444
JoAnn Weast-Aukamp Widow MO
USS MASON DE 529
James W. Graham RdM 3/c NY
USS VAMMEN DE 644
Earl D. Underwood, Jr. EM 3/c CA
USS GREENWOOD DE 679
James R. McGrath SO 3 MD
USS BANGUST DE 739
Ernest Winders, Jr. SM 1/c MO
USS SNYDER DE 745
William C. Orme QM 2/c NH
USS BRIGHT DE 747
William C. Orme QM 2/c NH
USS McCLELLAND DE 750
Ernest A. Anderson SoM 3/c UT
USS WEEDEN DE 797
Merlin (Scooter) Patrick RD 3 CA
USS BRADLEY DE 1041
William H. Smith PN 3 LA
USS HEPBURN DE 1055
Barry G. Weisswasser RD 3 CA
USS GRAFFIAS AF 29
Joseph Lenihan CSC (Ret) VA
USS POCONO AGC 16
Joseph Lenihan CSC (Ret) VA
USS TATONIC AGC 17
Joseph Lenihan CSC (Ret) VA
USS NEMASKET AOG 10
Alvin L. Smith FC 3/c OH
USS KRISHNA ARL 38
Joseph Lenihan CSC (Ret) VA
USS WASMUTH DD 338
Julius J. (Jim) Kohler EM 1/c MI
USS PORTER DD 365
Julius J. (Jim) Kohler EM 1/c MI
USS BENHAM DD 796
John M. Surprise ET 1 FL
USS WASMUTH DMS 15
Julius J. (Jim) Kohler EM 1/c MI
USS CASA GRANDE LSD 13
Joseph Lenihan CSC (Ret) VA
LST 529
Earl D. Underwood, Jr. EM 3/c CA
USCGC CAMPBELL W 32
David A. Blum SK 1 FL

**IT'S STILL NOT TOO LATE
TO PLAN YOUR SHIP'S
REUNION IN CONJUNC-
TION WITH DESA'S 31ST
ANNUAL CONVENTION
TO BE HELD AT HYATT
REGENCY DEARBORN,
DEARBORN, MI,
SEPTEMBER 5-9, 2006.**

**Please call Dori at
1-800-603-3332.**

WORLD WAR II WASN'T OVER FOR US ON AUGUST 15, 1945

By Fran Lucca, Captain, Buffalo (NY) DESA 4

It was the day we all dreamed about, August 15, 1945, when President Harry Truman announced the end of World War II. But it was short-lived. Three days later, I copied the following message:

U-R-G-E-N-T

From Commander of Task Group 96.3
To USS BURROWS DE 105

Proceed to ten dash twenty north one five four dash thirty east X Submarine reported this position by mership 02330Z eighteenth august X Investigate and take appropriate action if and as may prove necessary.

BT

TOR/1116 F.S.Lucca
U-R-G-E-N-T 8/18/45

So, three days after the end of the war we are racing toward the island of Truk, which was lit up like a Christmas tree and harbored the remaining Japanese fleet.

The Jap sub had sunk one ship and threatened others. We got a bearing and unloaded our depth charges. From the bowels of the ocean came debris and an oil slick. Did we score? We never had a chance to find out as we were ordered out of the area on the double. Seems we were in the proximity of a mine field.

Only three days earlier we had a gigantic celebration. Splicing the main brace (breaking out the rum in the old days) by filling our coffee urns with whiskey and water. The tossing of personnel, including our officers into the warm winters of Eniwetok in the Marshal Islands, was the highlight of our victory party. Now the war was finally over for us. Or was it?

The BURROWS participation in the occupation of Japan was finished in early December when she found her most interesting duty to date. It all started with the following radio message:

Burrows-De 105 departed Manila via Maple for Samar X Speed of advance fifteen knots X estimated time of arrival one two one zero zero BT

TOR 1845 12/9/45

From Port Director at Manila
Action to Commander of Philippine Sea Frontier

Our task was to pick up 75 Philippine guerrillas under the command of U.S. Army Major Harry Sockol and transport them to Borongan on the east

coast of Samar. Between 200 and 300 Japanese troops were holed up in the mountains unaware that the war was over four months earlier. They had slipped into the village, attacked villagers, and killed their livestock before fleeing back into the jungle.

Some of our crew joined the war party and we waited patiently back at the village. Then four days later this message:

NPGC V X U-R-G-E-N-T R-U-S-H 131600

TO COMMANDING OFFICER: ENTIRE Jap complement has surrendered. Will bring in all prisoners of war by Sunday afternoon.

Signed Major Sockol
12/13/45 FSL

The Japs, numbering 70 men and five officers, were well armed, well supplied with ammunition, and occupied a well fortified position. Two hundred of them had died of starvation in the preceding months. The enemy was not about to surrender. They had formed a ring, and all had hand grenades strung from their necks. They finally were convinced the war was over and were marched to Borongan where they were stripped, deloused, and showered in an abandoned Philippine Army Camp by a medical detachment from the BURROWS.

During the five days we awaited the arrival of the prisoners of war, our crew was hospitably entertained by the Borongan towns people, most of whom had never seen an American. The festivities were climaxed with a Victory Dance and party to celebrate the surrender of the Japanese. I have never seen such beautiful young women and their families in a world that seemed to defy any signs of decadence. The Missionaries had done their job well.

I must mention that the natives had a drink called Tuba Juice that could be found in buckets on most shanty porches. It was a vile smelling pale yellow concoction made from the bark of a bamboo tree that packed a wallop at more than 100 percent alcohol. After a few sips it didn't taste too bad, but it could really put you out of your misery, especially if you had consumed a canteen of the deadly brew. Enough said . . .

The POWs and troops were loaded aboard the BURROWS and set sail for Tacloban, Leyte, in the Philippines, where they were discharged.

On December 19, 1945, World War II was finally over for all concerned.

USS RHODES DE 384 ON THE BLINK

During World War II our Destroyer-Escort Division, including the USS RHODES DE 384, was returning home from a convoy duty trip from Europe.

When approaching the Narrows and New York Harbor heading to the Brooklyn Navy Yard, a very unusual happening took place.

I was an Electrician Mate 2nd Class on watch at the electrical control switchboard in the engine room. All was normal until I saw the watt meter indicator bulb (the size slightly larger than an old flashlight bulb) not functioning; its usual "blinking" light was unlit and not operating as it should.

After some thought I notified the Chief Electrician Mate by phone. He quickly responded to the engine room, investigated, and examined the rear apparatus of the board. He soon notified the Chief Engineering Officer, the Chiefs of the "Black Gang", other officers, and finally, the Captain became involved.

The RHODES was ordered to "stop ahead engines" until the problem was solved. The ship drifted for more than an hour after the other DEs proceeded to the Brooklyn Navy Yard.

Most of the RHODES liberty crew were in dress uniform, eager to go ashore.

Pertinent schematics were unfolded and spread on the engine room deck and perused by the staff. I watched anxiously for some time and then went to the board front panel and casually tapped the bulb. Much to my surprise it went to the "blinking" mode, operating correctly. It was probably loosened with excessive vibration. I then turned it "off" and with careful movement, eyed the Chief Electrician to come aside and hear me. He strongly brushed me off, continuing to confer with the staff. Again, but with more urgency, I managed to call him away and told him of the erratic bulb. After turning it "on" he turned it "off".

His flushed face drained to white. Looking at me, he fingered his lips, urging me to keep it quiet. He then feigned an examination of the electrical control board rear, then faking a special paper wiping of some contacts, he returned to the front panel, secretly turned the bulb "on" to its "blinking" operating position, reported to the staff that the problem was solved as a result of cleaning contacts behind the panel board.

To the delight and elation of all Chiefs and Officers, the plans and schematics were folded away. The Chief Electrician was congratulated, "engines ahead" signal ordered. The RHODES was underway and headed to the Navy Yard.

Impatient and irred liberty sailors went ashore at last!

While some technical aspects and terms may be lost with time, this account is exactly as related.

Not a word of the incident was ever spoken by the Chief Electrician thereafter, nor any praise for my discretion and good judgement in averting further delay and confusion.

P.S. Coincidentally, I am a retired (1985) N.Y.C. Fire Department Battalion Chief, 31st Battalion. The Brooklyn Navy Yard was part of the Battalion's administrative district.

DANIEL DeRENZI, Electrician Mate 2nd Class, U.S. Coast Guard, USS RHODES DE 384, 136 Adams Ave., Staten Island, NY 10306

MEMBERSHIP?

WHERE DO WE GO FROM HERE?

DESA HAS LOST APPROXIMATELY ONE-HALF OF ITS MEMBERS DURING THESE PAST SIX YEARS. WE ARE NOW DOWN TO 7,500+ MEMBERS NATIONALLY.

LOSSES IN THE NEXT THREE TO FOUR YEARS MAY INCREASE DRASTICALLY SO AN ALL-OUT EFFORT TO RECRUIT WIVES, SONS, AND DAUGHTERS OF OUR SHIPMATES IS A MUST TO CARRY ON IN THE TRADITION OF THIS ORGANIZATION.

RECRUITING IS EVERYONE'S JOB

**HAVE YOU OBTAINED A NEW MEMBER?
PLEASE SHIP-A-MATE ASAP!**

Taps (Thoughtful Appreciation for Patriotic Service)

OBITUARIES

Roscoe "Rock" Brinkley, Jr. USS HERZOG DE 178

Roscoe "Rock" Brinkley, Jr., 82, of Cary, NC, died on Thursday, June 16, 2005, at Rex Hospital in Raleigh. A native of Rose Hill, NC, he was born on March 21, 1923, to the late Roscoe Brinkley, Sr., and Lucy Futrell Brinkley. In addition to his parents, his brother, Vernon Brinkley, and half-sister, Clara Turner, preceded him in death.

He is survived by his beloved wife—Juanita R. Brinkley—as well as several nieces, nephews, cousins, and extended family.

Edward R. Dwyer USS OTTERSTETTER DE 244 USS WILHOITE DER 397

Edward R. Dwyer, 78, died in Starr Farm Nursing Center in Burlington, VT, on Sunday, December 17, 2005, after a courageous battle with cancer. He was born in Sheffield, VT, on April 15, 1927, the son of George and Nellie (Dopp) Dwyer.

Ed served in the U.S. Navy during World War II and the Korean War in the Pacific. He served tours on the USS OTTERSTETTER DE 244 and USS WILHOITE DER 397.

In 1973, he married Eunice June (Arnatt) Gahrn. She predeceased him in February 2000.

Ed retired from General Electric with over 30 years of service as a ballistics engineer.

He was a member of Jericho United Methodist Church, the Pipes of St. Andrew's Society, volunteered many hours at Starr Farm Nursing Center, and was a member of DESA. He was always tinkering with things to make life easier and enjoyed traveling.

He is survived by: his daughter—Beverly Childress; sons—Brian and wife Dativa Gahrn and Christopher and wife Roseanna Gahrn.

Dean McGarry Evans USS SILVERSTEIN DE 534

Dean McGarry Evans, 78, passed away January 24, 2006. He was born in Wichita, KS, on February 2, 1927. He attended high school in Wichita and Kingman, KS, and was very active in the football program in Kingman.

He joined the Navy at the end of 1944 and served in the Aleutians and the Pacific but saw no action during World War II. After four years of service he came back to attend school at the University of Kansas, where he met his future wife, Nancy. He joined the Navy Reserves at Olathe and was called to active duty in 1950 to serve during the Korean Conflict. He was a

Quartermaster 2nd class aboard the USS SILVERSTEIN for 22 months during which time that destroyer-escort had the dubious distinction of being the most fired-on Navy vessel of the Korean War.

He returned to school at the University of Kansas. He married Nancy Pinkney of Ford, KS, April 5, 1953. He graduated with a degree in journalism in 1954. He joined the staff of the *Kansas City Star* on May 1, 1954.

He was a reporter, photographer, and copy editor at the *Star* for 35 years. He established what is now the Southtown suburban office of the *Star* in 1957 and manned it until moving to copy editor in 1962. He was Assistant Telegraph Editor from 1969 until his retirement in 1989.

He had been a member of the Ruskin Heights Presbyterian Church.

He was a member of the Destroyer Escort Sailors Association and enjoyed hunting and poker and bridge groups.

He was preceded in death by his sister, Jean Ehler, of Corona, CA.

He is survived by: his wife—Nancy Evans; daughter—Cynthia Blayney; son—Richard D. Evans; sister—Rhoda Kay Fisher; brothers—Jack Evans, Edwin D. Evans, and James W. Evans; three grandchildren; and three great-grandchildren.

Gerhard "Bob" Freimuth USS SMARTT DE 257

Gerhard "Bob" Freimuth, 80, of Bristol, husband of Theresa (Kupiec) Freimuth, died Monday, January 9, 2006, at the Bristol Hospital.

Bob was a kind and gentle man. He was born in Bristol on August 16, 1925, and was a son of the late Emil and Elizabeth (Hoffert) Freimuth.

He resided in Bristol all his life and was employed at New Departure-Hyatt Division of General Motors, Bristol, for 35 years before retiring in 1991.

He was a U.S. Navy veteran of World War II, serving in both the European and Pacific Theaters.

He was a member of the St. Stanislaus Church, Bristol, Destroyer Escort Sailors Association, and the Veterans of Foreign Wars Post, Bristol.

He was an avid fan of the Boston Red Sox, Bristol American Legion baseball, and Plainville High School baseball. He loved the Navy, carpentry, and spending time with his family on Cape Cod.

He is survived by: his loving wife of 55 years—Theresa; son—Robert Freimuth (wife, Laurinda); daughters—Cynthia and Lisa Freimuth; brother—Emil Freimuth; sister—Ruth Meusel; grandsons—Matthew and Andrew Freimuth; 48 nieces and nephews; and six Godchildren. He was predeceased by four brothers—Edward, Ellsworth, Walter, and Richard Freimuth.

William Matthew Gutenkauf USS EVARTS DE 5

William Matthew Gutenkauf, 80, of Columbia Heights, passed away peacefully with his family by his side.

Bill was a proud Navy veteran and served for 10 years on the Friday Memorial Rifle Squad at Fort Snelling.

He was a lifetime employee of IBEW Local Union #292. He was a member of VFW Post 1852 and Military Order of Cooties MOC Pup Tent 11.

He is survived by: his wife of 57 years—Irene "Renee"; daughters—Wendy (Harold) Fleetham and Karla (Steve) Hoppe; grandchildren—Lucas, Meagan, Gretchen, Erin, Carmen, Joseph, and Emma; and sisters—Jean Seiter and Lorraine Blake.

Robert L. Harris USS EICHENBERGER DE 202

Robert L. Harris, 80, an IBM system engineer, died of congestive heart failure December 26, 2005, at his daughter's home in Falls Church, VA, where he lived.

Harris was born in Riverton, IL, and served during World War II in the Navy in the Pacific Theater. He graduated from Illinois Wesleyan University after the war.

He joined IBM in 1950, after college graduation and spent 33 years with that employer in Peoria, IL, Chicago, Poughkeepsie, NY, Washington, DC, and Gaithersburg, MD. He came to the Washington area in 1964.

He was the author of the Howard University Distributed Automation and Control System, a general-purpose application that monitors and controls such building systems as heating, air conditioning and ventilation over telephone lines.

After his 1988 retirement, Harris enjoyed traveling with his wife in their trailer along the East Coast and into the Florida Keys.

He was a member of the American Legion, Sons of the American Revolution, Destroyer Escort Sailors Association, and Elks Club.

His wife of 41 years, Maxine Lois Klein Harris, preceded him in death in 1988.

Survivors include: daughter—Sandra Lee Harris; son—John Richard Harris; one brother; four grandchildren; and five great-grandchildren.

James M. Mertz Lt. Comdr. USNR USS STURTEVANT DE 239

James M. Mertz died in January 2006. He was born October 28, 1911, on the family farm in Purchase, NY. He told Robin Jovanovich, writing for the *Rye Record*, November 30, 2000, that

once he started crewing at the age of 14 he was smitten with boats of every size and kind.

He graduated from Yale University in 1933. With many years of crewing experience he received his first Naval Commission in 1940 and made Naval Executive Officer in 1943. Mertz commanded the USS STURTEVANT DE 239 from October of that year to September 1945. In all, he made 13 round trips—all six-week tournarounds—in the Atlantic. He has kept in touch with his men and the surviving Commanding Naval Officers of Destroyer Escorts since. The Commanding Naval Officers first held their reunion in 1948.

After some years in the banking industry, Mertz became a part-owner in a Vermont State Roofing company. By 1955 he was the single owner of the thriving business. He was a Past Commodore of the American Yacht Club and past Chairman of New York Yacht Club Race Committee, past President of Yacht Racing Association of Long Island Sound, past President of International 210 Class, and a member of the Destroyer Escort Sailors Association. He took over the Secretaryship of the Destroyer Escort Commanding Officers of World War II Organization. Honors and awards presented to him over his well-lived life are too numerous to mention.

The "Skipper" has been a constant support of the life of the USS STURTEVANT DE 239 WWII Organization, not missing any of the 17 reunions we have held since 1988. The "STUD" group, made up of its officers, crew, and friends, has grown into a very "family close" bunch. His willingness to share himself as a friend with so much to share has been a gift to us all. The men that served under him and those who enjoyed his friendship are all better for it. His dignity and bearing will forever remain in our memories.

He was predeceased by his wife, Allegra Knapp Brickell Mertz.

He is survived by: daughter—Allegra Mertz Torrey; stepson—James B. Brickell, Jr.; and three grandchildren.

Richard Fulton Moore USS CLOUES DE 265

Born August 11, 1910, died November 16, 2005. A native Californian, he graduated from Los Angeles High School and UCLA where he was elected the president of the first freshman class on the Westwood campus.

He served in the U.S. Navy in World War II, retiring as Lieutenant Commander.

In 1932 he crewed on the eight-meter yacht, ANGELITA, winning the first gold medal in yachting for the United States. He also participated in the Olympic Spirit team in 1984.

He was the father and grandfather of predeceased Richard Fulton Moore, Jr., Michael Fletcher Moore, and Michael Fletcher Moore, Jr.

He is survived by: daughters-in-law—Linda Moore, Leticia Vera Moore, and Patricia Bailey.

Captain J. Ross Pilling, Jr.

**USS GANDY DE 764
USS GARFIELD DE 193**

Captain J. Ross Pilling, Jr., USNR retired, 93, of Gladwyne, PA, formerly of Mantoloking, died peacefully in his sleep on Friday, January 27, 2006. Prior to moving to Waverly Heights, Gladwyne, PA, in 1995, Ross and his wife Bettie lived in Mantoloking, Princeton, Chicago, and Philadelphia.

He was a graduate of Chestnut Hill Academy, the Lawrenceville School, and attended the post-war graduate program at the Harvard Business School.

When he wasn't actively involved in the U.S. Navy, he spent many years working in advertising, first at Geare-Marston in Philadelphia, then with J. Walter Thompson in both Chicago and New York.

A lifelong sailor from Barnegat Bay, Ross volunteered for the Navy in 1940. His two commands the PC 552 and USS GARFIELD DE 193 were actively involved during World War II.

He volunteered to return to active service during the Korean Conflict in which he served as executive officer on the USS HOLLISTER and Fleet Navigator for the Hunter Killer Group Atlantic. He attained the rank of captain.

Ross, known by his friends as "Rosebud", sailed all types of boats on many bodies of water. He was proud of his many trips as the "cook and navigator" in the Newport to Bermuda Race. As the Awards Chairman of the Cruising Club of America, he was instrumental in the awarding of the Blue Water Medal to a number of recipients. He was an honorary member of the Cruising Club of Ireland.

His other club memberships included the Mantoloking and Bay Head Yacht Clubs, the Corinthian Yacht Club of Philadelphia, and the Destroyer Escort Sailors Association.

While living in Mantoloking, Ross was elected as a councilman, served as an active volunteer for Mantoloking Fire Company, established a Dune Watch Committee to protect the dunes and the beach, and was instrumental in founding a watch dog newsletter, the *Mantoloking Reporter*.

He was predeceased by his wife of 63 years, Bettie Keen Pilling.

He is survived by: daughter—Sara Pilling; grandchildren—John Mander-son, Kris Rouff, and Peter Harvey; great-granddaughters—Aimee and Rachel Rouff; sisters—Mary Elizabeth Lewis and Catherine Lennon; brother—William S. Pilling; and numerous nieces and nephews.

Greatly cherished and dearly beloved husband of Leona Marcha Ott Wolffer (Lee) for 62 wonderful years; devoted father of daughter Lynne Lee Wolffer Revis, and loving grandfather of Jessica Gerrilyn Perrone, Dr. Wolffer is survived by his younger brother Clifford L. Wolffer.

Willie Douglas "Doc" Shankle

USS FIEBERLING DE 640

Willie Douglas "Doc" Shankle, 82, of Albemarle, died Monday, February 6, 2006, at his home.

Born July 9, 1923, in Stanly County, he was a son of the late Douglas and Addie Caudle Shankle and was a graduate of Albemarle High School. He was owner and operator of Shankle's Cabinet Shop. He was a member of Anderson Grove Baptist Church where he was a former member of the board of trustees and the building and grounds committee. He was also a member of the Destroyer Escort Sailors Association.

He was a U.S. Navy veteran of World War II, serving as a boatswain mate on the USS FIEBERLING DE 640 in the South Pacific.

Two sons, Kenneth and Stan, preceded him in death.

He is survived by: his wife—Ann Eddins Shankle; son—David Shankle; and sister—Onnis Foster.

Matthew K. Stronski

USS DECKER DE 47

Matthew K. "Mike" Stronski, 84, of Woodbury, NJ, died January 26, 2006.

Mike was a Navy veteran, having served in WWII and the Korean Conflict.

He was a model tool maker for RCA of Camden for 41 years.

Since 1951 he has been a parishioner of St. Patrick's Church. He was a member of the VFW of National Park and the Destroyer Escort Sailors Association.

He enjoyed shopping, watching sports, especially following the St. Louis Cardinals, and spending time in Sea Isle City fishing. Most of all he enjoyed spending time with his family.

Mike will be remembered as an honest, generous, yet onry, unpolished gem in the rough.

He was predeceased by his wife, Margaret.

He survived by: sons—Michael (Mary Lou), Kenneth (Dot), and Stephen (Janice) Stronski; grandchildren—Jennifer (Harry), Ken, Jim, Christopher, and Laura; and great-grandchildren—Kyle, Alexa, and anticipated baby Julie.

Warren Tubbs

USS MENGES DE 320

Warren Tubbs, 87, of Westfield, PA, died on Friday, August 19, 2005, at

Broad Acres Nursing Home, Wellsboro, PA. Born September 30, 1917, in Elmira Heights, NY, he was the son of the late Gordon and Kathryne Decker Tubbs.

Prior to moving to Westfield in 1962 he had lived in Elmira Heights, NY, and St. Petersburg, FL.

Warren retired from the United States Coast Guard in 1962 with the rank of CWO3 after serving for 23 years. He was also in the Florida National Guard from 1936-1939. During his service in the Coast Guard he saw action during WWII in the Mediterranean Sea near North Africa as well as on June 6, 1944, when he was part of the crew which transported nitroglycerin from England and landed 2nd Wave at Gold Beach during the D-Day Invasion in Normandy, France. He was also stationed in Greenland.

In 1964 Warren graduated from Allied State College in Alfred, NY. He was a former manager of MacKnights Agway, Westfield, and later was a private investigator, retiring from Burns Security of Rochester, NY, in 1982.

He was a member of Westfield United Methodist Church and of the Victoria Grange in North Fork, PA. He was also a member and past president of the Westfield Area Historical Society. Warren was active in 4-H as a leader and an early member of the steering committee to start the Tioga County Fair in 1966. He was also an active member in the Destroyer Escort Sailors Association.

He was predeceased by his parents as well as a sister, Doris Wolfe, in 1977.

He is survived by: his wife of 49 years—the former Margaret Craven; daughter—Harriet (Joseph) Hamer; son—William (Ann) Tubbs; grandchildren—Marcum (Julian) Tubbs and Nathan Tubbs; and several cousins.

TAPS DECEASED WIVES

USS ATHERTON DE 169

Sally Babcock NY
Shirley Johnson MD
USS RINEHART DE 196
Harriet O. Mason PA

TAPS LIFE MEMBERS

USS BURDEN R. HASTINGS DE 19

Henry Seegers GMM 3/c CT
USS GANTNER DE 60/APD 42
William B. C. Addison S 1/c MD
Harry G. Early CCS TX
USS CHRISTOPHER DE 100
Archer W. P. Trench LCDR CT
USS WALTER S. GORKA APD 114
Harry G. Early CCS TX
USS POPE DE 134
Ralph H. White RD 1 TX
USS J. R. Y. BLAKELY DE 140
James C. Lucas S 1/c FL
USS HILL DE 141
Harold E. Cowell, Sr. EM 3/c IL
USS CROSLY DE 226
Archer W. P. Trench LCDR CT

USS STURTEVANT DE 239

James M. Mertz LCDR NY
USS MAURICE J. MANUEL DE 351
Mary Clingerman MD
USS FRENCH DE 367
Robert G. Davidson FC 3/c ME
USS WITTER DE 636
David Planche S 1/c LA
USS MARSH DE 699
Miles H. Bresee, Jr. CAPT/SC CA
USS CURRIER DE 700
Richard D. Henkel EM 3/c OH
USS WEAVER DE 741
Walter Reichert S 1/c PA
USS BRIGHT DE 747
Harold E. Cowell, Sr. EM 3/c IL
USS WICHITA CA 45
Harry G. Early CCS TX
USS CHARLES P. CECIL DD 835
William B. C. Addison S 1/c MD
USS TOURMALINE PY 20
Harry G. Early CCS TX

TAPS

USS EVARTS DE 5

William Gutenkauf EM 1/c MN
USS WYFFELS DE 6
LeRoy Hand, Jr. CAPT NC
USS BRACKETT DE 41
Warren E. Carmony QM 1/c OH
Elden Glaesman CS 2/c CA
USS DECKER DE 47
Matthew C. Stronski GM 2/c NJ
USS DOBLER DE 48
Joseph E. Milardo, Sr. RM 3/c CT
USS JOSEPH E. CAMPBELL DE 70/APD 49
Earl F. Huebner LT(JG) WI
James M. Robertson CAPT PA
USS CANNON DE 99
Peter J. Monaco S 1/c MD
USS BREEMAN DE 104
Wilson E. Bunting, Jr. NY
USS CLARENCE EVANS DE 113
Wilson E. Bunting, Jr. NY
USS ROBERT E. PEARY DE 132
John Wunderlin F 1/c FL
USS J. R. Y. BLAKELY DE 140
R. A. Hentershee SoM 3/c MA
USS NEUNZER DE 150
Max C. Stephenson RM 3/c OH
USS HOPPING DE 155
Charles J. Buice EM 1/c NC
USS LANING DE 159/APD 55
Edward J. Krol BM 2/c NJ
USS GARFIELD DE 193
Joseph R. Pilling, Jr. CAPT PA
USS EICHENBERGER DE 202
Robert L. Harris MM 2/c VA
USS THOMASON DE 203
Frank W. O'Donnell W 2 TN
USS LLOYD DE 209/APD 63
Vincent E. Daus MMC MO
USS DARBY DE 218
Malcolm Krouse BM 2/c FL
USS J. DOUGLAS BLACKWOOD DE 219
Ralph H. Wahl GMM 2 NY
USS PETER TOMICH DE 242
John F. Kramer FC 3/c FL
USS OTTERSTETTER DE 244
Edward R. Dwyer FTM 3 NH

USS SMARTT DE 257
Gerhard J. Freimuth MoMM 3/c CT
USS HARVESON DE 316
Ken Stephan CRM FL
USS MENGES DE 320
Warren G. Tubbs CWO PA
USS O'REILLY DE 330
Martial L. DonCarlos COX FL
USS ROBERT BRAZIER DE 345
Frank W. O'Donnell W 2 TN
USS JACCARD DE 355
Raymond Bachorz MM 2/c IL
USS MILLS DE 383
Joseph J. Migliorese S 1/c IL
USS WILHOITE DER 397
Edward R. Dwyer FTM 3 NH
USS SAMUEL B. ROBERTS DE 413
Adolph Z. Herrera GM 3/c AZ
USS MELVIN R. NAWMAN DE 416
Joseph G. Amrhein MM 3/c MD
USS WILLIAM SEIVERLING DE 441
J. Harvard Collins, Jr. EM 3 LA
USS SILVERSTEIN DE 534
Dean M. Evans QMQ 2 MO
USS WHITEHURST DE 634
Steve Soboslay F 1/c OH
USS FIEBERLING DE 640
Gerard G. Benkert S 1/c MD
Henry D. McLelland S 1/c NC
Willie D. Shankle BM 2/c NC
USS WILLIAM C. COLE DE 641
Gerard G. Benkert S 1/c MD
USS DAMON M. CUMMINGS DE 643
Francis R. Walsh LT CA
USS LOESER DE 680
James E. Thomas SK 2/c WA
USS HORACE A. BASS DE 691/APD 124
Horace E. Paul RMC (CWO-2) FL
USS BULL DE 693/APD 78
Raymond E. Cauley, Jr. SC 1/c VA
Michael P. Pricor GM 2/c MI
USS RABY DE 698
Dallas D. Dupre III ENS MA
USS ROBERTS DE 749
George H. Lofgren EM 3/c MN
USS McCLELLAND DE 750
Horace E. Paul RMC (CWO-2) FL

USS GANDY DE 764
Joseph R. Pilling, Jr. CAPT PA
USS SLATER DE 766
Edward G. Elze EM 2/c NY
USS PREVAIL AM 107
Frank W. O'Donnell W 2 TN
USS PENNSYLVANIA BB 38
Frank W. O'Donnell W 2 TN
USS ALLEN DD 66
Vincent E. Daus MMC MO
U.S. MERCHANT MARINES
Dennis E. Modesitt EN 3/c CT

TAPS NON MEMBERS

USS BEGOR APD 127
Alan R. Turk CDR (Ret) AZ
USS ATHERTON DE 169
Leon Reich SK 1/c NY
USS SAMUEL S. MILES DE 183
Thomas J. Richards S 1/c
USS RICKETTS DE 245
Anthony F. Zdanuk RI
USS MILLS DE 383
Clifton E. Garrett OH
Erwin Schwarte OH
USS HOLDER DE 401/DD 819
Barry K. Atkins ADM (Ret) VA
Charles E. Wiscott S 2/c
USS WILLIAM F. SEIVERLING DE 441
George Arrowood
USS LEWIS DE 535
Winston M. Holtzclaw LT GA
USS PAUL G. BAKER DE 642
Edmund M. Anatasi AM 152
Frederick W. Klueker LT(JG) WI AM 301
Frederick W. Klueker LT(JG) WI
USS CALLOWAY APA 35
Elmer H. High
USS NEW MEXICO BB 40
Barry K. Atkins ADM (Ret) VA
USS PARROTT DD 218
Barry K. Atkins ADM (Ret) VA
USS MELVIN DD 680
Barry K. Atkins ADM (Ret) VA

DESTROYER ESCORT SAILORS ASSOCIATION, INC.

**BALANCE SHEET
December 31, 2005**

| ASSETS | |
|--|------------------|
| Cash | \$ 68,819 |
| CD—General | 92,111 |
| CD—Project 2000 (5 years) | 43,360 |
| CD—General Account | 27,258 |
| CD—Ship's Store | 27,258 |
| Total Cash | \$258,806 |
| Inventory | 9,400 |
| Total Current Assets | 268,206 |
| Fixed Assets | |
| Computer and Peripheral Equipment | 3,396 |
| Less: Depreciation | (1,188) |
| Total Fixed Assets | 2,208 |
| Project 2000 CD Development | \$ 29,495 |
| Less: Amortization | (29,495) |
| Unamortized Balance | 0 |
| Ladies Auxiliary | 10,726 |
| TOTAL ASSETS | \$281,140 |
| LIABILITIES AND FUND BALANCES | |
| Liabilities | |
| Accounts Payable | \$ 489 |
| Potential Hotel Obligation | 7,494 |
| Total Liabilities | \$ 7,983 |
| Fund Balances | |
| Current Unrestricted: | |
| Designated by the Directors for: | |
| Equipment Replacement | \$ 1,188 |
| Undesignated | 261,243 |
| Current Restricted for: | |
| Ladies Auxiliary | 10,726 |
| Total Fund Balances | 273,157 |
| TOTAL LIABILITIES AND FUND BALANCES | \$281,140 |

"Families United" . . .

(cont. from page 1)

mission will be given the support they need to complete their mission. The members of our organization know well why these brave individuals choose to serve. We know that these humble Americans leave their homes and loved ones with the knowledge that they are making the world a safer place. And we know that these dedicated service members are committed, first and foremost, to seeing their mission through to completion.

"Our organization provides a mean for our Gold Star Families who have lost loved ones in the defense in our nation to find solace in each other's company, and know that many others share their love, admiration, and support for our armed forces," added Larson. "We want all the friends and families of our troops to know that we share their vision of finishing the incredibly vital task at hand and look forward to

welcoming them home when the inevitable victory is achieved."

Families United for Our Troops and Their Mission is a not-for-profit 501(c)(4) organization. We are a grassroots coalition of Gold Star families, veterans, families with loved ones in harm's way, and Americans who share a deep appreciation for our men and women in uniform and support them in their efforts to make America safer by winning the War on Terror.

Contact:

<http://familiesunitedmission.com/index.shtml>

Families United
ATTN: Major Chuck Larson
2214 Evergreen St. NE
Cedar Rapids, IA 52402
Tel: (641) 522-3051
Fax: (703) 991-0584

**SEE THE CENTERFOLD
IN THIS ISSUE FOR
DESA 31ST ANNUAL
CONVENTION REGIS-
TRATION FORMS AND
INFORMATION.**

Note: The Ship's Store Insert will not appear in the May/June 2006 issue of DESA News due to the Convention insert. Please refer to the Ship's Store insert in this issue or call 1-800-603-3332 for an order form.

ATTENTION "SNOWBIRDS"

All DESA members heading south (or north, east or west) for the winter are reminded to advise us of ANY address change. If you don't want to miss receiving the *DESA News* advise us of your "other" address ASAP—even if it is a *TEMPORARY* address. Use this change of address form (or a copy of it) to keep us informed of any address change.

REMEMBER: Because the *DESA News* is sent as standard, non-profit bulk mail, **THE POST OFFICE DOES NOT FORWARD IT TO YOUR NEW ADDRESS** even if you notify them of the change. **YOU MUST NOTIFY DESA!**

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ALL HANDS NEEDED FOR RECRUITING

The DESA Board of Directors have been examining a number of ideas for recruiting new members. After reviewing the ideas submitted for a recruiting campaign, it was decided to attempt several suggestions. The following is one of those suggestions. However, for this to work we need the help of the entire membership.

BULLETIN BOARD FLYERS

This idea was sent to us by James Mitchell of the New Jersey Chapter. It's simple, but like the other ideas it requires the involvement of the membership. James recommends that a short, simple, and direct flyer be printed in the *DESA News* that can be cut, copied, and placed on bulletin boards at various locations such as supermarkets, VFWs, American Legion posts, Post Offices and any other locations a member can think of that would give this notice exposure to a wide audience. If copied on colored paper that will catch the eye so much the better. If there is no access to a copier then just use the one appearing in *DESA News*.

[Editor: The "flyer" appears on the back cover of this issue of *DESA News* for your convenience.]

WE ARE ALL RECRUITERS

See Back Page For Your Role

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MEMBERSHIP: Membership is open to officer or enlisted, who served in a World War II type Destroyer-Escort. Construction contracts awarded to various shipyards were for DE's starting with hull numbers one(1) through 800, inclusive). The initial DEs nearing completion were either assigned to the British Royal Navy as BDEs under lend-lease agreements or were assigned to the United States Navy as both services were in desperate need for these ships. Design changes were made around equipment availability and contract classes for DE's started with the EVARTS followed by the RUD-DEROW, BUCKLEY, EDSALL, CANNON and the JOHN C. BUTLER classes. Since DE's served in all conflicts from WWII through Vietnam, that service can be anytime between 1942 and 1973. There were 43 DE's converted to APD's after commissioning, and 56 others were converted during ship-building. An additional 76 DE's were built between 1952 and 1972. They were DEALEY, COURTNEY, GARCIA, BRONSTEIN, BROOKE and the KNOX class.

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SUSTAINING MEMBER: Any United States Navy or Coast Guard veteran who served on a ship participating in antisubmarine warfare or any person having an interest in Destroyer-Escorts specifically or in military affairs.

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DESA NEWS

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March/April 2006

P.O. BOX 3448, DELAND, FL 32721-3448

Volume 32 • Number 2

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© Bill Rechin, creator of "Crock"

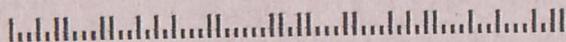
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— SEA CLASSICS, MAY 1999

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Mail Call

Uniform Worn by Generations

Enclosed please find a recent photo of my great-grandson (Ethan McAtamney) and I. Ethan is two years old and I just turned 81 years of age.

The Navy uniform my great-grandson has on was given to me when I was two years old by my Uncle Bill Archibald, a 24-year submarine veteran. It was their exact regulation dress blues of that time (1926) down to the flat hat and thirteen button pants.

This uniform has been worn by each of our generations for the past 78 years and will remain one of our family's favorite heirlooms. We hope you will consider putting this in one of your future issues.

WILLIAM ARCHIBALD, USS EARL V. JOHNSON DE 702 and USS MAYO DD 422, 2604 Rt. 95, Rio Grande, NJ 08242; (609) 465-3805



Commenting on Woodman's Comments

This sailor read with interest comments by Frank J. Woodman (DE 325) in the November/December issue of *DESA News*. His rant against the *Washington Times* as an "extremely radical right wing newspaper" is wrong in stating that Hiroshima and Nagasaki as A bomb targets (enough military content to deem them so) did not bring an end to WWII. My ship, USS LEVY DE 162, was in preparation to act as one of the landing craft control ships as we did at Saipan and Guam close to the beach and as part of the preparations for the landings on Japanese soil, we were given Bubonic plague shots and issued gas masks for defense against the gas which the Japanese were going to loose on the landings. Needless to say we were not looking forward to an operation in which General MacArthur, an expert on casualty expectations told, when asked by President Truman, to expect 11 million Japanese dead (military and civilian) and one and one-half million American personnel, all services. Truman listened to this tactical genius, not his naysayers. Mr. Woodman states that all but one of Truman's military advisers were against using the atom bomb for the first time in history. There is no more evidence than Truman deciding in spite of their advice to go ahead anyhow that his decision is but one of the signs of a bold leader who knew what the invasion of millions of Soviet troops lusting to occupy Japan also meant. Mr. Woodman's veiled hints at "globalization" are somewhat garbled, perhaps deliberately so. But he is absolutely right on when he says we are already in World War III. And unless we do whatever it takes to prevail our civilization and culture over stone age challengers with growing nuclear capability and the will to use it . . . we deserve to fade whimpering into history a victim of the "one worlders" who think that our way of life, our power, our genius stand in the way of the "one world" mentality who wish passionately for our demise. And some of them are right here in our midst.

JOHN McCULLOUGH, RM 3/c, USS LEVY DE 162 (5/43 to 8/45), 48 N. 6th St., Easton, PA 18042

. . . Shipmates Are Forever

I have enclosed a copy of a wonderful and touching story about a destroyer-escort sailor written by his daughter. The author is Debbie Garlicki, who is a writer for *The Morning Call* in Bethlehem, PA.

The article appeared in *The Morning Call*, Local Section, November 6, 2005. It is about Debbie's father, Chet Garlicki, USS ENRIGHT DE 216, and as I understand, a DESA member.

It is a very moving story that reminds one of their Navy days and the reunions that followed. I am sure that it would be a great story for all destroyer-escort sailors and others to read.

I contacted Debbie and asked if DESA was aware of the article. She said no, but would be delighted if the article were published for others to read. I asked if it was okay for me to contact you for publication in the *DESA News*. She pointed out that it is copyrighted and *The Morning Call* would have to give permission to publish it.

THEODORE E. PRAGER, Chairman, SOLDESA, 256-01 Pembroke Ave., Great Neck, NY 11020; (516) 487-4793; (516) 482-7384; E-Mail: pragerde239@aol.com

Editor's Note: DESA received permission from The Morning Call in a letter dated February 10, 2006, and this article appears in its entirety on pages 12-14 of this issue of DESA News.

SAVE OUR SLATER
(See the **SLATER Endowment Campaign Report on page 21.**)

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Salinas, CA 93906
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Ladies Auxiliary



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MICHIGAN: DELORES BIGGERSTAFF, 4529 Biddle St., Wayne, MI 48184; (734) 722-5666.

ST. LOUIS, MISSOURI: ALTA PODORSKI, 15375 Braefield Dr., Chesterfield, MO 63017; (314) 530-0226.

GARDEN STATE, NJ: Julia Manhart, 1 Robin Ln., Barnegat, NJ 08005; (609) 698-4131.

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DESA 2006 Convention: Plan to Attend "Calendar Girls" Luncheon

By Mary DeSantis, Auxiliary Vice President

Spring is just around the corner and so is that wonderful time we all look forward to: DESA CONVENTION.

Ladies, we look forward to seeing you this year at the beautiful Hyatt Regency Hotel in Dearborn, MI, September 5-9, 2006. Mark your calendars and get ready for FUN!!! Your Auxiliary Board is busy planning a Theme Luncheon entitled "DESA CALENDAR GIRLS". This party luncheon will be held on Thursday, September 7, 2006, from 1 p.m. to 4 p.m. and is for *all ladies* attending the Convention whether members of the Auxiliary or not. Remember, this is a *ladies only* event. This year, you will not have to be in costume, just sit back and enjoy our version of the "Calendar Girls"!

We are in need of donations to raise money for our Auxiliary. Let's hear from our *talented, crafty* ladies out there. We are also looking for donated items to sell in the Ladies Ship's Store during the Convention. Please price them and bring them to the Ladies Ship's Store as soon as you arrive at the Convention. You can contact Mary DeSantis at (516) 378-1335 or Mary Wesolowski at (502) 266-2697 with reference to your donations. Do remember that the money raised by the Auxiliary goes towards the donations we make to the Veterans' Hospitals, DESA, and the USS SLATER Museum.

We are in need of volunteers to help out in the Ladies Ship's Store at Convention. We realize there is

so much to do and see during Convention, but your Directors spend many hours and days working in the store. Won't you please help and give them time not only to enjoy the sights, but also to be with their families and friends. You may contact Mary Wesolowski or any Director to let her know when you will be available.

One further note for our ladies—if you know of any member who is ill or has passed on, please contact our Membership Director, Kathy Hoover, and let her know. Her telephone number and E-Mail address appear in the Director's information column at left on this page. A final thought, be sure that your dues are paid on time. We appreciate your help in every way and this does make your Directors' jobs much easier.

Our General membership meeting will be on Friday morning, September 8, 2006, at 9 a.m. We would like to remind you that at this meeting you will nominate and elect three (3) new Directors to serve on your Auxiliary Board. If you are interested in becoming a Director, please contact your President, Angie Ager (contact information also listed at left). We have a gift exchange program at this meeting. If you would like to participate bring a new wrapped gift from your home State no more than \$10-15 in value with you. It's always fun to see what the ladies receive from each other!

Let's "Hop to It", ladies, and get ready for Convention 2006!!!

Plan To Attend the "DESA CALENDAR GIRLS" Theme Luncheon at the DESA Convention—September 7, 2006, 1-4 p.m. The Registration Form appears in the Convention Insert in the centerfold in this issue of DESA News.

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Please select size and indicate quantity. All prices include shipping and handling. Florida residents please add appropriate sales tax for your county (i.e., 6% to 6-1/2%). Sorry, no credit cards. Please make checks payable to: DESA AUXILIARY. Mail to: DESA, P.O. Box 3448, DeLand, FL 32721-3448.

IF YOU ARE NOT A MEMBER OF THE DESA LADIES AUXILIARY AND YOU WOULD LIKE TO JOIN, PLEASE SEE THE APPLICATION FORM ON PAGE 18 OF THIS ISSUE.

Chapter News

Southern Arizona

At the first meeting of the new year, SoAzDESA installed the new officers for 2006 and held the first board meeting of the year.

Going back on some of the highlights of last year—In June, it was suggested that some of the money in the treasury be donated to a charity. Members will bring ideas to the next meeting to be voted on.

In July, the purchase of a PA system was discussed. Tom Landreth (AGTR 1), our Webmaster, will look into this. A donation was made to a fund for the hospital bill of a young sailor whose new baby will require extensive surgery.

At our August meeting, old sea stories and pictures made for a very lively bull session. A good time was had by all.

September came with a good turnout at this meeting. It was voted that SoAzDESA donate money to the Katrina Disaster Fund through the Salvation Army. Treasurer Sue Pearson (wife, DE 637) will send check. Plans for our annual Christmas party were started. It was also a time for members to start think-

ing of new officers for the coming year. Nominations will be taken at the next meeting.

We covered a lot of ground at the meeting in October. Our Skipper, George Stevenson (DE 176) and Ben Hull (DE 698) will be the nominating committee. The slate of officers will be presented at the November meeting, voted on at the December meeting, and installed at the first meeting of the new year. Bob Mitchell (DE 447) announced his retirement from the office of XO which he has held for 15 years. Maris Landreth (wife, AGTR 1) with Rosemary Stevenson (wife, DE 176) as her committee is starting on Christmas party plans. We will have our PA system for the November meeting. Tom Mathewson (DE 703) has contact with a Master Sargeant who is collecting clothes, school supplies, shoes—no money—just the supplies, for children in Iraq. SoAzDESA will give Tom the money to purchase what he thinks is best. Tom will also see that the items get to their destination. We had a speaker at the meeting. It was one of our own members, Carlos Sanchez (DE 441), who was born and raised in Tucson. It was very interesting to hear his stories about old Tucson and how he watched it grow.

November was the meeting that the slate of offi-

cers was presented to the group. They will be voted on at the next meeting. Our new PA system was put into use with favorable comments from all. Our Skipper, George Stevenson (DE 176) suggested that everyone bring nonperishable food items to the Christmas party. A box will be set up for the donations. The Skipper said he would personally see that the food was delivered to one of the Food Pantrys. All meeting dates have been secured for next year to be held at our usual place—The Golden Corral.

December meeting and a Merry Christmas to all! The slate of officers for 2006 were voted in as follows: Skipper—George Stevenson (DE 176); XO—Tom Landreth (AGTR 1); Treasurer—Sue Pearson (wife, DE 637); Yeoman—Rosemary Stevenson (wife, DE 176); Webmaster—Tom Landreth (AGTR 1); and Sunshine Lady—Dorie Libby (wife, DD 776). Congratulations to all. The Christmas party was a huge success. The decorations were festive and Marlis Landreth (wife, AGTR 1) even came up with all kinds of grab bag gifts and door prizes. A good time was had by all. Our Skipper complimented our ex-XO Bob Mitchell (DE 447) on a job well done for the last 15 years. We all wish him Godspeed. Come to all the meetings you and Marion can make. Thank goodness we have a very capable replacement in Tom Landreth.

This brings us up to our January meeting and another year ahead of us. We had a very productive year, had great meetings, and added many members. Here's hoping that this year will follow in the same direction.

Ships we have in port are: DEs 9, 25, 33, 43, 143, 152, 167, 176, 219, 230, 254, 359, 364, 393, 441, 442, 447, 651, 698, 703, 800; AGTR 1; APD 40; DDs 544, 776; PCs 471, 478.

Log into our web site, www.soazdesa.com. Leave some comments. We would like to hear from you. Take care and God Bless.

ROSEMARY STEVENSON, Yeoman (wife of GEORGE, USS MICKA DE 176), 7275 No. Aloe Green Dr., Tucson, AZ 85743

DESA Chapters

ARIZONA: TOM ALEXANDER, 3539 W. Mission Ln., Phoenix, AZ 85051; (602) 973-5380. **Southern Arizona:** GEORGE STEVENSON, 7275 No. Aloe Green Dr., Tucson, AZ 85743; E-Mail: mailgeonrose@juno.com

CALIFORNIA—Los Angeles: JIM LAMBERTH, 3603 Monogram Ave., Long Beach, CA 90808; (562) 421-0195. **Golden (Northern California):** BEN LEAL, 21062 Gary Dr., #123, Castro Valley, CA 94546. **East Pacific:** GORDON DOMINGUES, 447 Hillview Morro Bay, CA 93442; (805) 772-3804.

CAROLINA—North and South: ROBERT SCOTT, P.O. Box 18262, Charlotte, NC 28218. (704) 537-2931.

COLORADO: RALPH WHITLOCK, 19371 E. Clear Creek Dr., Parker, CO 80134; (303) 840-1067.

CONNECTICUT: ALBERT PEARCE, 79 West St., Windsor Locks, CT 06096.

FLORIDA—Southwest: JIM EDMONSON, 705 SW 56th St., Cape Coral, FL 33914; E-Mail: jeccf@earthlink.net.

GEORGIA: RALPH DODD, 174 Azalea Ave., Garden City, GA 31408; (912) 964-4941.

ILLINOIS—Central: ED ARTERBURN, 2724 W. Reservoir Blvd., Peoria, IL 61615; (309) 566-5090. **Northern:** VICTOR E. SCHAEDEL, 8030 W. Courtland Ave., Norridge, IL 60706; (708) 456-7258.

INDIANA—Hoosier No. 1: EDWARD WATTS, JR., 3 Wedding Ln., Plainfield, IN 46168-1269.

KENTUCKY—Kentuckiana: DANIEL F. McHUGH, 209 Walbrook Dr., Louisville, KY 40222-6262; (502) 426-3594.

MAINE—Northeast Maine: NORMAND DEMERS, 15 Pineland St., Lewiston, ME 04240.

MARYLAND—Maryland: ROBERT RIGGER, 4511 Long Green Rd., Long Green, MD 21092; (410) 592-7933; E-Mail: rjr1925@msn.com. **Potomac Highland:** WARREN G. BREHM, 1536 "B" Old Town Manor, Cumberland, MD 21502; (301) 724-2627.

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PENNSYLVANIA—Horseshoe Curve: LESTER M. LONG, RR 1, Box 640, Martinsburg, PA 16662; (814) 793-3696. **Philadelphia Keystone:** DANIEL DIBONO, 302 Garden Rd., Oreland, PA 19075; (215) 884-7559. **Susquehanna:** FRANK C. BRAMBLE, 493 Kirks Mill Rd., Nottingham, PA 19362; (717) 548-2807; E-Mail: f7c6b4@epix.net. **Western Pennsylvania:** JULES SHAFFER, 5551 Stanton Ave., Pittsburgh, PA 15206.

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TENNESSEE—Tri-State Chapter (eastern Tennessee, southwest Virginia, western North Carolina): JAMES KLEPPER, 251 Ashville Ave., Mt. Carmel, TN 37645; (423) 357-7234.

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WASHINGTON—North Pacific: ROBERT S. EVETTS, 7227 36th St. S.E., Seattle, WA 98126; (206) 935-6893; E-Mail: dick446@peoplepc.com.

Maryland Chapter

Here we are entering into a new year, and moving on from a very successful final quarter of year 2005. Our Annual Veterans Day Ceremony was held at the U.S. Coast Guard Yard, Curtis Bay, MD, on November 13, 2005. The 65 members and guests assembled at the Memorial honoring the Coast Guardsmen who served on 30 destroyer-escorts in World War II. As you know, this was erected in the 1990s, as a result of a fundraising drive by the Maryland Chapter.

The speaker for the event, Cmdr. John Hooper, U.S.C.G. Commandant GOP/MP5 in Washington, DC, is a Naval Historian whose writings about the battles in the Atlantic cover the U.S. Navy, the Royal Canadian Navy, and the Royal Navy. His topic was the U.S. Coast Guard in World War II. He also thanked those DE sailors who served in World War II, and successfully aided in the defeat of Germany and Japan. He stated that the defeat made it possible for him to serve his 26 years in the Coast Guard. Many members stated that they have not heard such a patriotic and inspirational speech in many years. Our sincere thanks to Commander Hooper.

At the ceremony the following members who died in 2005 were honored: Joseph G. Amrhein, Sr., USS MELVIN R. NAWMAN DE 416; Edmund M. Anastasi, USS PAUL G. BAKER DE 642; Al Goff, USS NAIFEH DE 352; Gerard G. Benkert; USS FIEBER-

LING DE 640; Elmer H. High, USS CALLOWAY APA 35; Peter J. Monaco, Sr., USS CANNON DE 99; Walter Osterling, Jr., USS GUSTAFSON DE 182; Wendell C. Phillips, USS DOBLER DE 48; and Andrew J. Wachter, Sr., USS DECKER DE 47.

In memory of our departed shipmates, a donation was made to the Maryland Veterans Cemetery, Garrison Forest, Owings Mills, MD, to be used by the staff for the Beautification Fund. This is a continuing program by the Chapter to honor our departed shipmates. Many have found their final resting place at Garrison Forest.

After the ceremonies the members were treated to a delicious buffet luncheon served in the "Dry Dock" catered by the staff. The speech, the ceremonies, and the luncheon were enjoyed by all. The event was a fitting tribute to all DE sailors, living and deceased. Past president of DESA, Dick Ager, USS GANTNER DE 60, gave a report on the National Convention which was held in Florida. Also attending was Angie Ager, National Auxiliary president.

Commander Bob Rigger, USS ENGSTROM DE 50, thanked all for attending our Veterans Day Ceremony and luncheon. Our thanks to all the Coast Guard personnel who were so helpful in making these events successful. Their motto is *Semper Paratus* (always ready), and they proved it again.

The annual Christmas Party was held on December 7, 2005, at Snyder's Willow Grove Restaurant in Linthicum, MD, with 70 members and guests attending. A buffet luncheon with all the "trimmings" was enjoyed by all. This also marked the 29th anniversary of the founding of our Chapter. It was in December 1976 that 15 DE sailors met at American Legion Post 40, Glen Burnie, MD, to establish our Chapter in DESA. Of the original 15, Don Osborne, USS DECKER DE 47, (our first commander), and Joe Kalb, USS HERBERT C. JONES DE 137, were on hand. The members were given a brief history of the founding, and all were asked to remember our departed ship

mates. After the luncheon, all were entertained by the "Tunesmen", who played a medley of memorable music from the World War II era. Now we have to look forward to next December, and our 30th anniversary. Hang in there.

JOSEPH G. KALB, Secretary, USS HERBERT C. JONES
DE 137, 503 N. Marlyn Ave., Essex, MD 21221

Northern Illinois

Some of the coldest days of the winter season were upon us when our association met for the first time in 2006 at the Orland Chateau in Orland Park, IL, for our Valentine's Day Dinner/Meeting. Even though we had eight cancellations for various reasons, still a total of 68 members, spouses, and friends showed up for the great prime rib dinner that was served.

Ships in port were as follows: DEs 15, 24, 31, 35, 50, 134, 241, 253, 254, 255, 256, 352, 354, 382, 383, 384, 390, 398, 449, 585, 679; ASSOCIATE-USN; BB 40; CA 35; DD 642.

As members came in with their spouses, they were presented with a heart-shaped box of chocolates.

The February meeting of NI-DESA is the anniversary meeting of the association. This particular meeting was the 20th anniversary and was celebrated with a large, flat cake decorated in red, white, and blue along with inscriptions of the Navy and Coast Guard on it.

Health and Welfare Officer Sheldon Elliott (DE 256) conducted a Two-Bell Memorial Service in respect to members who have gone on to greater seas the past year. Jim Klocek did a wonderful job with the handling of Taps. Shipmate Sheldon also reported that Harold Cowell (DE 141/DE 747) passed away during January. Harold was reported in Sick Bay the last several months. Joining him was Robert Billing (DE 239) and Frederick Klunker (AM 152/AM 301). Condolences to their families were extended. Memorials to the U.S. Navy Memorial in Washington, DC, were

made for the three shipmates.

On March 21, 2006, as reported by Warren Schoenheider (DE 134), NI-DESA has a total of 56 members, spouses, and friends who will be visiting the U-505 submarine in its new home at the Chicago Museum of Science and Industry. This should be a great visit. From what we understand, with all the monies invested in the new home and putting the boat in mint condition, everyone will see a spectacular feat accomplished by building a new structure so the boat can be indoors. Anyone wanting to cannot only view it from the outside but go aboard and into the working area of the boat. This should be just great.

Skipper Victor Schaedel (DE 241) presented NI-DESA badges and ID cards to new members as follows: Al Butkus (DE 449), Nancy Kosek (ASSOCIATE-USN), Lorain Kuryla (USAF), and Nancy Stumbaugh (ASSOCIATE-USN). It is interesting that these new members are related to our regular members. Nancy Kosek is the daughter of our first WAVE in the association who is Jessie Tasharski and also the niece of our Yeoman. Lorain Kuryla, who spent time in the Navy and then went into the Air Force, served in the Gulf War, and retired from the Air Force as a Master Sergeant, is the wife of NI-DESA Executive Officer Michael Kuryla (CA 35). Shipmate Michael is a survivor of the USS INDIANAPOLIS. Nancy Stumbaugh is the daughter of Tom Osborne (DE 352), one of our paid life members who attends all the dinner meetings. And then there is Al Butkus, just another unique rubbery-legged destroyer-escort sailor who sailed sometimes on an even keel or atop of the waves and even under the waves. From the Officers and Directors we extend a "Welcome Aboard!"

NI-DESA will next meet at the Riverside Conference Center along the Fox River in Geneva, IL, on April 23, 2006. After all, Spring is here and it's time to enjoy some nice, warm weather.

NORMAN L. TASHARSKI (DE 679), Yeoman, 40 West Eureka Dr., Lemont, IL 60439

SLATER Scheduled . . .

(cont. from page 3)

special meaning for us, because one of our most faithful volunteers the late CDR Roger Oesterreich had served on LOESER, and his wife Claire has remained one of our most faithful supporters ever since. In a sense, we hope to become a museum for the National Association of Sonarmen where the gear they used and maintained can be collected for future generations to see. We placed the unit aboard on Tuesday March 21st with the help of Ricky, the Water Department Crane, Tommy Moore and a crowbar. The fit through the door into the upper sound shack was a real squeaker.

The dealer turned out to be one Will Donzelli, who lives downstate, and offered to bring the unit up the Thruway for us. He delivered the unit to Albany a couple of weeks ago, along with the tech manual and the underwater transducer. Will's grasp and appreciation of old military electronics and technology made us realize this is a guy we need to suck into the SLATER, so we helped him load up some computer gear he was picking up at state surplus, bought a cheeseburger, and Erik gave him the bilge to flying bridge tour of the ship. I expect the unit will be installed during the Michigan field day week. In researching the original configuration of the sound shack, I now realize I need a 1944 piece of gear called a "MK 1 Attack Plotter" and a "Bearing Deviation Indicator" or "BDI". I didn't know what an attack plotter was, and Robert St. John was kind enough to send us pictures and a description. Fortunately we have the "Chemical Recorder" or "Tactical Range Recorder"

(TRR). The quest continues. But don't look now. Rich Pekelney has located the SL surface search radar we need on the west coast, and it may be in our hands by the next issue.

This month, we received a material donation that has been over a year in the making. While scouting for parts out in Nevada, Peter Papadakos, Executive Director of the Gyrodyne Helicopter Historical Foundation found a load of old dummy 3"/50 caliber ammunition and hedgehog projectile heads that were on their way to scrap. He contacted various historic naval ships to see if they would be interested in having them. We were among the lucky beneficiaries. When we agreed to accept part of the consignment, he began the process of getting the material transferred from the Government to his Foundation for eventual loan to the SLATER. At his own expense he moved the material from Hawthorne to his warehouse, and crated it up for shipment east. Our material was sent to Battleship Cove in October with a load of material for the JOSEPH. P. KENNEDY JR. that included two ASROC missiles, so it was a pretty impressive looking tractor-trailer load heading east on I-70.

When the truck arrived at Battleship MASSACHUSETTS, Ed Zajkowski, Rich Angelini, Chris Nardi and the crew from Battleship Cove unloaded the truck and stored our material on their pier. Chris gave me monthly updates as we made plans to move our portion from Fall River to Albany. In January, Steve Whynot and Gene Byers agreed to use Gene's truck to haul the load east. The truck arrived around noon on February 4th. We fed the KENNEDY guys lunch and set to work loading ammunition. We

increased out ammo load by 69 three-inch projectiles and 23 hedgehog projectile heads. The three-inch rounds were all stowed in our forward magazine. They look much more realistic than the wood and solid brass training rounds we've previously received. We also received two more complete hedgehog rounds that were in the crates. I don't know if these were intended for me, but I will be happy to care for them until the rightful owner identifies him or herself. We stowed the hedgehog projectiles on deck by the launcher covered with canvas until we can get the hedgehog locker cleaned out. Our intent is to set up the display with the heads on the bottom of the pile and the complete rounds on top. If I live long enough we hope to fabricate tail sections for the 23 heads they got for us.

Our only problem is that we had intended to leave the hedgehog locker unrestored, so people could appreciate the condition of the SLATER when we got her from Greece. It's the last unrestored compartment available for public view, save the machinery spaces and lower magazines. But now with all this ammo, the potential for a really excellent exhibit will probably be too great to resist and we'll end up restoring the locker. Again, we thank everyone who had a hand in making this acquisition happen. You can't get this stuff at Wal-Mart. And we'll try and be more careful and not set fire to any of it!

I attended the Spring Board of Directors meeting of the Historic Naval Ships Association in Annapolis. Here we had the formal presentation of the Tin Can Sailors Grant checks by Bob Sumrall. Our heartfelt

(cont. on page 20)

1000 Class Destroyer-Escorts

USS JOSEPH HEWES FF 1078: Gyro Brain-Dead

By Kevin York, ET 2

ET2 York . . . Underway Replenishment Pucker Factor Extreme . . . We all know the drill. . . . They announce UNREP and you, if you are on the unfortunate list and enlisted rank. . . . Report to your UNREP station. My station for almost two years was on the port bridge-wing with my piece of Plexi-glass, marker, and rag for eraser. Here, I marked down the course and speed every time the conning officer made a change so that he could, with a glance from his stance on the bridge-wing, know exactly what the course and speed were as to make changes as necessary during the unrep. I was known as RPM man. No biggy, felt like I had done this 100 times already. This particular unrep, I think, was during the Unitas/West African training cruise of 1985 with CMDR Lundquist as our CO. We were slab dab in the middle of taking on fuel during the unrep and no course speed change had been made by the Junior Officer currently at the CON, when all of a sudden, the Joey Boat drifted close inwards towards the replenishment ship. I remember thinking, damn???, not sure I'm supposed to be able to read the replenishment sailors stenciled name on his dungaree shirt, and if these two ships are gonna collide, the port bridge-wing is not where I want to be. Can you say PUCKER factor of the Sphincter muscle to the extreme? These two ships were literally about 10 feet apart with replenishment hoses and lines dipping the water. Thank God for a very competent CO in CMDR Lundquist who was present on the bridge-wing. In about two seconds he said "WHAT'S GOING ON!!!!!!? This is CMDR Lundquist, I have the CON! . . . ANNOUNCE EMERGENCY BREAK-AWAY. . . . Course change XXXX. . . . Speed Change XXX RPM. . . . 10 seconds later. Course Change XXXX. . . . Speed Change XXX RPM. . . . 10 seconds later. . . . Course Change XXXX. . . . Speed Change XXX RPM. . . . He gently drifted the Joey Boat back out, back out again, back out again without whipping the tail into the replenishment ship. At that particular moment, back out of harm's way, I thought "this CO rocks and whatever the Navy pays him sure wasn't enough today." The final report as I recall, was that our GYRO went brain-dead for a few seconds and caused the ship's course to drift.

During his tenure as CO, the crew really got to see a man that genuinely cared about the sailors that served under him and about the home they shared, the Joey Boat. All of the COs I served under: CAPT Hardt, CMDR Lundquist, and CMDR Nelson were great COs so I don't want to single out one without giving a shout-out to all of them. CAPT Hardt was only my CO for a short time before he went on to be the XO of the battleship USS NEW JERSEY (as I recall being told). CMDR Nelson commanded like his predecessor, CMDR Lundquist. Whether that was from advice or of CMDR Nelson's nature as a person. . . it was at the benefit of the crew. Like all sailors who are fortunate to have such, you have one CO that makes a great impression on you as a leader and a person.

Thanks for showing your crew and the Navy, sir, that you can be a leader and personable and get just as much out of them and their service without "putting the screws" to them all the time. Mr. Lundquist, it was a pleasure to serve under your command, sir.

USS DEALEY DE 1006: The Hitchhikers . . . Traveling on a Shoestring

By Richard "Ozzie" Osburn

1964: How many of you would undertake a 1200-mile journey without a cent in your pocket? Well, I know I would never be so foolish as to attempt such a feat, even though I know it can be done. And I have a memory to prove it.

I drove out of my parents' yard in Jacksonville early one morning, beginning a 1200-mile trip to Newport. About six or seven hours later I passed through Florence, SC, and, on the north side of town, I saw two sailors standing alongside the highway with their thumbs sticking out. It had long been my practice to pick up military men so I pulled over and waited for them to run to the car. Besides, I was tired and needed company, or maybe a relief driver so I could rest a while.

They poked their heads through the open window and asked in unison, "How far you going, mister?"

I thought they were most likely going to Norfolk so I said, "Probably a lot farther than you are. I'm going to Rhode Island."

"So am I!" one of them said, and they tossed their AWOL bags into the back. One climbed into the rear and the other settled on the passenger seat. And in just a minute or two, I learned that one was going to Providence and the other was going to northern New Jersey.

At the next stop for gas I got out to stretch my legs and use the rest room. And so did they. But when I went into the sales office to pay for the gas and get a Pepsi and a couple packs of Nabs, they headed straight to the car and were already settled in by the time I got there. I asked one of them to drive and then sprawled on the passenger seat, anticipating a long nap.

We swapped drivers every couple hours or so. And every time we stopped for gas, the same routine was followed. We went to the rest room, I paid for the gas and got something to eat and drink, and they went straight from the rest room to the car.

In Virginia we paid the first of many tolls we'd pay before reaching Newport. The first toll at Petersburg was 15 cents, and then there would be three 25-cent tolls before passing through Richmond, a distance of just 25 miles. There would be no more until we hit Maryland where we would begin a routine of forking over quarters, half-dollars, and dollar bills that would not end until I drove into Newport.

So I threw a handful of coins into a white hat and put it on the front seat. And every time I needed a coin I didn't have to search in my pockets. I just reached into the hat and got one. And so did the sailors when they were driving.

One of the sailors was dropped in Fort Lee, just before we crossed into New York by way of the George Washington Bridge. The bridge ate up a couple more dollars and then there was a short stretch of the New York State Thruway that gobbled up a half-dollar. Then we hit the Connecticut Pike with its closely spaced booths. It seemed like every township in the western end of the State had thrown up a toll-booth to collect quarters from cars passing through, one every 10 or 12 miles.

We were on the Connecticut Pike when the driver woke me up to tell me that the hat was empty. So I

threw another handful of change into it. And that's when I began to resent having picked them up.

They hadn't paid for one gallon of gasoline or even one toll, either—all they had done was sleep and drive. But I guess I shouldn't complain on that point. After all, the main reason I picked them up was because I needed a relief driver. But it really ticked me off when he woke me up for a quarter. Good grief! What the hell is a quarter? Surely the ride was worth that much!

After we entered Rhode Island I turned onto route 138 and headed for the ferry that would take us across the southern end of Narragansett Bay to Newport. I could have just as easily gone through Providence and saved the ferry fee but that would have added about 40 miles and an hour to the trip. Besides, the ferry fee wasn't much, less than five bucks.

When we got into Newport the sailor said to drop him on the highway and he'd thumb his way to Providence. Instead, I told him I'd drop him at the bus station because the Shore Patrol would pick him up for hitchhiking. And that's when he said he didn't have money for bus fare . . . he was flat busted!

He told me that when he and his buddy left Jacksonville they had five dollars between the two of them. And they hired a cab to take them north of town just as far as the five bucks would cover. He said that was the reason they didn't buy sodas or Nabs . . . they were broke. And they didn't want to ask me to buy them anything to eat.

So I gave the fellow bus fare to Providence and wished him luck. And I hope he had a much better plan for getting back to Jacksonville than the one he had for going to Providence.

USS DAVIDSON DE 1045: Drydock Pearl Harbor

By Russell Crosby, BT 3

1969: The DAVIDSON was scheduled to go into drydock upon her return from her second Westpac cruise. We arrived back to Pearl some time in April and we went into drydock for repair shortly thereafter.

This is quite an interesting procedure to observe. The drydock is for lack of a better description a large concrete bathtub which is flooded with thousands of gallons of sea water. It is tiered on the sides and has various tiers extending towards the bottom and floor of the drydock.

It is probably over five stories deep according to the average household, maybe even more. There are concrete steps on the sides of the walls of the dock which take you down to each succeeding level until you reach the concrete floor of the drydock. In the floor of the drydock and roughly midway centered in the bottom of the drydock are immense blocks which the keel of a ship will eventually settle down on when the drydocking procedure is complete.

The gates to the dry dock and the ocean are open to the sea in the harbor and the ship is taken in ever so slowly to the drydock and centered as best as possible. The gates are then closed and the pumping of the sea water out of the drydock begins. As this is occurring sailors are on each side of the ship on land with handling lines connected to the ship helping pull it one direction or another so the ship starts lower towards the blocks in the bottom of the drydock and settles on them correctly. As the water is pumped out the ship eventually settles up on the keel blocks and is supported. This is a pretty interesting maneuver and the

DAVIDSON's sonar dome was an area of concern at all times so this had to be carefully accomplished to avoid damage to the ship's hull and that dome.

Once settled in place large cranes are near the sides of the dock to provide materials as needed. Depending on what yard work is scheduled various things occur, sometimes even the sides of the ship are cut open, various components may be removed or added according to what is planned for the overhaul.

In this particular yard period we as the crew remained and lived aboard, sleeping, eating, and overseeing various yard projects that were occurring according to respective divisions. A lot of the repair work is accomplished by the ship's crew as well and they oversee closely what the yard is doing.

It was something to walk over the brow to edge of the dry dock and look down. If heights bothered you, this gave you something to think about. It was also a mandatory trip to the bottom of the drydock regardless of what department you worked on to see what our ship looked like out of the ocean. I think each crewmember always likes to see that if they have not seen it before. The screw was mammoth to me, and the odor of the sea and barnacles being removed by sand blasting, etc., was all around. The bottom of the drydock was muddy for a while so this added to the scene as well as the many electrical and power equipment hoses and lines running from dock edge into the ship. It was almost like she was on life support. It seemed the yardbirds (civilian yard workers) were continually doing something, the various noises of the yard was always around.

We would still hold quarters on the fantail each morning and get the day's orders, salute the flag at colors and begin our day. One morning was especially tragic in that a yardbird had committed suicide by jumping over the side of the drydock to the bottom and his death earlier. You would look over the side of the ship, and it was so hard to believe an individual could find life that terrible to take his life in such a way, but definitely had to be an effective way, once committed there would be no turning back.

Well, it came the end of August, 1969, and it was time for me to leave the DAVIDSON. I was getting out of the Navy. While not always the happiest guy aboard about Navy life, inside there were still many emotions going through my mind. I was happy to begin my civilian life once again, and I was newly married. (We just celebrated our 34th anniversary this month.) I was looking forward to family and the eight-hour workday and all the opportunities of civilian life. I stood there for a minute and just looked at the ship. She had carried me many miles over the Pacific to many ports and I had made friendships aboard her that have lasted a lifetime. Some of the most interesting experiences and people of my life had occurred aboard her and the ports that we visited. She was my home and yes, she was also my security in a way, and leaving her was not all happiness as probably many of my shipmates would have thought. There was a little sorrow that I would never see her again, and she had definitely affected my life in so many ways.

I had just left the ship and not said goodbye to any of my shipmates. That is not easy, and I didn't want to say that last goodbye figuring I probably would never see my shipmates again. I went to the airport, but as it turned out I was going to be waiting a good while for a plane to CONUS. I turned around, and there were some of my shipmates from the ship. They were not going to let me leave without saying goodbye, so they actually took the trouble to catch me at the airport before I got away. How is that for shipmates and friends. I will always remember that act of kindness—

shipmates are like no other friends you will ever have in life. They are the best.

Permission by the DAVIDSON Reunion Association
www.usssdavidson.com

USS JOSEPH HEWES FF 1078: The Black Sea

By William Kirchmayer

Okay, who remembers the time the Joey boat and the USS RADFORD were in the Black Sea together? Anybody? Well, it was like this.

It was during the Med cruise of 1980 and for one reason or another the pride of the fleet, USS JOSEPH HEWES FF 1078, was sent to the wonderfully modern metropolis of Istanbul. Now, seeing it was 1980 and all, smoking dope was still a major concern to the powers that be (or should I say were . . . hmmm). So, before any member of the Joey's crew was allowed to go on liberty in Turkey, we all had to watch the movie titled "Midnight Express" about a young misguided American college student who just had to attempt to smuggle some hashish out of Turkey. I'm sure that you've heard or seen this film so I'll leave critical review to the critics. We also had to sign a paper acknowledging that we FULLY were aware of the possible consequences of messing with drugs while in Turkey. As I remember only one member of the crew got in trouble with drugs while moored off of Istanbul, and this clown didn't even have to leave the ship to get busted. Seems that this fellow was a mess cook and was assigned to take the trash to the garbage barge that visited the ship every day. The trash was off loaded through the doors on the stern for the SQS-18 towed array sonar (boy I hope I got the right number and name for the bubble head gear). Seems that the young mess cook had struck a deal with the guys on the garbage barge and was taking delivery of the hashish all the while being observed by the OOD! Anyhow, Turkey was probably most of that crew's first visit to an Islamic country so we didn't know quite what to expect, but we all survived in spite of ourselves. The Turkish Navy refueled the ship from a YO that actually moved under its own power (something we have never seen in port in Charleston). The Turkish sailors were asking about skin books so BTCM Webber had me go to my locker and bring some up (I even gave away the 25th anniversary issue of Playboy I had, got a Turkish CPO cap for it). Well back to what this story's about. . . . So the ship left Istanbul and into the Black Sea we went along with USS RADFORD.

Man was it ever weird, we had just cleared the channel when out of the blue, we had Russian ships on both sides of us and as well as in front and in back of us, and man were they armed with all sorts of guns and missiles. Every so often we'd get buzzed by a Soviet jet, and these were not the usual Bear deltas or foxtrots but I believe they were 11 121s, and they flew low, so low you could see all the ordnance hanging off the wings with a nice bright red star so there was no doubt who they were. Now, just being in the Black Sea was a bit dangerous, considering the Russians figured it to be theirs in spite of the fact it's international waters. The ship was tooling around fairly slow along with the RADFORD, so the deck force got to catch up on their painting seeing as the water was rather calm. There was a board rigged off the port side aft on the fantail and a young man named SA Negrón was given the job of working over the side. All of a sudden the word comes over the 1MC "Man overboard port side, motor whaleboat crew to the motor whaleboat". Well, the old Joey backs right down in

smart Navy fashion and BM2 Smith got the whaleboat launched and going, when what do you suppose happens next? The damn Russians are beating a path to where our man SA Negrón was bobbing about like a cork in a bowl of borscht. Luckily Smitty beat the Communist pirates to where young Negrón was and rescued his dumb ass from a short future in some Soviet Gulag. When they got him (Negrón) back aboard it was discovered that the little puke had three waterlogged 20-dollar bills in his dungaree shirt pocket. It also seems that just as the word for man overboard was being passed, that every life ring and smoke float from amidships aft had been tossed after young Mr. Negrón. Turns out the fool jumped over the side for \$60. Needless to say the CQ very nearly crucified SA Negrón. I do believe he was restricted to the ship for as long as the skipper could hand down, and then was on liberty risk status (class "A" I remember, had to have an escort of at least an E-5 and back onboard prior to sunset). It's just my personal opinion, but I think we shoulda let the Russians have him, seeing what a pain in the ass he usually was, and a world class smart ass to boot.

USS DAVIDSON DE 1045: Commissioning of the DAVIDSON and Beyond

By LT. Richard W. Lawrence, USN (Ret.)

I want to tell you something about our schedule on and after commissioning but a lot of it will be broken up into shorter happenings appearing here in the Ship's stories portion of the DAVIDSON web site.

I could probably get into a lot of trouble in addressing our schedule and transiting down through the Panama Canal and eventually to our homeport of Pearl Harbor.

Many that read this will be as cognizant of our schedule as I was and they can point out mistakes as they go along. Let's just chalk it up to ignorance on my part, old age (after all it was approaching 40 years ago), or maybe I am just outright lying. Anyway, just read on. . . . The only authoritative item or paper that we had at commissioning was a short letter to us from CNO (the Chief of Naval Operations) that paraphrasing said that . . .

When ready, commission the ship DAVIDSON at Charleston, South Carolina and CHOP (Change of Operational Control) to COMTHREE (Third Naval District Commander). Then . . . when ready, proceed to Norfolk, VA, CHOP to COMTWO, for approximately 45 days fitting out. Then, when ready, proceed to Portsmouth, NH for the purpose of conducting Sound Trials. And then when ready, proceed to the Caribbean for more trials. Then when ready, proceed to and transit the Panama Canal for onward routing to our assigned homeport of Pearl Harbor. CHOPPING to . . .

As you can see we had a lot of leeway on what we did and when. Commissioning came off without major problems. Remember the crew didn't even know each other and we had a few things to do like bringing aboard mattresses, start preparing meals, and a million other things. At commissioning Captain Stanfield asked me what we needed to do to take her to sea and shake her out. I told him that I would take care of it. I called Port Services at Charleston Naval Station and requested a tug for the next day. The first thing he asked was "Who in the hell was I?" I told