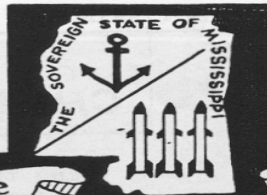


The



Pirate

Pride of Service

Duty to God and Country

Pride of Workmanship

Volume 8, Issue 1

December 2004

OFFICIAL NEWSLETTER OF USS MISSISSIPPI EAG-128



Special Points of Interest

- *St. Louis hosted a great reunion for the crewmen of the USS Mississippi. Read all about it in the cover story. An attendee's list is on page three.*
- *Jake Jacobs has his "Message from the President" on page two.*
- *Two letters regarding "The Black Hole of Calcutta" article in the last issue are found under Mail Call, beginning on page three.*
- *A history of USS Mississippi is on page four.*
- *Cliff Blind's story continues on page five.*
- *A Las Vegas preview and reunion survey are on page six. Please return the survey and help plan your reunion.*

GREAT REUNION IN ST. LOUIS FOR 2004

The Crowne Plaza St. Louis Airport Hotel in St. Louis, MO, was the host for the 2004 USS Mississippi (EAG-128) reunion, held on September 30—October 3. Twenty-six former crewmen and twenty-two guests enjoyed the host of activities planned for the three-day event.

Things started off around noon on Thursday when the first attendees began to register and then head for the hospitality room to enjoy a cold drink or coffee and snacks. The hospitality room became a busy place as more and more people registered, quickly getting settled in their rooms so they could return to the hospitality room to greet the newcomers. At 5:00 PM the group assembled for the first formal meeting, which was the welcome reception. Everyone enjoyed the wine and cheese reception and the chance to meet all the attendees. The rest of the evening was spent over a pleasant dinner with friends or in the hospitality room reminiscing.

The Friday morning tour of St. Louis departed the hotel at 9:00 AM. The nar-

rated tour of St. Louis allowed the guide to showcase the city and point out interesting spots along the way. Laclede's Landing is a nine-block historic area named for the founder of the city. It is filled with old warehouses, homes to numerous restaurants and night-spots. Bumping along the cobblestone streets the bus arrived at the riverfront where the city began in 1764. Stopping at the Gateway Arch to see the Museum of Westward Expansion, the group took a tram ride to the top of the arch where the view of St. Louis was magnificent. Those who didn't want to take the tram ride could watch a film on how the arch was built. Another visit was to Union Station, opened in 1894 as the largest in the country. Redeveloped as an urban market place, it is now home to shops and restaurants—a perfect place for lunch. The afternoon ended with a visit to the Cathedral Basilica of St. Louis, whose interior is covered with 83,000 square feet of mosaics. This magnificent place

(Continued on page 2)

(Continued from page 1)

was highlighted by the guide's in depth knowledge of this treasure. The tour returned to the hotel around 3:00 PM, in time for some relaxing before the evening's events.

At 6:30 PM everyone boarded the Bravo at the Bevo motor coach for dinner and a show. The Bevo Mill was completed in 1916, and is now renovated into a restaurant featuring an hilarious floor show. Some of the women even learned to do the Charleston! The food was great and the entertainment even better—a very fun evening for all.

The Brewery and Farm Tour was on Saturday's agenda. The first stop was the world famous Anheuser-Busch Brewery for a tour. It took the group through the historic 100-acre plant and followed the journey of how they create their great beers. An opportunity was also open to visit the Anheuser-Busch Clydesdale paddock and stable, the beechwood aging cellars, the historic Brew House, the Bevo packaging plant,

and everyone's favorite stop, the Hospitality Room. Then it was off to Grant's Farm, the 281 acre estate now owned by the Busch family, but once farmed by Ulysses S Grant. A tram transported the group to the Bauerhof area (German style courtyard) to see the collection of carriages, trophies and thoroughbred horses. Also, in the area was a small zoo and an amazing bird show. When leaving the area the tram passed through the game preserve, past Grant's log cabin and the famous gun rifle fence. The Clydesdales were in a nearby stable. After a great day, it was time to return to the hotel to the annual business meeting. Reunion coordinator, Roger Moscone, was not able to attend the reunion due to illness. Best wishes go out to him for a speedy recovery. Irwin Jacobs was selected to serve as coordinator for next year and Las Vegas, NV was chosen for the 2005 reunion site. The meeting adjourned with some time for relaxation before the big event—the USS Mississippi banquet.

The pre-dinner cocktail hour began at 6:00 PM. During this time, everyone had a chance to have their picture made for inclusion in the *Sentimental Journal*, a post-reunion book which will be available for sale. At 7:00 PM the USS Mississippi banquet began with welcoming remarks by Irwin "Jake" Jacobs. After a delicious dinner and some storytelling, the annual memorial service was held. Jake Jacobs led the service, with James Yoder serving as chaplain. A bell tolled for each USS Mississippi sailor who had passed away, or whose death was learned of, since the last reunion. They and their families were remembered in prayer.

Sunday morning's breakfast brought an end to the reunion, but not an end to the friendships and memories made during in St. Louis. Everyone is looking forward to another great time in Las Vegas. Hope to see you there.

A MESSAGE FROM THE PRESIDENT

At the business meeting held at the reunion in St. Louis, an election was held, and yours truly was elected President of the group. This was brought about because of Roger's resignation due to health problems, and hopefully he'll be back in the swing of things real soon. Filling his shoes is one tough act to follow.

Ann and I had a great time in St. Louis, getting together with those shipmates and guests in attendance. When attending these reunions, one never knows who the "new face in the crowd" will be. We have yet to leave a reunion with a negative opinion of how things went. There's a lot of warmth and camaraderie in this group, so that those who have never attended, are missing out.

Las Vegas, Nevada was chosen for next year, and details will be forthcoming in the near future. To

those that have never been there or haven't been there in a while, will find it very enlightening. Seeing it on some TV shows doesn't do it justice. There are points of interest in the Las Vegas area, other than the "Strip" with its hotels and casinos.

We want to build up our Missy reunion group, and considering that shipmates are scattered throughout the country, making contact with them is by far not the easiest of tasks facing us. However, if we all pitch in wherever feasible, it's possible we can succeed. To clarify, if you know of a shipmate from the Missy in your area, contact him. Also, many local newspapers run articles relative to reunions and military contacts.

Should you make contact with someone, let me know via e-mail, jakeann@juno.com or call me at (805) 384-9153 or write me at 6115 Village 6, Camarillo, CA 93012, and

I will follow through to MLRS. You can also contact MLRS at DI-NAMLR@CHARTERINTERNET.COM, phone (828) 256-6008. After MLRS is notified, the shipmate will be receiving the "Pirate", and they will then be aware of goings on. We also accept donations that are applied to the printing and mailing of the "Pirate", to defray the cost, this is done, since this is not a dues paying group.

I want to thank those who helped me throughout the reunion in various ways, especially my shipmate "from way back when," Jim Yoder. He assisted with the memorial service, and in other areas as well. Jim, thanks again. Seems like our day in the Exec's Office.

Ann and I want to wish you and yours a happy and safe holiday season, and also, a healthy and I stress that, Happy New Year.

Irv "Jake" Jacobs

2004 REUNION ATTENDEES

Raymond & Joan Ammeraal
 Malcolm & Margaret Borden
 John (Gene) & Helen Craig
 Ron Davis & Jeri Sutton
 Richard & Lois De Boer
 Joe Ford
 Gerald (Jerry) & Pat Foster
 James Goudreau, Sr. &
 Gerald Van Wulfer
 Robert & Norma Jean Hannahs
 Irv & Ann Jacobs
 Edward & Carol Johnson
 Harry & Janice Kalbach
 Melvin Kaplan
 Doug McCreedy
 Gene & Ruby Medley
 Richard & Katherine Noel
 Vernon Parmerlee
 Robert & Mandy Rodriguez
 Rudolph & Theresa Slosek
 Eugene & Ellen Smith
 Jack & Doris Smith
 James & June Storey
 Loren & Susan Weber
 Harold & Bea Wellington
 Sherwin & Jane Williams
 James & Patricia Yoder

Total Members: 26
Guests: 22
GRAND TOTAL: 48

Financial Statement

Balance remaining after 09/04
\$879.11

Funds collected since 09/04
\$510.00

Funds available for 12/04
\$1389.11

Funds expended for 12/04
\$265.55

Balance remaining for 03/05
\$1123.56

**Send contributions to ML&RS, Inc
 PO Drawer 11399, Hickory, NC
 28603.**

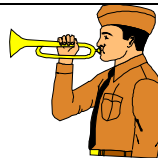


WELCOME MAT

The USS MISSISSIPPI Association cordially welcomes the following shipmate who has been located since the last newsletter.

We hope to see you at the next reunion, and we hope you will take an active part in the association.

*Albert Greer
 1713 Rally Dr
 Virginia Beach, VA 23454-1217*



TAPS

The Pirate has learned of the following shipmates' deaths since the last newsletter. The entire crew sends our deepest sympathy to the widow, families and friends of the deceased.

*Robert Hoyt
 Died September 22, 2004*

*Charles Young
 (1947-55) MMCM M Div
 Died September 11, 2004*

MAIL CALL



Shipmates,

I made an incorrect statement in a Mail Call letter to the editor. The title of the letter was "The Black Hole of Calcutta." I stated that Big Young was married at the time he was three days late returning from leave. (I have since learned his first name was Charles.) He was not married at the time. Mr.

Young never again ran afoul of Navy regulations and served with distinction for twenty-two years. Sadly I was informed by his friends that he had recently passed away.

Victor St. Laurent

Dear Karen,

I served aboard the USS Mississippi in the "M" Division from March 1947 to April 1950. I would like to make a statement about the article titled "The Black Hole of Calcutta." It appeared in "The Pirate" Volume 7 Issue 4, September 2004, written by Victor St. Laurent MM3.

If I remember correctly, the aft generator room was forward of the center engine room and only the shaft alleys were aft of the center engine room.

There were two brothers in the "M" Division a short time. Gerald Young (Jerry) was known as Little Young. Charles Edward Young (Ed) was known as Big Young. Jerry was transferred to the "B" Division.

I met Ed Young in March 1947. We became best friends. We remained friends until his death, September 11, 2004.

As a young man, from 1947 though 1949, Ed Young went before the Captain several times. He was transferred to the dynamo generator room. C.M. Simpson was in charge of the dynamo. He was to straighten Young's a__ out.

The Young brothers were from Birmingham, AL, not Louisiana. Three of the Young brothers still live in the Birmingham area.

After his marriage to Edith Kirkland Young, January 5, 1950, Ed was never called before the Captain's Mast again for discipline.

He served on the USS Mississippi well. He retired after 22 years of service. He retired as MMCM.

By: James Howard Storey

Pirate Newsletter,

I am a member of your Missy association. I know that you are looking for articles for your newsletter and I thought you may want this. I know it is not news, but the crew may like some historic info on our ship.

Jim Golden

(Editor's note: We have published several histories of the ship, but I don't think this particular one has been in the newsletter. If it has, maybe we have some new readers who have not seen it.)

From: **DICTIONARY OF AMERICAN FIGHTING SHIPS, VOL. IV, pp. 388-89.**

MISSISSIPPI

BB-41

Displacement: 32,000
Length: 624'
Beam: 97'5"
Draft: 30'
Speed: 21 k
Complement: 1,081
Armament: 12 14", 14 5", 2 21" tt.
Class: *New Mexico*

Mississippi (BB-41) was laid down 5 April 1915 by Newport News Shipbuilding Co., Newport News, Va; launched 25 January 1917; sponsored by Miss Camelle

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McBeath; and commissioned 18 December 1917, Capt. J. L. Jayne in command.

Following exercises off Virginia, *Mississippi* steamed 22 March 1918 for training in the Gulf of Guacanayabo, Cuba. One month later she returned to Hampton Roads and cruised between Boston and New York until departing for winter maneuvers in the Caribbean 31 January 1919. On 19 July she left the Atlantic seaboard and sailed for the west coast. Arriving at her new base, San Pedro, she operated along the west coast for the next 4 years, entering the Caribbean during the winter months for training exercises.

During gunnery practice on 12 June 1924 off San Pedro, 48 of her men were asphyxiated as a result of an explosion in her No. 2 main battery turret. On 15 April 1925 she sailed from San Francisco for war games off Hawaii,

and then steamed to Australia on a good will tour. She returned to the west coast 26 September, and resumed operations there for the next 4 years. During this period she frequently sailed into Caribbean and Atlantic waters for exercises during the winter months.

Mississippi entered Norfolk Navy Yard 30 March 1931 for a modernization overhaul, departing once again on training exercises in September 1933. Transiting the Panama Canal 24 October 1934, she steamed back to her base at San Pedro. For the next 7 years she operated off the west coast, except for winter Caribbean cruises.

Returning to Norfolk 16 June 1941, she prepared for patrol service in the North Atlantic. Steaming from Newport, RI, she escorted a convoy to Hvalfjordur, Iceland. She made another trip to Iceland 28 September 1941, and spent the next 2 months there protecting shipping.

Two days later after the treacherous attack on Pearl Harbor, *Mississippi* left Iceland for the Pacific. Arriving 22 January 1941 at San Francisco, she spent the next 7 months training and escorting convoys along the coast. On 6 December, after participating in exercises off Hawaii, she steamed with troop transports to the Fiji Islands, returning to Pearl Harbor 2 March 1943. On 10 May she sailed from Pearl Harbor to participate in a move to restore the Aleutians to their rightful possessors. Kiska Island was shelled 22 July, and a few days later the Japanese withdrew. After overhaul at San Francisco, *Mississippi* sailed from San Pedro 19 October to take part in the invasion of the Gilbert Islands. While bombarding Makin 20 November, a turret explosion almost identical to the earlier tragedy, killed 43 men.

On 31 January 1944 she took part in the Marshall Islands campaign, shelling Kwajalein. She bombarded Taroa 20 February, and struck Wotje the next day. On 15 March she pounded Kavieng, New Ireland. Due for an overhaul, she spent the summer months at Puget Sound.

Returning to the war zone, *Mississippi* supported landings on Peleliu, in the Palau Islands, on 12 September. After a week of continuous operations, she steamed to Manus, where she remained until 12 October. Departing Manus, she assisted in the liberation of the Philippines, shelling the east coast of Leyte on 19 October. On the night of the 24th, as part of Admiral Oldendorf's battleline, she helped to destroy a powerful Japanese task force at the Battle of Suriago Strait. As a result of the engagements at Leyte Gulf, the Japanese Navy was no longer able to mount any serious offensive threat.

Mississippi continued to support the operations at Leyte Gulf until 16 November, when she steamed to the Admiralty Islands. She then entered San Pedro Bay, Leyte, 28 December, to prepare for the landings on Luzon. On 6 January 1945 she began bombarding in Lingayen Gulf. Despite damages near her waterline received from the crash of a suicide plane, she supported the invasion forces until 10 February. Following repairs at Pearl Harbor, she sailed to Nakagusuku Wan, Okinawa, arriving 6 May to support the landing forces there. Her powerful guns leveled the defenses at Shuri Castle, which had stalled the entire offensive. On 5 June, a kamikaze crashed into her starboard side, but the fighting ship continued to support the troops at Okinawa until 16 June.

After the announced surrender of Japan, *Mississippi* steamed to Sagami Wan, Honshu, arriving 27 August as part of the support occupation force. She anchored in Tokyo Bay, witnessed the signing of the surrender documents, and steamed for home on 6 September. She arrived 27 November at Norfolk, where she underwent conversion to AG-128, effective 15 February 1946. As part of the development force, she spent the last 10 years of her career carrying out investigations of gunnery problems and testing new weapons, while based at Norfolk. She helped launch the Navy into the age of the guided missile warship when she successfully test fired the Terrier missile on 28 January 1953 off Cape Cod. She also assisted in the final evaluation of the Petrel, a radar homing missile, in February 1956.

Mississippi decommissioned at Norfolk 17 September 1956, and was sold for scrapping to the Bethlehem Steel Co., on 28 November, the same year.

Mississippi received eight battle stars for World War II service.

HAPPY HOLIDAYS

FROM THE STAFF OF
ML&RS, INC.

LARRY, BRENDA, DINA,
LYNETTE, ELAINE, KAREN, PAT,
LOIS, PHYLLIS, SIDNEY,
KARLENE & RALPH

CLIFF BLIND'S STORY

Continued from September 2004

CIVILIAN CAREER:

My first six months out of the Navy, I worked for a local hospital and managed the Housekeeping and Laundry Departments. I had aspirations of going on and getting my M.D. degree however the local University advised that being almost 38 years old, I would have 20 years less productivity to devote to society as compared to other candidates making application. I then started night school working full time and going to school full time and earned my B.S. in Business with a minor in Human Services. I left the local hospital and entered Federal Civil Service under the Veterans Readjustment Program (V.R.A.) and was selected to work in the Human Resource Office (Civilian Personnel) on a local 2 year intern program. I continued working full time and school full time at nights and in 1978 finished up my Intern Program and promoted from GS-5 to GS-7.

At this time, some of the folks that had known me from my Navy days in the Human Goals Program requested me off the Mid-Level Office of Personnel Management Register and I was hired as a GS-11 Equal Employment Opportunity Specialist. In 1979, I finished up my Masters Degree Program and was now on my way back East to work on a team of process consultants out of NAVMAT Headquarters in Washington, D.C. The program had a shelf life of three years and we had a total of 12 team members. Normally 2-4 team members would be assigned to a large naval activity for a period of 6 weeks, conduct an analysis of the command personnel policies, practices and history and break down everything by race, sex, color, national origin for train-

ing, details, awards, promotions, discipline and then build pie charts with the command data. The C.O. of the activity would then have all the top level civilian managers attend a four day workshop where the managers spent a considerable amount of time on their own data information and identified potential development areas. The purpose was actually looking for potential civil right law claims that may be filed and where a finding was probably for their own activity. After this exercise, we had the managers then develop a plan of attack or strategy on "how to" fix these issues and the outcome of all this was the development of the command Civilian Affirmative Action Plan. I stayed with this team for about two years and then took a job as the Equal Employment Opportunity Officer (GS-12) at Tooele Army Depot, Tooele, UT. (Yep, back to the desert again).

I stayed with the Army for about a year and came back to Navy again to SUBASE, Bangor in WA State as their EEO Officer. I worked a total of 13.5 years in civil service and attended numerous additional schools and prior to a combined military/civil service retirement in 1989, I ended up managing the entire EEO Program for the TRIDENT Program at Bangor. Part of my duties included conducting informal hearings on formal cases where a violation of individuals Civil Rights had been violated, been investigated and then given to me to attempt a resolution. I had whole authority and also had two attorneys on staff in the event I was unable to resolve the cases, I would send it over to Federal District Court in Seattle for presentation.

In June 1989, I pulled the plug and combined my service for a total of 33.6 years. For the next five years, my wife and I did volunteer work at a local food bank working about 30 hour each week. In 1997, the Director of another local food bank (retired LCDR) passed away suddenly and I was selected as his replacement. We had a combination Thrift Store from which the funds supported the purchase of food

which we gave back to the less fortunate within the community. We did that for two years and retired for a third time in 1999. Since then, we do volunteer work in the community and stay active.

RETIREMENT:

If you have stayed with me after all of this, I am pleased to report that our health is still good although I did have a total knee replacement on 5/17/04 for wounds received on ground with the Marines in Vietnam. I will probably get the other knee done next year if things go well with this one. I was evaluated by the Veterans Administration for a 60% service connected disability back in 1976 however; feel exceptionally more fortunate than a lot of the guys that never made it back home. My wife and I now live in a small village known as Manchester, WA. We are seriously thinking about becoming "snow birds" this year down to Mesa, AZ for the winter. I continue to keep active by doing volunteer work where I sit on a board locally and conduct hearings for local non-profit groups annually for the purpose of giving away H.U.D. funds annually.

This has been a long way in response to the question posed to me and I am not sure I have really answered the question "How did your Navy career influenced on your civilian career?"

I know one thing for certain, my naval career certainly provided a poor Iowa high school drop out kid, an opportunity to gain a wonderful education as well as more worldly experiences than I ever felt was possible to tuck into my 66 years of life. I know one thing for certain, that I will have lots to stories to share with my great grandchildren as they grow up in a few years. It has been my pleasure to have shared with you a few of my experiences and I hope you have enjoyed the trip down memory lane with me.

Cliff Blind

LAS VEGAS PREVIEW

Las Vegas— just the name brings images of a city like no other, one, some say, that is the most dynamic, spectacular city on earth! A city open 24/7, with non-stop gambling and shows befitting the name “entertainment capital of the world.” This city values the needs of visitors above all else. All its growth has been fueled by tourism, but the tourists haven’t spoiled the “real” city; there is no real city. You won’t find any fascinating little-known neighborhoods, no places off the beaten path full of old world charm. In fact, Las Vegas boasts the vast majority of the world’s largest hotels, and some thirty-seven million visitors each year come to see just the hotels themselves. In Las Vegas, the customer is king; what the visitor wants, the city provides. If you come in search of the cheapest destination in America, you’ll enjoy paying rock-bottom rates for accommodation and hunting out the best buffet bargains. If it’s style and opulence you’re after, you can dine in the finest restaurants, shop the most chic stores, and watch world-class entertainment; it’ll cost you, but not as much as it would anywhere else. However you may be dressed, however affluent or otherwise you may appear, you’ll be welcomed in its stores, restaurants, and above all its casinos. It’s also a city change. What’s “in” one year, may not be the next. Long before the grand showplaces lose their sparkle, they are blasted into rubble, to make way for ever more extravagant replacements. Las Vegas demands nothing less than entire cities. Replicas of New York, Paris, Monte Carlo and Venice now jostle for space on the Strip. It’s a city unlike any other, a city built for fun and dedicated to seeing to it that everyone leaves the city with a desire to return. And they are willing to bet that you will!

ATTRACTIONS

Las Vegas offers so much to do in itself, that much of your time at the reunion can be spent attending the many shows and exploring the hotels on your own; however, here are a few tours that you may want to consider:

Red Rock Canyon:

Just minutes away from the Las Vegas Strip lies Red Rock Canyon, one of the Mojave Desert’s most beautiful areas. The most significant geologic feature of the Canyon is the Keystone Thrust Fault. You can clearly see the contrast between the gray limestones and the red sandstones created by the fault. A tour of the area may also include a visit into Spring Mountain Ranch State Park, a working ranch once owned by Howard Hughes. Stops can be made for leisurely strolls around a scenic loop for photos and breath-taking views.

Hoover Dam and Lake Mead:

Built in 1935, Hoover Dam is one of the seven engineering wonders of the world. The tour of the Dam includes live presentations, a fascinating film on the Dam’s construction and history, exhibit gallery, observation deck. You can venture down to the observation room in the power plant to view the massive generators. Great photo opportunities of the Colorado River and the stunning Lake Mead overlook are everywhere. This is a fascinating place to visit!



USS MISSISSIPPI 2005 LAS VEGAS 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 Chairman’s input. Let your voice be heard.

Reunion format:

Do you want a welcome reception the first evening?

_____yes _____no;

Do you prefer breakfast all three mornings as a group_____ or just a farewell breakfast on Sunday_____?

Do you prefer dinner together in the hotel on Friday night_____ or have the evening free _____?

Please indicate which activities you would like to see on your reunion agenda :

_____ Red Rock Canyon

_____ Hoover Dam and Lake Mead

Mail surveys by

March 21, 2005 to:

Military Locator & Reunion Service, Inc.

**P.O. Drawer 11399
Hickory, NC 28603**

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

Registration packets will mailed out approximately 90 days prior to the reunion.