

PAWCATUCK PILOT

Volume 13 Issue 3

June 2005

OFFICIAL NEWSLETTER OF USS PAWCATUCK AO-108



Special Points of Interest

- *If you couldn't attend the 2005 reunion, you'll find out all about it in pages one thru four. You missed a great one!*
- *Welcome Mat on page five has sixteen new names for the roster. You might see an old buddy's name there.*
- *Mail Call is on pages six thru eight. Lots of stories about former shipmates and officers. Do you recognize the names Ott, Hilton or Jordan? Everyone seems to agree that the Pawcatuck was a great ship!*
- *Dates for the 2006 reunion are set. See the announcement on page four.*

WILLIS'S WORDS OF WISDOM

Shipmates and Friends,
Another year and the 14th annual reunion of the USS PAWCATUCK AO-108 is over. This year has to be the best one since I went to my first one back in 1997 in St Louis, MO. That year we had 26 people attend. This year, along with the Pawcatuck Family, the "Mad Hatter Color Guard" from the Sea Cadet's there in Norfolk, the six members of the "Atlantic Fleet Band" of which one was MU3 Jorge Argueta the trumpet player that went with us on Monday the 2nd of May to see our ship out with the Ghost Fleet off of Fort Eustis, VA and then the "Brass Quintet" consisting of MU1 Randy Ledjou, MU2 Taylor Launt, MU2 Thomas

Moore, MU3 John Moriarty and Justin Kohmetscher and a few shipmates who came down to Hampton to just take the trip to see the ship we ended up with a total of one hundred and twenty people. With the help of those just mentioned this has to be one of the best reunions that I have attended. The help from those who were there for the first time and those who have been to past reunions made for one great reunion. The weather cooperated all three days.
The trip to see the ship for me was my third time. Six years ago tomorrow the 23rd of May 1999 eleven of us from the Pawcatuck family, two couples and two young ladies, along

with the crew, took the trip from Hampton.

Then on the 17th of October 2001, myself and Joe Rhodes were able to go on board and spend six hours on our ship. Both Joe and I both said that when we left the ship back in 1956/57 we both did not think we would ever see the ship again, let alone get to go on the ship. This was an honor to me and also to Joe to be able to see the ship and of course see it after the conversion that took place in Lorain, Ohio. I grew up 80 miles from Lorain, but at the time we were living in Dayton, Ohio. I wish I had known that the ship was up there. I would have gone up and

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tried to see the ship. This trip was a thrill to me as I enjoyed the looks on everybody on the charter boat when we got close to the ship. Some had the look like the ship did not look like that when they were on board. The weather had gotten overcast so of course all the ships out there looked that much worse. We spent fifty minutes out by the ship. The Capt. of the charter boat was very kind and turned the boat around several times so all those on board could get pictures of the bow. Then we went around to the back of the row the ship is tied up in and got behind the stern. After I took pictures of the shipmates, Mark McPherson then held a short memorial service. After the service some of the shipmates put flowers over the back of the charter boat in honor of all shipmates who have served on the USS PAWCATUCK AO-108. When that was over the trumpet player from the "AFB" played "Taps". Then as we left the ships we said goodbye to our ship and "Anchor's Aweigh" was played. I am sure all of those who took the trip will remember this for the rest of there lives.

The trip took just over seven and a half hours. I am sure that all of us can say we served on one of the best oilers and proud to have served with the greatest Navy in the world.

On Tuesday the 3rd of May we boarded two buses and took a short tour thru downtown Norfolk and proceeded to the USS Wisconsin BB-64 where we held our Memorial Service. We were honored to have the "Brass Quintet" from the "AFB".

They did a great job for us, and to Mark McPherson who wrote the memorial service, I say, "WELL DONE."

After leaving the Wisconsin we then headed to the Norfolk Naval Base for a tour. We had to stay on the bus and for those who have not been there for a long time, the base has really changed. We then went back to the hotel where we con-

ducted our meeting.

Those who attended picked Nashville for next year. This will be our second time for Nashville. The dates will be in this newsletter.

We voted to have three newsletters for the coming year. Those in attendance then voted for Mark McPherson to continue as the asst. reunion coordinator and again I am honored to be you reunion coordinator for the coming year.

The banquet was great and some items were raffled off. The 50/50 was won by Mark McPherson, which he put back in the fund.

To finish the evening Dave Hilton gave a power point presentation which started from the ship leaving the St Lawrence Seaway, then some pictures from a trip to the Med.

To Dave I would like to say thank you for a great presentation and a lot of memories for those who served in the late 60' and early 70's.

I would like to thank all who helped in anyway during the reunion.

This reunion brought together some shipmates who had not seen each other since the late 60's. To me that is what reunions are all about. To see a shipmate and to hear the stories that many had forgotten, makes each reunion worth going to.

So until next year I wish everybody a great year in 2005 and look forward to 2006 to see all of you back next year. If any of you know of any shipmate that you find please send their name to me with the following: name, wife's name, address, city state and zip code, phone number, month and year they served and the same for when they got off the ship and last, their rate upon leaving the ship.

Again, thanks for making this reunion one to remember, and God Bless each and everyone of you.

Yours,
David Willis
Reunion coordinator
15807 W. Cimarron Dr.
Surprise, Arizona 85374-6153
623-214-9835
email dws53@aol.com

MCPHERSON'S MESSAGE

Shipmates and Family Members,

Another year and another reunion has passed, and we who were there have set sail back to our homes, with the next port to visit for our 14th reunion being Nashville, Tennessee.

I would like to extend my Thank You to all of those who attended our BIGGEST reunion thus far. We had an excellent turn out and we all enjoyed seeing our ship; however, we will always remember her the way she was while we were stationed on board.

Not only was this year's reunion our biggest, we had the largest number of new shipmates in attendance. We had the most officers in attendance, and we had at least one shipmate there for every year that our ship was active.

To all those hands that assisted with the Memorial Service while visiting our ship, I would like to say thank you for your help with the flower laying part of the service. Without your help, the full meaning of the service would have been empty.

A thank you to all those that helped with the Memorial Service aboard the USS WISCONSIN, as well as those who helped during the business meeting.

During our business meeting, the following shipmates were named as Committee Members for the upcoming year: Ed Bernier, Jim Fortune, Talmage Hamilton, Paul Houston, Ralph Jordan, Howard Reed, Ted Van Dyke, along with your Reunion Coordinator and Assistant Reunion Coordinator. If you have any suggestions or ideas, feel free to contact one of the committee members. We are always open to your suggestions.

I encourage all shipmates to spread the word to those shipmates that have never attended one of our reunions. We made our Norfolk Re-

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union the biggest that we have ever had, and now we have to continue to set new marks each year.

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 14th Reunion to be held in Nashville, Tennessee.

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

Financial Statement

Balance after 03/05 issue **\$594.00**
 Funds received since 03/05 **\$100**
 Funds available for 12/05 **\$694.00**
 Funds used for 06/05 issue
\$525.18
 Balance remaining for 12/05 issue
\$168.82

PLEASE CONTINUE TO CONTRIBUTE \$5.00 TO THE NEWSLETTER. YOUR \$5.00 CAN KEEP IT COMING EACH QUARTER. SEND CONTRIBUTIONS TO ML&RS, INC. TO OUR ADDRESS ABOVE.

MEMORIAL SERVICE VIDEO AVAILABLE

Anyone wishing a video of the reunion trip to the USS Pawcatuck and the memorial service held there, please send a check for \$6.00 to David Willis, address on page two.

2005 REUNION ATTENDEES

- Calvin & Angelina Alden
- Edmond Bernier
- Barry & Lorayne Blacka
- Tom & Jean Callaway
- Daniel & Sally Carey
- George Casey
- Michael Culbertson
- Glendon & Janice Deal
- Kenneth Duncan
- James & Linda Duross
- Jim Fortune
- Ronald & Brenda Fry
- Jones Gallagher
- Pearce & Rita Ruth Grove
- William & Stella Guy
- Talmage & Dawn Hamilton
- Thomas Happy
- David & Lola Hilton
- Billy & Ann Horton
- Paul & Loretta Houston
- Ralph & Elizabeth Jordan
- Jim Kistler
- Robert Klinefelter
- John & Jean Kritschgau
- John & Virginia Layman
- Arnold & Marty Mann
- Mark & Shirley McPherson
- Aden & Diane Meyers
- Robert Miner
- David & Phyliss Monitor

- Roger Narkie
- Joseph & Gloria Nicaastro
- Walter & Alice Oberwanowicz
- Gene Ott
- Herman Payne
- Bruce & Earline Phelps
- Dan Phelps
- Stanley Pollack
- Donald Prant
- Howard & Margaret Reed
- Douglas Reed, Jr.
- Douglas & Linda Reed
- Jimmy & Shelia Roden
- James & Margaret Roskoph
- Dexter & Mary Rumsey
- Robert & Frances Russell
- David Schultz
- Ed & Lois Shinkle
- Bruce & Julia Smith
- Herbert & June Strickland
- Donald & Marlene Sutter
- John & Joann Thomas
- Robert Tomlin & Karen Marlowe
- Ted & Ruby Van Dyke
- Thomas & Joan Webb
- Doyle & Mary Wheeler
- David Willis
- Donald Wilson
- Paul & Lorraine Zerbe

Total Members: 59
Guests: 39
GRAND TOTAL: 98



MU3 Jorge Argueta playing "Taps" at the stern of the Pawcatuck after the short memorial service on May 2, 2005 on the trip to see the ship at the 2005 reunion in Norfolk.

2005 REUNION IN NORFOLK IN REVIEW

A very special reunion of the USS Pawcatuck AO-108 was held in Norfolk, VA, on May 1-4, 2005. It was special because it was the first time some of the shipmates had been back to Norfolk since their Navy days, and also because everyone got one last chance to see their old ship, the USS Pawcatuck. The roster for this reunion almost hit the 100 mark, only missing it by 2 attendees. Fifty-nine members and thirty-nine guests enjoyed the hospitality at the Norfolk Airport Hilton Hotel and the time they spent with one another.

The reunion began on Sunday, with registration and the hospitality room opening around noon. The hospitality room became the most important place in the hotel, as it was the gathering place for everyone throughout the whole reunion. This is where the "real" reunion is held, where the memories are shared and where friendships are re-established or made for the first time. The Welcome Reception at 4:30 PM that evening was the first formal event for the reunion. Everyone, and especially the 15 new comers, were welcomed to the reunion by Dave Willis, reunion coordinator, and Lois Nangle, ML&RS, Inc. on-site manager. Colors were presented by the Sea Cadets. Then it was time to enjoy the hor d'oeuvres, drinks and fellowship. The rest of the evening was spent either having dinner in the hotel, venturing out of the hotel to find a restaurant or just relaxing in the hospitality room.

Monday morning was the much anticipated visit to the Ghost Fleet and the ship that had been home to the entire group at one time or another—the USS Pawcatuck. A charter boat took the group out to where the Pawcatuck is in storage and it was great to see her again, even though she is rusting. A short ceremony commemorating the ship and her sailors, as well as a carnation ceremony was held on the charter boat with a trumpeter from the Navy band participating. It was a great

experience, one which left some with mixed feelings—joy at seeing the ship again, yet sad to see her in such a condition. On the trip to and from the ship, everyone enjoyed the water tour of the Naval base and viewing the "new age" of the Navy. The group saw aircraft carriers under repair and a new submarine being built. This was the only planned activity for the day, so upon returning from the outing, the rest of the day was free to spend reminiscing with shipmates. The group even enjoyed a leisurely dinner which was delivered to them in the hospitality room!

Tuesday morning started with a breakfast buffet and then a trip to downtown Norfolk for a visit to Nauticus and the Battleship Wisconsin. The memorial service was held on the Wisconsin, complete with a brass ensemble from the Navy band. The ceremony was led by Dave Willis and Mark McPherson and honored all USS Pawcatuck shipmates who have passed away, especially those since the last reunion. After the service, the group was free to explore this famous battleship, which saw action in WWII, Korea, and most recently in the Persian Gulf War. The main deck and sections of the two upper decks are open for touring. Located next to the Wisconsin is Nauticus, a maritime museum with ingenious interactive exhibits, shows and theaters. After lunch at Nauticus, the group was taken on a riding tour of the Navy base. This had been another great day in Norfolk!

The tour returned to the hotel in time for the afternoon business meeting. Dave Willis was renamed as coordinator, with Mark McPherson returning as his assistant. A staff was assigned to help with plans for the 2006 reunion, which was chosen to be held in Nashville, TN. The possibility of having a Pawcatuck web site was also discussed. It was decided to have at least three Pawcatuck newsletter per year.

The next item on the agenda was the pre-dinner cocktail hour and photo session. Everyone enjoyed a beverage

while waiting for their photo to be taken for inclusion in the post reunion book, The Sentimental Journal. Then it was time for the special event of the evening—the USS Pawcatuck banquet. Welcoming remarks were made by Dave Willis and Lois Nangle. During the banquet, a presentation of his Med cruise was made by Dave Hilton. His pictures and remarks were enjoyed by all. A big thank you to Dave and his able assistant Lola. Another fun part of the evening was the drawing for the 50/50 gifts which were brought by attendees. One of the best gifts was a picture of the AO-108 painted by Bruce Smith, complete with ship history. The evening was a wonderful experience.

Sunday morning's farewell breakfast was the end of a great reunion. Hugs and handshakes were abundant as everyone slowly got up to leave. "See you next year," was heard from almost everyone. Hope you can be there too.

DID YOU ORDER A HAT & SHIRT?

If you ordered a hat and polo shirt from David Willis and have not received them, please contact him at his address on page two.

2006 PAWCATUCK REUNION

APRIL 30-MAY3

NASHVILLE, TN

**HOLIDAY INN
SELECT HOTEL**



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:

Allen Pegg (1969-72) RM2
PO Box 151624
Alexandria, VA 22313

John Clark (1956-59) MM2
71 Harrington Ave
Westwood, NJ 07675
201-664-4636

Tom Lindsay (1970-71) E3
224804 Donelson Rd
Keenewich, WA 99337
509-582-7409

Augusto Cruz (1983-85) RM2
7200 Saul Rd Apt 202
Alexandria, VA 22306
703-200-7102

Robert Miner (1956-57) RD1
10 Nixon Ave
Homer, NY 13077
607-749-4786

Paul Manno (1969-71) EM3
217 Warner Rd
Lancaster, NY 14086
716-685-4682

Glendon Deal (1971-73) QM3
5309 Lindsay St
Fairfax, VA 22032
703-385-4566

Vincent Talabarelli (1948-49) SN
P.O. Box 94
Folsom, PA 19033
610-639-9688

Joseph Bradford (1950-53) MM
409 Snowhill Rd
Durham, NC 27712
919-477-3662

Jones Gallagher (1971-74) OS3
17 Clarkdale Rd
Kennebunk, ME 04043
207-985-9233
jonesfg@cyberwc.net

Douglas Cottrill (1968-70)
219 Charleston Ave
Clarksburg, WV 26301
304-476-1711

David Hilton (1966-68) Lt
3929 Pineway Dr
Kitty Hawk, NC 27949
252-255-2981
dhiltonobx@earthlink.net

Stephen Camera (1958-60) R Div
1663 Musso View
Cheshire, CT 05410
203-574-1230
fastdeli1@msn.com

Leon Proper (1949-50) SN
53 Windsor by the Marsh
Savannah, GA 31419
912-925-6430

John Bell (1966-68) SN
5393 Hwy 131
Clio, AL 36017
334-714-3075

Alvin Bryant (1966-68) BM3
6709 Hwy 298
Benton, AR 72015
501-794-1358



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.

John Blau
(1951-54) SN Deck
Died January 23, 2005

Ronald Payne
(1949-51) BM3
Died March 17, 2003

Hillary Wilber
(1950-54)
Died 2001

James Hatcher
Died April 1, 2000

John J. "Jack" Higgins
Korean War Era
Died June 6, 2005

Capt. Lawrence Heyworth, Jr.
1963-64
Died May 4, 2003



Joe Nicastro leaving the rail after dropping a flower over the stern of the charter boat "Miss Hampton II" on May 2, 2005 on trip to the ship.



DECK FORCE

To Whom It May Concern:

I just wanted you to know that my husband, John "Jack" Blau, passed away January 23, 2005.

He talked about the USS Pawcatuck a lot. He had lots of Navy stories to tell. He liked it very much.

He tried to take me and our boys on the ship when we were in Norfolk, but they wouldn't let us.

Good luck in your endeavors to bring everyone together.

God Bless You All,
Mrs. Marilyn Blau

To Whom It May Concern:

The March 2004 edition of the Pawcatuck Pilot contained excerpts from letters (e-mails) relating to the collision of the carrier FDR and the "Paw". Well, unless the same ships collided twice, the collision actually occurred in 1953 and not in the 60's, as some crew members recollect. I have attached copies of letters printed in the August 1994 and March 1995 issues of the Pilot which were written by Ray De-Thomas and yours truly which relate in detail to the incident. Hope this clears up any confusion. *(Due to lack of space in this issue, we will not be able to print the letter to which Mr. McEwan makes reference.)*

Thank you,
Jim McEwan (1954-56)

P.S. I witnessed the event from the signal bridge of the USS Aucilla AO 56. We were fueling about 1 mile away when the collision occurred and a call came over the radio to standby to pick up survivors. Ironically, the following year I transferred to the "Paw."

Dear Friends of the Pawcatuck,

I love reading the Pawcatuck Pilot and read it from beginning to end on the day I receive it. I had written once before and asked if anyone remembered the collision of the Pawcatuck and the Roosevelt.

There seems to be quite a few who remember the collision in 1967, but I was referring to the one that occurred in 1953. We were on a Med cruise from July to December 1953. I investigated this further by going through the old cruise books. In the Deck Log of the Pawcatuck I found it entered; Sunday, 8 November 1953 Refueled Task Group 63.1. Had collision with the USS Roosevelt (CVA-42). Copy enclosed.

What I remember about the collision is we were fueling two ships at the same time. We had a steering casualty. I was on the stern of the ship and the Boatswain Mate had his hand on the side wall of the 5" gun and his foot on the gunnel ready to jump. Then I heard from the tin can, "Standby to pick up survivors of the Pawcatuck." Thank God the Boatswain Mate did not jump because 30 or 40 guys would have jumped after him.

Some of my buddies that were on the ship then were: Howe, Holt, Roades, and Patton. I remember that after the collision the Roosevelt's number read 4 point 2.

It was a long time ago, but I remember all my memories fondly.

Thought I would let you know my recollections and would enjoy hearing if anyone is as old as me and remembers that collision. Thanks again for publishing the Pilot. I love receiving it. Keep up the good work.

Sincerely yours,
Robert E. Keays, MM3

The following are e-mail correspondences sent to us for the Pilot.

ML&RS,

This is a little story that Crowley sent that is interesting. Where is Harman? I was in the hospital with a

broken jaw and one morning I woke up and there was Harman in the hospital with me—with a broken jaw. Does anyone remember how, why and who broke it?

Ralph Jordan

Ralph (Jordan),

Dick Browe, Howie Fiedel, and I had orders that had us report by 2400 on a Saturday. The OOD said he couldn't help Dick and I, so we went back home until Monday A.M. Then EM2 Williams took us under his wing, but the only guy who got to get into E-Division was Harmon, who was from Oklahoma, so he beat out the two Yankees and Dick and I went to A Division. I never warmed up to being a machinist mate, Dick took it more seriously than I did.

The real opportunity I passed up was when Brown and I were called to Captain Honour's state room to discuss going to Annapolis Prep in May or June of '67, and being the fools we were, both turned it down. If only, if only, if only. I told this story to my best buddy at the Thanksgiving table in 1968 and my mom broke down and cried and left the table. I guess we were naïve, coming from families who couldn't afford to send us to college and expected us to take up a trade. If you're listening, Captain, you have my heartfelt apologies for being such a fool!!! I did manage to go to college on the GI Bill and received 2 degrees.

Take care, and God bless,
Peter Crowley

Hi Ralph,

I remember Crowley (Peter). He seemed like a good guy. Funny how stories from that past in many ways match up to other's stories of what eventually happened to them after they left the ship. I enjoyed the friendship of many while I was there.

I departed Malta while we were on the Med Cruise in '68. I ended up going to school on the GI Bill and

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getting both my BS and MA degrees. I would not have been able to get to school had it not been for the GI Bill. No money. No rich parents. Just like most on board the 108. I didn't even get paid for the 28 day's leave I left on the books either. I ran across Mr. Andrews in early 1969 in Chicago! He was gracious enough to invite me to dinner with him and his bride, and I truly enjoyed the visit. Unfortunately, I was unable to keep in touch with him after that. I do recall he was doing some computer programming work (or something like that) when we met...something I would end up doing myself as part of a new career.

However, unlike my shipmates, I ended up going back on to active duty, where I eventually got out for the final time in 1988. I enjoyed my second tour of duty much more. I retired after 27 years of active federal service and now live near St. Louis where I went back to work with the State of Missouri.

I have since visited telephonically with Mike Culbertson (Kingsport, TN) a couple years ago. He retired from his civilian job and sounded like he was enjoying his new lifestyle. I always liked him. I still think about the many personalities that made up the crew—especially the 1st and 2nd Division. They were unique to say the least. "Whiskey Joe," "Dink," "DT." Names like that could only mean real characters that go with them.

I was just barely 21 when I left the Pawcatuck. I also had been on the Mississinewa for a short time before that (like a few others, we went TAD for training about the time the Paw was getting ready to leave Lorraine and head up the St. Lawrence and on to Boston).

I reentered active duty as a commissioned officer (who'da think it, right?) Now hang on to

your Dixie cups fellas...Mike the deck ape became an Army lieutenant! Actually I tried without success to go back into the Navy, but Navy would not waive my age (age restriction for Ensigns at the time). I was commissioned at Fort Riley, Kansas, after completing my Master's degree. The Army contacted me and offered a waiver.

Within a month I was headed for Fort Bliss, Texas (El Paso) as an Air Defense Artillery officer. My specialty became the Nike Hercules missile. While in the 6 month school, I had the chance of a lifetime and met our country's last 5-star general, Omar Bradley (Missouri native). What a thrill! Following school I spent 3 years in West Germany as a NARO liaison to the German 22nd Luftwaffe. A fantastic, culturally rich assignment. I was only one of 3 Americans in that geographic region and about a 4 hour drive on the autoban north of Frankfurt in an area known as the Hohe Westerwald, an absolutely beautiful forested area close to Dortmund and Cologne (Koln). It was fun traveling around Europe too for those 3 years. On a couple occasions, not as much fun as scraping paint or pumping oil, but someone has to do it. I enjoyed the personal friendship of my fellow American, Dutch, Belgium, British and German officers and have visited with a couple of them as recently as a couple years ago. I lived well above my rank while I was there, courtesy of the Bundestag (German government). And one more thing—the haircuts in Germany were far below the quality of the ones I got accustomed to on the Pawcatuck. (Thanks, Ralph!)

By the time I came back Stateside, reality had settled in and I was a captain (0-3...same as a Navy Lieutenant). Schools in communications security, cryptography, and missile maintenance; duty at Fort Polk, LA, then as Assistant Professor of Military Science in Missouri; then again as a student in the Army's Computer Science School; then duty at Fort Sill, OK in the Field Artillery's Directorate of Combat Developments. Several assignments and schools later I was picked up for promotion to 0-4 (Major/LT Commander).

But my career came to a screeching halt when I hit 40 (like that's really old, huh?). I failed a bone x-ray exam at Fort Knox, KY (really nothing more than an ordinary congenital defect), but enough to force them to muster me out a year later on a 40% service-connected disability.

I spent a few more years as a department of Army civilian (GS-13) before retiring in October 2001. That's pretty much it.

I sure would like to get a cruise book and would happily pay for it—just tell me how much. That's the final piece of my military experience still missing and I'd love to get it if possible.

In the meantime, I'll continue digitizing the many photos I took while on board the 108. You might recall I was allowed to keep my little Kodak Instamatic tucked inside my life jacket when we were topside and during refueling. I have many great photos from those days, and will get it all stored on a CD ROM.

Take care,
Mike Killoren

Hey Mr. Ott and Shipmates,

Here is a note to me from Mr. Ott and I wanted to share it with our group. A great officer!

We were lucky to have Mr. Ott in Supply. Other departments had good officers also. We all had some we enjoyed more than others. One of those officers came to the reunion the last couple of times. That officer was Mr. Fortune. We want Mr. Ott to be at the next few reunions, too. Mr. Andrews was another good guy and a story comes to mind.

Secretary of State, C. Powell, said in an interview once when asked, "When you first got in the Army, the only job you was allowed to do was to sweep floors, right?" Powell said, "Yes, but I made the best sweeper anyone could be, and it wasn't long until I had a better job."

Well, I never forgot the time Mr. Andrews asked me for a haircut

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about the time I was closing the shop. I cut Mr. Andrews' hair and when I was through, Mr. Andrews offered to sweep the hair up for me. That impressed me. He was not too important to sweep floors. We were fortunate to have officers like that.

Now the little story about Mr. Ott and how he helped me out of a tight situation. (I have all the letters I wrote to my mother and my wife-to-be. This story is documented in a letter home.) I had cut hair on the Pawcatuck for a couple of long days getting everyone's hair looking good for inspection. I had finally gotten into my whites and was in the barber shop trying to get my nametag put on my shirt. One of the prongs broke off. About that time Mr. Ott walks down the passageway by the barbershop headed for the inspection. He stopped to see if I was ready. I told him my problem and he tried to help figure out how to get the tag to stay. I guess I may have been the one to suggest putting some gum behind it. When our efforts proved no results and time was running short, Mr. Ott said, "You just hideout." That was fine with me... I suppose he thought he had better not fool around any longer or he and I both would be late for muster.

Mr. Ott, do you know where Mr. Hilton is? We do not have him on the roster, do we?

Ralph Jordan
Barber 66-68

Dear Ralph,

I'm really enjoying all the Pawcatuck news. I stayed in the Navy until the end of August 1991 and retired as Captain, SC, USN. I had a very wonderful life in the Navy, but not much time at sea. After the Pawcatuck, I was the supply officer on the Denebola (AF-56) out of Norfolk from '74 to '76 when we decommissioned her.

I also served in Vietnam in '72 to the official end in March 1973. I was also the assistant, then supply offi-

cer in Sigonella, Sicily from '79 to '81 and the supply officer at Keflavik, Iceland from '84 to '86. The rest of the time was US shore duty in a lot of big commands, but luckily never in Washington, DC.

It's not easy making Captain without a tour in DC, but I did, and I really enjoyed all my operational supply jobs. I did go on the Pawcatuck sometime in the 80's I believe, and it was not all Navy then, but it was still the best pure oiler in the fleet.

Keep up the good work in getting us together, and Ralph, I always appreciated my SH gang and the many, many fine services they provided our crew. By the way, Dave Hilton also is a retired Captain. I look forward to hearing from you. "Keep Smilin"

Sincerely,
Gene Ott

Dear Ralph,

What a terrific surprise to learn of the Pawcatuck reunion, to chat with Gene Ott and to see so many names from a great chapter in my life. I look forward to meeting each of you and retelling if not reliving a whole lot of sea stories.

USS Pawcatuck was a great ship that served our country faithfully for a very long time. I had the honor of going aboard her while underway in 1984. By that time I was the Supply Officer of USS John F. Kennedy (CV-67) and we came along side for fuel. I transferred some fresh provisions to Pawcatuck at their request, and had the opportunity to transfer over by high line, walk around a few minutes and see my old stateroom. In every respect that room was far bigger and more comfortable than the one that I had on "Big John." It was a real trip back in time. I'm pretty sure that I saw her one more time in 1986 for another shot of fuel as we were working up JFK and I was preparing to transfer ashore. AO-108 could pump fuel with the best of them even in her advanced age. She carries wonderful memories for me and I look forward to being with you

all in May.

FYI, on that fateful trip down the St. Lawrence Seaway in 1966, Ensign Hilton also functioned as Senior Medical Officer (since I was a former HM1 in the USCG reserve). It was the first and only such experience for me in the Navy and most definitely it was the first and last time I was ever asked to diagnose a significant head injury and then decide if the shipyard employee was going to make it or did he have to be evacuated. He survived, we made it out ahead of the freeze and the rest is history!

Best regards,
Dave Hilton
Supply Officer, Food Service Officer,
Disbursing Officer and OOD 1966-68

Dave,

I agree with everything you said, except for one thing you probably didn't notice. Maybe you weren't aboard in rough seas, or maybe they'd fixed it. (I was discharged to Ready Reserve in March, 1967, enough hours late that I actually had to jump ship onto a tug boat after tossing my gear over in Hampton Roads on the way to sea from Craney Island.)

That commodious stateroom in the midship superstructure was untenable in a rough sea due to the shrill metallic grinding of the O-1 flex deck joint plates in a rough sea, immediately aft of the stateroom. The rubber gasket quickly failed, as I remember. I moved back to the old S.O. stateroom next to the engine room uptakes because of the grinding noise. I suspect, but don't remember for sure, that I moved aft to the stateroom you were occupying at the time, much smaller with upper and lower bunks. That was after we left the St. Lawrence Seaway, somewhere on the trip to Boston for re-commissioning, or, after that to NORVA.

Ted Guy