



# USS Providence (CL82-CLG6) Association Newsletter

*"A Tradition of Honor"*

<http://www.ussprovidence.org>

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**November 2018**

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SAN ANTONIO REUNION, OCTOBER 9-13, 2019

## REUNION 2019

Wednesday, October 9 to Sunday, October 13, 2019.

To date the final hotel selection is undetermined. Originally, we were going to use the El Tropicano on the Riverwalk, however I received numerous complaints from the USS ST PAUL Association, who recently hosted a reunion there, regarding the meeting rooms, towel service, elevator issues and banquet food. As a result, I am investigating other hotels along the Riverwalk. Updated information will be available on the website, Facebook page and the next newsletter, which will be published in early February. I expect this to be the largest attended PROVIDENCE reunion and the first reunion in the great State of Texas. If you have any questions, please call Jim Chryst.

At present I am working the POW to include:

Memorial Service in the Memorial Garden at the Museum of the Pacific War, Fredericksburg, TX.

Mission tour and visit to the Alamo. Barge ride on Riverwalk and brewery tour.

At the conclusion of the Memorial Service there will be an unveiling of the USS PROVIDENCE Memorial entitled: "Two lives of the USS PROVIDENCE 'The Fighting Flagship' – and will serve as a lasting tribute to our shipmates who served from May 1945 to August 1973.




Note the missing plate on the helm. That plate was inscribed with USS JUNEAU CL-119. This was the second JUNEAU. The first was sunk with the loss of the five Sullivan brothers. The second JUNEAU was scrapped in November 1959. Prior to scraping the wheel was removed and placed on PROVIDENCE





At present, the scheduled, key note speaker for the banquet will be Geoffrey Beaumont. Geoffrey is the son of renown Naval artist Arthur Beaumont, who was on board PROVIDENCE in 1964 and 1969. See article on Arthur Beaumont in this newsletter under "PROVIDENCE Art"

I had the honor of representing the PROVIDENCE at the OK CITY reunion in Norfolk, Sept 27-30 along with 6 PROV shipmates and 7 "cross-over" sailors. During our last reunion in Buffalo, the majority voted to explore the possibility of a joint reunion. John Baker, OK CITY's President and I discussed future reunions, and, for now we elected to conduct reciprocal invites to each of the upcoming reunions. They conduct yearly reunions in October, with the next scheduled for October 1-6, 2019 in Seattle, WA. Their reunion in Oct, 2020 will be in Buffalo and Oct 2021 in Arizona. We will need to consider going back to Buffalo in Oct 2020 or having our own, stand-alone reunion in spring of 2021 on the west coast (our normal cycle is 18 months) or joining OK City in Arizona in 2021 for a joint reunion. There are several options which need to be negotiated if we are to conduct joint reunions.

We are at a critical juncture in the history of our Association, in that our reunion lifespan may be 5-6 years as a standalone reunion association, so the time may be right for joint reunions, which may improve our options to continue for another 10 years. It is requested that you provide your thoughts and feedback to Jim Chryst via phone or email and we will decide on the future of joint reunions at the San Antonio, ship's company meeting.



### Two Lives of THE USS PROVIDENCE "The Fighting Flag Ship"



**CL-82**  
World War II  
Honors:  
American Campaign  
European-African-Middle East Campaign  
World War II Victory  
World War II Occupation (Europe)

**CLG-6**  
Vietnam  
Honors:  
Cochair Action Ribbon (2 Awards)  
Navy Unit Commendation (1)  
National Defense Service  
Armed Forces Expeditionary (2)  
Vietnam Service (8 Awards)  
Korean Defense Service (Vietnam Era)  
Vietnam Gallantry Cross with Palm  
Vietnam Campaign Ribbon

*Dedicated to all who served aboard USS PROVIDENCE  
Memorial Presented with Pride by the USS Providence Association 77 2018*

First draft of the plaque

As you may know, the entire pilot house of the PROVIDENCE is on display in the WWII section of the Museum of the Pacific War. There are also many small PROVIDENCE artifacts that will be on display during our day at the Museum.

## PROVIDENCE ART

### ARTHUR BEAUMONT by Jim Chryst



Watercolor from 1965

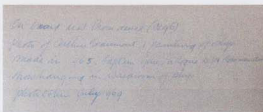
Mr. Beaumont was born in 1890 and passed away in 1978. He was a renown naval artist working in water color medium. His association with the Navy lasted nearly five decades, beginning in the 1930's. In 1933 he received a commission as LT in the Navy and was appointed the "official artist of the U.S. Fleet", serving in that official capacity and as a freelance artist for the Navy until his death. He was commissioned to paint formal portraits of many Naval officers including Fleet Admiral William D. Leahy and Admiral Arleigh Burke, former Chief of Naval Operations, who visited the PROVIDENCE in the early 1960's. The years of WWII marked Beaumont's most prolific period. In those days before TV, his illustrations were highly sought after by newspapers and magazine editors. He created posters and prints to gain public support for the war effort, and he led fundraising for the construction of the USS LOS ANGELES. His distinct ship portraits were memorialized by paintings of the USS ARIZONA and USS INDIANAPOLIS. After the war, he witnessed the return of the Pacific Fleet and painted most all capital ships from that era, many of which hang in private collections and the Irvine Museum in Irvine, CA. He also was the official artist during the atom bomb testing at Bikini, shortly after WWII.

Upon Arthur's passing, Admiral Burke wrote to his widow: "Great talent is given to but few men, and "Beau" gained the respect and admiration of his peers by his great paintings. He also gained even more ardent admiration from those of us who were not expert in his difficult field, but who, as sailors realized that Beau put the spirit of the sea into his paintings as it is felt and cannot be expressed by those who go down to the sea in ships. Beau loved the sea and his work showed it. He loved the Navy as few men do, and Navy people in generations to come will be grateful to him for his inspiring paintings."

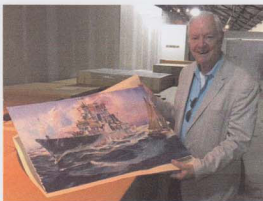
On two occasions "Beau" was aboard PROVIDENCE (1965/1969). During his 1965 visit he painted the above work and during the summer of 1969, when he spent the month of July and August completing many sketches of the daily routine in-recent port and at sea.



Arthur Beaumont in the Wardroom on PROVIDENCE July 1969



Arthur Beaumont writing on reverse side of the painting. "On board USS PROVIDENCE CLG-6. Photo of Arthur Beaumont, painting of ship made in 1965. Captain Gene LaRocque, USN, Commanding Officer. Now hanging in the Wardroom of ship. Photo taken July 1969"



Geoffrey Beaumont with his father's painting of PROVIDENCE

During the Cruiser Sailor reunion in Tucson, I met Arthur Beaumont's son Geoffrey, who was the keynote speaker at that reunion. He conducted a slide presentation and reviewed his father's love of art, various assignments and meetings with top government and Naval Officials. He also showed a great selection of paintings that are held in private collections and the Irvine Museum in California.

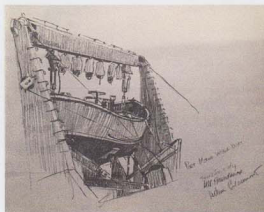
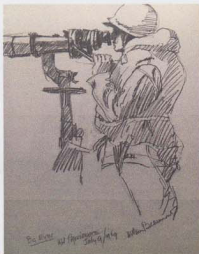
## Beaumont Art (continued)

After the Cruiser reunion, Geoffrey asked me to accompany him on a visit to the Naval Art Archives at the Washington Navy Yard. Retired Admiral Sam Cox, who was our keynote speaker at the Buffalo reunion and is the Director of the Naval History and Heritage command, was our host and provided a lengthy tour of the archives, where we reviewed all the Beaumont paintings and many other artist's works held at the archives.

After the tour we visited the Navy Memorial in Washington, D.C. to discuss a potential Beaumont Art Show at the Memorial. Admiral Frank Thorp, President and CEO of the Memorial agreed to host a Beaumont art show in the near future. .

During our discussions, Geoffrey agreed to be our keynote speaker at the San Antonio reunion and will do the same review of his father's rich history with the Navy and the field of art. He also has written a book, which will be available at the reunion, entitled "Arthur Beaumont, Art of the Sea".

Below is a selection of sketches completed in 1969



## PROVIDENCE ART



Watercolor by John Charles Roach "PROVIDENCE in Asia"

### JOHN CHARLES ROACH

Recently I had the opportunity to talk with Mr. Roach concerning the above, original watercolor painting, which I viewed during my visit to the Naval Art Archives at the Washington Navy Yard. The archive curator, Ms. Gale Munro was kind enough to investigate this painting and recovered it from the storage facility. She also provided a contact phone number for Mr. Roach.

During my phone interview with Mr. Roach, he informed me that he entered boot camp at Great Lakes during January 1966. He served in Vietnam as an official Navy Artist to document naval activities in-country and offshore. Later he was assigned to the COMSEVENTHFLT Staff in the Protocol Office aboard USS OKLAHOMA CITY CLG-5 and then transferred to PROVIDENCE in November 1966 to work in the same office with Admiral Hyland and Admiral Bringle. Upon discharge from the Navy in 1970 he completed his BA and MA at American University. He then re-joined the Navy Reserve, received a commission, and worked in the Submarine Force, Naval Reactor Section. During that time, he had the distinct honor of meeting Admiral Hyman Rickover, Father of The Nuclear Navy. He also completed artist assignments depicting the submarine force of the 1980's, Desert Shield, Desert Storm, and Bosnia-Herzegovina. During that time, he completed a collection of 26 paintings of U.S. submarines entitled "Fast Attacks and Boomers"; for fast attack Los Angeles-class attack subs and Ohio-class trident missile subs. (You may know the current PROVIDENCE SSN-719 is a Los Angeles-class attack sub still on active duty). Mr. Roach retired as a Captain after 34 years of service.

Among his private commissions, he designed and sculpted elements of the Navy Memorial in Washington, D.C., and, he completed a mural of the USS ARIZONA at the Visitor's Center in Pearl Harbor.

Over the past 20+ years, many questions have been asked about "PROVIDENCE in Asia".

1. Is the Ship in Hong Kong?
2. Why is the junk covering the 6?
3. Why is the junk covering the 6-inch turret and the 5-inch mount?

Well I now have the answers, from the artist direct.

1. The depiction is a generic painting of any Asian port.
2. The artist really liked the "flag" cruisers, which included the LITTLE ROCK, OKLAHOMA CITY, PROVIDENCE and SPRINGFIELD. His favorite was the PROVIDENCE mast arrangement, so he decided to use the PROVIDENCE as the subject to show more of the ship and his love of ships.
3. Captain Roach was "not big on artillery" so he decided to deliberately cover up the forward guns and a portion of the "6".

The painting was completed in March 1968 on board PROVIDENCE, after the TET Offensive in Vietnam. The painting is actually a composite of three paintings in one: an Asian port, the ship, and a junk.

Admiral Cox of the Navy History and Heritage Command was kind enough to provide the PROVIDENCE Association with 10 copies of "PROVIDENCE in Asia" as a gift for our future fund-raising activities. Admiral Cox also gave the Association permission to reproduce both Captain Roach and Arthur Beaumont paintings. As a result, we will have prints available in many frameable sizes in the near future. As Geoffrey Beaumont will be our keynote speaker at the San Antonio Reunion, you may wish to purchase there and have him sign a print.

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Roach painting of an SSN submarine. Could be SSN-719 USS PROVIDENCE



## PROVIDENCE MEMORIAL DISPLAY



OK CITY and PROVIDENCE displays side-by-side on LITTLE ROCK



Top shelf

The displays are changed each year with new donations from shipmates. Thru your generous monetary contributions and artifacts, we continue to expand our offering of great memorabilia. Many shipmates have visited the LITTLE ROCK and have sent messages and emails commenting on the display. We have another display on board the USS SALEM CA-139 in Quincy, MA., at the shipyard where PROVIDENCE was built in the 1940's. The SALEM display is a work in progress and we need additional items for that project.

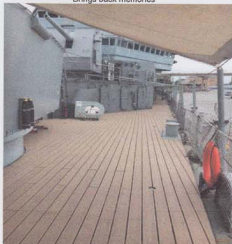
## USS LITTLE ROCK – deck restoration project.

In September 2017, during our reunion, the PROVIDENCE Association donated \$1,000 to the deck restoration project on LITTLE ROCK. In addition, the Cruiser Sailor Association donated \$7,000.

Recently the Naval Park completed the project with outstanding results.



Brings back memories



Port side looking aft and port side looking forward



## LETTERS TO THE EDITOR

Dear James:

My name is Joseph George Norcross, PHC (Ret). In May of 1952 I reported to the "Pre-Commissioning" crew of the USS PROVIDENCE CL-82 at the Boston Naval Shipyard, where she was being overhauled and converted to a Guided Missile Cruiser, CLG-6

I reported to a newly commissioned Supply Warrant Officer, who "mustered" me in each morning. I was able to effect a few changes to the Photo Lab, such as having a hot water line in place beside the cold water tap (much needed for mixing chemicals).

I was on board until April 1962, and very much chagrined that I was NEVER ALLOWED off the ship to take pictures of her underway. I do remember a YN-1 Edward J. Perry who ran the post office aboard. I also remember some really steep rolls we took on "shakedown" out in the Atlantic. Bos'n Kraft was THE Senior CWO Boatswain in the Navy.

Lost my wife of 65 years earlier this month.

Best wishes shipmate - Joe Norcross.

Note: I talked with Chief Norcross about this letter, and he does not have any photos of PROVIDENCE during the conversion period. He does remember reporting on board when she was completely stripped to the main, with only the forward six-inch turret in place. He reported on board for duty every day for 7 years prior to commissioning in Sept 1959.

Jim:

I first reported aboard the PROVIDENCE as a SA while she was in Long Beach in the Spring of 1961, and was a BM-3 when I was carried off with a dislocated knee while at Hunter's Point in the Spring of 1965. Made the whole Flagship Cruise and somewhere I still have my foot of the homeward bound pennant. If I recall correctly, it was 70 plus feet long; one foot for every sailor that made the entire cruise.

Enough about me. After receiving the Feb newsletter, I was going thru my cruise book and located three "Spook" newsletters. The first was about returning to CONUS after our two-plus year tour. The other two are from crossing the equator in 1963. We did cross the equator again in 1964 on the way to Australia, but there were so very few pollywogs. Don't know if you already have the or if you can use anything out of them for the newsletter, but they are now yours to do with what you want.

Bruce L. Hargraves, USN (retired)

Note: The newsletters Mr. Hargraves refers to in the letter are posted on the website, as well as other PROVIDENCE publications.

G'day Jim:

I was attached to C7F FA and worked closely with the FTM Division using the missile computer systems. Gene Himes and I both became quite proficient at using them for tracking our weather balloons.

When I left PROVIDENCE, I ended up at the Fleet Weather Central, Alameda, CA, that lasted 18 months; then it was on to NATTC, Lakehurst, NJ for class B school in Meteorology and Oceanography, which lasted six months (a two-year course jammed into six months). The next assignment was Fleet Weather Central, Pearl Harbor for four years. I had two years to do and thought they would leave me there, rather than send me back stateside. WRONG. In January 1975, I ended up at NAS Fallon, NV. From balmy 85 in Pearl, to minus ten my first night in the desert. I retired in February 1977 and after a short stay in CA, ended up moving bag, baggage, kids, wife, dog, et al to Seaside, OR and finally on to Long Beach, WA where I am firmly tied up to the pier. We live two blocks from the ocean and NO, we are not afraid of a tsunami, even though we are only ninety miles from the CASCADIA subduction one.

There you have a thumbnail sketch of my travels and adventures.

Fair winds and following seas to you and yours.

Al Pilger, AG-1, USN (Ret).

Jim:

Attached is a picture of our Navigator, LCDR Hollyfield, on board the USS LOS ANGELES CA-135, 1956-1957. I understand he was your Captain on board USS PROVIDENCE CLG-6, August 1968 to October 1969.

George Bell, Webmaster for Cruiser Sailor Association.



## LETTERS TO THE EDITOR (continued)

Good morning Jim:

I was just thinking back and remembering things that happened while aboard the PROVIDENCE that brought a smile to my face. I have hesitated to share some because I want to use their names. However, I'm not always sure that these same persons would appreciate it at this time in their lives. (I'll leave it to you to decide). BM-2 Don Hackler came back to the ship after a wild night of partying and not feeling like a sharp sailor ready to stand Bos'n Mate of the Watch. He settled into the deckhouse on the officer's quarterdeck and promptly dozed off. As all PROVIDENCE sailors remember, when the Captain or the Admiral returned to the ship they were bonged aboard (bong, bong, bong, bong, bong, bong, PROVIDENCE arriving) announcing his return. As the Captain returned, the Office of the Deck called out "Bos'n Mate, bong the Captain aboard" Don immediately woke up and could not find the bong which he was supposed to strike appropriately. In a panic Hack grabbed the mike to the 1MC and spoke into it "bong, bong, bong, bong, PROVIDENCE arriving. The Captain came aboard, saluted the OD and said "as soon as his watch is over, I want to see the Bos'n Mate of the watch" I regret that I don't remember what happened after that, but Hackler still had his crow and I was laughing so hard I probably didn't hear what punishment, if any, was rendered. I served with Don on both PROVIDENCE and OKLAHOMA CITY and lost touch with him when he was transferred. This was his story and I believe it to be true. Anyone who knew him would agree that this sounds like something he would have done.

John MacBride  
LI-3 X Div 61-64



Admiral Moorer asking Bos'n Craft "who piped me aboard. Was that Hackler?"

Dear Jim:

Thanks for the information on the PROVIDENCE reunion in September 2017. Sorry we could not attend, I know we missed out on a lot for fun times. So Many names of people we knew and visited with at past reunions, were on the memorial page. Really make me realize the age of the people at the past reunions 20-25 years, are the age we are now. How time flies.

Jack recognized some of the shipmate's names on the "listing of shipmates by state", list you enclosed. Must be the OPS guys and Phil Hays. Jack has been looking for some of those guys for years, and wouldn't you know they finally attend a reunion, and we didn't get to attend.

Jack is doing much better health wise, the ink his PTSD has gotten worse, we try to stay away from large crowds. He is still working at the VA Hospital, Honor Annex, where he is a medical assistant. He will be retiring on September 28, 2018. He loves his job helping the vets. It keeps him busy, as he works full time 40 hours a week.

I know you were in contact with David Abdouch about Larry Smock's illness and his death in April 2017. His death was very difficult as we were very close with Larry and his family. Jack lost his dearest friend.

I hope all is well with you and your health. I'm sure you are keeping busy with the Cruiser Sailor Association and the PROVIDENCE Association.

Jack is not much in answering correspondence, so I wanted to let you know I appreciate the information you send us. I know he did too when he read it.

Thanks again Jim for thinking about us. I sure miss those fun time reunions. Take care

Katherine Reighley

Comment Jack and Kathy rejoined the Association after a 4-year absence. Welcome back, shipmate.

**Boatswain's Pipe:** No self-respecting BM would dare admit he couldn't blow his pipe in a manner above reproach. This pipe, which is the emblem of the BM and his mates has an ancient and interesting history. On the old row-galleys, the BM used his pipe to "call the stroke". Later because its shrill tune could be heard above most of the activity on board, it was used to signal various happenings such as knock-off work and the boarding of officers. So essential was this signaling device to the well-being of the ship, that it became a badge of office and honor in the British and American Navy of the sailing ships. The lanyard was also a badge of honor, with very fancy designs.





Recently it has come to our attention that several dues paying members are not receiving their newsletters via email. We are attempting to correct this distribution issue, therefore it is important for you to keep us updated on changes, such as: home address, land-line or cell phone, and your email address. Please check the roster page in this newsletter and use the change form in this newsletter to make corrections. You can also use the change form to recommend shipmates that are not members of the association.

We are looking into publishing the newsletter in a magazine style format, to be sent to your home address. This is a work in progress, to work out all details in making a more professional publication. Target date is the FEB publication. Any suggestions you may have would be appreciated. You may also want to consider offering a few sea stories to the editor - Regular and "salty stores" are welcome, including pictures, as long as they are not "R" rated.

Current dues are \$25 per year, however if our elect to forward 2-years of dues in a single payment, the fee would be \$45. This incentive is necessary to reduce the time and effort of reminding members of a yearly payment and potential loss of membership and benefits. Please refer to the roster page for your "dues paid thru date". If there are any corrections, contact Jim Chryst.

The Board of Advisors decided to offer "free" membership to all who served on CL-82 from 1945 to 1949. They are the shipmates who founded the association and reunions. Currently there are 17 members who served on CL-82.



Recently there has been a flurry of activity concerning Agent Orange. The House passed a bill to award benefits to "blue water Navy" sailors, and forwarded to the Senate for consideration.

PROVIDENCE qualified as follows: Operations on Saigon River for three days in January 1964, on Song Huong (Perfume River, Hue) during February 15, 1968 and on Cua Viet River during August 1972. Our time in Da Nang Harbor and Cam Ranh Bay do not qualify PROVIDENCE sailors for benefit, unless you went ashore.

In the PROVIDENCE Facebook page here was a question as to when the PROVIDENCE converted sea water to fresh water. Some of the VA response was, we had to be out 10-12 miles from the coast prior to making fresh water. I asked Ron Paglarlo to weigh in on the subject, as he was in "A" Division 66-69. Below is his response

"The evaporators operated 23/7 at sea, no matter where we were. I stood watch on them, 4 on 8 off. I would have been a pleasure to shut them down and skip a watch or two - no such thing as shutting down the evaps at sea. They ran in Da Nang Harbor and everywhere else. We made fresh water for 1500 men, for the showers, cooking, drinking, and washing all the trays on the mess decks and wardroom. When I heard about this issue two years ago, I went to my Congressman's office to dispel this myth."

"To add to my previous post. When water is distilled the dioxin becomes concentrated, it is not pumped out with the brine water. Dioxin remains in the distilled water then this distilled water was transferred to a second stage and again distilled. The second stage is required because the boilers need purified water to operate properly."

No matter how you look at this, the prevailing winds were west to east, so anything sprayed in the jungle, drifted into the rivers, bays, harbors, and out to sea.

If you need copies of deck logs for the above qualification dates, please send an email request to me. You can also request direct from the Records Center in Rockville, MD, by sending an email to: [archives2reference@nara.gov](mailto:archives2reference@nara.gov), and tell them what you want. In about a month you will get a bill for 80 cents per page. Then about a month later you will get your order. Info from Paul Fedorys 66-67.

**WARDROOM** - Aboard 18<sup>th</sup> century British ships there was a compartment called the wardrobe, used for storing booty taken at sea. The officers' mess and staterooms were nearby, so when the wardrobe was empty they congregated there to take meals and pass the time. When the days of swashbuckling and pirating had ended, the wardrobe was used as an officers' mess and lounge. Having been elevated from a closet to a room, it was called the "wardroom".

## NAVY NEW DRESS WHITE UNIFORM

Great Lakes, Ill. (NNS) – More than 600 of the Navy's newest Sailors stood proudly in ranks on the drill deck of Midway Ceremonial Drill Hall May 5, at Recruit Training Command (RTC), wearing for the first time, the Navy's newest uniform, the updated Service Dress Whites (SDW).

As the graduating recruits stood in formation at the Navy's only boot camp, they created a colorful sea of white as a noticeable number of blue elements have been redesigned into the uniform.

For the first time since 1980, the SDW's jumper-style uniform has undergone a significant change in design for all Sailors E6 and below and incorporates side and front zippers to help ease changing in and out of uniform.

"I like the change in the blue piping as it adds character to the uniform and makes it look dressier, compared to the old jumper top," said Musician 1st Class Joseph Moore, recruit band and choir conductor. "The fit is more athletic along with the zipper allowing for easy removal of the jumper top."

The design itself consists of a jumper flap with navy blue piping on cuffed sleeves, stars and navy-blue piping on the navy collar, and a yoke, making it a "photo-negative" of the Service Dress Blue jumper. The SDW trouser design has not changed.

Other comments are: "The new dress whites look really sharp and I wish I had them when I was a petty officer", "The contrast looks really great and I think it looks a lot more accurate to the historical Sailor uniform." According to Naval History and Heritage Command, the uniform design for the junior Sailors underwent numerous changes since the first attempt at a prescribed uniform in 1817.

The uniforms, issued to recruits at RTC as of October 2017, will be required to be worn by all Sailors by Oct. 31, 2021.



Met this SEAL and his wife at the Coronado Naval Ball in April. This squared away SEAL is an instructor and loves the new uniform.

Olde Uniform – The first American women enlisted in the armed forces were the 13,000 Yeomanettes who served during WW1. They even had blue's and white's with a great cover.



**Rope Yarn Sunday.** When was the last time you heard that??

The Navy adhered to the custom up to the years immediately after WWII; men used Wednesday afternoon for personal errands, laundry and haircuts and paid back the time by working a half-day on Saturday.

Today, uniforms require less attention, so rope yarn Sunday has been turned to other purposes; mainly early liberty or time to catch up on sleep. Some, however, still adhere to tradition and break out the ditty bag for uniform PMS (preventative Maintenance Schedule).



Sketches from Arthur Beaumont's visit to PROVIDENCE 1969.



Once upon a time, a long time ago, our USS Providence was docked in the Boston area at pier 9 in the Charlestown Navy Yard. We had a staff sergeant who sported a handlebar mustache. He and the ship's doctor were very proud of their handlebars, often complementing one another. We believed they shared a barrel of mustache wax and were often seen admiring and stroking their handlebars. One night, when some of our fine Marines made it back to our gray yacht from liberty, they observed that the staff sergeant, sleeping on his back, was exhibiting his handlebar mustache that he used to tweak to demonstrate his rank and ire. Someone used their USMC issued scissors to snip off just one side of the long-waxed mustache. When the navy said it was time to heave out and trice up, the sergeant got into the head and noticed that something under his nose was missing. He stayed pissed off for several days and ultimately transferred off sea duty.



When I was a "hippy" for our country at San Francisco, I had long hair and a real ugly beard. I was so ugly a CHIPS officer, thinking he had a *Manson associate*, pointed his 6-inch revolver at me on the Nimitz Freeway until another agent vouched for me. When I was assigned to attend "charm school" in Virginia, prior to Turkish language training, I got big boy haircut when the barber asked me if I wanted my beard trimmed. I told him to trim it like his beard; he didn't have a beard. It was so nice to get rid of that excess hair. Now I don't have that problem and - not much hair. Semper Fi

Charlie Sullivan, CPL, MARDET 59-61

We need more MARDET stories. Please send to Jim Chryst

## THEN AND NOW - OR - I WAS YOUNG AND NOW OLD

This will be a new series on shipmates and their history before, during and after the Navy

James Braxton Cozine has been a member of the Association since 1996, hosted the Las Vegas Reunion, and has worked as recruiting chairman for many years - here is his story.

Jim was born in Hattiesburg, MS in 1940. His family moved to California during 1944. In 1958 he graduated from high school in North Sacramento. During those early years, Jim was involved in scouting and boating activities and became an Eagle Scout and a Quartermaster Sea Scout. This set the direction for his future and he gained entrance to California Maritime Academy. In January 1959, Jim joined the Navy Reserve and attended training classes aboard the USS SUNFISH SS-281, with two weeks active during crewing on the USS QUEENFISH SS-393, and basic sub school at the San Francisco Naval Shipyard. The QUEENFISH cured him of any interest in serving on submarines, so Jim transferred to a surface unit in Sacramento for training as a radarman.

Upon graduation from Cal Maritime, with a BS degree and 3<sup>rd</sup> Officers License for merchant ships, he was commissioned an Ensign USNR and reported for active duty onboard PROVIDENCE on 1 November 1961. Jim lived in a six-man, Jr. Officer bunk room, affectionally known as "boys town". During his time on PROVIDENCE Jim was 3<sup>rd</sup> Div. Jr. Officer, 1<sup>st</sup> Div. Officer, and Asst Navigator/N Div. Officer. During his time as 1<sup>st</sup> Div. Officer, he came to know Bos'n Craft, and to this day has never met a finer man. Jim attended Fleet Gunnery Officer School in San Diego before becoming 1<sup>st</sup> Div. Officer and qualified as OOD for both independent steaming and Fleet Operations (FLTOPS rarely earned by Jr. officers).

His GQ station was the 6 in. main battery Mark 34 director officer, atop the bridge. "I had a view of everything going on and had the best pair of binoculars on the ship - that being the optical Mark 48 Rangefinder". When admin work would get me down I'd take a break by going to the director to practice. One day all that practice paid off. The 6 in. turret sported and 'E' with 2 hash marks and when the new CO, Capt. Shupper, came aboard he wanted us to prove we were that good, so one day at Subic Bay we got under way for the gunnery range. The day before, the Gunnery Officer



Jim receiving his JG shoulder boards from Capt. Shupper. 25 February 1963.

arranged for me to fly over the range in the Admiral's helo, and said "be prepared to be tested". But as we approached the range the old man ordered the ship to stop and called out a small rock as a target and ask if we could hit it. Now the big guns can be fired from three locations, the director, the plotting room or from inside the turret. I had director control and the gun crew couldn't see it and the radar signal was too small for plot. In any case I asked the bridge if they wanted a single gun or a salvo. The order back was "make it a salvo". I told'm the range was foul as a fishing boat was crossing the line of fire not far from the target. The order back was never mind, shoot the guns. So, I pulled the trigger and things went BOOM.

A huge cloud of dust and rock went flying skyward - and O' yea the fishing boat made a 180 degree turn and was leaving at high speed. Once the wind cleared the target - it was no longer there. The Skipper ordered the ship to secure from GQ and return to port and was heard to make the comment to the effect that "I guess they are that good!" In October 1963 Jim was released from active duty and took discharge as a LT, USNR in late 1968.

After the Navy, Jim began his commercial shipping career for the next 37 years; starting with Military Sealift Command as a licensed 2<sup>nd</sup> officer (Ship's Navigator) on civilian-manned ships under U.S. Navy control in the Pacific, Far East and South East Asia from 1963 to December 1965. During that time, he met the lovely Miss Hiroko Nagaoka, who was working in one of the big department stores in Yokohama and they were married in February 1966 at the American Embassy in Tokyo.

They returned to California and Jim went to work for the West Coast, Hawaiian Shipping Company, Matson Navigation Co. and Terminals, Inc. as a Ship's cargo pre-planner, and then Stevedore Superintendent and Pier Superintendent. In 1970, Jim took employment with Sea land, now Maersk/Sea land. He spent 1971 as Assist Marine Manager, Cam Ranh Bay, Vietnam and then Manager of overall RVN operational planning in Saigon. In 1973 Jim was transferred to Yokohama and served in positions as manager Vessel/Equipment Coordination, East Asia, then Mgr., Yokohama Terminal Marine Operations. Jim and his family returned to the San Francisco Bay area for a year as Mgr. Internodal Freight Movement, Western Operating Division, which was the ground-breaking concept of moving containers cross-country on railroads. This led to a transfer to the Corporate home office as Mgr. Corporate Worldwide Equipment Control at Port Elizabeth, NJ for three years.

In 1978 Jim was recruited by American President Lines (APL) and spent 21 years with assignments as: Director Corporate Equipment Operations, Oakland, Ca., Director Systems Control, Coordinator Traffic Department, Oakland, District General Manager Northern California, including head of the NORCAL National Maritime Council in Oakland. In January 1986 he moved back to Japan to assume General Manager Western Japan District in Osaka. In 1977 he moved to Singapore as Director Asia Interline Carrier Services and Feeder ship operations. In 1989 Jim returned to APL Corp Headquarters in Oakland as Director Global Alliance Activities, where he built partnerships and cooperative working agreements with Steamship Lines around the world for the next 10 years, earning a Ship Broker's Certificate in 1993.

In January 1999, Jim retired and moved to Las Vegas (Hiroko kindly reminded Jim that they had moved 14 times since getting married). APL kept Jim on retainer as a consultant until mid-2000, thus ending 39 years in the industry.

We are proud to have him in the USS PROVIDENCE Association and sincerely appreciate all he has done to recruit new members and set up the data base. BZ

Pictured below are Jim and Hiroko at Bos'n Craft's grave at the Punch Bowl in Hawaii.



## UNDERWAY REPLENISHMENT AT SEA

By: Bob Stephens, former JO-3 65-67

The call came over the 1MC; "Now divisions concerned, man your underway replenishment stations".

PROVIDENCE was heading for open water, having spent munitions, fuel and stores following a lengthy stint on the gunline in support of Marines in-country.



USS VIRGO AE-30, Starboard of PROVIDENCE

We would rendezvous with USS VIRGO (AE-30), a former attack cargo ship, refitted as an ammunition ship in the early 60's. We would be taking on ammo for our 5-inch and 6-inch guns and readying ourselves for another mission in the South China Sea.

PROVIDENCE approached the guide ship at a speed of 12-16 knots and maintained a distance of 140-160 feet between VIRGO and our starboard side. Once in position, a shot line is sent for the phone and distance line (P&D) which is marked every 20 feet by a flag. Once the P&D line is across, shot-lines are then sent for replenishment stations. The "messenger" hauled across with span wires following. To get the initial shot line between ships, a line throwing gun or a bold (nylon shot line with padded weight) is thrown by a brawny bos'n mate.

### UNREP personnel:

- White helmet – safety observer
- Yellow helmet – rig captain
- Blue helmet – riggers
- Green helmet – signalman
- White helmet/red cross – corpsman
- Brown helmet – winch operator
- Red helmet – line throwing gunner

From my position on the 02 level, I watch the operation with the VIRGO. I think how lucky I am to be assigned to a squared away fighting warship rather than a grimy oiler or ammo ship. It is highly unlikely they put in to as many cool ports as the 7<sup>th</sup> Fleet Flagship.



Pass those powder cases.

Submarines can only deploy until rations run out. Combat surface ships can remain at sea indefinitely, after receiving whatever is required. Fuel for the ship, as well as JP-5 (helo fuel) from an AO, ammunition from an AE, and stores, including powdered everything, from an AF.

The first documented replenishment of a warship at sea was conducted by the USS CONSTITUTION in the Caribbean Sea in 1799. The CONSTITUTION was replenished by small boats with supplies lowered in barrels from one ship, rowed across, then hoisted on board the frigate.

Fast forward to 1916, when the USS MAUMEE (AO-2), the first diesel-powered Navy ship, began refueling destroyers in WWI. The XO and Chief Engineer of the MAUMEE was a LT Chester Nimitz, (5 star Admiral during WWII) who developed a method of refueling ships by pouring fuel from the lines into open bunker manholes on deck.

Then in 1938 CNO Admiral William D. Leahy directed the fleet to take all steps to develop procedures for refueling battle ships, cruisers and aircraft carriers, (note – carriers can only be replenished on starboard side) which resulted in the broadside method becoming the standard.

In 1944 Admiral Raymond Spruance directed the development of a method for transferring ordnance and stores at sea. This after realizing his task force carriers could expend all their ordnance after only 3 days on the line. The result was an adaptation of the pier-side process that used cargo winches on both the delivery ship and carrier. In February 1945, the USS SHASTA (AE-6) conducted the first underway ammunition replenishment with the USS BENNINGTON (CV-20).

The Navy's only fully equipped and operational UNREP test site is Port Hueneme, CA, consisting of both civilian and military professionals. The test site is configured with all the same equipment on both sending and receiving ships in the fleet. Whereas Port Hueneme provides hands-on training, there is also an UNREP school in Little Creek, VA that provides classroom instruction. In addition, at the Naval War College in Newport, RI, there is a simulator that replicates the UNREP process. For those of you that attended the Newport reunion, we visited the Naval War College and observed the UNREP simulator.

The Navy now uses Military Sealift Command Ships employs 5,500 civil service mariners, federal government employees who crew non-combatant, Navy owned ships. MSC serve on 3 new types of replenishment ships active today. The Harry J. Kaiser, supply and Lewis and Clark Classes. They carry blue and gold horizontal bands on the stack and are in service with the prefix USNS.

Though fuel and other liquids cannot be supplied by VERTREP (vertical replenishment), the helo that frequented our fantail brought aboard the precious cargo of all .... Mail. Morale was as important to the crew as holiday chow.

Replenishment with the VIRGO is completed. Ships often comply with a naval tradition of playing "breakaway" music over the PA system. We never needed any "canned" music as our Admiral brought along his own 7<sup>th</sup> Fleet Band, who provided music during the entire UNREP process.

Now comes the call for an all hands working party. No matter your rating, you're part of the PROVIDENCE team. But why is it called a "party"?



Two projectiles caught in flight. Great job by a PH

## VILLA CITED FOR HEROISM



The following is the letter of Appreciation received by PMSG Samuel Villa for his quick action in the rescue of a drowning child.

"The District Commander notes with pleasure your participation in the rescue of two persons who had fallen into the water at the Monterey Marina in Monterey, California.

"It has been brought to my attention that at approximately 8:55 pm on the day of 29 May, 1971, you heard a noise and splashing in the water in the vicinity of the small boat float. You promptly proceeded to the scene, where you observed two persons in the water in danger of drowning. Without hesitation you entered the water and provided assistance to a small child who was having difficulty in swimming. Your efforts and assistance contributed directly to the child's safe return to the float dock.

"Your alertness, quick thinking, and prompt action in this matter are hereby most heartily commended."

MURK A. MAHEIN, RADM, USCG  
Commander, 12th Coast Guard District

Sam with Capt. Haynes



This 2 foot PROVIDENCE ship model will be raffled off at the upcoming San Antonio Reunion in October 2019. This very detailed model is valued at \$2,000, and is made in the Philippines from wood. If you desire to see more detailed pictures, please google USS PROVIDENCE model. There are about 15 pictures.

### SHIP'S STORE

Recently we have increase our items at the Ship's Store. The items below are now offered and can be purchased by contacting David Abdouch for the shirts and Jim Chryst for all other items.



New hat with great profile detail – available in 2 wks.  
\$16.99 plus shipping. Marine red \$17.99



Challenge coin. 2 sided. \$7 including shipping.



50 cal. Pen \$10  
Navy or Marine seal.



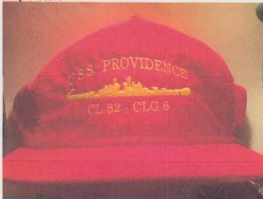
Lighter \$9.  
CLG-6 and CL-82



1<sup>st</sup> FLT 4 inches. Others 5 inches. \$10 each  
Shipping included. Tonkin Gulf Yacht Club soon.



## Ship's Store



Marine hat \$5 close out. CL-82 and CLG-6



CL-82 & CLG-6 dungaree Long sleeve \$37.50  
Short sleeve \$34.50



Golf shirt, all cotton \$40.50  
Shipping including on shirts  
Call David Abdouch 909-573-6227 with size info and  
shipping address.

Ship art prints for the "PROVIDENCE" art will be  
available at the reunion in various, standard, frameable  
sizes.

Contact Jim Chryst for all purchases, except shirts.

## STRIKE SONG by Jim Cozine

The ship that (almost) never made Port to the tune  
"Charlie on the MTA" by the Kingston Trio

The cruiser PROVIDENCE sailed from Yokosuka Harbor  
in early '68 to once again join the Tonkin Gulf Yacht  
club.

The admiral's flag was flying and all the girls were  
crying as she departed on the last day they had liberty.

Com7thFleet took her to Yankee Station  
then as part of "Sea Dragon" operations  
She had stood this watch before  
dueling with the RVN batteries ashore.

Roving the North Vietnam coast  
and "Fighting Devil" obliged to silence the shore battery  
positions.

Day or night she stuck to her H & I target missions  
with the crew getting little sleep at Readiness III  
conditions.

During the TET offensive the Marines near the DMZ  
were needed naval bombardment missions  
so she dueled it out with the VC at old Hue City.

Forty days at sea and a crew with no shore leave,  
her magazines were looking empty when  
she moved seaward for rearming from the AE

When her gun line relief "Thunder" CA-148 came over  
the horizon. The scuttlebutt was soon flying  
With a farewell salute she set a course easterly  
for re-gunning in Subic Bay  
and off she steamed to Subic Bay and OLONGAPO.  
The last words heard as the PRITAC voice faded  
"Just two days to Liberty"

## Chorus

Oh, did she ever make port? no, she never made port.  
And she never got liberty.

She may ride forever on the South China Sea  
She's the flagship with no liberty.



**2018 Roster of paid members.** It is requested that you review the info and submit updates and changes to Jim Chryst using the "change form" in this newsletter.

New members are highlighted in **BOLD**. Hull number is CLG-6 unless otherwise noted.

Donation column is either monetary or memorabilia.

Name	Hull #	Years	Division	Rank	Donation	Plank Owner	Dues paid thru date
Abdouch, David		66-68	1ST	BM-3	YES		2019
Altree, John W		67-70	X	YN-3	YES		2019
Ammend, Richard		66-68	1ST	SN	YES		2018
Arion, Ellsworth E.		66-69	CR/7th FLT	CWO-2			2017
Armstrong, John D		62-63	FLAG	CTR-1	YES		2019
Armstrong, Ray L	CL-82	46-47	A	MM-3	YES		N/A
Arnold, David		67-68	1st	SN	YES		2023
Baden, Joseph		71-72	M	LTJG	YES		2021
Bailey, Richard		68-71	OI	RD-3			2018
<b>Bakken, Lowell</b>		<b>67-69</b>	<b>1st</b>	<b>SN</b>			<b>2018</b>
Barbookles, James		67-70	OI	RD-2	YES		2020
Barnett, Robert		62-64	B	MM-2	YES		2021
Bastin, Donnie		65-66	1st	SN/BMCS	YES		2019
Bechtold, Robert		65-68	B	BT-2			2019
Beidelman, Ray		66-68		YNSN	YES		2022
Belvin, Houston		65-68	R	FN	YES		2019
Bennert, Harry		67-69	H	LCDR	YES		2018
Blackson, Marc		70-73	OI	RD-3	YES		2018
Boyce, Harvey W.		70	FLAG	LT	YES		2017
Boyd, Henry Allen		59-62	SUPPLY	DK-3	YES	YES	2018
<b>Bradsher, Robert</b>		<b>62-64</b>	<b>6th</b>	<b>FTM-2</b>	<b>YES</b>		<b>2019</b>
<b>Brandseth, Robert</b>		<b>62-64</b>	<b>S-4</b>	<b>SKSN</b>			<b>2018</b>
Bredderman, Rudolf		59-61	2nd	LT	LT	YES	2018
Brinza, Anthony			E	EM-1	YES		2018
Brown, Walter		66-70	R	SFM-2			2019
Bruckman, Thomas		70-72		RM-3	YES		2018
<b>Burge, Jr., David</b>		<b>68-69</b>	<b>SUPPLY</b>	<b>LTJG</b>	<b>YES</b>		<b>2020</b>
<b>Burton, Harvey</b>		<b>67-71</b>	<b>OL</b>	<b>BM-3</b>			<b>2019</b>
Butler, John J.		59-63	1ST/OE	ETR-3	YES	YES	2018
Canfield, Al		68-69	X	CWO-4			2019
Cappa, Ron		68-73	B	BT-2	YES		2018
Carnegie, Colin		59-62	6TH	GM-3	YES		2017
<b>Cashman, William</b>		<b>62-63</b>	<b>OS</b>				<b>2018</b>
Cester, Don		66-69	N	QM-3			2019
Chambers, Ken		70-73	A	FN			2019
Chase, Alan B		68	E	ENSN	YES		2020
Cheek, Arthur	CL-82	47-49	MARDET	LCPL	YES		N/A
Cheever, Gary		70-73	1st & X	SN			2018
Chryst, Jim		66-69	2nd & X	YN-2	YES		2019
Clark, Keith		61-63	OI	RD-3			2017
<b>Coberly, Andrew</b>		<b>68-69</b>	<b>X</b>	<b>PN-2/PNCM</b>	<b>YES</b>		<b>2019</b>
<b>Coe, Gary</b>		<b>65-69</b>	<b>OL &amp; 1st</b>	<b>BM-3</b>			<b>2019</b>
<b>Collier, Bob</b>		<b>71-72</b>	<b>SUPPLY</b>	<b>SK-3</b>			<b>2018</b>
Connelly, Allan		66-69	OL	BM-3	YES		2018
Cook, Michael		65-66	FG	FTG-3/FTCS			2019
Cook, Ronald		61-63	OI	RDSN			2018
Cosgrove, (Hank)		63-64	S-3	SHB-3			2019
Cotter, Paul		66-68	1st & FM	LTJG	YES		2019
Cox, William		68-70	A	LTJG	YES		2018
Cozine, Jim		61-63	N/1st/3rd	LTJG	YES		2019
Craig, Steven		67-69	Supply	SK-2	YES		2018

Name	Hull #	Years	Division	Rank	Donation	Plank Qwner	Dues paid thru date
Cramblett, George		70-73	R	HT-2			2019
Crater, Don		70-72	Supply	CS-2	YES		2018
Crawford, Gerald		66-70	E	IC-2			2018
Cromwell, Robert		61-62	FLAG	SN			2018
Culley, Randy		69-71	OPS	LTJG			2017
Davis, Dan		70-73	MARDET	CPL			2019
Dawdy, Benny		68-69	OPS	LT			2019
Dee, Joseph	CL-82	46-48	3rd	SN 1/c			N/A
De Nure, Bill		66-69	X	YN-2	YES		2018
Diemand, Kim		72-73	MARDET	LCPL	YES		2020
Dillon, Paul		67-68	FLAG/CR	RMC	YES		2019
Dorman, Dale		65-70	OC/CR	RM-3	YES		2017
Doxtator, Carl		66-70	R	DC-2	YES		2022
Duffy, Dennis		65-67	T	GMM-3	YES		2018
Duhon, Joseph			Supply	SN			2018
Dutcher, David		68-71	ENG	LT			2021
Edwards, Robert		62-64	OC/FLAG	RM2			2019
Ellis, Lloyd	CL-82	45-46	G	S/2C	YES	YES	N/A
Erdner, Tom		70-72	OI	RD-2	YES		2018
Farrar, Walter		62-64	S-4	DK-3			2019
Farmer, Joe		59-62	F	GMG-2		YES	2019
Feurer, Walter, Sr	CL-82	48-49	40 MM	SN			N/A
Foreman, Albert		66-68	3rd	BM-3			2018
Franclemont, David		67-70	3rd	BMSN			2019
Franklin, G. Wayne		63	OR	RM-3			2018
Friend, Lawrence		68	FLAG	CT-2	YES		2020
George, Joseph H			3rd	SN	YES		2018
Gibbs, George		62-64	N 4/6/7	LTJG	YES		2019
Giesse, Phillip			E	EMCS			2018
Godsil, Leonard		64-67	FG	FTG-3			2019
Golding, Joseph		71-73	COMM	LTJG			2019
Goldsmith, Al		61-65	M				2018
Goodworth, Ron		68	COM7thFLT	CYN-3			2018
Goss, Robert		65-67	FG	FG-3			2019
Grayton, Abraham		59-62	B	BT-3		YES	2019
Greathouse, John		61-63	S-2	LTJG	YES		2017
Greenwalt, Bill		66-68	X	YN-3			2018
Grieser, Robert		67-70	R	DC-2	YES		2019
Grindle, Robert		66-68	FLAG	MU-3/MUC			2018
Haas, Richard		59	6th & X	LT			2018
Hall, Fred	CL-82	48-49	3rd	S-2C			N/A
Hargraves, Bruce		61-65	1st & 3rd	BM-3			2019
Hays, Phil		66-69	OE	RD-3	YES		2018
Hayter, Edwin		69-70	X	YN-3			2017
Hennessy, James		61-63	S-2	CS-3			2018
Hicks, Laurence M.		65-68	2nd	BM-3			2017
Hinkle, Edwin		63-67	M	MM-1			2019
Hocking, Fred		61-62	F	FTM-2	YES		2018
Holley, John		67-70	FLAG & X	YN-2			2019
Hollyfield, Amy		Associate			YES		2019
Jacobs, J. Wesley		60-63	6th	MT-2	YES		2018
Jaeger, George		63-65	MARDET	PFC			2017
Johnson, Creighton		65-67	S-1	LCDR	YES		2020
Johnson, Dave		66-68	E	EM-2			2019
Johnson, John J.		61-64	OI	RDSM	YES		2019

Name	Hull #	Years	Division	Rank	Donation	Plank Qwner	Dues paid thru date
Johnson, Terry		61-62	OI	SOG-3	YES		2019
Jones, Charles	CLG-5	63-67	E	EM-3			2018
Jones, Tim		62-65	M	MM-3	YES		2020
Joyner, Mike		67-68	X	PN-3			2019
Kennard, John		71-73	DENTAL	LT			2018
Kitchens, Kyle		67-68	E	IC-2			2023
Knoll, David		72-73	B	BT-3	YES		2019
Koelmel, James		68-70	X - PAO	LTJG	YES		2018
Kozisek, Fredrick		71-72	G	GMG-2			2018
Kurtz, Larry		68-71	FM	FTM-1			2018
Lamppa, Carl		69-72	OE	ETN-2			2018
Lane, Robert		72-73	CR/7th FLT	RM-3			2018
Lee, Robert		67-68	OE	ETN-3	YES		2018
Lepper, Monty		60-63	X	YN-2			2018
Lester, Allen		59-60	OR	SN	YES		2021
LoBue, Sam		65-67	F	FTG-2			2018
Long, James		59-64	S-1	SK-2	YES		2020
Lowe, James (Niski)		68-70	WEPS	LT/CAPT	YES		2020
Lung, Charles(Bud)		66-67	OE	ET-1			2020
Luszcz, Joseph		66-68	X	YN-2/YNC	YES		2019
Macbride, John		61-64	X	LI-3	YES		2018
Macfeeley, William		70-72	R	HT-3	YES		2019
MacLeod, Skip		68-69		LTJG			2018
Mahaffey, Charles		66-69	FLAG/CR	CYN-3	YES		2018
Maher, Thomas	CL-82	46-48					N/A
Mangiapane, Russ		66-69	E	EM-2	YES		2018
Manning, Leslie		66-68	S-3	SHL-3	YES		2019
Mapes, Barry		71-72	3rd	BM-3			2018
Markiewicz, Joseph		66-69	CR	RM-3			2018
Markowski Joseph	CL-82	46	F				N/A
Martell, Jim		65-67	T	GMM-3			2018
Mason, Clyde G.		72-73	FLAG/CR	RM-2	YES		2019
McAlear, David		70-72	OI	RD-2			2018
McBryde, Walter		65-69		FTG-2			2018
McCubbin, Bill		59-64	1st/2nd/3rd	BM-3	YES	YES	2019
McGough, Patrick	CL-82	48-49	CR	RM-3	YES		N/A
McNally, Patrick		71-73	3RD/A DIV	FN			2017
McVeigh, Michael		66-68	OI	JG/CAPT	YES		2019
Meier, Lou		68-70	3rd & FTG	LTJG	YES		2018
Montgomery, Todd		65-67	ENG	LTJG			2018
Moore, James L.		60-64	OE	ETR-2	YES		2019
Moreton, Fred		61-63	4th	LTJG			2018
Motzer, Richard		71-72	X	PN-3			2019
Muzio, Victor		61-64	A	MR-1	YES		2018
Myers, Bill		62-65	6th	LTJG	YES		2019
Myers, Robert		68-70	2nd/ 5	SN			2019
Nelson, William		65-66	E	EM-1			2019
Nordgren, Don			5th	GMG-1			2018
Oblasney, Frank	CL-82	48-49	X	YN-3	YES		N/A
Oliver, Earl		66-68	OE	CDR	YES		2020
O'Malley, Patrick		68-70	E	IC-2			2019
Osredkar, (Tony)			Associate	USMC			2018
Osredkar, Florian		66-70	FM	FTM-3	YES		2018
Pagliari, Kenneth		66-69	FM	YN-3	YES		2020
Pagliari, Ronald		66-70	A	MM-3	YES		2018

Name	Hull #	Years	Division	Rank	Donation	Plank Qwner	Dues paid thru date
Pape, Eugene			A	MR-2			2018
Partridge, Gary		62-63	FLAG/CR	YN-3			2018
Penny, Robert		70-73	E	EM-3	YES		2019
Perno, Frank		64-66	B	BT-3			2023
Pettit, John T.		66-69	MARDET	L/CPL	YES		2019
Pierce, James		66-69	OI	RD-3	YES		2020
Pilger, Allan		65-69					2019
Poole, Leo		66-68	MARDET	CPL	YES		2019
Pounders, Darrell		69-72	E	EM-1			2019
Prai, Charles		59-63	S-2	DK-3		YES	2018
Prinsen, Edwin		68-73	FM	FTM-3			2018
Pryor, Roger		71-72	R	LTJG/CAPT			2020
Quarry, John	CL-82	45-46	F		YES	YES	N/A
Querciagrossa, Louis		59-61	B	BT-3		YES	2019
Quigley, William			X	SN	YES		2018
Rea, Roland		73	2nd	SN			2018
Reighley, Jack		67-70	OI	RM-3	YES		2019
Richardson, William		59-60	MARDET	PFC			2018
Rigg, Larry		62-64	FLAG/CR	LTJG			2017
Robertson, Rob		59-61	MARDET	L/CPL/MAJ			2023
Robinson, Ramon	CL-82	45-46	MARDET	L/CPL	YES	YES	N/A
Running, Brad		69-71	X	PN-3			2019
Ryan, Jay		67-69	S-1	SK-3			2018
Saenz, Samuel		60-62	PN-3/PNC	X			2018
Sarno, George		66-69	X	LI-3	YES		2018
Saylor, Robert		59-60	6th	GMT-3	YES	YES	2018
Schmelzer, John		68-72	SN				2019
Schmidt, Allen		66-67	E	SN			2019
Schreier, Edward		68-69	OE	ET-3			2020
Schuster, Robert		68-70	FG	FTG-3	YES		2019
Serra, H. Lawrence		67-68	N & 2nd	LTJG	YES		2019
Shadwick, Steve		70-72	B	BT-3	YES		2018
Shi, Steven		72-73	MARDET	CAPT			2019
Shively, Wayne		66	SUPPLY	AKAN			2018
Siefers, Robert		67-69	1st	SN			2018
Simon, Joe		66-71	FG	FTG-2	YES		2018
Smith, Cromwell	CL-82	45-46	I	RM-3	YES	YES	N/A
Spencer, Chuck		64-65	OI	ET-2			2018
Sprankle, Herb, Sr		70-73	2n & E	EN-3/ENCM			2018
Stang, Jon		71-72	H	HM-2			2019
Steenburg, Charles		60-61	4th & F	MT-3	YES		2018
Stephens, James W		66-68	FG	FTG-3			2018
Stephens, Robert		65-67	X	JO-3			2019
Stubits, Joseph	CL-82		M	FN	YES		N/A
Sullivan, Charles		59-61	MARDET	CPL	YES		2019
Sutton, Robert		71-73	SUPPLY	DP1/DPCS	YES		2018
Sutton, Ronald		67-69	N	QM-3			2020
Tamara, Randy		62-64	MARDET	CPL			2017
Taylor, Terry		66-69	OI	RD-3			2017
Taylor, Bruce		66-69	ENG	LCDR	YES		2020
Terrell, Richard		59-66	SUPPLY/4th	SN			2019
Thompson, A. Keith		61-62	MARDET	2nd LT			2017
Tlumach, Hilary M.		59-60	X	PN-3	YES	YES	2021
Trolinger, John S		64-66	OI	CWO-3			2018
Trosclair, John		60-61	X	YN-3			2018


Name	Hull#	Years	Division	Rank	Donation	Plank Owner	Dues paid thru date
Trosper, Harold		67-69	H	HM-2			2018
Troutman, Dwight		66-69	ENG	YN-3			2020
Troutman, Victor		62-64	CR	rm-3	YES		2019
Trujillo, George		69-70	B & M	FN			2018
<b>Uhlinger, Thomas</b>		<b>66-67</b>	<b>FLAG</b>	<b>CT-2</b>	<b>YES</b>		<b>2019</b>
Utterback, Kent		71-72	CS	SM-3			2018
Valade, Larry		59-61	F	LT	YES	YES	N/A
<b>Valese, Anthony</b>		<b>71-72</b>	<b>OPS</b>	<b>RM-2</b>			<b>2018</b>
Vautour, Arthur		66-69	FM	FTG-2	YES		2020
<b>Vellishek, Frank</b>		<b>66-68</b>	<b>F</b>	<b>FTG-3</b>	<b>YES</b>		<b>2019</b>
<b>Vellegas, Robert</b>		<b>71-73</b>	<b>BT-3/BTCM</b>	<b>B</b>			<b>2018</b>
Villa, Sam		68-72	FM	FTM-3	YES		2019
Viruet, Tom		66-69	1st	BM-3			2018
Voelker, Rodney		65-69	E	EM-1			2017
<b>Walters, John</b>		<b>70-73</b>	<b>M</b>	<b>MM-2</b>			<b>2018</b>
Ward, David F		68-71	1st/3rd	LTJG/CAPT	YES		2018
Waterman, Rob		71-72	R	HT-3			2018
Wegener, John		65-68	A	MR-2	YES		2019
Weichold, Clarence		59-66	1 st	BM-1	YES	YES	2018
Wein, Robert		66-70	FM	FTM-2	YES		2018
Weightman, Fawn	CL-82		2ND	Associate	YES		N/A
<b>Weiking, Robert</b>		<b>66-69</b>	<b>X &amp; N</b>	<b>SN</b>	<b>YES</b>		<b>2019</b>
<b>Westemeier, Thomas</b>		<b>62-64</b>	<b>OI</b>	<b>RD-3</b>			<b>2019</b>
<b>Wilkeson, Wayne</b>		<b>60-62</b>	<b>OE</b>	<b>ETR-2</b>			<b>2019</b>
Williams, J. R.		67-69	3rd & X	SN	YES		2018
Winters, Ronnie		66-70	T	GMM-3			2019
Witherspoon, Rex	CL-82	46-47	H	LTJG-DC	YES		N/A
Woody, Gene		62-64	CR	RMSN			2018
Wright, Kenneth		63-68	E	EM-1	YES		2018
Wulff, Gilbert		70-72	M	MMFN	YES		2018
Wulff, William		65-69	OI	YN-3	YES		2019
Yeutter, Philip		71-73	ENG	LCDR/CAPT	YES		2020
Yohanan, Robert		62-64	1st & R	ENS	YES		2018
<b>Ziegler, Fred</b>		<b>59-62</b>	<b>R, M, B</b>	<b>LTJG</b>		<b>YES</b>	<b>2018</b>
Ziegler, Philip		66-68	F	LTJG	YES		2017
Zweber, Richard		66-69	OI	YN-2	YES		2019

**MEMBERSHIP** - Jim Cozine has spent a considerable amount of time with the aid of complex computer programs to update the roster of current and past members of the PROVIDENCE Association. The update includes current address, phone numbers, cell numbers, email addresses, dates on board, division and rank/rate. This is an exhausting process, which will be on-going for some time. Therefore, I ask that you use the "change form" in this newsletter to assist us in keeping our data base current. You can also use the form to provide names and last known address of your shipmates who are not members of the Association

Earlier this year Dick Zweber and I sent out 750+ mailers to all data base shipmates, in the hope of obtaining additional members. So far this has been a successful venture, in that we received many past due payments, 85 new members, and 50+ new Facebook members. I encourage you to get involved, so we can continue to grow the Association and keep the PROVIDENCE legacy alive.

Membership break-down is as follows:	Paid thru 2018+	235	CLG-6 members	235
	Paid thru 2017	17	CL-82 members	17

New Members since the Buffalo Reunion 85  
Facebook page members 233  
Plankowners CL-82 - 4 CLG-6 - 13



## CHAPLAIN'S CORNER

The Spring and Summer festivities are now waning and the Fall and Winter celebrations are fast approaching. As I set here reflecting on the past few months I am reminded that when Spring finally arrived after a long cold winter, I could not wait for the warmer days of Summer and all the good things that came with it. The picnics, the parades, the fireworks and all the other great happenings that Summer brings. Now however, I find myself a little impatient for the cooler weather that will bring relief from those hot summer days and entertain returning thoughts of the Fall and Winter festivities yet to come. It would seem, like many others, that impatience is a inevitable part of our daily lives.

Sometimes I also find myself impatient with God as well, especially about His promised return. I wonder, what can He be waiting on? The tragedies around us, the suffering of people we love, and even the stresses of daily life all seem bigger than the fixes on the horizon. Then I discover God is still at work in someone's life or someone tells their story of having just met Jesus. Again, I am reminded there are stories and details God knows that I don't. God reminds me to trust Him and to remember that it isn't all about me. It's about God's plan and HIS timing. 2 Peter 3:9 tells us "The Lord does not delay and is not tardy or slow about what He promises, according to some people's conception of slowness, but He is long-suffering toward you, not desiring that any should perish, but that all should turn to repentance."

In the time God has given us on this earth, try being a light in the darkness. "Let your light shine before men in such a way that they may see your good works, and glorify your Father who is in heaven." (Matt. 5:16) Let your holy life, your pure conversation, and your faithful instructions, be everywhere seen and known. Always, in all societies, in all business, at home and abroad, in prosperity and adversity, let it be seen that you are real Christians. The proper motive to influence us is not simply that we may be seen but it should be that our heavenly Father may be glorified. True Christians act to glorify God, and care little what people may think of them, except as by their conduct others may be brought to honor God, yet they should so live that people may see from their conduct what is the proper nature of their religion. Praise, or honor God, or be led to worship him. Seeing in your lives the excellency of religion, and the power and purity of the gospel, they may be won to be Christians also, and give praise and glory to God for his mercy to a lost world.

Our goal should never be to bring recognition to ourselves, but to bring glory to God. There's a fine line between being a light and putting on a show to get attention. It's a matter of the heart. Consider other people's needs and help meet them. Encourage instead of criticize. Be patient. Give others the benefit of the doubt. If you hear gossip, distance yourself from it or change the subject. When you encounter a difficult person, remember that they were made and are loved by God. Above all, treat others the same way you want them to treat you.

Let us pray,  
I'm so glad that you are the light, and I can only be light by being close enough to you to reflect your radiance. Help me to stay in your presence, so that I can share your light well. Lord, I rejoice that you've given me your light, and I need not wallow in darkness anymore. Help me to bring your light to the whole world. This I ask in the name of Jesus, Amen.

Now, may God Bless you, your family and God Bless America.

Chaplain Dave-

# TAPS

Jim Cozine has worked our old members rosters and has uncovered a large number of shipmates who have passed. In previous newsletters I highlighted obituaries of our departed, however, there were so many deceased shipmates, that we are forced to list each in alphabetical order. Currently our Secretary forwards a letter of condolence to the known widow of our mates. We also recognize each shipmate during the Memorial Service during the reunion. The following is a listing of deceased shipmates since the Buffalo Reunion in September 2016. Unmarked are CLG-6. PO beside the name indicates Plank Owner.

Armstrong, John W.		Hyde, Kenneth		Sustayta, Hector	
Baglioni, Victor		Ingraham, Lee		Thorp, Victor	CL-82
Barnicle, Dan, USMC	CL-82	Isaacson, Gerald		Thorpe, Don	
Brewer, James		Jealy, Thomas	CL-82	Tibbetts, Bernard	
Bristol, George		Johnson, Creighton		Tucker, Roger	
Bunn, John		Kabreal, Robert		Ulmer, Gary	
Carter, Glen		Kolb, Rellor		Unger, Andrew	
Castor, Richard		Lamastra, Norman		Visser, Bernard	
Christianson, Jack	CL-82	Lamberth, Laurence		Volpe, Robert	
Christlieb, Robert	CL-82	LaRocque, Eugene	CO	Wagner, Paul	
Cobbs, Walter		Laszio, Louis		Wagner, Richard	CL-82
Davis, Francis		Lechleiter, unknown		Walchko, Wayne	
DeWeeth, Dean		Leins, Michael		Ward, William	
Dixon, Rodney		Lewis, Lee		Ware, Jack	
Duncan, Freddie		Lynette, Peter		Warren Donald	
Emory, Patrick		Lyon, Herb	CL-82 PO	Wegener, Edmund	
Felsheim, Wayne		MacHenry, Earl		Wiest, William	
Ferguson, Walter		Matthiesen, Jerry		Williams, Chalmer	CL-82
Finley, Michael		Messick, warren		Williamson, James C.	USMC
Fletcher, Wayne		McCauley, Carleton		Zapotoczny, Stanley	CL-82
Fowler, William		McMillan, Leo		PO	
Frantz, Francis		McWethy, Robert	CO		
Gesford, John		Misegades, Douglas,			
Gibbons, Paul,	CO	Momb, John		Note that we have lost four,	
Gibson, Jefferson	CL-82	Monroe, Chalres		former CO's.	
Goodman, Phillete		Morgan, Henry		RADM Eugene LaRocque	
Grace, Robert		Mundell, Lee		CAPT Robert McWethy	
Greenaway, Donald		Murat, Joseph USMC		RADM Kenneth Haynes	
Griffith, Donald	CL-82	Myers, Kerry		RADM Paul Gibbons	
Halloy, Emil		Nehler, Randy			
Hambleton, Duane	PO	Nichols, Thomas		Shipmates, rest in peace.	
Harnish, David		Philabaum, Gary		We have the watch.	
Harris, Rex		Rischer, Quentin			
Hayes, Ronnie		Roemer, Donald			
Haynes, Kenneth,	CO	Ryan, Alvin			
Healy, Thomas		Ryno, Brooks	CL-82		
Hembre, L. E.		Sanchez, Adalberto	CL-82		
Hemminger, Michael		Sapphire, Daniel			
Hines, Blaire		Schafer, Howard			
Himmel, Ivan	CL-82	Schmitt, Pete			
Holmes, Richard		Selland, Rory			
Hopman, George		Simard, Leo	CL-82		
Horn, Robert		Simmons, Kendall	XO		
Hughes, Kevin		Sowers, Charles			



## SICK CALL

Bill and Beverly McCubbin  
Harry Bennert  
Vic Muzio



**USS PROVIDENCE ASSOCIATION  
MEMBERSHIP FORM**

**NAME** \_\_\_\_\_

**MAILING  
ADDRESS** \_\_\_\_\_

**CELL PHONE/LAND LINE** \_\_\_\_\_

**EMAIL ADDRESS** \_\_\_\_\_

**SHIP/YEARS ON BOARD** \_\_\_\_\_

**RATE AND DIVISION** \_\_\_\_\_

**YEARLY DUES (\$25)** \_\_\_\_\_

\$45 for two years of dues in one single payment.

**ADDITIONAL CONTRIBUTION**

**WEBSITE/DISPLAY CASES** \_\_\_\_\_

**TOTAL CHECK** \_\_\_\_\_

**MAKE CHECK PAYABLE TO:**    **USS PROVIDENCE ASSOCIATION  
C/O DAVID ABDOUCH  
127 AMBERWOOD DR.  
WALNUT, CA 91789**

Your yearly dues provide maintenance for our website ([ussprovidence.org](http://ussprovidence.org)); our two memorial display cases located on board USS LITTLE ROCK CLG-4 in Buffalo, NY and the USS SALEM CA-139 in Quincy, MA; and our twice per year newsletter. Through your generous support, we continue to expand our memorabilia items and rotate the displays yearly. Additionally, many items are brought to the regularly scheduled reunions. The cost to maintain our website continues to rise, as we expand our offerings of information, which includes; pictures, news articles, web links, cruise books and other PROVIDENCE periodicals. Sam Villa, our webmaster, has invested a considerable amount of time to bring you the most complete website of any Navy organization on the web. We also maintain a social media page on Facebook. Currently there are 217 members who share pictures and sea stories, so you may wish to consider signing on to that social media page (USS PROVIDENCE CLG-6).

Those shipmates who have contributed cash or memorabilia for the memorial displays are recognized in the column note "donation" on the membership page of our newsletters. If you have an item you wish to donate, contact Jim Chryst, 34 Snyder Hollow Rd, New Providence, PA 17560, cell 973-222-5499 or [jchryst@embarqmail.com](mailto:jchryst@embarqmail.com).

## USS PROVIDENCE CHANGE STATUS FORM

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE: CELL \_\_\_\_\_ LAND LINE \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

CL-82 \_\_\_\_\_ CLG-6 \_\_\_\_\_ RATE/RANK ON SHIP \_\_\_\_\_ HIGHEST RATE/RANK ATTAINED \_\_\_\_\_

DIVISION \_\_\_\_\_ DATES ON BOARD \_\_\_\_\_

### OTHER SHIPMATES WE MAY CONTACT

NAME \_\_\_\_\_

(First, middle initial, surname)

LAST KNOWN STATE OR ADDRESS \_\_\_\_\_

AGE \_\_\_\_\_ HULL NUMBER 82 OR 6 \_\_\_\_\_

### VOLUNTEER DATA: IF YOU WISH TO VOLUNTEER FOR A POSITION IN THE ASSOCIATION

CIVILIAN EXPERIENCE \_\_\_\_\_

VOLUNTEER SERVICE EXPERIENCE \_\_\_\_\_

RECRUITING \_\_\_\_\_ REUNIONS \_\_\_\_\_ NEWSLETTER \_\_\_\_\_ SHIP'S STORE \_\_\_\_\_

BOARD ADVISOR \_\_\_\_\_ OFFICER \_\_\_\_\_ SOCIAL MEDIA ASSISTANCE (MONITORING) \_\_\_\_\_

WEBSITE ASSISTANCE \_\_\_\_\_ OTHER \_\_\_\_\_

DUES PAYMENT – \$25 PER YEAR OR TWO YEARS IN SINGLE PAYMENT FOR \$45 \_\_\_\_\_  
(2yrs recommended to save on follow-up effort and postage)

SEND FORM TO:

USS PROVIDENCE ASSOCIATION  
C/O DAVID ABDOUCH  
127 AMBERWOOD DR  
WALNUT, CA 91789

## U.S.S. Oklahoma City Association

CL-91

CLG/CG-5

SSN-723

### **Official 2019 Reunion Notice**

Double Tree Suites by Hilton Seattle Airport/Southcenter  
16500 Southcenter Parkway, Seattle, WA 98188  
1-800-222-8733

Tuesday, October 1, 2019 to Sunday, October 6, 2019

(Prepared for early distribution at 2018 Norfolk reunion)

**GENERAL INFORMATION** – Our 2019 Reunion will take us back to the Pacific Time Zone where we will savor the sites and flavors of the Pacific Northwest in and around Seattle.

**WHO CAN ATTEND** – Any and all current and former crewmen of U.S. Navy ships christened *Oklahoma City* are invited to attend. This invitation extends to spouses, friends, children, and grandchildren as everyone with OkCity connections is welcome to attend.

**HOTEL** – Attendees are to make their own hotel reservations by calling the hotel at the number above. Make sure to clearly identify our group to get our special daily rates of \$109 (singles, doubles, triples, and quads) plus tax. Our group reservation name is 2019 Reunions. These rates will apply 3 days before and after the dates of the reunion based on availability at the time of making reservations. A complimentary full hot breakfast for up to two in a room is included, as is complimentary parking and airport shuttle. The hotel is ADA compliant and attendees are to make these needs known at the time of making reservations. Reservations made after September 17, 2019, shall be handled on a space available basis and at the prevailing rate. First nights reservations must be guaranteed with a credit card.

**FOOD & ALCOHOL POLICY** – All food and alcohol served and consumed in the hospitality room must be provided by the hotel.

**DRIVING DIRECTIONS** – (Please note there are two Southcenter roadways. One is a **Boulevard**, the other a **Parkway**).

From Northbound I-5, take Exit 153 to Southcenter Parkway South. Proceed south to hotel sign and turn left.  
From Southbound I-5, take exit 154b to Southcenter Blvd. Turn left and proceed to 61<sup>st</sup> Ave South and turn right. Turn right on Tukwila Parkway which turns into Southcenter Parkway. Proceed south to the hotel sign and turn left.  
From Westbound on I-405, take Southcenter Blvd exit to 61<sup>st</sup> Ave South and turn right. Turn right on Tukwila Parkway which turns into Southcenter Parkway. Proceed south to the hotel sign and turn left.

**TOURS & ACTIVITIES** – All tours are optional and will require minimum participation. No refunds will be made once guarantees are made. Certain tours and activities may require walking and standing for periods of time and some venues may not be accessible. And, if a wheel chair ramp equipped bus is needed, guests must make this need known upon receiving this notice by calling John Baker at 620-399-3999. If notifications are not received, the Association and its officers are not responsible for accommodations not being made in these instances.

**CLIMATE & WEATHER** – Being early October, expect temperatures to be cool but comfortable and of course being Seattle some rain can be expected. Jackets and sweaters will be a must.

**RESERVE NOW** – Go ahead and make your hotel reservations early on so we will have an idea if we need to add to our room block. The earlier we do, the better the chances of getting our contracted rate otherwise the added rooms may be at a higher rate. More information and registration form will be in the 2019 Spring Corral.

**CANCELLATIONS** – To cancel your hotel reservations, please call the hotel with your reservation number at least 48 hours before prior to your arrival date. To cancel your reunion functions, please call Richard Harvey at 813-468-8379 before September 1, 2019.

**2019 Reunion Tours and Activities**

All tours are optional and do require minimum participation. If minimums are not met, tour(s) may be cancelled and monies refunded less applicable cancellation charges. Costs shown include motor coach transportation, guides, admissions, tolls, and taxes. Gratuities for drivers and guides are not included and are at the discretion of tour participants. Lunches are not included in the costs of any tour and will be on your own. No refunds will be made once guarantees are made.

**Wednesday, October 1, 2019**

**Tour Cost: \$65**

LeMay Car Museum Boeing Museum of Flight  
Lunch on your own at LeMay Dinner and Evening on Your Own

**Thursday, October 2, 2019**

**Tour Cost: \$60**

Boeing Factory Tour Seattle Center  
Welcome Reception at Hotel  
Lunch on your own at Mukilteo Terminal Dinner and Evening on Your Own

**Friday, October 3, 2019**

**Tour Cost: \$45**

U.S. Naval Undersea Museum Puget Sound Naval Museum U.S.S. Turner Joy  
Bring ferry back Bremerton to Seattle  
Lunch on your own at Bremerton Dinner and Evening on Your Own

**Saturday, October 4, 2019**

**Tour Cost: \$60**

Association Business Meeting  
Pike Place Market Argosy Harbor Cruise  
Reunion Photo Session Banquet

**Sunday, October 5, 2019**

Memorial Service Farewell Brunch