

Fall 2010

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The USS PYRO
Association

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Reunion 2011
May 18-22, 2011
Washington, D.C.
Holiday Inn Rosslyn
*More info and
registration form
on page eight and nine*

*Signals in the air from the
officers in
tactical command*



*We three 'kings'
of Pyrodom are...
wishing you and yours the
happiest of holidays,
including, but not limited
to, Christmas, Hanukkah,
and Kwanza as well as a
Happy New Year.*



USS PYRO Scuttlebutt



Reunion 2011 sign-ups off to a brisk start

Even without extensive nagging from your organizers, sign-ups for a Capital Bash, Reunion 2011, are off to a good start with hotel reservations and tour booking coming in at a record pace.

That's good news, but early bookings could mean that reunion rate rooms and seats on tour buses could sell out before last-minute members sign up.

Yet another reason for booking early!

This reunion will include some special features: unbelievably- inexpensive-for-Washington hotel rates under \$100 a night including taxes at the conveniently located Holiday Inn Rosslyn, balconies for smokers in all rooms, a wreath-laying ceremony at the Tomb of the Unknowns at Arlington National Cemetery, a visit to the Naval Museum and the services of a professional photographer for individual/group photos to supplement the always excellent work of our volunteer photographer's mates and much more.

Add to that free adult beverages and snacks in the hospitality room as well as commitments from East Coast Pyro people we haven't seem for years — or ever! — and you have the formula for a reunion to remember.

Make your plans now to be part of a Capital Bash, May 18-22, 2011.



Get inside the White House without winning an election

Since 9/11, booking groups — even veteran's groups — for White House interior tours has become a world-class hassle, a time and paperwork-intensive process with no guarantee of success. For individual association members who want to see the inside of the White House while in Washington, there is another way: Requesting an individual tour through your senator or representative.

View the schedule on page 8 and pick a time when no group activities are scheduled, then contact your member of Congress and request tickets to tour the White House. Tours are self-guided and begin at 7:30 a.m. and run until 11:30 a.m. Tuesday through Saturday. It's best to request your tour early — now would be a good time! — and you'll be required to provide your date of birth, social security number and have photo ID in hand at the time of the tour.



Membership Matters

\$—No money, no honey—\$

...as certain ladies in Olongapo used to say.

Well the same goes for your USS Pyro Association. Printing and mailing the Scuttlebutt, scholarships, reunions extras and memory book mailings all cost money.

For those who are not lifetime members, 2011 dues are, well, due January 1, 2011.

Your dues — a bargain at only \$20 bucks a year — are an important source of the funds needed to make our association even better. If you haven't paid your 2011 dues, please send a check to Treasurer Bill Hogan **now**.

Sorry, but effective immediately, we are **unable to mail printed Scuttlebutts** to shipmates who are more than one year behind on their dues.

Memory Book?

The 2010 Memory Book is online for download at <http://www.ae-24.org/>

Any paid-up member can also request a disk by writing president@ae-24.org.

Still looking for 2012 reunion ideas

With the goal of giving members more input into possible reunion sites, we are again asking for your advice/suggestions for 2012. Reunions are to be held throughout the country and the next reunion, all other things being equal, should be in the Central time zone.

You can do the preliminary research and provide a plan or simply pass on your ideas to president@ae-24.org.

Do we have your address?

For many members and friends, email is the main way we stay in touch.

Association Secretary Doug Wisher reports that Scuttlebutt copies sent by both e-mail and snail mail are being 'returned to sender, address unknown.' We've even lost some members completely after moves. If your information has changed, please let your shipmates know by writing Doug Wisher!

Sick Call

Sharon Hamlin writes:



Fred has throat cancer. This will be beat, just don't know how long he will take to recover. He is to go into the Emory Hospital here in Atlanta for a tube to be placed in his stomach before they start radiation and chemo on Monday. We have been told that he will lose his voice for a while and could lose some of his hearing. They said that they will try to make sure he doesn't lose either. They have done every test possible that I know of and then some more. They did a pet-scan yesterday and found a kidney stone we didn't know about. They also found a spot on his thyroid which will be biopsied Tuesday if not tomorrow or Friday. Please pass this information on to the USS Pyro group and ask that they pray for Fred. Praying helps. Thanks and love to all.

Sharon

Tom Palmer writes:

Hey gang - My usual shot visit to the hospital grew as usual - first to John Muir, Concord Campus, then to rehab, Tampico Terrace, Walnut Creek, to John Muir, Walnut Creek for a blood transfusion then back to TT for rehab.



Prior to JM, CC, it was discovered I needed an injection into the nerve in my back - it was scheduled for the September 9 - now it is impossible to get it rescheduled!! I keep reminding the rehab people that without the nerve injection they are wasting their time & mine.

Hope all is well with you and yours!

Tom

'Trust, but verify' is the watchword of us seasoned salts and this president is proud of his successes in mooching martinis from 'spousally suspect' shipmates while laying real-time eyes on their (usually distinctly) better halves.

From the president's desk

By Jared Cameron

Uneasy rests the head that wears the Pyro Association crown! Of the many demanding and vital duties on the president's plate, perhaps none is more important than 'spouse verification.'

Several Pyro-maniacs have repeatedly reported to reunions without their better halves. Having been guilty of this practice myself, I know there is a grain of wisdom in such solo *shipmate bonding*. Not every spouse is willing, able or, indeed, has a strong enough stomach to spend three days listening to tales of youthful misdeeds involving legal authorities, snickering allusions to Olongapo or Yokosuka hijinks or old folks expounding on what they *wish* they had told their skipper, XO, division officer, CPO or boatswain's mate in 19XX.



'Trust, but verify' is the watchword of us seasoned salts and this president is proud of his successes in mooching martinis from 'spousally suspect' shipmates while laying real-time eyes on their (usually distinctly) better halves.

This season marks two important breakthroughs:

I am proud to report that I have verified the existence of Molly Kelly Fanning (above), delightfully formidable wife of the formidable Frank Fanning, and Shirley Wichtrich, witty and charming child bride (they met in high school) of John Wichtrich. (The Little Woman is on 14-day restriction for forgetting to take a photo of the Wichtrich dinner in Raleigh, NC, during early December.)

Now if I can get a face-to-face with Mrs. Bailey George, Mrs. Bob White and drag both Battens to the D.C. reunion, my life's work is completed!

Taking credit for everything good that happens is another trait of a successful, if shameless leader. That's why I like to think that my earlier Scuttlebutt recollections of Capt. Beecher Snipes played a part in spurring AE-24 XO Charlie Batten to set the record straight on Skipper Snipes's tenure.

Us enlisted drones like to think our road was rough, but the Batten memoir shows that life in Capt. Snipes hardcore wardroom was no picnic — and that Cdr. Charles G. Batten, USN, was a real hero! Thanks for the memories, Charlie!

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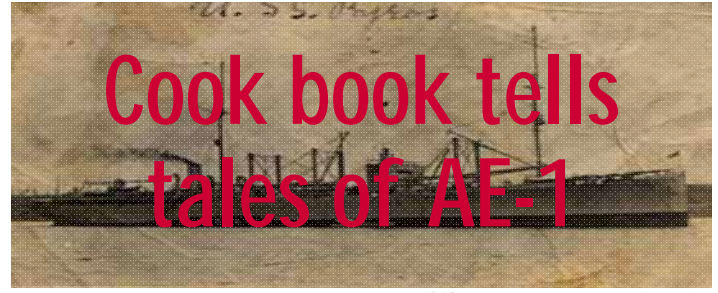
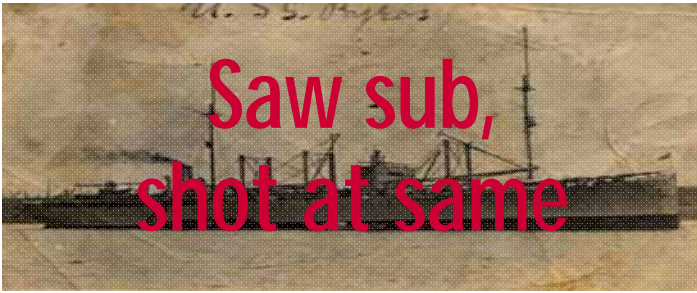
Navigators? We got 'em



The dynamics of reunion association membership often elude even the most serious statistical analysis. But looking over the Pyro Association roster, one thing is clear: Navigators and snipes seem drawn to the group. Below are some of the navigators who over the years guided the AE-24 — more or less successfully — from Point A to Point B and back again.



(L-R) Then-Ltjg, now USNR Capt. Joe D. Hill (62-64); Tom Moulton (63-66); Tom Palmer (65-68) , who retired from the reserves as a commander; Deb Ruttenberg (80-93), now a commander in the reserves.



As this Scuttlebutt is being written, shipmate Don Green, who served on AE-1 from 1940-1943, was in at Pearl Harbor December 4-8 for the beginning of a "Year of Remembrance" leading up to the 70th anniversary of *A Day That Will Live in Infamy* on December 7, 2011.



In addition to honoring fallen comrades, he was a man with a mission:

"The PYRO was left off a map that shows the ships and those that were bombed. So I'm going there with a CHIP on my shoulder!" Don wrote the *Scuttlebutt*. In addition to getting the Pyro its due place on the Pearl Harbor Day map, Chief Green has been researching another overlooked historical event.

Here are the basics from the PYRO's log:
Sunday, December 14, 1941

0 to 4: Steaming in a condition of readiness two on course 005 (T and PGC), 351 (PSC) standard speed 13.1 knots 95 (RPM), making full speed 106 (RPM), 14.3 knots. Boilers #1-2-3-4 in use. 0200 Changed course to 008(T and PGC) (354PSC). 0324 Commences zigzagging. 0340 Attached by submarine; two torpedoes passed close aboard from astern; tracks nearly parallel to ship's course on surface bearing 170 relative, 6000 yards distant on parallel course, sounded General Quarters. 0324 Opened fire with steam 205, Average RPM 108. Opened fire with after 5"/51 cal. Gun. One round expended. Submarine dived. No hit. Average RPM 106.



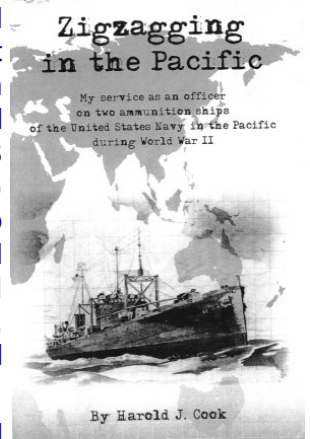
E.G. CARUSI
 Lieut-Comdr., USNR

4 to 8: Steaming as before. 0430 Secured from General Quarters; set condition of readiness #2. Average steam 205. Average RPM 106.

M. TOAL*
 Lieutenant, USNR.

* Per Bob Hauge, Lt. Toal later became AE-1's XO and CO of the ill-fated Mt. Hood that exploded in Manus Island in November 1944 killing all aboard.

Harold J. Cook, a retired lawyer who served as First Division Officer on AE-1 from March 1943 to July 1944 and later as navigator on the USS Las Vegas Victory (AK-229) from November 1944 to February 1945, has published a book about his WWII experiences on the two ships, both of which carried munitions.



The 63-page book entitled ***Zigzagging in the Pacific*** is available from Evangel Press (<http://www.evangelpress.com/>) in Nappanee, IN, for \$5.99. The book ends with a toast to the Pyro.

"This book is a memoir of my service in the United States Navy during World War II. To refresh my memory, I had three sources of information.

"First of all I secured a copy of the ships log for each of the ships on which I served, the USS Pyro and the Las Vegas Victory, for the time I was aboard.

"On my second ship, the preparation of the ships log was part of my duty as the navigator. Secondly, Commander William F. Lally, the captain of my second ship, at the end of the war had submitted to the Department of the Navy a brief history of the ship. The Department of the Navy sent me a copy of this history.

"And lastly I referred to letters I had written home during the war. My mother had kept all of them intact.

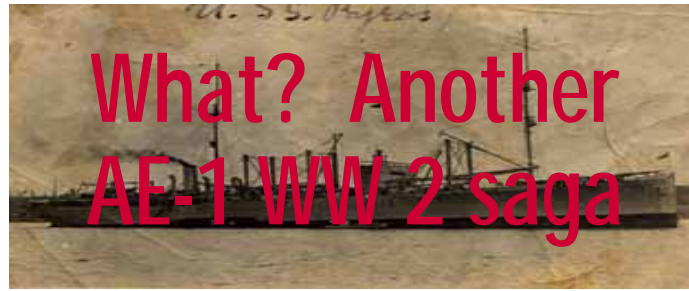
"Due to censoring, we were not allowed to write about where we were or what we were doing, but several of these narratives come from these letters."



Taking sights at sea on USS Las Vegas (AK-229) - 1945



First Division, USS Pyro (AE-1) - 1944



Yes, here we go again. Now for the Best of the Rest



Downtown Brisbane circa 1943

of the stories or rather a flashback to the past during WW II. As the USS Pyro AE-1 was departing from Brisbane, Australia in 1943 and with a new Captain in com-

mand, the harbor pilot ran the ship aground, damaging the ship's rudder. The damage was accessed and slight repairs made and we proceeded to carry out our mission.

Completing our assignment of delivering our cargo load of ammunition to ships in the New Guinea area we "sailed" [no, we didn't rig our sails] at our usual "cruising speed" of 7 -9 knots and proceeded to Sydney, Australia.

Berthing at Circular Quay at Sydney, we unloaded the ship's ammunition and moved to dry dock for removal of the ship's rudder for repairs and then were towed via a tug boat back to Circular Quay. Thus, we were "stranded" for about 30 days.



The Sydney Circular Quay circa 1943. Note: Bob Hauge says the bridge in the background was not visible when AE-1 berthed in Sydney.

To us "youngest sailors," it was an unforgettable escapade and for the older sailors in their 20's plus, who undoubtedly have forgotten by now due to memory loss caused by old age [no doubt] or their own home/marriage status..the less said the better.

Well, being "stranded" in far-away Sydney was pretty difficult to cope with, especially during War time and having to "struggle" through all those "Pub calls" and Aussie women up at King's Cross, Hyde

Park, Bondi Beach, Tatterstall Pub/Bar, etc. Well like someone once said, "war is hell," but we managed to some how survive the "Best 30 days of WW II." Consequently, the ship was towed back to dry dock, the repaired rudder was reinstalled. Then back to Circular Quay and loaded up with a cargo of ammunition for our next mission.

The last night or rather "that last night" in Sydney was a night to remember. Cinderella Liberty was granted with the crew divided into Port and Starboard liberty sections with the final liberty expiring at 2000. To say the least, that was one big "drunken farewell celebration." The ship's brig cells were standing room only with the "sober sailors." A young shipfitter sailor was singing "You're Only a Bird in a Gilded Cage" to the inmates until the XO appeared and inquired "Would you like to join them?" At which time I suddenly lost my voice...



AE-1 at commissioning

Yes, our last night in Sydney was indeed an evening to remember for all concerned and the next morning we departed and rejoined the War with nothing but memories, famous Aussie expressions "Dinky Die" or "Fair Dinkum" and "Waltzing Matilda" being sung as a fare thee well.

Thus after our last 26 months of WWII in the South Pacific, we eventually returned to the States. Now, if anyone can top this story, step right up, and let's hear from ya'll..

PS/ Some day, I Shall Return!



Bob Hauge

Charlie Batten's Pyro memories (AE-24)

Editor's note: Then-LCDR Charles G. Batten became executive officer of AE-24 in 1962. Aboard the Pyro and throughout his naval career, Charlie — as he now decrees we call him — was truly a 'sailor's sailor,' who built an efficient ship through mutual respect while acting, as detailed below, as a buffer — arguably at the expense of his own psyche and, likely, career — between those from the 'frequent flogging' school of leadership and the officers and enlisted men under him. This is the first installment of his recollections.

INTRODUCTION

Even though this writing is intended to primarily address itself to certain events that occurred during Pyro's deployment to Westpac in October '62 through Mar '63, I believe it necessary to start sometime earlier in order to support the significance of later events.



I reported aboard PYRO 1 July, 1962, as Executive Officer to relieve CDR Weiss whose regular tour was due to expire; however, due to the fact that the Commanding Officer. CAPT Beecher Snipes, was hospitalized, CDR Weiss remained onboard as Acting CO until Captain Snipes' return about two weeks later. I reported aboard just in time to be able to participate in a brief cake cutting ceremony which honored PYRO's third anniversary of commissioning.

Having served as Executive Officer in two previous sea duty tours, I was familiar with the duties required of the billet; however, I was not familiar with the machinery terms and related lingo applicable to replenishment ships. I had some learning to do in that regard. It wasn't too long after reporting aboard when I began to sense a feeling of low crew morale. It became increasingly evident to me that the crew (officers and enlisted) lacked enthusiasm and went about their chores in a "forced" manner - not really caring whether the job got done properly or even completely. I recall early on that it was difficult to find an officer after Morning Officers' Call which was held in the athwartships passageway outside of my stateroom. They just seemed to evaporate into thin air - making themselves scarce.

Some of my most hurtful and demeaning experiences on PYRO came shortly after CAPT

Snipes returned to the ship. The first experience occurred one morning immediately following Officers Call. I had been talking with two or three officers, one of whom was the First LT, LTJG Roy Pierce. Capt Snipes came out of his stateroom and called me over. Unbeknownst to me, the officers with whom I had been talking followed behind me. Capt Snipes gave me some instructions pertaining to the replenishment gear, which he asked that I pass on to the First LT. When I turned to go back to where I was speaking with LTJG Pierce, I saw that he had been right behind me all the while. Surprised, I stammered out the instructions; however, being unfamiliar with the lingo, I didn't do a very good job of relaying the message. The CO then stepped up next to me and loudly said, "expletive, he can't even repeat the instructions I just gave him!" He then turned and went back into his stateroom.

On another occasion a few days later and at the same location and under similar circumstances except that the officers were several feet away, the CO called me over and began voicing his disapproval of the way I handled a particular situation. He ended the reprimand with the statement, "Somebody around here is going to have to be the son-of-a-bitch and it looks like it's going to have to be me." That particular leadership style is one in which I never believed. I still don't.

By now all I could conclude was that the CO and I did not hit it off, the ship was manned with an essentially low morale, disgruntled crew, and that my tour aboard PYRO was going to be a rough ride.

WESTPAC DEPLOYMENT 62/63

We departed Concord NWS, CA for a six month Westpac deployment on 8 October, 1962. Our first stop of any significance was Pearl Harbor, where we were scheduled for an Administrative Inspection by staff members of Commander Service Forces, Pacific (COMSERVPAC), our administrative commander. The inspection plus the critique lasted two days. The results of the inspection were generally satisfactory, but nothing to write home about.

What stuck foremost in my mind was a comment passed to me in private by a Captain on the Inspection team.

"We (COMSERVPAC Staff) can't understand why a ship only three years old remains on the bottom of

(Continued on page 7)

Charlie Batten's Pyro memories

the competitive list," he remarked. (Explanation: In the Navy, ships of the same type and under the same commander are placed in annual competition with each other. We were grouped with the Pacific AE's of which there were seven, I believe. Various inspections, drills, and exercises were required of each ship. These were conducted, evaluated, and graded by outside observers. Apparently Pyro had found its niche on the bottom of the Pacific fleet AE's competitive list).

From Pearl Harbor, PYRO steamed westward to rendezvous with the AE returning to the States. The purpose of this meeting was to receive ammo from the East-bound ship to complete the West-bound ship's load. After the transfer, PYRO continued westward toward Yokosuka, Japan, arriving there late on 29 October, 1962, which happened to be a stormy, windy day. As usual for AE's, we anchored in the outer harbor. Since the weather was too rough to allow safe boating and small craft warnings were issued, liberty was cancelled. Only those who had to conduct business ashore were allowed to go. Anyway, we were scheduled to get underway in the morning, so another night onboard didn't cause that great a hardship.

PYRO's next port of call was Sasebo, Japan, where we once again were anchored in the outer harbor. The weather permitted small craft operations and liberty was granted.

I, however, was told to remain onboard and inspect all returning liberty parties. "Anyone drunk or possessing a strong smell of alcohol is to be placed on report" were my orders.

Fortunately, there were no instances of alcohol abuse, but then again I only carried out that order half-heartedly. From Sasebo, PYRO steamed south to Buckner Bay, Okinawa, to off-load ammunition supplies for the Marines stationed there. A quick turn-around

followed and we were on our way to Iwakuni, Japan. I believe that stop was arranged to accommodate Captain Snipes, who had been ordered there to assume command of an Air Wing.

We remained at Iwakuni for the Thanksgiving holiday and Captain Vincent Healy reported aboard that afternoon. Since Capt. Snipes was not aboard, I greeted Capt Healy at the quarterdeck and

escorted him to the Captain's stateroom and then went "next door" to my stateroom where I started working on the next day's POD (Plan of the Day). A short

while later, Captain Healy came to my room and asked if I'd like to accompany him on a boat ride up the stream to a place where Torii's (Japanese style arches) were erected in the water.

I practically fell out of my chair since in the near five months of serving with Captain Snipes, never once did he invite me to accompany him anywhere.

I sort of blurted out "I've got to get tomorrow's POD finished" to which he replied, "You have a CDO (Command Duty Officer) who can do that."

That was a lesson in leadership that stuck with me throughout the remainder of my career - even into the civilian work place. So, I called LT Rickly, who was the CDO, and instructed him to put out the POD since the Captain and I are leaving the ship for awhile. In speaking with Rick after we returned, he mentioned that he didn't realize there was so much to consider in putting together a POD so my turning over a duty to him profited him as well. I don't recall any form of a change of command ceremony. It just seems to me there may have been a handshake and a "goodbye". I don't recall seeing Captain Snipes after Captain Healy came aboard.

From Iwakuni we went back to Yokosuka for about a week and then headed south to Subic Bay, PI. Subic Bay served as our home base from which we replenished 7th Fleet units operating in the South China Sea locale. Replenishment assignments were few and most of our time in Subic was spent with upkeep. I don't recall if it was during our first or second visit to Subic that a ship's party was held in the enlisted club. Captain Healy spelled out only one requirement: No Olongapo strippers were to strut their stuff while he was present. He and I attended the party but stayed only a short while. I, for one, was glad to see that his wishes were carried out. What happened after we left is water over the dam, so to speak. At least I didn't get any negative reports the next day.



STAY TUNED: In the next installment, the Pyro heads from Subic Bay to Hong Kong

Capital Bash Washington, DC:



Wednesday, May 18, 2011

Arrive at Holiday Inn Rosslyn. Hospitality room opens for check-in at 3 PM.

18:00 —19:00 Welcome reception in hospitality room

Thursday, May 19, 2011

10:00 — 13:00 Washington City tour

Evening: Optional Potomac dinner cruise

Friday, May 20, 2011

Morning free

13:00 Military Day tour of Washington and Northern Virginia memorials

15:15 Wreath-laying ceremony at Tomb of the Unknowns, Arlington National Cemetery

Saturday, May 21, 2010

10:00 Membership meeting

18:00 Cocktails, individual and group photos

19:00 Awards Banquet

20:00 Dancing and other misbehavior

Nuts and bolts

Airports

Three airports serve the Washington, D.C., area.

- The closest to the hotel and downtown is Ronald Reagan National Airport (DCA), located about three miles from the Holiday Inn. If you don't have a lot of baggage, DCA is accessible by Washington's Metro.
- Dulles International Airport (IAD) is in Virginia about 25 miles from the hotel.
- Thurgood Marshall Baltimore Washington International (BWI) is 40 miles from the hotel.

While National is by far the most convenient airport, if you're flying cross-country, Dulles and BWI may have lower fares. Check it out, but remember that saving \$20 on a ticket and spending \$50 for a taxi isn't a great deal.

This ain't Kansas, Toto: Unfortunately, the hotel does NOT offer airport shuttle service.

Extending your stay

If you wish to extend your Holiday Inn reservations past the May 18-22 period, a limited number of rooms may be available at the reunion rate. Call, e-mail or write Jared Cameron with your extension requests and he will do his best to make your wishes come true...but no guarantees.

Location

The hotel is located in Arlington, VA, which was part of the District of Columbia until the Civil War, and is closer to D.C. attractions than many locations actually in the city. It's a stone's throw from Washington's excellent Metro, which stops at all major tourist and shopping locations and a brisk walk to the Georgetown shopping and entertainment district.

2011 Pyro Reunion Checklist

- **Book your room** at the **Holiday Inn** Rosslyn by calling the hotel direct at 703/807-2000> Be sure to mention the 'USS Pyro Reunion.' The room rate is \$89+tax /night and may be extended (see note).
- **Join the Intercontinental Priority Club** to get free breakfast, etc. at: www.priorityclub.com
- **Register and book your tours/activities** using the form on the next page.
- **If you're flying to Washington**, make your reservations early to get the best rate. (Washington airport information is in the left column.)
- **Come and have a great reunion!**



USS PYRO ASSOCIATION
2011 Reunion: *Capital Bash*
 May 18-22, 2011
 Holiday Inn Rosslyn, Arlington, Virginia
REGISTRATION WORKSHEET



Name

Spouse/Guest

Address

City State Zip

TEL: E-mail

REUNION OPTIONAL ACTIVITIES

Wednesday May 18, 2011

6:00 PM Welcome Aboard Reception. Arrive in Washington, D.C. at your leisure. Log in and get reacquainted with old (and young) shipmates in the hospitality room. Reunion registration, reception and hospitality room membership with unlimited adult refreshments included throughout the reunion.

Registration and Hospitality Room: \$20.00 per Person

Number of persons	Times \$20 pp	Registration total

Thursday May 19, 2011

• **10:00 am ~ 1:00 pm Washington, DC City Tour.** Cross the Potomac River into Washington D.C. See the Lincoln Memorial, Jefferson Memorial, Tidal Basin and famous cherry blossoms, White House, U.S. Capitol, Kennedy Center, World War II Memorial and Navy Memorial. (Minimum: 25 participant; maximum 54 participants.)

• Remainder of the day free to lunch on your own, explore Washington sites in depth, see the Smithsonian Museums, visit the Washington Zoo, shop downtown, check out suburban malls or take a Potomac River cruise.

Washington, DC City Tour

Number of persons	Times \$30 pp	City tour total

Friday May 20, 2011

• **1:00 PM ~ 5:00 PM Military Memorials and Memorial Service.** This is the one you don't want to miss: Visit the Navy Museum, Air Force Memorial and view the Pentagon exterior. Proceed to Arlington National Cemetery arriving at the Tomb of the Unknowns by 2:40 PM for 3:15 wreath-laying ceremony followed by the internationally famous changing of the guard at the tomb. Explore Lee House, cemetery memorials and visit the Women in Military Service to America Museum. (Minimum: 25 participant; maximum 54 participants.)

Military Memorials and Memorial Service

Number of persons	Times \$30 pp	Memorials tour total

Saturday May 21, 2011

- 10:00 AM Association business meeting
- Noon ~ 6:00 PM Free to explore Washington – stroll through Georgetown or visit Roosevelt Island
- 6:00 – 7:00 PM Group/individual photos by professional photographer; cash bar for cocktails
- 7:00 **Awards Banquet:** Three entrée buffet
- 8:00 - 10:30 PM Annual dance with disk jockey

Awards Banquet \$45 per person

Number of persons	Times \$45 pp	Awards banquet total

Total Amount of enclosed check payable to USS Pyro Association \$ _____

Sunday May 22, 2011

Head home like a defeated Congressman, stay on for a few days or head south to see Williamsburg

To register: Mail this form with total payable to USS Pyro Association to:

Bill Hogan, Treasurer, PO Box 40, Farmville, VA 23901

USS PYRO Scuttlebutt

FIRST CLASS MAIL
Address Correction Requested

Forwarding and Return Mail Guaranteed

USS PYRO ASSOCIATION
Douglas Wisher, secretary
1022 Winding Way
Covington, KY 41011

Email:
wisherdj@fuse.net



*** THE PRIDE AND TRADITION FOREVER ***

We're on the Web:
www.usspyro.com



USS PYRO AE-1 & AE-24 ASSOCIATION
Membership Application

Name: _____ Date of Birth: _____

Address: _____ City: _____

State: _____ Zip Code: _____ Telephone: _____

Spouse's Name: _____ E-mail address: _____

Rate/rank(s) aboard Pyro: _____ Highest USN rate/rank: _____

Dates aboard USS PYRO (AE1 or AE 24) _____ to _____ Retired USN?

Separated under honorable conditions? Yes ___ No ___

To join: Send this completed application and a check payable to the USS PYRO Association for either annual dues or the lifetime membership amount appropriate for your age to:

Bill Hogan, Treasurer
PO Box 40
Farmville, VA 23901

Association dues

Annual:	\$ 20
Lifetime membership	
Age 50 or under	\$250
51 ~ 55	\$200
56 ~ 60	\$175
61 ~ 65	\$150
66 ~ 70	\$125
71 ~ 75	\$100
76 ~81	\$ 50
82 PLUS	\$ 25