

# CAMBRIA PRESS NEWS

Volume 11 Issue 4

January 2008

## OFFICIAL NEWSLETTER OF USS CAMBRIA



### SPECIAL POINTS OF INTEREST

- A list of USS Cambria Captains is in David Stoll's message in the cover story.
- See the Treasurer's Report on page two.
- Welcome Mat on page three has 12 new names for the roster. We hope they will become active members in the Association.
- Samuel Culotta's story about the invasion of Saipan continues on page three.
- "How did the Navy benefit your life?" Your answers are on pages five through eight. If you didn't have a chance to answer, we would love to hear from you for the next issue.
- What's a "Real Navy Chief" like? See page 8.

### COORDINATOR'S MESSAGE

Here it is January and a New Year 2008. This spring we will have our reunion in Philadelphia, PA. This city is full of history and places to see. We can see for our selves why we were in the military fighting for our country. It has been years since I was there, but I am sure there are things to do and things to see.

I am hoping that a lot of the members that have never been to a reunion will come to this one and find new friends and maybe old ones.

We have had fifteen reunions covering all parts of the country and I am hoping this year we will hit the jackpot with more people there.

We send this newsletter to over six hundred people and I am sure a lot of you would like to come

but are afraid you don't know the other people. We have very friendly people come to this reunion and easy to get to know.

This is why we get together to find new friends. I would like to meet new friends that have one thing in common. We all served on the same ship at one time or another.

**Our reunion will be held this year April 3 to 6, 2008 in Philadelphia.**

We will decide at that time were we will go in 2010. If you want to be part of that selection group you must be at this year's meeting. In 2009 we will be in Washington, D.C.

We also need people to send articles of interest to us so we can put them in the newsletter. In the past we have had some nice articles about the ship and places it has been to. If you

have stories to tell put it on paper and send it to Military Locators marked Cambria and they will put it in the newsletter.

This is the list of Captains of the Cambria.

Captain C. W. Dean, USCG	18 Nov. 1943 -- 25 June 1945
Captain H. W. Stinchcomb, USCG	25 June 1945 -- 27 Jan. 1946
Commander F. V. Helmer, USCG	27 Jan 1946 -- 28 Feb 1946
Captain E. L. Woodyard, USN	28 Feb 1946 -- 31 Jan 1947
Captain D.C. Beard, USN	31 Jan 1947 -- 7 Jun 1948
Captain E. S. Schanze, USN	7 Jun 1948 -- 30 Jun 1949
Out of Commission	
Captain R. A. Allen, USN	

*(Continued on page 2)*

(Continued from page 1)

- 15 Sep 1950 -- 12 Jun 1952  
Captain H. F. Eckberg, USN
- 12 Jun 1952 -- 17 Dec 1952  
Captain G. C. Seay, USN
- 17 Dec 1952 -- 10 Dec 1953  
Captain C. E. Weakley, USN
- 10 Dec 1953 -- 27 Aug 1954  
Captain F. H. Brumby, USN
- 27 Aug 1954 -- 11 Oct 1955  
Captain George P. Rogers, USN
- 11 Oct 1955 -- 12 Nov 1956  
Captain W. A. Stevenson, USN
- 12 Nov 1956 -- 7 Jan 1958  
Captain F. H. Wahlig, USN
- 7 Jan 1958 1959  
Captain Edwin C. Finney, USN
- 1959 — 1960  
Captain Clarence E. Bell, USN
- 1960 — 1961  
Captain David G. Bryce, USN
- 1961 — 1962  
Captain William H. Mack, USN
- 1962 — 1963  
Captain Curtis W. Bunting, USN
- 1963 — 1964  
Captain Gordon A. Snyder, USN
- 1964 — 1965  
Captain William R. Banks, USN
- 1965 — 1966  
Captain John A. Harkins, USN
- 1966 — 1967  
Captain Burr C. Wilcox, Jr. USN
- 1967 — 1968  
Captain Leroy A. Heath, USN
- 1968 — 1969  
Captain Homer R. Bivin, USN
- 1969 — 1970

David Stoll, USS Cambria

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Our Reunions Work So You Don't Have To

## TREASURER'S REPORT

By Ramon Stafford

Money at beginning of Reunion April 2007	\$1,884.31
Money received for dues	\$ 180.00
Money received for hats/pins	\$ 282.50
Money received for newsletter	\$1,056.00
<b>TOTAL</b>	<b>\$3,402.81</b>

Money expended:	
Paid for newsletter	\$834.00
Paid for postage	\$ 24.39
<b>TOTAL</b>	<b>\$858.39</b>

**MONEY ON HAND AS OF 12/20/2007                      \$2,544.42**

We have about 600 crewmembers that receive the newsletter. We have about 900 on the mailing list. That includes about 150 deceased crewmembers and about 150 with incomplete address. With the money we have that will only be about 3 more issues of the newsletter. It is hard to keep asking for donations all the time, but our reunion group has been going on since 1993 and at our age it would be nice to keep it going for several more years. Any donation that you can make would be appreciated. Several years ago, we as a group, decided to have a one time donation for dues of \$10.00 and any other donations would go for the newsletter. I have been working on the e-mail list for several months and have made several phone calls trying to get e-mail addresses so we can start sending the newsletter by e-mail. I am finding that most that I have contacted can receive it as long as it is sent by Adobe. If you have a e-mail address, please send it to me and I will work with MLRS to get the cost of our newsletter down. My e-mail address is [rstafford@kinex.net](mailto:rstafford@kinex.net).

I still have hats for \$10.00 and hat pins for \$3.50. That includes shipping. **Mail all donations to Ramon Stafford, 5324 Tower Hill Rd, Gladstone, VA 24553.** Phone number 434-969-4811. Thank you.

Ramon Stafford, Treasurer

### USS CAMBRIA REUNION

### APRIL 3-6, 2008

### PHILADELPHIA, PA

Ramada Inn Philadelphia  
International Airport Hotel

#### CAMBRIA REQUEST/DONATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Remove name from mailing list \_\_\_\_\_

Donation for newsletter \$ \_\_\_\_\_

Hat (\$10.00) \_\_\_\_\_ Pin(\$3.50) \_\_\_\_\_

Dues \$10.00 \_\_\_\_\_

Continue Newsletter \_\_\_\_\_

**Mail to Ramon Stafford (address above)**

#### FINANCIAL REPORT FROM ML&RS

Cost of this issue of the *Cambria Press* is \$751.43.



## 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.

**Robert Canty, Jr**  
613 Lake St  
Sabula, IA 52070  
563-687-2993

**John Norton (Postal Clerk)**  
8 Settlement Rd  
Sandown, NH 03873  
603-887-1938

**Ernest Burns**  
425 May Ave  
Titusville, PA 16354  
814-827-3186

**Daniel Roy (1960-63) RM3 CR Div**  
1821 Miami Ave  
Kingman, AZ 86401  
928-753-4037  
daroy@citlink.net

**Thomas Whitehead**  
4149 Pecan Rd  
Liberty, MS 39645

**Nelson Hadley**  
(1962-63) EMFN E Div  
PO Box 7-52 Lake Ave  
Hillburn, NY 10931  
845-368-1067  
nelson5978@msn.com

**Mallie Jones**  
608 S Kimberly Rd Apt #7  
Warner Robins, GA 31088  
478-329-0627

**Steve Russell**  
(1968-70) BM3 3rd Div  
3365 East Ridge Rd  
Salisbury, NC 28144  
704-636-6375  
steverussell@netzero.net

**Harold Willison**  
(1950-52) YN3 CTD24 Flag Div  
7943 Westview Lane  
Woodridge, IL 60517  
630-985-2558

**James Barrett, Jr.**  
(1946-47) ENS  
10611 Gawain Lane  
Houston, TX 77024  
esb468@aol.com

**Ronald Brown**  
900 Eighth St Apt 302  
Huntington, WV 25701

**Leon Higdon**  
5400 Medley Rd  
Owensboro, KY 4230270-929-8408



## 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.

**Robert Sonnemann**  
(1944-46) RM C Div  
Died July 12, 2007

**Lloyd Lathrop (1954-55)**  
Died October 1, 2007

**Arthur Abshies**  
(1957-60) CWO-WA R Div  
Date of death not reported

**Frank Gralla, Jr.**  
Died January 16, 2004

**James Dorus (1950-51)**  
Died June 13, 2007

**James Unglesbee**  
(1951-52) RM3  
Date of death not reported

**John Mark Nielsen**  
Died March 30, 2006

## SAMUEL CULOTTA'S STORY

Continued from July 2007

**1830, June 15.** At about dusk this evening, we no sooner received the warning that Japanese bombers were in the area when several Japanese medium bombers made their appearance. They were soon driven away as ships in the area sent up enough flak from anti-aircraft batteries to fairly cover the sky with red tracers and black puffs of smoke. No damage.

The night seemed endless. Sleep was impossible as sporadic gunfire from Saipan continued throughout the night, landing very close on several occasions. Our clothing was wet from rain. Our positions in the boat were cramped, which added to our discomfort.

**0500, June 16.** The crew of our boat had shown keen foresight in bringing along a thermos jug of coffee. At daylight, while drinking coffee and circling around, we saw another boat approaching us. As it came nearer, we were all overjoyed to see the second echelon of our medical group—all members were in good condition. A happy reunion lasted for a few minutes and then we were again separated.

**0800, June 16.** Word was received by radio that the Marines had captured the Green Beach 3 area, which was the beach assigned to our Naval Beach Party of 49 enlisted men and 3 officers for our work. Another message soon followed instructing us to transfer to an "alligator," land on Red Beach and advance through Green Beaches to our beach where we were badly needed. We carried out these orders but the movement from beach to beach was greatly impaired by sniper fire and occasional mortar shells. Eventually, however, we arrived on our Green Beach 3. It was quite evident what the Marines had been through. They left many en-

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emy dead, and we found a number of our own casualties on the beach. These casualties were soon treated and made ready for evacuation to hospital ships.

Our second echelon had received its orders to join us. Theirs was the first boat to successfully make the run through the narrow channel without casualties, although the artillery fire was practically impregnable as we headed parallel to the Saipan shore to our landing beach. Their landing was made directly on our beach and they soon joined us. All immediately "turned to" and set up a first aid station and evacuation center in what had previously been a Japanese dugout.

As the Marines moved inland, their casualties were sent back to us, where we gave them all possible treatment. They were then evacuated to hospital ships that were lying off shore some five or six miles.

At intervals during the day, each and every man dug in and made himself a good foxhole as a precaution for the night. Now and then one found time to grab a bite to eat, which consisted of field rations.

**1830, June 16.** At dusk this evening, the Nipponese Air Force, apparently coming from other nearby Marianas Islands, again made their appearance. We hastily removed our casualties and ourselves to a dugout, which seems to be a fairly good air raid shelter. One of the braver Jap pilots swooped down to strafe the beaches but was met by considerable anti-aircraft fire as practically every machine gun and all small arms opened up at him. We couldn't understand how he survived the firing from our beach, but a cheer went up as the plane was last seen crashing down in flames on one of the other beaches. The other raiders were also soon driven away.

As nightfall was approaching rapidly, security guards were posted and beach defenses were set up against possible counter-attacks from nearby Tinian or from Gara-

pan, the capital city of Saipan and the Marianas. We settled down into our foxholes with our weapons handy.

Sleep was out of the question. We were bothered throughout the night by bursting shells, the clatter of machine guns and by varmints crawling over and under us. Most of us thanked God during the night for our safety thus far.

**0300, June 17.** Knowing the strategy of the Japanese soldier—his favorite attacking at night—the expected came. Word was passed along by Marine sentries up and down the beaches that a counter-attack was in progress in the vicinity of Red and Green Beaches, and the Japs were infiltrating toward our beach. A counter-attack of small scale was launched in a swamp directly behind our beachhead. We consolidated our positions and dug in a little deeper into our foxholes. We got plenty of ammunition ready and prepared for the worst. The Japs had overcome or forced back our Marines and Naval units on Red Beach and now attacked our Blue Beach 3. Several Japs penetrated the lines as far as the right flank of our beach, but after two hours of very bitter fighting, they were driven back beyond our original lines. Much credit should be given to the men in our Beach Party who aided greatly in repelling the attack to the rear of our beach. Men who had been injured were given immediate treatment and placed in shelters for the remainder of the night. Many casualties were inflicted on both sides. Nothing was ever more welcome than the first signs of daylight, for we knew that with its arrival, we would be able to drive the Japs back into the hills. There was a prayer of thanks in all our hearts that we had made it through the night.

**0600 June 17.** By now operations on the beachhead were running smoothly, supplies were pouring ashore and our front line troops were receiving all the supplies that were needed. The beach was a maze of dust as heavy vehicles were coming

ashore. Heavy artillery was being set up and Jap positions far behind the front lines were being pounded. The Marines, by this time, had pushed forward beyond Charan-Kanoa towards Magicienne Bay, the island's harbor. Upon reaching the Bay, 4th Division Marines were joined by 27th Division Army infantrymen and together they pushed toward Aslito, the main Japanese Airfield on the island.

Meanwhile, on the northern front, our forces had pushed to within 5 miles of Garapan. Fighting was very fierce in this sector as the Japanese were retreating to their natural fortresses—the hills and caves.

**D plus 3, June 18.** Work continued on the beachheads. Casualties coming into our beach were fewer now as emergency hospitals were about ready for use. We were able to obtain some rest, and rations were coming in to us from our ship—the USS Cambria. Beach party demolition squads were clearing out small groups of Japs remaining in dugouts and pillboxes on our beachhead and vicinity. Outside of occasional sniper fire, we were not being attacked.

The Marines and Army had now captured all of the area around Aslito Airfield and Marine M.P.s had established an internment camp for civilians. In the northern sector, a tank battle was fought today in which the Japs lost 80 tanks.

**D plus 4, June 19.** Same routine on the beach. Our troops advanced slowly but surely. Aslito Airfield is now ours and is being readied for use.

**D plus 5, June 20.** Today we received a message from the USS Cambria stating that due to the large number of casualties aboard, we were badly needed. We packed our gear and returned immediately. We were very happy to return, knowing the comforts of the ship. Upon arrival, we all had a good cold shower bath, chow and 8 wonderful

*(Continued on page 5)*

hours of sleep after which we returned to duty caring for the wounded that were coming aboard.

There was no let up until the end of the operation. We thank God that outside of a few sleepless nights and a few cases of shattered nerves, we are all in good shape.

*This concludes Samuel Culotta's story. We must thank him, not only for his contribution to the newsletter, but for him and all the other men who fought so bravely for our country in this and all other operations.*

### 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.

## HOW DID THE NAVY BENEFIT YOUR LIFE?

*Editor's Note: The question above was posed in an e-mail to all shipmates. The following responses were received. I wish to thank all those who replied and hope that those of you who do not have e-mail will answer for the next issue. Mail your responses to ML&RS, Inc to the address on page 2.*

### David Stoll:

The military taught me to obey orders and do what I was told—right or wrong. If it was wrong, at least you did what you were told. I believe it made a better person out of me. I also got to see different places that I would have never been able to see on my own. I also met a lot of good people in the service.

### David Bader:

The Navy provided me with an opportunity that became the defining moment in my life, and it helped to prepare me for a corporate career in Public Relations.

That specific opportunity that the Navy provided me was my being selected to attend the Navy Journalist Class A School at the Great Lakes. That schooling, followed by an assignment working in public affairs in the Navy Office of Information (CHINFO), helped to develop skills that I have continued to utilize throughout my professional career.

### Don Snyder:

It taught me respect for other human beings no matter what religion, race or creed. It taught me discipline and how to relate to others. It gave me opportunities to travel to places I would not have been otherwise able to see. It prepared me for life in general.

### Frederick Smith:

I feel that the Navy benefited me

with my rating. I was a Radioman and worked with teletype. Soon after I was discharged from the Navy I got a job at a city newspaper as a teletypesetter. We had to "punch" the stories onto a teletype tape.

The Navy Radioman experience gave me an advantage at the newspaper because in our communication relay station in San Miguel, Philippines, I had to learn the coding on the punched teletype tape.

I've now worked for the newspaper for over 37 years. So I guess my two enlistments in the Navy helped me get a long career at the same place.

I also thought the Navy, or the military on the whole, was good for integrating the races. We had to all work together and sleep in the same compartments aboard the ship. Being a Caucasian, I had friends that were of other races.

The Navy experience shaped my life with discipline, punctuality, and planning. I still pretty much go by a routine like the Navy had, and that is a "Plan of the Day" (POD). It may sound silly, but that's the way it is.

### Hosea McAdoo, Jr.:

This is an easy question for me, and one I wanted to tell since 1967. I must admit that the personal benefits of the Navy are more apparent now than when I was serving and I know now that they represent the two years that most changed my life for the better.

It was the Vietnam Era and I was already commissioned as an Ensign in the Medical Corps (a parallel draft that allowed MOs to choose their branch of service) and seeing an MO as an ensign was new to most. I just told them that I was a Lt., but was busted for losing too many patients. I was a medical student and the Navy allowed me to observe in the Medical Dept. at the old USNH Charleston. Few duties, but I was allowed to watch many fine physicians do

*(Continued from page 5)*

their job. At the sophomore/junior summer there was little I was qualified for, but I learned a lot.

Before med school graduation I took an elective in surgery and I took a surgery internship and had quite a bit of experience in surgery. I fully expected orders to Paris Island for Field Med School but received orders to the USS Cambria and the Atlantic Fleet. First I had to go to Medical Officer Indoctrination School in Newport, then the winding trip to catch APA-36. The trip was via McGuire, Rota, and Naples to Palermo where I arrived with two perforated eardrums from the rapid descent of the COD aircraft and arrived to my first ship duty station deaf as a stone.

Guys from the ship were as nice as they could be and understood my predicament. We got to the ship and I promptly saluted the bow as I lost orientation as the mass of steel hid all but the Quarterdeck climbing the accommodation ladder. The MO I was relieving, luckily was leaving to start an ENT residency. He looked at my ears and said, "You have blown out both eardrums, but they should heal in a few weeks." They did.

He gave me a pack of cigarettes (bad move) and a cup of coffee in the Wardroom and then ran to the state-room to pack and get ready for the going away party that evening leaving me on call still deaf. Sure enough I was called but got lost on my first trip and could not find sickbay but asked and instead of a smart answer, I was kindly shown the way. The Cambria was becoming a friendly and helpful place. I was introduced to the Skipper and XO the next morning. All was very pleasant.

I found my corpsman well trained, hard workers and very easy to work with. Duty was much like a shore dispensary, except at sea it was a hospital as well.

The year went very well and I enjoyed the sea, the fine old Cambria and especially the officers and crew. I have never seen a group so hard working, so well trained who worked so well together. There were some problems, but for so many men in

tight quarters it went well, getting a little worse when Marines were deployed, as the crowding got a lot worse and Marines are used to being active and NOT used to sea motion; just check the scuttlebutts to know for sure.

My second orders were for USNH, MEMPHIS. I was assigned half duty to the family practice clinic and half to the Surgery Department where I was given the dirty surgery ward with 80 patients. Daily we received medevacs from Japan and some direct from Vietnam. The work done in the field and at referring hospitals was superb.

This is much Intro but I have wanted to tell this story and this has been my first chance. If any one is interested in further adventures of a new MO, let me know. There are many stories, most make me look stupid and I will expand this story.

Here is what you asked for. The Navy gave me the trust and support to be on my own. This was the first time I was away from a quick phone call to get help from a Resident. It all went well. I was treated very well and appreciated, and I truly enjoyed my time both on the Cambria and the USNH.

I have never been around so many truly hard workers who acted in a very professional manner and this goes for the Ship's Officers and enlisted crew.

As time passed after my service was up I thought much about missing the Cambria crew, the Cambria and the sea and still do. My Navy time has been the single most thought about thing I have ever done. Civilian life does not surround you with so many fine people and I miss them a lot.

I spent much time gathering photos and information about the old Cambria and became very sad when I found out that she was scrapped in 1977. She was a classic old APA converted from a freighter.

I have my living room plastered with pictures, my old sword and mementos.

My Navy two years may have been the most important ones in forming my life. I still feel very tied to the Navy. The Navy taught me much and made me a man. It still arises in conversation.

I may have been drafted, but I would do it over without a draft. I feel my friends that miss the experience will lose a lot. I wish I had stayed in, but would never get sea duty again.

Thanks, Navy.

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**Nelson Hadley:**

I grew up real fast.

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**Dan O'Brien:**

I served on the Cambria from the fall of 1956 to the spring of 1957. However, I was a Marine of I Company, 3rd Battalion, 2nd Marine regiment. We were on a Mediterranean Cruise at that time. I can tell you that my 4 years in the Marine Corps was a turning point in my life. Prior to enlisting, I was a punk kid (high school dropout) always managing to get into some kind of trouble. Boot Camp in Parris Island started the change. Subsequently, I was a light 30 Cal machine gunner. The Marines caused me to stretch myself beyond limits I thought I was incapable of achieving. As I advanced in rank, I learned important lessons regarding supervising subordinates. Because my name fell in the middle of the alphabet, I found myself assigned to numerous activities such as helicopter assault training, new weapons testing, Recon training, etc. Fascinating stuff and highly enjoyable. By the time I was discharged, I knew I was a man ready to take on the world. I had completed high school while in uniform and went on to college on the G. I. Bill. Around 1961, I began a career in Computer Science. Subsequently, I accepted a position with the Federal Government in 1965. In 1968, I applied for a position with the Board of Governors of the Federal Reserve System. I found myself competing with a large number of applicants. The final decision was up to the in-house Governor. Somehow I was chosen. Months

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later, reading that Governor's biography, I discovered that he too had quit high school and joined the Marines. He fought throughout the Pacific during WWII. He too went to college after discharge and went on to become a millionaire. I am convinced that I was hired because that Governor recognized a kindred spirit. I subsequently retired from the Fed as a Senior Information Technology Manager. I am convinced that having served in the Corps gave me a competitive edge over my peers. It gave me pride, confidence and a will to succeed. Today, I often meet other Marines of various eras. Two minutes talking and we are fast friends. I have found the saying "Once a Marine, always a Marine" to be extremely accurate. My wife doesn't understand this Marine stuff in a man past seventy, but how could she?

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**Chuck Kirk:**

As a 17 year old, it was instrumental in my "growing up." It made me face fears, like jumping off the 10 foot tower into the pool in boot camp; it helped me to start making changes in my life. It was a wonderful experience.

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**Ted Nelson:**

My life in the Navy benefited me in the following way:

Upon completion of high school, I could not afford going to college, and the only prospect for me was a coal mine or sawmill. I joined the Navy and during my 20 year career, I amassed more knowledge through the Navy than I would have in 4 years of college. I not only received the needed discipline, but also gained the respect of my peers, was able to provide leadership and was saved by Jesus while in the Navy. The Navy was also my backdrop for a career with the South Carolina States Ports Authority of 20 years.

**Mike Mazzeo:**

The Navy was one of the best things that ever happened to me. I ended up with 20 years pension. I'm sure I have received more in pension benefits since I retired than I did while on active duty. The checks keep coming in, and of course with increases every year or so.

After I left the Cambria, I signed up as "Station Keeper" at the Naval Reserve Center in McKeesport, PA. That is where I met my wife. We have been married over 40 years and my wife is a treasure. For sure I would not have met her if I had not re-enlisted.

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**Charles Pearson:**

I think, being in the Navy allowed me time to take correspondence courses. I found these courses not that difficult and made me consider going on to college. Two months out of the Navy in 1956, I started attending a technical school and graduated in 2 years. I joined the Engineering section at John Deere in Moline, IL. I retired from John Deere in 1986 after 27 years of service. I think the Navy helped give my life directions.

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**John Partin:**

Being in the Navy benefited me greatly and continues to do so. I retired from the Navy and am so glad to receive those checks in my mail box each month. That particular benefit alone will stay with me as long as I live. (Hopefully for many-a year.) Having just enough shore duty during my career coupled with some of the PACE and CLEP programs available in the Navy allowed me to earn a degree prior to leaving the Navy. That way. I was able to hit-the-ground-running upon my return to civilian life. I was Probation and Parole Officer for the State of Missouri following my Navy career. I'm now retired from that job also. I've got checks coming at me from all directions. Besides my Navy retirement, I'm also drawing my state retirement check and my Social Se-

curity check as well. Thankfully in this time of home foreclosures, high fuel costs, the economy nose-dive, and a nervous stock market, I'm still able to have a nice life with my income almost as much as it was at any time when I worked full time. Most, if not all, of this stems from being in the Navy.

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**David Kruger, LCDR, USN Ret.:**

If nothing else, being in the Navy taught me that everyone was important. As a 'fresh-caught' Ensign serving as the Cambria's F Division Officer or a JayGee with the 3rd Division, I learned that the Chief Gunner's or BM3 could teach me a lot. I followed this theory throughout my 20 years—watching, learning, asking questions, accepting advice—whether from my CO or my leading Petty Officers—and paying attention to who did what, why, when, and how.

It didn't make any difference how well trained and educated the pilot of a multi-million dollar aircraft was, if the Boilerman and Machinist Mates down in the "cellar" who may or may not have had a high school diploma didn't do their job, we'd have an 86,000 ton steel island out in the ocean and that sure wouldn't meet the mission to which the ship was assigned.

Following on in civilian life after my retirement I followed the same course—watching, listening and learning. The answers I found were all the same. It doesn't make any difference who's in charge, it's the guy at the bottom of the Chain of Command who is just as important as the guy at the top.

All too often, both in the Navy and in civilian life, I found that when superiors looked down on their employees as "inferiors" nothing ever got accomplished well, if at all. The failure to follow Admiral Arleigh Burke's admonition that "...we all put our pants on one leg at a time..." leads to project failure and unhappiness all around.

So I benefited from those hun-

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*(Continued from page 7)*

dreds of unnamed white hats who taught me lessons of what life was all about and how to live it successfully. Never underestimate the guy who works for you.

**Raymond Dashnaw:**

The Navy was good for me, was a GREAT time! If I were a younger guy, I would be glad to do it again.

**Dan McKeown:**

**The Gift of Leadership**

All through high school I was timid and stayed in the background. I never thought of myself as a leader and didn't aspire to be one. The Navy changed all that.

Our recruit group was ready to board the bus for the Great Lakes Naval Training Center and the recruiter asked for one of us to be responsible for the paperwork. I volunteered and learned quickly that the guy in charge got respect. From that day on I volunteered many times over and was put in greater positions of leadership each time.

I was only in for three years and made an FT3 rating. I took the training I got in A school and my experience aboard ship and turned it into a 40 year career with Consumers Power Co in Michigan. I retired as a power plant manager and am currently enjoying winter golf in Myrtle Beach, SC.

**NAVY TERMS**

**"CHEWING THE FAT"**

"God made vittles, but the devil made the cook," was a popular saying used by seafaring men in the 19th century when salted beef was staple diet aboard ship. This tough cured beef, suitable only for long voyages when nothing else was cheap or would keep as well, required prolonged chewing to make it edible. Men often chewed one chunk for hours, just as it were chewing gum and referred to this practice as "chewing the fat."

**REAL NAVY CHIEFS**

REAL CHIEFS Think Ensigns should be seen and not heard, and never, ever, be allowed to read books on leadership.

REAL CHIEFS Don't have any civilian clothes.

REAL CHIEFS Have CPO Association Cards from their last 5 commands.

REAL CHIEFS Don't remember any time they weren't Chief's.

REAL CHIEFS Propose like this "There will be a wedding at 1000 hours on 29 October, be there in whites with your gear packed because you will be a prime participant."

REAL CHIEFS Favorite national holiday is CPO Initiation.

REAL CHIEFS Keeps four sets of dress khaki uniforms in the closet in hopes they will come back.

REAL CHIEFS Favorite food is ship-board SOS for breakfast.

REAL CHIEFS Don't know how to tell civilian time.

REAL CHIEFS Call each other "Chief."

REAL CHIEFS Greatest fear is signing for property book items.

REAL CHIEFS Dream in Navy Blue, White, Haze Gray and occasionally khaki.

REAL CHIEFS Have served on ships that are now war memorials or tourist attractions.

REAL CHIEFS Get tears in their eyes when the "Chief" dies in the movie "Operation Pacific."

REAL CHIEFS Don't like Certified Navy Twill. "Wash Khaki" is the ONLY thing to make a uniform out of.

REAL CHIEFS Can find their way to the CPO Club blindfolded, on 15 different Navy Bases.

REAL CHIEFS Have pictures of ships in their wallets.

REAL CHIEFS Don't own any pens that do not have "Property U.S. Govt" on them.

REAL CHIEFS Don't voluntarily get the mandatory flu shots.

REAL CHIEFS Don't order supplies, they swap for them.

REAL CHIEFS Favorite quote is from the movie Ben Hur, "We keep you alive to serve this ship."

REAL CHIEFS Think excessive modesty is their only fault.

REAL CHIEFS Hate to write evaluations, except for their own.

REAL CHIEFS Turn in a 4 page brag sheet for their evaluation.

REAL CHIEFS Last ship was always better.

REAL CHIEFS Know that the black tar in their coffee cup makes the coffee taste better.

REAL CHIEFS Idea of heaven- Three good PO1's and a Division Officer who does what he is told.

REAL CHIEFS Think John Wayne would have made a good Coast Guard Chief, if he had not gone soft and made Marine movies.

REAL CHIEFS Use the term "Good Training" to describe any unpleasant task...Scraping the sides of the ship is "Good Training." Having to sleep on your sea-bag in the parking lot because there was no room in the barracks is "Good Training."