

U.S.S. Mississinewa

AO-59
SCUTTLEBUTT

2003 - Issue 6

<http://www.ussmississinewa.com>

AO-59 Reunion to be held in Providence, RI - July 23rd - 27th.

It's in the works! Our reunion is scheduled for July 23rd thru July 27th, 2003 in Providence, Rhode Island. We've got rooms blocked at the Johnson & Wales Inn and are arranging additional rooms at the nearby Motel 6. We'll be visiting the Newport Naval Base and having a lunch at their Officer's Club among other activities. Also scheduled will be a lunch and memorial service aboard the battleship, USS Massachusetts at Battleship Cove. Our reunion will be concluded with a banquet at the Johnson & Wales Inn. The word is that the Johnson & Wales Inn has the "BEST" food in Providence.

We'll be sending out to everyone, very soon, a registration form including information with an exact schedule of events, activities, hotel information, room rates, etc. We'll also make this information and form available on the internet at our website, www.ussmississinewa.com.

The Oil Is To Be Removed... *U.S.S. Salvor, ARS 52 on its way!*

The AO-59 Reunion Committee has been contacted by Lt. Commander John A. Carter of the U.S.S. Salvor, ARS 52, keeping us in the loop concerning the estimated 2.2 million gallons of fuel to be recovered from the U.S.S. Mississinewa this spring.

U.S.S. Salvor, ARS 52 Specifications:

The U.S.S. Salvor is the third ship in the Safeguard Class of Rescue and Salvage vessels. The keel was laid in 1983 and was commissioned in 1985. It was built by Peterson Builders, Sturgeon Bay, Wisconsin. It measures 255 feet in length and has a beam of 51 feet. The U.S.S. Salvor has a displacement of 3,282 tons and has a cruising range of 8,000 miles. Its salvage capability includes a 7.5 ton capacity boom forward with a 40 ton capacity boom aft and is capable of a hauling force of 150 tons. Four Caterpillar 399 Diesels, two shafts, with 4,200 horsepower provides the power plant aboard the Salvor.

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U.S.S. Salvor

ARS-52



Armament consists of two .50 caliber machine guns, and two Mk-38 25mm guns. The Salvor has a complement of 6 officers and 94 enlisted. It's homeport is Pearl Harbor, Hawaii.

The ship provides a wide range of support for a diverse group of military organizations. One of the primary tasks of the Safeguard Class ship is that of open ocean towing. On it's initial voyage, the Salvor towed three vessels from South Carolina and Texas to Hawaii via the Panama Canal and California.

Another of the Salvor's extensive capabilities is in the area of salvage. The ship played a definitive role in the salvage of M/V Exxon Houston, that ran aground at Barbers Point, Hawaii in March of 1989.

Firefighting is still another area of the Salvor's capabilities. Training extensively in both off-ship firefighting and with teams boarding stricken vessels to put out their fires, the crew of the

ARS-52 had a chance to put their training to the test in April of 1989. They spent 16 hours battling a fire on the Barge Kamalu, drifting off the Waianae coast.

At the end of 1991 and beginning of 1992, the U.S.S. Salvor set the world's record for open ocean recovery by salvaging a helicopter from a depth of 17,251 feet from the waters off Wake Island.

Lt. Cmdr. Carter has expressed an interest in his men having a full understanding of the job soon to be before them. Not only the mechanical aspects but an understanding of the contribution to the war the U.S.S. Mississinewa had made, earning her 4 battle stars in only 6 months of service. Adding to that the loss of fellow navy men and anguish suffered by their families.

The Lt. Cmdr is planning a memorial service prior to their salvage efforts and has expressed great interest in the AO-59 Reunion Committee's input.

Navy Trivia: See how much you know or forgot. Try to match up the numbers with the description.

1. _____ ALL HANDS
2. _____ AYE, AYE, SIR
3. _____ BATTEN DOWN
4. _____ BEAR A HAND
5. _____ BLUEJACKET
6. _____ BREAK OUT
7. _____ CARRY ON
8. _____ CHARLEY NOBLE
9. _____ CROSSING THE LINE
10. _____ CUT OF THE JIB
11. _____ DITTY BAG
12. _____ ENSIGN
13. _____ FIELD DAY
14. _____ FLOTSAM
15. _____ GALLEY

- A. General appearance of a vessel or a person.
- B. A day for general ship cleaning.
- C. A seaman in the United States Navy.
- D. Gally smoke-pipe.
- E. Used by subordinates to seniors in acknowledging an order or command signifying that it is understood and will be carried out.
- F. The ship's kitchen.
- G. An order to resume work or duties.
- H. To close or make watertight, usually referring to hatches.
- I. Crossing the Equator, at which time there is usually a ceremony during which the pollywog (landlubber) becomes a "shellback".
- J. Speed up work, or lend a hand.
- K. Entire ship's company.
- L. To unstow, or prepare for use.
- M. The national flag; a junior commissioned officer in the Navy.
- N. A small wooden box or small canvas bag used by bluejackets for stowing small personal gear.
- O. Floating wreckage or goods thrown overboard.

News from Sickbay:

We have recently heard from a new crewman that we haven't heard from before. Raleigh Peppers, SMT3 has contacted Mike to give him more insight into the AO-59 for Mike's book. Unfortunately Raleigh is in the hospital but our prayers are with him and his family. Raleigh has already identified some of the men in the crew photo and will be giving Mike his interview by the time this paper goes to press.

Mr. Sid Harris, our unofficial ships' photographer is sporting a distinguished white beard and his continued terrific sense of humor after having a malignant lump from his neck removed this last August.

Sid has recently undergone another surgery and we all wish him the best on his recover.

Mike Mair has recently had to spend a few days recovering from the removal of some kidney stones. Mike and stones are both doing well. Continuing to collect all of those "frequent flyer miles".

Glossary based on 1944 -
Bluejackets Manual

For U.S.S. Mississinewa, AO-59 current crew information, please contact <http://www.usssmississinewa.com> or call 1-800-236-4327.

Where were you in 1944?

We're trying to identify as many of the crew as possible in this photo, taken 1944. If you can identify yourself or anyone else, please let us know. Can you also tell us when and where this photo was taken?

Rows

4

3

2

1

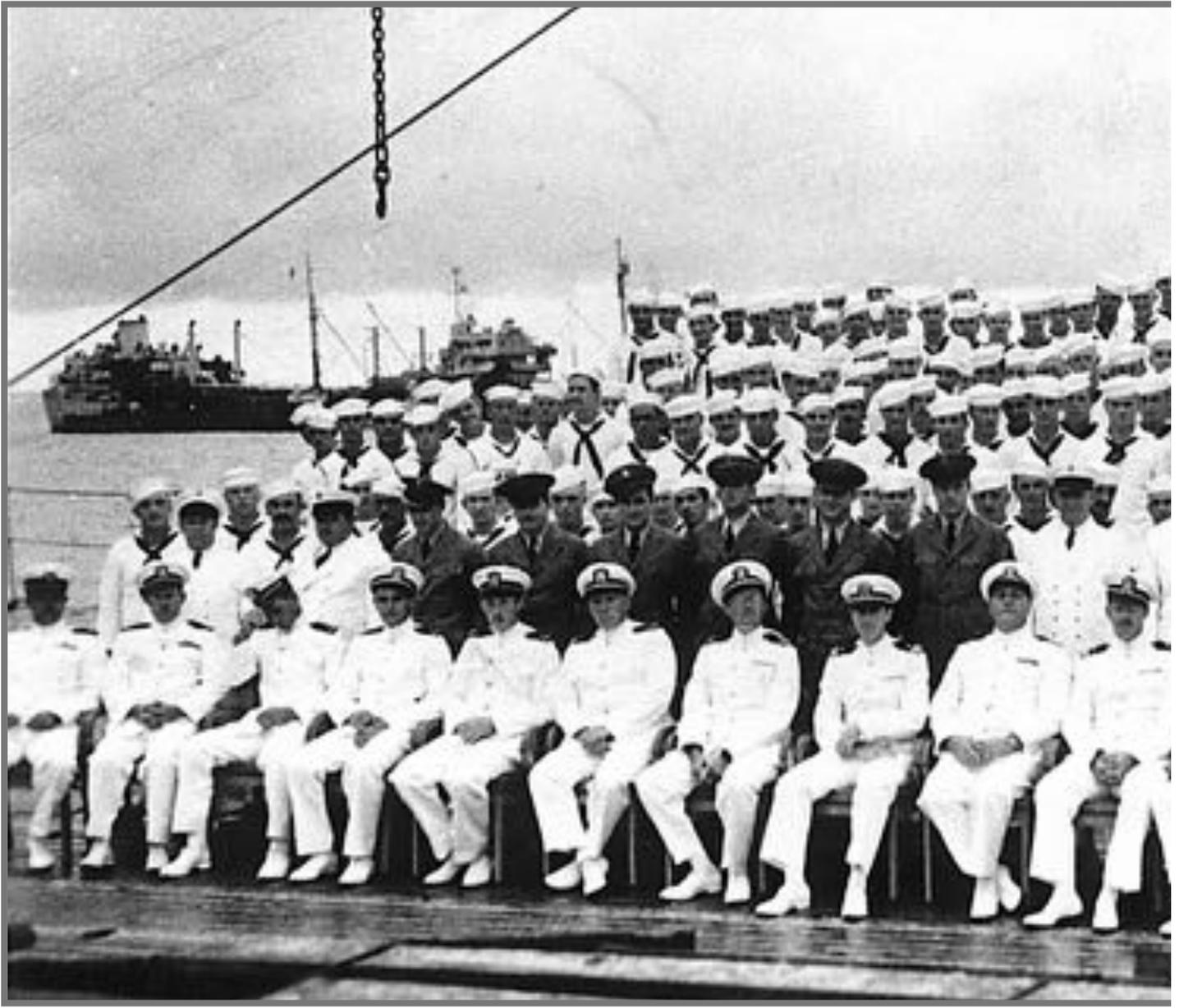


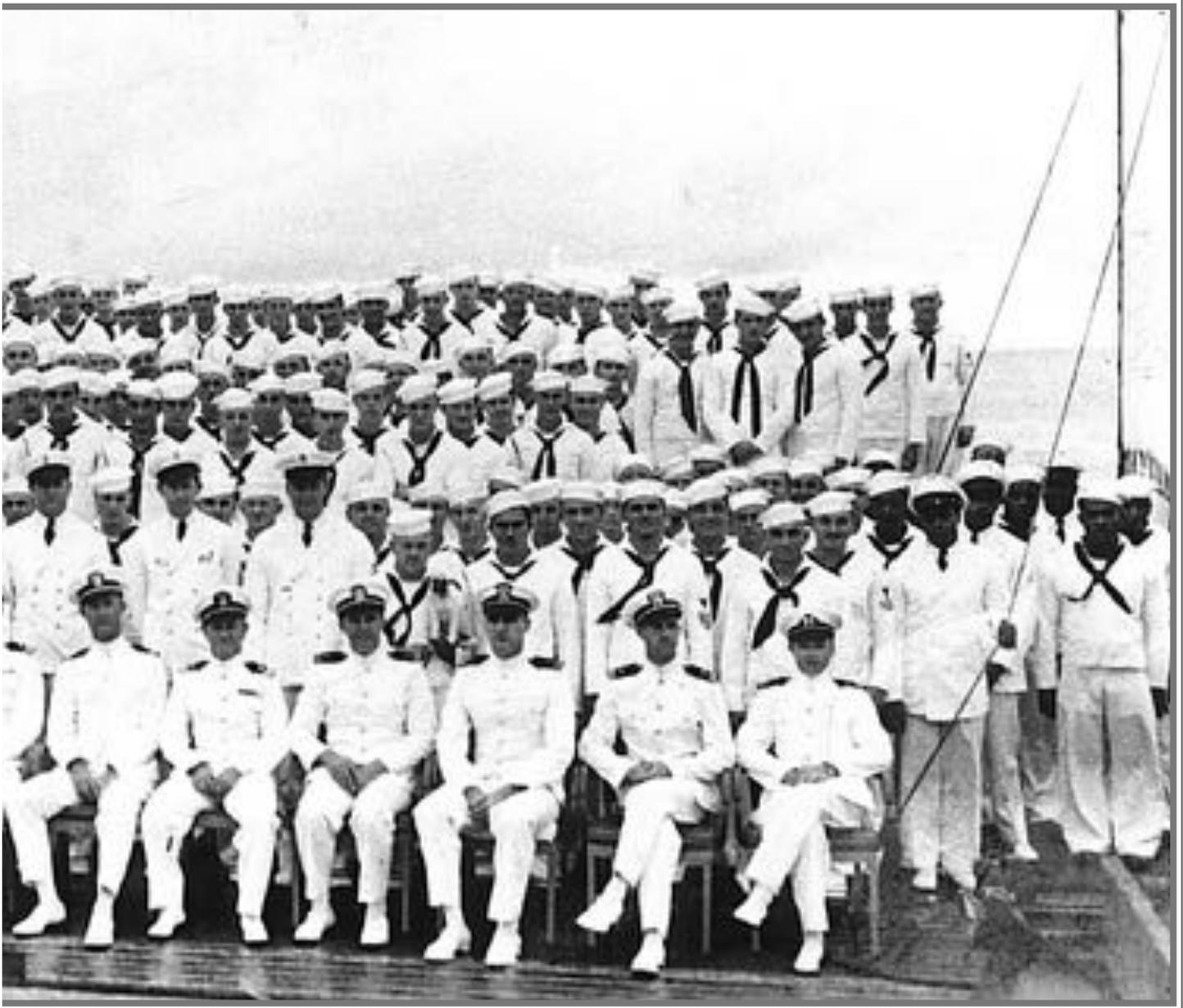
Photo taken 1944.

SPECIAL NOTE: Just added to our SAILOR FOUND AND HEARD FROM list is Ensign P.F. Canavan (1st row, seated 4th from the left) and Raleigh Pepper, SMT3 (2nd row, standing 6th from the right).

Also, keep an eye out for the April 2003 issue of Naval History Magazine. It will have an article titled "The Hunt for the Last Mystery Ship". It is the story of Chip Lambert finding the resting place of the AO-59 after all these years.

Mike's AO-59 Book Update:

The pending USS Mississinewa story tentatively titled: Oil, Fire and Fate; The Story of the USS Mississinewa AO-59 in WWII is in editing. James P. Delgado, Executive Director of the Vancouver Maritime Museum returned Chapters 1, 2 and 3 in late December after a superb editing job. The resulting manuscript has transformed with Jim's editing input into three interesting chapters that read well. Mr. Delgado has promised to vigorously pursue continued editing in early 2003.



Rows

4

3

2

1

Chip Lambert is co-writing information with Mike Mair to describe his discovery of the long lost "Miss" at Ulithi in 2001, which will be one of the chapters after the 1944 story Mike has compiled. Raleigh Peppers, the last surviving steward, who resides in the Bay area of California, gave Mike a recent interview that offered wonderful new insight of the duties performed by the Mississinewa's black stewards mates who worked so closely with the ships officers. Raleigh successfully identified all but one of the steward's mates in the ship's Commissioning photo with the help of an enlarged copy sent to him by Ron Fulleman. Our thanks to Raleigh's daughter Norma Jean Early for encouraging her father to share his story. A draft manuscript of the pending book (less photos) will be made available for all who attend the 2003 reunion or receive the Scuttlebutt newsletters.

Ann Margret and Her Gentlemen!

Text forwarded by
D&S Grogan and Bob Edwards

Richard, my husband, never really talked a lot about his time in Viet Nam other than he had been shot by a sniper. However, he had a rather grainy, 8X10 black & white photo he had taken at a USO show of Ann Margret with Bob Hope in the background that was one of his treasures.

A few years ago, Ann Margret was doing a book signing at a local bookstore. Richard wanted to see if

News from the Quarterdeck:

We'd like to give Winston Whitten and his family our sincere sympathy on the passing of his wife, Flora this last August 25th. Flora was surrounded by about 30 family members on her birthday, only one day before her passing.

Winston and Flora celebrated their 50th wedding anniversary together this year and Flora was able to be present in the birthing room for the delivery of their first great-grandchild (with another one on the way).

John A. Costello is looking for information or photographs of his uncle John Aloysius Costello, S1c, who was lost when the USS Mississinewa went down in 1944.

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he could get her to sign the treasured photo so he arrived at the book-store at 12 o'clock for the 7:30 signing. When I got there after work, the line went all the way around the bookstore, circled the parking lot, and disappeared behind a parking garage.

Before her appearance, bookstore employees announced that she would sign only her book, and no memorabilia would be permitted. Richard was disappointed, but wanted to show her the photo and let her know how much those shows meant to lonely GI's so far from home.

Ann Margaret came out looking as beautiful as ever and, as 2nd in line, it was soon Richard's turn. He presented the book for her signature and then took out the photo with many shouts from employees that she would not sign it. Richard said, "I understand. I just wanted her to see it".

She took one look at the photo, tears welled up in her eyes and she said, "This is one of my gentlemen from Viet Nam and I most certainly will sign his photo. I know what these men did for their country and I always have time for "my gentlemen". With that, she pulled Richard across the table and planted a big kiss on him. She then made quite a "to do" about the bravery of the young men she met over the years, how much she admired them, and how much she appreciated them. There weren't too many dry eyes among those close enough to hear.

She then posed for pictures and acted as if he was the only one there.

Later at dinner, Richard was very quiet. When I asked if he'd like to talk about it, my big strong husband broke down in tears. "That's the first time anyone ever thanked me for my time in the Army", he said.

Richard, like many others, came home to people who spit on him and shouted ugly things at him. That night was a turning point for him. He walked a little straighter and, for the first time in years, was proud to have been a Vet. I'll never forget Ann Margaret for her graciousness and how much that small act of kindness meant to my husband.

I now make it a point to say 'Thank you' to every person I come across who served in our Armed Forces. Freedom does not come cheap and I am grateful for all those who have served their country. If you'd like to pass on this story, feel free to do so. Perhaps it will help others to become aware of how important it is to acknowledge the contribution our service people make.

I hope this makes it's way to Jane Fonda!

God Bless Our Armed Forces!

Sid Harris Receives Awards on Father's Day.



(Above) Michael Harris prepared a beautiful display of Sid's medals and ribbons earned during World War II.

(Middle) Sid Harris in November 1944, shortly after the sinking of the USS Mississinewa, AO-59.

(Right) Awards presented to Sid by his son, Michael. Happy Father's Day...a reason to be proud for both Sid and Michael Harris.

Congratulations to Senator Tony Tareg and other members of the Yap State Legislature after the elections dust settles.

Elections have been recently held here in the United States and in the Federated Micronesia as well. Our congratulations goes out to Robert Ruecho who is presently the Speaker at the Legislature and will be the next Yap State Governor commencing in the first week of January of next year. Especially to Senator Tony Tareg for his re-election to the Yap State Legislature. Senator Tareg has been a strong leader on Yap and a supporter of those who believe that the USS Mississinewa, AO-59 site is a war grave and should be given the respect and reverence that it deserves. Senator Tareg has been in contact with members of the USS Mississinewa Reunion Committee and others throughout the pass few years and has expressed a deep concern for the AO-59 crewmembers that gave their lives defending freedom.

Navy Trivia Answers:

15-E	0-7L	8-3L	M-2L	N-1L
10-A	I-6	D-8	G-7	I-6
5-C	4-J	H-3	E-2	K-1

Information or Suggestions for future newsletters are needed !!!

Please send them to: Bob Fulleman

551 N. Ocotillo Lane • Gilbert, AZ 85233 • e-mail: azfull@usa.net

Send us stories and photos about what's going on in your life.

Bethlehem Steel Files Chapter 11 Bankruptcy

Bethlehem Steel Corp., which launched more than a 1000 ships in WWII, filed for bankruptcy on Monday October 15, 2001. The nation's third largest steel company was reeling from five quarters of losses blamed on competition from cheaper foreign steel, high labor and retiree-benefit costs. Under Chapter 11, a company can continue operating while seeking a solution to financial problems. Charles Schwab, a top lieutenant of steel magnate Andrew Carnegie, founded the company in 1904. The company employed 300,000 workers during WWII and operated 15 shipyards, including the yard that built the USS Mississinewa AO-59 at Sparrows Point near Baltimore. The Sparrows Point yard produced all of the 23,000-ton "Ashtabula" class Navy tankers, AO-51 to AO-64. Bethlehem Steel also made steel for the Golden Gate Bridge, Empire State Building, Rockefeller Center and the Waldorf-Astoria.

2002, Lackawanna Reunion at Niagara Falls - Smooth Sailing

The crew and families of the USS Lackawanna, AO-40 enjoyed a terrific get-together at Niagara Falls this last October. The "Lackawanna Crier" (the AO-40's newsletter) mentioned that their days were filled with sunshine, great tours, beautiful country and last but not least shipmates, their wives and their children sharing the moment together.

All had a great time. Some took an evening off to visit friends and see the sights across the border in Toronto, Canada. During one of the free days it was decided that next years reunion for the Lackawanna would be held in Kansas City, MO. It is in the central part of the country and they hadn't had a reunion in that area for a long time. It is tentatively planned for September 28th to October 3rd. More information to come as we get it with itineraries and prices.

**AO-59 Ball Caps
Still available!**

Contact Ron Fulleman
(661) 298-3947 or email:
thefullemans@earthlink.net

only \$13.50 each
(plus \$4 per order for shipping)

!! Special Thanks !!

Our special thanks goes out to:

- FRANK WILCOX
- WINSTON WHITTEN
- VIRGINIA DELET-KANIC

for their generous contributions. Their support helps us to get the "Scuttlebutt" out to you.

**AO-59
Polo Shirts
Still available!**

Contact Mike Mair
1 (800) 236-4327 or
email:mike@lifelineamp.com
(White shirts, w/ Grey Ship
& Navy Blue Lettering

only \$25.00 each
plus \$3.00 for Shipping

U.S.S. MISSISSINEWA
AO-59



May 18, 1944 — November 20, 1944