

From the Association's Secretary



After a long winter, there are at last indications that spring is coming, the sun rays are warmer with a hint of warmer days in the future. At least this is the sentiment of shipmates living in the northern states. **Time is upon us to think of vacation time and make plans to attend the Las Vegas**



reunion. I am urging all to plan to attend, because the camaraderie that transpires at our gatherings is truly a memorable and exciting occasion. If unable to attend all the days, then attend the days that are convenient. Attend one, two or however many that are possible or even just attend the banquet on Wednesday, September 29. Come see the memorabilia that we have gathered over the years and that which shipmates bring and share the memories as they socialize in the Hospitality Room. The Hospitality Room is also where so many sea stories are relived and recounted with new found and long lost shipmates. **Time Waits for No One. Come this Year. Shipmates are Waiting to See You!!!!!!**

The shuttle bus from and to the Palace Station Hotel & Casino is provided as a courtesy service to hotel guests and departs the McCarran International Airport on the hour, beginning at 6:00 am until 11:00 pm. All departure times are approximate.

To date, I have had over 100 requests for the Reunion Packet, which indicates a sizeable group for this years reunion. If you haven't requested the information as yet, **now is the time!!!!!!** Contact me by mail, via the internet or give me a phone call. It is imperative that you make your reservations with the hotel and register with the association as early as possible. Should there be a need to cancel due to unforeseen circumstances, you will get a complete refund.

Clarification: As noted by a couple of our precise readers, there is a discrepancy on the dates of the Hoover Dam Discovery Tour. The correct date of the tour is September 29. Also, the \$10 fee mentioned in that tour description is for an additional Optional Government Tour.

Dell Bancroft and myself have been investigating a source to provide us with a **new plastic** Membership Card, which will also serve as your Name Badge at our reunions. In the process, I have had difficulty in locating a suitable **COLOR PHOTO**. If any of our membership has a photo or 35mm slide of the Currituck or Everglades, preferably a profile shot, that might be suitable for use on the card/badge, I would appreciate the use of it and it will be returned.

As mentioned in the previous edition of the NEWS, I have acquired a few model kits of the USS PINE ISLAND, sister ship to the CURRITUCK. Since I would like to make some of them available to our membership that aren't able to attend this years reunion, I am conducting a special raffle. See information elsewhere in the publication for details.

I received a letter from the grandson of Francis Welcome who was an ET1 on board the USS Currituck from 1951-55. He is working on a project to present to his grandfather on Christmas 2004. If any of our number remember Francis Welcome from your time aboard, he would appreciate you writing a personal note that will be included in a book he is compiling. Those letters can be addressed to Timothy P. Sommers, 1737 Williams Ave, S. Milwaukee, WI 53172-3418.

Lastly, hope you all have a pleasant summer and look forward to seeing a lot of you in Vegas in September.

—Ron



Keeping us informed of your address is very important ... to both of us!

- We want to ensure that our mail reaches you.
- We want to make sure you receive your copy of the "News."

Send all address changes to:

RON CURTIS
895 County Road 703
Bland, MO 65014

Name: _____

New Address: _____

New Phone # _____

Old Address: _____



DON'T FORGET
All dues payments and
orders for merchandise
are to be sent to
DELL BANCROFT,
Treas.

8135 SW 206 Terrace
Miami, FL 33189

e-mail: signondell@aol.com

Membership Dues

Yearly dues for membership in our organization is \$20. Checks can be made out to any of the Associations.

Life Membership Rates

If you have already paid your 2004 dues, credit for that amount will be allowed toward a LIFE MEMBERSHIP. We trust your integrity, no proof of birth date required.

AGE	LIFETIME DUES
40-55	\$ 170.00
56-60	135.00
61-65	120.00
66-70	100.00
71-75	80.00
76+	65.00



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JERRY JOTKOFF, Editor
10130 N.W. 22 Court
Pembroke Pines, FL 33026
(954) 431-1560

e-mail: printmn1@bellsouth.net

JACK WITTENBORN, Asst. Editor
10087 42nd Drive South, #103
Boynton Beach, FL 33436
(561) 735-7539

e-mail: jowittenbo@cs.com

Everglades Historian's report

With the Holidays over I finally had a chance to review the box Ron sent me, again for the 3rd time, and was able to find copies of 6 of 7 Cruise books.

1952/1953 Copy, also have original.

1955 is missing and need the crews help to get a copy. Cruise Dates 7 February to 5 July 1955.

1957 Copy

1958/1959 Copy

1964 Copy

1965/1966 Only 21 pages and copies are not the best

Each cruise book has its own binder and page protectors

Also started one for photos sent to me and have found in the box also in page protectors.

Also have started a list of Everglades Captains and photos

Having fun with this stuff, lets see what we can do about the missing 1955 book and any info on Spring Board and Panama transit cruise.

-Gary Adams

★ ★ ★

Nathan Good discontinues AV7 website

It is with regret that I inform all, that the USS Currituck website, <http://av7.8m.com> is no longer on the Web.

Due to time considerations, maintenance and a minor conflict with the server, I have removed the site.

Possibly in the future, I may install the AV7 site again, on a different server, and hopefully be able to keep the same URL.

I truly hope that the site was helpful in bringing some shipmates together. My deepest Thanks and Appreciation to ev-

eryone who helped make the USS Currituck site what it was. I thoroughly enjoyed working the site and getting letters and email from shipmates.

There were letters of all kinds I received from shipmates, sons and daughters of shipmates who were on board in the early years. Some made me laugh, and some brought a tear to my eyes, but they were of the happy kind.

Yep, old sailors shed a tear . . . thinking of times past and good friends and shipmates.

Hopefully, I will at some point in time bring the site back, and in times ahead, may you have smooth sailing and pleasant times. You are always in my thoughts and prayers.

-Nathan Good, the webmaster

★ ★ ★

Samples of some of the responses to the above

Nathan: Sorry for the late response. You had such a great site for us Shipmates. I found more than a few of my old Signal Gang on the site eventually. Your dedication to communicating with us was more than above and beyond the call . . . If they gave out medals, you surely deserve one for service to Currituck members. Sorry to hear that the site is going to be pulled, but hope to see it again in another reincarnation.

Truly, you are an outstanding Man.

-Chuck Groves SMCM,USN(Ret)

★ ★ ★

Well Nathan . . . Shucks. What can I say other than thanks for helping a lot of us get back together and many many thanks for the time and effort you extended. Like Martha would say, "it's a good thing" LOL. Memories and shipmates from the past will be cherished forever. I can't begin to imagine the effort it took . . . it had to be beyond comprehension. A heartfelt thanks for a job well done.

-John Lipot

USS Pine Island model kits raffle

Since not all of our membership is able to attend our reunion this year and some might be model enthusiasts, I acquired a few extra USS PINE ISLAND Model Kits, which I will raffle off to interested members. As you might know, these kits are about as rare as hen's teeth. The cost of these kits is \$55.00, which includes shipping. If you would like to be included in the drawing, please send me just your name at this time. All names should be received by June 15, 2004 at which time I will draw and notify the winners. At that time you can remit the cost of the kit. *-Ron*



Website for AV7

As noted on the preceding page we have lost our USS CURRITUCK website. If there is any of our members out there that would like to take on the task of building and maintaining a web site for the ship, please contact me. It is a viable means of staying in touch with current members, as well as, locating other former crew members and is a vital link in today's technology. *-Ron*



Att. all hands . . . update your e-mail addresses

If you have changed Internet Service Providers or have just started using e-mail, please e-mail Ron with your current e-mail address. Ron can update the Membership Roster in plenty of time before the reunion.

Reunion info mailed out

The information and registration packages for the Reunion have been mailed out. If you failed to receive it or have since decided you are interested in attending, contact Ron to receive the Reunion information packet.



WIN ROOM AND REUNION PACKAGE COSTS FOR THE LAS VEGAS REUNION SEPT. 26-30, 2004

**Check next page
for Raffle information**



Att. All Members

PLEASE NOTE THE FOLLOWING
CHANGE OF ADDRESS:ES

RON CURTIS

Sec'y

895 County Road 703

Bland, MO 65014

(573) 943-2349

e-mail: gunner@direcway.com

DELL BANCROFT

Treas.

8135 SW 206 Terrace

Miami, FL 33189

(305) 232-4181

e-mail: signondell@aol.com

*It is not necessary to use this form – a regular letter is OK.
Should be mailed back by June 15, 2004*

RAFFLE

WIN ROOM AND REUNION PACKAGE COSTS FOR THE LAS VEGAS REUNION SEPT. 26-30, 2004

(additional costs, ie tours, room service, etc. is the winners responsibility)

I wish to purchase ____ raffle ticket(s) at \$10.00 each

Enclosed is \$_____

Name _____

Address _____

Send entry to

RON CURTIS, 895 COUNTY ROAD 703, BLAND, MO 65014

The number of winners depends on the number of entrants.



Navy Coffee

by Cdr. Rod Mooney, USN (ret)

*For Greeks, ambrosia was OK,
But used up all a sailor's pay.
Tars worked for grog instead of wage
But as for me I love to hug
A good old Navy coffee mug.
Its fragrance cuts the salty air
and Wafts me far away from there
It's best when made so it can stand
Without the mug, just in your hand,
And crusted mugs from watches back
Are germ free if your coffee's black.
Beware the canned milk on the bridge,
It's likely never seen a fridge,
And if it fails to pour or run,
It's left from World War Two (OR ONE).
But don't spill coffee on your boots
Your socks will soon start growing roots,*



*And if it penetrates the deck,
The panicked crew could cause a wreck.
Way down below, the engine crew
Prefers an even stronger brew,
And sometimes as they ply their craft,
They use the stuff to grease the shaft.
When Navy coffee's thick and black,
It guards against a heart attack,
And if it's strong enough, I'm sure
It functions as a cancer cure.
But best of all, it makes the days
Pass quickly in a caffeine haze.*

PALACE STATION HOTEL & CASINO

2411 W. Sahara Ave.
Las Vegas, NV 89102
Phone: 702/367-2411
Toll Free: 800/634-3101
Fax: 702/367-2478

Originally opened on July 1, 1976, in a 5,000-sq.-ft. building, Palace Station has evolved through a series of expansions into a modern resort hotel. Palace Station has served as a model for all the other "neighborhood" casinos in Las Vegas. Its formula blends popular gaming and dining choices with quality, value, convenience, and impeccable, friendly service. Nearly every other locals-oriented casino in town is still trying to duplicate it. Located just on the west side of I-15, Palace Station is about a mile from the north end of the Strip.

Room Description:

The Palace Station features 1,028 rooms with one king or two double beds. Each room can accommodate a maximum of four guests.

No. of Floors: 22

Payment Acceptance:

Visa, American Express, Carte Blanche, Diners Club, JCB International, MasterCard, Discover

Casino:

The casino has more than 2,200 machines, 55 gaming tables, a 600-seat bingo room, two live keno games, a nine-table poker room, and a high-end slot area. more

Restaurants:

Casual Dining	Broiler Steaks & Seafood
The Gourmet Feast	Guadalajara Bar & Grille
Oyster Bar	Palace Cafe
	Pasta Palace

Entertainment:

Gabe Kaplan's Laugh Trax: ongoing

Fitness Center: Yes

Other Features:

- 24-Hour Room Service
- Shuttle Service
- In-Room Data Ports
- Parking Garage
- Business Center
- Shops
- Convention Meeting Rooms
- Ticket Service

*Palace Station will take reservations for our group until **August 25, 2004**, after this date the hotel will take reservations on an availability basis and at the prevailing hotel rate.*

Las Vegas from fodors.com

Illusion is everywhere in Las Vegas. A 50-story Eiffel Tower looms over the Strip, gondoliers "o sole mio" their way down an ersatz Grand Canal, and acres of neon turn night into multi-colored day. Gamblers defy reason (and the considerable odds against winning) in their attempts to seduce the goddess of chance, while onstage extravaganzas manipulate reality with mind-bending special effects. Even a meal can be an adventure, whether at an over-the-top, all-you-can-eat buffet or in a house of haute cuisine that you wouldn't expect to find in the Nevada desert. Head out of town and you'll come across otherworldly landscapes that nature has etched over the years. Yes, a trip to Las Vegas offers a chance to surrender to fantasy – and you'll have the time of your life doing it.

The Las Vegas of the Strip and downtown is popular entertainers, the Rockettes, and Cirque du Soleil. It's cards, dice, roulette wheels, and slots. It's harried keno runners and leggy cocktail waitresses, grizzled pit bosses and nervous break-in dealers. It's cab and limo drivers, valet attendants, and bellmen. Las Vegas is showgirls with smiles as white as spotlights and head wear as big and bright as fireworks. It's a place where thousands of people earn their living counting billions in chips, change, bills, checks, and markers.

Gimmicks, glitz, and gigawatts of electrical power are what keep Las Vegas humming day and night, not to mention the more than 36 million casino-bound visitors who arrive every year and bed down in some of the world's largest, showiest hotels (the city has 18 of the 21 biggest in the world). Vegas Vic and Vicky, the 50-ft-tall ambassadors of Glitter Gulch, are forever duded up in high western style to give gamblers a flashy welcome. Locals aren't spinning yarns when they say you can hear the buzz of Las Vegas neon in the quiet of the Mojave Desert, as far as 10 mi beyond the city limits.

WWII MEMORIAL

Largest reunion of vets planned

BY Monte Reel

Washington Post Service

WASHINGTON — With hundreds of thousands of people expected to pour into Washington to celebrate Memorial Day weekend and the dedication of the World War II Memorial, the Smithsonian Institution is putting the finishing touches on its plans to turn the Mall into the site of the largest-ever veterans reunion. Smithsonian officials predict thousands of veterans will be among the 800,000 people expected to visit its World War II Reunion, a collection of themed tents, musical stages and exhibits that will be set up on the Mall between Third and Seventh streets. The event is being organized by the same Smithsonian office that oversees the annual Folklife Festival. "My thinking is that this could be the largest gathering of World War II veterans in one place since the war ended," said Jim Deutsch, program curator for the event. The Smithsonian was asked to coordinate the event by the American Battle Monuments Commission, the organization overseeing the dedication of the World War II Memorial. About 106,000 seats have been reserved for the dedication ceremony at the new memorial, but

officials expect that many thousands more who were unable to get tickets to the ceremony will congregate on the Mall. To accommodate spillover crowds, commission officials will try to steer people toward the reunion area. Large-screen monitors will broadcast a satellite transmission of the ceremony near the Smithsonian Castle, said Betsy Glick, a spokeswoman for the Monuments Commission. The reunion will include a 26,000-square-foot pavilion where veterans of World War II will reunite under banners representing various military divisions and units. There will also be sections for members of hometown organizations. "We're interpreting 'World War II veteran' broadly to include not just those who served in uniform," Deutsch said.

WAR STORIES

A "Wartime Stories" pavilion will feature speeches from D-Day veterans, Tuskegee Airmen, Navajo code talkers, female war workers and several veterans who became public figures after the war. Included among those invited to speak are former U.S. Sens. Bob Dole and George McGovern; Transportation Secretary Norman Y. Mineta, who spent the war in a Japanese internment camp in Wyoming; former Sen. Alan K. Simpson, who as a Boy Scout met Mineta at the camp; author. Tony Hillerman; and actors

Ossie Davis, Jack Palance and Ernest Borgnine. Children will be able to play with interactive exhibits that aim to teach them about codes, recognizing types of aircraft in flight, victory gardens and rationing. The Veterans History Project at the American Folklife Center in the Library of Congress will display accounts from those who served in the war, and its staff will offer workshops on keeping personal histories. Experts from the National Park Service, the Library of Congress and the Smithsonian will talk to visitors about how best to preserve mementos from the war.

Because the event is expected to attract many elderly visitors — the youngest of the World War II veterans are believed to be 76 years old, and most are several years older — the layout of the event is less spread out than the Folklife Festival, which customarily stretches from Seventh to 14th Streets. All tents will have solid floors, the signs and programs will feature larger print, and more volunteers will be on site to assist visitors.

50,000 ON WAITING LIST

The memorial dedication will be May 29. In addition to having takers for all the tickets, the American Battle Monuments Commission has cut off its waiting list after taking 50,000 names for it. Before the memorial is dedicated, it will be open to the public. Construction is expected to end in April.



MEMORIAL
DAY

MAY 31,
2004

Welcome Aboard . . .

Due to some poor copies of original applications, some bad handwriting, and not to mention some weak typing skills and eyes of the typesetter, there can be errors in the following list—if you think the errors may prevent former shipmates from recognizing and contacting you please advise and corrections will be made in the next issue.

The following names are of shipmates who have joined the association since the last newsletter was printed.

Currituck

Keenan, James H.

3227 Point Clear Drive, Missouri City, TX 77459 281-437-0831 EM3 1956-57

Mayer, Robert A.

3708 54th Street, Lubbock, TX 79413-3906 806-797-9671 E7 1955-57

Ochs, Richard K.

1021 S. Greenfield Road, #1146, Mesa, AZ 85206-2666 480-807-4896 BT3 1960-61

Scully, Dennis J.

77 Tispaquin Street, Middleboro, MA 02346-3325 GMG2 1965-67

Everglades

Bland, Joseph D.

4701 Trobridge Terrace, Louisville, KY 40207-3556 502-897-3810 SN 1956-58

Cain, James B.

176 Cherry Hill Road NW, Cedar Rapids, IA 52405 319-396-8512 DT2 1957-58

Collins, Harvey Kilroy

1347 High Street, Paducah, KY 42001 270-441-7864 SN 1965-66

Comfort, Terry

80 Remington Court, Youngsville, NC 27596 919-556-2336 ETN2 1965-66

Cornell, Monty D.

69 Oak Ridge Drive, Apt. 52, New Haven, CT 06513 203-469-4535 RD 1965-67

Gabrovsek, Jacob J.

5151 Craig Ave N.W., Warren, OH 44483 330-847-8877 SN 1964-66

Hill, Frederick A.

424 Ashcroft Landing Drive, Jacksonville, FL 32225-3357 904-221-2160 SH2 1966-70

Huntington, George R.

10144E. S. Timberlake Avenue, Effingham, IL 62401 217-343-2808 TM2 1961-64

McGoron, David L.

1548 South 6th Street, Ironton, OH 45638-2176 740-533-9685 E5BT 1966-70

Ripley, William H.

35 Bute Street, Apt. 304, Ayr, Ontario, Canada NOB IEO 519-632-7739 SN 1952-55

Summers, "Buzz" Lowell

4270 N. Cooley Lane, Bonnie, IL 62816-3504 618-244-5165 EM3 1966-70

Wameling, Thomas J.

815 Mildred Avenue, Utica, NY 13502 315-733-4841 BMSN 1966-68

Torpedoman's Assn.

DeCoster, Donald W., Jr.

220 North First Street, Hampton, VA 23664 757-850-2544 E7 1958-79

Hall, Don

P.O. Box 734, Stillwater, OK 74076 TMC 1960-90

Hilmer, Kenneth W

2652 Benny Way, Rancho Cordova, CA 95670-3536 916-363-1206 TM3 1942-53

Stranahan, Richard

10 Queen Ann Court, Queensbury, NY 12804 518-743-0706 E7 1969-70

Streeter, John

20201 Island Estate Drive, Grosse Ile, MI 48138-1265 734-676-3486 TM2 1962-67

Mail Call



Please address
all correspondence to:

Ron Curtis
895 County Road 703
Bland, MO 65014

Please note that these letters have been edited
due to space considerations.

Dear Ron . . .

Currituck

. . . The wife and I are planning to attend the USS Currituck's reunion in Las Vegas in Sept. 2004. Would you please send us the "Reunion Packet" and any other info you might have for the reunion. Thanks Ron, we think you are doing a great job, and keep up the good work.

-Don and Jan Kazar

. . . Sorry that we can't make the reunion . . . travel has gotten to be too much . . . Lou is 91 now. We have many wonderful memories of everyone we attended. Thanks so much for all your fine work.

-Evelyn Low

. . . In my constant searching for things CURRITUCK I ran across the two attached photos of the CURRITUCK's old HU-16.

That might add
to the info in the
last newsletter.
The photos were



taken 31 May
2003 at the Cov-
entry Classic Air
Show in

England. In the article it stated that the plane
was owned by Mr. U. M. DaSilva.

-Stephen Eakin

. . . Update on Seaplane photo: My husband
does not do computers since he retired from

Ford Motor Company, so I am the secretary for this old married couple (50 years). As the secretary, I am requested to write to tell you that Norman had another encounter with the gentleman that owns the seaplane in the photo I sent to you. We had just received the February issue of the "News" and my husband was pleased that you had included the photo in it. In the next few days after that, Norman stopped by the airport hanger where he had seen the plane before and the plane's owner was there working. It seems that the seaplane is in Nevada for the winter and Mr. DaSilva was not too busy to talk this time. He told Norm that his plane was indeed the one that was in France as you suggested. So they were one in the same! He promised Norman that he would take him flying in it this summer when he brought it back to Tecumseh. My spouse is going to love that. We had a phone call from another Association member, Brian Trefla, who lives about 80 miles from here. He said he couldn't locate the airport near here. I am not surprised since it is a private airport owned by a small corporation. I think he may want to come out this summer and take a look at the plane. Who wouldn't? It is a lovely thing to behold. Thank you for including the picture in the last issue. Norman was so pleased.

-Sincerely, Shirley Campbell, (Norman's Secretary)

. . . How have you been doing? Marie and I are down in cold & un-sunny Florida trying to keep warm. It really is disappointing, especially since the fishing stinks. We are looking forward to being at the reunion this year and would appreciate it if you would send us all the details. Looking forward to a great time.
-Hal & Marie Rendant

. . . Hope this letter finds you in the best of health and doing OK. Please send me the information for the Las Vegas reunion in Sept.-as of now I will be there. Enclosed is \$20 check for the raffle. I want to thank you for a wonderful time at the last reunion. Seems to me each reunion gets better. I know my wife will like Las Vegas as she could play the slots all day (me too). Take care and I'll see you in Vegas . . . I'll be waiting for the information package.

-Bill Delori

. . . Thank you very much for the dish, very kind of you. I like my Navy Wife pin as well. John will be very pleased with his cap when I give it to him on his birthday. He'll be 83.
—Tillie Pantaloni

. . . This is to inform you that I intend to attend the 19th annual reunion on Sept. 26-30, with my wife Dorene. We have missed the last few, but really looking forward to Las Vegas as that's my wife's favorite city—ha, ha! Would appreciate your sending us a "Reunion Packet" when ready. Many, many thanks for all you past courtesies. I don't know how you manage to do all the things you do. You're simply a treasure to all us old "Currituck guys". Take care. God bless.
—Gene Earl

. . . Enclosed is check for raffle ticket for the reunion in Vegas. I would also like a "Reunion Packet" sent to me. I "can't etch it in stone", because when you're 80 you don't do that anymore. But, we are trying to plan to attend this year's reunion. Thank you much.
—Jack Walker

. . . Thanks for the 10 year pin. Time flies. Enclosed find check for \$20. \$10 for one raffle ticket and \$10 for the Currituck Assn, put it toward postage or whatever. Thanks again.
—Harry Getchell

. . . Wish I could write more, physically can not write. Good memories though. New address: 10875 St. Augustine Road, Jacksonville, FL 32257. Sorry, (for handwriting) have broken congestive heart . . . need oxygen 24 hrs. day. Hell of a mess.
—William Rickard

. . . Please send me a reunion packet for LV. My case may be a bit iffy as I have been receiving cancer treatment for the last 22 months but am feeling good enough to at least make some plans at this time. Also, sadly inform shipmates of the passing on Feb. 14, 2004 of Kenneth R. Smith, 77, Radioman 2c. "Smitty" was a radioman in my crew when we flew Air Sea Rescue for the Bikini bomb tests. Mostly we flew mail and passengers from Kwajalein to Bikini. We then volunteered for Operation High Jump and were stationed aboard the Currituck for

that operation. In the spring and summer of 1945 the squadron I was in was stationed in the Lingayen Gulf in the Philippines pulling the patrol bombing duty on the China Sea and the coast islands. The air crews were billeted on aircraft and the officers stayed aboard ships. Many tenders came and went, both large and small ones. I think I remember the Currituck as one of them . . . if not there maybe at Carite before we were moved on to the Lingayen Gulf. Maybe some mates that were aboard at that time can fill me in. I'd like to hear from any members of the '46-'47 Hi-Jump squadron also.
—Dale Draves

. . . Please send me the package for the Las Vegas reunion. I really enjoyed the Mobile reunion and am looking forward to this one. I tried to e-mail this request but my server would not accept your e-mail address.
—Ed Travers

. . . First of all thank you for your invitation to join you in Las Vegas. Since I was just 81 years old last December I am not up to celebrating! I was assigned to the USS Currituck on 26 August 1946. The ship was supposed to go on a South Pole expedition with Admiral Byrd. The Admiral was going there on behalf of the United States and to make aviation history by flying over the South Pole. The reason for my being there was to be part of the crew when we flew over the Pole. I was familiar with the PBM aircraft that could land in water as I had been in Medium Sea Squadron 2 during WWII. However, I was transferred before the expedition to a new seaplane squadron. I was for the change as the ship would be in some real cold weather and it seemed they were never able to get the temperature up to a point where you were ever warm in the crews quarters.
—Allan Signor



TAPS

KENNETH R. SMITH
J. AUBREY POTTER, Jr.
WILLIAM F DAVIDSON

Everglades

. . . Raymond T. Pearson/Em2/E-Division ['51-'52] Passed away in July 2003. He suf-

ferred a massive stroke in July and was gone in a few short hours. Timmy was on his way home from work at Haywood Company in Brownsville (Garden Hose & Plastics) when he had his stroke. He had worked 25 years there and his goal was 26, as he had 26 years in the navy. She said she wanted him to retire at 65 and not 72. He was cremated and buried with military honors at the West Tennessee Veterans Cemetery in Germantown (Memphis). He and Becky had two daughters. Rosemary, 46, lives in Atlanta. She and her husband Dave have three children. Kathleen, 43, lives in Mason. She is divorced with two children. Timmy and Becky had 3 rental houses that Becky must sell to do away with the repair problems, taxes and insurance. She will have to find a home for 3 dogs and 8 cats before she moves. Her address is—Mrs. Raymond T. Pearson, P.O. Box 296, Stanton, TN 38069-296. Thought you would like to know.

—Bill Malone

... Good to receive the latest ... Re: Our Reservations ... Isabelle and I plan to join you and the other brother vets (are there any Waves?) for a sure winners prize gathering at the Palace Station. Thanks for all you do to keep the operation on course and on an even keel ... so bless us with the info packet please.

—Roger Francis

... Have you sent out the Reunion Packets yet? If so, please send one to us. Thanks again for all the great times we have had at the reunions and all the friends we have seen over the years.

—Don Maxwell

... I am writing to let you know that I have not received a newsletter from the Association since August 2003. I really look forward to these newsletters and was wondering if they had quit or slowed down in the printing of them. I have been able to connect with quite a few of the guys I served with while on board the USS Everglades. I have not yet been able to get to one of the reunions but am hoping to do so some day. Thanks.

—Wayne Fuller

Wayne, I apologize for the fact that you haven't gotten the last two issues of the newsletter. It was totally my error in fail-

ing to properly update your information when you renewed your dues in May 2003. Thanks for keeping me on the ball. If you can't make the upcoming reunion in Las Vegas, next years event will be held in Chicago, which will be a bit closer to your location. (The missing issues are on the way to you.)

—Ron Curtis

... Received the Nov. and Feb. issues. Thank you so much.

—Wayne Fuller

... I served aboard the Everglades from August of 1958 through August 1960. I thoroughly enjoyed the two years. I met a lot of super people and traveled to places I never would have gotten to if not for the "Glades." This is to place an order for merchandise. Please send the following items. (1) Lapel pin-\$6, (2) Ship's insignia pin-\$12, (3) Ball Cap-\$12, (4) Cooler can wrap-\$4.

—Ralph Diefenderfer



TAPS

RAYMOND T. PEARSON

Torpedoman's Assn.

... Please forward Las Vegas reunion packet ... if my health prevails I would love to attend. After joining the group and getting the newsletter I was surprised at the two ships also represented. As you know I'm a TM but also served on two ships (USS Piedmont AD-17 and USS Floyds Bay AVP-40). I was a plank owner on the Piedmont and picked up the ship in Tampa, FL in 1943 and went aboard the Floyds Bay in Shanghai, China in the fall of '45. Anyway, my son will be escorting his old man (78) so send 2 packets.

—Burt Sharp

... I am a little late with my dues so decided to go the lifetime membership route ... shouldn't be late again this way. Hopefully some day in the future I'll be able to attend one of the reunions and meet you and perhaps some former shipmates.

—John "Hank" Hranko



Tug tows carrier Midway into San Diego bay

By Journalist 1st Class Chris Halsey, Mobile Public Affairs Team Detachment 119

SAN DIEGO (NNS) – The decommissioned aircraft carrier Midway has found a new home and a new mission. Port of San Diego tugboats pushed the 74,000-ton aircraft carrier across San Diego Bay Jan. 10, and parked it at the Broadway Pier near Downtown San Diego to serve as a naval museum. Commissioned on September 10, 1945 as USS Midway (CVB-41), the ship was decommissioned in 1992.



Midway Moves into Broadway Pier

According to Pete Clayton, chief engineer for the USS Midway Museum, the 1,000-foot-long aircraft carrier steamed

down the California coast after being mothballed in Bremerton, Wash., to receive recently restored aircraft at Naval Base Coronado.

In its 47-year career, the famed aircraft carrier saw action in numerous conflicts including World War II, Korea, Vietnam and Desert Storm. Midway also traveled through every ocean on the planet and was once considered the largest warship in the world. Now, the famed carrier will serve thousands of naval enthusiasts as a floating museum and event facility.

Thousands of San Diegans flocked to North Island and Harbor Drive to see the new attraction berth at the Navy Pier across the street from Commander, Navy Region Southwest headquarters. Among the crowd were former crew members of the famous ship.

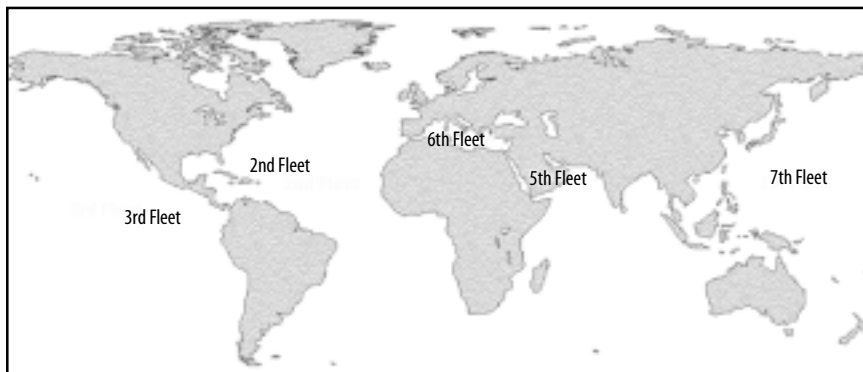
Master Chief Boatswain's Mate (SW) Brett G. Young, command master chief for Reserve Readiness Command Southwest, served on Midway as a deck seaman from 1978 to 1979.

"As the ship gets closer, I remember all those days I spent side-cleaning the starboard side back in Yokosuka, Japan," said Young. "This ship brings back lots of memories. We worked hard and we played hard on that ship."

More than 200,000 Americans have served aboard Midway, now known as the San Diego Aircraft Carrier Museum. But former shipmates are not the only ones drawn to the Midway-class carrier. Ned Bixby, a 60-year old native of Carlsbad, Calif., said, "There are millions like me who have not been in the Navy but who love and want to experience the Navy. This ship is our chance to do that."

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Fleet locations and responsibilities



The 2nd Fleet

The Second Fleet is responsible in peacetime for training the Atlantic battle fleet in war-fighting skills, developing and evaluating new naval tactics and maintaining theater battle group readiness. Second Fleet operates primarily in the Atlantic Ocean from the North Pole to the South Pole and from the shores of the United States to the west coast of Europe. It also operates along both coasts of South America and part of the west coast of Central America. In all, it covers more than 38 million square miles. The US Second Fleet traces its origin to the reorganization of the Navy after World War II in December 1945 and the formation of the US Eighth Fleet. In February 1950, the command was redesignated to its current title, US Second Fleet, and is a part of US Atlantic Command. Based in Norfolk, VA, Second Fleet currently uses USS MOUNT WHITNEY (LCC 20) as the fleet flagship. The force consists of a balanced mix of capabilities including aircraft carriers, surface combatants, submarines, surveillance assets, amphibious forces, marine landing and mobile logistic units.

Area of Operations:

Atlantic Ocean.

Headquarters:

Norfolk, Virginia

The 3rd Fleet

The main task of the Third Fleet is to patrol and to control the waters of the central and eastern Pacific. In peacetime the Third Fleet has no ARG and the carriers in the area are on their way to the Seventh Fleet or conduct training cruises after an overhaul for example.

The Third Fleet Command Ship is the USS

CORONADO (AGF 11), homeported in San Diego, CA. Third Fleet was formed as a fighting force under Admiral "Bull" Halsey on 15 March 1943, and reconstituted in the Middle and Eastern Pacific on 01 February 1975.

Area of Operations:

Eastern and central Pacific.

Headquarters:

Pearl Harbor, HI.

The 5th Fleet

Fifth Fleet maintains a visible and powerful force to counter and deter threats to the Arabian [Persian] Gulf area. The Commander, US Naval Forces Central Command is the naval component commander for US Central Command responsible for combat operations in the Middle East. Fifth Fleet was initially established 26 April 1944 from Central Pacific Force, and dis-established after the war. Through the 1980s several frigate- and destroyer-type ships and minesweepers were assigned to the Middle East Force as well as support ships. After the 1990 Iraqi occupation of Kuwait, the largest armada since World War II assembled in the Gulf in support of Operation Desert Shield, and ultimately Operation Desert Storm in 1991. The Middle East Force found itself operating under operational control of U.S. Naval Forces Central Command where it remained following the war. During Desert Storm in 1991, the Commander, Seventh Fleet served as naval component commander for Central Command. Since the Gulf War, NAVCENT fulfilled the roles of both a naval component command and as the fleet command. Ships from the East and West Coasts comprised the fleet, but it operated without a traditionally understood

structure or number. By July 1995, the course of events made a new numbered fleet necessary. After a 48-year hibernation, the US 5th Fleet was reactivated and it now cruises the Gulf. Commander, United States Naval Forces Central Command (NAVCENT) exercises command and control over all naval operations throughout the AOR from a headquarters located in Manama, Bahrain. Since naval forces routinely make up over 70 percent of all US military presence in theater, NAVCENT's location on the scene is an integral part of USCENTCOM's ability to successfully execute a theater strategy. From major exercises to day-to-day real world operations such as enforcement of UN sanctions, NAVCENT plays a major role in maintaining stability and deterring aggression in the region. The vast majority of NAVCENT's operating forces are rotationally deployed to the region from either the Pacific Fleet or the Atlantic Fleet. These forces normally consist of an Aircraft Carrier Battle Group (CVBG), an Amphibious Ready Group (ARG), surface combatants, submarines, maritime patrol and reconnaissance aircraft, and logistics ships.

Area of Operations:

Middle East (Red Sea, Arabian Sea, Persian Gulf)

Headquarters:

Manama, Bahrain

The 6th Fleet

Sixth Fleet, headquartered on the command ship USS LA SALLE (AGF 3), consists of approximately 40 ships, 175 aircraft and 21,000 people. The Sixth Fleet in the Mediterranean is the major operational component of Naval Forces Europe. The principal striking power of the Sixth Fleet resides in its aircraft carriers and the modern jet aircraft, its submarines, and its reinforced battalion of US Marines on board amphibious ships deployed in the Mediterranean. Commander, Sixth Fleet has both US national and NATO responsibilities. He reports to the Commander-In-Chief, US Naval Forces, Europe (CinCUSNavEur) in the US chain of command and to CinCSouth when the Sixth Fleet operates as part of NATO as StrikForSouth. The CinC Naval Forces Europe, based in London, is responsible for US naval operations in the European area, and also holds the NATO position of CinC Allied Forces Southern Europe, responsible to the NATO Supreme Allied Commander Europe. The CINC Naval Forces Europe does not have administrative responsibilities for support of US naval forces in Europe, which are under the cognizance of CINC Atlantic Fleet.

The United States Sixth Fleet is operationally organized into task forces. Each task force is responsible to the Sixth Fleet Commander for specific func-

tions related to assigned units. The Sixth Fleet Command Ship is the USS LA SALLE (AGF 3), forward deployed to Gaeta, Italy.

Area of Operations:

Mediterranean Sea.

Headquarters:

Naples, Italy.

Task Force 60:

Task Force 60 is Sixth Fleet's Battle Force. It is composed of one or more aircraft carriers, each with an accompanying complement of approximately six cruisers and destroyers. On board the aircraft carrier is an air wing of 65 - 85 aircraft. The air wing is the primary striking arm of the Battle Force, and includes attack, fighter, anti-submarine, and reconnaissance aircraft. Ships accompanying the carrier serve as defensive and offensive platforms with duties involving anti-air, surface and submarine warfare. In addition to its major role of controlling the seas, the Battle Force can also project its power over land.

Task Force 61:

Task Force 61 is the Mediterranean Amphibious Ready Group (MARG). It is composed of approximately three amphibious ships and their embarked landing craft. From these ships, United States Marine ground forces can move ashore by sea and air in amphibious assault of emergency evacuation missions. Once ashore, the ships of Task Force 61 logistically support the ground forces, until the objective of the landing has been accomplished, and the Marine Forces return to the ships.

Task Force 62:

Task Force 62 is the combat-ready ground force composed of a Marine Expeditionary Unit (MEU) of approximately 1,800 Marines. Transported in Task Force 61 ships, the MEU is equipped with armor, artillery, and transport helicopters that enable it to conduct operations ashore, or evacuate civilians from troubled areas.

Task Force 63:

Task Force 63 is the Logistics Force. Composed of oilers, provision ships, and repair ships, its mission is the delivery of supplies at sea, and effecting repairs to other ships and equipment of the Fleet.

Task Force 64:

Task Force 64 was the SSBN Force assigned to COMSIXTHFL. Until the end of the 1970th these ships were homeported in Rota, Spain.

In times of war the COMSIXTHFL had not had direct influence on the selection of the targets that would have been attacked by the SSBNs. These targets were annually chosen by the NATO's Nuclear Target Planning Group.

Task Force 66/69:

Task Force 66/69 is responsible for planning and coord-

dinating area submarine and anti-submarine warfare operations in the Mediterranean. Specifically, Task Force 69 is composed of attack submarines that provide capability to destroy enemy surface ships and submarines, as well as protect other Sixth Fleet ships from attack.

Task Force 67:

Task Force 67 is composed of land-based maritime patrol aircraft. These aircraft operate over the waters of the Mediterranean in anti-submarine, reconnaissance, surveillance, and mining roles.

The 7th Fleet

Seventh Fleet, established 19 February 1943 from Southwest Pacific Force, is the largest of the forward-deployed U.S. fleets, with 50-60 ships, 350 aircraft and 60,000 Navy and Marine Corps personnel. Operating in the Western Pacific, Indian Ocean and Arabian Gulf – up to 11,000 miles from the west coast of the United States, Seventh Fleet, with the support of its Task Force Commanders, performs three jobs. First, C7F can be assigned as a Joint Task Force commander in the event of natural disaster or joint military operation. Second, C7F is the operational commander for all naval forces in the region. Finally, C7F is designated as the Combined Naval Component Commander for the defense of the Korean peninsula; in the event of hostilities, all friendly naval forces in the theater would fall under C7F control. Of the 50-60 ships typically assigned to Seventh Fleet, 18 operate from U.S. facilities in Japan and Guam. These forward-deployed units represent the heart of Seventh Fleet. The 18 permanently forward-deployed ships of the US 7th Fleet are the centerpieces of American forward presence in Asia. They are 17 steaming days closer to locations in Asia than their counterparts based in the continental United States. It would take three to five times the number of rotationally based ships in the United States to equal the same presence and crisis response capability as these 18 forward deployed ships. On any given day, about 50 percent of Seventh Fleet forces are deployed at sea throughout the area of responsibility. The Seventh Fleet Command Ship is the USS BLUE RIDGE (LCC 19), forward deployed to Yokosuka, Japan.

Area of Operations:
Western Pacific and Indian Ocean.

Headquarters:
Yokosuka, Japan.

Task Force 70:

Task Force 70 is the Battle Force Seventh Fleet commanded by the Commander Battle Force Seventh Fleet.

Task Force 71:

Task Force 71 is responsible for planning and coordination actions of the Seventh Fleet.

Task Force 72:

Task Force 72 consists of the patrol and reconnaissance force Seventh Fleet.

Task Force 73:

Task Force 73 is the Seventh Fleet logistic support force.

Task Force 74:

Task Force 74 includes all submarines operating in the Seventh Fleet area of operations.

Task Force 75:

Task Force 75 includes all surface combatants in the Seventh Fleet area of operations.

Task Force 76:

Task Force 76 consists of the Seventh Fleet ARG and all additional amphibious ships operating in the Seventh Fleet area of operations.

Task Force 77:

Task Force 77 is a part of Task Force 70 and is the carrier strike force Seventh Fleet commanded by COMCARGRU 5.

Task Force 79:

Task Force 79 is the landing force transported in TF 76.



Currituck History on a CD

Currituck Historian Steve Eakin has prepared an excellent record of the ship's history. It contains 234 photos and an index of 6522 crew members plus nine complete cruise books.

Cruise books included are '46-'47, '51-'53, '54, '56, '62-'63, '64, '65, '61-'62, '66-'67.

Also included is the history and photos of all large Seaplane Tenders with over 4700 photos.

The CD works in both MS Word and Word Perfect Format.

The cost for above is \$ 18 which includes Priority US Mail.

Members interested can contact Steve Eakin, 4545 Hugo Road, Grants Pass, OR 97526. His e-mail address is sseakin@earthlink.net.

Ernest Borgnine hails Navy sailors

WASHINGTON (NNS) -- Academy award-winning actor Ernest Borgnine spent time with Sailors March 9 at the U.S. Navy Memorial in Washington, D.C. During the visit, Borgnine shared with Sailors the influence the Navy has had on his life.

After 10 years of naval service during World War II, Borgnine, 87, said he became more responsible.

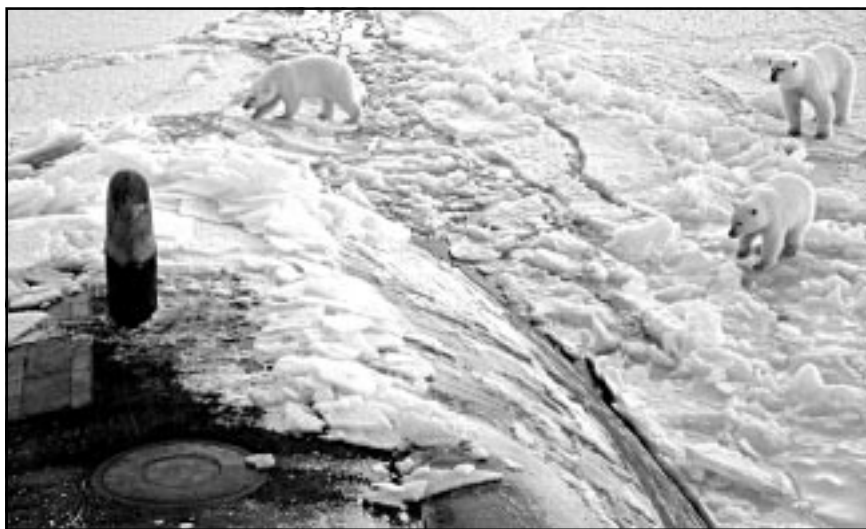
"Being here brought back so many memories," he reminisced, often overcome with emotion. "The idea of being a part of something so enormous taught me how to be a man. It gave me something to prove to myself--and to my country. I'd like to be able to do it all over again."

Borgnine, who joined the Navy in 1935, served on the now-decommissioned USS Lambertson (DD 119), reaching the rank of Chief Gunner's Mate, and went on to land the lead role in the popular television series "McHale's Navy." With more than 150 films to his credit, Borgnine received the Academy Award for Best Actor for his role in the hit movie "Marty" in 1955.

"Being in his company was amazing," said Seaman Jordan Logan of U.S. Ceremonial Guard Command, Washington. "Just coming into the Navy, you get lots of advice. It always makes a difference when the advice comes from someone who's actually worn the uniform--and went on to do great things."

"I've seen so many of his movies," said Personnelman 2nd Class Jocelyn Smith of Naval Air Facility, Washington. "This is like a dream come true. He's a real class act. You get the feeling he really cares about our service."

A teary-eyed Borgnine concluded the session by saying to Sailors, "You're serving a great country. Always, always do your best."



Arctic Circle -- Three Polar bears approach the starboard bow of the Los Angeles-class fast attack submarine USS Honolulu (SSN 718) while surfaced 280 miles from the North Pole. Sighted by a lookout from the bridge (sail) of the submarine, the bears investigated the boat for almost 2 hours before leaving. Commanded by Cmdr. Charles Harris, USS Honolulu while conducting otherwise classified operations in the Arctic, collected scientific data and water samples for U.S. and Canadian Universities as part of an agreement with the Arctic Submarine Laboratory (ASL) and the National Science Foundation (NSF). USS Honolulu is the 24th Los Angeles-class submarine, and the first original design in her class to visit the North Pole region. Honolulu is assigned to Commander Submarine Pacific, Submarine Squadron Three, Pearl Harbor, Hawaii. U. S. Navy photo by Chief Yeoman Alphonso Braggs.