Ahoy Mates,

During the WWII years, radio programs included many pertaining to the US Navy. One of those that was very popular featured a US Navy Intelligence Officer named Don Winslow.

Don squared off against enemies in this radio serial, and since he was in intelligence work, that meant spies and really neat advanced military hardware like mini-submarines.

Juvenile adventure got much more serious during the war, when the kid's adventure shows such as Superman, Green Hornet and Hop Harrigan went to war along with America's men and women. But since Don Winslow was already in the armed forces, he didn't have to force the issue of fighting the enemies of the nation. Like many "old time" radio shows of the time, even the kid's serials, Don Winslow is truly evocative of those dark days of WWII.

The character was also the star of his own Universal movie series and several "Little Big Books." Don's buddy on board, Lt. Red Pennington, also does "yeoman's duty" as pitchman for Post Toasties, and his appeals to all the little "shipmates" to down a great bowl of Post Toasties were great fun too.

One episode of Don Winslow of the Navy involved this plot: Commander Winslow is returned to the Office of Naval Intelligence from his command of his Cruiser to investigate strange events on the Pacific island of Tangita, noticeably a ship being torpedoed. He discovers that there is a ring of saboteurs and enemy agents who are trying to destroy ships carrying supplies to the troops stationed in the islands and sabotage the war effort. Though the US Navy is preparing to build a naval base on Tangita, an unknown foreign power secretly has a subterranean submarine base beneath the island with the goal of preventing the American base from being completed.

He sets out with three assistants to find the mastermind behind the activities—obviously they get their quarry!

This serial was based on the comic strip by Commander Frank V. Martinek, which was approved by the Navy. The strip gained new meaning with the ap-
proach of World War II, which would also affect the serial: Its presentation as a Universal serial in October 1941—just before the infamous attack on Pearl Harbor in December, was one of the most timely contributions of the serial field.

This article about Commander Winslow is a derivation from the usual Old Time Radio themes that I have submitted in the past, but I felt it might recall to some of you one of the most popular series about the Navy on the air at the time. STAY TUNED!

ON THE AIR

A SLIGHT DIVERSION FROM THE “RADIO” SERIES
“The Lighthouse Joke”

The following is being transmitted around the internet as an event that really took place, but it never happened. It is simply an old joke like those found in popular magazines.

Footnote: The USS Coral Sea (CV-43) was decommissioned and scrapped 2 July 1993.

US SHIP: Please divert your course 0.5 degrees to the south to avoid a collision.

CND REPLY: Recommend you divert your course to the south to avoid a collision.

US SHIP: This is the Captain of a US Navy ship. I say again, “Divert your course!”

CND REPLY: No. I say again, you divert YOUR course!

US SHIP: THIS IS THE AIRCRAFT CARRIER USS CORAL SEA. WE ARE A LARGE WARSHIP OF THE US NAVY. DIVERT YOUR COURSE NOW!

CND REPLY: This is a lighthouse. Your call.

Donna and I want to wish a belated Merry Christmas and a Happy New Year to everyone. I hope everyone is as eager to go to Buffalo as we are. I know we will have a good time. We both always look forward to seeing everyone and sometimes new shipmates. I was recently put in contact with another shipmate, who served with me in E Division. That was most exciting for me and I hope he will make plans to come and be with us. So until we see everyone in Buffalo, stay safe and healthy and travel safe at all times.

Your shipmate and his Mate.
Hank and Donna Henry

Financial Report from Premier Reunion Services
The cost of this issue of Cambria Press News is $317.76

From the Desk of Treasurer USS Cambria APA-36, Ramon Stafford 12/09/15

MONEY ON HAND CHECKING ACCOUNT $2,676.22
MONEY RECEIVED FOR REBY CARY BOOK $125.00
MONEY RECEIVED FOR NEWSLETTER $190.00
MONEY RECEIVED AT REUNION FOR HATS/PATCHES $42.00
MONEY RECEIVED AT REUNION FOR NEWSLETTER $60.00

TOTAL $3093.22

MONEY EXPENDED
PAID FOR NEWSLETTER $559.50
MLRS NAME TAGS FOR BANNER $25.50
REBY FOR BOOKS $100.00
EAGLE CREST FOR HATS $168.73

TOTAL $ 853.73
BALANCE $2,239.49

(Continued on page 3)
Excerpted from The Baltimore Sun By Frederick N. Rassmussen

Samuel A. Culotta, an attorney, World War II Navy corpsman and perennial Republican candidate who ran unsuccessfully for mayor of Baltimore six times, died September 7, 2015 of cancer.

The longtime Mayfield resident was 91. The son of Anthony Culotta, Sr, a barber, and Concetta Cullotta, a union seamstress, Samuel Anthony Culotta was born in the 1200 block of N. Bond St.

During the Depression, he dropped out of City College and went to work to help support his family by taking a job at Bethlehem Steel’s Sparrow’s Point shipyard helping to build Liberty ships.

Mr. Culotta entered the Navy in 1942, trained as a corpsman and was sent to the Pacific in early 1943. Sixty-five years later, he still recalled five hellish days on Saipan in the Mariana Islands, when 3,500 Americans were killed during the invasion and thousands were wounded.

Mr. Culotta’s job with his fellow corpsmen was stabilizing the wounded until they could be taken to the hospital ships.

Mr. Culotta was at the Brooklyn Navy Yard on leave when the war ended. He hitchhiked to Baltimore after being discharged Sept. 29, 1945.

He earned an accounting and business administration degree from the Baltimore Institute, and his law degree in 1950 from the University of Baltimore School of Law. He opened a law practice in 1951 on Belair Road and began immersing himself in local Republican politics.

He served in the administrations of Theodore R. McKeldin as assistant secretary when Mr. McKeldin was mayor and governor. Mr. Culotta was thwarted six times in his desire to be elected mayor of Baltimore, defeated in 1963, 1967, 1979, 1983, 1987 and 1991.

Mr. Culotta was semiretired at his death. He was a past president of the Sons of Italy in Maryland and for 18 years was national chairman of the Immigration and Naturalization Committee of the Sons of Italy.

In August, Mr. Culotta traveled to the Library of Congress to be interviewed for the Veterans History Project and donated his WWII memorabilia.

Samuel Cuotta is survived by his wife of 17 years, Leah; four sons; one daughter and 10 grandchildren.
**Mail Call**

The following letter was sent to Ray Stafford from Nathan Jacobs and then passed along to Premier Reunion Services for publishing.

Hello Ray,

Last night Kathie and I were at an induction dinner for one of my clients. This elderly gentleman was a retired WWII Air Force General and was being inducted into the New Jersey Aviation Hall of Fame. Kathie and I were sitting next to one of the General’s friends and he asked me if I was also Air Force. I replied no, I was a Marine. He said that he was in the Navy and was based out of Norfolk. I mentioned that we went to an APA ship reunion each year. He then said that he also served on an APA, the USS Cambria. I believe he said that he was in the photo section, September 1952-September 1956. Kathie and I were really surprised. What is the probability of that conversation happening! His name is Herb Van Note and he lives in West Long Beach, NJ. He said that he was not aware that there were any USS Cambria ship reunions. I mentioned that there was one each year and the next one was going to be in Buffalo, NY in 2016. He inquired when and I said I believe that it was late May or early June. Could you get me the actual dates and any other information if you have them so I can pass them on to him? He said he might be interested in attending.

Nathan Jacobs

To Ramon Stafford:

My name is Richard Jackson, sometimes called Jack. My hometown is Pittsfield, MA. I served on the Cambria from 1956 to 1960. I left the ship as EN3 Class assigned to “A” Division. Previously, as Seaman, I kept volunteering on the Mess Deck. Made 2 Med Cruises and the opening of the St. Lawrence Seaway in the summer of 1959 (Operation Inland Seas). They were the best 4 years of my life.

Richard (Jack) Jackson
8560 SW 93rd Ln
Ocala, FL 34481

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AMAZING NIAGARA FALLS FACTS

- Niagara Falls State Park is the oldest state park in the USA, established in 1885.
- Frederick Law Olmsted, landscape architect of Niagara Falls State Park, also designed Central Park in New York City (and I might add, the Biltmore Estate Gardens in Asheville, NC).
- 3,160 tons of water flows over Niagara Falls every second. This accounts for 75,750 gallons of water per second over the American and Bridal Veil Falls and 661,750 gallons per second over the Horseshoe Falls.
- The water falls at 32 feet per second over the falls, hitting the base of the falls with 280 tons of force at the American and Bridal Veil Falls and 2,509 tons of force at the Horseshoe Falls.
- Four of the five Great Lakes drain into the Niagara River, (Superior, Michigan, Huron and Erie) before emptying into Lake Ontario. These five Great Lakes make up almost one-fifth of the world’s fresh water supply.

PASSPORTS NOW NEEDED TO ENTER CANADA MEANS CHANGES TO NIAGARA FALLS TOURS

For those of you who are not aware, in 2009 it became a law that all U.S. visitors to Canada must present a valid passport before entering the country. Since the most spectacular views of Niagara Falls are from the Canadian side, it would be a good idea to obtain a passport before attending the 2016 reunion in Buffalo. Because everyone in the reunion group will probably not have a passport, we will not offer a tour to the Canadian side. However, those who have a passport might want to go on their own before, during or after the reunion. A tour on the Maid of the Mist (which only operates now from the American side) will be offered if you choose that to go on the Niagara Falls tour, so you can view the falls from that perspective.

To obtain a passport you must apply early. Start several months before you will need the passport. (It’s not too early to apply now for the 2016 reunion.) You can go online to find out how to apply for a passport.

As stated earlier, the Maid of the Mist no longer operates from the Canadian side of the Falls. You must board it from Prospect Point in the Niagara Reservation State Park. The American launch of the Maid of the Mist concludes with a self-guided climb along the Crow’s Nest staircase—flush to the Falls, and so close to it that, on sunny days with a light wind, the mist from the base of the Falls envelopes the staircase to create one of the most amazing sights you will ever see: a circular rainbow!

So, get your passports ready, and we’ll see you in Buffalo!