

# YANCEY MEMORIES

Volume 15, Issue 1

January 2011



## FRIENDSHIPS ON THE YANCEY

*Editor's Note: For this issue we asked for stories of friendships on the Yancey. Here are your stories.*

### Harold Hegler, Storekeeper, 1951-54:

The friends I remember the most from Yancey days were **Ralph McCulley, Ralph Overfield, Ed Stevens** and **Grassy Greenwalt**. Ed died in '03 and yes, I have kept in touch over the years with them all. We all worked in the Supply Division and worked well together and I have to say we did a good job at what we were assigned to do. Rural Texas (me), Arkansas, New York and Colorado was an odd mixture for friends to get along well together, but we did, and I still enjoy chatting with them fairly regularly now. There are a lot more than these four, but they stand out

and are the only ones I keep in touch with now. Too many good memories to put down in a short letter. I was a good four years.

### John Karlis, EM3, 1966-68:

#### 41 Years Later

Forty-one years or four decades is a long time. That is the last time I saw shipmate **Paul Smith**. Still, in those 41 years, Paul and I kept in touch via Christmas cards every year. In 2009 Paul added a note to that year's card. At this time he informed me of the upcoming 2010 Yancey reunion in Boston. Paul said it would be great if we could get together. Then I began thinking of my hectic work schedule, so I ran the reunion bit by my spouse Claudia. She gave me a direct answer and a direct order. "You are going

and that is final." I gave Paul a landline and we talked for quite a while. The good news is I got the green light from the boss. I am going to attend the reunion. It was then I started planning the trip. Buffalo to Boston is about an eight hour drive. I decided on flying, which made the trip easier and less time consuming. Well, I can honestly say the reunion turned out great. The weather could not have been better. In addition, another E-Division shipmate, **Bill Welfare**, was in attendance. I had not seen Bill in 41 years either. He brought a bundle of pictures from the Yancey Med Cruise in 66-67. This brought back fond memories. Some of our crew members I met in Boston are not in the best of health. I wish them all the best and hope they're all doing better. It was also

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### Special points of interest:

- Read about the special bond of friendship between shipmates in our cover stories.
- A continuing story of the history of the Yancey begins in this issue, page five.

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the first time that I had seen several shipmates that served while I was onboard the Yancey. In closing, I encourage everyone to attend the 2011 reunion in New Orleans. Happy New Year to all and hope to see everyone this October in New Orleans.

**Ken Groom**, aka KD, Yancey Historian:

I first met **Dave Chestnut** when I was assigned to the deck force right out of boot camp. Dave was a salt, in my eyes, at the time because he had already been on board two months before me. We went on Liberty together and with others many times. After about six months, I was asked to strike for Yeoman. I could barely type but didn't have many other talents. We continued our friendship until he transferred to his brother's ship. I sort of lost contact with him until the computer world arrived. I was recently retired, so one of the first things I did was to use the "White Pages" to locate old shipmates. The time was 1997. I found several Dave Chestnuts in the south, and finally I made that call and contacted him. We both had become Engineers during our period of lost contact. He put me in touch with others and we met often at reunions. Later, we both lost our wives. It was Dave that

arranged an RV trip to Washington shortly after that. He spent a pleasant time visiting with us both before the wives passed away and after. I still am in contact with him by e-mail.

My other close friend is **Jerry Goforth**. He was a Yeoman also. He later transferred to another ship. After our discharges, I visited him and his wife Carol at their home in Oklahoma. Carol worked in the same bank with some other ladies that she wanted me to meet. That is where I met Virginia and did some long distance dating. We did keep some contact with the Goforths, but we both were going to school and working, so our contact was minimized. They attended our wedding, we moved after school and another move to Washington State after a couple of years. The next contact I had with them was at the 1997 reunion in San Francisco. It was a small reunion, but I knew most of the shipmates at the reunion. I showed up with some photos and information on the Yancey—I left being voted the Yancey Historian, a job I enjoy because I meet new shipmates from other generations as well as old shipmates of my generation.

I now have a large collection of photos from those times and records of our reunions. What else could I ask for.

## COORDINATOR'S MESSAGE

**By George Clifton**

I hope everyone survived the hectic Holiday Season and are all looking forward to a great 2011. The dates for the reunion in New Orleans have been finalized, so put it on your calendar for October 6th through the 9th. The itinerary will

definitely include a day at the World War II Museum where there is plenty to see. Hopefully we can have a good turnout and I know as always we will have a great time. I hope everyone is well and I look forward to seeing you all in New Orleans.

## YANCEY STORIES

**By Paul H. Dunn, 1966-69:**

During our recent reunion in Boston (Oct. 7-10, 2010) I was pleasantly surprised to find three shipmates that I had served with who were attending their first reunion. Not only are new attendees the lifeblood of our reunion, but to meet them for the first time since 1967/68 was a real pleasure. (**John Karlis, Paul Smith and Bill Welfare**)

Each of us had different memories of what we did and saw while on deployments on board Yancey, but all within the same context of the ports and the ship. Looking at old cruise books and personal photos brought back more thoughts of what our lives were like at that time.

The other discussions were about what each of us did after leaving the ship. Some left the Navy while others spent time in the Reserves and actually retired from the Navy. We all had lived full lives with our families, but also look back upon our naval service as a formative part of our lives.

In addition, I was able to reconnect with shipmates that regularly attend the reunions, both from the time I was onboard Yancey to those who served at other times. I thank **George Clifton**, reunion coordinator, for his tireless efforts to recruit new shipmates and to organize our reunions.

**White Castle Hamburgers**

**By Ken Groom:**

The first foreign port I visited while on the Yancey was in Sasebo, Japan. One of my first liberties I went with several shipmates to downtown Sasebo. We were

tied up in Item Basin. The route to downtown was about a mile down a curving road, across a river and to the right of the main shopping center. This teaming assembly of buildings consisted of bars, souvenir stands and other attractions for sailors. After strolling down this dusty street and taking in all of these foreign smells and attractions, someone from the eastern part of the USA spied a familiar shop. He almost shouted, "They have White Castle Burgers!" There, sandwiched between these other attractions was a white building that served hamburgers. At the time I don't remember if I tried one—but I never forgot.

Two weeks ago I was in the local supermarket in the frozen food section and reviewed what was offered for sale. To my surprise was packages with the words "White Castle." I decided I had to try some. What is so special, I find out is that the burgers are "steamed". I had had steamed hamburgers before and knew the delights of that experience. So I picked up a couple of boxes. I tried some when I got home and thought they tasted fairly good. They had already added onions etc. on them, so maybe the taste was masked a bit or maybe that old name familiar with me is what did it.

So, when one of my sons talked to me on the phone, I brought up the White Castle burgers. He said, "Oh, Dad, they are all over except in Washington State." All this time I had that old lingering thought running around in my brain cells never coming to the surface until now only to be told they are everywhere.

My shipmates from other states are probably saying, "Big Deal."



## TAPS

The Yancey Memories was notified of the following shipmates' deaths. Our deepest sympathy is extended to the families of the deceased. Anyone who knows of a deceased shipmate, or learns of one, please notify ML & RS, Inc so their names can be included in TAPS and be added to the Honor Roll.

**Ralph Boyd**  
(1951-54) P02 Supply  
Died November 19, 2010

**Harold Rodabaugh**  
Died July 30, 2008

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**Ralph W. Boyd**

**Ralph W. Boyd** passed away Nov. 19, 2010. He reported aboard the Yancey on 18 April 1951 along with many others including **Ralph McCulley, Cliff McCune, Dick McIntosh, Jim Mosley, Max Murray, Lyle Nelson** and many others. There were also large groups reporting aboard in the days that followed. He was part of the Ship's Service group in the Supply Div. and worked in the laundry. He was from California and attended a reunion in San Diego in 2001.

Submitted by Ken Groom



## WELCOME MAT

The following shipmate has been located since the last newsletter. Welcome Aboard! We hope to see you at the next reunion. You are invited to become an active member of the association.

**Francis Remon**  
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*"Our Reunions Work So You don't Have To"*

## FINANCIAL STATEMENT



Balance after 10/10	<b>\$147.42</b>
Funds received since 10/10	<b>\$225.00</b>
Funds available for 01/11	<b>\$372.42</b>
Funds expended for 01/11	<b>\$180.98</b>
Incorrect entry from 10/10	<b>-\$50.00</b>
Balance for 01/11	<b>\$191.44</b>

The newsletter is being mailed only to those who returned the coupon for USPS service. All others can access the newsletter on line at [www.mlrsinc.com/yancey](http://www.mlrsinc.com/yancey).

Please send contributions for the newsletter to ML&RS, Inc at our address above. Make checks to ML&RS, Inc.

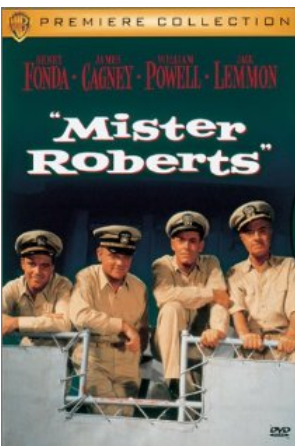
## THOUGHTS ON THE MOVIE “MR. ROBERTS”

Submitted by Ken Groom, Yancey Historian

I was cleaning my store room the other day and found a gem. The movie, “Mr. Roberts,” used an AKL (actually an army transport) for filming. Actually, as you can see, it was based on the happenings on board a sister ship of the Yancey. It is not too hard to find some similarities from my time on the Yancey when we were a fleet issue ship, anchored at buoy 22 in Sasebo, Japan for 9 months. We did leave buoy occasionally, to keep from stagnating in the coffee grounds thrown overboard. But aside from the usual shore activities, life got sort of boring. A monopoly game was passed around for all to try and there was always someone trying something not tolerated—such as diving from the flying bridge when the Officer of the Deck was not in sight. It was a good time for bonding, as they say.

Monday, October 24, 1988  
Seattle Post-Intelligencer

### This Fellow Sailed the High Seas on Mr. Roberts' Ship By Jon Hahn



It just figures that if Byron had served on a ship during World War Twice, it wouldn't have been an ordinary vessel.

But he didn't know until recently that his ship, the USS Virgo, was the same “USS Reluctant” in the highly popular “Mr. Roberts” book and play and movie.

Making the connection between the real vessel and the movie ship might have been difficult because the potted palm trees weren't installed on the ship's bridge until Storekeeper 2nd

Class Byron Standal left the ship in Leyte in the Philippines in April 1945.

The palms showed up in photographs accompanying a naval magazine article about the Virgo. The late Thomas Heggen, a communications officer played by Henry Fonda in the movie, really did throw the captain's potted palms overboard.....twice. Heggen wrote the original book and did the play and screenplay with Josh Logan.

Long before Heggen and the palms came aboard, Byron, a retired P-I printer, was steaming back and forth across the Pacific in the 13,000-ton attack transport. He was a “plankowner,” one of the original crew assigned when the ship was commissioned. “I earned \$96 a month, which boosted to about \$115 with sea pay,” he recalled.

In the movie, James Cagney plays a puffed-up former merchant marine officer who makes life miserable for the crew. Byron recalls that the ship's first captain also was merchant marine, and given to sometimes harsh ways. “He once put me on report and I stood a Captain's Mast (shipboard discipline hearing) because he caught me on deck without a shirt,” Byron said.

Mostly, the ship ferried supplies and invasion forces, put shore via smaller LCM's and LCVP vessels, in places like Kwajaleen Atoll, Saipan, Eniwetok, Tarawa, Iwo Jima and Peleliu. In the book and movie, Heggen describes the ship's steaming “from Tedium to Apathy and back again—with an occasional side-trip to Monotony.”

But some times were tense, especially in places like Tarawa, when Japanese shore batteries opened up on the invasion fleet.

“I remember two incoming (shells),” Byron said. “One landed in the sea to starboard and the other one went over my head so close I could hear it.” Byron also served as a range-finder on the ship's one five-inch gun during landing. “We only fired the gun twice while I was aboard, and the targets were so far away that I wasn't even sure what we were shooting at,” he said.

There were some wild beer parties during the few and far-between shore leaves, Byron said, but he swears he “never touched any of the beer” cargo. “Some guys tried to operate a still below decks, but an officer smelled it cooking and that was the end of it!” he said.

There were some duties not fondly remembered and not mentioned in the movie, such as transporting dead and wounded American troops and Japanese prisoners. Off Tawara, Byron recalls, “the sea was just full of floating bodies.” He said they watched to make certain that some of them weren't live Japanese waiting to slip aboard the ship.

Many Americans who came back aboard were taken back to hospitals....some never made it that far. “Some of the wounded and dead were really mutilated,” Byron recalled. “The dead were kept in our refrigerators for up to two weeks while they got them ready for burial at sea. To make sure they stayed down, they placed a five-inch (artillery) shell between their legs before they sewed them up in bags.”

Byron got off the ship in Leyte and had returned stateside to await commissioning of another ship when the war ended. He was discharged in Bremerton and returned to his hometown in Minnesota, where he applied for a job as a brakeman on the Milwaukee Road. “They told me that my eyes weren't good enough, so I set type as a printer for the next 40 years!” he quipped.

The real Virgo served in the Korean and Vietnam wars before it was surplus and cut into scrap steel in Taiwan in 1973. Byron had his voice box scrapped in cancer surgery not long before he retired from the P.I.

He never had the inclination or opportunity to see the ship again. But he asked, “I wonder if any of the crew is living around here?”

*Jon Hamm is a staff columnist who writes in the P.I.*

## YANCEY HISTORY

Submitted by Henry Diebel taken from *Dictionary of American Naval Fighting Ships, Vol. VIII –p 506*



### Yancey

A town in western North Carolina established in 1833 and named for Bartlett Yancey, born in Caswell County, NC, on 19 February 1785, who represented that state in Congress from 1813 to 1817. He died on 30 August 1828.

(AKA-93 dp. 13,910; l. 459'3"; b. 63' 0"; dr. 26'4" (lim); a. 16.5 k.; cpl.368;a. 1 5", 840 mm., 18 20 mm.; cl. *Andromeda*; T. CS-S-FI)

Yancey (AKA-93) was laid down under a Maritime Commission contract (MC hull 1193) on 22 May 1944 at Oakland, Calif., by the Moore Dry Dock Co.; launched on 8 July 1944; sponsored by Miss Beverly Bartlett; and commissioned on 11 October 1944, Comdr. Edward R. Rice, USNR, in command.

After fitting out at San Francisco, Calif., the attack cargo ship received her boat group of 26 landing craft and conducted an intensive shake-down out of San Pedro, Calif. She underwent post-shakedown alterations and repairs at San Diego, Calif., before she shifted back to San Francisco. There, she loaded cargo from 18 to 24 November and sailed the next day for the Hawaiian Islands.

Yancey reached Pearl Harbor on 2 December and, upon arrival, was assigned to Transport Division

(TransDiv) 47, Transport Squadron (TransRon) 16. The attack cargo ship remained at Pearl Harbor through mid-January 1945, unloading cargo and preparing for the impending invasion of Iwo Jima in the Volcano Islands. Finally, on 27 January 1945, Yancey stood out of Hawaiian waters, bound for the Marianas with elements and cargo of the 5th Marine Division as part of Task Group (TG) 51.12.

En route, Yancey stopped at Eniwetok, in the Marshalls, for supplies and fuel. At Saipan, she later transferred her passengers to LSTs and at Tinian rehearsed for the Iwo Jima operation. Finally, Yancey arrived off Iwo Jima at 0624 on 19 February, D day for the initial landing. During her time off the invasion beaches, the ship lost two landing craft (LCVPs)—one to mortar fire and the other to broaching in the heavy surf. For the first four days of the operation, Yancey's boats and landing craft were in almost constant use—carrying troops and cargo and evacuating wounded. The ship also transferred 8-inch ammunition to the heavy cruiser Pensacola (CA-24), a process that had to be carried out by boat due to unfavorable weather and to damage which Yancey suffered when the two ships banged hard together.

Due to the tactical situation ashore, Yancey did not begin discharging general cargo until the morning of the 27th, when she anchored off "Red" beach. There, bad weather and unfavorable beach conditions made unloading slow, and nightly air raids interrupted the process several times. Much of the time, landing craft could not be used due to the high surf, so cargo had to be carried ashore by LSTs, LSMs and LCTs.

During that unloading period, Yancey received her baptism of fire in the form of a long-range mortar shell. The ship, however, did not suffer any casualties and continued her duties offshore, embarking casualties. Thirty of the wounded were kept on board for evacuation, while others were

transferred to nearby hospital ships. Yancey finally completed the unloading procedure on 2 March and, screened by a pair of destroyers, got underway for Saipan in company with three other transports.

After discharging casualties and fueling at Saipan, Yancey proceeded via Tulagi to Espiritu Santo where she joined the rest of her squadron and embarked units of the Army's 27th Division.

On 25 March, Yancey sortied for the Ryukyus as part of TG 51.3, the group embarked as the mobile reserve. En route, via a scheduled stop in the Carolines, Yancey towed a disabled LSM to Ulithi.

On Easter Sunday, 1 April 1945, American forces started going ashore at Okinawa, beginning the long and bloody battle for that island. Eight days later, Yancey reached Kerama Retto with the rest of TransDiv 47, which had been detached from TG 51.3. She soon received orders sending her to battle and got underway on 11 April for the Hagushi beaches.

Yancey anchored off the beach on the 12th and commenced discharging her cargo that night. There she started a routine of working hatches, securing to man all anti-aircraft batteries, and at night making smoke. "Smoke boats"—landing craft equipped with smoke-laying equipment—from the attack cargo ship and picket boats—with armed sailors—were furnished ships in the outer anchorage. This measure improved security, but it prevented the boats so employed from unloading the ships.

Air raids caused further problems. Yancey's commanding officer estimated that while Yancey was off Okinawa, she lost 15 hours and 13 minutes due to the enemy airmen. Fortunately, her gunners were good and her fire control discipline excellent. On the evening of the 15th, her number four 40-millimeter mount registered hits on a Nakajima Ki. 43

*(Continued on page 6)*

*(Continued from page 5)*

“Oscar” and claimed a “sure assist” as the plane crashed some 3,000 yards from the ship.

The ship, the first AKA of her group to complete the unloading, finally put to sea on the 16th and headed independently for the Marianas. During the Okinawa campaign, Yancey had fortunately suffered only three casualties: two men were wounded by shrapnel and a third suffered a broken arm. No boats were lost, and there were no accidents on board ship.

After a brief stop at Guam to draw replacement boats and to allow her officers and men to get ashore for some rest and recreation, Yancey rejoined her squadron at Ulithi on 27 April and underwent 14 days of upkeep and logistics. In addition, she received much-needed boiler repairs and conducted intensive antiaircraft training during which her crew won numerous five-case “beer prizes” for shooting down target sleeves.

On 8 May, Yancey received orders for detached duty in connection with the movement of men and material from rear area bases. Over the next two months, while fighting continued on Okinawa and Allied forces moved inexorably closer to Japan, raiding her shores with near impunity, Yancey touched at Manus in the Admiralties; Finschhafen, New Guinea; Tulagi; Hollandia, Dutch New Guinea; and finally Guiuan, on the island of Samar, in the Philippines.

After reporting back to TransDiv 47, TransRon 16, at San Pedro Bay, Leyte Gulf, on 16 July, Yancey proceeded with the rest of the division to Iloilo, on the island of Panay, to conduct amphibious training exercises with the Army’s 43rd Division which included landing on Negros Island.

On 15 August 1945, the attack cargo ship was in the Philippines loading equipment for slated exercises when Japan capitulated. The next day, the training exercises were canceled, and the troops disembarked. TransDiv 47 provisioned at Iloilo and sailed for Batangas, Luzon,

Philippines, to join the rest of TransRon 16. There, she commenced loading elements of the 1st Cavalry Division for the occupation of Japan.

Completing the loading process on the 23rd, Yancey weighed anchor on the 25th as a member of Task Force (TF) 33. However, the ships had to turn back because of a tropical storm in the vicinity. The typhoon delayed the task force for only a day, as the ships weathered the fringes of the storm at Subic Bay before again getting underway soon thereafter.

Yancey entered Tokyo Bay on the morning of 2 September, the day Japan signed the formal articles of surrender on the deck of the battleship Missouri (RB-63), anchored there. Shortly after the conclusion of those ceremonies, the attack cargo ship headed into Yokohama harbor, the third ship in her squadron to enter the port and the first to start unloading. The ship completed her unloading in 19 hours and then proceeded to an anchorage off Yokohama.

TransRon 16 proceeded to sea on 4 September and steamed via Leyte Gulf to Zamboanga. There, they commenced loading elements of the Army’s 41st Infantry Division on the 18th. Completing that process on the 18th, Yancey and her sisters shifted soon thereafter to Bugo, Mindanao, where she picked up Army LCMs. Ultimately, TG 54.28, of which Yancey was a part, assembled in Leyte Gulf on the 21st. The following day, all ships weighed anchor and headed for the Inland Sea of Japan.

*To be continued in the next issue*

**USS YANCEY REUNION**

**OCTOBER 6-9, 2011**

**NEW ORLEANS, LA**

**CROWNE PLAZA HOTEL**

## STATEMENT OF PUBLICATION

The YANCEY MEMORIES is the official publication of the USS YANCEY AKA-93 Association. From now on it will be published quarterly in January, April, July, and October, *subject to receiving sufficient funding*. The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the YANCEY. A financial statement appears in each issue of the newsletter.

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article’s writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer’s name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

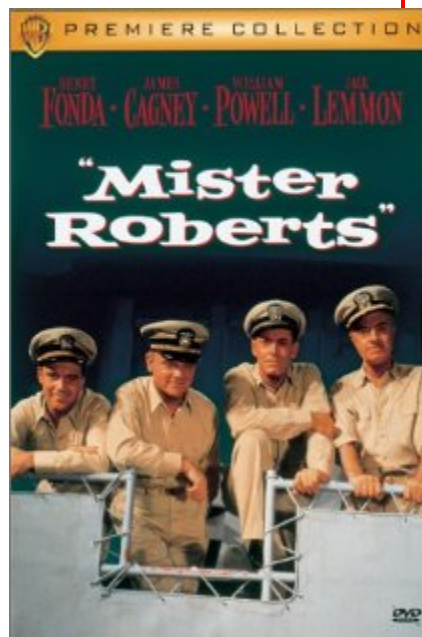
Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

ML&RS, Inc. is not responsible for the accuracy of article submitted for publication. It would be a monumental task to check each story. Therefore, we rely on the submitter to research each article.

The editor reserves the right to edit letters to conform to space and grammar limitations.

You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.







## VETERANS

It is the **VETERAN**,  
not the preacher,  
who has given us freedom of  
religion.

It is the **VETERAN**,  
not the reporter,  
Who has given us freedom of  
press.

It is the **VETERAN**,  
Not the poet,  
Who has given us freedom of  
speech.

It is the **VETERAN**,  
Not the campus organizer,  
Who has given us freedom to  
assemble.

It is the **VETERAN**,  
Not the lawyer,  
Who has given us the right to a fair  
trial.

It is the **VETERAN**,  
Not the politician,  
Who has given us the right to vote.

It is the **VETERAN**  
who salutes the Flag

It is the **VETERAN**  
Who serves under the Flag

Thank you, **VETERANS!**



Submitted by Richey Brunskill

## SEND SERVICE VETS OVER 60!

I am over 60 and the Armed Forces thinks I'm too old to track down terrorists. You can't be older than 42 to join the military. They've got the whole thing ass-backwards. Instead of sending 18 year-olds off to fight, they ought to take us old guys. You shouldn't be able to join a military unit until you're at least 35.

For starters: Researchers say 18-year olds think about sex every 10 seconds. Old guys only think about sex a couple of times a day, leaving us more than 28,000 additional seconds per day to concentrate on the enemy.

Young guys haven't lived long enough to be cranky, and a cranky soldier is a dangerous soldier. "My back hurts! I can't sleep, I'm tired and hungry!" We are impatient and maybe letting us kill some asshole that desperately deserves it will make us feel better and shuts us up for awhile.

An 18-year old doesn't even like to get up before 10 a.m. Old guys always get up early to pee, so what the hell. Besides, like I said, "I'm tired and can't sleep and since I'm already up, I may as well be up killing some fanatical SOB.

If captured, we couldn't spill the beans because we forget where we put them. In fact, name, rank and serial number would be a real brainteaser.

Boot camp would be easier for old guys. We're used to getting screamed and yelled at and we're used to soft food. We've also developed an appreciation for guns. We've been using them for years as an excuse to get out of the house, away from the screaming and yelling.

They could lighten up the obstacle course however. I've been in combat and didn't see a single 20-foot wall with rope hanging over the side, nor did I ever do any push-ups after completing basic training. Actually the running part is kind of a waste of energy, too. I've never seen anyone outrun a bullet.

An 18-year old has the whole world ahead of him. He's still learning to shave, to start up a conversation with a pretty girl. He still hasn't figured out that a baseball cap has a brim to shade his eyes, not the back of his head.

These are all great reasons to keep our kids home to learn a little more about life before sending them off into harm's way.

Let us old guys track down those dirty rotten coward terrorists. The last thing an enemy would want to see is a couple of million pissed off old farts with attitudes and automatic weapons.

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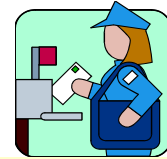
Submitted by Richey Brunskill

Charlie, a new retired greeter at Wal-Mart, just couldn't seem get to work on time. Every day he was 5, 10, 15 minutes late. But he was a good worker, really tidy, clean-shaven, sharp minded and a real credit to the company and obviously demonstrating their "Older Person Friendly" policies. One day the boss called him into the office for a talk. "Charley, I have to tell you, I like your work ethic, you do a bang up job, but your being so late so often is quite bothersome."

"Yes, I know boss, and I am working on it."

"Well, good. You are a team player. That's what I like to hear. It's odd, though, you're coming in late. I know you're retired from the Armed Forces. What did they say if you came in late there?"

"They said, 'Good morning, Admiral. Can I get you coffee, Sir?'"



**MAIL CALL**



**Precedence of awards is from top to bottom, left to right**

Top Row - Navy Unit Commendation

Second Row - China Service Medal (extended) - American Campaign Medal - Asiatic-Pacific Campaign Medal (2)

Third Row - World War II Victory Medal - Navy Occupation Service Medal (with Asia clasp) - National Defense Service Medal

Fourth Row - Korea Service Medal (2) - Antarctic Service Medal - Armed Forces Expeditionary Medal (1-Cuba 2-Dominican Republic)

Fifth Row - United Nations Service Medal - Philippine Liberation Medal - Republic of Korea War Service Medal (retroactive)