

# The PRIVATEER

Volume 19 Issue 3

The “Conny-Maru” and “Gus Boat”



Gustavus Conyngham  
1747—1819

July 2013

## 2014 Reunion

By: Dave Suckow, Reunion Chairman  
[dsuckow@comcast.net](mailto:dsuckow@comcast.net)

The 2013 reunion is in the history books, now it's time to start on the 2014 reunion.

This one is only 12 months away. So here we go.



The dates are Sunday June 8 to Thursday June 12, 2014. The hotel is the Circus Circus Reno, 500 Sierra St. Reno, Nevada 89503, 775-328-9563

The room rate is \$39.00 per night. This room rate is net and is subject to Washoe County Room Tax (13.5%) and City of Reno Capital Projects Tax (\$2.00) per room per night (subject to change) and a resort fee of \$5.99 plus tax. When totaled, the hotel rate is \$59.00 and change per night. A \$10.00 fee will be added for each additional guest for triple/quad occupancy. Children 17 (seventeen) years and under, in the same room, are no extra charge.

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## Remembering Past DDG 17 Commanding Officers

CDR Lloyd W. Fernald our seventh Commanding Officer, from 22 January 1972—30 July 1973. Commander Lloyd W. Fernald Jr. entered the Naval Academy in 1953 from Rockland, Maine. Upon his graduation from Annapolis in 1957 he served as Boiler Officer in the USS ROCHESTER (CA-124). He then served four years on USS SOMERS (DD-947) as ASW and Gunnery Officer followed by a tour of duty in the Fleet Operations Branch of the Office of the Chief of Naval Operations, Washington D.C.



Upon completion of his tour in OPNAV, Commander Fernald reported as Executive Officer USS LESTER (DE-1022). This duty was followed by his assignment as Commanding Officer, USS FIRM (MSO-444). While in command of FIRM, during the period of Dec 1966 to June 1968, Commander Fernald participated in four Operation Market Time patrols off the coast of the Republic of Vietnam for which he was awarded the Navy Commendation Medal with Combat "V".

In June 1968, Commander Fernald reported to U.S. Naval Postgraduate School, Monterey. Receiving his Master of Science in Personnel Management, Commander Fernald was assigned to the Bureau of Naval Personnel where he served as Surface Warfare Assistant in the Planning and Programming Branch of the Officer Distribution Division.

Commander Fernald is married to the former Carol June LaRoue of Miami, Florida. They have two children, Mark and Melissa. We have no further information at this time of Commander Fernald's naval career after leaving as Commanding Officer of the USS CONYNGHAM.

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## Reporting Aboard

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## Change to Bylaws & Constitution

The proposed Dissolution Article to our Bylaws and Constitution was presented at our annual business meeting in New Orleans to the membership. After reading the proposed change and opening the floor to discussion, a vote was taken to add this Article into our bylaws. The proposed change was unanimously passed. The Association's Bylaws and Constitution have been changed to include Article XI Dissolution, effective 22 May 2013.

### Article XI

### Dissolution

The Association may be dissolved at any time by a vote of two-thirds of the Regular Members at the annual business meeting. Upon dissolution of the Association, all funds and property other than historical items shall be donated to a non-profit naval related organization such as, but not limited to, the Navy Memorial, Tin Can Sailors, Navy and Marine Corps Relief Society, etc. If feasible, historical items shall be returned to the family of the donor, or donated to a non-profit naval historical organization or such other historical group as the Executive Committee deems appropriate.

Upon dissolution, no member or officer of the Association shall be entitled to share in the distribution of any of the Association's assets, monetary or otherwise. After all obligations have been properly paid, satisfied and discharged, the final action shall include a letter to the Regular Members of record of the asset distribution and any other pertinent information.

## Taps:

### John Walburn, RDSN, 65-?

Passed away in 2012 as reported by  
John Dinkel

*Eternal rest grant unto them, O  
Lord, And let the perpetual light  
shine upon them. May their souls  
and the souls of all faithful depart-  
ed, through the mercy of God, rest  
in Peace, Amen*

## Interviews at World War II Museum

### Tom Gibbs

### Special Projects Historian

### The National World War II Museum

Tom has sent me two discs that he made of T.L. Jackson and Pete Anderson when at the reunion for the museums history. They are about 35 minutes long, T.L. and Pete gave interesting thoughts on their time on the *Conyngham* during the war. If anyone is interested in receiving a copy the discs please send your return address along with \$2.00 to offset the costs of making them and S/H to:  
Dave Suckow  
1871 Silver Bell Rd. #103  
Eagan, MN 55122-1180

## Letter from the President



First I would like to introduce myself. My name is Dave Douglas and I am your new President (I was elected at the New Orleans Reunion to replace Rich Greene who stepped down after six years in the position.)

To give you a little background, I am a CONYNGHAM Plank

Owner (63-66) and my rate was STG2. After my four year enlistment I did what many electronic techs did with their navy training. I joined a computer company. After 37 years in computer engineering I retired from General Binding Corp. as Vice President of Technical Services. I've been retired for 10 years now.

I would like to thank Rich Greene for his many contributions to the Association over the years. He provided strong leadership throughout his tenure that guided the many efforts of the Association in the right direction.

Whether he was advising on reunion matters, supporting fund raising efforts, presiding over organization business meetings, hosting banquets, dealing with member issues or overseeing expenditures, Rich was the rock we all depended upon. He is a hard act to follow. Given time, I hope to be a worthy replacement.

The good news is Rich isn't going anywhere. He continues on as Immediate Past President and a member of the Executive Committee. His expertise and continued involvement will be integral to the success of our organization. I also want to thank Bob Ogden for his work on the Executive Committee as Immediate Past President over the past several years.

Paul Elliott was elected to the position of Vice President of DDG-17 replacing Vito Calamita who, unfortunately, passed away on November 30<sup>th</sup> of last year. The remaining officers, John Barone (Treasurer), John Burkhard (Secretary/Chaplain) and Dave Suckow (Newsletter Editor/CONYNGHAM Historian/Ship's Storekeeper) were retained by the membership for another year in office. George Columbo will continue on as our Webmaster and I will retain the role of ACVA Representative.

Now on to the good stuff! The New Orleans reunion, our 26<sup>th</sup>, held between May 19<sup>th</sup> and May 23<sup>rd</sup>, was outstanding. The hotel, Chateau LeMoyne, was previously a historic Greek Revival town house built between 1847 and 1857. The accommodations, hospitality suite, banquet hall, food and hotel staff were excellent.

The National WWII Museum Tour was both informative and awe inspiring. Viewing and taking part in the 4-D movie "Beyond All Boundaries" was the highlight of the tour and gave me a better appreciation for what those heroes went through to guarantee the freedoms we enjoy today. Two of our DD-371 shipmates, Pete Anderson and Thomas Jackson were interviewed by the museum so their WWII experiences could be archived for later generations to hear and understand. The Swamp Tour organized by Warren Wilde and his brother Alan was both fun and exciting. It lasted for two hours and afforded the opportunity to see the beauty of the swamp and get up close and personal with alligators.

Dave Suckow and Eileen Olson get a big "Bravo Zulu" from the Association for planning and executing a wonderful reunion. A big thank you also goes out to John Burkhard for shooting over 400 reunion pictures for the album.

Ed Gingras, 2014 Reno Nevada's designated reunion chairperson, will be unable to carry out his duties due to illness. So next year's reunion will, once again, be chaired by Dave and Eileen. Thanks guys, for your willingness to step up when needed. Our hearts and prayers go out to Ed and his wife Donna for his speedy recovery.

A final note, the Association is focusing on two major goals this year. One is to increase membership in the association and the second is to generate more interest in attending our reunions. Let's face it, we aren't getting any younger and there are no new

CONYNGHAM shipmates being created. But we do have an 800 person roster to utilize in these efforts and you, our current membership base, know a lot more shipmates that are potential members. Let's work together in this effort. In this newsletter you have the e-mails of the association officers. You can either contact your shipmates on your own or submit their names to us. We will be glad to contact them, update their profile and send along a sample newsletter for their reading pleasure.

Thank you for making the organization a success in 2013 and we'll see everyone next June in Reno.

Dave Douglas  
President, USS CONYNGHAM Association

**Letter from the Treasurer**

This edition of the PRIVATEER contains the Association's annual July 1<sup>st</sup> – June 30<sup>th</sup> Year End Financial Report. Please take a few minutes to review this report and see where we receive our operating funds and how our money is spent. If you have any concerns or questions, you can direct them to me or any of the other Association Officers.

All dues payments should be sent directly to me at the following address:

**John Barone,  
27 Tyler Terrace  
Jewett City, CT 06351-1239.**

Please do not send cash or send dues to anyone other than myself. Personal checks or money orders should be made out to "**USS CONYNGHAM Association**".

Thanks,  
John Barone  
[jbarone@ct.metrocast.net](mailto:jbarone@ct.metrocast.net)  
860-376-3500

**Note:**

Nick Choroshyliw will be doing the Reunion Picture Booklet again, if anyone has some pictures to offer please forward to,  
[gusbost17@gmail.com](mailto:gusbost17@gmail.com) or  
[dsuckow@comcast.net](mailto:dsuckow@comcast.net). More information will passed on in future issues of the PRIVATEER..

Dave

**Letter from Immediate Past President Rich Greene**

Just a quick word to all Conyngham shipmates. I sincerely appreciate your support during my tenure as Association President. I was very honored to hold that position, and was blessed to have an exceptionally strong supporting cast of Association officers and appointees, along with reunion coordinators, who made my job all the easier--Bob Ogden, Woody Williams, the late Vito Calamita, John Barone, John Burkhard, Len Gordon, Dave Suckow, George Columbo, Warren Wilde and Bill Dawe. My thanks to all of you. And my thanks to all members of the Association--I know you will be well served by the incoming officer group and that you will be there in the same way for them as you have always been for me.

Rich Greene  
Immediate Past President

**Letters from Shipmates and Guests****From Eileen Olson**

I was very surprised and honored when Warren Wilde presented me, a non shipmate, with the traveling USS CONYNGHAM DDG 17 CREST Plaque for all my help to Dave and the Association with the History Display at the reunions, and many other tasks along the way associated with the reunions. Across the face of the insignia on the plaque is the ship's motto, "READY TO SERVE", that is how I feel about the Association, I am *ready to serve*, however I can, even though I am not a shipmate.

When Dave and I starting coming to the reunions in 1997 at Branson, I will always remember how the "371" men sat together and reminisced and the "371" wives always sat at one or 2 tables and visited while waiting for their husbands, they would stay until the wee hours before retiring to their rooms. I know the wives welcomed us wives into their groups. Then some people started bringing things to share and also photo albums of pictures that were taken at the last reunion and they would be put on a table and you didn't always see what was in the pile. I really enjoyed learning about the 3 ships so when Dave became Historian for the Association, it was just natural for me to be interested in the information that he started collecting. The "371" shipmates and wives really enjoyed seeing the things that were donated to the Association and those that were found on the internet. Little did we realize when he became Historian in 2001 what we would be getting ourselves into. Also shipmates were donating a lot more items since there was someone in charge of the history. First Dave got a wooden trunk made to hold pictures and books to go in the back of our van. Then in 2003 we added racking to display all the books and items as our inventory was really growing and had that in the back of the pickup with a snap-on-top to the bed and the wooden trunk on a hitch-hiker, which was not to secure when we stayed 2 nights in hotels in route each way. In 2004 we had the reunion in Bloomington, MN so no traveling.

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## Association Officers

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## Recap of the 2013 Reunion

Well the 2013 reunion in New Orleans, LA is in the books, it was a long wait, and then what seems like the blink of an eye it's over. According to everyone that spoke or wrote to me since the reunion says it was a great success. The hotel was great, the staff even better, and the food without question was awesome. There is nothing like having a little salad, red beans and rice, corn bread, southern fried chicken, and a bread pudding with Praline sauce to start the reunion off with on Sunday evening. Earlier to start it off though we got into the hospitality room around 9:00 AM having plenty of help unloading the trailer by shipmates and hotel staff. Eileen started setting up the history display, and Warren and his brother Alan set up the bar area with what they had, early afternoon Dave Walker and myself went shopping to get the snacks and additional drinks needed to keep everyone happy. Well everyone was checked in and it turns out they all had to wait awhile, as the Sam's Club and Wal-Mart were packed, 45 minutes and 20 minutes just to check out respectively. It all turned out OK, a few drinks, a renewal of acquaintances and a good dinner. Oh, and to top it off great bread pudding, Frank Darlea EN3 63-65 surprised his guest Marilyn Gellman with a birthday cake to be shared by all, Marilyn was celebrating her ?? (she of course would not tell) birthday.

Monday started off with breakfast on your own, the hotel's restaurant served breakfast which is of the usual fare at a fair price. At a little after 8 am we gathered in the lobby to take half of us at a time in a 30 passenger bus to the National World War II Museum. There we went into an orientation meeting to explain the where and what of this big and still growing museum. The Museums newest building the "Boeing Center" features six aircraft hanging from the ceiling, one is a B-17 *My Gal Sal* the largest aircraft hanging from a museum ceiling, it has four floors with walk ways to get close to the planes. At 11:00 we went into the theater to watch a 4D movie narrated by Tom Hanks, it is a great documentary of the World War II. Lunch was at noon with sandwiches, salad, and brownie. Then more exploring before returning to the hotel. Evening activities and dinner was on our own.

Tuesday was a free day; a large group had a planned tour of the Louisiana Swamps on an airboat and a chance to play with the gators. Others toured the French Quarter and the other plentiful sites. A few members took a bus tour of New Orleans that included areas still ravaged by Hurricane Katrina. That part of the tour was very depressing. I took our two DD 371 shipmates, T.L. Jackson and Pete Anderson with their wives back to the museum for live video interviews with the museums Special Projects Historian, Tom Gibbs. The interviews will be put in the archives for history displays.

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## Contributions to PRIVATEER

News contributions to "The PRIVATEER" should be sent to: **The Privateer**, c/o David Suckow 1871 Silver Bell Rd. #103, Eagan, MN 55122-1180. Or to [editor-privateer@comcast.net](mailto:editor-privateer@comcast.net). Articles should be received by the 1st. of the issue month. **The PRIVATEER** is normally sent out in January, April, July and October. Articles will normally be printed as submitted. The editors and Association will not be liable for their accuracy.

## Letters from Shipmates and Guests

By 2005 a 5x8 trailer was purchased for securely transporting the history and it is now full along with the ship's store items and of course the left over booze and glasses, napkins, etc. Once we get home everything that is paper like books and pictures has to be brought up to the condo as the underground garage is not climate controlled. Also by having the trailer we can store ½ of the items in it which really helps. After the banquet and the packing up starts, I am the one that remembers how each box and tote was packed so it all fits and the order it goes into the trailer the next morning. It is always hard when we get large donations, without boxes, to figure out how to get them home safely and then re-configure the packing of the trailer for the next reunion, but the challenge is always interesting. Since Warren along with a few other shipmates and wives have been coming in a day early for the reunion to help with the unpacking and setting up the display, he knows how much work is involved with the display.

When Dave took over getting nametags ready for each reunion since the early 2000s, I help proof the spelling and organizing them. It really helps me learn the names, which I am bad at remembering.

I also help him with the newsletter proofing and mailing processes.

Receiving this plaque really means a lot to me and I want to say a big THANK YOU to Warren for honoring me with the traveling plaque. Thanks to all of you that congratulated me on receiving it. It is proudly displayed along with a beautiful canvas picture of the DDG 17 on top of the wooden trunk that holds all the history pictures in our living room until next year when I pass it on to someone else.

Dave and I also want to THANK Dave Walker, who came over to help us load the trailer this year and also unload part of it when we got home as Dave needs help with this part. We also want to THANK all the others, you know who you are, that help with setting up and packing up and loading the trailer each year.

Eileen Olson

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**Dave Walker SN 63-66** Hi shipmates. We are back from a great reunion. Hope everyone is rested up. Carol and I continued our trip to Philly and Jersey. We have a nephew that is in NROTC and he received top honors this year. I showed him the Battle "E" that I am keeping safe till next year and he asked if his Senior Chief and CO could see it. Which of course I was glad to do. As we were doing this, his CO said that he been on a DDG, and that he was a chopper pilot who went out to one that had a main space fire and he was there to take the dead and injured to shore. It's a small world, that was the Gus boat. Oh, and the Senior Chief is from Milwaukee, WI.

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### Tom Gibbs, Guest speaker at the reunion

David,

I received your package and I just wanted to say thank you so much for your kindness and for allowing me the opportunity to address the members of the Conyngham reunion group.

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## Naval History

### Dates to Remember



**3 July (1950)** First carrier air strikes of the Korean War carried out by planes from USS *Valley Forge* and HMS *Triumph*

**6 July (1976)** First 81 women sworn in at U.S. Naval Academy

**12 July (1968)** Last operational U.S. Navy seaplane, a P-5 *Marlin*, is retired

#### Special Mention:

**13 July (1963)** USS *Conyngham* (DDG-17) commissioned in the Philadelphia Naval Ship Yard

**6 August (1886)** Congress authorizes first American Battleships, *Maine* and *Texas*

**8 August (1972)** Women authorized for sea duty as regular ship's company

**17 August (1962)** Navy's first patrol hydrofoil craft, USS *High Point* launched at Seattle

**20 August (1942)** Auxiliary aircraft carrier (later CVE) *Long Island* delivers first U.S. Marine Corps aircraft to Guadalcanal

**24 August (1942)** Battle of the Eastern Solomons

**5 Sept (1864)** First naval and marine uniforms prescribed

**13 Sept (1814)** British naval bombardment of Fort McHenry inspires the writing of the "Star Spangled Banner"

**13 Sept (1847)** Marine Brigade leads U.S. forces storming Chapultepec Castle near Mexico City, inspiring "from the halls of Montezuma" line of "Marine Hymn"

**24 Sept (1918)** Lt. David S. Ingalls becomes first, and only, U.S. Navy "Ace" in WWI

## ACVA Update



ACVA Update  
As I indicated in my last newsletter update, the Jacksonville Historic Naval Ship Association (JHNSA) has moved the mooring location of the Adams in

Jacksonville from the Acosta Bridge to the old shipyard location. I further indicated this move will save the Association around \$5 million in pier construction cost. That is good news, but there are still hurdles to get over as follows:

The City Council will need to approve the new mooring location. That may not be a problem as they unanimously approved the Acosta Bridge location. However, one sticking point for the council may be that they planned on the Adams being part of a city tourism mecca for the Acosta Bridge area and now must think in terms of developing the shipyard area as well. Further, the JHNSA is touting the shipyard location as temporary (3 years), but with city development the location could become permanent. Does all of this sound confusing? It does to me.

NAVSEA requires the JHNSA to provide a guaranteed 10 year berth for the ship. They will need to approve the temporary/permanent mooring plan once it is voted on by the City Council.

In order to break the ship loose from NAVSEA the JHNSA will need to demonstrate they have the necessary funds to get the ship to Jacksonville and operate the museum for a one year period. That dollar figure is somewhere in the neighborhood \$1.7 million.

Additional funds needed to bring the ship up to museum quality are around \$2.4 million. Both amounts, \$1.7 million and \$2.4 million, can be offset by contributions of “in-kind” labor, parts and facilities.

A new financial plan has to be developed and submitted to NAVSEA for approval that includes the temporary berthing location.

I have requested that the JHNSA provide information on where they are currently toward meeting their financial goals, but have not received any answer as yet.

I stated to them that the CONYNGHAM Association membership at our annual reunion meeting felt we needed that information before we provided any further donations to the cause.

There have been some organizational changes within NAVSEA’s Inactive Ship Program that include a new designation and new management. I have no further information at this time, but believe there is some concern at JHNSA and ACVA that the changes could affect NAVSEA’s business practices. I will try to get more on this for the next newsletter. Individual Contributions from shipmates may be made by accessing the JHNSA website at [www.adamsclassmuseum.org](http://www.adamsclassmuseum.org).

Dave Douglas  
USS CONYNGHAM Association ACVA Ship Rep.

## Recap of the 2013 Reunion

Tuesday evening was the Plank Owner’s annual dinner where another great meal and fellowship was had at the Chartres House Restaurant; we had 11 Plank Owners and a total of 24 with spouses and guests. Captain Shafer had his crew together again and they enjoyed a great meal at the Red Fish Grill, with 8 shipmates and 11 spouses and guests.

Wednesday is a busy day with the Executive Board meeting and then the General Membership meeting, where old and new business is discussed, the election of new officers, the 2015 reunion location is selected and an update on the 2014 reunion.

And those results are, President Rich Greene stepped down and Dave Douglas STG2, 63-66 was elected, Vice President DDG 17 was filled by Paul Elliott LT, 68-69, the rest of the Executive Board stayed the same, with Woody Williams as Vice President DD 371, John Burkhard as Secretary, John Barone as Treasurer, Dave Suckow as Editor, The PRIVATEER, and Rich Greene taking the position of Immediate Past President. Dave Suckow was appointed to the Ship’s Storekeeper position, and continues as the Historical Officer, George Columbo continues as the Associations Webmaster.

We thank Rich Greene and Bob Ogden for their many years of service to the Association in the positions they held. The 2015 reunion was voted on and Savanna, Georgia was selected. Bob Tuxhorn will chair the event with help from Warren Wilde.

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## Letters From Shipmates and Guests

I am almost finished producing the DVDs of the interviews and will be sending them to you by close of business today. Expect them in about a week. It was an honor to sit and have dinner with those guys and I learned a hell of a lot listening to the banter between the Vietnam veterans and the WWII veterans.

If you ever need anything from me please do not hesitate to ask and thank you again for choosing our museum as a reunion spot.

Tom Gibbs

Special Projects Historian  
The National World War II Museum  
945 Magazine Street  
New Orleans, LA 70130  
504-528-1944 ext. 313  
[Tom.Gibbs@NationalWW2Museum.org](mailto:Tom.Gibbs@NationalWW2Museum.org)

## Leslie Minton, General Manager of the Chateau LeMoyne

has supplied the recipe for that wonderful Bread Pudding we had at the reunion. Enjoy!!

*Grandma Lewis Bread Pudding*

3 Cups White Sugar  
½ Gallon Whole Milk  
3 Tbsp Vanilla  
3 Tbsp Cinnamon  
Nutmeg to taste  
2 cups Raisins- White  
3 large Loafs French Bread  
Chop bread into small pieces

*Mix all ingredients except bread, half of raisins and half of cinnamon in a large mixer until well blended.*

*Add bread pieces to other mixture until well moistened.*

*Put in large baking pan and press out. Top with additional raisins and cinnamon.*

*Bake at 350 for 25 minutes or until brown on top!*

**Pecan Sauce**

3 cup sugar  
1/2 cup water  
1 cup chopped pecans, glazed with molasses and toasted  
1 cup heavy whipping cream  
½ cup butter  
1 tablespoon Bourbon  
2 tablespoons vanilla extract

*Glaze pecans with molasses and toast.*

*Mix water and sugar and bring to a slow boil and let sugar dissolves about 4 minutes. Add all other ingredients slowly to pan and continue to stir all are well blended and dissolved about 4 minutes.*

*Bourbon does not need to be added for those sensitive to alcohol, we do not add it here at the hotel, but in most places they do.*

## Recap of 2013 Reunion

Wednesday afternoon at 4:00 PM John Burkhard started taking pictures in the courtyard next to the hospitality and banquet rooms. The pictures John took can be seen at

[john-burkhard.smugmug.com/Other/2013-USS-Conyngham-Reunion-New](http://john-burkhard.smugmug.com/Other/2013-USS-Conyngham-Reunion-New). A “Bravo Zulu” to John for filling in this year with the picture taking. At 6:00 PM the bar opened and we got the Banquet started with the posting of the colors by U.S. Navy personnel from NAS New Orleans. Reading of the Memorial for shipmates who have passed, the invocation by John Burkhard, and few remarks by President Dave Douglas, our meal for the evening consisted of a salad, seafood gumbo, a prior selection of a chicken breast or rib-eye steak, and desert of pecan pie or more of that New Orleans bread pudding. After dinner we enjoyed a guest speaker, Tom Gibbs, the Special Projects Historian from the WWII Museum spoke to us about the DD 371 and the destroyers roll in WWII. Tom has followed in his parent’s foot steps as an historian and holds a Masters Degree in World War II history.

Awards were given out, with the 1964 Battle “E” being passed from Dave Douglas to Dave Walker SN, 63-66, the Ship Crest was passed from Warren Wilde for a first time presentation to a non-shipmate, Eileen Olson. Eileen has control of the Historical Display on how it is packed, displayed and repacked for transportation; everything has its place or it won’t travel well. And she also helps with the other activities I have as Editor of the PRIVATEER with the mailing, and assisting in getting this reunion and the 2014 reunion set up and run. A “Bravo Zulu” goes to Eileen. Another award was presented to Tom Buch SK1, 67-68 for his continued support of the Association and his donations over the past several years for the funds he provides for an ‘Open Bar’ at the Banquets. Tom could not attend this year’s reunion due to personal reasons but has plans to attend in Reno, see his letter to us all on page 13. After a long raffle of items brought by everyone we closed the event by retiring to the hospitality room for a couple of night-caps and ship’s store sale and the repacking of the Historical Display by Eileen and others who helped.

Thursday morning was the Farewell Breakfast Buffet with goodbyes and wishes for a safe return home, and hopes of seeing each other again next year in Reno, Nevada June 8, 2014.

Dave Suckow, 2013 Reunion Chairman

## Letter from Donna Gingras

To those that don't know, Donna is the wife of **Ed Gingras TM3 73-75** who was the Reunion Chairman for the Reno reunion. Donna wrote:

Dear USS Conyngham Shipmates, Family, Friends and Guests:

First of all I hope that you all are enjoying the 2013 New Orleans reunion with all the excitement of Bourbon Street, catching up with old friends, reminiscing your days aboard the USS Conyngham and enjoying your time with your shipmates and friends.

It is with a very heavy heart that I must inform you that Ed will not be chairing the 2014 reunion in Reno, NV. Ed's health has become a very serious issue, therefore making it our decision to step down from the planning.

In November, 2012 we almost lost Ed due to heavy hemorrhaging from a diseased liver which was unknown to us both. He had blood transfusions and was in the ICU for several days. His liver became diseased from the many medications that he has taken due to his rheumatoid arthritis throughout the years. Since this has happened the doctors have advised us that he will need a liver transplant. When we do not know, but it is a definite event in Ed's life. He goes to Richmond to see doctors who perform the liver transplants and with each visit there our numerous blood tests that are taken. To educate you all, a normal liver has the numbers of a 6-7. Once the numbers hit 15-17, Ed will be put on the list. With this type of diseased liver, liver cancer can be found therefore the doctors would adjust Ed's numbers to a 23 which would put him at the top of the list.

Our son, Travis has lovingly and graciously offered to donate part of his liver. The liver is the only organ that can grow back. Two young ladies who are in the Navy and live in our apartment complex have also offered to be tested to donate part of their livers. I have offered also but I would be at the bottom of the spectrum because I would have to care for him.

Dave and Eileen have stepped in and graciously offered to chair the Reno reunion. I will be helping them as much as possible regarding raffle prizes, goody bag items and anything else I can do from Virginia. They are truly a wonderful couple and have kept in touch with us. I cannot thank them enough for taking this over for Ed. I also want to thank John Barone and Rich Greene for their kindness and caring words during this process.

Our thoughts are with you all while you enjoy the wonderful reunion that Dave and Eileen have put together. I'm hoping with the grace of God that we can attend the Reno reunion but that will remain to be seen. God love and bless you. I remain ever grateful for your friendship.

Affectionately,

Donna

## News on Arleigh Burke-class destroyers



### About \$3 billion spent on new Arleigh Burke-class destroyers for US Navy

The U.S. Navy is ramping up its surface warfare capabilities, with nearly \$3 billion worth of new destroyers.

On Tuesday, General Dynamics' Bath Iron Works closed a \$2.8 billion sale for four additional DDG 51 destroyers. The Navy has taken an option for a fifth destroyer -- meaning the Navy could enjoy a formidable \$3.5 billion worth of new ships.

DDG 51 destroyers are Arleigh Burke-class ships, considered by many to be the most advanced surface combatant on the water today. The latest, named after Medal of Honor winner Navy SEAL LT Michael Murphy, was commissioned last autumn in New York.

The Arleigh Burke-class is intended for a range of missions, from supporting carrier battle groups and amphibious groups through to anti-submarine warfare. It is also equipped to defend against a wide range of threats including ballistic missiles and submarines.

These robust 465-foot long destroyers are built to survive anything an enemy might throw at them, with an all-steel construction and gas turbine propulsion. Destroyers can also be equipped with missile guidance systems, advanced anti-aircraft missiles and Tomahawk missiles that can be used against enemy ships and land targets.

The Arleigh Burke-class can also support two Sikorsky SH-60 Seahawk helicopters.

Currently, there are already two DDG 51 destroyers, the Rafael Peralta (DDG 115) and Thomas Hudner (DDG 116), in production at Bath Iron Works. Construction of the Rafael Peralta began in November 2011 and the Thomas Hudner the following November. The ships are due to be delivered in 2016 and 2017 respectively.

#### Zumwalt-class destroyers

Bath Iron Works is also building three ships in the planned three-vessel Zumwalt-class of destroyers: Zumwalt (DDG 1000), Michael Monsoor (DDG 1001) and Lyndon Johnson (DDG 1002).

Named in honor of former Chief of Naval Operations Admiral Elmo R. "Bud" Zumwalt Jr., the DDG-1000 Zumwalt class is expected to be an even more hard-core type of destroyer designed for a range of missions -- but with a focus on land attack.

General Dynamics' Bath Iron Works recently celebrated the keel laying of Michael Monsoor (DDG 1001), the second in the planned three.

The 4,400-ton keel unit is the heavily outfitted mid-forebody section of the ship.

This ship is named for Navy SEAL Petty Officer Second Class Michael Monsoor who was killed in Ramadi, Iraq in 2006. When the Medal of Honor winner was on a joint SEAL-Iraqi Army team, an insurgent threw a grenade from a rooftop. Monsoor jumped on the grenade, saving three SEAL teammates and eight Iraqi soldiers.

Intended to be truly next-generation, the sleek-looking Monsoor Zumwalt is expected to launch later this year.

Similar to Arleigh Burke-class destroyers, the DDG 1000 is designed for a range of missions, but it has a number of key new features that set it apart. For example, this destroyer is designed to support ground forces in land attack.

It is hoped the 600-foot long Zumwalt class will operate even more efficiently in shallow coastal waters and sustain missions that last for weeks.

Tasked with coastlines, the Zumwalt will need to withstand surface mines as well as small boat, submarine and cruise missile attacks, so the Navy requirements for these ships included robustness, stealth, speed and strength.

The ship uses a number of new technologies that give the Navy unprecedented advantage.

The Zumwalt's distinctive hull is a new design called a Wave-Piercing Tumblehome hull created by Northrop Grumman. This new design slopes inward from above the waterline so it can slice through waves, improving speed and maneuverability. The design also enhances the destroyer's stealth by reducing acoustic and infrared signatures that could be detected by enemy technology.

To further improve stealth, the Zumwalt will reduce engine noise with a quiet, electric propulsion system.

The Navy planned for the DDG 1000 to be an all-electric ship, with approximately 10 times the power of the Arleigh Burke-class destroyers at 80 megawatts of electricity.

It is also hoped this new energy approach will enable speeds of 30 knots.

fitted out with an array of weapons, Zumwalts are intended to be even more lethal with greater range and precision.

#### A Patriotic Tradition

Originally an iron foundry established in 1826, the Maine-based Bath Iron Works is a true American Patriotic tradition. U.S. Army Brevet General Thomas W. Hyde took over the foundry in 1865 after serving with the 20th Maine Regiment during the Civil War.

In 1890, the very first hull was built -- and for more than a century, Bath Iron Works has continued to regularly build vessels for the Navy.

Read more: <http://www.foxnews.com/tech/2013/06/06/billions-spent-on-new-aleigh-class-destroyers-for-us-navy/#ixzz2VXsvmU9T>

## World War II Scuttlebutt

I bet the DD 371 shipmates remember some of these,



Ness—"Have you cleaned the deck and polished the bright work?"

Aldridge—"Yes, and swept the horizon with a telescope."

— w-o —

Girls when they went out to swim  
Once dressed like Mother Hubbard.  
Now they have a bolder whim  
They dress more like her cupboard.

— w-o —

An eager Boot stepped aboard, but failed to salute the colors or the quarter-deck. He was brought to an abrupt halt by the Executive Officer. "Say, boy, do you know who I am," queried the Exec. "No sir, I am new aboard here," came the snappy reply. "Well, I am the Executive Officer," put forth the X. O. "That's a good job, don't foul it up," said the boot. (Courtesy US NAS Green Cove Springs "TRANSMITTER.")

— w-o —

Chief Commissary Steward Young claims a miraculous achievement. He keeps "Belly" Gannon fed on 78 cents per day.

— w-o —

Hantosh: "Have you any Fly Spray?"

Fidler: "Why, are the flies bothering you?"

Hantosh: "No, but there are some cockroaches warming up for a ball game on my sack."

— w-o —

Lassister, YIC, furnishes the following good advice—"Eat half as much, sleep twice as much, drink three times as much, laugh four times as much, and you will live to a ripe old salty age."

— w-o —

Recent bride and bridegroom Ray and Mrs. Hornkohl returned to Chicago with their 193— Ford in tow, with no brakes, lights, and two tires missing. Ray says the Navy has taught him to do the best with what he has. The car was minus a few other important fixtures, but the newlyweds were happy.

When I meet a man whose name I cannot remember, says Irion, I give myself two minutes. If it's a hopeless case, I always say, "And how's the old complaint?"

— w-o —

Remember, Friend, when passing by,  
As you are now, so once was I.  
As I am now, soon you will be,  
Prepare for death and follow me.

A soldier, upon reading the above inscription, took a hammer and chisel and inscribed:

To follow you I'm not content,  
Until I know which way you went.

— w-o —

Another incident from USNAS Green Cove Springs supplies the following news item.

Panic spread through the Wave ranks at a recent Aviation Training Department Personnel Inspection when the chief in charge continued to shout—"Pick up your dress." It wasn't until the inspecting party arrived that the girls realized the chief was attempting to straighten out the poorly dressed ranks.

— w-o —

Anyone seeking advice on after-shave lotion, cologne, or just plain toilet water, see Westerlund, SM3C. He donated a bottle to F. O. Harris to take on leave. Here's hoping Harris makes it back O.K.

— w-o —

Returning from liberty the other morning, Stuart, SK1C exclaimed, "I never felt flat like that felt felt."

— w-o —

Over-leave excuse offered by Young, S2c. Seems the wife bought one of these new world clocks, and in a state of confusion, the clock was set on Chungking time.

— w-o —

She—"I want to marry a man who has lived."

Tunney—"Well, I've lived."

She—"No, I mean recently."

## 2014 Reunion

Early arrivals or extended stays are subject to availability at prevailing hotel rack rates. If you want to come in on Friday or Saturday the rate is \$79.00 plus taxes per night. If you stay over on Thursday following the reunion it's the same price, \$39.00. To book your room on line go to <https://resweb.passkey.com/go/IUSSCA>

Or call 1-800-648-5010 and refer to group code IUSSCA

We will be in the North Tower (closest to the action). On the website fill in the info as requested and it will show you what is available with any upgrades you might want.

The resort fee of \$5.99 plus tax has the following inclusions and will be available for you to enjoy. These are enjoyed by anyone who stays at Circus Circus Reno.

Wireless internet in all guest rooms (one connection per room, per device)

Unlimited local calls

Valet and self parking

Airport shuttle to and from the Reno-Tahoe International Airport

In-room coffee

Access to hotel fitness center

Online airline check-in and boarding pass print out

10% off listed prices in hotel Business Center  
\$55.00 in Circus Circus Reno Fun Bucks coupons

For the CONYNGHAM REUNION GROUP we also get the following;

Drink coupons (good in any casino floor bar and includes house wines, well drinks and domestic beer)

Ten percent (10%) discounts in the Circus Circus restaurants

\$5.00 Casino Match Play

A one-time ten percent (10%) discount in one of Circus Circus Reno retail stores of your choice (gift items)

A one-time ten percent (10%) discount at the Circus Circus Reno Business Center

A Circus Circus Reno Fun Bucks coupon booklet (valued at \$65.00)

On top of all this, we will notify one lucky winner of a Complimentary VIP Limo ride from the airport to the hotel. Make sure to tell us your airline and arrival

times when registering for the reunion with me. We will have a drawing before the reunion and contact the winner by phone.

We will also draw another name at the raffle for a VIP Limo ride from the hotel to the airport.

Depending on how many room nights we book we will have 2 room upgrades to Tower Suites at group rate or the choice of One (1) complimentary North Tower Guestroom. The Executive Board will decide which route we will take on this one.

The Circus Circus is in downtown Reno and close to all the other hotels and casinos, and the hotel is directly connected to the Eldorado and the Silver Legacy. Between the three hotels there are 21 restaurants to choose from. Circus Circus has six of them.

When Eileen I visited back in March my brother took us to a restaurant 6 blocks down (to right out of Valet



From traditional Mexican favorites to delicious twists on the classics, Dos Geckos Cantina is a true fiesta of flavors that will satisfy your cravings! The lively and colorful cantina-style décor adds the feeling of authenticity to your experience, not to mention the fantastic selection of tequilas, margaritas and Mexican beer to quench even the biggest thirst. Serving lunch and dinner daily.



For a delicious meal with sophisticated ambiance, The Steakhouse at Circus offers succulent steaks charbroiled to perfection, a variety of seafood and chicken entrées, and exquisite desserts! Enjoy our extensive wine list and great cocktail selection at The Steakhouse Bar. Open Thursday – Monday from 5 p.m.



Serving all-American favorites just like Mom used to make, from hearty breakfasts, sandwiches, burgers, and steaks to delicious desserts and daily specials, The Americana Café specializes in home-style meals that will satisfy any appetite. Serving breakfast and lunch daily.



Enjoy an array of salads, fruit, and hot entrées for brunch or dinner in a delightful garden setting. Specialty stations cater to any appetite including the Omelet Station, The Carving Station, the Stir-Fry Station, Pizza, and Taco bar. The Dessert Station will take care of any sweet tooth with a create-your-own ice cream station, and The Kids' Favorite Station offers such goodies as macaroni and cheese and mini corn dogs.



Sushi with spirit! Kokopelli's provides an amazing dining experience in a unique atmosphere. Kokopelli's serves all your favorite nigiri, long rolls, hand rolls as well as signature Kokopelli's rolls, such as the Basil Salmon Roll and Baby Gecko. All sushi is prepared fresh by our expert chefs and can be enjoyed à la carte, to go or all-you-can-eat!



From early morning specialty coffees to late night snacks, this place has it all! The menu includes sandwiches stacked with freshly carved meats, freshly made soups and salads, fresh donuts and pastries, and ice cream. Featuring Boyds Coffee® and specialty espresso drinks.

parking) at 6th and Wells Street named Carrows that had good meals at a good price, we ate several meals there.

Most of you will be flying in and maybe renting a vehicle so you can tour the area of Lake Tahoe, Carson City, Virginia City etc. Upon arriving you will dropped off in the valet parking area. The front desk will be straight through the door with room elevators to your left and the casino on the right. Entering the casino you will walk down the isle to the back of the room and you will see the hospitality room listed as Casino Ballroom on the map.

Continued on page 17

## Obama Signs New Stolen Valor Act



Last issue I had the story

**Senate introduces Stolen Valor Act of 2013.** Well here is the results of that legislation . Jun 03, 2013

President Obama on Monday signed into law the latest version of the Stolen Valor Act, which makes it a federal crime for people to pass themselves off as war heroes by wearing medals they didn't rightfully earn.

The legislation passed both houses of Congress with overwhelming majorities.

An earlier version, passed in 2005, was struck down in June 2012 when the Supreme Court ruled that lying about military heroics was constitutionally protected speech unless there was intent to gain some benefit or something of value by fraud.

The law signed Monday at the White House includes such a provision, making it illegal to make the claims with the intent to obtain money, property or other tangible benefits.

Veterans organizations were quick to applaud Congress and the President for acting quickly on the amended version of the law.

"I think this was necessary because people were using it to receive the benefits of decorations of valor, and they were getting monetary benefit from it," said John Stovall, director of national security and foreign relations for The American Legion. "That's why we supported the amended version, not to infringe on anyone's First Amendment rights but to protect the reputation and meaning of the decorations."

The 2005 law made its way to the Supreme Court after a California man challenged his conviction and \$5,000 fine for unlawfully claiming to be a Medal of Honor recipient.

The court declared the law unconstitutional unless the fabricator intended to get something of value by making the claims.

William "Bill" Hillar of Maryland spent years claiming to have been a Special Forces soldier with expertise in hu-

man trafficking and counter-terrorism. Colleges and universities paid him to teach classes, and law enforcement organizations paid to hear his presentations.

But the charge that got Hillar sentenced to 21 months in federal prison was wire fraud, not the 2005 Stolen Valor Act. Among Hillar's claims was that he went on a one-man search for a daughter kidnapped and sold into slavery; the story was the basis for the Liam Neeson film "Taken." He was arrested finally in Jan. 2011 after his scam was exposed by veterans through the website ProfessionalSoldiers.com.

The Stolen Valor Act of 2013 was introduced into the House by Rep. Joe Heck, R-Nev., who has said the awards, like the men and women who earned them, are worthy of respect.

Other lawmakers shared Heck's sentiment. "I'm very happy the President signed the Stolen Valor Act," said Rep. Paul Cook, R-Calif., a retired Marine colonel. "The new law ensures that we protect and honor veterans and the sacrifices they've made. When people make false claims of military rank and heroism, it does a tremendous disservice not only to our vets, but to the public."

## Letters from Shipmates and Guests

**Tom Buch SK1 67-68** Wrote the following in reference to receiving the plaque we sent him. "Hey Guys: What in the world ever possessed you guys in getting me that beautiful trophy? I really don't deserve it as I feel that I don't do anything out of the ordinary for the Association. Thank you very much. I promise you that I will be present at the next reunion in Reno next year and hope that you will afford me some time to say thank you to the crew. I really do appreciate this gift and the

warm thoughts that are given to me. Smooth sailing until we meet in Reno."

Tom Buch

**Len Gordon OS3 76-79** Reports that he has made contact with Nicole, who is the Postmaster of Conyngham, PA. They are willing to do a cancellation for the 50th Anniversary of the commissioning. If you would like one, send him your mailing information. He will send all the envelopes to Conyngham, by July 10th. They will be cancelled on July 13, 2013 and put in the mail Email; DDGgusboat@aol.com. If you miss the cut off date for your address to be on it he'll have some extras postmarked with no address on them to order.

## The Lighter Side

Bacon ©2007  
broadside.net

This issue of jokes provided by  
Dick and Jo Shafer



Helmsman with an attitude



Why C.O.s don't get much sleep



Bacon ©2008  
BROADSIDE.NET



The "Every Sailor a Deck Hand" campaign got off to a slow start.



For reasons he never quite understood,  
the Ensign's first tour was a little "rocky."



The Captain began to rethink Standing Order #3:  
"When in doubt about anything at all, call the Captain."



How Warrant Officers think



Thus ending the midwatch quick-draw competition.

## DDG 17 History

50 Years ago:

In honor of the 50th Anniversary of the commissioning of the USS CONYNGHAM DDG 17, here is the original crew list. The below is copied from an original program that is in our history collection. Many of this crew are regrettably no longer with us, many of them served their first enlistment and left the Navy, and many more continued their service and retired. To all of them we say, thanks.

U.S.S. CONYNGHAM (DDG-17)		THE CHIEF PETTY OFFICERS				WEAPONS DEPARTMENT			
THE OFFICERS		WEAPONS DEPARTMENT				WEAPONS DEPARTMENT			
Commander Edwin P. Smith, Jr., U.S. Navy Commanding Officer		TRESSLER, J. I. .... Senior Chief Fire Control Technician				ABLES, C.W. .... SA			
Lieutenant Commander Thomas G. Weller, Jr., U.S. Navy Executive Officer		TUBBS, A. B. .... Chief Fire Control Technician				HORAN, R.A. .... SN			
WEAPONS DEPARTMENT		ZUERCHER, R. D. .... Chief Boatswains Mate				ALLENDORF, R.K. .... FTM3			
LT JOSEPH S. BUGGY ..... Weapons Officer		DXON, F. M. .... Chief Gunner's Mate				JAKUBOWICZ, L.A. .... SN			
LT DANIEL J. O'CONNELL ..... Anti-submarine Warfare Officer		PATTEN, K. O. .... Chief Fire Control Technician				JENNINGS, K.J. .... GM2			
LT. JAMES J. TOMKO ..... Fire Control Officer		WRIGHT, P. H. .... Chief Missile Technician				BALLARD, H.G. .... SO1			
LT(JG) HENRY T. MEHL ..... Gunnery Assistant		KELLEY, D. W. .... Chief Fire Control Technician				BARKORAK, S.M. .... SN			
LT(JG) LAWRENCE B. SMITH ..... First Lieutenant		KONRAD, L. R. .... Chief Fire Control Technician				BATES, R.E. .... GM1			
ENS ARTHUR E. HERRING ..... Missile Officer		MATTSON, J. A. .... Chief Fire Control Technician				BENNETT, J.A. .... SN			
ENS WILLIAM E. TEALE ..... Assistant First Lieutenant		SHANK, J. E. .... Senior Chief Yeoman				KELLEY, D.W. .... FTCA			
OPERATIONS DEPARTMENT		BROWN, H. L. .... Chief Hospital Corpsman				BERNICKI, W.P. .... SN			
LT ROBERT H. AILES ..... Operations Officer		WALKER, C. J. .... Chief Radioman				BLACK, T.J. .... SN			
LT(JG) ROBERT A. FLOURNOY ..... Combat Information Center Officer		HEANEY, T. A. .... Chief Radarman				BLASZCZAK, R.L. .... SA			
LT(JG) THOMAS J. BRENNAN ..... Assistant Combat Information Center Officer		MEIER, T. J. .... Chief Electronics Technician				BOURASSA, N.G. .... TM1			
LT(JG) JOHN M. MICHEL ..... Communication Officer		SHANK, J. E. .... Senior Chief Yeoman				BROWN, D.A. .... FTM3			
ENS WARREN A. NORMAN ..... Electronics Material Officer		BROWN, H. L. .... Chief Hospital Corpsman				BYRNE, H.G. .... BM1			
ENGINEERING DEPARTMENT		WALKER, C. J. .... Chief Radioman				LARSEN, F.L. .... SOGSN			
LT RODNEY C. WING ..... Engineer Officer		HEANEY, T. A. .... Chief Radarman				LAZYAK, C. .... SA			
LT(JG) EVERETT H. FALK ..... Damage Control Assistant		MEIER, T. J. .... Chief Electronics Technician				LAVERY, R.J. .... SA			
LT(JG) GERALD R. CRAWFORD ..... Main Propulsion Assistant		SHANK, J. E. .... Senior Chief Yeoman				CARBINO, M.A. .... SA			
ENS GERALD MAZETIS ..... Electrical Officer		BROWN, H. L. .... Chief Hospital Corpsman				CLARKE, F.I. .... SA			
SUPPLY DEPARTMENT		WALKER, C. J. .... Chief Radioman				CRARY, G.J. .... SN			
LT SAVERIO A. DE RUGGIERO ..... Supply Officer		HEANEY, T. A. .... Chief Radarman				DAVID, W.R. .... FTM3			
ENS KURN F. KRUGER ..... Disbursing Officer		MEIER, T. J. .... Chief Electronics Technician				DAWE, W.J. .... SA			
WEAPONS DEPARTMENT (CON'T)		SHANK, J. E. .... Senior Chief Yeoman				DELL, R.J. .... SA			
LONG, C.W. .... ETN3		DIXON, R.M. .... GMGC				DUNLAP, E.E. .... SN			
TRESSLER, J.I. .... FTCS		DUNLAP, E.E. .... SN				MELLINGER, R.E. .... GMG3			
LUCE, D.R. .... SN		DUNLAP, E.E. .... SN				MENESES, O. .... SN			
SOKOLOSKI, J.R. .... RM3		DUNLAP, E.E. .... SN				MICHAEL, S. (N) .... FTM3			
STRENGER, T.J. .... SN		DUNLAP, E.E. .... SN				ELDER, B.C. .... SA			
ETC		DUNLAP, E.E. .... SN				FELICE, P. .... SA			
PHILLIPS, B.H. .... Senior Chief Machinist's Mate		DUNLAP, E.E. .... SN				FILIPKOWSKI, T.P. .... MTSN			
HUTCHINS, F.H. .... Senior Chief Boilerman		DUNLAP, E.E. .... SN				MUNN, J.W. .... FTM2			
BIRMINGHAM, E.E. .... Chief Electrician's Mate		DUNLAP, E.E. .... SN				FOSTER, J.L. .... SN			
GREVE, E.E. .... Chief Machinist's Mate		DUNLAP, E.E. .... SN				FOSTER, W.D. .... FTM3			
JONES, J.S. .... Chief Boilerman		DUNLAP, E.E. .... SN				FRANCIS, S.F.J. .... MT3			
HESTER, W.L. .... Chief Shipfitter		DUNLAP, E.E. .... SN				FRANKOVICH, J. .... SOC2			
BERLIN, P.E. .... Chief Boilerman		DUNLAP, E.E. .... SN				GANDEE, J.W. .... FTM2			
COMES, N.G. .... Chief Boilerman		DUNLAP, E.E. .... SN				GRIFFIN, W.B. .... SA			
SUPPLY DEPARTMENT		DUNLAP, E.E. .... SN				GUSTAFSON, K.L. .... FTM3N			
SMITH, I.E. .... Chief Storekeeper		DUNLAP, E.E. .... SN				HAKIN, R.W. .... SN			
HENSEL, C.S. .... SA		DUNLAP, E.E. .... SN				HAMBY, R.N. .... GMG2			
HERON, T.E. .... SA		DUNLAP, E.E. .... SN				HARCUS, J.D. .... GMG3			
HERRIOTT, W.A. .... SA		DUNLAP, E.E. .... SN				HELLER, R.B. .... FTM2			
ENGINEERING DEPARTMENT (CON'T)		DUNLAP, E.E. .... SN				HENSEL, C.S. .... SA			
KING, R.A. .... FA		DUNLAP, E.E. .... SN				HERON, T.E. .... SA			
KLINER, D.C. .... MMFA		DUNLAP, E.E. .... SN				HERRIOTT, W.A. .... SA			
KUNKEL, P.A. .... ICFN		DUNLAP, E.E. .... SN				HORN, T.E. .... SN			
LNAW, M.A. .... FN		DUNLAP, E.E. .... SN				LIGHT, W.M. .... MM1			
LENOX, O.J. .... MM2		DUNLAP, E.E. .... SN				LIMA, J. .... FN			
LEE, G.E. .... FN		DUNLAP, E.E. .... SN				LYONS, B.K. .... EM1			
LENVO, O.J. .... MM2		DUNLAP, E.E. .... SN				MATHIAS, G.D. .... BT3			
LIGHT, W.M. .... MM1		DUNLAP, E.E. .... SN				MC CRACKEN, D.F. .... BT3			
LISA, J. .... FN		DUNLAP, E.E. .... SN				MC QUATE, W.A. .... MMF1			
LYONS, B.K. .... EM1		DUNLAP, E.E. .... SN				MILLER, C.F. .... FN			
LYONS, B.K. .... EM1		DUNLAP, E.E. .... SN				MILLER, H.R. .... DC1			
MATHIAS, G.D. .... BT3		DUNLAP, E.E. .... SN				MILLER, R.B. .... MMFA			
MC CRACKEN, D.F. .... BT3		DUNLAP, E.E. .... SN				MILLER, N.D. .... BT1			
MC QUATE, W.A. .... MMF1		DUNLAP, E.E. .... SN				MINK, H.L. .... BT2			
MILLER, C.F. .... FN		DUNLAP, E.E. .... SN				NORTON, W.J. .... IC2			
MILLER, H.R. .... DC1		DUNLAP, E.E. .... SN				NYVERGES, F.B. .... MMFA			
MILLER, R.B. .... MMFA		DUNLAP, E.E. .... SN				ODGEN, W.R. .... EMFN			
MILLER, N.D. .... BT1		DUNLAP, E.E. .... SN				PARKER, W.F. .... EN1			
MINK, H.L. .... BT2		DUNLAP, E.E. .... SN				PERDUE, C.O. .... MM2			
NORTON, W.J. .... IC2		DUNLAP, E.E. .... SN				PETERS, F.M. .... MMFA			
NYVERGES, F.B. .... MMFA		DUNLAP, E.E. .... SN				PHILLIPS, B.H. .... MMCS			
ODGEN, W.R. .... EMFN		DUNLAP, E.E. .... SN				PORTMAN, C.C. .... ICFN			
PARKER, W.F. .... EN1		DUNLAP, E.E. .... SN				PRICE, R.J. .... MM1			
PERDUE, C.O. .... MM2		DUNLAP, E.E. .... SN				PUPP, R. .... FA			
PETERS, F.M. .... MMFA		DUNLAP, E.E. .... SN				QUIGLEY, J.E. .... MMF1			
PHILLIPS, B.H. .... MMCS		DUNLAP, E.E. .... SN				RUEHLER, J.G. .... EM1			
PORTMAN, C.C. .... ICFN		DUNLAP, E.E. .... SN				SCHLESINGER, J. .... EM3			
PRICE, R.J. .... MM1		DUNLAP, E.E. .... SN				SCHLESINGER, J. .... EM3			
PUPP, R. .... FA		DUNLAP, E.E. .... SN				SCHLESINGER, J. .... EM3			
QUIGLEY, J.E. .... MMF1		DUNLAP, E.E. .... SN				SCHLESINGER, J. .... EM3			
RUEHLER, J.G. .... EM1		DUNLAP, E.E. .... SN				SCHLESINGER, J. .... EM3			
SCHLESINGER, J. .... EM3		DUNLAP, E.E. .... SN				SCHLESINGER, J. .... EM3			
SCHLESINGER, J. .... EM3		DUNLAP, E.E. .... SN				SCHLESINGER, J. .... EM3			

## Health Wire

### health wire



**The color of calories.** College students perceived a candy bar as healthier if its calorie content was labeled in green rather than red, even though the two labels conveyed the same calorie count (260 calories), a recent Cornell University study found. A second part of the study tested a white calorie label against the green one in a smaller group of adult online participants. Those who said that healthy eating was important to them tended to rate the green-label candy bar as more healthful.

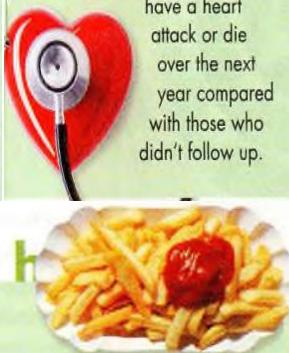
**Too many MRIs.** In a study published in March in JAMA Internal Medicine, a panel of Canadian experts reviewed 1,000 physician requests for outpatient lumbar spine magnetic resonance imaging (MRI) and found that more than half were for inappropriate reasons or of uncertain value. Requests for head MRIs for headache complaints got better marks, with 83 percent deemed appropriate.

**Antipsychotics and dementia.** Many older nursing-home residents with dementia should be taken off long-term antipsychotic drugs, a new review from The Cochrane Library advises. The drugs are often used long-term to

control difficult behavior in patients with dementia, but they also increase the risk of stroke or death. The authors examined nine randomized controlled trials that involved 606 adults over age 64 with dementia. They concluded that most patients with less severe behavioral symptoms who took an

antipsychotic could be safely withdrawn from it.

**See a doctor after chest pain.** Following up with a cardiologist within 30 days of going to an emergency room for chest pain can cut the risk of having a heart attack in the next year, according to a study of 56,767 patients in Ontario published in April. Those who did in the month after discharge were 21 percent less likely to have a heart attack or die over the next year compared with those who didn't follow up.



**How many miles in that meal?** Menus that listed how many miles a person would have to walk to burn off a meal led people to order about 200 fewer calories compared with menus that listed no nutritional information. That's the conclusion of a study in the March issue of the journal Appetite. It involved 802 adults who were asked to "order" from one of four sample fast-food menus online. Versions that listed minutes of walking or provided calorie information with no exercise equivalents also

led to smaller food orders, but less so.

**Omega-3s and longer life.** In a study published April 2, 2013, in the Annals of Internal Medicine, researchers found that people with higher levels of omega-3s had fewer heart attacks and strokes, and were less likely to die during the study period than those with lower levels. They measured the blood levels of omega-3 fats in 2,692 healthy older adults, then tracked them for 16 years. The study excluded people who took fish-oil supplements.

### Keep You Memory Sharp



Some research suggests that the following steps might help you to preserve your memory as you age.

- **Know your numbers.** The same risk factors for heart disease also threaten your brain. So take steps to control your cholesterol, blood pressure, and blood glucose levels.
- **Exercise.** Regular exercise not only controls heart risk factors but may also help your brain cells grow, some research suggests.
- **Stay connected.** People who maintain strong family ties and friendships, volunteer, or attend religious services appear to maintain their cognitive function as they age compared with those who don't.
- **Challenge your mind.** A healthy brain is a working brain. So join a book or theater club, go to lectures, play board games, or learn a new language or how to play a musical instrument.
- **Get enough sleep.** Sleep helps you think clearly, react quickly, and feel alert. So aim to get at least 7 hours of sleep every night.

### 3 Quick Tips

**Don't get burned.** In a report from Johns Hopkins University, researchers checked 708 Baltimore homes and found that 41 percent had water coming out of the tap at temperatures above 120° F, the maximum considered safe by the Consumer Product Safety Commission. Tap-water burns cause about 1,500 hospital admissions and 100 deaths in the U.S. each year. To stay safe, set your water heater to 120° F or lower and hand-test the hot water before using it.



### Less salt and more spinach!

Cutting down on sodium and eating more potassium-rich foods could prevent deaths caused by heart disease and stroke, according to three recent studies published on BMJ.com. In one study, even slightly reducing salt for four or more weeks caused a significant drop in blood pressure. You can reduce sodium by cutting back on prepared foods. Good sources of potassium include bananas, citrus fruit, spinach, and root vegetables like potatoes, especially with the skin on.



### Chew gum for your teeth.

The act of chewing increases the flow of saliva in your mouth, which can help prevent cavities by neutralizing and washing away acids and bacteria on your teeth. Make sure you choose a sugarless gum, especially one with xylitol, an artificial sweetener that has been found to prevent cavities better than others.



## 2014 Reunion



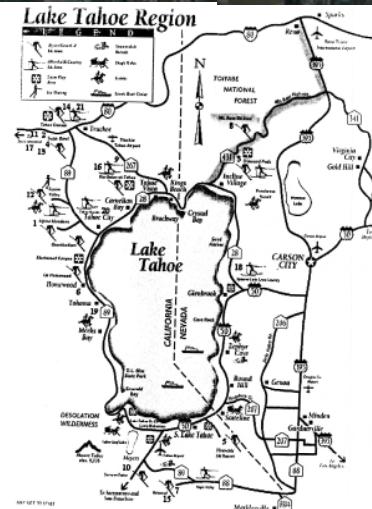
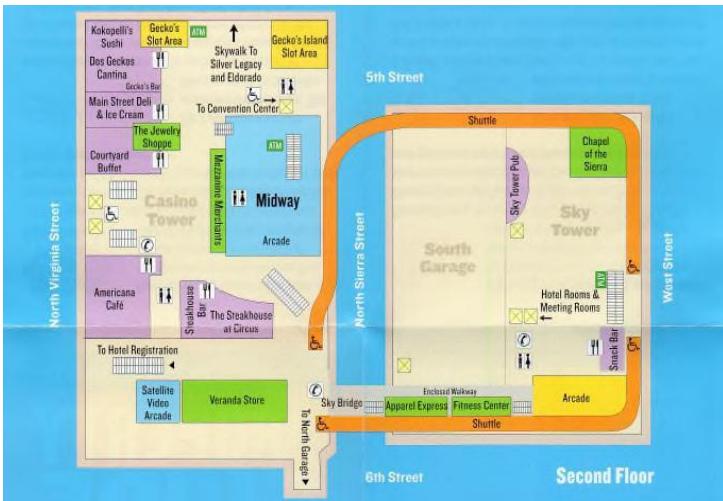
The banquet room for all our meals and events will be down the escalator marked “To Convention Center” on the map.

Going up one floor you will find all the restaurants and shops. In between the floors there is the Casino “MIDWAY” where circus acts and games of chance like you’d find at any State or County Fair across the country. Lots of fun for all ages.

You will see on the map below, the Shuttle, it will take you to the Sky Tower,. **Important:** Don’t book a room in the Sky Tower, our group is supposed to be in the North Tower to save walking and the hassle of taking the shuttle every time you go to your room. The South garage is there also, I believe that is where you would park if not using the free valet parking service. For a tour event there is **Virginia City**. Virginia City

sprang up as a **boomtown** on top of the **Comstock Lode**, the first major silver deposit discovered in the United States in 1859. Though at its peak in the late 19th century it had over 15,000 residents, the mines' output declined after 1874, and as of [2010 Census](#) the population of Virginia City was about 855,<sup>[3]</sup> with 4,000 living in Storey County. There is the paddle wheel boats for cruises and dinner cruises on Lake Tahoe. More info on these possible tours will be in the next newsletter along with the registration form for you to sign up. You can sign up now with the hotel. Hope to see you in Reno. Please feel free to call or email if any questions....

Here are a few pictures Eileen and I took when in Reno and a map of the area.

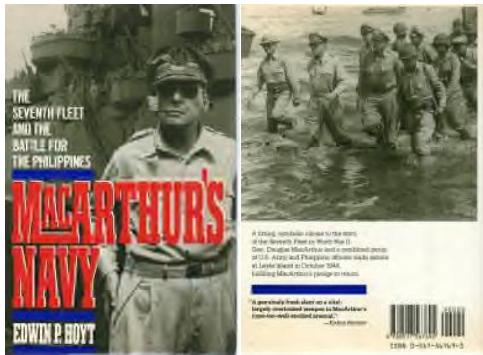


## DD 371 History

Warren Wilde lent me a book titled *The Seventh Fleet and the Battle for the Philippines, MacArthur's Navy*, by Edwin P. Holt.

As most of us know the Navy has very rarely designated a destroyer as a flagship. The story tells of MacArthur's small navy as Admiral Barbey used the *Conyngham* as a flagship on a few operations. Here is the cover story and a few excerpts from the book.

Find the book and read the rest of the story.



As the Japanese began their onslaught through the Pacific, American forces were under two separate commands. Gen. Douglas MacArthur, the army commander, needed the cooperation of the navy to conduct operations and move troops. But the Allies—at war in the Atlantic as well as the Pacific—were woefully short of ships and, besides, the navy was at odds with MacArthur's plan to recapture the Philippines, a strategy as much political as military.

Then, slowly, the war's tide began to turn. Allied forces stopped the Japanese advance in the Solomons and New Guinea. Ships were made available for the series of amphibious assaults that were to drive the Japanese back to their home islands. And so the Seventh Fleet was created, and ship by ship MacArthur began to receive the naval support he'd been clamoring for.

New Britain, Cape Gloucester, Hollandia, Biak—these are places forgotten by all but those who fought there and the families of those who died there. Yet with each landing the Allies gained experience, learning valuable lessons about military planning and execution.

In the end, MacArthur prevailed. He got both his navy and his strategy. The

stage was set for the great invasion of the Philippines, supported by the largest naval force ever assembled. In the Surigao Strait, the Seventh Fleet beat back the Japanese navy's last-ditch attempt to stem the Allied advance. It was the last major surface battle in naval history.

But Japanese desperation brought into being a new and terrible weapon, the kamikazes. The suicide attacks were relentless, killing hundreds and hundreds of sailors and crippling ship after ship. The effect was so devastating, the military censors suppressed reports of the destruction from the American people, not wanting such demoralizing news released when victory seemed so clearly in sight.

By focusing for the first time on the Seventh Fleet, by bringing its campaigns so vividly to life, veteran military historian Edwin P. Hoyt makes a valuable new contribution to our understanding of the time the whole world was at war.

EDWIN P. HOYT has written numerous military histories, including *The Battle of Leyte Gulf*, *To the Marianas*, *Guadalcanal*, and, more recently, the widely praised *The GI's War*.

On December 13 the landing force loaded at Good-enough. General MacArthur came down to watch the LVTs and the two rocket-firing DUKWs load on the *Carter Hall* and the *Westralia*. The usual ship's boats on the latter were replaced by sixteen LCVPs and two LCMs. The men of the attack force also loaded aboard the two destroyers, *Humphreys* and *Sands*.

At midnight the convoy sailed for Buna, and there General Cunningham joined them, boarding the destroyer *Conyngham*, which was Admiral Barbey's command ship. Indeed this was a shoestring operation, for nowhere else in the Pacific campaign was a commanding admiral riding in a destroyer!

In the air it was a different story. Admiral Kusaka had given the order for attack by the Eleventh Air Fleet. The Americans had expected a strong air attack, so a squadron of P-38 fighter planes had been sent to cover the landings. That morning at around 8 A.M. a squadron of enemy fighters attacked and engaged the P-38s. Then, about forty Japanese fighters and bombers hit the beachhead. All the ships but the *Conyngham* had already left the landing area, so there was very little antiaircraft support for the beachhead. The landing craft bearing equipment had just moved

in to the beachhead when the Japanese struck. The Japanese blew up one LCVP. But the guns on shore, 50-caliber machine guns and 20-mm cannon, were enough to keep the Japanese careful. After a little while, more American fighters appeared, and the danger seemed to be over.

The landings were secure. For the next week the Japanese continued to launch air attacks on the island area, but American planes usually arrived to drive them off. During this period, however, one escort coastal transport was sunk, and a minesweeper and seven LCTs were badly damaged. But by the beginning of the fourth week of December the Japanese air attacks on the area had dwindled. General Cunningham moved his command post ashore and began sending out patrols to discover the disposition of the Japanese in West New Britain, before the landings of the main force in what was called Operation Backhander.

On December 20 and 21, the troops rehearsed at Cape Sudest, and for once the rehearsal went very smoothly. The amphibious training program was finally working. So Admiral Barbey prepared once more to move out with Task Force Seventy-six, in the flagship *Conyngham*. Admiral Kinkaid, with the Allied naval forces of the Seventh Fleet, would cover these landings and the Fifth Army Air Force would fly air support.

In the darkness of the small hours of Christmas morning, 1943, Admiral Barbey's amphibious force sailed out from Cape Sudest on New Guinea, bound for the landing zone on New Britain Island. It was hot and muggy, and they were heading into rain. What they might expect from the Japanese no one quite knew, for although the war was going against Japan with more and more certainty, the enemy still had a large capability, if he wanted to exert it.

The convoy consisted of LSTs and other landing ships and nine destroyer transports. The *Conyngham* led them out, with Admiral Barbey aboard. This time the troop commander, also on board the flagship, was Marine Major General William H. Rupertus of the First Marine Division. The Marines would make this important landing for General MacArthur, who now was confident that he was on his way back to the Philippines. The capture of Cape Gloucester would put finishing touches on the isolation of Rabaul, which was essential to that move, for once the one hundred thousand troops in Rabaul were taken effectively out of the war, the movement up New Guinea would become much easier, and from New Guinea the next step would be to the southern Philippines.

## Secretary Mabus has Motto if Navy Wants On

**By Jacqueline Klimas**

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**and Tony Lombardo**

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The Navy's recruiting slogan has its detractors, but Navy Secretary Ray Mabus is not among them. "America's Navy: a global force for good" meets its mission, Mabus said, and brings in new recruits.

But for those who think it goes beyond recruiting and serves as a poor stand-in for a motto, Mabus has two words: Semper Fortis.

That can translate to English a few ways, including "always strong" or "always courageous," according to Latin dictionaries.

"It's been there as long as the Marines have had 'Semper Fi,'" Mabus said in an interview with Navy Times. "Semper Fortis is to the Navy what Semper Fi is to the Marine Corps."

One difference is that Semper Fidelis, or "always faithful," is the Corps' "official" motto. The Navy technically doesn't have one, according to Naval History and Heritage Command. A search for "Semper Fortis" on the command's website produces zero results. It does, however, provide another unofficial motto, "Non sibi sed patriae" or "not self but country."

SECNAV appears to prefer Semper Fortis, which he often incorporates into his speeches.

Capt. Michael Junge, in the February issue of the U.S. Naval Institute's Proceedings magazine, wrote that the expression "is rarely used — conversationally or officially."

## TELL US

Should the Navy have an official motto? Do you like "Semper Fortis"? What about "A global force for good"? Please email your thoughts to [naylet@militarytimes.com](mailto:naylet@militarytimes.com). Your comments could be used as a letter to the editor.

"The one exception to that seems to be the sitting secretary of the Navy, Ray Mabus," said Junge, a career surface warfare officer and faculty member at the Naval War College in Rhode Island.

A search online, however, will show that it's resonating with at least some sailors. It's not hard to find photos of sailors with it tattooed on their arms and chest.

But Semper Fortis' impact on sailors can't compare to Semper Fi for the Marines, Junge wrote in his article, "Semper Huh?"

The reason is cultural, he said. The Marine Corps is focused on "overall unit cohesion and identity. ... The Navy, in comparison, appears to be an organization continuously in search of an overall identity and repeatedly falls short for the same reason, culture."

Would having an official motto help instill a sense of culture in sailors? That's unclear.

A Navy spokesman said Mabus hasn't indicated whether he wants to make Semper Fortis the official motto.

Junge, in an interview with Navy Times, said Mabus would have more success if he just kept saying it and didn't make it official.

"If his relief picks it up, if CNO picks it up, if Fleet Forces picks it up and it starts to spread out — *then* Semper Fortis has a chance to become the motto," he said. "If anyone tries to force it on the Navy it would get so much pushback."

In the meantime, sailors young and old continue to debate "A global force for good."

A poll released in February found that 20 percent of the American public supports the recruiting slogan. The Rasmussen Reports poll asked people whether the Navy's primary goal was being a global force for good or defending the U.S. □