

From the Association's Secretary



Although I am writing this article in the middle of December, by the time you all read this newsletter, we will have entered into the year 2004. I hope everyone survived the Holiday Season and are adhering to that post season diet. Since I will be departing for the snowy badlands of New England in a few days, if I have failed to acknowledge your Christmas card, I would like to do so at this time. THANKS!!!!!!!!!!



Seems like we just concluded our 2003 reunion in Mobile, AL and here it is already time to make plans for 2004 in Las Vegas. Now is the time to contact me if you are planning to make the journey to Nevada in Sept., so that I can mail you the information packet. While the types and number of tours available in Las Vegas don't compare with what we have been able to offer in previous reunion locations, I am sure there is some kind of entertainment for EVERYONE, while in Vegas. The dates are September 26-30, 2004, so don't make plans for other functions, on or around those dates. We WANT to see your faces in VEGAS. To request a reunion packet, I can be reached in the following ways: USPS; 895 Cty Rd 703, Bland, MO 65014, (despite what some people may say, I do get mail delivery daily), email; gunner@direcway.com or MaBell (573)943-2349, sorry at this time I DO NOT have a toll free 800 number.

During the General Meeting in Mobile, we recognized those members that had attained the age of 80 or greater. Much to my surprise, there were 9 . . . exceeding the number of plates I had purchased to hand out in recognition. Having only 6, I promised to send a plate to the three remaining members. In my haste to continue with the meeting . . . I NEGLECTED to get all three names. Since I have shipped out two plates to date, will the member who has failed to get his remembrance, please contact me . . . I HAVE YOUR GIFT!!!!

Speaking of Gifts . . . I have started doing my door prize and Chinese Auction shopping early. For those who would like to expand their collection of authentic US Navy Wardroom china . . . we have a variety of pieces. Also available will be Model Kits for the USS Pine Island (sister ship of the Currituck) and PB5A Catalina aircraft. Sorry fellows, at this time . . . I have not been able to locate anything resembling a model of the USS Everglades, but will keep searching. I have also managed to obtain some items of particular interest to the TM's along with some jewelry with a Naval theme for the ladies.

Now, if the above information doesn't provide enough enticement to get you to attend . . . then just think of all the wonderful and exciting shipmates you will have failed to meet or see again. I am confident that you will enjoy the facility that we have chosen for this years gathering. The location is central to many venues and the accommodations are superb for the price.

While Matt Szkopiec and myself continue to scour the earth trying to locate additional crew members from the Everglades and Currituck, respectively, the success rate continues to decline. Most newspapers publish a Reunion Column and at this time I

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
 207 W. Marvin Avenue
 Owensville, Mo. 65066-1038

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 2003 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



Next Issue:
MAY
2004



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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.



SHIP'S STORE INVENTORY REDUCTION SALE

**20% OFF
ALL ITEMS
(See inside Back Cover)**



Ron's Column Continued from page 1

am requesting that our membership contact their local publication and have published a notice for our upcoming reunion. You can either use your own name and address as a contact person or substitute mine.

Lastly, I have another apology to make . . . due to my schedule, I did not get the materials for the Memory Book in as scheduled. Consequently, the printing will be somewhat delayed, but we should be receiving our books shortly. If there is anyone that still would like a copy . . . we will have some extras, so contact me.

—Ron

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

**Check page 5
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

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



The Face of Vegas

Vegas Vic, the 40-foot-high neon cowboy that towers over Fremont Street, is the world's largest mechanical neon sign. And quite possibly the most famous face in Vegas history. Erected in 1951, Vic originally greeted customers to the now-defunct Pioneer Club with a booming "Howdy Partner."

In 1966, while filming "The Professionals," actors Lee Marvin and Woody Strode stayed at the Mint hotel on Fremont Street. During their stay, they complained about Vic's booming voice, claiming it disturbed their sleep. The neon icon's voice box was promptly removed and he has remained silent for over twenty years, until a recent refurbishment.

It's been said, the concept for Vegas Vic has its origins in a post-WWII advertising campaign promoting Las Vegas. The campaign featured an illustration of a smiling cowboy which was used as a model for the neon Vic.

Vegas Vic even has a neon sweetheart, Vegas Vicky, the 20-year-old "glittering gal" that sits atop the Glitter Gulch topless club across the street.



See you at the

REUNION



Sept. 26 –30, 2004

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



*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.

Shipmates may find memorabilia on



Shipmate Lyman Roney (Plankowner AV-7) informs us that the online auction site known as ebay sometimes has memorabilia listed that may be of interest to us. One of his daughters 'bid' on this coffee cup. About 30 or more bidders were involved over a 2 week period before the bidding stopped. "She paid about \$25 for it - makes a nice Xmas present & birthday gift."



A quick glance at the auction site found the following items available. By the time of the printing of this newsletter these items will no longer be listed but other items may be available. You can reach the site at www.ebay.com



Nautical embossed envelope and formal invitation for the launching of the THE U.S.S

CURRITUCK (AV-7) Seaplane Tender at the Philadelphia Navy Yard September 22, 1943. Currituck was commissioned 6/26/44; served as flagship commander 7th fleet in the Pacific and participated in the allied invasion of Leyte Gulf, Philippines during WW II. Currituck known as the "Wild Goose" was decommissioned 10/3/67 and dismantled in 1972. This set of papers are historic homefront World War II items. Excellent condition.



5-day listing opening bid 9.99



Everglades patches
7-day listing \$7.50

This Lighter has USS CURRITUCK AV-7 on side. Excellent condition. See pictures. Has Marks o ring.

US \$9.99



Post card opening bid \$4.95

Rare 1/424 scale Revell U . S . S . Currituck Seaplane Tender. Revell kit number is H-386. Box is in excellent condition. Kit also includes two Revell collector cards. Kit has all parts, decals, and instructions. Kit was purchased new in 1960. Shipping will be \$6.00 to \$8.00 to anywhere in the US.



7-day listing-high bid \$31



Paul Orban (USS Currituck - Plankowner) recently attended a graduation program in Washington, DC. Daughter Capt. Mary Orban graduated from the Industrial College of the Armed Forces. Mary and Paul were at our Reunion in San Antonio, TX a few years ago.

Industrial College of the Armed Forces . . . About the Course

The Industrial College of the Armed Forces (ICAF) is a college under the Department of Defense's National Defense University. The mission of ICAF is to prepare military officers and civilians for senior leadership and staff positions by conducting postgraduate, executive-level courses of study and associated research dealing with the resource component of national power, with special emphasis on material acquisition and joint logistics, and their integration into national security strategy for peace and war. Graduates are awarded a Master of Science degree in National Resource Strategy. For more information about the school - <http://www.ndu.edu/icaf/>



See letter from Shirley Campbell in Currituck "Mail Call"

Navy Remaking Boot Camp For Recruits

Associated Press

CHICAGO – Generations of recruits at the Great Lakes Naval Training Center have marched from barracks to classroom, classroom to barracks, barracks to mess hall – more than a mile and a half a day for their nine weeks of basic training.

"Two years ago, we did more marching than even the Marine Corps or the Army," said Rear Adm. Aann Rondeau, commander of the center in North Chicago.

But the nation's only boot camp for Navy enlistees is undergoing a major change – and less marching for the roughly 45,000 recruits who pass through every year is only a part of it.

Instead of wasting training time by making recruits adapt to the aging base, the base is adapting to them. The result, Rondeau and others say, should be better-trained, healthier sailors who are prepared to serve from the day they graduate.

Two years ago, recruits were allotted six and a half hours of sleep. Today, they get eight hours, a reflection that most people need that much shuteye to be healthy and to learn effectively.

Recruits no longer spend a week of their training on kitchen duty. Meals are handled by a private company, leaving more time for training in fighting, survival and counterterrorism techniques.

The two giant dining halls are disap-

pearing, to be replaced by galleys in the barracks.

Fifteen new barracks are being built containing classroom and training areas; each will be named after a famous ship from Navy history in an attempt to imbue Navy lore in sailors from the start.

They will replace barracks with antiquated ventilation systems in which, Rondeau said, when one recruit gets sick, 70 or 80 more quickly follow.

Also slated for the wrecking ball are the base's drill halls, which were put up more than 60 years ago as temporary structures. They will be replaced by three new training halls with air conditioning, offices and classrooms and modern amenities.

The cost of all the new construction is projected to be \$798 million over nine years, said Cmdr. Tony Edmonds.

Navy officials are quick to say the new approach is intended to be more focused, not any less rigorous than the old way of doing things.

"I think the recruits are going to get a training that's more tailored to the needs of the Navy," Lt. Dan Cook said.

"Always being tired all the time and always being sick and coughing really affects your ability to effectively learn," Rondeau said. "We want people to be able to focus on making critical decisions."



Every wonder why Officer's quarters are called Staterooms?

Officer quarters aboard a warship and/or passenger cabins aboard a passenger liner. It is derived from the paddlewheel riverboats that steamed up and down the major rivers and waterways of the United States during the 1800's. The first-class cabins aboard were named after various states in the union (New York, Virginia, Pennsylvania, etc).

What's a Torpedo?

A modern torpedo is a self-propelled guided projectile that operates underwater and is designed to detonate on contact or in proximity to a target.

In naval usage, the term "torpedo" was first used in the American Civil War to refer to tethered naval mines. Around 1897, Nikola Tesla patented a remote controlled boat and later demonstrate the feasibility of radio-guided torpedoes to the United States military. Radio remote controlled torpedoes remained uninvestigated until the Space Age. During the World War I, torpedoes came to mean self propelled projectiles fired from a ship or submarine. Later, torpedoes were given (homing) guidance systems.

Torpedoes are weapons that may be launched from submarines, surface ships, helicopters and fixed-wing aircraft. They are also used as parts of other weapons; the Mark 46 torpedo used by the United States becomes the warhead section of the ASROC (Anti-Submarine ROcket) and the Captor mine uses a submerged sensor platform that releases a torpedo when a hostile contact is detected. The three major torpedoes in the US Navy inventory are the Mark 48 heavyweight torpedo, the Mark 46 lightweight and the Mark 50 advanced lightweight.

Torpedoes used by the U.S. Navy

Mark 48 Torpedo

The Mk-48 is designed to combat fast, deep-diving nuclear submarines and high performance surface ships. It is carried by all U.S. Navy submarines. The improved version, Mk-48 ADCAP, is carried by attack submarines, the Ohio-class ballistic missile submarines and the Seawolf-class attack submarines. The Mk-48 replaced both the Mk-37 and Mk-14 torpedoes. The Mk-48 has been operational since 1972. Mk-48 ADCAP became operational in 1988 and was approved for full production in 1989.

Mk-48 and Mk-48 ADCAP torpedoes can operate with or without wire guidance and use active or passive homing. When launched they execute programmed target search, acquisition and attack procedures. Both can conduct multiple reattacks if they miss the target. The Mk-46 torpedo is designed to be launched from surface combatant torpedo tubes, ASROC missiles and fixed and rotary wing aircraft. In 1989, a major upgrade program began to enhance the performance of the Mk-46 Mod 5 in shallow water. Weapons incorporating these improvements are identified as Mod 5A and Mod 5A(S).

General Characteristics, Mk-48, Mk-48 (ADCAP)

- * Primary Function: Heavyweight torpedo for submarines
- * Contractor: Gould
- * Power Plant: Piston engine; pump jet
- * Length: 5.79 m (19 ft)

- * Weight: 1545.3 kg (3,434 lbs) (MK-48); 1662.75 kg (3,695 lbs) (MK-48 ADCAP)
- * Diameter: 53.34 cm (21 in)
- * Range: Greater than 8 km (5 mi)
- * Depth: Greater than 365 m (1,200 ft)
- * Speed: Greater than 28 kn (32.2 mi/h, 51.8 km/h)
- * Guidance System: Wire guided and passive/active acoustic homing
- * Warhead: 292.5 kg (650 lbs) high explosive
- * Date Deployed: 1972

Mark 46 Torpedo

The Mk-46 torpedo is designed to attack high performance submarines, and is the current NATO standard. The Mk-46 Mod 5 torpedo is the backbone of the U.S. Navy's lightweight ASW torpedo inventory and is expected to remain in service until the year 2015.

General Characteristics, Mk-46 MOD 5

- * Primary Function: Air and ship-launched lightweight torpedo
- * Contractor: Alliant Techsystems
- * Power Plant: Two-speed, reciprocating external combustion; Mono-propellant (Otto fuel II) fueled
- * Length: 2.6 m (102.36 in) tube launch configuration (from ship)
- * Weight: 234.8 kg (517.65 lb) (warshot configuration)
- * Diameter: 32.4 cm (12.75 in)
- * Range: 7.3 km (8,000 yd)
- * Depth: > 365 m (1,200 ft)
- * Speed: > 28 kn (32.2 mi/h, 51.8 km/h)
- * Guidance System: Homing mode: Active or passive/active acoustic homing
- * Launch/search mode: Snake or circle search
- * Warhead: 44.45 kg (98 lbs) of PBXN-103 high explosive (bulk charge)
- * Date Deployed: 1966 (Mod 0); 1979 (Mod 5)

Mark 50 Torpedo

The Mk-50 is an advanced lightweight torpedo for use against the faster, deeper-diving and more sophisticated submarines. The Mk-50 can be launched from all ASW aircraft, and from torpedo tubes aboard surface combatant ships. The Mk-50 will eventually replace the Mk-46 as the fleet's lightweight torpedo.

General Characteristics, Mk-50

- * Primary Function: Air and ship-launched lightweight torpedo
- * Contractor: Alliant Techsystems, Westinghouse
- * Power Plant: Stored Chemical Energy Propulsion System
- * Length: 2.84 m (112 in)
- * Weight: 340 kg (750 lb)
- * Diameter: 32.4 cm (12.75 in)
- * Speed: > 40 kn (46 mi/h, 74 km/h)
- * Guidance System: Active/passive acoustic homing
- * Warhead: Approximately 45 kg (100 lb) high explosive (shaped charge)

Letter from a Farm Kid now at the Marine Corps Recruit Depot in San Diego

Dear Ma and Pa:

I am well. Hope you are. Tell Brother Walt and Brother Elmer the Marine Corps beats working for old man Minch by a mile. Tell them to join up quick before maybe all of the places are filled. I was restless at first because you got to stay in bed till nearly 6 a.m., but am getting so I like to sleep late.

Tell Walt and Elmer all you do before breakfast is smooth your cot and shine some things. No hogs to slop, feed to pitch, mash to mix, wood to split, fire to lay. Practically nothing. Men got to shave but it is not so bad, there's warm water.

Breakfast is strong on trimmings like fruit, juice, cereal, eggs, bacon, etc., but kind of weak on chops, potatoes, ham, steak, fried eggplant, pie and other regular food. But tell Walt and Elmer you can always sit by the two city boys that live on coffee. Their food plus yours holds you till noon when you get fed again. It's no wonder these city boys can't walk much.

We go on "route" marches, which the Platoon Sergeant says are long walks to harden us. If he thinks so, it is not my place to tell him different. A "route march" is about as far as to our mailbox at home. Then the city guys get sore feet and we all ride back in trucks. The country is nice, but awful flat.

The Sergeant is like a schoolteacher. He nags some. The Captain is like the school board. Majors and Colonels just ride around and frown. They don't bother you none. This next will kill Walt and Elmer with laughing. I keep getting medals for shooting. I don't know why. The bulls-eye is near as big as a chipmunk head and don't move. And it ain't shooting at you, like the Higgett boys at home. All you got to do is lie there all comfortable and hit it. You don't even load your own cartridges. They come in boxes.

Then we have what they call hand-to-hand combat training. You get to wrestle with them city boys. I have to be real careful though, they break real easy. It ain't like fighting with that ole bull at home. I'm about the best they got in this except for that Tug Jordan from over in Silver Lake. He joined up the same time as me. But I'm only 5'6" and 130 pounds and he's 6'8" and weighs near 300 pounds dry.

Be sure to tell Walt and Elmer to hurry and join before other fellers get onto this setup and come stampeding in.

Your loving daughter,

Gail

—Submitted by Rich Grinnan

Navy announces need to separate some junior officers

WASHINGTON (NNS) – In another force-shaping move designed to better align officer end-strength with budgetary and force requirements, the Navy announced plans this week to release from active duty approximately 400 probationary junior officers.

Probationary officers are those with less than five years of commissioned service. The officers identified for release are currently serving in excess of requirements.

"This is a limited and targeted release of a very small number of officers and an integral part of our strategy to properly shape the force," said Chief of Naval Personnel Vice Adm. Gerry Hoewing. "The policy governing this action has actually been in place for a while, but we've not had to enforce it. Today, as the Navy moves to a more efficient and surge-ready force, maintaining the correct skill sets and individual performance

is more important than ever."

Hoewing noted that each affected officer was notified personally by their respective commanding officer and given a full six months to make the transition to civilian life. There is an appeals process in place, and personnel officials also pointed out that the release date could be extended up to 90 days for those demonstrating "exceptional, personal circumstances." Earlier transitions will also be supported.

"Separating these officers is not a decision we made lightly," said Hoewing. "We know and understand the impact this policy will have on them and their families."

"These officers have served proudly," said Hoewing. "As they leave active naval service, we want them to do so with a sense of our deep appreciation for their efforts and willingness to serve on behalf of a grateful nation and their Navy."



**Send in
your
RAFFLE
entry
now!!**



Ooops!

Please note the Secy's new address on Page 3 and elsewhere in this newsletter. This information was not entered consistently correct in the previous issue.

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

Craft, Robert W.

2592 Route 19, Wellsville, NY 14895 585-593-5250 MR2 1956-58

Griffith, William W.

319 Cherry Hill Drive, Ellisville, MO 63011 636-227-1137 MM3 1956-58

Kelley, John

6231 Radcliffe Drive, San Diego, CA 92122 858-452-9966 Capt. 1960-62

Lingway, Albert

6378 W. Royal Fern Drive, Tucson, AZ 85746 520-908-1900 TE 1956-57

Neuendorf, Louis E.

619 Arnold Street, Sandwich, IL 60548 815-786-2191 LTjg 1944-

Peterson, Stewart W.

320 Huntington Court, Nekoosa, WI 54457 715-325-3195 AN 1955-57

Swenson, Sigurd E.

104 Aylesbury Hill, San Antonio, TX 7820 210-824-5636 LCdr 1957-58

Everglades

Barker, Nicholas H.

410 Forest Lake Drive, Wilmington, OH 45177 937-382-0254 E3 1961-63

Bland, Joseph D.

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

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

Torpedoman's Assn.

Olson, Raymond E.

11 Chautauqua Blvd., Erie, PA 16511 814-455-1776 TMCS 1971-96

19th Annual Reunion
LAS VEGAS, NV
Sept. 26-30, 2004

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 again for all the time and efforts you and the others put into the planning of the reunion. It was great!! Enclosed are two photos to be included in the reunion book, if possible.

—Ronald & Sheila McLain

. . . My mother received a letter requesting knowledge of a person by the name of Benjamin Sabala Sr. and if he was aboard the ship from 1944-67. I was with my mom when she read the letter. She is in her late 70s and as she read your letter she immediately started ranting on of knowing this ship through my dad's love letters written through their courtship and marriage. You see, my dad missed your letter by 3 months. He passed away on June 28, 2003. He died of a massive heart attack. He was never ill from a heart condition, but his last days were glum. I know in my heart, this letter you sent, would truly have made a big difference for him. My mother still mourns him like it just happened. When your letter arrived she was very proud to acknowledge it and asked me to reply on behalf of her and our family. Would it be possible for my mom and our family to attend the upcoming reunion? Please have someone contact me in regard to this matter. We would need time to make arrangements for lodging

and save for expenses. Also about my dad, my mom said he spoke of the ship often and always would reminisce with her about his navy years. Please, I would appreciate any feedback on this matter.
—Carol Sabala Caballero

. . . Just recently my husband, an Association member, spotted USS Currituck Seaplane at the little airport close to where we live. We live in Clinton; the airport is outside of Tecumseh, Michigan. It evidently belongs to a man and his wife, a Mr. and Mrs. DaSilva that live locally. They were not terribly forthcoming about information concerning the acquisition of the plane, but had evidently restored it and it looks beautiful. My husband took numerous photos from all angles and the last time we went past the little airport it was still there. We have no clue as to how long it will stay there or the gentleman's immediate plans for this seaplane. Norman was quite thrilled to see it there, but all he could find out is that it was built in 1955. Norman left the ship in 1954 to attend Corpsman School at Portsmouth, VA, and was subsequently assigned to the Portsmouth Naval Hospital for the rest of his tour and received his discharge from there in 1957. Sending you Norman's photo taken of this lovely plane. Hope you like it . . . you probably have 20 more already. We just felt like it was ordained that we happened by the rear of the building at that place and saw the seaplane just looking so great on an autumn afternoon. If we had not been going somewhere that we did not normally go we would have missed it. Life surely is interesting isn't it? I think it might be called "Seaplane Serendipity."

—Shirley Campbell

Ed. Note—See Page 7 for the photo



TAPS
LEO CREEDON
BENJAMIN SABALA Sr.

Ship being built with steel from WTC

About 24 tons of steel from the World Trade Center is being melted down to form part of a Navy ship to be named the USS New York. Casting of a front section was set at a foundry in Amite, La.

“Symbolically, the World Trade Center steel will be the first part of the ship slicing through the water,” said Ed Winter, a spokesman for the shipbuilder, Northrop Grumman. The steel is primarily from a 20-foot section of beam. It was salvaged from a New York landfill that received much of the debris from the twin towers after the Sept. 11 attacks. Construction of the \$850 million ship will take about three years.

The brand new assault craft with a capability of carrying around 800 marines and equipment is to be named the U.S.S. New York, in tribute to the almost 2,800 people who died in the attacks of September 11, 2001.

The steel is set to be shipped to Northrop’s shipyard in Pascagoula, Mississippi, for construction to begin in the middle of next year. The 684-foot ship should be ready for service in 2007. The ship will have the motto “Never Forget.”

The recycled steel from the Twin Towers, if it meets quality standards, will be used to form the ship’s “stem bar.” That is part of the ship’s bow, where the vessel cuts the water.

New York authorities have the awesome problem of disposing of the 1.62 million tons of rubble that went to the nearby Fresh Kills landfill from the World Trade Center site.

Some memorial sculptures made from recycled steel have been commissioned by the city, and tribute sculptures have now been erected in many civic, and private facilities throughout the country.

The projected 12 San Antonio (LPD-17) class amphibious assault ships are the Navy’s top expeditionary warfare pri-

ority. The USS New York will be LPD-21.

Operating forward, from the sea, America’s Amphibious Ready Groups (ARGs) and their Marine Expeditionary Units (Special Operations Capable) [MEU (SOC)s] are multimission crisis-response “tools.” They are a mix of highly-mobile air and ground firepower with self-sustainable forces, that can quickly project compelling power, withdraw rapidly, and then reconstitute to re-deploy for follow-on missions. The LPD-17 class will be a fulcrum for future naval expeditionary operations.

The San Antonio class is being designed and built to fight. Its warfighting capabilities include a state-of-the-art command and control suite, substantially increased vehicle lift capacity, a large flight deck, and advanced ship survivability features that enhance its ability to operate in the unforgiving littoral environment. The deployment of LPD-17s will provide each naval expeditionary force with greatly enhanced operational flexibility. The LPD-17 can operate as part of an Amphibious Task Force - the “workhorse” of a three-ship ARG - organized to accomplish a broad range of military objectives; or as an element of a “Split-ARG” that has the LPD-17 detached and operating as a single ship, supporting lower-risk operations.



All about those Bells

Bells have a centuries-long tradition of varied use in the navies and merchant fleets of the world. They have been used for signaling, keeping time, and providing alarm. Their functional and ceremonial uses have made them a symbol of considerable significance to the United States Navy.

Origins

Bells cast from metal were first developed in the Bronze Age, achieving a particularly high level of sophistication in China. During the European Middle Ages, they were used by Christians to signal divine services and make special announcements. Christian and Buddhist monasteries historically used them to regulate daily activity, conceptually similar to later timekeeping in the U.S. Navy. The Catholics consider bells a representation of the voice of God and of paradise.

One of the earliest recorded mentions of the shipboard bell was on the British ship *Grace Dieu* about 1485. Some ten years later an inventory of the English ship *Regent* reveals that this ship carried two "wache bells".

Bells for warning and alarms

The sounding of a ship's bell found a natural application as a warning signal to other vessels in poor visibility and fog. In 1676 one Henry Teonage serving as a chaplain in the British Mediterranean Fleet recorded, "so great a fog that we were fain to ring our bells, beat drums, and fire muskets often to keep us from falling foul one upon another". Ringing a ship's bell in fog became customary. In 1858, British Naval Regulations made it mandatory in that function. Today, maritime law requires all ships to carry an efficient bell.

American ships of the Revolutionary War period and our early national years adopted many of the practices and traditions of the British Royal Navy, including the use of bells. In 1798, Paul Revere cast a bell weighing 242 pounds for the frigate *Constitution*, also known today by its nickname "Old Ironsides".

It is of interest to note that the use of a ship's bell contributed to the richest single prize captured by the American Navy during the War of Independence. While a Continental Squadron under Commodore Whipple lay-to, wrapped in Newfoundland fog in a July morning in 1779, the sound of ships' bells and an occasional signal gun could be heard a short distance off. When the fog lifted the Americans discovered that they had fallen in with the richly-laden enemy Jamaica Fleet. Ten ships were captured as prizes, which – together with their cargo – were valued at more than a million dollars.

Bells for timekeeping

Before the advent of the chronometer time at sea was measured by the trickle of sand through a half-hour glass. One of the ship's boys had the duty of watching the glass and turning it when the sand had run out. When he turned the glass, he struck the bell as a signal that he had performed this vital function. From this ringing of the bell as the glass was turned evolved the tradition of striking the bell once at the end of the first half hour of a four hour watch, twice after the first hour, etc., until eight bells marked the end of the four hour watch. The process was repeated for the succeeding watches. This age-old practice of sounding the bell on the hour and half hour has its place in the nuclear and missile oriented United States Navy at the dawn of the Twenty-First Century, regulating daily routine, just as it did on our historic vessels under sail in the late Eighteenth Century.

Bells for alarms

The bell is an essential link in a ship's fire alarm system. In the event of a fire, the bell is rung rapidly for at least five seconds, followed by one, two or three rings to indicate the location of a fire - forward, amidships, or aft respectively.

Bells in religious ceremonies

The bell's connection to religious origins continues. Originating in the British Royal Navy, it is a custom to baptize a child under the ship's bell; sometimes the bell is used as a christening bowl, filled with water for the ceremony. Once the baptism is completed, the child's name may be inscribed inside the bell. The bell remains with the ship while in service and with the Department of the Navy after decommissioning. In this way, an invisible tie is created between the country and its citizens. Bells have been loaned or provided to churches as memorials to those vessels; this practice has been discontinued

in favor of displaying bells with namesake states or municipalities, with museums, and with naval commands and vessels.

Maintenance and upkeep

Traditionally, the bell is maintained by the ship's cook, while the ship's whistle is maintained by the ship's bugler.

In actual practice, the bell is maintained by a person of the ship's division charged with the upkeep of that part of the ship where the bell is located. In such a case a deck seaman or quartermaster striker or signalman striker may have the bell-shining duty.

Today's role for bells

In addition to continuing its role as a time-piece and alarm, the bell serves a ceremonial and memorial function.

U.S. Navy bells, part of the many artifacts removed from decommissioned vessels, are preserved by the Naval Historical Center. They may be provided on loan to new namesake ships; naval commands with an historical mission or functional connection; and to museums and other institutions that are interpreting specific historical themes and displays of naval history. Bells remain the permanent property of the US Government and the Department of the Navy. These serve to inspire and to remind our naval forces and personnel of their honor, courage, and commitment to the defense of our nation.

Bells remain a powerful and tangible reminder of the history, heritage, and accomplishments of the naval service.



Ex-president makes his mark on warship

NEWPORT NEWS, Va. – (AP) – Former President George Bush wrote his initials in chalk on a metal plate Saturday to literally mark the first milestone in the construction of a \$4 billion aircraft carrier that will bear his name.

A welder then etched the initials into the plate with a torch during a ceremony at Northrop Grumman's Newport News shipyard, the nation's only builder of nuclear-powered aircraft carriers.

"I hereby declare the keel of this ... U.S. Navy aircraft carrier true and fairly laid," Bush, a decorated WWII Navy pilot, told the 3,000 invited guests. Bush started to write his initials, GHWB, on the plate, then wiped them off and rewrote them in larger script.

"A lot of nice things happen to you when you become a former president. People are for you, you know what I mean?" Bush said.

"The naming of this carrier has got to be exceptionally special."

Bush saluted the shipbuilders and those who will sail on the George H.W. Bush.

The keel-laying ceremony is a tradition dating to the era of wooden sailing ships.

The initials of the guest of honor would be carved into the keel, or timber backbone of the ship, to "authenticate" the keel.

With modern modular construction techniques, the carrier does not have a true keel. The plate with Bush's initials will be attached to one of several hundred steel pieces that workers are putting together to form the ship's outer structure.

Also attending the ceremony were former first lady Barbara Bush and the couple's daughter, Doro Bush Koch, who will christen the carrier.

Bush, who at 18 became the Navy's then-youngest pilot, was awarded the Distinguished Flying Cross after his torpedo bomber was hit by the Japanese during a 1944 mission over the Pacific.

The carrier has been under construction since 2001 and is expected to be ready to join the Navy's fleet in 2008.