

From the Association's Secretary



From all outward indications, our 19th Annual Reunion in Las Vegas was enjoyed by most, if not all attendees. Despite some difficulty in directions from the front desk of the hotel, as to the location of our Hospitality Room, everyone eventually found the crowd and joined the festivities. Favorable comments regarding the accommodations were received, as well as, the meals provided by the hotel. Unfortunately, we had some last minute cancellations due to illness and most notably, the adverse weather that struck our shipmates in and around Florida. We all missed your presence and our thoughts were with you.



Following the breakfast on Wednesday morning, our General Meeting was held. It was begun with the Pledge of Allegiance and Invocation by our Chaplain Roger Francis. We also observed a moment of prayer and silence for those members that have departed us over the past year. In addition to those listed in previous newsletters, the recent passing of Donald Van Blaricom and Gene Worley were noted.

Our first time attendees, Plank Owners and WWII veterans were recognized. Information on our 20th reunion to be held at the Radisson Hotel in Northbrook, IL was presented. More details will be available in the next newsletter publication. Keep the dates of Sept 28-Oct 2, 2005 open on your calendar and make plans to celebrate this occasion with us. The treasurer gave a report on the financial status of the association, along with the recommendations of the Advisory Board.

At this years reunion we initiated our new Membership card/ID badge which seemed to be accepted by the membership. Hopefully, this new system will reduce the cost of continually producing the cards and badges and provide a more durable item. Upon receipt of your membership renewal dues, a permanent card will be provided for future use. It will serve a dual purpose . . . Membership Card and your ID Badge at reunions. Names on the Membership card/ID badges will be taken directly from our Master Roster. If you would rather have your badge display your nickname or a shortened version of your first name, please advise so when remitting your dues. Also, if you would like a similar badge for your spouse or guest, the cost will be \$5, as well as a replacement badge.

The three choices for our 2006 reunion site were presented to the attending membership and Virginia Beach, VA was the **unanimous** winner. Now that we have selected a site, we are needing someone, preferably in that general area, to be the coordinator and contact person. Even if you have never undertaken a project like this, don't hesitate to step forward. We have a wealth of background experience and guidance which is available to you. While this may seem like a monumental task; if there are a group of people working together and sharing responsibilities, the workload can be shared and the experience is very rewarding.

Volunteers to serve on the Advisory Board to replace those whose term expires
(Continued on page 3)



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

Effective November 1, 2004

Yearly dues for membership in our organization is \$25. 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.

<u>AGE</u>	<u>LIFETIME DUES</u>
60 & under	\$250.00
61-65	170.00
66-70	135.00
71+	120.00



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2005



THE **NEWS**
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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

(Continued from page 1)

were solicited. The following shipmates have agreed (with some coercion) to fill the vacant positions for the next 3 years. Bernard Korth, USS CURRITUCK, Jack Laird, USS EVERGLADES & Jack Messersmith, TORPEDOMAN MATES.

Before closing, I would like to acknowledge those persons who volunteered to assist with registration and the ship's store. Jack & Kathy Messersmith, Jack & Donna Laird, Orris Mangham, Doug & Brittie Ratekin, John & Paula Bonnel, Dell & Judy Bancroft, Hal Bancroft and Gary Adams. If I have omitted anyone, which I prob-

ably did, my apologies.

I would also like to thank all the ladies who took time out of their days to make the Chinese Auction a success. Without your dedication and assistance, we would not have the success we enjoy at all our functions. Hopefully, following next years reunion, we will have a completely different list of people to acknowledge. We appreciate that most of us attend the reunions to meet and spend time with old and new friends alike, but sacrificing an hour or so out of four days allows everyone to have a relaxing time. —Ron



Advisory Board Meeting

A meeting of the Advisory Board was held at 6:00 pm September 27, 2004, with the following persons present: Ron Curtis, Douglas Ratekin, Dell Bancroft, Richard McClellan, Hal Bancroft, Donald Dillon, John Johnstone & Donovan Moller.

A financial report was presented to the members by our Treasurer Dell Bancroft. While the association is still solvent, our expenditures are exceeding our income. Ways to increase income and decrease spending were discussed. It was decided that a raise in annual dues was needed to meet the rising costs of the newsletter publication and other annual mailings. We have not had an increase in dues since 1997, while printing and postage have risen constantly. Consequently, it was decided to raise the annual dues to \$25 annually, increase the amounts for Lifetime Membership and request a one time contribution from our current Lifetime Members. It was also noted that there has been a continual decline in the response to the mailings of both Matt Szkopiec and Ron Curtis in an effort to locate additional shipmates. The board agreed that we should discontinue the mailings and solely rely on the **free** notices published in the mili-

tary publications along with numerous internet web sites to locate future members.

The arrangements for the 2005 reunion in the Chicago area were presented. We contracted with the Adam's Mark Hotel in Northbrook, IL, with a room rate of \$69.00 (plus applicable taxes) per night. As happens quite frequently in the hospitality business, the facility was bought out by the Radisson effective September 1, 2004, but they will still honor the contract we previously signed with the Adam's Mark. A location for our 2006 reunion was addressed and three cities were nominated to be put before the attendees at the General Meeting. The choices were, Buffalo, NY, Pittsburg, PA and Virginia Beach, VA.

Also of note, it was decided to minimize the inventory carried in the Ship's Store. Consequently, this will affect the delivery time of some items you may order in the future. At subsequent reunions, there will be a limited number of items available for immediate purchase. Samples of items available from the Ship's Store will be on hand and orders will be taken for future shipment. This process will enable us to combine the orders to our suppliers for a quantity discount, while still keeping the amount of funds dedicated to inventory to a minimum.

Reunion Roster

This list does not include member's wives, guests, and shipmates who just dropped in.

GARY ADAMS
WAYNE ADAMS
ABRAHAM ALBERT
RICHARD ANDERSON
RONALD AYERS
PAUL ALBERT
DELL BANCROFT
HAROLD BANCROFT
JOSEPH BANCROFT
HENRY BAUER
DAVID BELVIN
CHARLES BILTEAU
JOHN BONNEL
CHARLES BOSTICK
WILLIAM BROYLES
DALLAS BALL
THOMAS CARR
J. MICHAEL CLYNCH
RONALD COLES
RONALD CONRAD
RODNEY COON
PAUL COUTURE
JOHN CUDGMA
LIGEN DICKERSON
DONALD DILLON II
FRANCIS DORLEY
DALE DRAVES
DOUGLAS DUNN
STEPHEN EAKIN
EDWIN EHRMANN JR.
HAROLD EMERY
EVERETT FERRELL
FRANK FIORE
PAUL FONTES
LEONARD FORT
ROGER FRANCIS
HOWARD FRAPS
GORDON FREDRICKSON
JULE FRIEH
ROBERT GELLES
BERNARD GRAY JR
WILLIAM GRIFFITH
EMIL GROSS
JACK GREENE

ANDREW HATUPIS
LARRY HELDRETH
FRANK HELLER
EDWARD HICKS
EDWARD HOTCHKISS
WARREN HATTENBRUN
KENNETH HILMER
JAMES JACKSON JR.
GERALD JACOBS
CHARLES JARED
RONALD JARED
ROBERT JATCZAK
BOB JONES
THOMAS JUDGE
LYLE JENSEN
JOHN JOHNSTONE
DANIEL KALUSA
DONALD KAZAR
BERNARD KORTH
WILLIAM KOSEK
ROBERT KREAGER
RALPH KRUGER
ALVIN LACEFIELD
JACK LAIRD
CLARENCE LARKIN
GARY LATTIN
CHARLES LEWIS
CHESTER LEONOWICH
RICHARD MACGREGOR
ORRIS MANGHAM
DONALD MAXWELL
RIC McCLELLAN
RONALD McLAIN
HILLARD MEANS
THOMAS MEYER
ROBERT MILLER
EDWARD MOLONEY
HAROLD MOREASH
JOHN MESSERSMITH
DONOVAN MOLLER
ELLIS NEILL
CLAYTON NEMMERS
BENEDICT OPALSKI
SIEGFRIED PAHL

DOYLE POPLIN
GEORGE PRATT
JOSEPH PROL
DOUGLAS RATEKIN
HAROLD RENDANT
H. FRANCIS RITTERSHAUS
RICHARD ROBINSON
DONALD RUDY
LEROY RYERSON
DANNY RIDER
HERMAN SCHMALZ
FREDERICK SCHOENTHAL JR.
THOMAS SCHWINDINGER
JOHN SEIDENSTICKER
STACY SILVA
JAMES SKUDLER
JOHN SMITH
WILLIAM SMITH
PAUL SPENCER
DELMAR STEINMANN
J. ROBERT STEPHANSKI JR.
JOSEPH STEWART
ARTHUR STILLE III
WALTER SUNDBERG
RICKY SMIDDY
JERRY STEVENS
ELMO SWEAT
LEMUEL TEAGUE
JAMES TETZLAFF
EDWARD TRAVERS
CHARLES TRAVIS III
JO UNGER SR.
JO VAN BLARICOM
KENNETH VAN LOON
ROGER VAN MALSEN
HARRY VAN SICKLE
TED WESTBERG
EUGENE WHALEY
CLARENCE WICKSTROM
ANTHONY WILLIAMS
JERRY WILLIAMS
WEBSTER WILSON
LARRY WITTBECKER

Seeking info – AV7 WWII

Dear Sir:

If you would please publish this in the next newsletter. My Father, James Verzera, served aboard the Currituck during WW II. Sadly he passed away many years ago. If there is anyone out there who remembers him we would love to hear from them.

Dennis Verzera, LtCol. USMC (Ret)
e-mail: Verzera@aol.com
Ph: 404-577-7368



SPECIAL



New monogrammed AV7 ball cap

Regular \$12 (plus shipping)

Limited time special \$10.75
(free shipping in the USA)



Att. AV7 '64 Saigon visit

I'm the Veterans Service Officer for Sonoma County. I'm helping the widow of one of your ship-mates with her VA claim, and I need some help. The veteran (I can't give his name right now due to privacy considerations) was onboard Currituck during her port visit to Saigon in '64. We can't prove he went ashore, which would give him "presumption" of service connected cause of death of cancer, and give her widow's benefits. I do have some notes from a doctor's visit while he was alive which refer to aerial spraying of agent orange.

Is there any way you can help me with this? I need to get a statement from someone who was on board attesting to the aerial spraying, since I cannot prove he went ashore. I would appreciate your help, and I know his widow would as well. Thank you...

Patrick J. Jolly

Sonoma County Veterans Service Officer
2250 Northpoint Parkway, PO Box 4059
Santa Rosa, CA 95402-4059

Phone: (707) 565-5965, Fax: (707) 565-5980



Editors note: See page 8 for more info.



"Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, Champagne in one hand – strawberries in the other, Body thoroughly used up, totally worn out and screaming WOO HOO – What a Ride!"

–Author unknown

2005 Reunion

Our Assn.'s 20th Annual Reunion will be held at the Radisson Hotel in Northbrook, IL (Chicago area).

Keep the dates of Sept. 28-Oct. 2, 2005 open on your calendar.

New Dues Schedule

Effective
November 1, 2004
See Page 2

FYI/new uniform regs

A new uniform revision that is effective immediately is the wearing of a wireless communication device, such as a cell phone, PDA or pager for official business, while in uniform. The device cannot be visible from the front, and must be worn on the belt, aft of the right or left elbow. Specific guidance and further details on the proper wearing and use of these devices is contained in NAVADMIN 209/04.

Att. All Members

PLEASE NOTE THE
FOLLOWING ADDRESSES

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

AV7 Website Info

Just to let you know, I have made stationery with a Currituck theme for use with e-mail. It's available for download on the site . . . It's on the all hands page . . . <http://wildgoose.000k.net/page4.html> just save the attached files in the folder C:\Program Files\Common Files\Microsoft Shared\Stationery, and if you use stationery, select wildgoose . . .

Check the Help in Outlook Express on how to use stationery if its new to you . . .
-Nathan Good

Squared Away

Ever been called a "Squared Away" sailor? Square rigged sailing ships would set the backs of their sails directly into the wind for their best speed. A ship sailing out smartly from harbor with every sail thus set presented a neat, purposeful appearance. The term soon became applied as a compliment to any competent sailor in particular one with a neat appearance.

- MMCM(SS) Greg Peterman USN Retired

Poster that should have been displayed at the Reunion



The One Eyed (blinking) Sea Bat

I was only partially involved in the construction. This is like being only a little bit pregnant, no such thing. As I remember the weather was great. I think it was in the Med and I believe we were changing ports from Naples to Malta. The DASH crew was working in the hanger and a number of other guys were up on the flight deck trying to get some sun and fresh air on the flight deck.

The DASH Mechanics were unpacking an engine and had a lot of Silver-Plastic that was used to keep the engine dry in its shipping crate (hermetically sealed).

Some one came up with an Idea of making a KITE out of this silver plastic stuff. So the hunt was on throughout the ship to appropriate, steal, or cumshaw the material needed to create this airborne 8th wonder of the world.

We found some aluminum rods that were small and the machine shop slotted the rods and tacked them together for the frame. The Bosun's locker furnished the nylon line to make the frame and bridal, the ships laundry furnished the tail from some old table cloths.

All together it was a real ships project but I believe AT1 Bolig was the prime contractor for this air operation. My only contribution was the strobe light from one of the old life vest's we had upgraded that month that would be added later to make for our One Eyed (Blinking) Sea Bat.

The Kite was approximately 5 to 6 feet wide and 8 foot long with a 10 foot tail. We had over 500 feet of nylon line and rigged it through the flight deck safety rails/nets so it could be managed by only two sailors.

By the time we had it ready to fly dinner was over and we had about 20 to 30 guys milling around smartly waiting for sunset and to see our maiden flight after it got real dark, as this was a "Black" project.

At twilight we launched our dirigible and all was going well. We were flying high. With the ships headway 6 to 8 knots we had no problem managing but it got so dark we could not see it; so we pulled it in and attached the Blinking Strobe Light to the center of the kite so we could see it or at least see where it was..

All was going well at least for us, BUT on the ships bridge things started to get exciting. The ships Radar, such as it was, picked up an object following us and had reported this to the Captain. The bridge look outs could not see anything as it was so dark. The Radar target soon was lost and the ship steamed on.

We had pulled the Kite in so it was no longer visible on Radar but it soon reappeared after we launched it a second time, this time with the flashing strobe and this time once picked up by radar it was confirmed by the bridge look outs.

The Captain/OOD made number of turns verifying we were being followed as we turned.

Meantime on the DASH flight deck we were all fat, dumb and happy.

That was soon to end. Mr. Gopal was the OOD that evening and was dispatched by the Captain to go back aft with binoculars to see if he could get a better view of the UFO.

Mr. Gopal was the DASH division officer and instead of going to the fan tail he went to the flight deck and found a bunch of guys milling around looking at the sky. One was sharpening his knife sitting on large spool of nylon line and all were watching the light slowly drift down to the black horizon and going out. The crew quickly disbursing with out a word.

Of course, the crew knew nothing about any thing including the spool of line on the deck.

Captain Tidd figured out what was going on and that's why he sent Mr. Gopal. It was convenient he

was OOD that evening. The word is that the Captain never said any thing to Mr. Gopal but the rest of the ward room really gave him hell, believing the DASH crew was the primary culprits. What Us ?? Never!!

Note: I found in the ships history files a similar incident occurred on the Everglades first cruise back in 1951/52 but was flown from the fan tail as the flight deck was not put on for another 8 years. Ironical that a kite (Sea Bat) was flown on the Glades first and last cruise. There is no record of any other kite being flown.

—Gary Adams, Everglades Historian



Re: AV7 '64 Saigon visit and the VA

The Department of Veterans Affairs recognizes a number of diseases as being presumptively caused by exposure to Agent Orange. This means that any veteran who was exposed to Agent Orange and who now suffers from any disease listed below may be able to have that disease rated by the VA as service-connected. Once rated, the VA will provide all treatment for that disease or condition and may provide monetary compensation and other benefits. Complete details regarding VA benefits can be found at <http://www.va.gov> and information on Agent Orange is available at <http://www.va.gov/agentorange> and literally hundreds of other websites. NOTE: "A veteran who, during active military, naval, or air service, served in the Republic of Vietnam during the period beginning on January 9, 1962, and ending on May 7, 1975, shall be presumed to have been exposed during such service to an herbicide agent..." Code of Federal Regulation, Chapter 38, article 3.307(a)(6)(iii) refers.

"Presumptive Diseases"

Chloracne or other acneform disease consistent with chloracne
Type 2 diabetes (also known as Type II diabetes mellitus or adult-onset diabetes)
Hodgkin's disease
Multiple myeloma
Non-Hodgkin's lymphoma
Acute and subacute peripheral neuropathy
Porphyria cutanea tarda
Prostate cancer
Respiratory cancers (cancer of the lung, bronchus, larynx, or trachea)
Soft-tissue sarcoma (other than osteosarcoma,

chondrosarcoma, Kaposi's sarcoma, or mesothelioma)

NOTE 1: The term "soft-tissue sarcoma" includes the following:

Adult fibrosarcoma
Dermatofibrosarcoma protuberans
Malignant fibrous histiocytoma
Liposarcoma
Leiomyosarcoma
Epithelioid leiomyosarcoma (malignant leiomyoblastoma)
Rhabdomyosarcoma
Ectomesenchymoma
Angiosarcoma (hemangiosarcoma and lymphangiosarcoma)
Proliferating (systemic) angioendotheliomatosis
Malignant glomus tumor
Malignant hemangiopericytoma
Synovial sarcoma (malignant synovioma)
Malignant giant cell tumor of tendon sheath
Malignant schwannoma, including malignant schwannoma with rhabdomyoblastic differentiation (malignant Triton tumor), glandular and epithelioid malignant schwannomas
Malignant mesenchymoma
Malignant granular cell tumor
Alveolar soft part sarcoma
Epithelioid sarcoma
Clear cell sarcoma of tendons and aponeuroses
Extraskeletal Ewing's sarcoma
Congenital and infantile fibrosarcoma
Malignant ganglioneuroma

NOTE 2: For purposes of this section, the term acute and subacute peripheral neuropathy means transient peripheral neuropathy that appears within weeks or months of exposure to an herbicide agent and resolves within two years of the date of onset.

Guantanamo Bay Base Has Storied Past

By Kathleen T. Rhem, American Forces Press Service

NAVAL BASE GUANTANAMO BAY, Cuba (NNS) -- The eyes of the world are focused on this remote Navy base as hearings begin in the first four military commissions for detainees from the war on terrorism.

But the base's commander, Capt. Les McCoy, wants people to know his end of the island is "not a penal colony."

"This is a community that happens to have a maximum-security prison attached to it," he said.

At 101 years old, Naval Base Guantanamo Bay is America's oldest active overseas military base. The positioning of a prison for enemy combatants from the war on terrorism has focused attention on, and led to the revitalization of, a base that had been in a period of decline. The population of the base has tripled in the past two and a half years, McCoy said.

Set up as a naval coaling station, "Gitmo," as the base is affectionately known, evolved into a refueling station as technology advanced. The base was leased in 1903 for \$2,000 per year on a perpetual basis. In 1934, the lease was renegotiated to \$4,085 per year.

The U.S. State Department sends a check to the Cuban government every July, but, McCoy said, Cuban dictator Fidel Castro has only cashed one - in 1959, the year he took power.

The relationship between the United States and its closest communist neighbor has resulted in arrangements and agreements that are unique to this location. For instance, the base plays host to three categories of Cubans.

At one time, the base permanently housed thousands of Cuban exiles who had worked on the U.S. end of the island. Today there are 61, including 34 individuals who have been there since Castro took the country's reins in 1959. Forty of the 61 are naturalized U.S. citizens.

McCoy explained that many of these people never wanted to leave their homeland but also refused to live in a communist state. "We are obligated to care for them," the captain said, adding that Guantanamo Bay may be the only U.S. military installation with an assisted-living facility to care for elderly residents.

A second category of Cubans on the naval base is referred to as "commuters." In pre-communist Cuba, Cuban citizens entered the base each day to work for the U.S. government. When the communists came to power, they allowed those already employed here to continue that employment, but no others were allowed to accept jobs here. Over time, an elaborate system evolved for these commuters to leave communist Cuba each morning and return in the evening via the base's North East Gate.

In 1959, there were roughly 3,500 such commuters each day. Today there are three, all between the ages of 75 and 83, McCoy said.

The commuters also have a unique responsibility to other commuters who have retired and are due pensions from the U.S. government. Since the Cuban and American governments have no diplomatic ties, monetary transfers are not possible. The commuters are paid in cash and carry cash pension payments across the border for the others who have retired, the captain explained.

The third category of Cubans on the U.S. base are migrants who are either interdicted at sea by the U.S. Coast Guard or are asylum seekers who make it across the border by land or by water. They live in migrant facilities on the base and often take jobs while here. If officials find the interdictees or asylum seekers have legitimate grounds to be granted asylum, they are eventually moved to a third-party country, generally in Latin America.

The migrant facilities also house Haitian immigrants who are interdicted at sea, McCoy said.

Despite the attention paid to the prison, McCoy said the detention facility has been good for the base. "It's brought life back to the community," he said.

Today about 8,500 Americans call Gitmo home, including 3,000 U.S. military service members. Nine hundred to 1,000 family members, including about 500 children, accompany the military members.

"We're a small American town," McCoy said. "We think we're a throwback to the '50s."

Submarine treat for German war veteran

A GERMAN U-boat veteran celebrated his 81st birthday with a VIP tour of a hunter killer nuclear submarine on the Clyde.

It was more than 60 years since Max Quietsch was last on board a submarine when he was lucky to have survived the Battle of the Atlantic during the Second World War.

After the war he settled in Scotland but longed to board a submarine one last time. His wish was granted when his family contacted the Royal Navy.

The former German naval officer was invited to celebrate his 81st birthday by climbing on board HMS Sovereign at the Faslane naval base on the Clyde.

The U-boat veteran said: "It's amazing. This is just like a five-star hotel. My U-boat was a doll's house compared to this."

He added: "It's completely different. They have hot water and showers - they even have a washing machine in there. All we had to wash ourselves with was the sea water."

Commander Craig Fulton, captain of the Sovereign, said: "The main difference between now and then is that when Max went out the expectation of him coming back alive was next to nothing. Now the expectation is to come home with your sub."



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.



Submarine Virginia reaches milestone

NORFOLK, Va. (NNS) – The lead ship in the Navy's newest class of fast-attack submarines, Pre-Commissioning Unit (PCU) Virginia (SSN 774), was placed into service June 7.

–Entry into service marks the stage where the crew moves aboard the ship in advance of taking it to sea for the first time, and is a significant milestone in a new ship's construction.

"I stood topside with my crew as we raised our country's flag for the first time on Virginia, placing her in service," said Capt. David J. Kern, Virginia's commanding officer. "We are working now round-the-clock with Electric Boat, making our final preparations for sea."

Virginia will begin sea trials soon and is scheduled for commissioning Oct. 23 at Naval Station Norfolk, Va.

Following commissioning, Virginia will be homeported at Naval Submarine Base Groton, Conn. Kern and the crew of Virginia are eager to take this new class of submarine to sea for the first time.

"We're privileged to be the first submarine crew to be able to take Virginia to sea and demonstrate her many wonderful warfighting capabilities," Kern said. "We feel excited to be the first of many new submarines to be commissioned and delivered in this new century."

Virginia is a multi-mission platform with land, sea, and undersea firepower, advanced sensors, and other special features that will enhance the Submarine Force's core competencies of stealth, agility, firepower and endurance. Virginia will bring greater integrated acoustic and non-acoustic stealth than any SSN at sea or under construction.

As the first post-Cold War designed submarine, the Virginia-class fast attack submarines (SSN) are designed for battle space dominance across a broad spectrum of regional and littoral missions, as well as open-ocean, "blue water" missions.

Virginia is equipped with sophisticated surveillance capabilities and special warfare enhancements, to include the Advanced SEAL Delivery System, advanced state-of-the-art submarine communication and Electronic Support Measures systems with "Plug and Fight" electronics, advanced sonar sensors for Anti-Submarine Warfare and mine warfare, and land strike capability (12 Vertical Launch System tubes and four torpedo tubes for 16 Tomahawk missile salvo capability).

Virginia is 377 feet long, displaces approximately 7,800 tons, can travel in excess of 25 knots and has a crew of approximately 134 officers and enlisted members.



Bumper sticker

"If you can read this, thank a teacher, and since it's in English, thank a Military man."

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

Ayers, Ronald M. 4080 County Road 33, Killen, AL 35645	256-757-1223	EM3	1963-67
Barber, Vernon H. 2228 Peet Brook Road, Genesee, PA 16923	814-228-3459	SN	1960-62
Barnes, Ronald L. 997 E Davies Avenue, Centennial, CO 80122	303-730-3143	RD3	1965-67
Carr, Thomas William 5027 Holtz Drive, Cold Spring, KY 41076	859-441-7522	MM3	1960-62
Coffey, David 313 Squaw Creek Road, Willow Park, TX 76087	817-441-1482	LTJG	1964-67
Colonna, Frank S. 3071 Cross Creek Court, Saint Cloud, FL 34769-1998	407-957-4668	DK3	1953-55
Conrad, Ron E9889 10th Avenue, Mondovi, WI 54755	715-875-4525	E3	1965-67
Covetta, Anthony 41 South Spruce Street, Jefferson, OH 44047	440-576-0736	MM3	1957-58
Dickerson, Eugen Josef 868 Aspen Drive, Evergreen, (Floyd Hill) CO 80439	303-674-5722	EM3	1965/Dc
Dunn, Douglas R. P.O. Box 116, Belleville, MI 48112	734-699-4792	EM3	1964-67
Ehrmann, Edwin E. P.O. Box 1034, Buckley, WA 98321	360-897-6329	EM3	1963-67
Gray, Buddy 614 Birch Hill Road, Patterson, NY 12563	845-878-2537	SFM3	1960-62
Hotchkiss, Edward S. 1225 Squire Lane, Cumming, GA 30041	770-886-8651	TE1	1956-57
Jackson, James 505 Reading Avenue, Berlin, NJ 08095-9537	618-524-9889	EM3	1965-67
Kidney, William H. 2004 Ashbrook Court, Leland, NC 28451	910-371-9750	AD2	1951-53
Lattin, Gary P.O. Box 20, Nemo, SD 57759	605-578-9956	EM3	1966-67
Magee, Joseph P. 505 Reading Avenue, Berlin, NJ 08095-9537	856-767-0625	ABF2	1960-61
McIntire, Melvin W. 228 W. Republic Avenue, Salina, KS 67401	785-825-8703	RMHAN	1961-63
Murphy, Gerald R. 3506 Blitman Street, Port Charlotte, FL 33981	941-698-7582	RM3	1946-47
Owings, William Adolph 312 Center Street, Suite 305, Little Rock, AR 72201	501-993-3029	FC1	1944-45
Phillips, Jack 409 East 9th Street, Kaufman, TX 75142	972-962-1897	EN3	1962-66
Powers, Buddy 2403 W. Rosewood Avenue, Spokane, WA 99208	509-325-2060	LI2	1960-66

Readhimer, Robert			
P.O. Box 4848, Chino Valley, AZ 86323	760-831-8117	SH5	1963-65
Selinger, Joel			
621 N. Terrace Avenue, Apt. 2B, Mount Vernon, NY 10552	914-663-0844	ETM1	1944-51
Snedden, John D.			
605 N. Struble Street, Bennington, KS 67422	785-488-3406	AMH3	1960-61
Stille, Arthur A. III			
206 Megan Court, Newark, DE 19702	302-454-8353	E5	1965-67
Travis, Charles Edward III			
39 C.R. 1800, Farmington, NM 87401	505-564-8588	E4	1965-68
Williams, Jerry			
2134 Riverdale Road, Hood River, OR 97031	541-386-4779	YN	1960-61

Everglades

Cooper, Harry J.			
1211 Dalraida Road, Montgomery, AL 36109	334-279-7206	SN	1964-66
Flick, Paul G.			
4663 Red Leaf Way, Martinez, GA 30907	706-863-5053	SH2	1959-64
Jones, Bob L.			
746 Redmond Street, Corpus Christi, TX 78418	361-937-5362	SFM2	1962-63
Lozen, James M., Sr.			
105 Windfield Drive, Savannah, GA 31406	912-354-7944	IM3	1964-65
Storck, Edward N.			
255 Donald Blvd., Holbrook, NY 11741	631-588-3197	SK3	1962-64
Test, Augustine Tom			
8260 E. Stagecoach Road, Wilcox, AZ 85625	520-824-3683	CWO4	1954-57
White, Robert S., Dr.			
1001 Woodview Lane, West Chester, PA 19380	610-692-3138	LT (DC)	1962-64
Wininger, Gary W.			
7245 S. Zikes Road, Bloomington, IN 47401	812-824-4792	EM3	1962-64

Torpedoman's Assn.

Andrews, Phillip			
2319 N. Chautauqua, Wichita, KS 67219	316-691-8058	TM1(sw)	1977-97
Beavers, Steven			
321 S. First Avenue, Barstow, CA 92311	760-256-0864	TMC	1963-84
Geist, Roger T.			
1045 Canyon Street, Spearfish, SD 57783	605-722-5453	TM1	1957-77
Greene, Jack			
3384 Mossycup Drive, Saltillo, MS 38866	662-891-5033	E8	1954-74
Jordan, Steven F.			
814 Maria Avenue, Spring Valley, CA 91977	619-829-2300	TM1	1994-04
Taylor, Steve			
701 West Market Street, Johnson City, TN 37604	423-928-9667	TM2	1969-72



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

. . . Thanks for the dues notice. I relocated it today. I know you are having a reunion in our town in Sept. I would like to attend, but I can't tell yet whether I will be in Las Vegas at that time. I enjoy the newsletters and because I have the roster of members I called a shipmate. I tried to call others but didn't get through for one reason or another. Thank you also for all the work on the members behalf.

—Charles B. Lewis

. . . Enclosed is a check for the video tape, "The Silent Land." I was a part of Operation High Jump. Thanks to you and all of your staff for what you've done for the association, and still do! If the check is incorrect, please let me know.

—N. G. Farmer

. . . Enclosed is payment for the model of the Pine Island (AV-12) that I won in the recent raffle. It arrived on the 7th day of July in good condition. It will make a fine addition to my mantle in the living room.

—William H. Spain, Jr.

. . . Thank you for the info on the assoc.

I served onboard the USS Currituck from Sept. '57 till Feb. '58 when she was to be refitted to receive the p6m jet sea-plane. I don't know if that ever came about. I see by your letter her final decommissioning was in 1967. Thanks for that as I often wondered what happened to her. I plan to send in my membership dues next month. I probably will not be able to attend the reunion but would like to be kept up to date on it. Thank you for your time.

—Ed Epping

. . . The receipt of your letter was a very pleasant surprise. Over the years, many, many times I have often thought about the good and bad times I had on the many ships I was assigned to during my military career. The Currituck was my last sea duty assignment. I was on board from the recommissioning at the Philadelphia Naval Shipyard and the transition from the Atlantic Fleet to the Pacific Fleet. Then to Japan and Okinawa which is when I left the ship for assignment to shore duty at NAS Miramar to finish my enlistment tour. Please accept my check and application for membership in the association.

—Joseph P. Magee

. . . Hope all is going OK. I MAY show at this years reunion . . . if things go as planned, I may be there on the 27th or 28th. Trying to get my mind set to be in a huge town . . . Living here in the desert sure changed me around . . . the thought is sorta scary, being in big towns I mean.

—Nathan Good

. . . What a disappointment! After examining the brochure on the Las Vegas Reunion events proposed—and knowing what kind of a guy I am (and my wife, Polly is too), my doctor continues to remind me (and Polly) that we are in

our eighties and just can't continue to set the world on fire. So I guess I'm forced to cancel out this time (hypertension). Maybe I'll be younger next year. It is a shame I didn't make the San Antonio reunion. New Braunfels is about 40 minutes away. I apologize for putting you to the trouble of rushing to me the reunion kit. I appreciate you very much for remaining dedicated to our organization; and without your continued support and leadership we would probably be all messed up like the "Democratic Party." (that's a joke, son)
 –Jack Perry



TAPS
EARL C. WORLEY
ROY W. LARSEN, Jr.

Everglades

... I would like to thank you for all the hard work that you did on the Vegas reunion. My dad and I had a great time. We hope to attend many more of them.
 –Gary Anderson

From: Ron Curtis
To: fowers22@earthlink.net
Sent: Sunday, July 25, 2004
 9:57 AM
Subject: USSEVERGLADES

Dave, I was reviewing the USS EVERGLADES guestbook and noticed your entry. If you would provide me with your snail mail address, I would like to send you information and a membership application for the USS EVERGLADES ASSN. We have located over 2600 former crew members, many of which are Plank Owners. Best Regards.
 Ron Curtis, Secy.

... Ron: I rec'd your Email but I think you are too late for me! I was a "plankie" but I am now 82 years old and have Mesothelioma which should finish me off in about 4 months, if I last

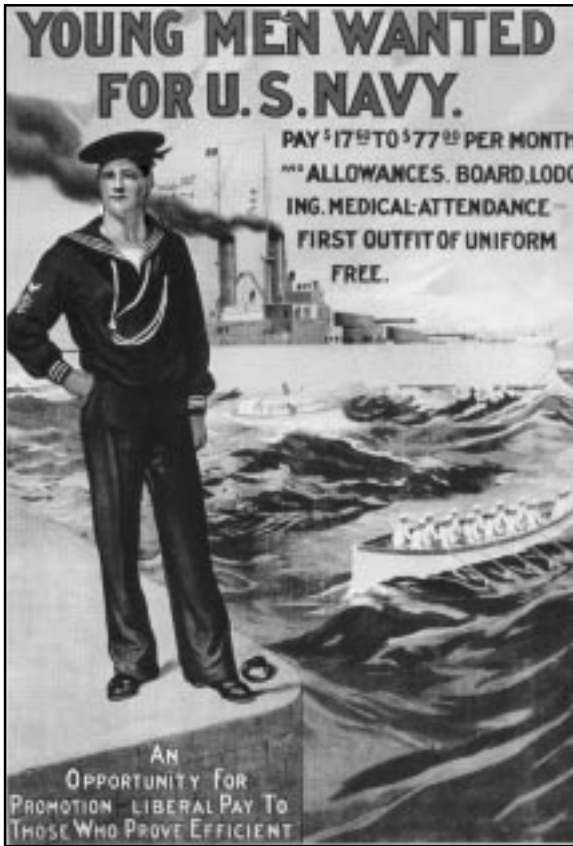
that long. I went aboard in San Diego and had the Machine Shop! I never did get along with the officers aboard except for the Capt. Tom Brown! I was his "talker" on the Bridge during "special sea detail." Capt. Brown and I were the first over the side for liberty not waiting for the gangway. I got along with him better than anyone else aboard! I finally managed to get off when I donated blood and got early liberty and bumbed a ride to D.C. (by air) and was able to see the OIC of the bureau of personnel! I knew him from my last duty station (Capt. Slade Cutter from the Sperry ASS-12) and he set me up with a transfer back to the west coast for shore duty in L.A. I finished out my time there and on the Luzon in Japan.

–Dave Fowers, MRC



TAPS
VERNON J. WILFER
DON "VAN" VAN BLARICOM





1909
U.S. Navy
Recruiting
Poster



*The officers of the
Association wish all
our shipmates and their
families a joyous
Holiday Season and a
happy and healthy New Year!*

