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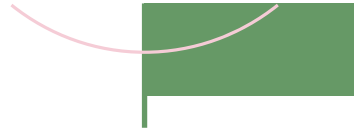
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USS PYRO Scuttlebutt



Countdown to Dubuque

Join friends and shipmates on a sentimental journey!

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It's roughly 45 days and counting until the crews of AE-1 and AE-24 take a sentimental journey back to Dubuque, Iowa, where Pyro reunions began 25 years ago.

As of this writing some thirty-five Pyromaniacs, friends and families have signed up, a good start for AE sailors well known for making last minute travel arrangements, but *never* missing movement. But the message of this final pre-reunion edition of the Scuttlebutt is clear:



We want you! Your shipmates want you in Dubuque to renew friendships, share sea stories, to sup of unlimited suds in the hospitality room, to go steaming on the Mississippi on a river boat and to see the Field of Dreams. But most of all, it's an opportunity for you to play on the Pyro Fields of Dreams, reliving memories of those golden days

of yesteryear when we were young, bullet-proof and sure to have our way. And if we take home a couple of bucks picking winners at the dog races, well that's good too.

Some more good news: Even if you dallied and lollygagged, it's not too late. You really otta give Iowa a try, so check below for your to-do list and act today!

What? The Pyro Dubuque reunion. When? Now. Who? YOU!

- Make your reservation at the Holiday Inn Dubuque: Call: 1/563-556-2000, ask for reservations and be sure to mention the USS PYRO to get the super reunion rates. *Make sure you have the hotel and not the national reservations number, which cannot make reservations at the low group rate.*
- Reserve a seat on American Airlines if you're flying to Dubuque; if you're driving, buy gas now before prices go higher.
- If you are flying to Dubuque, call the hotel from the airport when you arrive. They'll send a free bus to pick you up.
- Stand by for good food, affordable drinks, plenty of tall tales, Pyro photo albums and an update on what friends and shipmates have been up to since you last met.
- Sign up for the reunion tours and activities that ring your bell. Send the form on page six along with your check to Treasurer Tom Sanborn.

Membership matters

Now hear this: Something *free* for you!

Sign up **here** for a **free** Pyro e-mail address

Effectively immediately, the USS Pyro Association is offering all association members as well as their spouses, significant others, kids and even grandkids a free e-mail address. (Someone is sure to ask, so just to be clear: "Free" means "free." It costs you nothing and it costs the association treasury nothing.)

It's a 'full-featured' e-mail account: You can get Web mail from any computer, from the library, for example; use it with most any e-mail program; or have messages automatically forwarded to another e-mail address and change the password anytime.

You can choose between anymoneyouwant@ae-1.org or anymoneyouwant@ae-24.org, but keep it clean or the chaplain will get on our cases...

Getting the address is simple, but, of course since we're a quasi-military organization (except for the part about obeying orders), you gotta fill out a form... or two forms if you want one address for yourself and one for someone else, or three forms if you want three addresses:

The form

Name: _____ (Your name, not the name of the man seated next to you)

Desired address: _____@ae-1 OR @ae-24.org (Please circle one.)

A) I get my e-mail: a) On the web b) Use Outlook Use Outlook Express c) Use _____ another e-mail program (circle all that apply)

B) Please forward all mail from the new account to my current e-mail address: _____ (option, not required)

Easy, huh?

What happens then? When you're done, send the form to president@ae-24.org. Or mail to Cameron, 3808 Brighton Ct., Alexandria, VA 22305.

Your president (Cameron, not Bush) will set up the address, assign a silly password (you can change it later to a top secret one) and e-mail you at your current address or drop you a note with all the information you need to access the e-mail either on the Web or on your regular e-mail program and change the password. He'll even call to walk you through any set-up if you have trouble. What a guy!

New stuff online at www.usspyro.com

For many shipmates — especially those who don't attend reunions — the USS Pyro website is the glue that binds Pyro sailors of all generations.

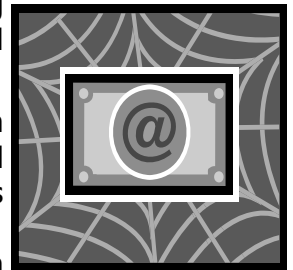


At the site founded and sponsored by Bob Smiley (AE-24, 62-64), the man who holds the 'glue gun' on a day-to-day basis is Webmaster C. Ray Nichol (AE-24, 67-69)

pictured on the left. Like all your association officers, C. Ray is a volunteer who — despite holding down a full-time job — has spent hundreds of hours

keeping usspyro.com running smoothly, updating material and enhancing site features.

Working with association officers, C. Ray has added several features that members have requested. Among them: A page of current reunion information; back issues of *The Scuttlebutt*; memory books for download by folks with fast Internet connections; sign-up information for Pyro e-mail; and video of the AE-24 decommissioning ceremony. More is coming, so check out www.usspyro.com early and often!



The youthful
Cameron
on the wagon



...even if Iowa attractions were not my cup of tea, I'd make a point of being there for the chance to visit — who knows? perhaps for the last time — with the great people who have served across the years on the ships called Pyro.

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From the president's desk

By Jared Cameron

Being a mere snip of a youth (one can be young only once, but can remain immature forever!), I normally leave Twilight Sailor screeds to Bob Hauge, whose four score and nearly five years provide a degree of insulation from charges of both ageism and a license to dwell on the ephemeral nature of life.

But the passing of Bob Kelly, who, with his wife Bernice, added so much to the joy and camaraderie of recent reunions, brought home Hauge's point in a striking manner.

Dubuque will be a great reunion with fun, friendship, activities and nostalgia for all. But even if Iowa attractions were not my cup of tea, I'd make a point of being there for the chance to visit — who knows? perhaps for the last time — with the great people who have served across the years on the ships called Pyro.

•••

Closing the generation gap. Brian Childs, the grandson of Van C. Yoder, a PM1 on AE-1, wrote seeking tales of his grandfather's service in the Pacific during World War II.

"I am interested in learning more about my grandfather's service on the Pyro and wonder if there are any opportunities to communicate with the USS Pyro association to see if any of your active members are from his time with the ship." Mr. Childs, who is currently deployed in Iraq with the 25th Air Combat Brigade as a contract civilian pilot wrote. "I also have to regretfully inform you that my grandfather died last October (2006) after heart surgery."

Bob Hauge, who knew Van Yoder well, once again jumped into the breach, sharing a wealth of recollections with Brian Childs.

If you served on AE-1 and knew Van Yoder, please share your memories by e-mail to bchilds@dynamicaviation.com or send them along to me and I'll pass your recollections on.

•••

Bon Voyage. Vanessa Miera, who served on AE-24 at the time of her (the ship's) decommissioning and generously provided the video of the decommissioning ceremony that appears on the website, is off to the Philippines with her husband, Mark, who is working for Intel.

•••

Of snipes and octopuses. Tony Case, who served as a MM2 on AE-24 from 1960-62, wrote to ask shipmates about the fate of Oscar, "the only seven legged octopus in the Seventh Fleet." According to Case, "Oscar was painted on the main injection while I was on board. Don't know if it was eventually painted over. When CDR Weise came aboard, he wanted it painted over. but Capt Cramer stopped that idea. Don't know how much longer it lasted." If you know, help us tell Tony about Oscar's fishy fate.

•••

Tech talk. Some shipmates say "If I wanted to read about computers, I'd subscribe to *PC Magazine*," so I guess this is somewhat touchy subject. But the association and many of us depend on e-mail to stay in touch with far-flung shipmates. And e-mail is an inexpensive and quick way of getting news — happy and sad — out. So, if you use e-mail, please let your association know when you change addresses. And if you don't have e-mail, why not take the association up on its offer of free e-mail? It's good to have as a backup — even if you already have an address — and the Pyro address stays with you if you move or change Internet service providers. Aside from being free, using a Pyro AE-1 OR AE-24 e-mail address shows your pride of service and separate e-mail addresses for spouses can help avoid marital strife that arises when you get e-mails from old flames on shared accounts.

•••

Electronic Scuttlebutt subscribers: We are trying to improve the way we electronically deliver *The Scuttlebutt*. If you subscribe to the electronic edition, please visit <http://www.ae-24.org/subscribe.htm>, fill in your email address and click on *Send*. Please also reply to the e-mail that follows confirming your subscription.

Sentimental reunion

Come what may, the Twilight Sailors are slowly fading away as the sun slowly sets on our days on earth. Thus, it's only fitting that we acknowledge the surviving sailors of yesterday by attending this 25th reunion.

Why bring this up? Namely, the loss of several shipmates in the recent years constantly haunts Yours Truly. Our individual presence at our reunions gives us each and everyone the opportunity to greet and shoot the breeze with memories of the past with shipmates whom we served with on the USS Pyro during wartime.

To those of you who have never attended a reunion, "chill out" loosen up and make the scene by attending the 2008 Reunion in Dubuque. You might even recognize shipmates of long ago. After all, that's basically what reunions are all about: Swapping sea stories and updating one another on your way of life after your Navy days.

Yes, we recognize that — due to ill health and circumstances — many shipmates are unable to attend and we sincerely pray for their health and comfort. Remember, you are included in our sea stories and always will be remembered as one of our shipmates.

This reunion certainly indeed could be a Blast from the Past, but only with a great turnout of former shipmates with dedication to preserve the memories of yesterday.

Thus, this concludes my pitch for the Dubuque 2008 Reunion. Now, will you respond by making your commitment to honor your presence? By attending our 25th Reunion in the City of Dubuque as we take a sentimental reunion journey to celebrate our Blast from the Past and commemorate our service on an ammunition ship. Other sailors were not as fortunate: Reference the Mt Hood disaster during World War II article below and the tale of the Port Chicago explosion on Page 9.



THEN THERE WERE TWO. Howard Iversen, the late "Tiny" Beyer, the late Emil Evans, the late Ray Knopski, 2008 Chairman Bob Hauge and the late Irv Palm in Dubuque in 1985 .

NOW FOR THE REST OF The STORY. Many years ago, during World War II, the USS Pyro (AE-1) entered the Seeadlar Harbor of Manus in the Admiralty Islands, passing another ammo ship at anchor.

While "dropping the hook" at the other end of the harbor, there suddenly was a loud terrific explosion and an air surge. At 0803, 10 November 1944 in Seeadlar Harbor, the USS Mount Hood (AE-11) had just blown up with 4,500 tons of explosives aboard. All of the 350 officers and men aboard were killed instantly. The largest piece of the ship found after the explosion was a hunk of the hull about 100 feet long. The CO of the Mt Hood was Cmdr. M. Toal, former executive officer of the USS Pyro (AE-1). The

Mount Hood had been anchored in about 35 feet of water

The force of the explosion blasted a trench in the harbor bottom, reported by divers as being 1,000 feet long, 200 feet wide and 85 feet in maximum depth. Come to think of it, we also missed the ammo explosion at Port Chicago, CA, by a month or so during WW-2 ... so, that is the "rest of the story" — and maybe one reason why we continue to hold our Reunions, meeting old shipmates and new friends from AE-24 with whom we all hold past memories in common: ***We have been there, we have done it and we are still "counting our blessings."***

AND HERE COMES PYRO...The Kentucky Derby is weeks away and one of the favorites is a three year old raising star by the name of Pyro who made a smashing seasonal debut at the Fair Grounds in New Orleans, roaring from last at the top of the stretch to a two length victory. Pyro made up 8½ lengths in the final quarter mile..

No doubt Pyro will be a favorite in the Louisiana Derby as well in the Kentucky Derby. Now we too will soon be in the home stretch of the forthcoming USS Pyro Reunion in in Dubuque, Iowa, and in lieu of horses the contestants will be former shipmates of the USS Pyro who need to sign up now to accelerate our success down the home stretch for another tremendous reunion victory.

So thus, its post time place your bets [hotel registrations] for your attendance at the Holiday Inn Dubuque Reunion. Remember, like the Derby, we need/require fan support for without ya'll we will be also-rans.

Bob Hauge

A Silent Explosion

New legislation could put a forgotten naval site on the National Park System map

By Amy Leinbach Marquis

On the night of July 17, 1944, Petty Officer Irvin Lowery was in his room relaxing with friends when a powerful explosion blasted him out of his chair. The window behind him shattered, and hundreds of pieces of glass cut into his back as he was slammed against the opposite wall. It was the largest, most violent explosion during World War II—but he survived; 320 of his colleagues weren't as lucky.

The bloodshed didn't happen overseas, and it wasn't caused by a foreign enemy. The location was California's Port Chicago Naval Magazine near the San Francisco Bay, where thousands of tons of ammunition exploded mysteriously. At that time, the military was segregated, and African-American seamen like Lowery were prohibited from serving in battle. Many of those men ended up in munitions plants, working under white officers who held contests to see whose team could load explosives onto ships the fastest. But the black seamen were never trained to handle artillery, and many had to purchase gloves and other basic safeguards themselves.

The explosion was felt as far away as Boulder City, Nevada—but the events that followed shook the entire country. More than 60 years later, a growing number of people would like to see the National Park Service start telling that story in more detail. Last July, Rep. George Miller (D-CA) took the first step by introducing legislation that would make Port Chicago Naval Magazine National Memorial Site an official unit of the National Park System.

"I knew of the explosion from growing up in the town next door," Miller says. "Teachers would often describe it to us in these spectacular terms. But no one ever discussed the aftermath."

At the time of the explosion, Port Chicago was front-page news around the country.

"But in the midst of war, new, dramatic headlines quickly replace yesterday's stories," says Robert Allen, PhD, historian, and author of *The Port Chicago Mutiny*. "Port Chicago soon faded from the news, and was in danger of being lost to memory. We need a national memorial so that all those who served and died at Port Chicago are remembered and honored for their service to the nation."

While white officers at Port Chicago were flaunted as heroes, the Navy cast all blame on the African-Americans at the port—including those who perished. The black men who were hospitalized never received medical leave, and no one of color was allowed time to visit with friends and family.

About a week after the blast, the Navy assigned 258 black survivors to return to work loading ammunition at a new base. But 50 men refused, citing the unsafe working conditions. The U.S. Navy charged each of them with mutiny, put them on trial, and sentenced them to up to 15 years in prison; all of them were dishonorably discharged

from the Navy. Thurgood Marshall, a budding civil rights lawyer at the time, was horrified by the military's blatant racism, so he stepped in to file an appeal. Although he ultimately failed to clear the men's names, he captured the nation's attention long enough to put pressure on President Franklin Roosevelt to end the prison sentences in 1945. Other victories followed, including President Harry S. Truman's order to desegregate the military in 1948, and the institution of proper training and safety features on Naval ports where soldiers handled munitions. "The African Americans who challenged the status quo at Port Chicago really helped get the ball rolling for the broader civil rights movement," says General Superintendent Martha Lee, who oversees three other national park units in the region. "I really see them as heroes."

Port Chicago has been under Park Service management since 1992, but the site lacks Congressional funding—and it shows. A solitary memorial lists the names of those who died in the explosion, but there is little else for visitors to see. Because the Army owns the land, visitors need to make appointments in advance to tour the site. And while regional park staff offer basic tours, Congress doesn't offer any funding to do so.



The Port Chicago memorial

Miller's legislation could help secure funding to repair the facility, build a visitor center, and hire educational rangers to work with school groups. The bill passed through the Natural Resources Committee, but had not yet reached the House floor at the time this issue went to print.

"If we want to work toward solving the complex issues of racial and social injustice, we need to educate ourselves about this shared history," says Neal Desai, NPCA's Bay Area Program Manager. "And that includes the story of Port Chicago."

If the remaining survivors can share their experiences with the nation, old wounds might begin to heal. "After World War II, veterans generally didn't talk about their experiences—but this story was a particularly dark cloud," says Reverend Diana McDaniel, Irvin Lowery's niece. "I think the Port Chicago survivors would feel a sense of relief to know their story is being told."

This article was recommended by AE-1 shipmate Harold W. Vail and reprinted from National Parks Conservation Association's *National Parks Magazine* www.npca.org/magazine. The USS Pyro Association is grateful to the Parks Association and author Amy Leinbach Marquis for permission to reprint this article.

PYRO PEOPLE

Updates on shipmates and their families

AE-1 WIDOW WINS DECADE-LONG FIGHT FOR VETERANS' GRAVE MARKERS

Notice to Veterans, Families from Vivian Mansfield, Cullom, Illinois

My husband, Wayne Mansfield, died in February 1999. I applied for the government grave marker, and in due time, it was delivered to me. However, I was instructed that I could not put it on his grave since we already had a marker. We had purchased our plot and stone much earlier.



Thus began a campaign to get a bill passed which would allow all veterans the right to the marker – a campaign which would last for many years. I was 80 years old at the beginning of this campaign. I am 88 now.

At the time of the Civil War, it was the custom to have family plots in cemeteries with a single stone or marker with the name of the family inscribed on it. After the war, the government did not want any soldier to have an unmarked grave and passed a bill allowing all soldiers to have the grave marker. This law was in effect until, I think, 1990, at which time a new bill stated that the Service person should not be entitled to the government marker if the grave already had a stone.

Remembering how many service people had died at Pearl Harbor and since, this law did not set well with me. My husband himself had served six years in the Navy and was a Pearl Harbor survivor.

During my campaign, I discovered that a young man in Connecticut by the name of Tom Gusso was also fighting the 1990 restrictions. At that time, Senator Dodd and Representative Nancy Johnson, both from Connecticut, were sponsoring a bill to reinstate the marker for all, and Mr. Gusso and I kept in touch with the progress of this legislation.

Many letters, phone calls and newspaper articles were sent, urging people to support this bill. There was some complacency as many service people did have the marker. This could be obtained by either putting the government marker on first and then the private marker, or if the family was not asked if a stone was currently on the grave.

Finally, in December 2001, a bill was passed allowing all veterans the right to receive the government marker even if a previous marker was on the grave. This was a big victory, but the bill was to expire in four years.

I was not able to again take up the fight after the bill expired, but Mr. Gusso was not willing to let it die.

Thankfully, in December 2007, a new bill was passed allowing ALL veterans to receive the government marker upon request by the family. All our efforts finally paid off! Now this bill is permanent with no time limit. The marker does not come automatically, but must be applied for by the family of the deceased veteran. It is a time of jubilation for us and a time of victory for every service person in our nation.

Gerson Singer

AE-24 plank owner Gerson Singer is a frequent visitor to the USS PYRO website where he helps keep his shipmates on the ball. Gerson writes: I left the ship in July 1962, my only sea duty. I started out as a deck ape, then was the postal clerk in 1980. I was diagnosed with a mild case of MS in 1997, but was just using a cane. I had colon surgery, but had post-surgery problems and I had to use a walker most of the time or a wheel chair. Last February, the MS hit me again. This time, I can barely walk and can't stand too long. I'm in a nursing home and had to give up a lot of time I was giving to the Elks and Moose clubs I belong to.

Bob Nolan

A legend on AE-24, Bob Nolan was diagnosed with Alzheimer's disease five years ago. His wife, Marian, writes: It has progressed more lately. It will never get better so we are dealing with it.

I try to keep him up on the Pyro Scuttlebutt and any other things in the way of news but he is forgetting all of it. This has been a very hard thing to deal with as I feel so bad for him to have to go through this. It is a horrible disease. For someone like Bob who has always had things going for him, it is the worst. I have kept in touch with Tom Moulton, Ed Mendez and Larry Shepline...

Raymond P. Gillman
USNRAET/FAARET
3/23/37—6/11/06



This is where I want to be
Alone with all my memories
Smiling faces on the walls
Quiet footsteps in the halls
Love and peace in every
room. Never sadness
sorrow or gloom. Favorite
books are everywhere
Romantic music fills the air. I
am so blessed
to have so much
if only I could feel his touch
Your Loving Wife,
Betty

Remembering the fallen

Robert R. Kelly Twilight Sailor



Jan. 19, 1998—Just a note to let you and fellow Pyro-mates know that my father, Robert R. Kelly, passed away on Dec. 5th.

He received the "Scuttlebutt" in the mail yesterday and when I read about the next reunion, I knew I had to let someone know. He enjoyed those reunions so much and his Pyro friends were talked about often.

Carolyn Thames, CWE

Bob Hauge remembers Bob Kelly

Shipmate Bob Kelly departed Dec. 5, 2007.

Bob's constant presence along with his wife Bernice at all of our Reunions indeed leaves an irreplaceable void in our hearts of all his USS Pyro shipmates. His congenial attitude was known and respected by all who really knew him. Bob was dedicated to his wife Bernice's health and comfort and we all join in expressing our sincere condolence to Bernice and his family.

This constant loss of Twilight Sailors is creating a skeleton crew of the AE-1 sailors, proving the sad fact that life doesn't go on forever. However, we must accept our eventual fate and face reality.

I know Bob would send his regrets that he will be unable to attend our Dubuque Reunion as his plan of the day was hastily revised. However, our thoughts and prayers will be with him and family always.

Bob led a full life traveling from Sidney, Australia to Ireland with his loving wife, Bernice. He often related his trip to Sidney to me, rehashing never to be forgotten our memories of the World War II and times of yesteryears aboard the AE-1.

Thus, we all join in bidding farewell to Bob, may he travel on calm seas and fair weather in the upper beyond. We will miss you Bob. God bless.

Junior L. "Bill" Carey and Terry Schearer

The USS Pyro Association has received news of the deaths of shipmates, Junior L. "Bill" Carey and Terry Schearer. We send condolences to their spouses, Carol Carey and Norma Schearer, as well as to their entire families.

A Sentimental Journey

USS Pyro Association 2008 Reunion

Dubuque, Iowa
May 14-18, 2008
Plan of the Day(s)

Wednesday, May 14

Arrive Dubuque and check in at the Dubuque Holiday Inn: **Nightly rate is \$79 plus tax !**
1800-2000 Beer Blast From the Past Welcome Reception in the hospitality room JS Deluxe Room 4th Floor
Enjoy refreshments limited only by good sense and spousal regulation at this Welcome Reception and in the hospitality room throughout the reunion. — **Hospitality room : \$15 per person**
Afterwards, there's a free Holiday Inn Happy Hour in the main floor bar or you're free to dine on ribs at the Holiday Inn or check out Midwestern chow and river cuisine on Main Street.

Thursday, May 15

Explore Dubuque on your own. Shop on Main Street, ride the cable car, explore the Grand River Center, check out the suds at Dubuque Star Brewery or swap sea stories with shipmates in the hospitality room.
1730: Depart hotel for Memorial service and Mississippi buffet dinner cruise including prime rib with entertainment on the Spirit of Dubuque **Dinner cruise including transportation: \$45.00**

Friday, May 16

08:30 Dubuque area tour by motor coach including the National River Museum and Aquarium (admission included), River Park, downtown, deli lunch at Country Junction Restaurant and a visit to the Field of Dreams Movie Site
13:30 Return to hotel. **Tour including transportation, lunch and all admissions: \$35.00**
Dinner on your own, a visit to the casino or go to the dogs — test your canine speed gauging skills at the Greyhound Park.

Saturday, May 17

10:00 Association business meeting
More quality time with your shipmates or time for shopping and exploring
(Possible, but at this writing growing more doubtful) March in Dubuque's Armed Forces Day Parade (watch this space for news on whether or not a parade will be held in 2008.)
16:30 Cocktails (cash bar), group and individual photos
17:30 Awards Banquet with choice of prime rib, New York strip steak or Grilled Salmon **Dinner: \$32.00**
19-23:00 Dancing to the music of our youth with disk jockey

Sunday, May 18

Check out and head home...

NOTE. REUNION ACTIVITIES WILL TAKE PLACE FROM WEDNESDAY THROUGH SATURDAY SO YOU CAN HEAD HOME ON SUNDAY.

DUBUQUE HAS A POPULATION OF AROUND 50,000 AND IS LOCATED ON THE BANKS OF THE MISSISSIPPI RIVER APPROXIMATELY 200 MILES WEST OF CHICAGO'S O'HARE AIRPORT. ALL AIR SERVICE TO DUBUQUE — CURRENTLY ABOUT 175 SEATS DAILY — IS PROVIDED BY AMERICAN AIRLINES FROM CHICAGO O'HARE.

Sign-up form

USS Pyro Association 2008 Reunion

Dubuque, Iowa

May 14-18, 2008

Please Type or Print Clearly

Name.....

Spouse/Guest.....

Address.....City..... State.....ZIP.....

REUNION OPTIONAL ACTIVITIES

Wednesday, May 14

[Afternoon] – Log in and get reacquainted with old shipmates in JS Deluxe Room 4th Floor

18:00 — 20:00 Reception and Hospitality Room membership with **refreshments included throughout the reunion.** (Select your Saturday dinner entrée here when you check in.)

\$15.00 per Person x Number of Persons Total \$.....

Thursday, May 15

17:30 - Memorial service and Mississippi buffet dinner cruise including prime rib with entertainment on the Spirit of Dubuque

\$45.00 per person x Number of Persons..... Total \$.....

Friday, May 16

Dubuque area tour by motor coach including the National River Museum and Aquarium (admission included), River Park, downtown, deli lunch at Country Junction Restaurant and a visit to the Field of Dreams Movie Site

\$35.00 per person x Number of Person ... Total \$.....

Saturday, May 17

[Saturday Evening] -

16:30 Cocktails [Cash Bar],

17:30 Banquet Dinner [Note: Dinner meal selection will be made at Reunion Log-in during the afternoon of 2 May]

19:00 Dance, [Music Cost Subsidized]

\$ 32.00 per Person x Number of Persons..... Total \$.....

Total Amount of Enclosed Check - \$.....

Make checks payable to USS Pyro Association and mail to:

Tom Sanborn, Treasurer

USS PYRO Association

114 Long Point Drive

Saint Simons Island, GA 31522

USS PYRO Scuttlebutt

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

Email:
wisherdj@fuse.net



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www.usspyro.com



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

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:

Tom Sanborn, Treasurer
USS PYRO Association
114 Long Point Drive
Saint Simons Island, GA 31522