

2020 INDIANAPOLIS, INDIANA REUNION HAS BEEN CANCELLED

USS EVERETT F LARSON DD/DDR 830

SUMMER/FALL 2020 Official Publication of the USS EVERETT F. LARSON Reunion /Association
Newsletter Address: 11608 Channel View drive, Lakeview, Ohio 43331
WEBSITE: www.usseverettflarson.com



2020 OFFICERS

Ellis Warmkessel, President 11740 Coronado Drive. Spring Hill, FL 34609. (352) 232 7655 erwarmkessel@aol.com	Executive Committee (includes Pres. & Vice Pres) Larry Laub 227 Main Street Covington, OH 45318 937-214-6592 admiralb1945@gmail.com
Art Jacobson, V. President 141 W. Baylor Lane Gilbert, AZ 85233 (C) 480-625-5050 artjacobson@yahoo.com	Joe Torres 9236 South 10th Avenue Phoenix, AZ 85041 (602) 243-3495 joeyt07@msn.com
Gene Maresca, Treasurer & Larson Historian. 2406 Rutgers Road Indianapolis, IN 46227 (317) 786-5788. genemaresca@aol.com	Tom Nordquist, Larson Newsletter Editor 11608 Channel View Drive Lakeview, OH 43331 (937) 477-4613 tnordqu670@aol.com
Terry Weathers, Secretary. 9964 Sniktaw Lane. Fort Jones, CA 96032. (530) 468-2234. tmw@sisqtel.net	Bernard Diaz, Chaplain 6731 Branch Street Hollywood, FL 33024 bensab@bellsouth.net

PRESIDENT'S COLUMN

Hello everyone.

I'm sad that our 2020 Reunion has been cancelled due to COVID-19. I was so looking forward to seeing everyone in Indianapolis this year and after many discussions with Gene Maresca, Art Jacobson and the other ship representatives of the Gearing Gang (USS EVERSOLE AND USS SHELTON) made the decision to postpone the Reunion for this year, and reschedule it for INDIANAPOLIS IN 2021.

Gene has worked with all the vendors and the hotel to reschedule all events for next year. The exact dates has yet to be confirmed, but we will keep all informed, as final arrangements are completed. Please check our website WWW.USSEVERETTFLARSON.COM and watch for our 2021 Winter Spring Newsletter.

I would like to invite shipmate family members to be part of our Reunions, the USS Frank E. Evens has been doing this for several years with great success.

Please be reminded that many of you may be eligible for VA Benefits from H.R Bill 299 Blue Water navy Vietnam Veterans of 2019. See article on Page 2 of this Newsletter.

I want to thank all that have given information for our Newsletters and have helped publish it over the years and especially to Tom Nordquist for a job well done.

Stay safe and hope to see you at the 2021 Indianapolis Reunion, smooth sailing and keep the wind at your back.

**Your President,
Ellis Warmkessel**

USS EVERETT F. LARSON HISTORY FROM:
FRANK PELLEGRINI, Radioman 1954-56
E-MAIL: pellegrinijane@yahoo.com

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The Larson was in DESDIV 115, DESRON 14. The DESRON consisted of the Benner, Monsoon and Fecthler. In September, 1955, we transferred to the 7th Fleet and out of Long Beach, California. My 4 years in the NAVY was 90% an adventure, but something you never forget. Sea duty is dangerous and some people had bad luck. I'll always have a vivid memory of 2 plane guard incidences: I witnessed an aborted take off where the pilot veered to starboard, collided with the carrier's antenna's, fought for control, had a flame out and went nose down into the ocean. We got there in 94 seconds and all that was left was a pink dye marker. Being in Radio, I copied the incident - pilot was just an Ensign on his first cruise. A repeat followed 7 months later in the Med., while attempting a landing, the pilot was too low and flew into the fantail. At the same time, the plane killed two illegal sunbathers.

I found the NAVY very competitive within the Fleet. Before sea duty the Marines were the competition. While sea duty, you competed against the other squadrons. In Cuba, for a shakedown cruise, the entire Larson crew got involved in a pier brawl, that lasted 2 days and spread to a port side/starboard side "pirate like" deal. It might have lasted longer except for our Captain's offer to settle it between themselves. The Larson and the Joseph Kennedy sailed away separately!

MARSEILLES, FRANCE

We were tied up some 4 miles down the coast at the fuel piers. We spotted a goat path winding up the cliff. At the top, we could see shiny brass rails. RM3 MacMillian and part of a 7 member radio gang and myself, decided that's where the good liberty was and proceeded to invade France. The brass rails led to stone stairs and a cobble stone market center. We spotted a tavern with a hung bead curtain. MacMillian was in front, and spread open the beads, immediately took a punch in the mouth, and flew back into me. We both ended up on our butts on the cobble stones. We were sober, so we decided it wasn't worth a forced entry and we then went "scouting". We found just the place, off to the side and full of old men. We put \$5.00 on the bar, set up the entire bar for 4 hours, got a lot of slaps on the back and learned a lot of French swear words.

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MacMillian, my brother Ralph, an RD1, all left the Larson at 2:00 pm. We all had different drinking capacities; MacMillian after 6 beers was always getting drunk and thinking he was the best fighter in the world. We always found a dark corner where he could sleep it off, until he was ready to go back to the ship. Ralph, my brother couldn't drink either. He pulled "rank", became an authority on everything. For some reason, I developed a high alcohol tolerance and ended up the good shepherd for the both of them. But, one incident stands out! The closer we got to the Larson, the more belligerent brother Ralph got. MacMillian and myself had each of Ralph's arms and he decide to verbally go after the OOD. The 1st class BOSN and the Master at Arms pulled his .45, bent Ralph over the rail with the .45 at his temple. Sometime, during the incident my brother passed out. Obviously, this embarrassed MacMillian and me. We berthed under the mess deck, so we carried him through the midships passageway, down to the mess line across from the mess deck and deposited him onto the hung 8' laundry bay by the ladder. The whole incident was never mentioned by all involved.

Taking all 48 months in the US NAVY into consideration, I know one thing, I definitely became a better man coming out than going in.

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REPEAT INFORMATION - CONGRESS H.R. 299 BILL BLUE WATER NAVY VIETNAM VETERANS OF 2019

The US Senate has unanimously passed the Blue Water Navy Vietnam Veterans Act & signed by the President. Complete eligible ship's listing & dates, are at www.benefits.va.gov for the Navy & Coast guard Ships Associated with Service in Vietnam & Exposure to Herbicide Agents dated March 1, 2019.

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Note from Tom Nordquist, our Ship's Newsletter Editor & Website Coordinator

If you have a contribution to future Newsletters and Larson Website, please let me know at: tnordqu670@aol.com or call me at my Cell# 937-477-4613 or contact Ellis Warmkessel, our President at his phone or Email Address. There are hundreds of great sea stories all of us would like to hear. Give us as much detail as possible, dates & names, etc.

LARSON LOGO APPAREL

An Account has been set up with L. L. Bean to supply Larson Shipmates with Clothing apparel. A shipping cost & state tax may apply. 2 logos are set up with their art department in black lettering for light colored apparel & gold lettering for dark colored apparel. Products include Polo shirts, long sleeve shirts, jackets, baseball caps are available: small to XXL for men & women, a Larson logo will be added. A service charge of \$16.00 for embroidered Logo. The clothing is very reasonable & great quality. Phone # 1-800-832-1889, Reference: USS EVERETT F. LARSON, Account # 543365 Website: www.llbeanbusiness.com

**IN MEMORIAM - BERNARD DIAZ, CHAPLAIN
Departed Shipmates (Since 2020 WINTER letter)**

<u>ShipMate</u>	<u>On Board.</u>	<u>Rating</u>	<u>Deceased</u>
Ronald W. Crane	1946-47.	S1C.	3/22./2020
Robert O. Lesmerises	1949-52.	HM1.	10/18/2015
Donald Rabine.	1952-53.	BMC.	6/2/2015
Phillip MacDonald	5/8/2018.	S1(PO)	5/8/2018
James L. Neville.	1966-68.	MM2	4/27/2020
Domenick Scarlato.	1947-48.	F1	5/5/2020
William J. Kriell.	1947.	F1	12/9/1960
Douglas R. Mitchell	1969	HTC	10/29/2017
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In going through the obituary of departed shipmate Domenick Scarlato, I found that he had written an autobiography, *The Brooklyn Kid*, which includes his time on the Larson. Some of it I was surprised to see in print. It is now in our library.

Over the years, we have amassed a number of books: Cruise Books for the few years we had them, most of which we put on line on our website. Bill Fortes' autobiography, *Anchor in the Prairie*. A book about Navy items and where they came from called *Room to Swing a Cat* by Captain Fred Bell, who was Commodore on our first cruise and the original occupant of what we later came to call the "Captain's-in-Port Cabin".

Also, there's a good mystery novel called *Double Image*, which was written by Commander Arthur Bryant, a few years before he became Commanding Officer of the Larson.

Are there more out there?
Gene

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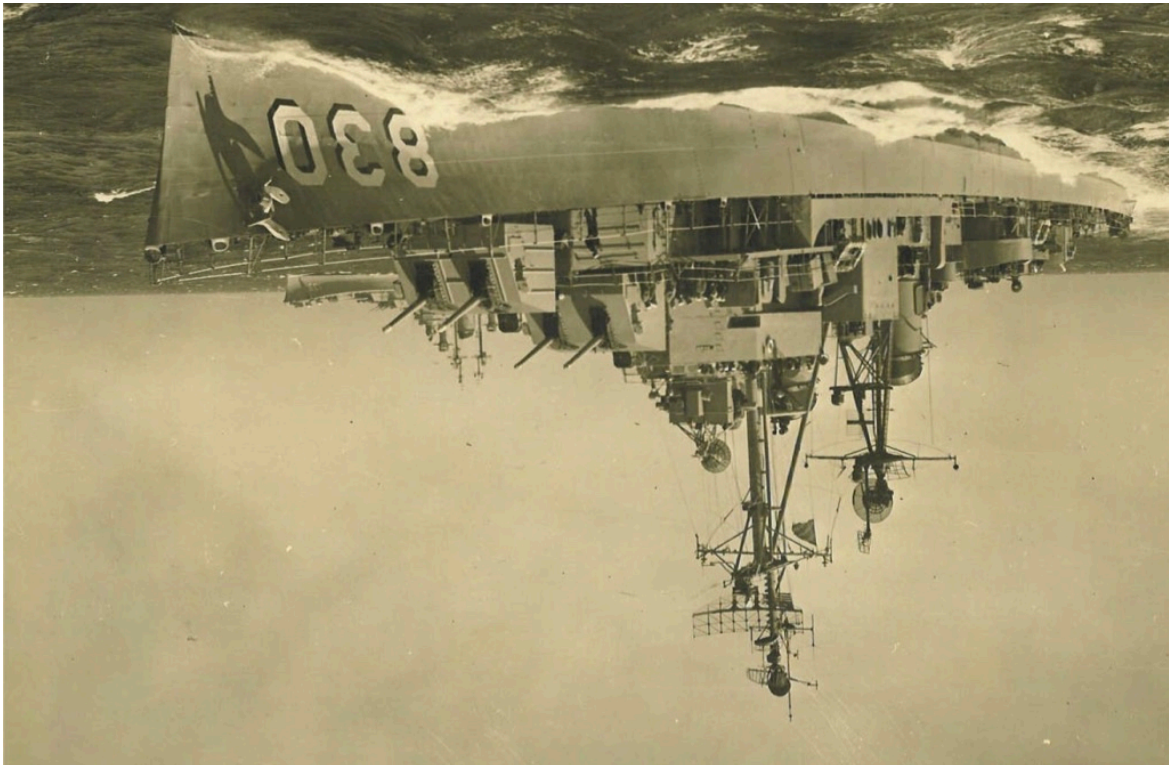
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