

CAMBRIA PRESS NEWS

Volume 10 Issue 4

January 2006

OFFICIAL NEWSLETTER OF USS CAMBRIA



Special points of interest:

- Great stories from ship-mates about a holiday spent on board the Cambria are used as the cover story. Thanks to everyone who participated!
- Your Coordinator's Message is on page three. See what David Stoll's latest news is all about.
- Welcome Mat on page four has ten new names for the roster. Hope you recognize a former buddy and can reunite at the 2006 reunion.
- We begin a new series written by Lloyd Anderson of his experiences on the USS Cambria. You're sure to relate to many of his recollections.
- Be sure to read carefully the article on page seven from ML&RS, Inc. It will impact future mailings, so pay close attention.

MEMORIES OF PAST CHRISTMASSES

Editor's note: I sent out an e-mail request for stories about a Christmas or New Year's spent on board the Cambria. The following stories were received:

These two pages attached are a form letter that was given to the crew to send out. All you had to do was to add the name/s of the person/s you were sending it to and your name at the bottom.

Dear _____,

The holidays are over now and we are on the home stretch at last. Only a month to go and we will be with you again.

As mentioned in our last letter, we spent the Christmas holidays in Catania, on the island of Sicily, where we were tied up from the 15th of December to the 3rd of January.

All the ships in the detachment did their best to make the Christmas away from home as enjoyable as possible for all hands. Each ship was decorated and all were strung with colored lights. The CAMBRIA even had a figure of Santa Claus trying to climb down the funnel.

Christmas trees were set up in different parts of the ship and Christmas Carols were piped over the public address system. On Christmas Eve, a party was held aboard ship for a large group of Catania orphans to help them celebrate and a group of carolers from the ships went to different places in the city and sang. Both Midnight Mass and Christmas Day Church Services were held aboard the CAMBRIA to aid in the observance of the day.

On Christmas Day, every-

one had a large and very good holiday meal including the Christmas fruit cake and all the other trimmings that one associates with the traditional Yule Board.

On the 30th and 31st of December, we were given our annual administrative inspection by COMTRANSPHIBRON EIGHT and the RANKIN. There were very few discrepancies, and on the whole the ship did very well and everyone seemed pretty satisfied with the outcome of the inspection.

It was thus with great relief that the CAMBRIA celebrated the coming of the New Year, having just completed her big inspection of the year. Everyone who could, of course, went ashore to partake of

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the many different parties scheduled ashore. On board ship, things were pretty quiet though at midnight the harbor was rent by the traditional blasts of whistles and the brilliance of varying colored flares. In the city, the Italians celebrated the midnight hour in traditional fashion by throwing old objects, symbols of the old year, out the windows of their houses. There was quite a mess around town by the time that procedure was over.

Before I leave, however, I want to insert _____'s comments on his Christmas and his days since we last wrote:

(Lines were provided for a personal note from the sailor.)

GATOR
CANINE 2/c

Submitted by **Bob Aronsohn**

My first Christmas experience was in 1964. We were to be moored in Genoa, Italy. The port waters were rough and the wind was howling. We had to drag a mooring line from the forecandle to the stern in rain, ice and slippery decks. We had to drag it up and over the davits and gun mounts.

Oh what fun it is to ride on the good ole Cambria.

Chuck Kirk, BM3 1963-66

I was a young Marine aboard the Cambria anchored off of Naples, Italy during Christmas and New Years of 1956. We had absolutely wonderful meals (unusual for Marines) on both Christmas and New Years days. Several of my companions and I were welcomed into Neopolitan homes on both Christmas Eve and New Years Eve. Again, wonderful, many course meals. What a wonderful experience for a young 20 year old. At many a Christmas since, I would relate tales to my family of my six months aboard the Cambria. These days, I still enjoy sharing such memories with my three granddaughters. I recently discovered a post card depicting myself and three of my buddies standing on the Naples dock watching Italian orphans being escorted aboard our landing craft. They were being ferried out to the Cambria for a special Christmas celebration including dinner and gifts.

Dan O'Brien
Sergeant, USMC 1954-58

I was a shavetail Supply Corps Ensign when the ship was in Naples during Christmas-New Year 1956. Among my duties was being Ship's Store Officer. It was a period of remarkable entrepreneurial activity, those Med Cruises! We signed out Black Forest Clocks, Cameos, Cashmere sweaters, and all manner of exotic goods to various members of the Supply Department, from Barbers to SKs and CSs –and they held their yard sales on the mess deck. Sales personnel came to the quarterdeck to see the Supply Department regularly while we were in port. The attractive females were usually interviewed by my Boss—I was designated to deal with the males. We had a Dutchman come aboard selling made-to-order shotguns from Spain. I ordered a ten-gauge magnum double for about \$100. It actually arrived, months later, when I was aboard another ship (a DE), then in Brooklyn Navy Yard. As I recall, despite the many hundreds of Black Forest Clocks we sold (business was exceedingly brisk because of the 1000 plus marines on board) not a single one arrived in the states without being broken. The gun salesman had married an Italian girl and lived in Naples. He took me home to spend New Year's Eve with him and his very extended family. What a meal—21 courses! He lived on about the 6th floor of an apartment building. At the stroke of midnight, it was apparently the custom to throw all your garbage from the previous year out the window into the street below. Everyone did it from all the other apartment buildings simultaneously. During one of our stays in Naples, I took a tour to Rome for about 5-7 days. It was a real experience for me to see all the sites of the Holy City, catacombs, coliseum, Tower of Hadrian, St Peters and the Pope, etc.

Christian Jensen

June 1, 1945, I was assigned to

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(Continued from page 2)

duty aboard the Cambria (APA-36) USCG Naval flag ship. The ship was being updated to prepare for invasion of the Nagasaki, Japan area. Immediately upon reporting, I was sent to Coronado, California, Navy Amphibious Training Base for a month training as a landing craft officer. As the ship was just beginning maneuvers, preparing for invasion, we had news of the atomic bombs destroying Hiroshima and Nagasaki. The Cambria, as flag ship, led the occupation of US Marines into Nagasaki Harbor. In the afternoon, the same day, 23rd of September, 1945, the highest Japanese officials in the area met in the wardroom with Marine Brig. John T. Walker, who gave the Japanese instructions. In addition, one could see from the ship, the atomic bomb's destruction of the city.

The Cambria was then assigned the great duty of bringing US service personnel back home to the US! Shanghai, China, was the first stop, carrying military people, landing in Seattle, WA. Another trip was made to Japan, then back to San Francisco, CA. What Joy! Now, what about Christmas? On December 24, 1945, I received orders for a permanent change of station, HOME!, after 3 1/2 years active duty in the USCG Reserves. That was my celebration! On January 8, 1946, I disembarked from the Cambria.

Charlton S Roby, Lt. USCGR

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Our Reunions Work So You Don't Have To

COORDINATOR'S MESSAGE

I will have a new experience this spring when we have our reunion. This year I will be there alone. My wife works the election and our election here in Ohio will be on Tuesday of the reunion. I have decided to drive there myself so that will be a little different. I have checked it out and it is about 1400 miles from here to Albuquerque. I hope a lot of the West Coast men decide to come to the reunion since it will be close to them. We picked up a few the last time we were out that way and I hope we do the same this time. This past reunion we had was in Columbus, Ohio and I believe we had a lot of fun. We toured the basket factory one day and the next day we went to the Motts Museum where one of the landing craft is located from the Cambria. I know of two or three original landing crafts made by the Higgins factory in New Orleans and one is in Columbus.

I have seen a schedule of the up and coming reunion and there seems to be a lot to see and time to visit with each other.

Remember the ones at this reunion will be the ones to vote on the next reunion to be held. We know that we go to Milwaukee, Wisconsin in 2007, so we will be voting on the 2008 reunion.

I want to remind the men who get the newsletter that it cost money to make up and to send out and see if you have not paid anything to the help on this matter it would help the treasurer if you would send ten dollars to him to help with the cost. He is: Ramon Stafford, Rt. 2, Box 150, Gladstone, VA 24553. Thank you for being there when we needed you.

David Stoll

FINANCIAL REPORT FROM ML&RS
Cost of this issue of the *Cambria*
Press is **\$585.28**

TREASURER'S REPORT

By Ramon Stafford

Since the reunion I have ordered and received more hats. At the reunion we voted to get some hats with the net back, which I have. When ordering, please specify the type—solid back or net back. All hats are \$10.00 per hat including the mailing. I also have Cambria pins for \$3.50 and Cambria patches for \$5.00. All prices include postage. Membership Dues are \$10.00—a one time fee. I will accept any amount you wish to donate for the newsletter so we may continue it in the future. For all orders of hats, patches, pins, donations for the newsletter and dues, please send to Ramon J. Stafford, Rt 2, Box 150, Gladstone, VA 24553.

TREASURER REPORT AS OF 2/27/06

Balance at 4/14/05 Reunion
\$2,098.48
Dues Received \$80.00
Hats/patches/pins Received
\$149.00
Newsletter Received \$420.00
Totals: \$2,747.48

Disbursements

Motts Military Museum \$100.00
Eagle Crest Hats \$335.60
Postage \$13.02
MLRS Newsletter \$499.00
Totals: \$947.62

Balance as of 2/27/06:
\$1,799.86

**USS CAMBRIA
2006 REUNION**

**APRIL 30—
May 3**

ALBUQUERQUE, NM

**ALBUQUERQUE
HILTON**



WELCOME MAT

We are proud to announce that the following USS CAMBRIA shipmates have recently been located. Welcome Aboard and we hope to see you at the next reunion. Also, you are invited to become an active member of the Association.

Irving Buchbinder (1969-70) HM2
3 Lincoln Heights
Willimantic, CT 06226
860-617-3733
irvbuchbinder@gmail.com

Clifford Lewis
1110 Dial St
Kannapolis, NC 28083

Tom DeVane
PO Box 7376
Las Vegas, NV 89125

Dennis Smith (1968-69) SN Supply
315 Bidwell Ave Apt #216
Fremont, OH 43420
419-333-9663

Robert Crossley
(1953-56) LTJG Deck/Comm
58 Hunter Rd
Scottsboro, AL 35769
256-259-7164

Robert Southland
2356 Hastings Ln
Port Orchard, WA 98367

Warren Woolley
PO Box 62
Twain Hart, CA 95383
wandlwooley@swassoc.com

Norman Tuckmann
3552-C Wash Rd
Lakeworth, FL 33467

John Huff (1968-70) SN
5706 Kerry Dr
Corpus Christi, TX 78413
361-853-8111
Jchuff50@aol.com

William Mitchell
4709 Silver Wood Ct
Temple, TX 76502



TAPS

The Association was saddened to learn of the following shipmates' deaths. The entire membership extends our deepest sympathy to the families and friends of the deceased.

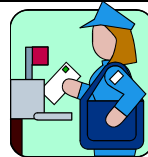
Michael Dutkovic
(1948-51) MM3/c
Died October 2003

Edwin "Shorty" Martin
Died December 5, 2004

William "Wid" Wright, Jr.
(1943-45) ET2
Died December 3, 2005

Robert Stewart
Died February 3, 2004

Harold Shoemaker
(1949-53)
Died February 6, 2006



MAIL CALL

Ahoy Dina,

I do volunteer work with a bunch of Old Salts at the USS Intrepid Museum in New York City near Times Square by donating our time and know-how to assist in keeping the "Fighting I" afloat. We also volunteered for Thanksgiving dinner where we served Thanksgiving dinner to the Less Fortunate Children. The ship was also made available to them with simulated rides in jet aircraft, wall climbing, and teaching the techniques of Firefighting aboard ship, with the various fire fighting clothing and equipment. We also taught and listened to them sending Morse Code and how to tie various

knots. I think we had a better time than they did. I wish it didn't have to end.

RM1 Richard Houston
(USNR-R) Retired—21 years
USS Cambria (Active: 1967-70)

Dina,

I remember once when I climbed up the foremast to work on an antenna and the captain saw me and ordered me over the speaker system to get down since we were in fairly rough water and rolling from side to side. Luckily I was just about finished with the repair and came down el-pronto. He later asked me "what the hell was a chief radio-man doing in the rigging?"

I never got over my love of being on the water and have been sailing and cruising Lake Michigan with my 30 foot Cambria cruising sailboat the "Mizar" and still going at 84 years.

Ray Hernday

Editor's Note: In the last issue we asked if anyone remembered the ship's chimp mascot, Chung Ho. We received a copy of "The Sea Daze" dated August, 1945, from Darrell Beechler which contained the following article about Chung Ho:

Veteran of three invasions is RM2c Chung Ho, Ship's Mascot. Known by all for his spunk and energy, Chung came aboard at Leyte in the Philippines saying, "The Sea is the life for me." Chung is on leave now at the home of his "shipmate" Donald Ray RM3c, who informs us that Chung has been conducting himself like a typical sailor on leave.

If you have stories about Chung, please send them to ML&RS, Inc. at our address on page three.

Dear Karen,

I have 27 pages of stuff I wrote to summarize my time on the Cambria, but I am sending only part of it. The beginning covered the trip from Oakland, CA to Long Beach and the Bethlehem Shipyards where the Cambria had been in for some repairs. We debarked on 8/23/45 and lay to in the area. On the 26th we were headed out in a fog when the command came over the PA system, "STAND BY FOR COLLISION DEAD AHEAD." Everyone went to their stations. There followed a near collision as we almost hit a merchant ship broadside. We stopped with the assistance of the anchor and EMERGENCY REVERSE just five yards from the unsuspecting victim.

Earlier we had loaded supplies: Commissary in which H Division aided; Ammunition in which H Division aided; and Medical Supplies in which H Division did all the work. Of course, being a PhM 1/c, I was attached to H Division.

The part of my story I am sending picks up from that point and covers the time from there to Nagasaki.

The parts I did not send take off from there, including the leaving Nagasaki and returning under special orders, then on to Manila, Shanghai and Okinawa and Seattle.

Sincerely,
Lloyd W. Anderson, Jr.
PO Box 378
Niobrara, NE 68760

P.S. Yes, I do remember Chung Ho, as I would see him on deck. But he never came to the dental clinic—nor was I aware of him in the Sick Bay.

Mr. Anderson's story begins:

When Commissary goods were being loaded, it was only natural that certain cases should be broken accidentally—especially when it could be foreseen that they were meant for officers' mess and not ours—although both are to be at or near par. (Officers pay 28 cents per meal, eat better and yet borrow from enlisted personnel's

stock.) Of the stock we loaded, much was orange juice, tomato juice and pineapple juice. Later those were listed as contraband when an inspection was made of all lockers.

Loading continued until nearly 0400 in the morning and there were many tired souls in the A.M. We had more casualties during the short loading period than the Cambria saw at Okinawa on the invasion. I had had liberty earlier in the evening from 2000 to 0100—and I discussed my weak right ring (potential hernia) when ordered impolitely to load.

Our first night out was only pleasantly rough, but several were seasick. I was kept busy below decks and saw very few daylight hours. Occasionally we played Bridge, and we sneaked a few minutes at noon chow to listen to some jive at No. 2 hold in the sunshine.

Most pleasant of moments were those after evening chow spent on the bow watching the flying fish while waiting for the sunset. These were greatly appreciated minutes because of the comparative solitude.

Very few ships were ever seen, and fewer airplanes—surprising when one remembered that the Peace had been signed and we were on a straight course in an established sea lane.

Late Saturday morning we saw Coco Head and then Diamond Head, followed by Waikiki Beach, Aloha Tower and then Pearl Harbor. We went into fleet landing at which time I was caught on the wrong side for mooring and had to stand at attention during the ceremony. Luckily I did, as another crew member was called to the bridge when he sat down. We were permitted to go ashore in dungarees to get ice cream and cokes at a fleet canteen.

The next morning we left from the spot where I could see my old quarters at Area Naval Barracks, and tied alongside the docks near Hickam Field. It was at the same place, next berth, at which I had disembarked for the good old USA a few months earlier. Port watch had liberty, so we worked. Troops were busy loading their gear, and then commissary sup-

plies, themselves and packs. Most of them were youngsters, (draftees), and a very few were the extreme—much older. And so to bed after another day.

At 2200 we were called to muster and our dear Division Officer said, "Well, men, I have good news for you." So simply stated that immediately there flashed in my mind the very prospect of returning to the States. My nerves turned cold when next I heard, "You men will get into dungarees and assist in loading supplies." So we did, and I joshed in the bilges to keep up the spirits of the starboard watch. Doing more work than any other three, I found myself perspiring freely and needing more and more pineapple, tomato juice, orange juice and pears. What a life! (As we passed these down the line into the hold, someone would break open a can with a knife or opener and then it would be drained one by one, and the empty would be passed back up for casting into the sea.) At 0130 we were through and I had my second shower in five hours.

Monday we lay alongside the dock until late afternoon when we pulled out past Sand Island and then turned westward toward Guam. The mighty expanse of the Pacific became accentuated in my mind when I realized I was West of Hawaii and still seeing no land. The Marines really added greatly to our work and soon the ward was full. It stayed thus despite daily discharges. The sick call line was never ended for long.

Finally we got six young Marines for clean up details, so I taught them some of the art of shirking. (I recall I had Pete Reynolds from Alice, Texas, who was probably all of 18 years old. In later years I accidentally ran across him in Louisiana at a bus depot.) Long hours were soon habit, yet my temper was curbed tremendously in that respect, as it seemed some good jive would be broadcast as I hit a lesser mo-

(Continued on page 6)

(Continued from page 5)

ment and soon I'd be dancing a jig or jitterbugging and all smiles. It also brought news which seemed so much more vital to daily existence. Our ship's daily paper was also "valueless."

We had clouds most of the time for our ceiling. These were of every variety and all altitudes. Rain clouds usually appeared in the morning—with rain—and stayed in sight otherwise. The stars sneaked through and the Milky Way showed several nights.

Jam sessions made their appearance in the bow, and soon we had small groups singing, including this bullfrog who also tried some of his bird-calling whistling. Father Keating was usually there, and he is truly a great man (our Roman Catholic Chaplain). At last I have met a man who fills every bit of my requirements for an ideal chaplain. And can he ever sing!

It seemed that daily we gained 30 minutes as we set the clock back that precious half-hour. But invariably it came during my afternoon working period. However, on Friday morning, September 7, we lost a day. It was nearing 0930 during a regular working day when we crossed the International Date Line and our clocks went ahead 23 1/2 hours throughout the ship. So it was Friday the 7th and yet Saturday the 8th in a few seconds. It gave my section the Sunday duty for three consecutive weeks.

On Monday night, we neared Eniwetok and then entered the harbor formed by a circular chain of reefs and atolls. There was a pretty greenness and freshness from the frequent rains, and there entered a question as to why there were so many casualties in our taking the isles from the Japs. We were there for half an hour while the mailboat delivered mail, and signals were exchanged with the control tower. Then we were on the way again. Rain commenced and we had our first cool night aboard. I almost used a blanket. If only chow would improve a bit. One piece of pie doesn't make a meal.

On the 13th, Guam, the rock appeared and neared. We crept into

Apra Harbor in a consistently heavy rain. What an afternoon, and what a tough debarkation for the Marines! Later in the evening, we lost our patients (Marines) to the Island and then picking up a new one when our Division Officer crushed or contused his hip between a boat and the ship. It pays to live right! He has been in 27 years and helped establish the 1st leper colony here. Yes, Mr. Hunter is too salty for us.

On the morning of the 14th, we headed for Saipan in a storm. Our first real heavy seas found no visible signs of complete seasickness on ship. Getting salty! But actually it must be the 100% Scandinavian ancestry—as far as this fellow Anderson is concerned. A destroyer took the seas like a jack rabbit over the prairie fences.

Around 1430 I went on deck en route to the laundry when I espied Aquashima and Tinian. Then I saw Saipan, recognizing the hump from many pictures. At the same time I heard many discourses on how the landings were effected, all the ships casualties, etc from some of our saltier crew members. At last we neared Talapang Harbor and as we headed for the floating piers, I checked all visible numbers and ships for some one of which might be a recognized home of a buddy. At last we docked around 1700.

After watching the sunset, we played Bridge and sacked in. The next day we had dungaree liberty announced for 1300. Each man donated 30 cents for his share of the refreshments. At 1300 we were to go over the side on debarkation ladders (rope) into the TKL's or LCUP's, but at the last minute they decided to let us use the gangplank to the floating dock—the only sensible thing to do. After dodging cables while waiting for the officer-in-charge, we took off from the dock and looked around to that part of the island about a mile up shore.

Lloyd Anderson, Jr.

To be continued in later issues.

STATEMENT OF PUBLICATION

The CAMBRIA PRESS NEWS is the official publication of the USS CAMBRIA Association.

From now on it will be published twice a year, in July and January, *subject to receiving sufficient funding*. The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the PRESS NEWS. If the newsletter funds custodian provides the information, a financial statement will appear in each issue of the newsletter. Contributions to the newsletter fund should be sent directly to: Ramon Stafford, Rt. 2 Box 150, Gladstone, VA 24553. The editors will bill the custodian after each issue is published.

The Press News is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

The editor reserves the right to edit letters to conform to grammar, and/or space limitations.

You are encouraged to actively participate in the newsletter family, by submitting your articles and stories directly to the editor.

IMPORTANT INFORMATION

From: Military Locator & Reunion Service, Inc

The information contained in this letter is very important! Please read it very carefully and respond as necessary! **You must respond as indicated in this message to continue receiving information about your reunion through the US Postal mail!**

Big changes are going on here at ML&RS, Inc! They're not going to happen overnight, but the process has begun. As you are certainly aware, rising costs for hotel rooms, meal prices and fuel for autos and tour buses makes for a more expensive reunion! We are doing everything we can to keep our costs to a minimum. However, prices continue to rise, including postage (which has gone up again the first of this year). In an effort to offer you and your fellow attendees the lowest possible cost, we are going to make some changes to the way things have been done in the past. We hope you will work with us to implement these changes as smoothly as possible!

Due to the multitude of requests we have received over the last few years, we are going to now upgrade our web site to include a variety of information pertaining to your reunion. There will be a small web site within our company's web site for each of the reunion groups we work with. The main page for each group will contain basic information about the upcoming reunion, as well as links to several other pages, including but not limited to lists of those who have signed up, the actual registration packet as a web page, a link to the profiles that were previously printed in the Sentimental Journal, newsletters, and after the reunion a link that can be used to order copies of the memory books that will now be included as part of the reunion package. Also, we will not duplicate anything your group already has on their web page. We will do our best to keep personal information secure. Addresses and phone numbers will not be published. Email addresses will only be published with permission.

Beginning with the 2006 reunions, we will be discontinuing our memorabilia sales, including the Sentimental Journal. There are so many web sites out there now where hats, t-shirts, etc can be ordered, and the turn-around time is just a matter of days. When we first started this business, this was not the case. We

began offering these items as a service to the reunion groups who didn't know where else to order items. Due to the increased availability of memorabilia, our sales have declined over the last few years, and it is no longer cost effective for us to continue offering these items. Also, there are a lot of groups who prefer to sell the items themselves as a fund raiser for the association. We certainly do not wish to compete with your association sales!

In place of the Sentimental Journal, we will begin including a 2006 Memory Book as the memorabilia item given away at the reunion. This will replace the note cards, clocks, pens, etc that have been given in the past. However, they will not be given at the reunion, they will be sent to each attendee (who signs up for one of the Option Packages or orders one as part of their Individual Option) following the reunion. The 2006 Memory Book will contain photos from the reunion and "then and now" photos that have been submitted prior to the reunion each year. The very popular profiles will now be accessible from the web site.

The web sites will be developed and published in the order the reunions are held this year. The USS PURDY reunion will be the first one, in case you want to see an example of the new web site format. Go to www.mlrsinc.com/purdy. At some point in the near future, we plan to add on-line registration capabilities to each group's web site. That probably won't happen this year, but I do foresee it happening soon. That is another feature we got a lot of requests for.

Once the group's web site is up and running we will discontinue the majority of the paper mailings we send out. Newsletters, Surveys, Introductory Let-

ters and Questionnaires, and the Registration Material will all be available on the web site. We do realize that there are still some people who do not have or do not want internet access. Because of this, **we will continue paper mailings to those who let us know they want their info via the postal mail.**

You must return the "coupon" on page four of this newsletter if you wish to continue receiving paper copies of the various material we send out - newsletters, registration material, surveys, etc. If you do not mail in this coupon, we are assuming you have internet access and can obtain all the necessary reunion information off your group's web site.

Your group's web site will be www.mlrsinc.com/cambria. It may not be up and running when you get this letter, but it will be soon. I have already assigned the web addresses to each group, so I could let you know in this message what the address will be. Be sure to visit the site frequently and take advantage of the information that will be/is available there. If your profile is not listed in the Crew Profiles, then be sure to submit yours via www.mlrsinc.com/questionnaire.htm!

As we strive to provide you and your reunion group with the best possible value for your reunion dollar, it is sometimes necessary to change the way some things are done. Our ultimate goal is to offer each and every reunion attendee a great reunion at a reasonable price. Please do not hesitate to contact me if you have any questions, comments or suggestions!

Respectfully,
Dina Coffey, Office Manager, ML&RS, Inc

Return this coupon if you want to receive all future mailings from us on paper via US Postal Mail:

Reunion Group: _____
(ship or unit name)

Your name: _____

Your mailing address: _____

Your phone number: _____

Return this coupon to:
**ML&RS, INC
PO DRAWER 11399
HICKORY, NC 28603**