

# USS EVERETT F LARSON DD/DDR 830

**SUMMER 2012** Official Publication of the U.S.S. Everett F. Larson Association  
Newsletter Address: 83 Stonehedge Lane South, Guilford, CT 06437  
[WWW.USS-EVERETT-F-LARSON.COM](http://WWW.USS-EVERETT-F-LARSON.COM)



## PRESIDENTS CORNER



I'm looking forward to the next USS Everett F. Larson family reunion. The two shipmates I tried to contact, ended up badly. J.D. Munger RD2 passed away last winter and had no luck on Carter RD3.

I've had some emails from a couple of cities, that would like to host our reunion, I will bring the information to the meeting.

Jone and I have never been to that part of the country, I told her not to worry I'm sure there are golf courses and cold beverages!!

Joking aside, I learned about our reunions reading the American Legion magazine, Punta Gorda FL was a long time ago, but Veterans read that magazine and there maybe an Everett F. Larson shipmate out there. If you belong to an American Legion or a VFW Post, ask them to put a note in your newsletter – more people – better reunions!!! See you in New England.

Liberty call 1600

Nick

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**From the Vice-President**

Looking forward to the reunion as always. Its always nice to see my old shipmates and their families to share old memories and good times.

To me and my wife, these are some of the finest people we know. Be safe in your travels. Have a nice summer. Look forward to seeing everyone in Rhode Island.

- John Clements, RD3 1966-1968



**From the Treasurer**

During the first 4 months of 2012 we received \$765.00 and had expenditures of \$2,590.00. Our balance as of 4/30/12 is \$14,656.82. Looking forward to the Warwick, RI reunion.

Your shipmate - Frank Wyzywany



**From the Secretary**

We are trying to establish as complete a file as possible of Larson Newsletters, Minutes of General Membership Meetings, and Minutes of Executive Committee Meetings.

If you think you may have some you would like to contribute, please email me at [tmw@sisqtel.net](mailto:tmw@sisqtel.net) and I will email you a list of what we currently have so that you can see if you have something that would fill a gap in our spotty file.

Respectfully submitted, Terry Weathers



**In Memoriam  
Departed Shipmates  
(since last newsletter)**

Chaplain Francis E. Juntunen

|                                    |          |
|------------------------------------|----------|
| MM2 Raymond A. Sena 1954-55        | 11/29/11 |
| Jose M. Silvia 1950-54             | 12/9/11  |
| FC3 Donovan L. Perdue 1946-48      | 2/4/12   |
| RD2 Eldon L. "Punk" Fisher 1967-68 | 2/17/12  |
| FA Alvin D. "Danny" Manske 1948-49 | 4/30/12  |
| MMC Gary A. Winters 1959-60        | 5/20/12  |



Notes from the Larson Historian

**CHECK YOUR HAT!**

Stew Carter lost a Larson "NAVY" baseball cap at last year's reunion in Chicago. It had many pins attached which were of personnel value to him. If anyone saw it or packed it mistakenly and could return it, please contact Stew at—[baldeaglestew@hotmail.com](mailto:baldeaglestew@hotmail.com).

Another hat was turned in. The one that was turned in is a DDR-830 hat with pins from Norfolk, San Diego, Virginia Beach, Asheville and one other with a crossed American flag and a flag with a fouled anchor on it. The two might have been inadvertently switched in Great Lakes.

Contact Gene Maresca 317-319-4588 if you have info.

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Also, I have made good progress on my project to get all the plank owners into the Navy Memorial.

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(Email):  
My name is David Robertson. I am the son of one of the original crewmembers, E. J. Robertson.

I have only just discovered your web site in the last few days, while doing some research. My Dad currently lives in central Missouri and is visiting us this summer. He agreed to be interviewed by the Historical Society here - that manages the Museum of the Pacific in Fredericksburg, Texas. That is what caused me to do the research.

Dad is not too tech savvy, but I will definitely show him your website and current newsletter. I imagine he will love it. He will probably even want to attend the next reunion. Do you know of any other original crew that are alive and attend the reunion?

I did not see on your website any information about memorabilia. I would love to buy him a ballcap with the ship name. Do you have a recommendation?

- Dave Robertson Capt, USAFR, Ret

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**Exciting News!  
There will be a photographer at the  
Reunion taking photos this year!**

# Mail Call



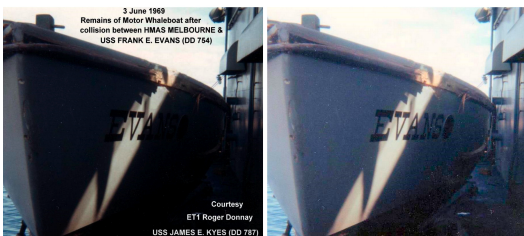
I was aboard USS JAMES E. KYES (DD 787) on the morning of 3 June 1969. KYES and a few destroyers, a submarine and an aircraft carrier, from several nations, were conducting a SEATO exercise as a cold-war show of strength in the South China Sea. Those of us not on watch were asleep in our bunks when the announcement came at 0315 hours that USS FRANK E. EVANS had collided with the carrier. All hands were to immediately go topside to search for survivors. I will never forget what I saw when arriving on deck: a sea calm as glass, no clouds, and a night filled with stars and a full moon. In the distance, a shadow of the "aft" portion of FRANK E EVANS.

She was only half the length of the ship we had always seen and had accompanied on the last three Westpac cruises. There were no men in the water by the time we reached the deck. The carrier HMAS MELBOURNE had already rescued those who could have been rescued. The remaining 74 had already gone down with the "forward" portion of the ship, which had sunk in less than three minutes. For the next three hours or so, crew members from JAMES E. KYES hauled in floating debris from the collision, including life preservers and the whale boat. We all felt so helpless because we could do nothing at all to save even a single man.



Within a few hours, USS KEARSARGE arrived to evacuate the survivors. Later in the morning the commander of ASW Group 1 ordered all the ships to form a circle around the location of the collision. The Chaplain from KEARSARGE conducted a memorial service which was transmitted to all ships and played over our loud speakers. We all bowed our heads while a "burial at sea" service was performed exactly over the location where FRANK E. EVANS had sunk more than one mile to the bottom of the South China Sea.

Everyone aboard a U. S. Navy destroyer for three Westpac tours during the Vietnam war was constantly reminded about life being a dangerous game. Occasionally, we felt very vulnerable to the weather, and sometimes to attack by enemy guns and missiles while in the combat zone.



What I recall most often from those times at sea was simply going about our routine tasks such as underway replenishment, getting mail from a helicopter, maintaining our equipment, or at-sea exercises and training. There are many stories of injury and death during such routines, some told to me and I told to others from my own experiences. But nothing compares to the loss of a ship and many of her men. I never thought about experiencing such a thing like this in my life-time.

Over the past 42 years I have told the story to many people, but mostly I had put it out of my mind after returning home to the States and going on with my post-Navy life. When I told my friends and business associates about going to Waterloo, Iowa to the Frank E. Evans Association reunion, I also had to tell them why. Many said they didn't even know I was in Vietnam, and none knew about USS FRANK E. EVANS (DD 754) and her story. The average person in America is ignorant of and emotionally far removed from the experiences of men during the Vietnam war, but especially from those of us who spent their time at sea. Stories from Vietnam were always about boots on the ground, rarely about planes in the air or ships at sea.

It is not my intent to diminish the sacrifice of those men whose names are on the Vietnam Wall. We destroyer sailors are bound by a special relationship, by our experiences at sea, and service to our country. The collision on 3 June 1969, tightened those bonds to a point where they can no longer be loosened. On that day, I had many different emotions. I felt a special kinship to the men aboard FRANK E. EVANS because they were not only Navy men, but because they were Destroyer Navy men, and because they were in my Destroyer Squadron, and because I was an ET and many ETs aboard FRANK E. EVANS were among the lost 74. I was a witness to the events of that day. Even though not aboard FRANK E. EVANS I still felt I was one of the survivors. On that fateful day I became painfully aware of how vulnerable we all were to such a tragedy. Only a few days earlier, USS EVERETT F. LARSON (DD 830) came very close to having a similar collision with the carrier.

Even my wife, back home in Long Beach, was touched by the humanity and the grief. She too had been aboard FRANK E. EVANS several times as she crossed her deck to come aboard JAMES E. KYES. When hearing the news about the collision on television, she screamed in disbelief. She was acquainted with a young wife of one of the



lost 74 who lived in our apartment complex. My wife often told the story of how the young, newly married woman would wear her husband's peacoat and never take it off, even in 85 degree weather.

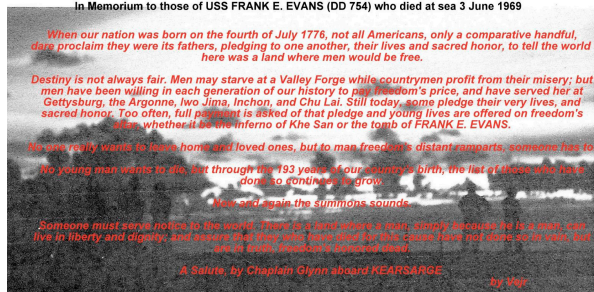


We have all heard stories like this, but what many of you may not know is the story of how FRANK E. EVANS contributed to combat operations in Vietnam even after 3 June 1969. Many FRANK E. EVANS crew may not be aware of how vulnerable our ships were to surface-to-surface missiles when using our guns against coastal targets in North Vietnam.

If you look at a photo of FRANK E EVANS, you will see the ECM deck, just forward of the Dash Helicopter deck. Above the ECM shack were several domed antennas, one which belonged to a piece of equipment named the ULQ-6. This electronic wonder contained a "travelling wave tube," which was very delicate and very expensive, and seldom survived the rigors of destroyer life. It's purpose was to receive signals from the radar aboard enemy missiles. The ULQ-6 canceled the missile's signal by returning a signal equal in strength but out of phase with the missile's signal which bounced off the ship's hull. Then, ULQ-6 amplified and re-transmitted the signal to the missile with a 12 microsecond delay, thus faking out the missile making it believe we were one mile farther away than our actual position. This caused the missile to fly over the ship and explode in the water a safe distance, one mile away. The ULQ-6 on JAMES. E KYES had been inoperable for weeks because the TWT had failed and we had no replacement part. After FRANK E. EVANS had been towed to Subic Bay, and the survivors had gone aboard to get their gear, the other Desron 23 Destroyers were given an opportunity to salvage anything from FRANK E. EVANS considered valuable to our mission in Vietnam. I heard stories about some of the men who went aboard her could not bring themselves to remove anything because they had a feeling of being in a sacred place. I had those same feelings, but realized how valuable the TWT up in the ECM shack was, and how necessary to our own safety. So I removed it and brought it aboard JAMES E. KYES.

*kearsarge pays tribute to evans' missing*

In Memorium to those of USS FRANK E. EVANS (DD 754) who died at sea 3 June 1969



I installed it in our ULQ-6. Imagine my surprise when it came to life! All the ETs on KYES were amazed that such a delicate part could have survived such a chaotic event. USS JAMES E. KYES (DD 787) was able to participate in a combat operation along the coast of North Vietnam after returning to Yankee Station, only because we were given an extra safety net, contributed by USS FRANK E. EVANS (DD 754).- Contributed by Roger Donnay, ET1, USS JAMES E. KYES (DD 787), Destroyer Squadron 23.

I would appreciate a link to <http://ussjek.org>

A few years ago someone at our reunion brought up the idea of a group trip to South Korea to visit the museum ship Jeonbukham (DD 916). As most of our Association members know, that was once USS Everett F. Larson (DD/DDR 830). Apparently there was not enough interest to qualify for a group rate and the idea never surfaced again, at least not at our reunions. But for me, the idea wouldn't go away so in May of this year I did something about it. I went to Jeongdongjin, South Korea, the location of Reunification Park and the site where Jeonbukham is now a museum ship. Despite the different hull number and the fact that the ship is out of water, I thought I recognized USS Everett F. Larson. One of the first things I did was to hand my camera to my South Korean tour guide because I just had to touch the ship. Once on board it was clear there weren't many spaces open to tourists. I was able to enter the pilot house. It seemed a lot smaller than I remember it. I was also able to enter Combat Information Center. I left Larson in 1962 just before FRAM so the CIC of today was not the same one in which I stood watches. However, the plotting table we called a DRT, I 'm convinced, is the same one that is there today. I sat before the only radar repeater left and had a flashback to an earlier time. Despite the sad fact that the ship isn't being maintained very well, I thoroughly enjoyed my brief tour of my first Navy ship. I will bring a number of photographs of Larson/Jeonbukham to the next reunion.

- Bill Forbes





## That Crackerjack Suit

This is one from the heart. Not that anyone probably gives a damn or has a reason to, but it is the 'two cents worth' of an old ex-bluejacket who was once afforded membership in what he considers the finest organization ever assembled: The United States Naval Submarine Force.

It gave me love and a respect for heritage and tradition, that allowed me to recognize that I have a place in the continuous chain that is the history of the U.S. Navy. I was a part of that history.

When I joined, every incoming rag hat was given a book: This is Your Navy, by Theodore Roscoe. The same gentleman who wrote Submarine Operations of World War II and Destroyer Operations of World War II (Later published in popular paperback form as Pigboats and Tin Cans). This is Your Navy was published by the U.S. Naval Institute to provide each incoming prospective bluejacket a single volume history of the Navy. It was written in the style of a yarn, a salty language adventure: It was great. Any young man who failed to be ignited by that book would have to be one 'soul dead', sonuvabitch. It is my all-time favorite book. The first time I read it, I was on a bus going from Great Lakes to a receiving station: Stayed up all night reading it. Any book that keeps an eighteen-year-old idiot up until dawn reading by the overhead light on a Trailways bus is one damn great book.

Over the years the book fell apart and after that I don't have any idea what happened to it. In the years since, I have haunted a lot of used book stores trying to locate a copy. They gave one to every sailor, so what the hell happened to all of them? But that doesn't have a damn thing to do with the intent of this piece. The history of the Navy is our legacy. It was passed to us and it is up to us to keep it intact and pass it undiminished to future generations. That is our obligation: No, more like a sacred duty. Take our uniform: The one the uninitiated refer to as the 'Crackerjack suit'. That uniform in an earlier form, but easily recognized by my generation of sailor, was worn by Civil War sailors: And every succeeding generation of seagoing enlisted sailor since. The U.S. Navy uniform is unique. First, no other service has maintained the continuity of their dress uniform.

Your low-neck jumper blues: Those thirteen-button low-neck jumper blues predate anything worn by our sister services. It has within it's seams, a valiant history of sacrifice and devotion: It is a symbol both recognized and respected by every seagoing sailor in the world. For well over a hundred years, it has been the hallmark of the protector of freedom of the seas. Good men have been proud to have been buried in it and gallant souls have died wearing it in service to their country. It is a uniform that lends itself to individual expression.

In a world of regulation and the application of strict standards, the powers that be, turned a blind eye to the eccentric liberties taken with the beloved 'dress canvas' uniform. It has always belonged to the bluejacket and has been accepted as his expression of the pride he has in himself and the fleet he served. Roy Ator, an officer who was a first rate submariner, once was a bluejacket. He rolled his rag hat. Men, who wore a rolled hat, would gently roll the rim and stuff it under the front of their jumper in a chow line. Guys who preferred 'wings' in their white hats, tucked the edges under then folded it in the middle, then took it and stuffed it in the back of their jumper collar. Nobody taught you to do it: You just did it, because sailors had always done it.

Some sailors meticulously took a dime and painstakingly rolled their neckerchiefs until they looked like a yard's worth of garden hose: Other lazy bastards (like myself) would take their neckerchief to some gal at a naval tailors and have her turn out what was known as a 'greasy snake': You could get two 'snakes' out of a regulation neckerchief. Pressed flat, they looked great and were light enough to blow all over hell and half Georgia in a light breeze. Some tied their knot at the bottom of the 'V' of their jumper collar: Others liked a high knot a couple of inches above the 'V'. Sure, the old barnacle butt CPOs would rag you... "Dex you look like a gahdam Pogey Bait Fennolly Hopper."

Never knew what a Fennolly Hopper was: Only know I looked like one so Stuke must have looked like one too. Only old heavy gut-ballasted Chief Petty Officers had actually seen whatever Pogey Bait Fennolly Hoppers were 'cause the last one died before Abe Lincoln was born. SUBRON Six had a couple of old bastards that had dated Abe's mother when she had all her own teeth. The trousers: The old stand-by thirteen-button blue bellbottoms had a pocket for a pocket watch. By 1959, it had become a 'Zippo lighter' pocket. You tucked your pack of whatever you smoked in your sock. Your wallet got folded clam shell style and got folded over the top of the waist of your trousers and you pulled your jumper down to cover it: Every barmaid and hooker knew the exact location.

You never put anything in your jumper pocket except your I.D. and liberty card. Anything else looked like hell and if you were wearing whites, reaching in your pocket for stuff would get it dirty. A good set of tailor made, seafarer whites had a patch pocket instead of the weird slit pocket that came on regulation whites.

A real set of thirteen-button blues or whites had no belt loops. Instead there were a series of eyelets right above the terminal point of your ass crack called 'gussets' and you had a mate lace them up and square knot them to your size. It was 'Navy': Old Navy: Back then, being 'Old Navy' was damned important.

So you decked yourself out in dress canvas: Rolled across your quarterdeck: Popped a snappy salute to the colors aft: The Topside Watch hollered, "Hey Dex, if you get laid twice, bring me back one." "Sure horsefly, you bet." And, you were off to terrorize the civilian population: You were in Arliegh Burke's Navy and you looked like an American bluejacket: Because that was exactly what you were. It is what every saltwater, deep-diving sonuvabitch who came before you was: And in 1959, we all knew deep down in our hearts that would always be the way it was.

Nobody would ever be so gahdam stupid as to let go of that uniform. Hell, we all knew that our sons and grandsons would someday wear that wonderful symbol of the finest Navy that God ever assembled. At the time it was called Indo-China, nobody knew where it was: Or cared. Nobody had ever heard of Elmo Zumwalt, the forward thinker who invented saltwater mediocrity.

And somewhere, somebody decided thirteen button blues were outdated and that the history of the United States Navy was not enough to excite young men so they created compensation and education bribes: And quit handing young lads copies of This is Your Navy by Theodore Roscoe. They trashed the dear and meaningful for a bunch of superficial, meaningless horseshit and called it progress: Shame on the bastards. – Aye, Herm Chambers

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Dear Frank, I spent a couple years in Pacific Running landing craft the first year until I lost my hearing. Then I went in the Engine Room on my ship USS Arided AK73 for a year. Then they sent me back to Maine to pick up the Larson. That was like a rest lamp, get up any time and tell the cook what you wanted for breakfast. The only requirement was that we had to go down to the ship every day and get familiar with engine rooms for five rooms, cross over lines and familiarize with the layout of the ship. I don't remember if we picked up our crew in Bath, Maine or when we went to Boston. Our shake down was by Cuba then back in Pacific.

The war was over then but we had to escort the Boxer– an aircraft carrier – over to China is the story I get. There were a bunch of Japanese that wouldn't surrender. On our way back the old man blew up a Japanese gun boat. Then we ran into a typhoon, waves 76 ft. high, wind 110 mph. That was a wild ride, but not a man got sea sick. We had to watch for mines that broke loose and were floating. We got back to Okinawa to pick up our mail – but no mail as the mail boat sank in the harbor in the typhoon. Then over to Japan, Yokahama and also north up to Mapoi. I left the Larson in Japan and came back to states on a Troop Transport in January, 1946. lot more little things and places but if I wrote about it all it would be as big as a Sears Roebuck catalogue! – Orville Jo Swick

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Doug, It's likely I'll be attending the 2012 reunion in September and I'm wondering if anybody has considered incorporating a golf outing. With a 4-day reunion could it be worked into the itinerary? I was thinking an Old Navy/New Navy competition. With Quonset Point, Newport, etc. being close by we could sponsor Tin Can sailors who could tell us how obsolete we are and swap sea stories. If this idea gets any traction and you need me to "turn-to" and join a committee just yell. Hang in there, Frank Pellegrini 203-267-5930

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### **Larson 2012 Reunion—New England!**

Battleship Cove, a world class museum and Newport, a New England seaport famous for mansions, Vanderbilts and Kennedys are the highlights of the 2012 reunion.

Norm & Susan Welch and Art & Lorraine Colson are hosting the September 2012 Larson reunion at Crowne Plaza, Warwick, Rhode Island. Fly into Providence, RI and take the free shuttle to the hotel or fly into Boston and rent a car for the 45 minute drive. A complimentary, hot breakfast will be served daily in the hospitality room.

Larson shipmates last toured Battleship Cove as part of the 2nd reunion in 1990. Twenty two years later many "younger" shipmates as well as some from that early reunion will have the opportunity to tour this world class museum which includes a WWII battleship, a Cobra attack helicopter, a Vietnam-era Huey as well as two PT boats like the famed PT-109. The 2012 Memorial Service will take place on board. There will be 2 wheel chairs available for those that need some assistance walking any distance. Please call the hosts if you have questions about handicapped accessibility, walking distances etc. Norm says he joined the Navy instead of the Army because he didn't like to walk, so this reunion will be easy on "the old guys".

Newport is site of the Naval War College, summer cottages of the Vanderbilts & Astors, the Cliff Walk and a harbor that draws sailing ships from around the world. Located 20 minutes from our hotel Newport offers plenty to do in your free time. Come early or stay late to explore Boston, Providence or Cape Cod!

For any information please contact Norm & Susan at 978 771 3053 [sk-w@att.net](mailto:sk-w@att.net) or Art & Lorraine at 207 439 2123 or [ACOLLNETT@aol.com](mailto:ACOLLNETT@aol.com). We hope to see many old, familiar faces and look forward to meeting some new folks! – Norm, Susan, Art & Lorraine

**\*\*CURRENT EVENTS\*\***

We have received some very interesting and personal emails and letters from those who served on the Larson, that you will find under the "Mail Call" heading.

There have to be hundreds of these stories. We would ask you to think back to those years on the Larson and email it or write it down and send it to drice@ctslabs.com or Doug Rice, 83 Stonehedge Lane South, Guilford, CT 06437. Give us as much detail as possible, with dates, names and we will share it with the Larson crew in our next newsletter!

Larson hats, shirts and jackets will be available from EMBROIDERY CREATIONS, 5050 Nebraska Avenue, Ste. 8, HUBER HEIGHTS, OHIO. Phone: 937-235-0441. Fax: 937-235-0487. Contact Chuck Hertzman Website: www.embroiderycreations.com or info@embroiderycreations.com

LARSON PATCHES AVAILABLE - Vern Smith, 1855 E. Oakmont Ave., Fresno, CA 93720, (e-mail: yttim2@dslextreme.com) has Larson Patches available and the cost is \$4.00 which includes mailing cost.

**THIS IS NOT A DRILL**

**Its still important to get dues paid and to get new members. We need to do both! DONATIONS ARE ALWAYS WELCOME!**

**Get Your Larson Newsletter Via Email**

With every edition, your Association mails out 383 Newsletters and Emails 170 Newsletters to members. **Please let Doug Rice (drice@ctslabs.com) know if we can just provide you with the email version.** With the rising costs of stamps, envelopes and printing, we would appreciate your help in cutting our costs. Thank you for your help.

**WE ARE STILL LOOKING FOR SHIPMATES**



Ol Division Radarman 1960's

**Attention on Deck!**

**Dues...You know the drill!**

Please send your 2012 Dues. Fill out this form, send it and your check made payable to: **USS Everett F. Larson DD-830** with a self addressed envelope to:

Frank Wyzywany, Treasurer  
12 Ashleigh Court  
Lansing, MI 48906

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Town: \_\_\_\_\_

State: \_\_\_\_\_ ZipCode: \_\_\_\_\_

Tel #: \_\_\_\_\_

Email: \_\_\_\_\_

**Please Check One:**

\_\_\_ \$10.00 per year Full Membership

\_\_\_ \$120.00 Lifetime Membership (w/ spouse)

\_\_\_ \$5.00 per year Associate Membership  
(no voting rights at meeting)

Years beng paid for: \_\_\_\_\_

**Mailing Address:**

Are you current? Take a moment to check to see if you need to update information. \*Send in the changes to Doug so you will receive your copy of the Larson Newsletter in a timely and cost efficient fashion.

Doug Rice  
83 Stonehedge Lane South  
Guilford, CT 06437

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Town: \_\_\_\_\_

State: \_\_\_\_\_ Zipcode: \_\_\_\_\_

Tel #: \_\_\_\_\_

Email: \_\_\_\_\_

Rate & Years on Larson: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_



## New England Reunion – September 16–20, 2012

The 2012 USS Everett F. Larson Reunion will be held in Warwick, Rhode Island.

Where? 10 minutes from Providence, RI or 45 minutes from Cape Cod or 45 minutes from Boston, MA or 20 minutes from Newport, RI or less than 3 hours from NY City.

Norm & Susan Welch together with Art & Lorraine Colson are hosting the reunion and look forward to welcoming you to New England. We hope you'll taste the "chow-dah" and enjoy the history.

We will be staying at the Crowne Plaza Providence–Warwick. The room rate will be \$109.00 (+ tax, currently 13%) which includes a hot breakfast buffet to be served daily in our hospitality room. Menu includes scrambled eggs, bacon/sausage, home fries, breakfast pastries, juice, coffee & tea. The discounted room rate will be available 3 days prior to and after the reunion dates, based on availability. (One of the largest boat shows in the water will be held in Newport Sept 13–16.)

Emailing the reservations department directly at [reservations@providenceri.crowneplaza.com](mailto:reservations@providenceri.crowneplaza.com) is the most convenient way to make reservations. Guests may also reserve their room online at [www.CrowneHotelWarwick.com](http://www.CrowneHotelWarwick.com) using the three letter group code of U S E. The hotel's reservation department can be reached at (401) 732–6000. If you call (800) 227–6963 you will not reach the hotel directly, and you **MUST** identify your affiliation with the USS Everett F. Larson! Rates can not be adjusted at check-in or check-out, you must do this when you make reservations! Check in is 3pm. If you require early check in or late check out due to flights, please advise the hotel so they can assist you.

Parking is free and the Crowne Plaza offers free shuttle service between T.F. Green Airport, (PVD) 2 miles from the hotel. The hotel will also provide complimentary local shuttle service to the area restaurants and Mall.

If you prefer you can fly into Boston's Logan (BOS) airport and rent a car for the short ride.

ROOM RESERVATIONS MUST BE MADE BY August 17th. Cancellations up to 24 hours prior to your arrival.

Sunday, Sept. 16th a casual supper of pizza & desserts will be served in our hospitality room.

Monday, Sept. 17th A local guide will escort us on our 90 minute tour around historic Newport. Some shipmates may have spent some of their Navy days in this New England coastal town. We will be dropped off at the Visitor's Center for shopping & lunch on our own. At 1:30p.m. we'll leave for The Breakers, home of the Vanderbilts in the Gilded age and the grandest of all of Newport's summer cottages.

Tuesday, Sept. 18th We will spend the day at Battleship Cove, a world class maritime museum. Included in our tour price is a lunch of fruit salad, turkey, roast beef & tuna sandwiches, Boston baked beans, pasta with marinara sauce, kielbasa with onions & peppers, potato salad and cake & beverages. The Pearl Harbor Experience at Battleship Cove uses state of the art special effects to surround you with the look, feel & sounds of 1941 making you a witness to history. There will be a chance before & after lunch to see this presentation. The Memorial Service will take place immediately after lunch.

Entertainment and the Reunion Raffle will take place upon return to the Crowne Plaza. Dinner on your own. Try one of the restaurants in the Crowne Plaza or one of the dozen restaurants accessible by using the hotel's shuttle.

Wednesday, Sept. 19th Business meeting at ~ 9:30 followed by the remainder of the day on your own to explore the Cliff Walk in Newport or the charming wharf area downtown. Historic Providence is a short drive.

Cocktails, dinner & dancing at the Crowne Plaza

Thursday, Sept. 20th Farewell breakfast in the hospitality room

Registration Form must be received by Monday, August 27, 2012  
Mail to: Norm Welch, PO Box 420, Melvin Village, NH 03050–0420

Checks payable to: Norman Welch

# **U.S.S. Everett F. Larson 2012 Reunion**

Sunday, Sept. 16-Thurs, Sept. 20, 2012

- Sunday, Sept. 16, 2012 Hospitality room will be open for early arrivals. Check into the Crowne Plaza. Casual welcome dinner in the hospitality, pizza & desserts.
- Monday, Sept. 17, 2012 Tour historic city of Newport, Rhode Island. Lunch & shopping on your own. Afternoon tour of "The Breakers" mansion.
- Tuesday, Sept. 18, 2012 Tour Battleship Cove ships, subs, planes & museum, buffet lunch included & Memorial service aboard the USS Massachusetts
- Wednesday, Sept. 18, 2012 Morning business meeting, afternoon on your own  
Cocktails cash bar, Banquet dinner & entertainment.
- Thursday, Sept. 19, 2012 Daily complimentary breakfast buffet in hospitality room

## **Return by August 27, 2012**

Check payable to Norm Welch  
Norman Welch, PO Box 420, Melvin Village, NH 03850-0420

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Name: \_\_\_\_\_ Years aboard Larson \_\_\_\_\_

Guest Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone #: \_\_\_\_\_ Email \_\_\_\_\_

- 1) Sun. Sept. 16th Informal supper, pizza & desserts  
Number of Persons \_\_\_\_\_ x \$5.00 each = \$ \_\_\_\_\_
  - 2) Mon. Sept. 17th Tour of Newport, lunch on own, tour "The Breakers"  
Number of Persons \_\_\_\_\_ x \$47.00 each = \$ \_\_\_\_\_
  - 3) Tues. Sept. 18th Tour of Battleship Cove, including lunch and Memorial Service  
Number of Persons \_\_\_\_\_ x \$47.00 each = \$ \_\_\_\_\_
  - 4) Wed. Sept. 19th Reunion Banquet, music & entertainment  
Number of Persons \_\_\_\_\_ x \$47.00 each = \$ \_\_\_\_\_  
Prime rib # \_\_\_\_\_ Chicken Francaise # \_\_\_\_\_
- Grand Total = \$ \_\_\_\_\_