

THE MESSENGER

Volume 9 Issue 4

April 2002



Special Points of Interest

- **Scandals, investigations, a Captain's Mast—our cover story has it all!**
- **TAPS on page three remembers ten of our shipmates who have passed on.**
- **The story on page four about USS Marias Experiences will catch your attention in the first paragraph!**
- **You'll really enjoy the story of the "Mistaken Car" on pages five and six.**
- **An update on the sunken ship the USS Missis-sinewa on page six will interest those from the Nantahala, who helped with the rescue of her crew.**

MY EXPERIENCES ABOARD THE USS AMPHION (AR-13)

By Fredric M. Rohm, CWO4, USNR-Retired

I arrived on the Amphion (AR-13) in late 1961 and stayed until late 1962. I was a YN3 when I arrived but was advanced to YN2 early in 1963. I was assigned to the Engineering Log Room and berthed in the Engineering spaces.

During my stay we serviced a number of ships which would pull along side, especially at pier 4 in the Norfolk Naval Base. We took a cruise to Newport, RI, and in March we were sent to sea to ride out a hurricane. We rode the hurricane all the way into San Juan harbor, stayed there three days, then set sail

for Norfolk. Meanwhile the hurricane ravaged the East Coast of the US then turned south and caused us another 4-day journey in very heavy seas. We slogged along at 2 to 4 knots. The stabilization bubble in the Engineering Log Room only went 30 degrees to port or starboard and many times the old ship rolled past the bubble's ability to measure. Everyone on the ship was sick from the captain to the lowest seaman.

Since 1963 the enlisted advancement exams have been forwarded to each command in shrink-wrapped material.

When the examinee opens the package there is no way to restore the wrapping. That is by design and certain events on the Amphion contributed to this method.

In early 1962 a Chief Radioman with access to the ship's safe and a PN2 with access to the ship's only copy machine conspired to duplicate the enlisted advancement exams. Their method was to steam open the seals of the brown paper envelopes containing the exams, copy the exams then reseal them in the old envelopes and replace them in the safe. All of this was

(Continued on page 2)

done late at night.

Their plan was to sell chief's exams to prospective chiefs for \$300. At that time \$300 was the clothing allowance a new chief would receive so they figured it would be found money to someone who was guaranteed passing the exam by receiving an advanced copy.

They approached a first class petty officer on another ship and offered him the deal – an advanced copy of his chief's exam for \$300. He said yes and the deal was set for the next day. That next morning the first class went to base Central Intelligence Division headquarters and exposed the plot. My first inclining of the problem was when I was ordered to take part in typing various legal papers pertaining to the investigation.

Upon confrontation the PN2 admitted what he had done and told the investigators everything including giving two exams to friends, a PN1 and a YN2. Investigators searched both of these men's houses (in Naval Housing). The PN1 readily admitted he had the exam and gave the investigators the copy he had received. The YN2 denied everything. His house was almost destroyed as the search including ripping out walls and rugs. No evidence was ever found.

The Amphion Captain (CAPT Richardson) held Captain's Mast on the PN1 and YN2. I served as Mast Reporter on both Masts. Capt. Richardson demoted the PN1 to PN2 and reverted his eligibility for promotion to the normal progression thereby setting back his career by 3 to 5 years.

The YN2 stuck to his story that he did not know what the offending PN2 was talking about. Capt. Richardson said, "you look guilty." And demoted him to YN3. The now YN3 immediately asked for an appeal hearing. The hearing was held at the Norfolk Naval Base headquarters within 30 days. The admiral presiding, noting the absence of any evidence reversed Capt. Richardson's decision and restored the YN2 to full rate and eligibility.

The offending Radioman Chief and PN2 did not fare so well. The RMC received a Bad Conduct Discharge and lost all his benefits. He had nineteen years of service. The PN2 was busted to SR and given 2 years in the brig and then a Bad Conduct Discharge. I never saw either of them again.

But that was not the end of the story. The CID investigators scoured the ship for other illegal activities. They found a floating loan operation. It was the usual \$7 for \$10 payable on paydays or \$20 for \$25. The debt to the offending "bankers" was in excess of \$2,500.

CID also discovered a payoff operation involving a Chief Cook and a local food supplier. The indictment was that the cook received a portion of the dollars received if he directed all orders to that one particular company.

During all of this I was one busy Yeoman typing a host of depositions. I was discharged before either of the last two investigations were adjudicated.

I visited the Amphion one more time in 1963. I had left the regular Navy and opted for the Reserve as the money from weekend drills helped pay my college expenses. In 1963 I was assigned for two weeks training duty to an LST home ported in Little Creek. The ship was not in and was not scheduled to arrive for three more weeks. I called the Engineering Officer on the Amphion and offered to return for the two weeks and help him do some major paperwork on refitting the engineering spaces, which was due within a month. He jumped at the opportunity, as he did not have a yeoman assigned to him at that time. Several phone calls later and my orders were modified and I was back on the Amphion for the last time.

The Amphion was a good ship and I have many fond memories of my experiences serving on her. I retired from the Naval Reserve about 20 years later with the rank of CWO4. I had many assignments during that time including two weeks training duty on some of the newer and finest Naval ships of that era. But I will always

remember the Amphion as my ship.

Fredric M. Rohm, CWO4, USNR-Retired
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FINANCIAL STATEMENT

Balance from 01/02 **\$119.83**
Funds received since 01/02 issue
\$328.00
Funds available for 04/02 issue
\$447.83
Funds expended for 04/02 issue
\$73.50
Balance remaining for 07/02 issue
\$374.33

DUE TO INSUFFICIENT FUNDS FOR POSTAGE AND PRINTING, THIS NEWSLETTER IS ONLY AVAILABLE TO DOWNLOAD FROM OUR WEB SITE.



TAPS

The Messenger learned of the following shipmates' deaths since the last newsletter. The deaths may not have been recent, but we just learned of them. Every member of the Association sends his heartfelt sympathy to the widows, families, and friends of the deceased. If we missed anyone, please accept our apology. Let us know and it will be published in the next issue.

Max Schmidhamer
(USS Marias) (1958-62) B Div BT
Died August 2001

Ed Divinsky
USS Nantahala
Died November 6, 2000

Leroy Krekelberg
USS Cadmus
Date unknown

Terry J. Henderson
USS Cadmus (1969-71)
Died February 13, 2002

Clyde Green
USS Cadmus
Died August 13, 2001

Lewis Andress
USS Nantahala
Died September 9, 2001

George D. Scheer
USS Cadmus (1952-53)
USS Nantahala (1947)

Richard Baughman
USS Nantahala
Died December 13, 2001

Donald D. Kinney
USS Arcadia
Died December 6, 2001

Jesse L. Purser
USS Cadmus (1948-50)
Died September 15, 2001



WELCOME MAT

The MCAAN Group proudly welcomes 155 recently located shipmates. Although the numbers do not allow us to print all the names, we will list the number of newly located from each ship. If you are receiving the MCAAN Messenger for the first time, welcome aboard. We hope you enjoy your first issue and will contribute not only financially, but also with your stories and anecdotes about life aboard your ship.

USS ARCADIA—26

USS AMPHION-73

USS CADMUS—28

USS MARIAS—20

USS NANTAHALA—8

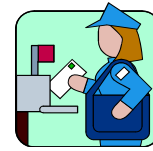
GRAND TOTAL: 155

2002 MCAAN REUNION

MAY 16-19
SAN ANTONIO, TX
FOUR POINTS SHERATON
HOTEL RIVERWALK
NORTH

Published By:

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letter only)
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"Our Reunions Work So You Don't Have
To"



MAIL CALL

Hi,

Just received my copy of *Shift Colors*. I see that the Cadmus is having a reunion. I was aboard the Cadmus 1959-1961. My duty was assigned to the heavy machine shop. I was an MR2, Retired USN in 1975 as an MR1. If anyone remembers, I am the one who machined a large ship's bell after the foundry cast it. Had it dogged in the big Bullard and the cutting tool took a bad grab and threw the bell half way across the shop. The chief of the shop took my pro-pay away for that one and had me machine a newly cast bell until I finished it. Had chow on the job and no sleep for two days. Sure did learn a hard lesson. Anyway, I'd like info on the reunion.

John J. Bury
 508 S. Old Middletown Rd
 Media, PA 19063

The following two letters were sent to Jack Gibbs and then forwarded to us at ML&RS.

February 10, 2002

Hi Jack,

Bob Larkin, a plank owner, has been in Boston University Hospital in the intensive cardiac care unit for the past two weeks. Bob is hopefully going to get well enough to have a very serious heart operation and wondering if the shipmates of the Nantahala can say a prayer for him.

We are hoping to be able to attend the reunion this year, but his health will not allow him to attend. Bob is very proud of the Nantahala and when two of us helped him walk around the hospital floor today, he requested to wear his Nantahala hat.

Our American flag is hanging outside of our house 24 hours a day

(Continued on page 4)

(Continued from page 3)

and will stay there until he comes out of the hospital.

Bill MacGregor (Bob's son-in-law)

P.S. Bob's address is:
Bob Larkin
9 Rainbow Pond Drive
Walpole, MA 02081

February 19, 2002

Hi Jack,

Thank you and everyone who served on the Nantahala for their prayers. Bob Larkin is home after 3 1/2 weeks in intensive care and I think the reason is prayers from a lot of people, including his shipmates on the Nantahala. Maybe you can help me out. I promised Bob that I would do a watercolor painting of the Nantahala and wondering if you have any good detailed pictures of the ship. Also, thinking of maybe having other ships in the background. (USS Marisa, Cadmus, Arcadia, or Amphion). Do you happen to have copies of the Nantahala or the other ships I could borrow. I'll send you a print of it when I finish it.

Unfortunately, we won't be able to make this year's reunion. One of the sites that I always wanted to see is the Alamo. Hopefully, Bob's health will allow him to travel next year.

Bob requested that we bring in his Nantahala hat into the hospital, and proudly wore it on his trip home from the hospital. Needless to say, everyone at Boston Medical Center is knowledgeable of the Nantahala.

Thank you,
Bill

Dear Sirs:

I want to inform you of the death of my husband, Terry J. Henderson, who had served aboard the USS Cadmus from 1969-71. He passed away February 13, 2002, after a long illness. Although he wasn't able to attend any reunions due to illness, he always enjoyed reading *The Messenger* and wore his USS Cadmus t-

shirt and cap with great pride. He was laid to rest by a naval color guard as he had requested here in Decatur, Illinois.

He was always proud of his naval service from 196-71 and instilled the desire to serve in the military to both of his children. His daughter is presently active national guard after five years in the US Army, and his son is a part of the Air Force ROTC while attending college.

Sincerely,
Mrs. Inge Henderson
2380 Twin Bridge Rd
Decatur, IL 62521

Dear Sirs:

It saddens me to report the death of CWO #4 Jesse L. Purser on September 15, 2001. He served aboard the USS Cadmus from October 1948 to October 1950. He spent over thirty years in the Navy—retiring December 31, 1967.

My best wishes to all and may you enjoy many more reunions.

Sincerely,
Audrey C. Purser

Amphion Shipmates,

Shipmate of my father, Carl Winnefeld (Motor Machinist 1/c) who was aboard 1944-45, should know that his son, James Winnefeld, retired as a Rear Admiral USN and that his grandson, James A. Winnefeld, Jr. commanded USS Enterprise during Afghan ops. last year.

Rear Admiral James A Winnefeld Sr

Sir:

I enjoy the Messenger News very much and hearing news about our ship USS Amphion and its crew. I was aboard her from 48-52—6th Division—Fire Room (BT3). I would like to hear from anyone aboard at this time.

I heard from L. Willsea and Mel Price. Price lives about 5 miles from me. We have not met yet, but will one day. He tells me that there is another crew member living close

by, a Rick Johnson. I would like to hear from guys that were in the Fire Room-'48-52—like R. L. Burrow, G. Wyatt, S. Subuda, C. Kellar, Graftorl, Soccorso. Hope some of them are still around as we all must be in our 70+ years.

I cannot make the San Antonio reunion, but I heard that the 2003 reunion will be in Jacksonville, FL. I will be there if all goes well.

If anyone has the old picture taken November '51 of the 6th Div., I am on the right end of Row 3 standing.

Hope to hear from some of you.
Al (Dutch) Kuiper
3108 Moog Rd
Holiday, FL 34691-1123

MY USS MARIAS EXPERIENCE

By Carl Fisher

My USS Marias adventure began in January 1958. After serving a year at Great Lakes in a legal department I was given orders to report to Norfolk on 1 of 2 days. I got there on the second day to a wailing barracks. The empty bunks had held those who had reported the previous day. They had all been killed in a plane crash.

So the Navy decided to send my small contingent to the Marias at Barcelona by way of the Command Ship Mount McKinley. A couple of nights later I'm standing on the bow in heavy seas because of a fire on board. I'm hoping my choice won't be between fire and the ocean. Luckily it was a small fire.

So we went to Moorehead, NC; Gibraltar; and Valencia, Spain. There we saw a bull fight and headed to Barcelona on a quaint train trip winding its way past many castled hilltops.

At Barcelona, the Marias was tied up alongside the Aucilla and a cruiser. The Marias had been converted to carrying AV gas and JP9 jet fuel. I always felt it was a potential bomb. From there we sailed off

(Continued on page 5)

(Continued from page 4)

to a fishing village in southern Spain. Where I stood one evening in a square with many young people who suddenly vanished when a bell was struck. From there we sailed to the French Riviera. I got in a wonderful side trip to Monaco and then Genoa. Later we visited Naples, Messina, Athens, and Suda Bay, Crete.

My memories aboard the Marias range from terror—like when I called to the bridge officer that the other tanker we were hosed up with had lost her steering and their bow came angling toward us—to worry when the other Personnel men were transferred and I suddenly had to learn everything—to really sublime moments like seeing the Parthenon off our bow in early summer sun. Or seeing Gaudi architecture in Barcelona. Or snorkeling among schools of fish in Suda Bay. Or watching swordfish speared in the Messina straits.

Then there were the mishaps. Like swimmers jumping off before the ship had stopped and us having to send a whale boat back for them. Our Genovese tour guide being arrested because he had taken us to see church relics. Or the WWII projectile a sailor brought to the Captain at a beach party.

Some of the interesting work I did in the ship's office was typing the Captain's memoirs and working on the ship's paper along with the Personnel work.

In September 1958, we left Barcelona for the U.S. One of our shipmates left his wedding party on the dock as he scrambled up the gangplank. The mid Atlantic was eerie calm. But when we arrived in Norfolk we had to put into hurricane anchorage in Chesapeake Bay. We drug our anchor a mile that night. The next day I left the ship. I really enjoyed the crew, but was ready to give up some of the 18 hour days and night watches.

I learned some time ago that the Marias has been scrapped. An ignoble end to a ship that played such an important role at critical times.

Carl Fisher
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cfisher@juno.com

Editor's note: Thanks so much to Mr. Fisher and Mr. Rohm for their stories. I would love to hear more about the wedding party cut short by the ship's sailing. If anyone knows that story, or any other, please write.

MISTAKEN CAR

By H.A. Grissinger

The year was 1952. The place was the U.S. Naval Base, Norfolk, VA. Gus Grissinger, a 19-year-old crew member of the USS Amphion, was the individual involved.

My liberty section had the duty that weekend. We were to remain on board the ship to stand various watches. It was a Saturday afternoon.

There was a poker game going on in the machine shop. The guys playing cards thought it would be nice to have a couple of pizza pies from in town.

Two things caused me to be elected the pizza runner. I did not play poker; I was only a spectator. The other, I had a phony liberty card.

One of the guys in the card game had a 1941 Chevrolet. His last name was Bender and his home was in New Jersey. Bender loaned me his car keys to go after the pizza.

Bender always parked in the same area near the pier where we tied up. I was on my way with the guys' money, Bender's car keys and a phony liberty card.

The car had a blue bottom and a gray top with NJ license plates. Upon arriving at the parking area, there sat what I thought was the old Chevy. At least it was the same color, make and year, complete with NJ license tags.

STOPPED AT THE MAIN GATE

I got in the car, started it up and

headed for the main gate. As I approached the gate a strange thing took place. The Marine on gate duty began to throw me a salute. I slowed to show my ID and liberty card and was told to pull over.

The Marine guard asked, "Do you have the officer's permission to use his car?" Base vehicle stickers are color coded. Officers were one color and enlisted personnel another. Sure enough, this vehicle sticker was an officer's color.

VERY PUZZLED

There was no registration card in the car. I had no idea what in the world was going on. I tried to tell them it was Bender's car. The base police were called and transported me to their office. They kept asking me why I stole an officer's car.

About two hours had passed. Finally, one of the officers reminded me that a U.S. military base was government property. He said, "Sailor, If you do not care to explain things to us, I will call in another agency."

The officer made a phone call. About one hour later, in walked two well-dressed men. They reached inside their coats and pulled out their ID cards. All I could see were three large letters—FBI!

There I was, a 19-year-old kid, a phony liberty card and what they insisted was a stolen vehicle. One of the agents asked me, "Sailor, have you ever heard of a federal prison?"

I was so scared at that question my mouth went dry. I don't recall what I said, however, both of them walked away from me and looked out the window. I think they were laughing.

RETURN TO THE PARKING LOT

The FBI agents had me get into their car and direct them to the parking area where this all started. One of them had Bender's car keys. We began to drive through the parking lot.

Suddenly the three of them spied the same thing at once.

(Continued on page 6)

(Continued from page 5)

There at the far end of the parking lot sat a twin to the car I had.

It was the same make, color, year, and yes, even NJ license plates. The only difference was—this one had an enlisted person's base sticker.

OFF THE HOOK

One of the agents got in and held the keys up to me. "You had better hope these keys start this car," he said. My knees were knocking as it started to run. The agent looked in the glove box, and sure enough, there was Bender's registration card.

The agents drove me back to the ship. It was going on 10 p.m. and had started out about 1 p.m. that afternoon. This was a one-in-a-million shot. I had just been through a miracle and didn't realize it at the time.

NO PIZZA

My buddies all wanted to know where in the HE- - I had been and what happened to their pizza? I gave them their money back and told them, "You wouldn't believe me if I did tell you." I went straight to bed. I was totally exhausted.

Oh yes, the story doesn't end there. It turned out the car I had by mistake belonged to an officer on board the aircraft carrier, USS Coral Sea.

They had gone to sea for six weeks and he had parked in a 72-hour parking lot. The base police impounded his car. He no doubt had a fine to pay when he got back. I'm sure glad I didn't have to serve under that officer.

H.A. (Gus) Grissinger served on the USS Amphion 1951-54. He writes a weekly column in The Valley Log in Mount Union, PA. This story appeared in the Oct. 31, 2001 issue of that newspaper.

NAVY TO REPAIR OIL LEAK FROM SUNKEN SHIP

By Navy Environmental Health Center Public Affairs

ULITHI, Micronesia (NNS)—

Divers from Mobile Underwater Diving Salvage Unit M(MUDSU) 1 based in Pearl Harbor, Hawaii, will soon descend into a Pacific lagoon to stop a recent oil leak and assess the material condition of a World War II Navy oil tanker that sank in 1944.

USS Mississinewa (AO-59), a 553-foot auxiliary oiler, was commissioned May 18, 1944, and supported the ships of the 3rd Fleet in the Central and South Pacific. The huge lagoon at Ulithi Atoll was an anchorage for hundreds of Pacific Fleet ships and was a major staging area for campaigns at Leyte Gulf, Iwo Jima and Okinawa.

Mississinewa was anchored in Ulithi's lagoon when it was struck by a Japanese-manned suicide torpedo, or "kaiten," on the morning of Nov. 20, 1944. The ship burst into flames and sank, killing 63 American Sailors. Fire-fighting fleet tugs pulled more than 200 Sailors from the burning waters of the lagoon.

In April 2001, after several years of searching by sport divers, Mississinewa was located at a depth of 135 feet. An oil leak coming from Mississinewa was discovered in August 2001.

In a mission funded by the Chief of Naval Operations Environmental Protection, Safety and Occupational Health Division (CNO N45), divers contracted through the Navy Supervisor of Salvage (SUPSALV) stopped the leak with a temporary concrete patch and pumped an oil-and-water mixture from one ship compartment.

SUPSALV salvage and environmental operations specialist Bill Walker said a survey team from the National Oceanographic and Atmospheric Administration (NOAA) and the Coast Guard reported that the environmental impact from the leak was minimal.

On Dec. 23, 2001, another leak was reported. According to an article published in the Pacific Daily News, Yap State disaster coordinator Jesse Raglmar-Subolmar said the oil is drifting away from areas fished by the majority of Ulithi's ap-

proximately 700 residents.

On Feb. 3, 2002, the MUDSU 1 team arrived on station at Ulithi in order to survey the hull and attempt to seal the oil leak. The operation is expected to take one week. "Instead of doing a 'Band-Aid' fix, we're planning a more permanent solution," Walker said.

The government of the Federated States of Micronesia, the state in which Ulithi Atoll lies, has been officially informed by the State Department that the U.S. government will remove the remaining oil from the Mississinewa. The oiler was nearly fully laden at the time of the attack in 1944.

SUPSALV director of salvage operations Tom Salmon said that depending on what is found, the divers may use expoxies to plug the leak. He added that as the ship will not be lifted or moved, divers will not go inside.

This action will not be considered a disturbance of a war grave. Not disturbing the gravesite is important to the 47 living survivors of the sinking of Mississinewa, who are very concerned about the resting place of their shipmates.

This article was submitted by Jack Gibbs. The USS Nantahala AO-60 participated in this rescue, so this story will be of special interest to those who served at that time.

"A QUIZ FOR PEOPLE WHO KNOW EVERYTHING"

1. There's one "sport" in which neither the spectators nor the participants know the score or the leader until the contest ends. What is it?
2. What famous North American landmark is constantly moving backward?
3. Of all vegetables, only two can live to produce on their own for several growing seasons. All other vegetables must be replanted every year. What are the only two perennial vegetables?

(Continued from page 6)

4. Name the only sport in which the ball is always in possession of the team on defense, and the offense team can score without touching the ball.
5. What fruit has its seeds on the outside?
6. In many liquor stores, you can buy pear brandy, with a real pear inside the bottle. The pear is whole and ripe, and the bottle is genuine; it hasn't been cut in any way. How did the pear get inside the bottle?
7. Only three words in standard English begin with the letters "dw". They are all common. Name two of them.
8. There are fourteen punctuation marks in English grammar. Can you name half of them?
9. Where are the lakes that are referred to in the "Los Angeles Lakers?"
10. There are seven ways a baseball player can legally reach first base without getting a hit. Taking a base on balls—a walk—is one way. Name the other six.
11. It's the only vegetable or fruit that is never sold frozen, canned, processed, cooked or any other form but fresh. What is it?
12. Name six or more things that you can wear on your feet that begin with the letter "S."

ANSWERS

1. Boxing
2. Niagara Falls. The rim is worn down about 2 1/2 ft. each year because of the millions of gallons of water that rush over it every minute.
3. Asparagus and rhubarb.
4. Baseball
5. Strawberry
6. The pear grew inside the bottle. The bottles are placed over pear buds when they are small, and are wired in place on the tree. The bottle is left in place for the whole growing season. When the pears are ripe, they are snipped off at the stems.
7. Dwarf, dwell, and dwindle
8. Period, comma, colon, semicolon, dash, hyphen, apostrophe, question mark, exclamation point, quotation marks, brackets, parenthesis,

braces, and ellipses.

9. In Minnesota. The team was originally known as the Minneapolis Lakers and kept the name when they moved west.
10. Batter hit by a pitch; passed ball; catcher interference; catcher drops third strike; fielder's choice; and being designated as a pinch runner.
11. Lettuce
12. Shoes, socks, sandals, sneakers, slippers, skis, snowshoes, stockings.

STATEMENT OF PUBLICATION

The Messenger is the official publication of the MCAAN Association. From now on it will be published quarterly in January, April, July, October, *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 Messenger*. 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 you stories and suggestions.

NEWSLETTER AVAILABLE ON LINE

The Newsletter for the USS MCAAN group is available to download from the Military Locator & Reunion Service Inc web site.

If you are able to visit our web site and download the Newsletter, and therefore do not need a paper copy mailed to you, please let us know. *

Please visit our web site at WWW.MLRSINC.COM, then follow the link labeled Reunions, then scroll down until you see the listing for the USS MCAAN. Click on the button labeled Newsletters, and in a few minutes the newsletter should appear on your screen. (As a side note - it took about 4 minutes on my computer). This will only work if you have Adobe Reader 4.0 or higher. You can also download this viewer for free from our web site.

If this works for you and you would like to receive all future mailings from us in this method, please send me an e-mail requesting to subscribe to the MCAAN E-mail Roster. Each time something new is available, we will send you an e-mail informing you something new is available on the web site. Please let us know if your e-mail address changes so you don't miss any important information.

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Your name and postal mailing address will remain in our computers and will appear on all mailing lists, etc distributed to other members of your group.

Dina Coffey

*See note at bottom of Financial Statement for this month.