

PAWCATUCK PILOT

Volume 12 Issue 1

July 2003

OFFICIAL NEWSLETTER OF USS PAWCATUCK AO-108



Special Points of Interest

- The 2003 reunion is reviewed in our cover story, and the preview of activities for the 2004 reunion are on page seven. Please send back the survey soon.
- Reunion attendees are listed on page two.
- Page three has the WELCOME MAT with twenty-two new names added to the list. See if you recognize anyone.
- David Willis has a message for everyone on page four.
- MAIL CALL begins on page four with letters that will spark memories for you.

2003 REUNION IN HICKORY, NC

The Park Inn Hotel in Hickory, NC hosted the April 24-27, 2003 reunion of the USS Pawcatuck. Forty-eight former crewmen and forty-one of their guests enjoyed three days of camaraderie and reminiscing in the foothills of the Blue Ridge Mountains.

On Thursday afternoon, arrivals began registering and getting reacquainted in the hospitality room. At 5:00 pm the first official function, the welcome reception, was held. David Willis, Pawcatuck reunion coordinator, welcomed everyone and introductions were made. The evening

was free to dine with old and newly made friends and to catch up in the hospitality room.

Friday morning was a day for learning about the Hickory area, beginning with a visit to the office of Military Locator & Reunion Service. Refreshments were served and the group met the people behind the scenes who help make the reunions a reality. Some even got pictures of those faces at work. After this brief stop, the group headed on to visit Murray's Mill and the Murray-Mingus Country Store. An added treat on this trip was having

with us the 92 year-old mother of Pat Miller, site representative of ML&RS. Pat's mother is a descendant of the Murray family who owned the mill and the store. She pointed out various places that she remembered as a child and this added a personal note to the tour. After a tour of the mill and store, the group was driven through the Balls Creek Campground, where an annual religious revival has been held since the 1800s. "Tents" where the campers live during "Camp Week" are valued property that is

(Continued on page 2)

(Continued from page 1)

passed on from generation to generation. Pat Miller attended camp meeting as a youth and told how the young people strolled along the main street, meeting other young people, instead of attending the services. Next stop was perhaps the best of the whole reunion—lunch at Center Methodist Church. What a spread! The ladies at the church served a real Southern “dinner” fit for kings, and it was fully appreciated by everyone. The Catawba County Historical Museum in Newton, NC was next on the agenda. The museum is especially proud of the rare British red coat uniform, one of only a few in the U.S. Leaving the museum, the group made an unscheduled, but delightful, stop at a small home and garden center for some “white” cucumber seeds, available according to Pat, at only a few locations. She promised that after eating these white cucumbers, you would never want any other kind. Let’s hear from some of you who bought the seeds and see what you think of them. By the way, the owner of the store was a gracious host and gave the group “special” rates, good only to a bus full of Yankees! The last stop for the day was at Dale Jarrett Enterprises, the company headquarters for Dale Jarrett racing. Souvenirs were bought and then all headed back to the hotel for refreshments in the hospitality room. Friday night’s dinner was a Southern BBQ buffet, followed by a Bluegrass band for entertainment.

Rain threatened Saturday morning as the bus was loaded for Asheville, NC and the famous Biltmore Estate and Gardens, but it never materialized, and the group was able to enjoy their time at the Estate. The only problem was time—there wasn’t enough of it! The gardens, with azaleas in full bloom, were spectacular! And of course the house itself is a marvel to behold. The 250-room mansion was built by George Vanderbilt III in 1895 and is filled with art, furni-

ture and rare heirlooms from around the world. Everyone wished for more time to take in all of the beauty, but they had to return to Hickory for the business meeting. Pensacola, FL was chosen as the site for the 2004 reunion and David Willis will remain as reunion coordinator. After the business meeting, the Memorial Service was held. This service was to honor all who had passed away since the last reunion. Names of those deceased were read aloud and a bell was tolled in their memory. The much anticipated event of the reunion, the USS Pawcatuck banquet, was next on the agenda. Cocktails and the photo session began at 7:00 pm and the banquet was served at 8:00 pm. Following the meal, the group heard from Captain Robert Russell and Captain Walter Honour who told of their experiences on the USS Pawcatuck. David Willis welcomed all the new attendees and had each man to introduce himself to everyone. Prizes were given out from the ticket sales and the 50/50 winner was Ralph Jordan. Mr. & Mrs. James Roskoph won an afghan, made by the mother of ML&RS president Larry Eckard, for getting the most questions correct on the “Test Your Southernism” quiz. The night ended with lots of laughter and hand shakes and plans for next year in Pensacola.

Sunday morning’s private breakfast buffet was the last official event of the reunion. As everyone headed off in their different directions for home, there were many good times to remember from the 2003 reunion. Friendships were rekindled, new bonds were formed and for just a few days, troubles were forgotten. Come next year and be part of the fun in Pensacola, FL.

Financial Statement

Balance after 03/03 issue **\$189.28**
 Funds received since 03/03 **\$627.00**
 Funds available for 07/03 **\$816.28**
 Funds used for 07/03 issue **\$395.93**
 Balance remaining **\$420.35**

PLEASE CONTINUE TO CONTRIBUTE \$5.00 TO THE NEWSLETTER.

2003 REUNION ATTENDEES

- Marcus & Glynoon Anderson
- John & Lois Baptist
- Russell & Ethel Berglund
- William & Gladys Caldwell
- Daniel & Sally Carey
- Michael Culbertson
- Quentin & Jeanne Daly
- Calvin & Ardath Densmore
- Elmer Dieter & Vi Jones
- James Fortune
- Bernard & Beatrice Girman
- James & Virginia Grimsley
- William & Stella Guy
- Thomas Haigh & Sharon Johnson
- Roland & Kathy Hamilton
- Capt. Walter & Bobbie Sue Honour
- Billy & Ann Horton
- Albert Hoschett
- Paul & Loretta Houston
- Joy & Carol Huyer
- Ralph & Elizabeth Jordan
- Jim Kistler
- John & Ginny Layman
- Billie McCall
- Clem & Betty Millette
- Keith & Jean Mumby
- Roger & Janice Narkie
- Joseph & Gloria Nicastro
- George & Mary Nunnery
- Bruce & Earline Phelps
- Thomas & Jan Pollard
- Howard & Margaret Reed
- William & Marty Reed
- Howard & Phyllis Reynolds
- Joseph & Judy Roades
- Travis & Ann Robertson
- James & Marge Rosenthal
- James & Margaret Roskoph
- Robert & Frances Russell
- James Salmanowitz
- Richard & Betty Shellenbarger
- Edward & Lois Shinkle
- Herbert & Jane Strickland
- Robert Tomlin
- Thomas & Joan Webb
- Walter & Kathy West
- Avery & Lynda Wiles
- David Willis & Jan Cox

Total Members: 48
Guests: 41

GRAND TOTAL: 89

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:

James Salmanowitz (1966-69) PC3
270 Newark Pompton Tpke
Wayne, NJ 07470-6639
973-696-1869
jimsalmano@aol.com

Marcus Anderson (1952) FN
3125 Primrose Dr
Abilene, TX 79606-9293
915-795-9293
andersonm13@cox.net

R. B. McLaughlin
1203 Bandera Blvd
Wichita Falls, TX 76301
940-767-1246

Robert Klinefelter (1966-69)
114 Forliview Rd
Glenshaw, PA 15116-1845
412-486-8665

Earl Johannes (1966-69)
6933 Crest Dr
Maple Grove, MN 55311
763-420-5873

William Gafford
5482 Yarmouth Ln
Sarasota, FL 34233
941-925-4753

Dan Phelps (1971-73) ETNSN
627 Wring Dr
Tallmadge, OH 44278
330-633-2466

Jones Gallegher (1971-74) RD3
17 Clarkdale Rd
Kennybunk, ME 04043
207-985-9233

Michael Findlan (1967-69) Supply
2352 NE 21st Ave
Jensen Beach, FL 34957

772-334-3957

James McFadden (1954-57) MM2
1220 Moses Dr Apt 28
Lynchburg, VA 24502
434-237-2513

Ray Marshall (1958-60) BM2
PO Box 52
Whitestone, VA 22578
804-366-5091

Paul Law (1957-59)
PO Box 4
Middlebrook, VA 24459
540-885-2818

Capt. Dexter Rumsey (1961-64)
409 Oak Grove Rd
Norfolk, VA 23505-4350
757-489-9039

Pearce Grove (1949-50) MM3 Eng R.
143 Riverview Plantation Dr
Williamsburg, VA 23188
757-564-9134
pgrove@widowmaker.com

Kenneth Treister (1953-57) Ens
3660 Battersea Rd
Coconut Grove, FL 33133
305-667-3170

Frank Keel, Jr
PO Box 3316
Sierra Vista, AZ 85636
jeelfink@juno.com

Bruce Smith (1958-60) LTjg
15703 Edenfield Dr
Huntersville, NC 28078
704-894-0608

Guy Vasquez (1989-91) RMSN
729 Bourdois Ave
Bellport, NY 11713
631-327-0035
gboosman188@aol.com

Stanley Sigel
1006 Dell Dr
Cherry Hill, NJ 08003
856-428-1664
stansigel@mindspring.com

Robert Runk (1956-58) BT2
12 Cumberland Ave
Tamaqua, PA 18252
570-668-2994

Glen Schoenling (1970-73) ETN2
6700 Millbridge Ct
Raleigh, NC 27615-6509
919-846-5553

ADDRESS CORRECTION
Herman Payne, Jr (1966-69) Eng
2982 Bud Baughn Rd
Narrows, KY 42347
270-276-5219



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.

Harry Bowman (1963-65) SMC
Date of death not known

Lewis Brandal (1952-54)
Died January 15, 1997

Robert Trainer (1955-57)
Died June 10, 2003

Michael MacInnes
Died December 3, 2002

Joe Roades (1952-56) MM2
Died July 1, 2003

The Pawcatuck Pilot is Published by:
Military Locator & Reunion Service
3330 Springs Rd NE
Hickory, NC 28601
828-256-6008 (voice)
828-256-6559 (fax)
Dinamlrs@aol.com (e-mail)
www.mlrsinc.com (web site)
mlrsnewsletters@aol.com (e-mail
for newsletter articles)
"Our Reunions Work So You Don't
Have To"

WILLIS'S WORD OF WISDOM

Dear Pawcatuck Family,

Another year has gone and another reunion is over. This year we had 89 in attendance. This is our third largest. We had 19 new shipmates.

On Friday we had a great tour of an old mill and had a great lunch at a Methodist church. The members out did themselves, and the food was great.

On Saturday a few of us went to the Vanderbilt Mansion (Biltmore Estate). This was a nice trip, but not enough time to visit the whole place. We got back a little late and the meeting was started around 1640 hours. We voted to go to Branson, but after a report from Dina in reference to Branson, and after some talk, those in attendance voted not to go to Branson and voted for Pensacola, FL. We then had an election for Reunion Coordinator and Assistant. Thanks for those who voted for me to continue and Mark McPherson was voted to be my assistant. We both thank all of you for giving us the chance to represent all of you for the coming year.

This was my seventh reunion and I feel that all in attendance had a great time. For me as your coordinator, it is always good to see shipmates come together who have not seen others for many years. For myself, I had not seen shipmates Layman and Reynolds since the first part of 1957. We were assigned to the supply dept. and remembered many who served with us during that time period.

Now there is a subject that always comes up each year. That is some were not too happy with the hotel. I feel that we give the MLRS the job of obtaining the hotel and they make the contract for what transpires, while we are in attendance during the reunion. I hope that many of you will understand that what we are offered is what they feel is the best for all of us who

come to the reunions. Yes, there will always be times when things will not go as planned. I will say it again, that no matter where we go, what we have to eat, what tours are planned and how the whole three days go, we will never please everybody. During the Memorial Day weekend I watched some old war movies. I realized that we should all be thankful that we as shipmates of the USS Pawcatuck AO-108 should be thankful that we are able to come together each year and remember the times we spent on our ship. You see, many did not return as they went down with their ship, not only at Pearl Harbor, but also at sea, both the Pacific and Atlantic. Many of you who served for many years spent some time during a conflict and we should be thankful that all of you came back. So let's be thankful that we come together each year and enjoy our time together. I am sorry things did not go as planned, but I hope we will see you all next year in Pensacola, FL. There is a lot to see and when this newsletter goes out, the dates should be announced for you all to make your plans.

This year we were honored to have the last Master (Capt) of the ship. Master Russell brought the ship back to Norfolk for the last time back in 1991.

To all of you, I hope that everybody in the Pawcatuck family will have a good year and stay in good health. I look forward to next year and hope that we will go over one hundred in attendance. So if any of you know of any shipmate out there, contact him and ask him to come next year.

If any of you would like a copy of the roster, please send three dollars and I will send one to you. My address is:

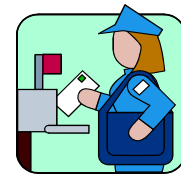
David Willis
15807 W. Cimarron Dr
Surprise, AZ 85374-6153
Phone: 632-214-9835
Cell: 602-697-7635 from
0900/2200 Arizona time.
E-mail: dwshs53@aol.com
or oiler108@aol.com

This statement was made by the former National Financial Secretary of the Fleet Reserve Association.

"We can disagree and debate with each other at meetings, but when it's over, we are still shipmates." This is so true.

Thank you and will see you in Pensacola.

Yours,
David Willis
Reunion coordinator,
USS Pawcatuck AO-108



MAIL CALL

Pawcatuck AO-108,

It's hard to believe, but 50 years ago this month (March) I finished Class A Engineman School at Great Lakes and went aboard the Pawcatuck at pier #2 N.O.B. as a ENFN. I was assigned to the top side "A" Division under a 1st Class named Clayborn (later Chief). We had a shack directly on top of the mess hall and just forward of sick bay.

The Pawcatuck Pilot brings back a lot of good memories. Enjoyed reading about Weiss and the visit Joe Roades made aboard the Pawcatuck a year and a half ago. Was sad to hear Bob Keyes was not doing too well and especially sad to read TAPS in Vol. #10, Issue #2, my first liberty in Norfolk was to the "G W" with J. D. Joyce. We spent a lot of time together and both ended up slick arm 1st class. Not much, but it did get us to the head of the chow line! Was also glad to see Rosario Carini listed. I remember he was killed in a motor launch accident. I best remember him as Captain's gig coxswain when I was gig engineer. Also, Robert Way, Sr was with us in top side "A" Division. As I said, just the names bring back a lot of smiles:

(Continued on page 5)

(Continued from page 4)

Sam Posovich, George Hase, Chief Terwey.

I was in Lorian, Ohio when the Pawcatuck was jumboized by American Ship Building, adding 400 feet. Sure stretched her out. That was in 1965 and that is the last I saw of her.

F. F. Feola and I exchange Christmas cards and hope to get together some time, maybe at a reunion. Last of all, I would like to hear from D. A. Boyington or get his address. *(ML&RS does not have his address.)*

Best regards,
Chet Tokoly (1953-56)

Hi Pawcatuck People,

I am forwarding an email note I got from my shipmate Daniel Emmons about finding Mike Bolden. In the cruise book he is listed as M. W. Bolden. The "Mike" may be "Michael." I am sending this out to all the Pawcatuck email list I have, even though you may have not served during the time Mike Bolden served on the Pawcatuck. Even though you may have been an older or newer Pawcatuck crewmember, you could have possibly lived near him, worked with him or known a Mike Bolden without knowing he was a former Pawcatuck crewmember. I would also ask that ML&RS run this in the next newsletter for the ones that do not have email if we haven't found him by then. Robert Shortnacy (Pawcatuck member 66-68) tells me Bolden worked for a time with him in the Dallas/Forth Worth area after the Pawcatuck years.

Thanks,
Ralph R. Jordan (The Barber)

Hi Jordan,

Wonder if you could put this letter out to distribution at your convenience.

Shipmates,

Looking to locate a shipmate by the name of Mike Bolden SH1. The

last time we were together was June of 1968 in Malta on a Med cruise. I was told at the last minute to get my gear together and catch the launch for a flight from Malta to Rota, Spain and then on to Philadelphia Naval Shipyard for discharging. Didn't have time to say good bye to my bud and over the years I've tried to find him over the internet and wrote letters to no avail. Mike was in "A Gang," then became a Ship's Serviceman where we both worked in the laundry and I also worked in the Ship's Store. We were together from Newport, RI, waiting for the Pawcatuck to arrive from Lorain, Ohio after jumboization. We boarded the ship at Boston Navy Yard (November 1966) and then to Jacksonville, FL. From there the Pawcatuck performed a shakedown cruise to Cuba and shortly then left on a Med cruise. I believe Mike was from Texas (Dallas?) and would appreciate any help in locating him.

Respectfully,
Daniel Emmons
USS Pawcatuck (1966-68)
EmmonsDR@mail.ports.navy.mil
Portsmouth Naval Shipyard Kittery, Me
207-438-4297

Hi Dina,

I've been watching the homecoming of the USS Camden OE 2 and the USS Abraham Lincoln CVN 75, both events essentially in our back yard, with interest and pride, as I'm sure most of you have.

Now I need someone to tweak my memory.

When did the Navy do away with the red stripe around the right shoulder for snipes apprentice and a white stripe around the left shoulder for deck apprentice?

And when did all ratings change to the left shoulder?

It was my understanding that because deck ratings had priority over below deck ratings (snipes) on the old sailing vessels (they did

make her go and directed her) that right hand side was the dominate and proper side to display your rating; as opposed to blacksmiths, cooks and carpenters who did not stand watches. They were referred to as ship idlers, although they worked longer hours and usually well into the night.

I also suppose at some time in order to (be politically correct, sensitive or whatever) be more uniform, the thought was to display your rating (and awards) closest to your heart, the left side. Hash marks are still on the left side.

Another thing that I've been reading in the *Navy Times* is about the various "battle cries." The only one that I remember, while out and about ashore, when a crewmember was in trouble was, "FIRE IN THE PAINT LOCKER." But maybe that was unique to us AO (tanker) sailors.

CWO4 Tom Blood (retired)
USS Pawcatuck AS 108
2098 Buckhaven Ln E
Port Orchard, WA 98366
360-769-9644
tomblood@charter.net

Thanks everyone,

I have the answers to my question. At least enough for now. Still don't have a firm date as to when they did away with the shoulder stripe.

The below form is from a web site sent to me by Ch. MM Shawn Blood in answer to my question regarding uniform regulation. (I might add with pride that Shawn is my nephew.)

As I remember it when I first go out of boot camp I had a white stripe around the right shoulder indicating I was a seaman apprentice. After boot camp leave I went to class C Auxiliary Machinery School. It was after that, that I changed to the red stripe on the left shoulder indicating I was now a fireman apprentice. I have no idea when they did away with the shoulder stripe, but I think it was shortly after I made EM 3/c.

(Continued on page 6)

(Continued from page 5)

Tom

**DEPARTMENT OF THE NAVY
NAVAL HISTORICAL CENTER**

The uniform regulations of 25 January 1913 changed the location of rating badges so that the rating badges were no longer worn on the sleeves corresponding to assigned watches. Right arm rates were to signify men of the Seamen Branch; left arm rates were to be used by personnel of the Artificer Branch, Engine Room Force, and all other petty officers. The eagle continued to face left of all rating badges. The uniform regulations of 31 May 1941 specified that the eagle was to face to the left in the rates comprising the Seaman Branch: Boatswain Mate, Turret Captain, Signalman, Gunner's Mate, Fire Controlman, Quartermaster, Mineman and Torpedoman's Mate. All other rating badges were to have the eagle facing to the right. Right arm rates were disestablished 2 April 1949, after having been eliminated by Change #1, dated 24 February 1948, to the 1947 uniform regulations. All rating badges were to be worn on the left sleeve with the eagle facing to the right.

ML&RS,

Received the March 2003 Pawcatuck Pilot newsletter today and wish to say it's one of the most enjoyable of the many I have in my file. In particular I enjoyed reading what others have been doing since leaving the Navy. After having gone through several computers and consequently losing my addresses and e-mail addresses, I have lost contact with most of my old shipmates.

I was particularly happy to see Henry Trattner's (another Plank Owner) column, his description of Tangier much more accurate than my own. Henry has a real knack for writing and making things come alive that have lain dormant in the back of our minds for far too long. I

would encourage others to ramble around in the back recesses of their minds and tell us how they remember those times and places. After all, what is important is how they remember it.

With all that's going on in the world today in the "land of dates and sand" I thought I'd share with you something about that part of the world from my experiences in life.

Some years ago I answered an advertisement for a job in Saudi Arabia, with the HBH corp. The job was upgrading the Saudi Navy's equipment. They flew me back to Washington, DC for an interview and as I entered their outer office a guy came out from the inner office; madder than all hobs. He was saying to some one in back, "How come you didn't tell me those guards were armed?" He stopped at the receptionist's desk, then came over to me and said in a rather cryptic voice, "Going over? Pack light... The guy you're replacing has been in jail for a year for drinking a beer on Christmas and was being led to the aircraft in shackles and handcuffs as I was getting on the plane."

After I left the interview, they gave me a package of information which I took back to California to read over. The following are some of the rules to living in that country at that time, 30 years ago.

1. No Bible or religious material of any kind.
2. No pictures of women of any kind, even of family members.
3. No printed matter other than what you could purchase locally.
4. At some time you will be invited to dinner, rules to follow:
 - A. Passing gas is considered an insult.
 - B. Belching is considered good manners and a sign you are full and satisfied with the meal.
 - C. To show the soles of your feet is as great insult as shaking hands left handed.
 - D. Take one of two helpings, but never more. They will feed you till they run out of food and left overs are what the wives and children get to eat.

E. When tea is served, take one or two cups, never more. The host must stand as long as any one is drinking tea.

F. Never, never approach a tent or house from the rear. You will be considered an enemy and dealt with accordingly.

G. There are others, but my favorite is "How to deal in the market place."

You start out by not asking about something you're interested in, but looking around at various things, then casually, as you head out the door, if there is one, ask about the article you were really interested in the first place.

Now the bargaining begins. The merchant will quote a price, you cut it in half. He won't budge. You start to leave—you will not make it to the door. He will come down in price, you again cut the price. This will go on until you get all the way out the door at which time he will call you back and offer you tea. Now the real bargaining starts. Same chapter and verse. At some point you will both agree on a price and then you say, "But for two." and here we go again. Shopping can become a lengthy affair!

And people think we can out-deal these folks? They invented this type of bargaining over 2,000 years ago and have been perfecting it ever since.

I didn't take the job, mostly because it would be upgrading the Saudi's equipment which was a mixture of German, French, Italian, some English and other nationalities. All the manuals were written in the country of origin, and the Saudis involved spoke very little English and had no mechanical understanding. Besides, I had the nagging feeling this was some sort of undercover CIA spook operation, and I never regretted my decision!

Tom Blood

2004 USS PAWCATUCK REUNION MAY 16-19 IN PENSACOLA, FL

The dates and meeting site for the 2004 USS Pawcatuck reunion have been planned for **Sunday**, May 16, through **Wednesday**, May 19. The event will be held at the Holiday Inn University Mall in Pensacola, FL.

Below are some of the attractions offered in the Pensacola area. As usual, we need your input as to which activities to include in your reunion package. Please read over the activities and then fill out the survey to the right. Return it to ML&RS, Inc and we can begin the final plans for the 2004 reunion.

Historical Pensacola:

On the tour see the unique attractions and learn the colorful history of American's first settlement that will be pointed out as we ride through Pensacola's three historic districts. The Historical Village includes a tour of two houses and the museums Industry and Commerce. The narrated city tour will surprise you with some of the facts about Pensacola's history.

Riviera Centre Outlet Mall:

You will travel along the beach road to the Riviera Centre Outlet Mall in nearby Foley, AL to more than 120 factory outlet shops which offer savings of up to 75%.

Fort Barrancas:

A very interesting old fort dating back to the Civil War. As you walk in the underground revetments you can imagine being an infantryman defending against a ground assault, with the primary objective of keeping enemy (Union) ships out of the harbor.

Pensacola Naval Air Station:

A riding tour of the Naval Air Station will highlight many 19th century landmarks, as well as present day Naval operations.

Bellingrath Gardens:

"The Garden for All Seasons" in Theodore, Alabama, is in bloom every month of the year and is always a lovely place to visit. You will walk through the gardens, tour the beautiful Home, see the exhibit of Boehm porcelain, and if you choose, enjoy the 45-minute cruise through the Savannah-like marshlands on the Southern Belle.

Battleship Memorial Park (in Mobile, AL):

Visit the 100-acre park and exhibit in Mobile, Alabama, and tour the USS Alabama and the Submarine USS Drum. Other military exhibits include, a B-52 bomber and World War II fighter planes.

Pensacola Dog Track:

Even for people who do not care for the act of racing, this can be a great evening of fun and entertainment. In addition to the races you are served a delicious dinner. You are indoors on a tiered "stadium" overlooking the track, with your own TV monitor to see the race close-up. Arrangements can be made for a race to be run in honor of the ship and selected members of the group can have their picture taken with the winning dog.

Pensacola Naval Aviation Museum:

The premier Naval Aviation Museum in the country. If you have any interest at all in aviation this is a must see. There is also an IMAX movie theater where aviation or navy related (usually) are shown. Arrangements for a private lunch can be made in the Museum lunch room.

2004 PAWCATUCK PENSACOLA SURVEY

Do you want a Welcome Reception the first evening of the reunion?

Yes ___ No ___

If yes, would you prefer hors d'oeuvres, with dinner on your own

___ or a deli sandwich-type supper?

Do you want breakfast all three mornings ___

or only on Sunday morning? ___

Would you prefer Friday night dinner:

on your own ___

together in the hotel ___

or together off property? ___

Do you want entertainment after the banquet? Yes ___ No ___

Please check the attractions you would like to see on your reunion agenda.

Historic Pensacola tour ___

Riviera Centre Outlet Mall ___

Fort Barrancas ___

Pensacola Naval Air Station ___

Bellingrath Gardens ___

Battleship Memorial Park ___

Pensacola Dog Track ___

Pensacola Naval Aviation Museum ___

**Return surveys to:
Military Locator & Reunion
Service, Inc.
P O Drawer 11399
Hickory, NC 28603**

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

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