

PAWCATUCK PILOT

Volume 15 Issue 3

March 2008

OFFICIAL NEWSLETTER OF USS PAWCATUCK AO-108



**ATTENTION!
PLAQUE PRO-
JECT FOR NAVY
MEMORIAL. WE
ARE ALMOST AT
OUR GOAL OF
\$2500.00 SO
PLEASE DO-
NATE TO THIS
CAUSE. AS
YOUR REUNION
COORDINATOR,
MY ASSIST.
MARK MCPHER-
SON AND THE
COMMITTEE, WE
THANK YOU FOR
YOUR
SUPPPORT.**

COORDINATOR'S COLUMN

Otherwise known as Willis's Words of Wisdon

Anchor's Aweigh Ship-
mates,

Yes, it is time to get un-
derway for the city of Little
Rock, Ark. I hope you are
all planning on coming to
our 16th annual reunion.
Yes, it is number 16. Time
flies as this will be my 12th.
Every time I attend I come
away thinking how much
fun we all had and that if
you have not been to a
reunion you are missing
out on meeting old ship-
mates and new ones. We
are a family and so I ask
that you all think about join-
ing your shipmates and
family members and as
they say, "You all come on
down."

Now as was mentioned
in the last newsletter, we

are raising money to have
a plaque placed at the
Navy Memorial in Wash-
ington, DC. We still need
your help as of this writing
on the 21st of February, we
need \$310.00 to complete
the project. When we reach
our goal we will plan on a
date and we will notify you
so you can come and join
us for the dedication. I
hope when you read this
you will find it in your heart
to send some money so we
can bring this to a conclu-
sion.

This has been a busy
year out here in Arizona. I
belong to eight Veteran's
groups of which I attend six
meetings. The last of Au-
gust I had a minor accident
and no injuries. The last of

October I went back to
work for Enterprise Car
Rental working three days
a week. I still volunteer at
our airport one day a week.
The last of November I had
surgery on my right foot
and now walk a little bit
better. Jan is still working
about three days a week.
So you see I keep busy.

I hope you all had a
great summer, fall and win-
ter.

So until we see you in
Little Rock, stay well and
please come. I hope to
have a nice surprise at the
reunion. I have been work-
ing on this since August
last year. I will have a few
give-aways for some of you
if your number is picked.

(Continued on page 2)

(Continued from page 1)

Oh yes, by now you should have received your packets. You can also download them from ML&RS web site www.mlrsinc.com/pawcatuck.

For now that is all, so see you in April.

Yours,
David Willis
Reunion Coordinator for the USS
Pawcatuck AO-108
Home: 623-214-9835
Cell: 623-628-7662



TAPS

The Pawcatuck Pilot has learned of the following deaths since the last newsletter. Our deepest sympathy goes to the widows, families and friends of the deceased. Anyone who knows or learns of a shipmate's death, you are requested to notify the newsletter so that person can be listed in TAPS and also on the Honor Roll at the next reunion.

Ronald Vahovick
Died July 18, 2007

Fern Perry
Date of death not reported

Joseph Goss
(1952-55) MM2 A Div
Died December 27, 2007

Harry Reiter
Died February 15, 2001

Darrold Williamson
Died July 17, 2002

Larry Mitchell
Died November 25, 2007

MCPHERSON'S MESSAGE

HEADING FOR LITTLE ROCK

Fellow Shipmates and Family Members of the "Smiling Indian,"

By now we should all be in the process of stowing our gear and having our course set for Little Rock, AR, where we are to muster for our ship's 16th Annual Reunion, 27 April, beginning at 1200 hours.

We have another excellent reunion planned with the assistance of our Reunion Service group. There are some great new items that Dave and I have worked on during this past year which we feel will be an added benefit to your reunion.

As we are truly a family, at last year's reunion I asked that the women would be in charge of our program for our banquet, and I am aware that they have an excellent evening planned for us. I want to express my thanks up front for all the hard work that they have put into the planning during this past year.

I also would like to ask that we all keep in mind that if we become aware of a shipmate that passes away in between our reunions, we let each other know as well as MLRS, Inc. This will facilitate in keeping our records up to date and allowing for prompt remembrance to the departed family that we as the Ship's Crew share in their sorrow.

As a reminder, please keep your donations coming in to support the "Pawcatuck Plaque Project," which we have a spot reserved for us at the Navy Memorial in Washington, DC. We are only a few short steps away from fulfilling our goal and holding an installation program to honor our ship and all of you who served on board her and the Navy.

I am looking forward to seeing all in Little Rock.

Mark McPherson
Assistant Reunion Coordinator
USS Pawcatuck AO-108



WELCOME MAT

The following shipmates have been located recently. Welcome aboard. We hope to see you at the reunion and that you will take an active part in the association. We welcome:

Joseph Christiantelli
1053 Main Rd
Locke, NY 13092

Joel Marleau (1972-74) MM3 M Div
302 Colony Park Dr
Liverpool, NY 13088
315-457-3528
J.marleau@americanlandmark.com

Donald Weir (1962-65) RD1
1530 S Pearl St
Joplin, MO 64804
417-782-3867

Travis Fields (1956-59)
2213 Windcrest Dr
Florence, AL 35630
beauegypt@comcast.net

Neil O'Brien (1958-60) 2C 3/c Eng
1627 Glens Falls Mtn Rd
Lake Suzerne, NY 12846
518-654-2762
neiltrudy78@hotmail.com

Roy Lambert (1968-70) IC2 E Div
509 Bellview St
Altoona, PA 16602
814-944-6012
medlambert@aol.com

Michael Sull
18491 S Mulberry St
Gardner, KS 66030
913-856-8251
michael@spenceian.com

Henry Carey, III
(1971-73) MM3
2248 Parkin Rd
Jacksonville, FL 32218
540-760-1582

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(Continued from page 2)

Matt Dixon (1962-64) BM2
1320 Brookside Dr
Forrest City, AR 72335
870-633-8106

Steven Mooring (1971-73) MM3 A
Div
2505 Kachina Dr
Pueblo, CO 81008
719-544-2009
srmdc@aculink.net

Donald Singleton (1955-57) MM3
Eng
2004 Hawksmoor Dr
Conway, SC 29526
843-347-2964
doncnwy@aol.com

Anthony Romano (1956-57) EM3
113 E Broadway
Staten Island, NY 10306
718-987-7249

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828-256-6559 (fax)

Dinamlrs@charterinternet.com
karenmlrs@charterinternet.com
www.mlrsinc.com/pawcatuck

"Our Reunions Work So You Don't Have To"

**2008
USS PAWCATUCK
REUNION**

APRIL 27-30

LITTLE ROCK, AR

HOLIDAY INN NORTH

HOW DID THE NAVY BENEFIT YOUR LIFE?

An e-mail was sent out asking shipmates to answer the question above. Thank you to all who replied! Here are your answers:

Ron Mathis:

Until I went in the Navy I hadn't been more than about 170 miles from my hometown. That changed quickly, and I saw both sides of the world in four years. The most beneficial effect, however, was that it enabled me to get my bachelor's degree in civil engineering.

Thomas Blood:

That is a tough one; you're asking me to go back 56+ years and pick out something in the 7.5 years that benefited me from being in the Navy. OK, that's a challenge. I will try and condense what were the catalysts during my time in the Navy that initiated what was the prime directive during that period of my life.

First I must qualify a couple of things.

1. I have always been analytical by nature, I believe more so than the average person. Mostly in how things work, what did the person have in mind when they designed and/or made something. And mostly can I make it work better and where else can I use it. That has made me very employable, "I fix things that don't work."

2. I am also a skeptic by nature, but it was the time in the Navy that being a skeptic saved me a lot of trouble, or more to the point, kept me out of trouble.

Having enlisted at the age of 17.5 years, I had no reason not to believe what was told me by my elders. I was also taught to do what I was told to do. But I soon learned that no matter what you were told or what you were promised, someone above could always change the orders. Also it didn't take long to realize that, especially in the military, everyone I worked with, dealt with,

or for were just parts of a vast piece of machinery, replaceable and expendable.

So what benefited me the most? I learned not to believe anything or everything I was told, but to do the best job I could, look out for my shipmates and keep them out of trouble, and that it was in my best interest to serve out my enlistment and to apply what I had learned in the Navy to the outside world as a civilian.

"How did the Navy benefit my life?"

To sum it up, **"Being a skeptic."**

It has served me well all my life.

Ray Evans:

I enlisted in the Navy in 1943, half-way through World War II. I served over two years as an aviation electrician, then became a yeoman. After 12 years I was promoted to chief yeoman and went through officer candidate school. I had 5 different shipboard assignments, including operations officer, commanding officer and executive officer. During 24 years I served on 7 ships and 6 shore stations.

Briefly, the Navy taught me:

- The importance of doing perfect work
- The importance of writing clearly and concisely so that others may understand
- The importance of being on time. The ship WILL sail without you.
- The importance of being adaptable. Going where you don't want to go, doing a job you don't want to do, working for people you don't like, having people working for you whom you don't like—if you can deal effectively with these circumstances you can handle almost any job.
- The importance of being able

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(Continued from page 3)

to convince others to willingly work hard, doing really unpleasant work because they respect you, their leader.

- The importance of being able to deal with people of all ranks and from varied backgrounds.

My first significant job after retirement was as an administrator (personnel, finance and purchasing manager) for a major department of a large city government. After I was hired, I discovered that the Navy had already taught me about 90 percent of what I needed to know. Learning the rest was easy because the Navy had taught me to learn and adapt quickly to unexpected circumstances. After 14 years I moved back to my home town and was employed as a building appraiser by the County Property Appraiser. Again, Navy training was key to how I learned my new job and how I dealt with often hostile citizens. I retired from that job after 12 years.

In short, the Navy taught me many things that enabled me to have two very satisfactory civilian "careers."

Ted VanDyke:

First, the Navy got me off the streets of Chicago which everyone knows is not a good influence. Then it taught me team work and how to get along in a group environment. I was taught responsibility and given the chance to use it, a lesson I have carried throughout my life. It allowed me to see how some live in other parts of the world and made me proud and grateful to be an American.

Donald Wilson:

The Navy exposed me to the world. My experiences made me a well-rounded person because I interacted with people from all over the world. I served in the Navy for nearly 10 years with 7 years of sea duty.

W. E. "Ted" Guy, Jr.:

The Navy taught me (and later my son) mental discipline, perseverance and self respect. It made a man out of a boy.

Mike Beyer:

I was a young married man (boy), who even though married and living in an apartment with my new wife, we had not broken the ties with Mom and Dad. Moving into our own apartment 700 miles from home sure gave us that opportunity. We did not have much money, but we had each other and friends who were in the same boat (should say on the same ship) and we did have fun together. That marriage lasted 23 years and two wonderful children and to this day I still think back to the small apartment and friends we had. To add to this, my daughter was born while I was on a Med cruise and I did not get to see her until she was 3 months old. I learned you can love very deeply without ever touching someone and when you do get to hold them, it is just that much more meaningful.

Jack Graham:

There is one great benefit. Being a Texas boy, the Navy allowed my to interact with different races and cultures and this gave me a better understanding of this magnificent country.

Marcus Anderson:

I was only active for 22 months, but I saw the world and I would not take anything for that time. I was only on the Pawcatuck for 10 months, and then to Greencove Springs, FL for about 10 months. I was sent home to Dallas, Texas and met some very good men.

Jim Mayotte:

Teamwork, discipline and friendship.

Steve Mooring:

Answer:

1. Being very young at the time; the Navy gave me a sense of discipline, order and accomplishment. As a young man, especially growing up during the turbulent time of Viet Nam, the Navy gave me grounding and allowed me to mature and turn into the man I was to be.

2. It was in the Navy that I first realized the real sense of relationship between effort and reward. For all of the apparent "discombobulation" the military can seem to be, the Navy did offer a sense of fair play. Simply put: do your job well, put forth effort and not only do you get a sense of pride from a job well done, but you will usually get a direct acknowledgement of your efforts.

3. The Navy also gave me a sense of completion in that, unless one wanted to just buck the system and become a discipline problem, I found that you were expected to do your task. You were expected to be at your station on time and do your job as described.

4. The Navy gave me a sense of team work. Knowing that each individual was part of the whole and the whole was no better than the weaker link. Our Division or work group only functioned well if all the members pulled their weight.

5. The Navy gave me a sense of pride. Though there have been millions of Americans who have served their country; on a percentage basis, service people still rank but few in numbers who represent and protect our country. It also gave me pride in knowing that I was just one of but an actual few who put to sea time and time again, and among the few who have experienced the rawness of the ocean and a real chance to see the world. Even with technology as it is today, as opposed to ancient times, going to sea is special duty and probably only appreciated by a special few.

6. Even today, some 35 years later, I look back on my time in the Navy, as short as it was, as one of the foundations of who I am today and an integral part of my life's success.

(Continued from page 4)

Gerald (Jerry) Hudson:

I feel that I owe the Navy a whole lot. Although I have not attended any of the Pawcatuck's functions, I do appreciate your continued newsletters. I will make it to one of the functions yet.

I entered the Navy in January 1960, as a green 18 year old looking for whatever. My first two (2) years were shaky at best. After that I was on an uphill ride until my discharge in 1964. I had a Chief Warrant Officer Boatswain Mate J. Haines who took me under his wing to keep me on the straight and narrow. He allowed me to do and get training that I never could have done on my own. There are many things that I will never forget, too numerous to mention. He helped me get through my first and second years and then made my last two years a walk in the park. I got married on 15 September 1962 and still enjoy the same woman's company today. This I feel I owe to my friend the Bos'n, who gave me the "Father-Son talk." I joined the Naval Reserves shortly after leaving active duty. Again due to a long discussion with Bos'n Haines on what I have to offer back. I had no problem getting a job (6 days) with GM due to the Navy. On every opportunity I got, I would apply for TEMAC or School. Most of the time I was successful and got what I was looking for. The guys at the Reserve Center were a great help in finding things for me. As for my work, they made it easy to get time off to go on extended active duty. I worked with labor relations in respects to other Reserve units (Army, National Guard) getting time off from work. I may even have had something to do with the start up of Active Duty TEMAC Recruiting. I had some long conversations with CO's and NRD and NAVRES before being assigned to NRD Detroit, MI, as a TEMACT Recruiter. I received several letters of Commendations for my abilities as a Navy Representative. I retired out as a Chief Boatswains mate after 30 years. I can only thank the Navy for

having a man like Bos'n Haines to show me the right direction. To allow me to follow suit and pass on to my fellow sailors the direction is always UP.

Henry Shore:

I believe that being in the Navy gave me the opportunity to visit many countries that I could never have done on my own, even up to now. Also, one time on a seven day leave, I met the girl I have been married to for over 53 years. Three daughters, six grandchildren and four great-granddaughters.

Nathan Koller:

For me, joining the Navy at the age of 17 provided me with the opportunity to finish my high school education, exposed me to discipline that kept me from getting into serious trouble, provided me with guidance that helped me become an adult and prepared me for civilian employment. I did not appreciate it at the time, but I was fortunate to travel to many spots around the world, being exposed to many sights and cultures. Now that I am a retired and travel with my wife to many of these same places, I realize how lucky I was as a green kid to climb the Tower of Pisa, to walk around the ruins of Athens, and take a memorable bus trip from Lebanon to Damascus, across the mountains on gravel highway. So many good (and some bad) memories.

Roy Hill:

The answer to your question is they took a young farm boy and changed him into a man of the world. And I thank them for that.

Editor's Note: If you don't have e-mail and didn't get a chance to answer this question, please mail in your answer to ML&RS, Inc at our address on page three. We will print your answer in the next issue.

STATEMENT OF PUBLICATION

The PAWCAUCK PILOT is the official publication of the USS PAWCATUCK AO-108 Association. It will be published quarterly in March, June, September, and December, *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 PAWCATUCK. A financial statement appears in each issue of the newsletter.

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.

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

AND THE "LEAST EVOLVED AMONG US" AWARD GOES TO...

James Elliott: When his 38-calibre revolver failed to fire at his intended robbery victim in Long Beach, CA, he did something that can only inspire wonder. He peered down the barrel and tried the trigger again. This time it worked.

ANSWERS TO YOUR QUESTIONS

Question: So, where does the term "rear admiral" come from?

Answer: That's another one of those strange sounding phrases that makes a bunch of sense once you know its history.

Back in the old days of Royal Navy, each naval squadron had an admiral assigned to the middle vessel in the group. He served as the head honcho.

A second admiral, a vice admiral, was assigned to assist him and would be located on the first or front vessel. He had a pretty tough job of leading the ships into the assaults.

Then there was a third admiral, another vice admiral, who was stationed on the last vessel of the group. He had a pretty good seat, considering there wasn't a lot of action back in the back. Usually, this would be the youngest or most inexperienced of the three.

So, he became the "rear admiral."

Today, the U. S. Navy, the U.S Coast Guard, the National Oceanic and Atmospheric Administration Commissioned Corps and the Public Health Service Commissioned Corps have two ranks which are referred to as "rear admirals." One is a one-star and the other, a two star.

Question: What is a Navy snipe?

Answer: The obvious answer is a sailor who is a sniper. But the obvious answer isn't the right one.

The Web site OldSnipe.com says a "snipe is a member of the engineering crew aboard Naval ships. This includes the engine room, fire room, auxiliary, electrical crews and other 'bilge rats.'"

Here's the site's explanation of how the term "snipe" came about.

The first paddle wheel steamer, the USS Fulton, was obtained by the Navy in 1812. They had to get people used to working with steam to run the engines and boilers. They tapped engineers from land steam engines.

The sailors on the deck crews didn't like these engineers and all the smoke created in the steam process. They shunned them and treated them like, well, dirt.

There was an engineering officer, John Snipes, who demanded equal treatment like the deck crew. He wanted the same food, sleeping accommodations, etc. He won these rights for his fellow engineers, who soon were called, "Snipes Men."

Answers by Doug Williamson

Submitted by Marcus Anderson

Financial Statement

Balance after 12/07 issue

\$1389.09

Funds received since 12/07

\$65.00

Funds available for 03/08

\$1454.09

Funds used for 03/08 issue

\$193.63

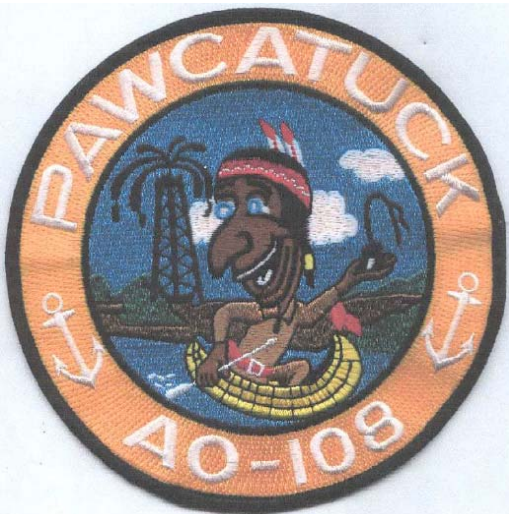
Balance remaining for 06/08 issue

\$1260.46

From now on the Pilot will be mailed **only to those who have returned the coupon to receive it by postal mail**. All others may access the newsletter on the internet at www.mlrsinc.com/pawcatuck. Please continue to contribute \$5.00 for the publication of the newsletter. Send contributions to ML&RS, Inc at the address on page 3.

"LEAST EVOLVED" HONORABLE MENTION

The chef at a hotel in Switzerland lost a finger in a meat-cutting machine & submitted a claim to his insurance company. The company suspected negligence and sent out one of its men to have a look for himself. He tried the machine and he also lost a finger. The chef's claim was approved.



The Smiling Indian Patch is back. A shipmate of mine and I wanted a patch, so we took an original patch and had it duplicated by the company who makes military patches. The minimum order was 50. The patches are embroidered and are identical in every way to the original and are the size of a CD. If you would like one please contact Dan Phelps at 68phelps@sbcglobal.net or **330-633-2466**.

The cost for one is **\$10.00** including shipping and \$8.00 for each additional patch. Hurry! They won't last. This is for non-profit and any proceeds will go to the Pawcatuck fund.

LETTER FROM CAPT. L. HEYWORTH, JR. TO PAWCATUCK CREW, 1963

Continued from June 2007, Submitted by Nicholas Lee

17 September 1963

Dear Member of PAWCATUCK's Family:

As we travel through the Med, we finish another month of Service to the U.S. Sixth Fleet in the PAW's Med Cruise.

When we left you last month, we had just arrived in Cartagena, Spain. Cartagena offered no tours, but was of value to our cruise in that we took on fuel and had liberty there. It was just another typical Spanish Sea Port Town; we were there from the 27th to the 29th of July.

From Cartagena we set our sights on an Italian Sea Port City, one known for its world-wide industrial trade, a sea port city which is Italy's main port of entry and departure. This city is also used for fuel lifts of U.S. Naval vessels and loading of supplies. This sea port city is, of course Naples, one of the more widely toured Italian cities, second only to Rome.

During our visit, commencing the 3rd of August, tours were arranged to the Isle of Capri, Pompeii, the city that was buried by the volcano Vesuvius, and a tour of Mt. Vesuvius itself, which took our members to the very mouth of the volcano.

Naples is a very industrial city; a large amount of import and export to all parts of the world is carried on here. It is for this reason that the Neapolitians are not "Med lazy" and more advanced than many Med countries and cities. By this, I mean they do not sit in a sidewalk café all day long and do nothing, as is the case in some Med cities.

Naples offers carpets, silverware, top fashion (male and female styles), handicraft, jewelry and many different kinds of knick-knacks found in shops and 'street-side merchants' at prices which are fairly reasonable. As a liberty port, Naples can be rated very good; as a tour city, it can be rated as excellent.

Although we got underway 10 August, we knew that we would be back again in Naples for a tender availability period (from 27 August to 9 September), at which time a few of our members would take advantage of the Rome tour, which we found to be well worth the modest price.

We had a light schedule from the 10th to the 15th. We fueled a few "tin cans" the first day out, and consolidated (took fuel from another AO at sea) with the USS SABINE (AO-25). After this "heavy fueling," we moored in Palma Mallorca, Spain.

Palma Mallorca is a good-size city with very friendly and interesting people. Tours were arranged; the most interesting one being the BULL-FIGHTING tour. The members who took advantage of this tour saw not only the Spanish National Sport, but also got a first hand narration about the fight: the reason why the bull was killed or allowed to live.

Palma has the unusual feature of supposedly remaining an even 61 degrees twenty-four hours a day, all season long; we found this to be very untrue, as one day it would be cold, and the next very hot. Palm trees and flowers lining the city streets added to the very impressive beauty of the city. Many men aboard the PAW would like to return for another visit.

On 21 August, we once again gave the old engines of the PAW a workout and set out for Naples.

Our schedule coming back was a little heavier. We delivered aviation fuels to the USS ENTERPRISE (CVA(N)65), the Navy's nuclear-powered carrier, and received the USS LONG BEACH (CG(N) 9), THE Navy's nuclear-powered cruiser alongside for personnel transfer. We had destroyers and supply ships alongside during this period. It was a full day of fueling and working.

We arrived once again in Naples on 27 August, took on fuel and started our tender period; we had some items made to improve the appearance and the operational abil-

ity of the ship.

As promised in our last letter, we will explain the operational side of the Deck Department.

The Deck Department, commonly called the Deck Force, contains some of the hardest workers in the ship, consisting of three rates: Boatswain's Mate (BM), Gunner's Mate (GM) and Fire Control Technicians (FT).

The BMs are responsible for the overall appearance of the ship; its decks and superstructure, and perform the primary mission of the PAW: fueling. They also ensure that the work is properly performed by the junior enlisted men in the Deck Force.

Many long hours are spent by the Deck Force in chipping paint, cleaning sides, and caring for the liberty launches and the gig. They spend long hours preparing for our commitments by laying our lines, checking to see that the rig lights work and are properly attached to the hoses for night fueling, checking tackle and making sure that the hoses are ready for the ships that are to come alongside.

Under the supervision of the BM's, the SN's and SA's are responsible for running the boats while in port, steering the ship while underway, acting as phone talkers and lookouts, standing watches in adverse weather conditions in order to back up the radar by scanning the horizon for "contacts."

In port they stand (POOW) Petty Officer of the Watch and messenger, helping the OOD (Officer of the Deck) perform his duties properly. All in all, they are very busy men.

The GM's and FT's have the job of keeping our guns and other ordnance equipment in proper working condition. The guns must be ready for exercises and (something no one likes to think about), any emergency, for which they may be needed. The GM's and FT's also stand various Deck Force watches.

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It is from Deck Force that skilled, able petty officers come. During this period on deck (six months is the normal tour) the SN's are encouraged to strike for the rating they would like to get into. It is through the man's efforts on deck that he can work his way into the Operations or Supply Departments.

Next month, we shall give you an idea of the men who make the ship run: the men of the Engineering Department.

This past month saw many off-hour activities. During one night at sea, PAWCATUCK's Hill-Billies got together and gave a performance; they played requests consisting of popular western hillbilly type songs. They started at about six in the evening, and called it a night a little after ten. We all had fun and really enjoyed the music.

We also held two more swim calls this month. The last one was held in a competitive manner; we put the motor whale boat out and had a prize of liberty every night while in Palma for the man who could swim out and back, a distance of about 100 yards, the fastest. MCKEE from the Operations Department was the winner.

We found some interesting things in the water this time out; they were in the form of two small boats, one being a small 14 foot motor boat, complete with outboard motor. There was only about three feet of the bow out of the water when the port lookout spotted it. Bringing it aboard, we found that the boat was in good condition and the motor, after being dried out and overhauled by our Engineering Department was in good working condition. It has been a main feature during the evening, to take a ride in the PAW's newly acquired motor boat. The next night we found another boat about twelve miles from Italy; this was a conventional row boat. Both boats are looked after with great care and pride.

One of our family suggested that we continue the monthly newsletter after we arrive in the states. This is an excellent suggestion and we plan

to carry it out. Incidentally, it appears quite definite now that we will arrive in Norfolk sometime on the 25th of October.

Sincerely,
L. Heyworth, Jr.
Captain, United States Navy
USS PAWCATUCK (AO-108)
Commanding Officer

STRANGERS IN THE NIGHT

Transcript of an actual radio exchange, released by the chief of Naval Operations, courtesy of the Charlotte Observer. Submitted by Dan Phelps

Message No. 1: Please divert your course 15 degrees to the north to avoid a collision.

Message No. 2. Recommend you divert YOUR course 15 degrees to the south to avoid a collision.

NO. 1: This is the captain of a U.S. Navy ship. I say divert your course.

NO. 2. No, I say again, divert YOUR course.

NO.1. THIS IS THE AIRCRAFT CARRIER USS ENTERPRISE! WE ARE A LARGE WARSHIP OF THE U.S. NAVY!! DIVERT YOUR COURSE NOW!!!

NO. 2. This is a lighthouse. Your call.

IT'S A SMALL WORLD!

You've heard that expression many times, and time and time again we have found that to be true. Last summer, while Larry & Brenda Eckard (of ML&RS, Inc) were doing some scouting of the Norfolk area, Brenda struck up a conversation with the captain of the harbor cruise ship on which they were aboard. In the course of the conversation, he asked her what type of work she did. When she told him that she planned military reunions, he said that he had had one of the most memorable experiences of his career that spring with a Navy reunion group. He said he had captained a ship for a group who held their memorial service over the spot where their ship had been sunk in the harbor. He continued to say how moved he was with the whole event and that there was not a dry eye on board. He pulled the memento that this group had given him from his pocket, and—you guessed it—it was the Pawcatuck! He couldn't believe it when Brenda told him that was one of ML&RS, Inc's groups. He said he was so honored to have been a part of this memorable event and carried this memento as a reminder of it. So, remember, wherever you are, you might meet someone with ties to the Pawcatuck!

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