

PAWCATUCK PILOT

Volume 15 Issue 1

June 2007

OFFICIAL NEWSLETTER OF USS PAWCATUCK AO-108



Special Points of Interest

- **The reunion in Jacksonville, FL was, as always, a great time. Read all about it from the cover story all the way through page three.**
- **A new project for the Pawcatuck family is introduced on page four. Read about the Pawcatuck Plaque Project.**
- **Deck Force on pages five and six has some shipmates' memories as well as some sad news of the passing of fellow crewmen.**
- **Read the letter to the crew from Capt. Heyworth, Jr.. It's on pages 6 & 7.**
- **1952 Cruise Journal is on page 7 & 8.**

2007 JACKSONVILLE REUNION REVIEW

The USS Pawcatuck (AO-108) chose Jacksonville, FL for their 2007 reunion. The reunion was held from Sunday, April 15 through breakfast on Wednesday, April 18 at the Sea Turtle Inn. Forty-two members and 30 guests attended the event. Guests began arriving on Sunday around noon and after getting registered with ML&RS, Inc and settling in their rooms, the first place almost everyone headed was the hospitality room to see who else had arrived. It didn't take long for the storytelling and reminiscing to begin and for everyone to feel right at home. Soon it was 5:00 PM and time for the official kick-off of the reunion—the Welcome

Reception. Reunion Chairman Dave Willis and Co-chair Mark McPherson welcomed everyone and asked for introductions. Everyone enjoyed drinks, light hors d'oeuvres and good company. A great evening followed with a trip to the Alhambra Dinner Theater in St. Augustine, where the group enjoyed a delicious dinner and the performance of "Grease." This play, set in the 1950's, brought back memories for some who grew up in that era and was greatly enjoyed by all.

On Monday morning the tour to Mayport Naval Station had to be altered due to unforeseen circumstances. A windshield tour of the base was made and

the group enjoyed a great lunch at the Officer's Club on base. At 4:00 PM the Memorial Service, which is always a moving experience for the Pawcatuck family, took place. Chaplain Phillip Wyrick led the service and music was provided by the Navy Band from Mayport. The colors were presented by a local ROTC color guard. This was, as always, a very important part of the Pawcatuck reunion and was very impressive. Special guests at the service were Mrs. Ann Horton and her family, who attended in memory of her husband, Billy, who died in March of this year. They were regular attendees of the Pawcatuck re-

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unions and so this was a very touching service for everyone. The remainder of the day was free to enjoy dinner at one of the local restaurants, to check out the entertainment options in Jacksonville, or to spend time in the hospitality room with old friends.

A tour to St. Augustine was on the agenda for Tuesday morning. St. Augustine is the oldest "continuously occupied" city in the U.S. The narrated tour gave all the information about Henry Flagler and his three wives and the many buildings he built, plus many interesting facts and legends of the city. The city is most famous, of course, for the Fountain of Youth, but there are many more points of interest. Time was allotted for some free time for shopping or taking in some of these interesting sites and to have lunch. The tour returned to the hotel in time for the 3:30 PM business meeting where David Willis was again selected to serve as reunion coordinator and Mark McPherson to co-chair with him. Several cities were suggested and voted on for the 2008 reunion, but Little Rock, AK was chosen as the reunion site for next year. The pre-dinner cocktail hour and photo session began at 6:30 PM and gave a chance for anyone who had registered for the banquet only to meet and greet the others. At 7:30 PM the USS Pawcatuck banquet commenced and everyone was welcomed to the affair by David Willis and Mark McPherson. After a delicious seafood buffet, the group was entertained by a slide show presented by Dave Hilton. Mr. Hilton had slides of the adventures of USS Pawcatuck during the 1960s. It was a great show and brought back many memories to the former crew. It also gave their guests a good depiction of what life was like on the ship.

The Wednesday morning private breakfast brought an end to the reunion activities. This provided one last chance for good byes, handshakes and hugs before everyone began their departure for home. As

always, this is the hardest part of the reunion, but everyone hopes to meet again next year in Little Rock, Arkansas. Hope to see you there.

2007 REUNION ATTENDEES

Al & Joyce Alexander
 Nicholas & Vivien Andrews
 Edmond & Christine Bernier
 George Casey
 Philip Cooke
 Jeff & Lynn Cowan
 Mike Culbertson
 James & Linda Duross
 Jim Fortune
 Terry Futrall
 Ted & Stella Guy
 David & Lola Hilton
 Capt. Walter Honour
 Paul & Loretta Houston
 Ralph & Elizabeth Jordan
 Eugene & Irene Kelley
 Robert Klinefelter
 John & Jean Kritschgau
 Robert Lyeth
 Mark & Shirley McPherson
 Bruce Metz
 Gordon & JoAnne Meyers
 John & Carol Mitchell
 Harold & Judy Morse
 Randy & Donna Mosley
 Roger & Janice Narkie
 George & Mary Nunnery
 Dan & Tanya Phelps
 Ralph & Janet Powell
 Donald & Charlotte Prant
 Howard & Margaret Reed
 Douglas Reid, Sr; Douglas Reid, Jr.
 & Robert Randall Reid
 Jimmy & Sheila Roden
 Jerry Rooks
 James & Margaret Roskoph
 James & Ruth Ann Salamanowitz
 Bruce & Julia Smith
 Herbert & Jane Strickland
 Robert Tomlin & Karen Marlowe
 Ted & Ruby Van Dyke
 David Willis
 Donald Wilson

Total Members: 42
Guests: 30
GRAND TOTAL: 72

COORDINATOR'S COLUMN

Otherwise known as Willis's
Words of Wisdom

06 June, 2007

Shipmates and Pawcatuck family members,

Hello again from sunny Arizona and we are doing just fine. Jan and I are keeping busy. The store that Jan and another gal opened moved to a different location and business is much better. I stay busy going to six meetings a month and of course during the Memorial Day week kept busy taking pictures.

Our 15th annual reunion was a big success once again. We had seventy-four shipmates and wives, five from the Brass Quintet from NAS Jacksonville and four members of the Alan D. Nease High School Navy JROTC color guard to present the colors for our memorial service, Chaplin Wyrick from Mayport Naval Base and Ann Horton and family who came down from Cumming, Ga. for our memorial service.

At our reunion in Norfolk we had seventy-four go out to see the ship, and we were honored to have a trumpet player go with us to play taps for our short memorial service at the sight of our ship. We were just getting ready to start our memorial service this year when Mark McPherson looks at one of the members of the quintet and says, "I know you." Here was the same trumpet player who had been in Norfolk and had been transferred to NAS Jacksonville. What a surprise and he made this reunion very special.

Next year we will be going to Little Rock, AR. The dates should be in this newsletter as I am writing this before the dates have been confirmed. So let's all meet next year and again have another good time meeting new shipmates and

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their families. In Little Rock they have a old WWII submarine and a tug which was present on Dec. 7th, 1941 when Pearl Harbor was attacked.

There is a very important article in this news letter. We are going to raise money for a plaque to be placed at the Naval Memorial in Washington, DC. Please read the article from shipmate Jim Fortune. Your help will be appreciated to raise the money for this worthy project and I hope you will give in memory of a family member, friend or shipmate that you served with.

To Mark McPherson, committee members and all who attended, I would at this time say thank you for your help in making another reunion one that you all can remember for years to come.

With this I will say that's all folks and have a wonderful summer and a great year.

See you in Little Rock. Ar.

Yours,
David Willis Reunion coordinator
for the USS PAWCATUCK AO-108

MCPHERSON'S MESSAGE

MARK'S WORDS

Shipmates and Family Members:

Another year and another reunion has passed and we who were there are back at our homes, our daily lives have returned and our sights are set on our next port to visit for our 16th Reunion which is Little Rock, Arkansas.

I would like to extend my Thank You to all of those who attended, again one of our BIG Reunions. We had 74 in attendance. We had an excellent turn out and we all enjoyed seeing our ship's last home port.

I would like to extend a THANK YOU to the number of new ship-

mates in attendance, I am sure that you all had a grand time. I ask that you search for your fellow shipmates that served with you during your time aboard our lady and encourage them to attend.

To all those hands that assisted in the Memorial Service, I would like to say thank you. Without your help, the full meaning of the service would have been empty.

We were honored this year with the Chaplin from NS Mayport, who delivered the address and conducted our Memorial Service. Upon the Chaplin's arrival I had the chance to spend a few minutes with him, and one of the questions that he asked me was "Can I be uncovered during the service?" I explained that we were from the Old Navy, and that is the way we were instructed. To be uncovered when entering a building. His comment was that it was nice to be among those who appreciated the Old Navy style. He also informed me that he will be retiring when his time is up. He feels that it is the right time to retire. We wish him well in his future

It was also great to see the musician who played taps for us during our 14th Reunion. He seemed to bring this and the 14th reunion full circle.

Just a personal note, as some of you knew, my brother had a very serious operation on the Wednesday that we departed Mayport. I am very happy to state that he is doing quite well and came through the surgery and his recovery period in excellent conditions. We had the privilege to enjoy the recent Memorial Golf Tournament, held in Columbus, Ohio, this past week. This is the first time that he has been able to experience such an event and he was able to see that whole field of golfers play the ninth hole of the Murfield Village Golf course. Thank you for your prayers and thoughts.

As you will notice in this newsletter, we, your committee members, have approved a project of having a Plaque installed at the Navy Memo-

rial in Washington, D.C. in memory of our ship and those who served aboard her. I would encourage all to assist in the great project. Our shipmate Jim Fortune has agreed to chair this project. When we have collected the required funds, and the plaque is ready to be installed, it is our hope that we can attend and assist in the installation and memorial service for our plaque.

Finally, I would like to say THANK YOU for allowing me to serve as your Assistant Coordinator and I look forward to seeing all shipmates during the 16th Reunion in Little Rock, Arkansas.

Mark E. McPherson
2029 Musser Rd
Baltimore, OH 43105-9733
Phone (740) 468-3190
Cell (740) 438-1387
E-mail: lambmac@hotmail.com

Financial Statement

Balance after 03/07 issue

\$637.29

Funds received since 03/07

\$1055.00 (\$980.00 from 2007 Reunion)

Funds available for 06/07

\$1692.29

Funds used for 06/07 issue

\$186.00

Balance remaining for 12/07 issue

\$1506.29

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 8.

There will be no September issue of the Pawcatuck Pilot. The next issue will be in December.

PAWCATUCK PLAQUE PROJECT

Our goal is to have a plaque honoring the Pawcatuck and all who served aboard her placed on the Commemorative Plaque Wall at the United States Navy Memorial in Washington, D.C. The Navy Memorial is located on Pennsylvania Avenue across from the National Archives. It consists of a beautiful outdoor plaza as well as the Naval Heritage Center. The Center flanks one side of the plaza and the Commemorative Plaque Wall is located in this building where it is visited by thousands each year.

The current cost for a plaque is \$2,500.00. The plaque is approximately 4 inches by 7 inches and is made of aluminum with a photo etched picture and wording of our choice. Samples of other plaques are available online at www.navymemorial.org and at www.lonesailor.org. The USS Caloosahatchee AO-98 and the USS Canisteo AO-99, two sister ships of the same class as the USS Pawcatuck AO-108, have placed plaques on the wall. These plaques can be viewed by going to either of the before mentioned web sites. Our intention is to display proposed plaque designs for the Pawcatuck in our newsletter and on our web site before deciding on the final design.

I have volunteered to open and manage a separate bank account for plaque donations. This account will be in my name because the IRS requires either a Social Security Number or a Federal Tax ID number on every bank account. Our group is not registered as a nonprofit organization and therefore it is not eligible for a tax ID number.

Those wishing to contribute please use a personal check, made payable to "Jim Fortune". Each donor will receive a thank you acknowledging receipt of their gift. A "Donations Total" will be on our web site, and will be updated frequently. The donation total will also appear in our newsletter.

A list recognizing our contributors

will be posted on our web site and in our newsletter. Standard campaign giving practices will be followed and no gift amounts will be shared or shown to anyone with the exception mentioned in the next paragraph. If you wish to give but remain anonymous, please indicate that desire when submitting your donation.

When our goal of \$2,500.00 is met, I will send a single check to the Navy Memorial Foundation along with a list of donors, their individual addresses, and the amount or their donation. The United States Navy Memorial Foundation, a registered nonprofit organization, will in turn send a letter to each donor thanking them for their donation. **Their letter will be the documentation you need for your donation to be considered a charitable deduction on your personal income tax return.**

Correspondence and donations should be mailed to my home. If you have any questions please don't hesitate to call or email me. It is fine to call the office during the day, but please tell the person answering the telephone you are calling about the Navy Memorial.

Jim Fortune

3135 Rockdale Road
Freeland, Maryland 21053

Office: 410-288-0560

Home: 410-329-8154

Email jfortune@jobeandcompany.com

Another part of the Navy Memorial is the Navy Log. This is available at no cost to the public 24/7 on their web site. The goal of the Memorial is to have all eligible members of the sea services entered in the Navy Log. The Navy Log can register name, date and location of birth, service photo, dates of service, rank, duty stations and medals earned. It also contains a special "Memories" section. In it, you can add letters, diaries and articles to your entry. Entries can be modified or changed at any time.

The Navy Log currently holds the records of 36 who served aboard the

USS Pawcatuck. If you wish to register but are either unable to access the Internet or uncomfortable with the process, I will be happy to do it for you.

I hope this letter answers any questions you have regarding the Pawcatuck Plaque Project.

Sincerely,
Jim Fortune

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:

Richard Mai (1959-61) RD3
1451 55 St North
Saint Petersburg, FL 33710
727-321-4835

Philip Cooke (LTJg)
4617 Princess Anne Ln
Jacksonville, FL 32210
904-384-5415
pcooke612@earthlink.net

David Parker
dabeparker@bellsouth.net

Ron Mathis (1970-71) QM3
311 W 1st Ave
North Wildwood, NJ 08260
856-237-4017
arpiem@comcast.net

Edward Turner (1970-72) BMMC
2057 Sallas Ln
Atlantic Beach, FL 32233
904-635-9701

Daniel Hoekstra (1975-76)
2661 Union Ave
Grand Rapids, MI 49507
616-241-1041

Kenneth Don Harrison
(1966-68) SN Deck
5732 Larch Pl
Little Rock, AR 72209
501-565-3816

John Mitchell (1962-63) ET2 OPS
92 Tittle Run Rd
Marietta, OH 45750
740-373-7345
cjmitch1@localnet.com



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.

James Sallee
(1962-65) SHSN Supply
Died March 23, 2007

Billy Horton
(1952-56) BM2
Date of death not reported

Robert Russell
(1990)CO/Master
Date of death not reported

Robert Keays
(1952-56) MM3
Died February 22, 2007



DECK FORCE

Dear John Mitchell,

I saw your note in the last Pawcatuck Pilot. The "Ports of Call" on the 1963 Cruise to the Med were the following, but not necessarily in this order:

Rota, Spain N.O.B
Gulf Juan South of France Near Nice
Cartagena, Spain
Naples (at least three visits (Napoli, Italy)
Palma de Majorca, Spain
Balears Islands
Izmir, Turkey

Taranto, Italy
Palermo or Messina Sicily, Italy
(I cannot remember)
Augusta Bay, Sicily
La Spezia, Italy
Souda Bay Crete, Greece
(Possibly also Barcelona, Spain too)

I hope that helps refresh your memory. I took some photos—not that great. With best wishes.

Sincerely,
Nicholas Lee

Dave,

I was assigned to USS Pawcatuck AO-108 around July of 1959. I reported for duty at Crany Island fuel depot—seaman apprentice, having just completed boot camp at Great Lakes, then Radar School at Norfolk. A little over two years later I left as an RD3.

I was reassigned to a newly re-commissioned, but old oiler, the USS Kankakee AO-39, home port Newport, Rhode Island (cold). Shortly after we were sent to the Cuban Blockade. Two years later I was out of the Navy and I didn't reenlist. I got married! Mistake! I should have stayed in.

Dave, we have communicated before about 2 years ago. I sent you some newspaper articles I had saved when Pawcatuck pushed over and sank a Navy tug when leaving Crany Island for NOB.

You also provided me with the phone number of fellow radar man that was onboard with me—Arnold Mann. I called him and we talked for an hour. A couple of others in our radar group were Forrest W. Peters and Walter E Kruse. Haven't heard from them. This is going back 47 years ago!

That's it for now. Have a good one, Dave.

Richard Mai

Dear Shipmates of my husband Bob,

I write this letter to inform you of my husband Bob's (Keays) passing on February 22, 2007. He had a long battle with illness over the past eight years and now he is at peace resting in the arms of Our Lord.

There are no words to describe the happy look on his face when he would see The Pawcatuck Pilot envelope and know there were stories and news about the AO-108. He loved her so much and treasured all the friends he had from the ship. I guess they all grew together over the years.

Two little stories I can pass on that were a remembrance of the ship for him were when I took his blood sugar in the morning if the reading was 108 he was happy. Also whenever he marked a book with his name he always wrote it on page 108. No one could ever doubt he loved the Pawcatuck.

I would like to continue receiving the Pilot so I could remember fondly all the wonderful buddies he had and the years my Bob had aboard his ship.

Thank you for the Pawcatuck Pilot. It always brought a smile to Bob's face.

Sincerely yours,
Anne L. Keays
206 South Lake Shore Dr
Raymore, MO 64083

Ahoy! Ahoy!

It grieves me once again to inform you of the loss of yet another comrade and classmate, Bob Russell, who graced his life with a fine record of service on the bounding main before retiring to the shores of that great ocean to the east before departing on his Final Voyage late last month

John Gossner had the unhappy task of passing the following obituary to me:

Captain Robert James Russell of Corolla, NC, made his final voyage on Feb 27, 2007. He was born July 12, 1936 in Jersey City, NJ. Captain

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Russell was truly a Mariner for all seasons and belongs to that vanishing breed of men who learned to navigate the world's oceans with a sextant sightings of the sun and stars. His first introduction to the sea was working on tug boats as a teenager out of New York City. Captain Russell graduated from the United States Merchant Marine Academy at Kings Point, NY in 1959. After graduation he served on active duty with the Navy as a Commissioned Officer for two years. He continued his affiliation with the Navy as a reservist and retired from the Naval Reserve at age 60 with the rank of Captain (USNR). As a young man he sailed as a licensed merchant marine officer with Moore McCormack Lines from 1961 through 1967 and served ashore in the maritime industry in management positions of voyage planning, chartering and operations. He returned to the sea in 1982 with the Military Sealift Command as a licensed First Officer. Captain Russell sailed in all classes of USNS ships and was promoted to permanent Ship Master in 1990. In total he was Master of 12 different ships including assignment for almost four years aboard the USNS LARAMIE (T-AO-203), the newest Oiler in the

Navy logistic supply force.

He was a member of the Council of American Master Mariners, U.S. Naval Institute, Battleship New Jersey Historical Society, Steamship Historical Society, International Naval Research Organization, and the National Maritime Historical Society. Captain Russell is predeceased by parents Robert J. and Gladys Russell and brother John G. Russell of NJ. He is survived by his wife of 36 years, Frances M. Russell of Corolla, NC, two sons Robert J. and Thomas C. and daughters-in-law Madeline and Rebecca; four grandchildren and one to be born in June.

By Charles "Chuck" O'Hara

Joseph P. Nicastro, 70

Joseph P. Nicastro, beloved husband of Gloria Nicastro, died peacefully at Addison Gilbert Hospital, surrounded by his family after a brief illness.

Born in Gloucester on May 4, 1936, he shared his birthday with his granddaughter Tasia. He was the son of Salvatore and Mary (Parisi) Nicastro.

He grew up in Gloucester and attended local schools. Joe served in

the U.S. Navy during the Korean War for four years aboard the USS Pawcatuck. He took pride in attending his Navy reunions over the past 11 years.

After working in electronics for several years he opened and was co-owner of Wise Travel Agency for 23 years. After his retirement he worked for A-1 Airport, Livery, Pantages Transportation driving special needs children to school. He also worked at the North Shore Music Theatre.

He was an avid sports fan, especially when it came to the Boston Red Sox and was a lifetime member of the Capt. Lester S. Wass Post 3 Gloucester American Legion.

Joe enjoyed cheering on and supporting his three grandchildren in their many activities, never missing a game or event.

He is survived by his wife of 48 years, Gloria, two daughters, Jody Nicastro-Simon, wife of David in Pelham, N. H., and Suzanne Kendall wife of Christopher; three grandchildren who he adored and was very proud of, one sister, two brothers and many other family members.

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

Continued from March 2007, Submitted by Nicholas Lee

11 July 1963

The mission of the PAWCATUCK and other oilers of the U.S. Navy, is to keep the large fleets continuously on the go by providing fuel and other "service station" products. In addition AO-108 provides such morale services as movie exchanges for the benefit of the ships operating with her. PAWCATUCK, along with her sister ships, provide a means of keeping a constant vigil on the hot spots in the world, in addition to making contributions to the people-to-people program by visits to various ports, and by our ability to

be a "Johnny on the spot" when needed, with our fuel.

On 4 June, 108 left Norfolk, Virginia enroute to the Med. Our crossing was rather uneventful with fueling as our most demanding task. We were escorted across the Atlantic by 9 "tin cans" (Destroyers) which utilized our services. The "tin cans" made their approach alongside, took oil, movies and other needed articles. After taking these products, they would quickly leave us to shift and plot our own way. AO-108 arrived at Rota, Spain on the 14th of June for a short fuel and mail pickup, at which time liberty was granted.

Liberty was confined to the U.S. Naval Base at Rota; therefore, your son or husband took advantage of the facilities which the base had to offer. It has excellent clubs, movies, post exchange, golf courses, and many other athletic facilities.

On the morning of the 15th of June, we were underway and had our sights set on Athens, Greece, where we off-loaded Boy Scout equipment for their annual world jamboree. We were limited to only a few hours in Athens, before the PAW moved on to a port farther East, Izmir, Turkey, the land of the

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legendary veiled women and Turkish water pipes. We arrived in the late morning of 23 June, for a three day visit. During this visit, two tours were arranged. One consisted of a few hours of sight-seeing of the city. The other tour took some of our members to the ruins of Ephesus, about 50 miles from Izmir. Here are the ruins of the temples of Diana, the Goddess of Hunting and Virginity, which was once known as one of the seven wonders of the ancient world; the tomb and basilica of St. John the Evangelist and the House of the Virgin Mary, where she spent her last years, just to name a few. Several members took advantage of trading sunglasses and cigarette lighters for products such as Turkish model boats, rugs, miniature water cooled pipes and other native products. This, of course, is the Turk's way of doing business. They still use the system of bartering. They would much rather be talked down than to accept the money they ask for an article, either party trying to out do the other party.

A-108, the busy ship that she is,

once again got underway on the 25th of June and headed for the beautiful French Riviera and Golfe Juan. We transited the Straits of Messina and Bonifacio and in early afternoon on the 29th of June we dropped anchor in the Bay of Golfe Juan which is surrounded by the famous French Riviera. This international summer resort is a beautiful sight with its white beaches bordering the blue Mediterranean, snow capped Alps in the background, and the sun shining every day at this time of the year.

Although PAWCATUCK carries no Chaplain, your son's or husband's religious needs are taken care of. The ship has a Catholic, Protestant and Jewish Lay-leader. These lay leaders hold religious services when we are unable to obtain a Chaplain. At sea, when operating with a ship which carries a Chaplain aboard, we make every effort to obtain this Chaplain for a Divine Service. Upon entering port, service bulletins are issued to the ship announcing where and at what time religious services are being held. The PAWCATUCK's lay leaders are also available for talks with a person who may need a little confidential religious guidance.

Every night after taps, these lay leaders take turns in rendering the evening prayer.

A few words about mail. Our present schedule calls for us to operate at sea a considerable percentage of the time. Mail does not go out every day as it would if we were in the States. We do, however, take every opportunity to get mail on and off the ship. In view of this situation, don't become too concerned if you don't receive mail as regularly from the ship while operating in this area as when we are in the States. If you don't hear from your sailor man for an unduly long period of time, however, please don't hesitate to write me. Your son or husband is serving aboard a great ship with an outstanding reputation for getting the job done in a smooth and quick manner. He is a vital part of a great team, and I am proud to be able to say that I am a member of that team.

Sincerely yours,
L. Heyworth, Jr.
Captain USN
Commanding Officer
USS PAWCATUCK AO-108

CRUISE JOURNAL USS PAWCATUCK SPRING/SUMMER 1952

Continued from March 2007 issue.

CHOW DOWN

I was a mess cook, so I know. Common opinion is that being sent to the galley is like being assigned to the slave galleys of old. I deny this and consider it valuable experience and an important department aboard ship.

My knowledge of the galley starts midway in the 52 cruise to the Med. My comrades on mess cooking were: "Zidy" Zeidman, "Larry" Voelk, and the scullery gang: "Killer" Flack, "Tarzan" Kloss, "Smitty" Smith and the inimitable "Speedy" Wilson.

The scullery gang were a hard-working lot in the small space where

they washed the mess gear and the sun of the Med didn't make it any easier. Every Monday afternoon mess cooks carry stores from the forward provisions storeroom aft to the chill boxes and issue room. It's a long trek through hatchways, over hose lines, under low overheads. It's a tough haul, but many is the time they each carried extra boxes of stores for a buddy who was behind in his trips. I always tried to see that they were well provided for in the chowline.

Leonard "Zidy" Zeidman was a spud coxswain. I will always remember the picture of him struggling up the narrow ladder to 12 deck with a hundred pounds of crated potatoes on his back. Even though spuds are now in sacks in-

stead of crates, this is still quite a feat when performed several times a day by spud coxswains. "Larry" Voelk made salads and was an associate spud coxswain. He got his work out and then helped Zidy with the always mountainous pans of Idahoes. They switched off serving the line so that each could get early liberty. Don Dinneen cut bread and butter, dished out dessert, swabbed decks and washed bulkheads with the finesse that only a college degree could give. Enough for the mess cooks and on to the movers in the galley; the captains of the watch; the cooks and cook strikers.

In the Med there are two watch sections, two bakers and a butcher. One of the watch sections consisted

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of "Bob" Bunn CMSN and "Lloyd" Wooten CM3, the other of "Bill" Taylor CM3 and Earl Whitehurst CMSN. "Woot" Wooten always backed up the mess cooks and strikers on the chowline, making sure that the line kept moving by renewing the supply of cold drinks, meat, potatoes, dessert and the like. Bunn was a good cook too and made wonderful gravy. Taylor had a passion for keeping fried eggs hot, so on mornings when fried eggs appeared on the menu, the galley would be in an uproar, preparing everything for early chow. Then by an assembly line setup, bacon or ham would be put by the eggs on the tray at the stove and handed out to the crew. It was really a great scheme because there is nothing quite as bad as a cold fried egg. "Whitey," an ex-cop from Norfolk, must have gotten a taste for pickles and roast beef in one of the joints on his beat, for he used to give us that combination every night for mid rations.

The bakers, Robert "Tol" Tolison, CMSN, and Theodore Jasper Miller, CM3, rose at four o'clock every morning to bake fresh bread and pastries. Sometimes they worked all night to get ahead on bread, especially when we had passengers aboard. Tol's specialty was a terrific coffee cake which he put out with coffee as a snack before early morning fueling.

Nettie Burnett CM3 was the butcher on the cruise and performed this big job of cutting up the two hundred or more rations a meal and keeping the butcher shop clean despite the mess cooks.

Very few of us stopped to ponder how much food is prepared in our galley every day. We say that Williamsons eat a great amount but we forget that the rest of us eat a great deal too. For a crew of our size, we have a big appetite. Coffee making was almost a full time occupation for the cooks and strikers. We drank on an average of 40 to 50 gallons a day. Meat was another large item. We ate at least 150 pounds of beef,

ham, port, chicken or turkey a day. We used about 175 lbs. of potatoes. Off hand I would say we put away about 1,950,222.5 tons of beans. Enough said for the beans. The diet was always varied with salad, meat of some kind, potatoes, a vegetable, dessert, coffee or some iced drink. Few ships can boast of chow as good as ours, especially the big ships. By Navy tradition there are three hot meals a day and the schedule was carried out despite the Mediterranean climate.

But, all was not work for the galley crew. Almost everyone went on the many tours to Rome, the Isle of Capri, the Riviera, Pompeii and Athens. They took some excellent photographs and Bunn especially has a good collection. The tour that seemed most popular was that of the inns. Most noteworthy are the Cove, the Red Lantern, the Zig Zag Club, the Snake Pit, the Arizona, the Nationale, and the American bar. All places of outstanding reputation.

This was the galley during the Mediterranean Cruise. We may make the cruise again, but never again with the same crew or with the same experiences. Whenever I go for chow now I do so with a much better idea of the men behind the line, and their work, three meals a day.



2008 USS PAWCATUCK REUNION

APRIL 27-30

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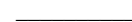
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