

# THE MESSENGER

Volume 16 Issue 2

April 2009

## OFFICIAL NEWSLETTER OF USS MARIAS, USS CADMUS, USS AMPHION, USS ARCADIA



USS MARIAS



USS CADMUS



USS AMPHION



USS ARCADIA

### Special Points of Interest

- **A review of the 2009 reunion in Charleston is our cover story.**
- **A list of reunion attendees is on page two.**
- **Read Smokey's perspective of the reunion under Mail Call on page 3.**
- **Ten new names were found for Welcome Mat on page three.**
- **See what your fellow shipmates consider the most surprising thing they learned in the Navy. Read the letters beginning on page four.**
- **Page six contains the preview of Philadelphia for the 2010 reunion. Please let us know your preferences for tours.**

## 2009 CHARLESTON REUNION REVIEW

The 2009 reunion of the USS Marias, USS Cadmus, USS Amphion, USS Arcadia and USS Nantahala was held on April 19-22 at the Sheraton Hotel, North Charleston, SC. Twenty members of the ships' crews attended, along with fourteen of their guests. The reunion began on Sunday with registration and the hospitality room opening midday. The first official event for the reunion was the 5:00 pm Welcome Reception where hors d'oeuvres were served and everyone got a chance to mingle and get acquainted. Everyone was on their own for dinner that night, and afterwards many returned to the hospitality room for lots of talk and laughter with old friends.

On Monday morning the group ate breakfast in a private room set aside for them and then headed off for a day of touring Charleston's sites. The group boarded the *General Beauregard* at Patriots Point for a tour of Fort Sumter, where the Civil War began. Rangers from the National Park Service gave an introduction before the tour of the famous bastion and its marvelous museum. After the visit to Fort Sumter, the group arrived back at Patriots Point in time to eat lunch in the *Yorktown* CPO mess. A tour of the *Yorktown*, the famous fighting lady of WWII fame, took place after lunch. A new Medal of Honor Museum has been added to the ship and this was enjoyed by all who

viewed it. Also located for visiting at Patriots Point were the destroyer *Laffey*, a participant in the WWII D-Day landings at Normandy; the submarine *Clamagore*, one of the Navy's last diesel powered submarines; the Coast Guard Cutter *Ingham*, which was in active service until decommissioned and given to Patriots Point in 1989. Also of great interest was a replica of a US Navy Support Base from Vietnam. Here were a collection of exhibits, weapons, air and water crafts, all authentically displayed. It was a long, but satisfying day of sight-seeing, and everyone was ready to relax a bit at the hotel after returning for the day. Time passed

*(Continued on page 2)*

(Continued from page 1)

quickly after the return and before you could blink an eye (or take a nap), it was 6:00 pm and time for the evening social hour followed by dinner with the entire MCAAN crew and guests. After dinner everyone was entertained by a movie presented by Pete Stevens, giving an overview of the search for the lost submarine *USS Grunion*, of which his father had been a crewmember.

Tuesday morning again started with a breakfast buffet, with seating set aside especially for the MCAAN group, and then another day of touring began. This time the tour crossed the Cooper River to Mt. Pleasant to Boone Plantation. This lovely Georgian Plantation house was used in the filming of several movies including "Queen" and the TV series "North and South." The mansion was open for touring as well as the slave quarters and the gardens. After leaving Boone Hall, the group proceeded on to Charleston's historic district for a tour of one of the most beautiful cities in the South. The tour included the College of Charleston; Harleston Village (one of the early suburbs of the city); the Citadel, the Military College of South Carolina; and of course the famous Battery and Rainbow Row, with its elegant town houses built by planters and merchants in the 18th and 19th centuries. This tour ended a bit earlier than the one yesterday in order for the business meeting to be held at 3:30 pm. Philadelphia, PA will be the host city for the 2010 reunion. Following the business meeting there was some time for relaxing and getting "all spruced up" for the main event of the reunion—the MCAAN Group banquet. At 6:30 pm the pre-dinner cocktail hour and photo session began the evenings activities. As everyone enjoyed their favorite beverage, photos were taken of individuals, couples and groups for inclusion in the post reunion Memory Book that will be sent out to all attendees following the reunion. At 7:30 pm the MCAAN banquet began with the playing of the National Anthem and the Pledge of Allegiance. The Invocation was

made by Mary DeStefano and the welcome by Phyllis Adams, ML&RS, Inc on-site representative. Following the meal, a memorial service to honor those who had passed away, especially those since the last reunion, was held. The service was led by Pete Stephens, who read the names from the Honor Roll as a bell tolled in their memory. Those remembered at the service are as follows: **USS AMPHION**— Benjamin Harney, Mike Laws and James McKissick. **USS ARCADIA**— Norman Marlowe, Benjamin Puleo, Edward Reuter and Edward Swaney. **USS CADMUS**— John Dobay, Thomas O'Rielley, Donald Smith, Walter Wistberg and Jim Wyman. **USS NANTAHALA**— Edsel Jones, Wallace Smith and Walter Yontz. **USS MARIAS**— William James, George Merkel and William Pence. With the conclusion of the Memorial Service, the planned events came to a close, but most of the attendees lingered a while to continue conversations and catch up on all the stories. Finally the fellowship ended and everyone turned in for the night, hoping for a good night's rest before heading home the next morning.

Breakfast on Wednesday morning was the last planned gathering of the crews and guests. After many years together at these reunions, good byes are hard to say. Everyone has become family, and knowing it will be another whole year before getting together again makes it extra hard. But time does pass by quickly, and all are looking forward to meeting again in Philadelphia next spring.

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

## 2009 REUNION ATTENDEES

### USS AMPHION

Randy & Beverly Brown  
Jerry Chrysong  
Frank & Mary DeStefano  
Alfred (Al) Fifield, Jr.  
Alfred (Fred) Fifield III  
Matthew & Amelia Powell  
James & Nancy Walsh

### USS ARCADIA

Keith Johnson  
William & Linda Wilkes  
James Wilson

### USS CADMUS

Jim & Lynne Tallon (also Nantahala)  
Billie & Linda Crutchfield  
Louis Demino  
Allen, Sylvia & Todd Gillette  
David & Laurie Lee Gschwend  
Jerry & Gail Moore  
Allan Porterfield  
Francis Schmolke

### USS MARIAS

George & Theresa Kinhart  
Pete & Barbara Stephens

<b>Total Members:</b>	<b>20</b>
<b>Guests:</b>	<b>14</b>
<b>GRAND TOTAL:</b>	<b>34</b>

## FINANCIAL STATEMENT

Balance from 01/09 **\$1557.88**  
Funds received since 01/09 **\$0**  
Funds available for 04/09 **\$1557.88**  
Funds expended for 04/09 **\$136.78**  
Balance remaining for 07/09  
**\$1421.10**

The Messenger is being mailed by USPS only to contributors and reunion attendees who do not have e-mail. All other contributors and reunion attendees will receive it by e-mail, so be sure we have your current e-mail address. You are considered a contributor if you have donated money within the last calendar year from the time of the current newsletter. Please continue to support the newsletter. Send contributions to ML&RS, Inc. at the address at left.



## MAIL CALL

MCAAN Messenger,

I got hold of a shipmate from off the Cadmus last night. He was stationed aboard the Cadmus when it was first commissioned in 1946. He is a former Senator from the State of Idaho. I first met him at the 1995 reunion in Charleston. He regrets that he will not be able to make it to the Charleston reunion on the 19th of April. **Edward Osborne** sends his greetings to all.

Frances "Smokey" Schmolke

### "Smokey's" Reunion Review

Fifteen years ago I came down to Charleston, SC for my first MCAN reunion. A few years later it was changed to MCAAN. When we had our reunion in Seekonk, MA, we voted to return to Charleston.

After that meeting I contacted someone down in Charleston who was stationed down there with her husband. I first met Paul Ann at our San Antonio reunion with her mother and brother Rob. Her father, who was stationed aboard the Arcadia planned on coming down with his wife Sylvia. He passed away before the reunion, so the children told their mother Sylvia, "Let's go." Well, to make a long story short, I met Paul Ann and her mother Sylvia at the bar and told them to come and join the Cadmus group, where she met Lou Demino, his son Guy and Jerry and Gail Moore. Since then we became close family friends.

Paul Ann was expecting at the time and teaching pre-school. She hoped her husband, who was an atomic sub instructor, would not get transferred before hand. Well, it so happened that he got his order to be sent over to Japan. He turned that down and so they now reside in the Charleston area.

I called Lou the night before and told him I would meet him at the airport. I would be coming in about an hour or so before he would. Billie

Crutchfield and his wife Linda were planning on meeting him at the airport. So I called Paul Ann, who happened to be outside the security area. We met Billie and Linda and visited and then Paul Ann and I waited for Lou. So we drove back to the hotel and visited till six or so.

Monday I took the tour again to the USS Yorktown and got to see a lot more that was added to the Yorktown museum. Also, over to Fort Sumter.

On Tuesday we went to the downtown area to site-see and over to the Boone Hall Plantation. While we were in Charleston, the new Navy guided missile destroyer USS Truxton (DDG-103) was in port for commissioning on Sat. the 25th. When the MCAAN group was in Mayport, FL and San Diego, we were able to go aboard two of the same class destroyer.

It was about 11:30 when we got downtown and the gate was closed, so we could not go aboard. I went to the gate and talked to two of the guards from the Truxton, and with their help, got a ship's cap and patch.

At our Monday night's gathering we were able to watch a CD that Pete Stephens showed us. With the help of his two brothers and other people, they found his dad's submarine the USS Grunion that went down in the Aleutian Islands in WWII. He was only 3 years old when his dad left home. It hit home to me because I was only about 6 years old when I lost my 3rd oldest sister in the South Pacific in the Army Nurse Corps.

At our Tuesday night banquet, Paul Ann joined us so she got to meet some of her friends from other reunions. That was nice that she could represent her father and mother and brother. It turned out to be a good get together.

On Wednesday morning we said our good byes and headed back home. I left for the airport around 10 and caught an early flight home to Mpls. Lou was there also. He got home a day early.

So the good Lord willing, we hope that we will meet up in Philadelphia next year and have a BIG TURN OUT!

Smokey (Cadmus)

## WELCOME MAT

The MCAAN Group proudly welcomes these recently located shipmates. Welcome aboard! We hope you will become an active member in the association by contributing both financially and with stories for the newsletter. We look forward to seeing you at a reunion.

### USS CADMUS

**Jerry Knight**

(1960-64) BM3 1st Div

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Norwood, OH 45212

513-351-5937

anthonycknight@hotmail.com

**John Thimons** (1946)

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Tarentun, PA 15084

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**Newt Williams** (1951-54)

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**Marian Cole** (1954)

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**Edward Gates**

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USS ARCADIA

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USS AMPHION

**Jerry Chrysong**

(1945-46) FC 2/c

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USS MARIAS

**William McCain**

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**George Kinhart**

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## THE MOST SURPRISING THING I LEARNED IN THE NAVY

*Editor's Note: The following e-mail was sent asking for input for this newsletter: "Please send a story about the most surprising thing you learned in the Navy. Many of you were a small town or farm boy when you went in, so there must have been some real surprises when you were exposed to the world. Maybe it was another culture, an unfamiliar language (accents, phrases, foreign languages, etc.) or listening to how other shipmates were used to living back home. Maybe you learned something about yourself and your abilities that you never thought you could do." Here are your responses:*

### **Tom Doran, Lt. DC USNR:**

Running late one day in getting back to the ship (AR-13), I parked in the Admiral's allotted space. Of course, the "sea patrol" came by and towed my car away. Not only did I have to retrieve it, but my car got "kicked off" the base for 30 days. Needless to say, I never parked there again.

### **Dave Leonard:**

I just scared myself. I can't believe it was 43 years ago when I thought, just try to fit in; learn the ropes and the daily procedures and get along with people. Two things got me...I was shocked when reporting aboard that the first question everyone asked was, "Are you from the North or South?" Apparently the Northern dudes were in the minority, as what seemed to be the majority happened to be under the assumption that the Civil War had just ended about two months ago. However, after several weeks went by, we all seemed to be one big semi-happy (bitching was always encouraged) dysfunctional family. A couple of our Chiefs, without a doubt, held it against you, your entire hitch if you happened to be from the rust belt and a reservist to boot. I couldn't get over how short a time it took before 98% of your division could be

counted on to help each other out of trouble, and the friendships grew out of the experiences. As I've gone through life, there isn't too many days that go by that I don't think about those friends. In fact thousands of times every year, even decades after you completed your duty, I really miss those guys and hope that their lives and their health have been good, and how much I regret not being able to be in touch with them on a regular basis.

### **Garry Pepper:**

As a new man assigned to small boats in Viet Nam, I didn't know what to expect when I got there. Three of us were met at the airport by a 1st Class Petty Officer who was to take us to the main base. He managed to take a roundabout route that stopped at a small bar. At the outside of the bar was a small Vietnamese girl who asked us if we wanted her to get us a beer. I thought she would not be able to because she was so young (7 or 8). I was amazed when she took our money and brought us the beers. She also spoke very good English. I said to my friend, "Wow, she speaks English as good as I do." She replied, "NO! I speak better English than you because you should have said, 'She speaks as WELL as, not as GOOD as.'" Got my English lesson and a lesson in humility at the same time. Welcome to the Navy.

### **Michael (Ben) Booth, AK2, 1963-65:**

One big surprise for me was when I found out that when talking to detailers at BUPERS, "Anywhere Europe" included Iceland. I had never heard of Iceland, but I spent a year in that land of fire and ice.

Another surprise for me, an Aviation Storekeeper Second Class, was to be sent to the USS Arcadia for a full tour. The other Destroyer Tenders had DASH Helicopter parts and aviation reports to do, but not the USS Arcadia. However, I did make

the best of it and was the Sailor of the Quarter once. We could also count on spending part of the winter in the Caribbean, which was much nicer than Newport, RI, in the winter.

### **Barney Wolfson:**

When in the Navy, I was an Electrician's mate, I then became interested in Electronics. I spent four years aboard ship (USS Arcadia). I spent half my time being a shipboard electrician and the other half working with the Electronics people. My four years of doing all of that made me so interested in Electronics that I went off to college and got my degree as an Electronics engineer and made some good money.

### **Bill Spahr:**

I went to boot camp in San Diego from Ohio and on the way stopped in Washington, DC. I went to the bathroom and noticed there was a "colored" and "white" bathroom. Also, I noticed two water fountains, "colored" and "white." This absolutely threw me for a loop, since I had never seen anything like this in my life. I didn't think that this distinction was appropriate, so I decided to go to the "colored" bathroom and use the "colored" water fountain. I was looked at like I had two heads, but I didn't care. This wasn't right and I kinda looked around for the "German" bathroom and the "German water fountain, which I never saw. Therefore, I was convinced that I was right in what I was doing. Nobody said a word to me.

### **Mel Redmond, RM2:**

The most surprising thing for me was learning how nice most of the senior officers were.

One time while we were in Perth Amboy, NJ, for a couple of days to load ammo, I had liberty one night and called my parents since they lived close to the base. They arranged to meet me at the main gate

(Continued from page 4)

and they were going to drive me home so we could have dinner together and a visit. Later that night they drove me back to the base. I remember that it was a cold and very rainy night and from where our ship was tied up it was a long walk to the main gate. As I was walking along the road, a car pulled up alongside and I heard someone say, "Get in." When I got in the car, I looked at the driver to thank him and saw the four gold stripes on his sleeve. He was very pleasant to me and made me feel very much at ease on the way to the gate.

This was just the first of many similar experiences I had involving senior officers. One of my first duties aboard ship was running the message board around to the captain and other officers so they could read the latest radio messages and sign them to verify that they had read them. Most of these officers were very friendly and always tried to put me at ease. I soon learned that the higher their rank, the nicer they were.

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#### **William (Bill) McCain:**

There is no doubt that my first assignment in the Navy was a surprise and an indication of things to come. I qualify as the small town boy from Indiana who had no idea of what I might face in the Navy. I did find a world of many different things in people, accents and all kinds of differences from what I had found in Indiana. They were not my biggest surprise in the Navy however. When we went in to boot camp we filled out many different forms and one of these was a statement of our experiences and backgrounds and what we might like to do in the Navy.

At the time I enlisted, I was just concluding my studies at Indiana Central Business College and I received my certificate of Jr. Accountancy a week after I entered boot camp. In addition to that, I had worked for my father in his

grocery store(s) in various Indiana towns for over eight years (starting as a boy at age 11). I had learned all elements of the grocery business including merchandising, meat cutting, and general store management during this time. During my last summer, I had gone to three different towns to manage the markets while the local managers were on vacation. Needless to say, I was pretty adept at storekeeping. All of this info was related on a form I filled out soon after arriving at boot camp.

The great surprise was when I returned from boot camp leave and went to Treasure Island and looked on the assignment board to see where I would be going to either storekeeper or disbursing clerk school. When I saw the 09 designator and saw that it meant sea duty, I was not really surprised, I was stunned. How could the Navy disregard all of my civilian training and send me to sea! In one year's time I had qualified as a boat coxswain and had my "crow" and within another three months, I was Coxswain of the captain's gig. This is the most outstanding job in the Navy for an enlisted man and my surprise continued as I learned more and more about the deck work in the Navy, especially in the boat division.

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#### **Andy Malone (Arcadia):**

I guess it was kind of growing up in a hurry. At home I was used to having everything done for me. All of a sudden I'm on a bus bound for the unknown. I had never been outside New York City. Arriving in the dark in Bainbridge, and then having them say wash the clothes given to you. They were brand new and I never understood why they had to be washed. I was lucky to have a buddy from my same street who had enlisted with me. In a matter of 12 weeks in boot camp, I kind of learned a lot about myself. I realized afterwards that this was a great experience for me.



## TAPS

*The Messenger* learned of the following shipmates' deaths since the last newsletter. The death may not have been recent, but we just learned of it. Every member of the Association sends his heartfelt sympathy to the families and friends of the deceased.

#### **Mike Laws**

(USS *Amphion*) LTJg Navigator  
Died 2008

#### **Lewis Reynolds**

(USS *Cadmus*) CSSN Supply  
1957-60  
Died April 2009

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## YOU COULD HAVE HEARD A PIN DROP

A U.S. Navy Admiral was attending a naval conference that included Admirals from the American, English, Canadian, Australian and French navies. At a cocktail reception, he found himself standing with a large group of Officers that included personnel from most of those countries. Everyone was chatting away in English as they sipped their drinks, but a French Admiral suddenly complained that, whereas Europeans learn many languages, Americans learn only English. He then asked, "Why is it that we always have to speak English in these conferences rather than speaking French?"

Without hesitating, the American Admiral replied, "Maybe it's because the Brits, Canadians, Aussies and Americans arranged it so you wouldn't have to speak German."

You could have heard a pin drop.

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## REUNION 2010 IN PHILADELPHIA

Historic Philadelphia will be the site of the 2010 reunion of the MCAAN GROUP. The city is full of historic landmarks so we need your help in choosing what to include on your reunion agenda.

### GUIDED TOUR OF HISTORIC PHILADELPHIA includes:

**Independence Hall**—This State House was first begun in 1732 and finished in 1756. It served as the meeting place of the provincial and state governments. The Second Continental Congress met here and drafted and ratified the Articles of Confederation. George Washington also presided over the Constitutional Convention here.

**Congress Hall**—Constructed in 1789 and 1790 as the Philadelphia County Court House, it served as the meeting place of the Federal Congress from 1790 until 1800, when Philadelphia was the capital of the U.S. George Washington's second inauguration as president and John Adam's inauguration were both held here.

**Liberty Bell**—A symbol for freedom worldwide, the first "Liberty Bell" arrived from England in 1752. It was cast to mark the fiftieth anniversary of Penn's Charter of Privileges. The original bell cracked while being tested and was recast and hung in April 1753. Its most famous ring may have been on July 8, 1776, when it summoned the citizens of Philadelphia to the State House Yard to hear the Declaration of Independence read. The bell cracked again in 1835 when tolling for the funeral of Chief Justice John Marshall.

**Christ Church**—Organized in 1695 and built between 1727 and 1754, it is one of America's most historic shrines. Washington, Jefferson, Franklin and Betsy Ross worshipped here. Its most important feature is the font at which William Penn was baptized. It was sent to Christ Church in 1697 from London by All Hallows' Church, Barking-by-the-Tower. Small brass plates mark the pews of Washington and Betsy Ross. Several signers of the Declaration of Independence and the Constitution are buried here.

**Franklin Court**—This is the site of Benjamin Franklin's last home. A "ghost house" stands now on the site, as no one knows exactly how the original house

looked. A museum has audiovisual devices to tell of Franklin's life.

**Elfreth's Alley**—No visit to Philadelphia would be complete without a stop at Elfreth's Alley. Referred to as the oldest continuously inhabited street in America, it was opened shortly before 1702. It is named for Jeremiah Elfreth and was the home of carpenters, printers, and craftsmen of all sorts. Benjamin Franklin once lived here and Betsy Ross visited the alley. Here among contemporary storehouses, wholesalers and jobbers of commerce is a single street that provides a glimpse into the 18th century.

**Philadelphia Mint**—The Philadelphia Mint was the first in the country to coin money. The metal used to strike the first coins came from the silver in George Washington's household goods. During this self-guided tour, which is supported by audiovisual materials, you will be able to see coins of all eras.

**Reading Terminal Market**—Philadelphia's downtown farmer's market features 75,000 square feet of indoor market halls with 80 vendors. This is a terrific place to have lunch.

### DRIVING TOUR includes:

**Avenue of the Arts**—Every type of cultural art is represented along North and South Broad Street from ballet to arts and crafts.

**Benjamin Franklin Parkway**—This has been called Philadelphia's Champs Elysees— or its Pennsylvania Avenue. Fine buildings such as the Philadelphia Museum of Art, the Rodin Museum and the Cathedral of SS Peter and Paul line the parkway. Small parks, fountains, statues and monuments gives the Parkway its own special aura.

**Society Hill**—Neither an elevation nor the sign of social position, it was the Free Society of Traders to whom William Penn made the gift of land and privileges that gave it its name. The charm of Society Hill is that its homes are not museums, but are lived in by Philadelphians who delight in 18th and 19th century houses.

**BATTLESHIP NEW JERSEY**—The ship was officially opened as a museum 15 October 2001. It is located on the Camden waterfront and has spaces aboard the ship to display artifacts and ship's

history. We may be able to hold the Memorial Service here.

**BRANDYWINE BATTLEFIELD**—The Battle of Brandywine was fought on September 11, 1777 between the Continental Army led by George Washington and the British forces headed by General William Howe. The park has a Visitor Center with a museum and a gift shop. On the grounds are both Washington's headquarters and Lafayette's headquarters.

**VALLEY FORGE NATIONAL PARK**—Valley Forge is the story of the six month encampment of the Continental Army of the newly founded United States under the command of George Washington. Though no battle was fought here, it is remembered as a time of great suffering by the men who remained loyal to Washington and emerged as an army ready to fight. Read about the struggles and visit the sites of this famous part of history.

### 2010 MCAAN SURVEY

In order to provide the kind of reunion you want, please take a few minutes to look over, complete and return this survey to ML&RS, Inc. The reunion agenda will be created from the responses. Mail surveys to:

**Military Locator & Reunion Service, Inc.**

P O Box 11399  
Hickory, NC 28603-6402

Or fax: 828-256-6559

Or on line at [www.mlrsinc.com](http://www.mlrsinc.com)

### *Reunion format:*

Do you prefer breakfast all three mornings as a group \_\_\_\_\_  
or just a farewell breakfast on Sunday \_\_\_\_\_?

Do you want an entertainment after the Saturday night banquet \_\_\_\_\_yes  
\_\_\_\_\_no?

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

\_\_\_\_\_ **Guided Tour of Philadelphia**  
(Including all the sites described in the preview)

\_\_\_\_\_ **Battleship New Jersey**

\_\_\_\_\_ **Brandywine Battlefield**

\_\_\_\_\_ **Driving Tour** (including all sites described in preview)

\_\_\_\_\_ **Valley Forge National Park**