

From the Association's Secretary



Presuming we have all survived the holidays, now all we have to plan for is birthdays, income tax, summer vacations and our next reunion. This year we will be meeting at the Radisson Hotel in Northbrook, IL from Sept 28 - Oct 2, 2005. I realize that sometime the variation in time frames conflicts with those whom have reoccurring plans for this time of year and makes it difficult, if not impossible, for them to attend. The decision as to dates is mainly decided by room rates. In many cases the shifting one week in either direction can mean the difference of \$20 - \$40 per night for room rates. That said, this year's room rate is \$69 per night (single or double occupancy) plus applicable taxes.



Reservations can be made by calling either of the following telephone numbers - 866-414-6978 or 847-298-2525. Be sure to advise them that you are with the USS CURRITUCK/USS EVERGLADES/TM ASSN when making reservations to insure you get the discounted rate.

Yes, it is time to advise me of your intention to attend this years reunion and request a packet. This can be done either by phone 573-943-2349, email gunner@direcway.com or regular mail to 895 CR 703, Bland, MO 65014. While we have discontinued searching for former crew members via direct mailings we are continuing to have our reunion information published in a number of veteran's publications and on the internet. However, we have numerous former members as well as those we have located in the past, but have not yet joined the association who reside in the vicinity of this year's reunion site. Possibly, a personal contact, informing them of the upcoming reunion might be of interest to them. If anyone is willing to make these contacts, I can provide you with a list for your surrounding area. Dividing this task between a group of our membership obviously is less taxing than if the burden is placed on a single individual. Let me know if you are willing to assist.

At last year's General Meeting it was suggested that we attempt to see if we could get tickets to the Oprah Winfrey show. A couple of our members have done some preliminary research and we need to know how much interest there is with those planning to attend this year's reunion. While requests for tickets can not be made this far in advance . . . if there is sufficient interest we do need to plan for transportation. —*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

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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**See you at the
REUNION**



Sept. 28 – Oct. 2, '05

**If you are
planning to
attend the
reunion,
please notify
Ron so that
he can send you a
"Reunion Packet"
when all details
are finalized.**

Radisson

Hotel Northbrook
2875 North Milwaukee Avenue
Northbrook IL 60062
US Toll Free (800) 333-3333
Telephone: (847) 298-2525
Fax: (847) 298-8965



**20th
Annual
Reunion**

CHICAGO, IL



**Sept. 28 - Oct. 2
2005**



**WIN
ROOM AND
REUNION PACKAGE
COSTS FOR
THE REUNION**

Check page 4
for Raffle information



Chicago at a glance

Chicago is both a business and tourism center, with a powerhouse economy, world-renowned shopping, dining, museums, architecture, theater, music and much more. It is the birthplace of the skyscraper and is home to the 110-story Sears Tower and 100-story John Hancock Center observatories. Explore Chicago's architecture, unparalleled attractions, legendary sports and vibrant neighborhoods by foot, motor coach, trolley or boat. Whether it's a weekend getaway for two or a family vacation, Chicago is an exciting city where there is always something fun and exciting going.

*It is not necessary to use this form – a regular letter is OK.
Should be mailed back by June 15, 2003*

RAFFLE

WIN ROOM AND REUNION PACKAGE COSTS FOR THE CHICAGO, IL REUNION SEPT. 28 – Oct. 2, 2005

(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

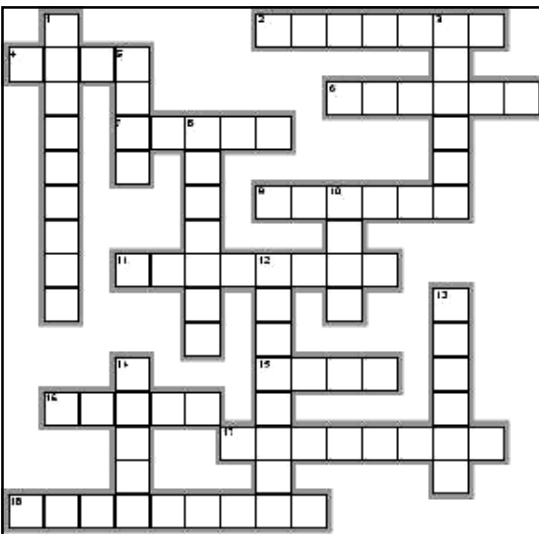
RON CURTIS, 895 County Road 703, Bland, MO 65014

The number of winners depends on the number of entrants.



Crossword Puzzle *(answers on page 16)*

Submitted by Nathan Good, AV7 webmaster



Across

2. at the rear
4. All hands on _____
6. _____ spike
7. Dress
9. Parked
11. A place to eat
15. lines made from _____
16. _____ Beach
17. General
18. in the middle

Down

1. Threw away
3. Kodiak
5. Japanese Port
8. All alike
10. Bay in Alaska
12. Operation

Tender affairs

From SEAPOWER a publication of the Navy League

The at-sea repair and support capability embodied in the Navy's submarine tenders, destroyer tenders (ADs) and repair ships has largely disappeared since the end of the Cold War.

All destroyer tenders have been decommissioned and only two submarine tenders remain. Both are slated to be transferred to the Military Sealift Command.

Emory S. Land was specially configured to load and stow Tomahawk cruise missiles. Two tenders – Simon Lake and McKee, both decommissioned September 1999 – were placed in a special mobilization category for possible reactivation in the event of future hostilities.

Two ADs – Puget Sound and Acadia – also are maintained in special mobilization status.

Emory S. Land Class

DISPLACEMENT: approx. 23,000 tons

LENGTH: 644 feet

BEAM: 85 feet

SPEED: 20 knots

POWER PLANT: two boilers, steam turbines, one shaft, 20,000 shp

AIRCRAFT: none

ARMAMENT: four 25mm Mk38 guns

COMPLEMENT: 1,313

BUILDER: Lockheed Shipbuilding and Construction, Seattle

Homeport

AS 39 Emory S. Land, *Maddelena, Sardinia, Italy*

AS 40 Frank Cable, *Mariana Islands, Guam*



AS 39 Emory S. Land



Groton, Conn. (July 30, 2004) - Tugboats assigned to Thames Towing in New London, Conn., ease PCU Virginia (SSN 774) into its berth at General Dynamics Electric Boat Shipyard in Groton, Conn. Virginia returned to Electric Boat following three days of sea trials.



Navy Lingo . . .

From the LST 454 website

Take G.I. Jane With a Pinch of Old Salts

It has come to my attention that us old salts have been violated, and I intend to take major umbrage.

There is a movie that has aroused the hackles of the US Navy, which traditionally has more hackles than the normal government allotment. In this film, Miss Demi Moore plays the role of a Navy lieutenant joining the SEALs, a rather perilous arm of the fleet.

Admittedly, I am not qualified to judge this plot, not having personally witnessed any Navy lieutenants with the particulars of Miss Demi Moore. However, I am qualified to join the Hue & Cry against those who would ignore Navy traditions.

The Navy bristled over the idea that one of its minions would be referred to as

"G.I. Jane," the name of the picture. Our admirals were so incensed as the nomenclature and improbable plot that the Navy refused to cooperate in the filming.

As perhaps you know, "G.I." is a term associated with the Army, NOT the Navy. "G.I." is Army lingo for "government issue" and is the slang for the common soldier. To employ the term in connection with the Navy is indeed a "lapsus linguae," as they say over at the university place, and maybe an insult if your nautical skin is thin. Mine is.

The Navy has its personal language and is immensely jealous of same. No other service speaks in such traditional code. It is possible for a civilian to hold a 30-minute conversation with a sailor and not understand one sentence.

The primary rule of Navy code is never to call a ship a "boat." A boat is carried on a ship, buster, and don't you forget it."

The universe may measure speed in miles per hour, but the Navy uses "knots." One knot is the speed it takes you vessel to travel 2,025 yards, which is a nautical mile instead of the 1,760 yard mile recognized by everyone else, in an hour. The Navy scorns the normal clock; it goes by bells. One bell every half hour, accumulatively. One o'clock is two bells.

Further code: It's not a rope, it's a line. That's not a wall, it's a bulkhead. Even if you are not quartered in a barracks on dry land, it is still a bulkhead. You walk on a deck, not a floor, and you clean the same with a swab, not a mop. Above is the overhead, not the ceiling, and you walk down the passageway, not the hallway. You open a hatch, not a door, and you don't go up the stairs, you climb the ladder.

You don't go to the bathroom, sailor, you go to the "head." You sleep in your sack or bunk. You eat in a chow hall where spinach is sea weed, ketchup is read lead and other dishes have code designations that defy family newspapers.

Ahead of you is forward, and to the rear is aft. Right is starboard, and left is port. You don't stop something, you belay it. If you want a cigarette, you wait for the loudspeaker message: "The smoking lamp is lit." You don't eat candy, you eat pogeys and/or geedunks (ice cream).

A sailor does not go on vacation, or furlough like other humanity, he goes on leave. He keeps his shaving gear in a ditty bag, and next to his skin he wears skivvies, not underwear.

A Navy ship doesn't get torpedoed by the enemy, it "takes a fish." If something needs temporary repair, you jury rig it. If your are ailing, report to the sick bay. Should your ship sink or your plane go down, you're in the drink. If you don't survive, you deep-sixed it.

A battleship is a wagon, and the commanding officer is the old man. A tin can sailor serves on a destroyer. An airdale

is on a flattop (aircraft carrier). If he is a member of the flight crew, he is a hooktail, and his plane is handled by a deck ape.

Navy code is not kind to other services. Soldiers are dogfaces, Marines are bellhops, and Coast Guard are freshwaters.

There was one attempt to sabotage tradition. Two decades ago, reformists tried to destroy the code. Official Navy bulletins decreed that, henceforth, the chow hall would be referred to as the "enlisted dining facility" and that the brig would be out, and the "correction facility" would be in. A ship would be an "it" instead of a "her."

However, 15 years ago, Navy Secretary John Lehman junked the reform movement and reinstated the old code. This is what the movie makers violated, and they are lucky if they don't get themselves knee-hauled, and what that means, you don't even want to know.

Thanks to Frank Graeber (USN ret. - plankowner of the 454 and served many years) for printing this article in his newsletter from the Dallas Morning News/Thursday, August 28, 1997. Blackie Sherrod is a columnist for the Dallas Morning News.



Save the Date 2005 Reunion

The 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**

For your information

Plank Owners

A "plank owner" is an individual who was a member of the crew of a ship when that ship was placed in commission. In earlier years, this applied to a first commissioning; since then, it has often been applied to one who was part of a recommissioning crew as well. "Plank owner" is not an official Navy term, and has consequently been variously defined by different Navy units.

Plank-owner certificates are procured by and issued to crew members of the ship being commissioned; they are not officially issued by the Navy. Some ships' crews design their own, while others purchase them from commercial sources. Perhaps the best-known of these are the ones sold by the United States Naval Institute. These color certificates can be obtained as blanks; if the purchaser wishes to provide the necessary information, they can be filled in for an additional charge.

As a plankowner, am I entitled to a piece of the ship when it is decommissioned?

In the case of ships with wooden decks, if the veteran has a plank owner certificate or statement of service showing that he was on the ship when it was commissioned, the veteran can write to the Naval Historical Center's Curator Branch, and request a piece of deck planking. If the veteran meets the above criteria and the Curator Branch has possession of deck planking, the plank owner or his widow can receive a small section of the deck. For more recent ships with metallic decks, the Navy is regretfully unable to issue deck sections. The address for the Curator is:

Naval Historical Center
Curator Branch
805 Kidder-Breese St.
Washington Navy Yard
Washington, D.C. 20374-5060



SPECIAL

New monogrammed AV7 ball cap

Regular \$12 (plus shipping)

Limited time special

\$10.75

(free shipping in the USA)

INTERESTING FACTS ABOUT THE TOMB OF THE UNKNOWN SOLDIER

Interesting facts about the Tomb of the Unknown Soldier and the Sentinels of the Third United States Infantry Regiment "Old Guard"

1. How many steps does the guard take during his walk across the tomb of the Unknowns and why? 21 steps. It alludes to the twenty-one gun salute, which is the highest honor given any military or foreign dignitary.

2. How long does he hesitate after his about face to begin his return walk and why? 21 seconds for the same reason as answer number 1.

3. Why are his gloves wet? His gloves are moistened to prevent his losing his grip on the rifle

4. Does he carry his rifle on the same shoulder all the time, and if not, why not? No, he carries the rifle on the shoulder away from the tomb. After his march across the path, he executes an about face, and moves the rifle to the outside shoulder.

5. How often are the guards changed? Guards are changed every thirty minutes, twenty-four hours a day, 365 days a year.

6. What are the physical traits of the guard limited to? For a person to apply for guard duty at the tomb, he must be between 5' 10" and 6' 2" tall and his waist size cannot exceed 30".



Other requirements of the Guard:

They must commit 2 years of life to guard the tomb, live in a barracks under the tomb, and cannot drink any alcohol on or off duty **FOR THE REST OF THEIR LIVES**. They cannot swear in public **FOR THE REST OF THEIR LIVES** and cannot disgrace the uniform {fighting} or the tomb in any way.

After **TWO YEARS**, the guard is given a wreath pin that is worn on their lapel signifying they served as guard of the tomb. There are only 400 presently worn. The guard must obey these rules for the rest of their lives or give up the wreath pin.

The shoes are specially made with very thick soles to keep the heat and cold from their feet. There are metal heel plates that extend to the top of the shoe in order to make the loud click as they come to a halt. There are no wrinkles, folds or lint on the uniform. Guards dress for duty in front of a full-length mirror.

The first **SIX MONTHS** of duty a guard cannot talk to anyone, nor watch TV. All off duty time is spent studying the 175 notable people laid to rest in Arlington National Cemetery. A guard must memorize who they are and where they are interred. Among the notables are: President Taft, Joe E. Lewis {the boxer} and Medal of Honor winner Audie Murphy, {the most decorated soldier of WWII} of Hollywood fame. Every guard spends **FIVE HOURS A DAY** getting his uniforms ready for guard duty.

The Sentinels Creed

*My dedication to this sacred duty is total and wholehearted.
In the responsibility bestowed on me never will I falter.
And with dignity and perseverance my standard
will remain perfection. Through the years of
diligence and praise and the discomfort of the
elements, I will walk my tour in humble reverence to
the best of my ability. It is he who commands the
respect I protect. His bravery that made us so
proud. Surrounded by well meaning crowds by day
alone in the thoughtful peace of night, this soldier
will in honored glory rest under my eternal vigilance.*

More Interesting facts about the Tomb of the Unknowns itself:

The marble for the Tomb of the Unknowns was furnished by the Vermont Marble Company of Danby, Vt. The marble is the finest and whitest of American marble, quarried from the Yule Marble Quarry located near Marble, Colorado and is called Yule Marble. The Marble for the Lincoln memorial and other famous buildings was also quarried there.

The Tomb consists of seven pieces of rectangular marble:

Four pieces in sub base; weight Â- 15 tons
One piece in base or plinth; weight Â- 16 tons
One piece in die; weight Â- 36 tons
One piece in cap; weight Â- 12 tons

Carved on the East side (the front of the Tomb, which faces Washington, D.C.) is a composite of three figures, commemorative of the spirit of the Allies of World War I. In the center of the panel stands Victory female). On the right side, a male figure symbolizes Valor. On the left side stands Peace, with her palm branch to reward the devotion and sacrifice that went with courage to make the cause of righteousness triumphant.

The north and south sides are divided into three panels by Doric pilasters. In each panel is an inverted wreath. On the west, or rear, panel (facing the Amphitheater) is inscribed:

**HERE RESTS IN
HONORED GLORY
AN AMERICAN
SOLDIER
KNOWN BUT TO GOD**

The first Tomb of the Unknown Soldier was a sub base and a base or plinth. It was slightly smaller than the present base. This was torn away when the present Tomb was started Aug. 27, 1931. The Tomb was completed and the area opened to the public 9:15 a.m. April 9, 1932, without any ceremony.

Cost of the Tomb Â- \$48,000
Sculptor Â- Thomas Hudson Jones
Architect Â- Lorimer Rich
Contractors Â- Hagerman & Harris, New York City
Inscription Â- Author Unknown

(Commentary)

The Third Infantry Regiment at Fort Myer has the responsibility for providing cer-

emonial units and honor guards for state occasions, White House social functions, public celebrations and interments at Arlington National Cemetery and standing a very formal sentry watch at the Tomb of the Unknowns.

The public is familiar with the precision of what is called "walking post" at the Tombs. There are roped off galleries where visitors can form to observe the troopers and their measured step and almost mechanically silent rifle shoulder changes. They are relieved every hour in a very formal drill that has to be seen to be believed.

Some people think that when the Cemetery is closed to the public in the evening that this show stops. First, to the men who are dedicated to this work, it is no show. It is a "charge of honor." The formality and precision continues uninterrupted all night. During the nighttime, the drill of relief and the measured step of the on duty sentry remain unchanged from the daylight hours. To these men, these special men, the continuity of this post is the key to the honor and respect shown to these honored dead, symbolic of all American unaccounted for American combat dead. The steady rhythmic step in rain, sleet, snow, hail, heat, cold, must be uninterrupted. Uninterrupted is the important part of the honor shown.

Recently, while you were sleeping, the teeth of hurricane Isabel came through this area and tore hell out of everything. We had thousands of trees down, power outages, traffic signals out, roads filled with downed limbs and "gear adrift" debris. We had flooding and the place looked like it had been the impact area of an off shore bombardment.

The Regimental Commander of the U.S. Third Infantry sent word to the nighttime Sentry Detail to secure the post and seek shelter from the high winds, to ensure their personal safety.



THEY DISOBEYED THE ORDER!

During winds that turned over vehicles and turned debris into projectiles, the measured step continued. One fellow said "I've got buddies getting shot at in Iraq who would kick my butt if word got to them that we let them down. I sure as hell have no intention of spending my Army career being known as the idiot who couldn't stand a little light breeze and shirked his duty." Then he said something in response to a female reporters question regarding silly purposeless personal risk . . . "I wouldn't expect you to understand. It's an enlisted man's thing." God bless the rascal . . . In a time in our nation's history when spin and total bull maneuver seem to have become the accepted coin-of-the-realm, there beat hearts - the enlisted hearts we all knew and were so proud to be a part of - that fully understand that devotion to duty is not a part time occupation. While we slept, we were represented by some damn fine men who fully understood their post orders and proudly went about their assigned responsibilities unseen, unrecognized and in the finest tradition of the American Enlisted Man. Folks, there's hope. The spirit that George S. Patton, Arliegh Burke and Jimmy Doolittle left us... survives.

On the ABC evening news, it was reported recently that, because of the dangers from Hurricane Isabel approaching Washington DC, the military members assigned the duty of guarding the Tomb of the Unknown Soldier were given permission to suspend the assignment. They refused. "No way, Sir! "Soaked to the skin, marching in the pelting rain of a tropical storm, they said that guarding the Tomb was not just an assignment; it was the highest honor that can be afforded to a service person. The tomb has been patrolled continuously, 24/7, since 1930. Very, very proud of our soldiers in uniform!

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

Hendershot, Robert

4899 Schumacher Road, High Ridge, MO 63049 636-6775548 QM3 1951-53

Meyers, Kenneth

40 S. 100 East, P.O. Box 146, Meadow, UT 84644 435-842-7203 SN1 1944-46

Palovich, Joseph R.

12352 Evelyn Ave., Port Charlotte, FL 33981-1772 941-698-0037 CS2 1955-56

Everglades

Baker, Michael William

1412 Waterbrook Drive, Columbia, SC 29212 803-920-9163 SN 1962-64

Kelz, Joseph

26151 Lake Shore Blvd., Euclid, OH 44132 216-731-2631 MM2 1959-62

Litrenta, John F., Jr.

2511 74th Avenue #3, Elmwood Park, IL 60707 708-452-6767 ET3 1961-63

Pardue, Ralph H.

513 S. College Street, Heath Springs, SC 29058 803-273-4261 SK2 1959-61

Torpedoman's Assn.

Cobb, Robert

12963 Julington Road, Jacksonville, FL 32258 904-260-6077 TM1 1958-79

Dickey, Leon

P.O. Box 327, Trafford, AL 35172 205-647-3082 E7 1948-68



***If you are
planning to
attend the
reunion,
please notify
Ron so that
he can send you
a "Reunion
Packet"***

Att. All Members

PLEASE NOTE THE
FOLLOWING 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

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

. . . We are still sorry about missing the reunion . . . although we survived the Hurricanes with little damage. We did a lot of evacuating (2 times) and still were affected by the winds where we evacuated to. Once to North Florida and the second time to the Florida Gulf coast. All in all, other than disappointment we did OK. Just wondering regarding our deposit if things are in process? We did OK with the airlines as they honored our cancellation with the return on our fares. This was our first experience since we became Florida residents with having to evacuate because of Hurricanes. "Jeanne," the one that caused us to cancel because they closed the airport was the worst I think. Thanks again for being able to reach you by phone with our problems. I hope things went well for you at the reunion.

—Don Norton

. . . Just a note to say "Thank You" for returning my reunion deposit. We tried leaving Sept. 26th and 27th, but because of the hurricanes was unable to make it out of Florida. My wife and I were look-

ing forward to seeing everyone. If all goes well we will see you all at the reunion in Chicago.

—Harvey Logan

. . . I received a check in the mail today for a refund since the hurricane prohibited my attendance at the reunion. Thank you and the association for being so steadfast with your integrity. As a result I am enclosing a check for the \$80 portion. Fifty dollars I want to designate as the one time donation from the life members that the Board suggested. I would like the other \$30 to go toward chances for rooms at the Chicago reunion. I do assume you will run that program again, but if not, keep it in the general fund to use as needed. We survived the hurricane with minimal damage compared to what went on around us. A few days after, I held a funeral for a very dear friend. This friend's daughter was asleep with her husband in their bedroom when three trees fell across the rest of the house destroying it. Her bedroom was the only room not destroyed by the trees and they weathered the rest of the storm in that room. Like so many people in Pensacola and environs we lost a lot of shingles and our house now has a FEMA blue tarp roof. We also lost about a third of our fence. Many folks lost much more than we did and we feel very blessed. Surely sorry about missing the reunion. The one in Chicago should be exciting. Since I was stationed there for my first tour after Chaplain Indoctrination course, it will be a treat to go back. I have a grandson who was to graduate from boot camp the Saturday after the storm hit and I had to miss that also. At least two of my shipmates from AV7 were in school at Great Lakes when I was there.

—Wayne A. Stewart

Editor's note: Refund checks were sent out to all those that had unexpected cancellations.

. . . Cmdr. (Ret.) Schweitzer can no longer read or comprehend the Newsletter so, Please take him off the mailing list. We have fond memories of our duty on the Currituck but it has been a long time since then. He was Operations Officer during his tour in '54-'55. Good luck to all.

—Freda Schweitzer

. . . I wish to inform you that a former Currituck shipmate, Joe White, has passed away. I am enclosing a copy of his obituary. Please inform our shipmates of this fact in the next newsletter. He served in E Div. during 1954-'57.

—Eugene Andrews

A former shipmate and friend

. . . Thank you for the request. The rate was IC3. Though I was wrapped up in our own little E-Div. reunion (37 years apart) while in Las Vegas, I should have gotten around to thanking you and your staff for the warm welcome while we shared the meeting room. Sorry that it has taken me a month to get my head out of my butt. Also the personnel info that you sent helped me contact another of our E-Div. group. Thank you again. You run a first class show.

—Charlie Travis

. . . I read the obituaries every morning. This morning, I read the obituary of a man by the name of Marvin Daryle Putzier, who died on 2 December. In the second paragraph, the writer said that Mr. Putzier grew up in South Dakota and joined the Navy with his brother, Rollin in 1951 and served aboard the USS Currituck until 1955. I note that he is an Association member and per the ar-

ticle, he only recently moved to Post Falls, ID. He was 75.

—Bernie Korth



TAPS

**Cmdr. VANCE A. SCHWEITZER
MARVIN DARYLE PUTZIER
JOSEPH W. WHITE**

Everglades

. . . Thanks for sending us the reunion refund check. You never saw a sadder looking bunch of people as we were sitting on our luggage and waiting to go to the airport. We got one call telling us that our flight was cancelled. We were told that our 10 am flight was changed to 9 pm. OK, we can live with that! Then the call came later that evening that the airport was being shut down. Talk about being disappointed . . . fortunately we were at the fringe of the storms and our only real problem was loss of power in one storm for 23 hours and another storm 2 hours. We really can't complain compared to what others went through. Will be planning to leave in August next year to make sure we get out of Florida in time to make the late September reunion in Chicago!!

—Jerry Jotkoff

. . . Please change my St. Louis address to the Michigan address. I don't want to miss any issues of the "News." Thanx,

—James Raymond

Torpedoman's Assn.

. . . Enclosed are my lifetime dues for the Torpedomen's Association. Keep up the good work.

—William C. Ruffin (Bill)



TAPS

OAKLEY D. PATTERSON

Carrier gets new mission

By BILL KACZOR
Associated Press Writer

PENSACOLA — The retired aircraft carrier USS Oriskany, a combat veteran of the Korean and Vietnam wars, will be sunk in the Gulf of Mexico off Pensacola's coast this summer to serve as an artificial reef, the Navy announced.

Pensacola, called the "Cradle of Naval Aviation," was selected from among four sites proposed by five states as the underwater grave of what will be the largest vessel deliberately sunk for that purpose in the United States.

It is unlikely to hold the distinction for long because the Navy this summer also will begin taking applications for 24 other ships including three aircraft carriers, the USS Forrestal, USS Independence and USS Constellation, said Patricia Dolan, spokeswoman for the Naval Sea Systems Command. Each displaces more than twice the Oriskany's 27,100 tons.

The 888-foot Oriskany is the first vessel in a new program designed to dispose of obsolete warships by sinking them as a cheaper alternative to the scrap yard.

"This historic ship is held in high esteem by all our veterans and, in particular, our Florida Navy veterans," Gov. Jeb Bush said in a statement

released by his office. "This is one more example of Florida's great relationship with the United States Navy."

Escambia County, in the Panhandle, last year won an endorsement from the state Fish and Wildlife Conservation Commission in competition with a South Florida group. The Navy will transfer the ship to state ownership.

"This is a quantum leap in terms of fishing and diving and economic opportunities for Northwest Florida," said Escambia marine resources director Bob Turpin. The ship also will serve as an underwater military memorial.

South Carolina and Georgia proposed a joint site in the Atlantic Ocean off their shared border, while Texas and Mississippi submitted individual applications.

Florida's selection received an enthusiastic response from retired Chief Petty Officer Lee Puglia. He is secretary-treasurer of the Oriskany Reunion Association, which campaigned hard for Pensacola because of its key role in the founding of naval aviation and as a pilot training base.

"It's going to make a lot of people happy," Puglia said from his home in Hooksett, N.H. "There is a lot of emotion associated with this ship."

Much of it stems from a

magazine fire that killed 44 crew members off the coast of Vietnam in 1966 and the pilots, many trained at Pensacola Naval Air Station, who were lost in combat.

Crew members include Sen. John McCain, R-Ariz., who was shot down and taken prisoner in North Vietnam after taking off from the ship in 1967. It was just three months after he narrowly avoided death aboard the Forrestal in another fire that began when a wayward missile hit his plane on the flight deck.

No date has been set for the sinking in 212 feet of water 22 miles southeast of Pensacola. The Oriskany will be towed from Corpus Christi, Texas, where it is being cleaned of potential pollutants.

Other vessels being made available for sinking include five guided missile cruisers, two frigates, eight destroyers, three guided missile destroyers, a landing ship dock, a supply vessel and a patrol boat.

Congress created the Navy's artificial reef program last year as part of the annual National Defense Authorization Act. Until then, only the U.S. Maritime Administration, which is assisting the Navy with its program, had the authority to transfer obsolete vessels for artificial reefs.



Norfolk, Va. — Sailors practice repairing leaks in the "wet trainer" on board the Submarine Training Facility (SUBTRAFAC) in Norfolk, Va. The trainer is designed to test the teamwork and damage control capabilities for crews preparing to deploy aboard submarines. Sailors are exposed to leaks from pressurized service pipes within an enclosed space, in effort to provide a controlled yet realistic training environment.

Access to Military Service and Pension Records

*There have been requests from family members of deceased crew members who wanted to know how to obtain records of military service. The following website can be used for further information:—
http://www.archives.gov/facilities/mo/st_louis/military_personnel_records.html*

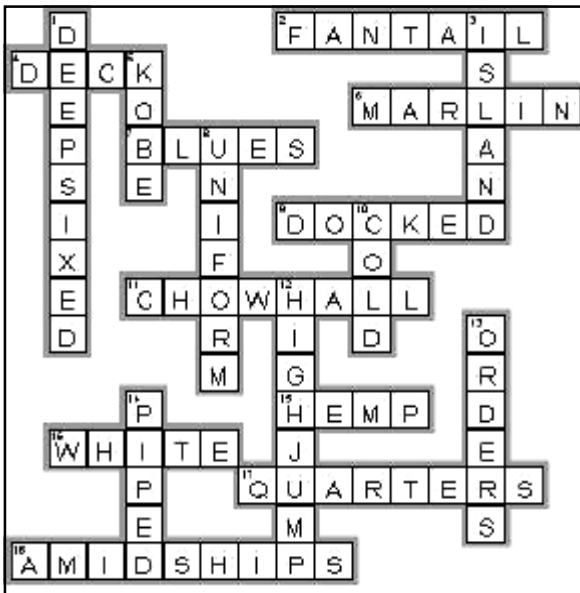
The section below is quoted from the first page of the website:

The National Personnel Records Center, Military Personnel Records (NPRC-MPR) is the repository of millions of military personnel, health, and medical records of discharged and deceased veterans of all services during the 20th century. NPRC (MPR) also stores medical treatment records of retirees from all services, as well as records for dependent and other persons treated at naval medical facilities. Information from the records is made available upon written request (with signature and date) to the extent allowed by law.

This site is provided for those seeking information regarding military personnel, health and medical records stored at NPRC (MPR). If you are a veteran or next-of-kin of a deceased veteran, you may now use vetrecs.archives.gov to order a copy of your military records. For all others, your request is best made using a Standard Form 180. It includes complete instructions for preparing and submitting requests.

Please Note: All requests must be in writing, signed and mailed to us at the address shown below.

National Personnel Records Center
Military Personnel Records
9700 Page Avenue
St. Louis, MO 63132-5100



**Answer to
puzzle
page 4**

Puzzle submitted by Nathan Good, webmaster of the Currituck website at <http://wildgoose.000k.net/> e-mail at kc5vlf@leaco.net