

# GURKE NEWSLETTER

Volume 4 Issue 2

May 2010

## OFFICIAL NEWSLETTER OF THE USS GURKE (DD-783)



### Special Points of Interest

- *Our cover story tells you all the details of the 2010 reunion.*
- *Bill Phipps shares his recap of the reunion on page two.*
- *You'll find a list of 2010 reunion attendees on page three.*
- *Under Mail Call, beginning on page three, read an Australian's request for help finding a Zippo lighter. Hope someone can help.*
- *Carroll Briggs "Sea Stories" continue on page four.*
- *Read about the attractions in Everett, WA on pages six and seven. Send in your survey right away.*

## 2010 WASHINGTON, DC REUNION REVIEW

The annual USS Gurke (DD-783) reunion was held in the Washington, DC area on April 8-11, 2010 at the Hampton Inn Dulles Hotel. The reunion was attended by 30 former USS Gurke shipmates and 22 of their guests. First to register on Thursday was former LTjg Joseph Dawson (1966-68). As the afternoon continued, the registration table saw increased activity, as did the hospitality room. Members and guests made the hospitality room their home away from home where they met with old friends, were introduced to first time attendees, told stories and enjoyed refreshments. Registration wrapped up around 5:00 pm and then everyone gathered for the first official event of the reunion, the Welcome Reception. Association President William Phipps welcomed all the attendees and all first-time attendees were introduced. Mr. Phipps shared everyone's pleasure at seeing so many new faces and encouraged them to come back

next year. Everyone then got a chance to meet and greet one another and enjoy the pizza and pasta that was served. The remaining part of the evening was free for everyone to get better acquainted or to venture out into the DC area on their own.

The Friday morning tour to Washington, DC started bright and early because the group had an appointment at 10:00 am at the Navy Memorial for the USS Gurke Memorial Service/Wreath Laying Ceremony. Guest speaker for the solemn event was Rear Admiral Walker, CEO of the Navy Memorial. Chaplain for the ceremony was Thomas Stephenson; bell ringer was Clarence Golden and wreath bearers were Frank Berger and Richard Bruno. Those USS Gurke shipmates who were honored at the Memorial Service as are follows: George Fernandes, George Gargas, Norman Gassett, Robert Grimm, Joe Holland, Winfred Myrick, Harry Simmers, Jr., Billy Jack Smith,

Anthony Straquadine, Calvin Swart, and Carl Wilson. Following the Memorial Service/Wreath Laying Ceremony there was time to visit the many exhibits in the museum and to view the movie "At Sea." After the movie the group was off to lunch at the famous Union Station where after eating they picked up the guide for the trip to Arlington National Cemetery. The tour guide gave a narrated account during the tram ride through the cemetery, making the visit very enjoyable. The highlight of the visit to Arlington was the "Changing of the Guard" ceremony at the Tomb of the Unknown Soldier—a most impressive sight. Following this ceremony, the group returned to the hotel where most people stopped by the hospitality room for a refreshing drink and a snack and some more story sharing and relaxing until dinner. The evening meal was excellent—pulled pork barbe-

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que, baked beans, potato salad, cole slaw, dessert and drinks. Everyone enjoyed sharing dinner with old and new friends and reminiscing about their days on the USS Gurke.

Saturday's tour took the group back into DC to visit the major monuments in the city. A major disappointment was that the wind and rain on Friday night had ruined the famous cherry blossoms, but the other sights did not disappoint. Stops were made at the Korean War Memorial, the Vietnam Wall and the Lincoln Memorial where the group witnessed a marriage proposal on the steps of the Memorial. (She seemed truly surprised, but said yes.) A drive-by was made past the Jefferson Memorial. Lunch was again at Union Station. The tour returned to the hotel around 2:00 pm in plenty of time to get some refreshments from the hospitality room before the 3:30 pm Business Meeting. At the meeting William Phipps was chosen to remain as president and Everett, WA was selected as the 2011 reunion location. Following the meeting, the rest of the afternoon was free until the 6:30 pm pre-dinner cocktail hour and photo session. After the photos were taken, the USS Gurke (DD-783) banquet began with the playing of the National Anthem, "Anchors Aweigh" the Pledge of Allegiance and welcoming remarks by President Bill Phipps. Lee Gurke, nephew of the ship's namesake and also a former sailor on the USS Gurke, was introduced to the group. A dinner of roast pork loin, finger potatoes, vegetables and orange cheese cake was served by the hotel staff and then the entertainment part of the banquet commenced. A raffle of donated items was held which included a 1945 (year of Gurke commission) coin set, a quilt, Cajun food items and gift certificates donated by Frank Hickam from the Tin Can Sailors. The evening ended with the ladies all receiving a rose which came from the memorial wreath.

Sunday morning's breakfast brought an end to the reunion. The banquet room had been set aside for the USS Gurke group as a place to

share a final meal and to say their sad goodbyes. When it was all over, everyone was looking forward to next year in Everett, WA and another USS Gurke reunion.

## COORDINATOR'S MESSAGE

By Bill Phipps

I enjoy taking a trip at least once every year by automobile to enjoy the countryside. We drove to the reunion in Washington, DC from Texas in two fun filled days through Tennessee and the Appalachian Mountains. When we arrived, our previously black car was green from pollen in the air and I had decided that half the people in America must drive long haul trucks.

The Air & Space Museum near the hotel was the first place we visited and it was worth the trip. Several of the exhibits I wanted to see were the Lockheed SR-71 Blackbird, the Boeing B-29 "Enola Gay", the Space Shuttle Enterprise, and the Vought F4 Corsar. I worked at Vought Aeronautics a few years after separating from the Navy and got to watch an F4 being restored by several Vought retirees.

Probably the highlight of the trip for us was the Memorial Service and Wreath Laying at the Navy Memorial. Because of inclement weather, the ceremony was held indoors with RADM Ted Walker, President and CEO of the US Navy Memorial Foundation serving as host. Dick Bruno and Frank Berger were wreath bearers, Clarence Golden was the bell ringer, and Thomas Stephenson served as chaplain and read the names of all our shipmates that had passed away since our last reunion.

We also enjoyed the tours to Arlington National Cemetery, the Korean War, Vietnam and Lincoln Memorials. The lunches at Union Station were pretty crowded, but the Subway sandwiches were just like at home. The white cherry blossoms were gone, but evidently those trees just have blossoms, no cherries! The pink cherry trees that will have real fruit were in

full blossom.

Our business meeting was held on Saturday evening where we decided to keep the same officers for next year: Bill Phipps, President; Charlie Betschart, Vice President & Parliamentarian; Dick Bruno, Secretary; Frank Hickam, Treasurer; Thomas Stephenson, Necrology and Membership List & Chaplain; John Kuncas, Waldemar Post; Frank Berger, Board of Directors and Jim Golden, Web Master.

We also voted to have our next reunion in Everett, Washington during the latter part of June 2011.

After our banquet, Helen Hickam and Marcia Bruno held a raffle to raise money for our Gurke Reunion Association. Don Guerin donated Cajun seasoning mix, Polly Smith donated a quilt, Charlie Betschart donated a coin set, and Frank Hickam donated gift certificates from the Tin Can Sailors. All were well received and we plan on holding a raffle again next year.

I would like to thank everyone that participated in the various activities, meetings, tours, receptions, and meals. We enjoyed meeting all the first timers and visiting with shipmates that attend every year. Larry and Brenda Eckard did an excellent job of organizing and putting together the reunion and their efforts are greatly appreciated. Hope to see all of y'all next year in Everett.

### Published by:

#### MILITARY LOCATOR & REUNION SERVICE, INC.

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*Our reunions work so you don't have to.*

## 2010 REUNION ATTENDEES

Thomas & Cele Beishuizen  
 Frank & Shirley Berger  
 Charley & Cherry Betschart  
 Robert & Virginia Bledsoe  
 Bruce & Shirley Bradley  
 Richard & Marcia Bruno  
 Joseph Dawson  
 Clarence Golden  
 Don Guerin  
 Lee & Sharon Gurke  
 Frank & Helen Hickam  
 Ralph & Grace Humbertson  
 Ray & Phyllis Johnson  
 Jimmy & Sylvia Jones  
 John Kissling  
 Kenneth & Maryann Paige  
 Bill & Ann Perry  
 Bill & Lavoy Phipps  
 Phillip Precht  
 James & Kathy Roahen  
 John Schlichtig  
 Craig & Jill Smith  
 Lawrence & Polly Smith  
 Thomas & Donna Stephenson  
 Robert & Darlene Struble  
 Sharon Struble  
 Phillip & Andrea Sweet  
 Gene & Charlotte Tortone  
 Jack & Terry Wells  
 John Zerr

**Total Members:** 30  
**Guests:** 22  
**GRAND TOTAL:** 52

### Financial Report:

The cost of this issue is \$166.43, mailed to 42 dues paying members without e-mail addresses.

### Treasurer's Report By Frank Hickam

Life Memberships:  
 Kenneth Paige \$50.00  
 Lawrence Smith \$50.00

Raffle: \$210.00

Sent to Tin Can Sailors Museum:  
 \$200.00



## WELCOME MAT

The USS GURKE takes great pleasure in announcing that the following ship-mates have been located since the last newsletter. Welcome Aboard! We hope to see you at the next reunion and that you will become active in the association.

**Matthew Munn (1970-72) HM-3**  
 587 General Leroy Manor Rd  
 Morrisonville, NY 12962  
 518-562-2820  
 munnfunn@aol.com

**James Roahen**  
 1926 Carrollton Rd  
 Annapolis, MD 21409  
 410-703-6759

**Edward McBride**  
 (1947-48) SO2 O Div  
 750 Westgate Dr  
 Park City, IL 60085  
 847-623-7297

**John Emanuelson**  
 (1968-70) Boatswain's S-4 Div  
 PO Box 263  
 Negaunee, MI 49866  
 906-475-6220  
 mlccarlson@sbcglobal.net

**Robert Bledsoe (1965-67) Lt**  
 348 Windstone Dr  
 Portsmouth, RI 02871  
 401-293-0230  
 bvbledsoe@cox.net

**John Schlichtig (1967-69) LTJG**  
 741 Mockingbird Ln  
 Audubon, PA 19403  
 610-666-5451  
 jschlichtig@verizon.net

**Arthur Murphy (1963-65) SM3**  
 201 Rosie Ave  
 Pataskala, OH 43062  
 740-919-4451  
 stingred@aol.com

**Michael Pinarski (1961-64) RM3**  
 22 Roberts Rd  
 Dudley, MA 01571  
 508-764-7271



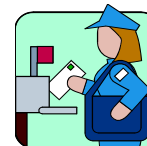
## TAPS

The Gurke Newsletter was informed of the deaths of the following former crewmembers since the last newsletter. The entire crew extends our deepest sympathy to the families and friends of the deceased.

**Charles Harmon**  
 Date of death not reported

**B. J. Smith**  
 Died February 2010

Anyone learning of the death of a former crewmember please notify the newsletter so their passing can be acknowledged in TAPS and on the Honor Roll at the reunion memorial service.



## MAIL CALL

Hi,

My name is Ian Branson. I am an Australian. In 1975 I visited San Francisco on an architectural tour. I stayed at the Holiday Inn, Fisherman's Wharf. One evening I purchased cooked deep sea crab from a fish market near Ghirardelli Square and a bottle of beer and sat on the lawns to eat it. I was approached by two very tall African Americans who were fascinated by this guy eating crab and drinking beer on the lawns. Both were in naval uniforms and when they heard me speak they recognized the Aussie accent and sat down to talk. They had been on duty in Vietnam and had visited Sydney, Australia on R&R. They showed me wonderful friendship, took me to a wharf where the ship was tied up (believe it was Fort Mason) and generally showed me over several

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hours with the hospitality Americans are noted for. They told me it was their last tour of duty as the ship was returning to San Diego to be "mothballed." When we parted, they gave me a Zippo lighter with the ship's badge affixed to it. I have held that memory of those two young men amongst the best in many trips I have made overseas since that time.

Several months ago my house was burglarized and a chest of memorabilia was stolen and along with it, the Gurke Zippo lighter. This greatly disappointed me as it was a treasured keepsake. I have searched e-bay and other sites in hope of finding another, but to no avail. Can you put me in touch with a veteran or ex-sailor of that ship? Maybe they can help me in my quest to find a replacement. As we grow older, these memories are sometimes all we are left with.

Kind regards,  
Ian Branson  
ian.b@optusnet.com.au

*Editor's Note: If anyone can help Mr. Branson, please contact him by e-mail.*

### NOTE EXPIRATION DATE ON ADDRESS LABEL

Please check the address label on your envelope or the top of your e-mail for your dues expiration date. **Send dues to Frank Hickam, 25 Harlech Dr, Wilmington, DE 19807. Make checks to USS Gurke DD-783 Reunion Assoc., Inc. Dues are \$10 for 1 yr or \$50 lifetime.**

### HONKY—DORY

This term meaning everything is OK, was coined from a street named Honki-Dori in Yokohama. As the inhabitants of this street catered to the pleasures of sailors, one can readily understand why the street's name became synonymous for anything that is enjoyable or satisfactory.

## SEA STORIES

BY CARROLL BRIGGS (Continued from February issue)

Since I am telling "sea stories" about my commercial fishing career, I suppose I can also include a couple others.

I always liked being at sea. I used to devour those stories about people who would build their own boat and sail it around the world. I suppose that's one of those dreams that you have to discard when you get to be my age and haven't started yet.

I spent one of my precious spring vacations caulking the decks of TIRA.

TIRA was a Monterey Half-Ringer built on the hull of an old sailboat. I hung around till they found something for me to do and I was glad to have any kind of a job just to hang around. (Not to mention the possibility that I might get to go for a ride!) My father was a part of the crew that fished TIRA. It was right at the end of the sardines in Monterey. A half-ringer is a sort of abbreviated purse seiner. A purse-seine is a mile or so long and makes a full ring around a school of fish. A half ring is about half the length and only goes half way around the fish. It is closed by pulling the ends together (I think "TIRA" is an Italian word that means "PULL!"). I did eventually get one ride on TIRA. And, it was a good night. They made a successful squid set; delivered it and went back out to make a mackerel set. They wouldn't let me do much. My job was mostly to STAY OUT OF THE WAY! But I watched and learned. Especially, I learned that the trickiest and most dangerous part of the whole operation is closing the net and bringing the weights aboard. The nets are weighted along one side and have floats along the other to keep them vertical in the water. When the net is deployed, there is a sort of draw-string that pulls all the weights together closing the bottom of the net so the fish can be brailled out.

I continued to hang around the

wharf and let it be known that I wanted to go out. One night in July, I came home from a date at about midnight. There was a note on the kitchen table. "Francie wants to know if you would like to go out. Call him as soon as you get in." Francis Hochderfer was a neighbor about three houses down. He had bought an LCVP from surplus; cut off the ramp and built on a bow; decked it over and rigged for albacore. It was a very pretty looking boat. I didn't call, I literally ran over to the Hochderfer's. The lights were on and he was getting ready to leave. I had time to change clothes and go. I left a note on the table telling my folks where I had gone and to call Elinore to let her know I wouldn't be able to take her dancing at Santa Cruz on Friday.

On the way to the wharf, Francie told me that the fish were hitting good and his helper ("boat-puller") was not available. He had just come in from a trip with a full load and had not had a chance to sleep for three days. It must have been about three AM when we got everything set and headed out of the harbor. There was another converted LCVP named "Beverly M" just ahead of us. As soon as we were clear, Francie told me to follow Beverly and fell into his bunk dead asleep.

I could just barely make out the stern light of BEVERLY M ahead about 30 yards. It was very windy with a big swell running. When we got to the whistle buoy at Point Joe, Beverly turned south (about 230) toward Davidson Sea Mount. We had been going for some time, an hour or so, when I lost the stern light. It seemed to me there was a sort of a wall ahead. I was in the pilot house and I ducked down to get a better look. Then, I saw this running light. There WAS a wall. A freighter of some kind had gone between La Reina and Beverly. I swerved. Francie jumped out of his bunk. When he saw what had happened he said something like "Oh my GOD!" and

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went below again. I managed to find Beverly and we went on. The next morning we trolled to and fro without a fish. There were probably twenty or so other boats out there wandering about looking for fish. We watched for birds. Nothing much happened. As I recall, we worked all day long without anything. That night, we put out a sea anchor and went to sleep. I was awakened by a thumping. We had drifted into another boat. Francie ran for the engine and I went to the bow to gather in the Sea Anchor. I can remember Francie grabbing a can of ether and flinging the contents along the manifold to get the diesel started quick. Somehow, I managed to get the sea anchor close enough to keep it out of the propellor and we pulled clear.

The next morning, we moved off in another direction still looking for fish. For a while, Beverly was near by but after awhile, it seemed we were all by ourselves. I was feeling queazy. I hadn't really had anything to eat. So Francie found some canned grapefruit juice and some peanuts. It was far too rough to try to fix anything in the galley. So I was drinking the juice and eating the peanuts trying to keep something on my stomach. It seems to me the worst thing you can do is get seasick on an empty stomach. Anyway, I eventually tossed it and ate some more and by golly, I started getting fish on my side. La Reina had a little fishing cockpit right back in the transom, almost at sea level. In fact, I can remember standing in the cockpit once with my knees hooked under the coaming and watching a following sea flow forward so just the pilot house was sticking out of the water. I was about chest deep and I must admit, it was a very eerie feeling. Any way, I was pulling in fish, throwing up and eating peanuts. Francie wasn't getting anything on his side. After about fifteen minutes or so, He said, "I can't take this." And went forward to the pilot house.

As soon as he left, the fish started hitting on his side. "Hey! Come on back, I need help!" He peered out of

the pilot house and laughed at me, "You're doing just fine! Just keep chummin' 'em in!" When we weighed in at the end of the trip, we had over 3200lb. I think we caught 3/4 of them that morning.

I was really struggling to pull in one of the first fish I caught. For Albacore, you troll at a relatively high speed and use hooks with no barbs. The lines are a heavy cord and pulled by hand. It is necessary to pull very evenly or you will lose the catch. I could see Francie watching me with a sort of skepticism. I think he was wondering if I was strong enough to do the job. Finally, I managed to bring the tuna along side and I must say, it seemed to me Francie almost jumped overboard to get him in the boat. Later we weighed this one at 48lbs. That's the biggest I ever caught.

There was one other incident on this trip that is truly quite without parallel. The second day out when we moved away from the mob at the seamount, we were cruising along quite easily when Francie told me to bring the boat over in the direction of some large shark like fins. We maneuvered into a group of the biggest fish I had ever seen. La Reina was a forty foot boat. These fish were LONGER than La Reina. Francie called them "Whale Sharks" now I know they must have been Basking Sharks. I counted 17 of them in the group. It was one of the rarest sights in the world and I consider myself very fortunate. At the time, I must admit I was not very comfortable in their midst, but Francie seemed to be so at ease that I soon forgot my anxiety and just marveled.

We stayed out for three days. I think he would have stayed longer, but La Reina did not have refrigeration and it was necessary to get the fish in fairly soon after they were caught. I never got another chance to go out with Francie. I think he was happy with me. He did get me a ride on PEGGY M with Eddie Kramer. That trip was more or less uneventful. Fishing was fair. We got our share. Peggy was a lot more comfortable to ride. It was a sea boat, not flat bottomed and jumpy like La Reina. Eddie

had built the boat himself. It had ribbing in the bow at six inch spacing and was very solid. He had built it as a work boat. The engine was a three cylinder Fairbanks that turned at 1100 RPM. He had a two to one reduction on this and turned a 20x30 wheel. When we were coming back in loaded, the boat would go right straight through the swells without a shiver or a pause. It was fascinating to watch.

Also, Eddie had rigged a mechanical Iron Mike to steer Peggy. There was a magnetic compass with some wires attached leading to a bunch of gears that kept the boat on course. We were fishing north of Santa Cruz this time at Pioneer Sea Mount. When we started for home, Eddie took a reading on KDON in Monterey (their transmitter was at the wharf in those days); set the iron mike and didn't touch the wheel again till we had to disconnect mike to keep from hitting the end of the breakwater.

What a contrast this was to my first trip out on Betty Van. Betty Van was a beautiful little boat. It had the hull of a hydroplane. Power was from a Pontiac Straight Eight Flat head converted for marine. That boat would fly.

What a contrast this was to Peggy. Bob didn't even have a compass aboard. I was running the boat when Bob came out of the deck house (Betty Van didn't have a pilot house) to relieve me to go have some lunch. We were about 25 miles out of Monterey in an on-and-off fog. I told him which way the swell was running and which way was home and went below. After lunch and a short nap, I came back up. The fog had gotten heavier so the sun was not visible at all. Neither was land. "Which way did you say home was?" Hey, I had no idea anymore. It didn't seem to worry Bob very much though. he wandered around for awhile then came across another boat that seemed to be headed home. So we followed him in. We didn't catch

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a fish that day either.

My last venture after the Albacore was in Roy Parker's PANAZONE. This was really more of a motor yacht than a fishing boat. It had beautiful cabins and a very high freeboard. There was no fishing cockpit but Roy had it very well fitted with the right gear to do commercial fishing. When the season was anywhere close to average, Roy made a good living with Salmon. The name Panazone was from the Panama Pacific exhibition the year it was built. Panazone was also very narrow of beam, sleek.

Ardi and I were at her sister's for dinner one evening. Roy and another fisherman were there. The conversation got around to fishing and the fact that there were Albacore being taken in the bay. After a couple more glasses of wine and some enthusiasm, we headed for the boat. It required quite a bit of re-rigging to get it set for Albacore. I was not feeling good at the start (I love enchiladas, but they do not agree with me!) It was probably close to 5 AM before we got out of the harbor. We hit one fish out by the whistle buoy. It was a cold windy morning but my stomach was not happy so I was out working the lines while the other two were inside. So I got to pull it. We never found another.

Roy knew I was struggling so he hunted around for something for me to put in my stomach. What did he find? A can of hash, some eggs "How long have these been in here?" and a couple slices of wheat bread just short of green. He fixed me a scrambled egg and hash sandwich (which neither he nor Richard would touch). But I felt a LOT better after.

I will save the story about sinking a boat in San Pablo Bay and my twenty minute swim there for another time.

Carroll G. Briggs LCDR USNR ret.  
USS GURKE DD783  
March '52 - December '53

## YOUR 2011 REUNION WILL BE IN EVERETT, WASHINGTON

Your choice for your 2011 reunion location is Everett, Washington, home to the Future of Flight Aviation Center and Boeing Tour, Paul Allen's Flying Heritage Collection, the Museum of Flight Restoration Center, the Naval Station Everett as well as many other attractions.

Everett is located in northwest Washington, nestled between the sparkling blue waters of Puget Sound and the rugged, snowcapped peaks of the Cascade Mountains. Here is some of the most beautiful scenery in the United States. Described below are some of the main attractions in the area from which you can choose for your reunion agenda:

### **Future of Flight Aviation Center and Boeing Tour :**

A unique interpretive facility designed to let visitors experience the marvel of commercial jet aviation and production. From interactive exhibits—design your own plane!—to the only tour of a commercial jet assembly plant in North America. Visit the largest building in the world to see the assembly of the Boeing 777 and 787, design your own airplane using touch-screen technology, and learn about the principal features of powered flight at interactive stations.

### **Paul G. Allen's Flying Heritage Collection:**

Paul G. Allen's rare collection of vintage military aircraft is now open for guided tours conducted by military aviation experts. Restored to a degree of authenticity never before attempted, the aircraft are nearly as intact today as when they left the factory decades ago. The workhorses of the Flying Heritage Collection are a testament to aviation's keen craftsmanship and innovation, but more importantly, they pay quiet tribute to humanity's struggle and spirit during the ordeal of wartime.

### **Museum of Flight Restoration Center:**

Step back in time to see vintage aircraft from the late 1920s to the 1960s. An army of volunteers restores the engines and aircraft bodies that are intended for display at the Museum of Flight. The center has up to 25 aircraft and up to 6 projects underway at a time. Recent examples of restoration projects are the de Havilland DH 106 Comet, the FM-2 Wildcat, the Chance Vought XF8U-1 Crusader, and the Boeing 727 pro-type.

### **Naval Station Everett:**

Naval Station Everett is the United States Navy's modern facility, which is located next to the City of Everett marina area. The Naval Station is homeport for the nuclear powered aircraft carrier, USS Abraham Lincoln (CVE-72), two destroyers, three frigates, and a Coast Guard buoy tender.

### **Snohomish "Antique Capital of the Northwest" and Shopping:**

More than 450 antique dealers clustered in five short blocks offer surprisingly diverse treasures, and qualify Snohomish as the "Antique Capital of the Northwest." Located along the banks of the Snohomish River, this Victorian town is a step back in time, well worth a leisurely day of browsing. Self-guided walking tours showcase the houses from the late 1800s and architecture throughout the historic district. You'll find delightful restaurants, homemade items and much more.

Snohomish County offers shopping galore! The latest in fashion trends can be found at Alderwood and Everett mall, both offering discount packets for out-of-town visitors. Bothell Country Village offers unique shopping with 45 specialty shops and restaurants in a farm-style atmosphere with winding brick paths and flower lined boardwalks.

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**Mountain Loop Scenic Drive:**

The scenic drive offers a close up of the natural wonders of the Cascade Mountains; its old growth forests, wild rivers, alpine meadows and pristine lakes. One portion of the Cascade Loop, known as Stevens Pass Greenway, follows Highway 2 along the Skykomish River through pastoral farmlands and evergreen forests into the rugged western slopes of the Cascade Mountains. En route to or from is Leavenworth, a popular Bavarian-style village nestled in the Cascade Peaks.

Now let ML&RS, Inc know what you would like to see on your reunion agenda by filling out and returning the survey to the right. We will use your surveys and your president's input to put together a reunion package in which you will want to participate. See you in Everett, Washington in 2011!

**STATEMENT OF PUBLICATION**

The Gurke Newsletter is the official publication of the USS GURKE Association. From now on it will be published quarterly in February, May, August and November, *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 GURKE. A financial statement appears in each issue of the newsletter. In the event there is insufficient funding for a regularly scheduled issue, all funds received will accumulate until the next regularly scheduled quarterly issue. Out of sequence issues will not be published merely to "catch-up."

The newsletter 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 of the Newsletter.

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 space limitations and grammar.

ML&RS, Inc. is not responsible for the accuracy of articles submitted for publication. It would be a monumental task to check each story. Therefore, we rely on the author to research each article.

**You are encouraged to actively participate in the newsletter family by submitting your stories and suggestions.**

**USS GURKE 2011 REUNION SURVEY**

In order to provide the kind of reunion you want, not what we "think" you'd like, please take a few minutes to look over, complete and return this survey to ML & RS, Inc right away. The reunion agenda will be created from the responses and the President's input. Let your voice be heard, **return the survey by July 12, 2010** to:

**Military Locator & Reunion Service, Inc  
PO Box 11399  
Hickory, NC 28603-6402**

**Or Fax:  
(828) 256-6559**

**Or on line at:  
[www.mlrsinc.com/gurke](http://www.mlrsinc.com/gurke)**

**Reunion format:**

Do you want a welcome reception the first evening?  
Yes \_\_\_\_\_ No \_\_\_\_\_

Do you prefer breakfast all three mornings \_\_\_\_\_  
Or just a farewell breakfast on Sunday \_\_\_\_\_?

Do you want entertainment after the Saturday night banquet?  
Yes \_\_\_\_\_ No \_\_\_\_\_

**Please indicate your choice of activities by checking the attractions you would like to visit.**

- Future of Flight Aviation Center & Boeing Tour \_\_\_\_\_
- Paul G. Allen's Flying Heritage Collection \_\_\_\_\_
- Museum of Flight Restoration Center \_\_\_\_\_
- Naval Station Everett \_\_\_\_\_
- Snohomish "Antique Capital of the Northwest" & Shopping \_\_\_\_\_
- Mountain Loop Scenic Drive \_\_\_\_\_