

USS EVERETT F LARSON DD/DDR 830

Winter 2017 Official Publication of the U.S.S. Everett F. Larson Association

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www.usseverettflarson.com



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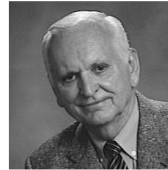
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In 2013 I was honored when those present at the Nashville reunion elected me President of the USS Everett F. Larson (DD/DDR 830) Association. At the 2016 Las Vegas reunion, I handed the gavel to Ellis Warmkessel, your new President.

Because of the support from you shipmates, it was a fun three year run. I especially want to thank the Association Officers and Executive Committee as well as Historian Gene Maresca and Newsletter Editor Doug Rice. They never failed to respond when a need arose. Thank you all. I know the Association is in good hands.

- Bill Forbes



Hello, I want to thank everyone for electing me as your new President. I also would like to thank Bill Forbes for his tenure as President. He did a terrific job for us and I am looking forward to working with the Officers and the Executive Committee.

I want to introduce you to my wife, Marlene, whom some of you already know and give a brief history of myself. I reported aboard the Everett F. Larson upon graduating from Quartermaster "A" school January 1968 right before the USS Pueblo incident with North Korea. I left the Larson on July 3rd, 1971 when we arrived in Long Beach, Calif.

I want to thank Donald and Pamela Erskine for doing an excellent job with the Las Vegas Reunion. We went to the Hoover Dam the first day and it was quite a history lesson, looking down into the canyon and going inside the heart of the dam and learning the construction that was involved. We had the pleasure of stopping in Boulder City, Don's backyard, to watch the Longhorn sheep for a few minutes. Also those that went to the air show on the Nellis Air Force base had a good time.

We had the business meeting and the raffle Saturday morning with lunch to follow. The dinner and dance was held in the evening closing out the Reunion and saying good-bye to old and new friends.

Our 27th Reunion will be held in Branson, Missouri starting Oct. 11th, 2017. We are always looking for shipmates, if you know of anyone who hasn't been to a reunion, pass the info along, we'll be glad to see them.

Until we get together again, keep the wind at your back and clear sailing to the next reunion.

- Ellis Warmkessel

Note from Secretary, Terry Weathers:

Minutes of the USS Everett F. Larson (DD/DDR-830) Association Executive Committee meeting 12 November 2016 at the Best Western Plus in Henderson NV.

The Executive Committee meeting was called to order at 9:15 AM by President Bill Forbes.

Minutes of the 2015 executive committee meeting were read by Secretary Terry Weathers and approved as read.

Treasurer's report was presented by Treasurer Dave Pickett and approved.

Art Jacobson, Chairman of the Joint Reunion Committee, reported that that during the past year membership of the committee had been changed, with approval of President Forbes, to comprise himself, Historian Gene Maresca, and Director Joe Torres. He summarized the reasons that joining with one or more other ships in putting on an annual reunion is rapidly becoming a logical choice as our membership numbers inevitably decrease. He further explained the significant efforts put forth to identify potential joint reunion partners and presented a list of them. Following a detailed discussion it was agreed that Art is authorized to invite potential partner associations to send from one to three representatives to meet the day before the start of the 2017 Reunion in Branson, MO to discuss details of such a future joint reunion, pending approval by the general membership.

It was decided to drop the \$25 memorial contribution do departed shipmates who have had no contact with the Association, although a sympathy card will continue to be sent.

Various methods of reminding members to pay dues were discussed, but no specific action was taken.

President Bill Forbes explained that we need to elect a new president, that he will be unable to attend the Branson Reunion, and that Ellis Warmkessel had indicated a willingness to serve, if elected.

With no further items for discussion, meeting adjourned at 10:33 AM.

Respectfully submitted, Terry Weathers, Secretary Page 2

(More) Minutes of USS Everett F. Larson (DD/DDR 830) Association meeting November 12, 2016 at the Best Western Plus in Henderson, NV.

President Bill Forbes called the meeting to order at 11:18 AM..

The Pledge of Allegiance was led by Donna Kendall and recited by those present.

A show of hands by those attending their first Larson reunion revealed relatively few first-timers.

President Bill Forbes had all shipmates present tell their names, years aboard the Larson and duties.

Minutes of the last annual meeting at Jacksonville, FL were read by Secretary Terry Weathers and approved as presented.

A financial report was presented by Treasurer David Pickett showing a bank balance of approximately \$6700. The report was approved. Treasurer Pickett further advised the membership of the four scams he had received during the past year, purportedly from President Forbes, directing him to issue checks on the Larson account to various entities. In each case a call or email to President Forbes confirmed that the request was bogus.

Treasurer David Pickett also surprised everyone by presenting "Bulldog" plaques that he had mounted on wooden bases to the following: Donna Kendall (representing plankowners), Bill Forbes, Art Jacobson, Don Erskine, Clyde Bingham, Gene Maresca, and Terry Weathers.

Art Jacobson, Chairman of the Joint Reunion Committee now comprising Art, Joe Torres, and Gene Maresca, reported on the Committee's efforts to date. Several options have developed and those assembled granted approval for Art to explore meetings with potential reunion partners prior to the 2017 Reunion in Branson, Mo.

President Bill Forbes presented a slate of officers and Executive Committee members for election for two -year terms as follows:

President - Ellis Warmkessel, Vice President - John Clements, Treasurer - David Pickett, Secretary - Terry Weathers, Director - Don Erskine, Director - David Noël, Director - Joe Torres. The slate was voted upon and approved.

Ellis and Marlene Warmkessel will direct the 2017 reunion in Branson, Mo. with Charleston, SC explored for 2018.

With no further items for discussion, meeting adjourned. Respectfully submitted, Terry Weathers, Secretary

****Does anybody remember a Shellback initiation on the Larson? If so, need info about it. Please call or e-mail me. There is a story about one on the website but the date can't be right.** - Gene Maresca**

In Memoriam

Bernard Diaz, Chaplain

Departed Shipmates (since last newsletter)

SN Charles "Boots" Spagnola, Jr.

BM2 E J "Bob" Robertson

RD3 Newell E. Smith

MSC Dominick "Nick" De Dominick

SN Joe C. Spear

BT3 Eugene Sholtz

YN3 Linton A. Caswell

S1 Norm Welch

LTJG Alex McGhie

Chief Aviation Electrician's Mate Fred Squires

SK3 Plank Owner John A. Head

Paul J Nistler

Kenneth R Edge

MAIL CALL

Hi Doug,

I attended a Tin Can Sailor "Bull session" in Phoenix last Saturday. Mostly went to see how TCS is doing and find about interest levels for combined reunions. It seems to me the TCS organization is feeling the declining numbers also. Not to the degree individual ships are experiencing but the effect is there. There also seems to be continuing interest in ships combining reunions as I spoke to a couple of sailors who stated their ships have decided to no longer hold reunions because of low attendance. I expect to read more about this in the future Tin Can Sailor newsletters.

I also met another sailor from the Larson who lives in Arizona. He lives in Prescott Valley AZ. He has no internet connections where he is and has never been to a Larson reunion.

Hopefully being contacted by the Larson might get him involved with our group.

As to sending you a summary of where we stand in combining reunions I am working with the Gearing Group right now and will try to get a small article to you before the end of this month. All signs are positive at this time!

All for now. Art Jacobson

One of these days I have to sit down and write a letter describing what has been selected as the artwork for the DDR830 on the clothing.

It is not what I remember as what was displayed on the DDR Larson when I was a member of the crew. It was not that greyhound but the Bulldog gouging on the submarine.

There is a smart phone case that has what I consider was the correct image with DDR830 name and the Bulldog. I have tried to order what I consider would be what I would wear but there was no help in that matter.

- Ernie Nowack

What is a Plank Owner?

A "plank owner" is an individual who was a member of the crew of a ship when that ship was placed in commission. In earlier years, this applied to a first commissioning; since then, it has often been applied to one who was part of a recommissioning crew as well. "Plank owner" is not an official Navy term, and has consequently been variously defined by different Navy units.

Marine for Life Charlie Sullivan here, I was pleased to see DD 830 has a reunion coming up. Best wishes.

My good friend,, John Duncan Brennan, was a Fireman (1958-1962) on the Larson; I was with the MarDet on the light cruiser Providence. We, Larson and Benner DD 807 made a WesPac cruise during 1860-1961.

"Jake" Brennan and I had been high school pals in Massachusetts and just couldn't agree as to which part of the Navy we wanted. We really enjoyed some great liberty in the Pacific and in Long Beach.

When we got out of the service, I married my penpal and Jake was a frequent visitor. We got jobs at the Polaroid Corporation - sweeping floors. I started college classes; Jake drove his 55 Chevy back to California, not sure what he wanted to do. By 1965 he was back. We enjoyed lots of laughs until we were hit with a load of bad. Jake's aches and pains were diagnosed as cancer.

He married a local gal and soon they were expecting a baby. During early 1966 Jake was sick. I had been recruited by the Oakland, California Police. Jake and I were on the telephone a lot; he was sure he was too sick to come to his beloved California. During the Spring of 1967, he was really in bad shape. One day his wife - very pregnant - drove into the Mass General Boston to visit Jake. Her water broke in the parking lot. She tried to reach her doctor's hospital. The baby was born dead. That's the day Jake died.

Jake loved his ship as I loved Providence. I have always had a photo of Larson underway and our pal, Jake, over my desk. He would be very proud to know Larson crew members were enjoying a reunion. Please



A background story on the Larson's mascot "Walter" .

The Capt. had a ship's contest to re-create a new image of Walter. The winner would get an 'OVERNIGHT' liberty in HONG KONG.

My twin brother, Bob, was an Airman in the Air Force stationed in Abilene, Texas at the time. Because Bob was an illustrator / cartoonist I wrote and asked him to draw me a cartoon BULL DOG. He responded, I submitted it to the Capt. and I WON !!! To my surprise...the Capt. told me, before we hit Hong Kong he wanted me to draw my winning 8" x 10" cartoon on the 20' X 20' HANGER DOOR!!! As you can see I was able to pull it off. Funny though, feeling guilty, I signed Bob McGregor under the door art (cause he created it)..... I didn't know a few days later the STARS & STRIPES newspaper would take a photo of me standing in front of the door and the caption read something like this.....Seaman Scott McGregor puts finishing touches on EF Larson's new mascot Walter.showing the signature BOB MCGREGOR....now the entire Military readership throughout the world saw that I didn't know how to spell my own name.

The other photos taken first light morning June 3,1969 after the collision of the USS Frank E. Evans and Australian helo carrier Melbourne . As I rememberthe Larson was part of a NATO at sea exercise with several ships from other nations. One night while plane guarding for the Melbourne, and performing a multi-ship " Z " pattern there was a problem. Someone zigged instead of Zagged and the Larson came close to a collision with the Melbourne. I was standing Port Lookout. This close call spooked us all and as a result the Larson was assigned to another position in the exercise . A few nights later the Evans was hit. I learned later the Evans PORT LOOK OUT was thrown up onto the Melbourne's flight deck upon collision. The photos show what I saw when the sun came up. The Larson picked up survivors and lashed up to what was left of the Evans sending aboard a boarding party. I was told the Melbourne hit the Evans midship at the torpedo deck right between the stacks, cutting it into two pieces. Because the ECM gear was top heavy, when the Melbourne passed through the Evans, the forward part immediately turned over and sank quickly in over 5,000 feet of water leaving only the aft portion floating. RIP to all those brave 74 who didn't make it.

Scott McGregor



E. J. "Bob" Robertson, 90
POSTED BY JAY SENTER

EJ "Bob" Robertson, a courageous and dedicated patriot, died Sunday, July 31st 10:30 AM at the Morningside Place (Cypress Springs) in Overland Park, Kansas surrounded by friends and family. He was 90 years old.

Born September 4th, 1925 in Purmela, Coryell County, Texas, he was raised by his father James Alexander Robertson and the extended family after having lost his mother Eldie Estell (Chitwood) Robertson at an early age. Despite the loss of his mother, EJ had a fairly typical upbringing characteristic of the agricultural area around Purmela and the challenging period of The Great Depression. The peaceful period of his youth was replaced by a call to defend his nation with the emergence of World War II.

EJ served in the United States Navy aboard the USS Brooklyn and also the Everett F. Larson. He completed his active duty at the end of the war, December 1945 holding the rank of Boatswain's Mate. EJ fought in many major naval battles including The Battles of North Africa and Sicily. In the Pacific campaign he was witness to the Japanese surrender in Tokyo Harbor. His experiences are recorded in the national archives in Fredericksburg, Texas at the Nimitz Museum of the Pacific War.

After the end of World War II, EJ married Jeannie Mary Brittain (1925-2002). Married for over 50 years they had a family and a full life together. EJ attended the University of Oregon where he graduated with a degree in Business and Accounting while supporting his family as a night detective for the Lane County Sherriff's department. Shortly after graduation in 1960, EJ completed his CPA with maximum test scores also in 1960. The combination of law enforcement skills and accounting capability qualified him for the FBI. He was selected to become a special agent and after a preliminary assignment in Phoenix, was assigned to the Kansas City office. After three years of service, always supported by Jeannie Mary Robertson his wife, he became an ex-agent and turned his career toward banking.

EJ was part of the

Kansas City banking community including employers such as UMB Bancshares and Goppert Bank.

A clear demonstration of his innovative business approach, he became an entrepreneur by entering into a partnership at a church furniture manufacturing company located in Garnett, Kansas.

Bob and his wife Jeannie Mary are survived by four children, eleven grandchildren and two great grandchildren.

Bob gave his love to his family freely and his entire family could only try to return that love in the greatness it was given

We will honor our father, grandfather, and great-grandfather on August 3, 2016 with a Visitation at 9:30am and Mass at 10:30am at St. Peter's Church, 701 E. Meyer Blvd., KCMO. Interment with Military Honors with follow at Leavenworth National Cemetery at 2:30 pm. Our family would like to thank the kind, devoted staff at Morningside Place and the wonderful, supportive group at Continua Hospice. You made our Dad's final journey a peaceful one. In lieu of flowers please make a donation to a charity of your choice in remembrance of Bob. Arrangements: Cremation Center of Kansas City; 913-384-5566

Doug,

Here is my info: I was an RD3 and was on the Larson 1959-1960. Bill Forbes and Dave Noel were on the radar gang when I was. They were my best friends while aboard and it was so neat when the two of them went out of their way to come to Arkansas and visit with me on their way to the Nashville reunion a few years back. My wife's Dementia and my own COPD prevents me from going to reunions.

I have lots of neat things I remember from my tour but I guess one that kind of stands out is the time we were docked somewhere in the West Pacific and when the ship started to leave, someone screwed up when they were told to release the bow lines. The ship backed out and pulled some of the dock posts out, causing part of the dock to collapse! I don't think that went too well on the Captain's record. I totally enjoyed my time in the Navy, especially my time on the Larson, and I would do it over again in a minute.

Great Memories, Ken Lynne

The other day I was at the Costco store; I was looking for tilapia fish in the frozen section of the store. I spotted this gentleman also in the frozen fish section wearing a Navy hat. I asked " what kind of ship were you on." He says to me " I 'm looking for the one thats on sale " I pointed to his hat , what kind of ship were you on ? He pointed to his ears and said "I'm sorry I thought you were asking me about the shrimp ". He turned his head side to side and showed me his hearing aids. I was on the aircraft carrier USS Lexington CV16 he told me. You must have worked on the flight deck I asked , Yes I did he said , I lost some of my hearing on the flight deck but most of my hearing was lost working in an underground mine . We swapped sea stories in the frozen section of Costco. He found his shrimp and I found my tilapia we shook hands and we sailed away pushing our shopping carts in a sea of shoppers.

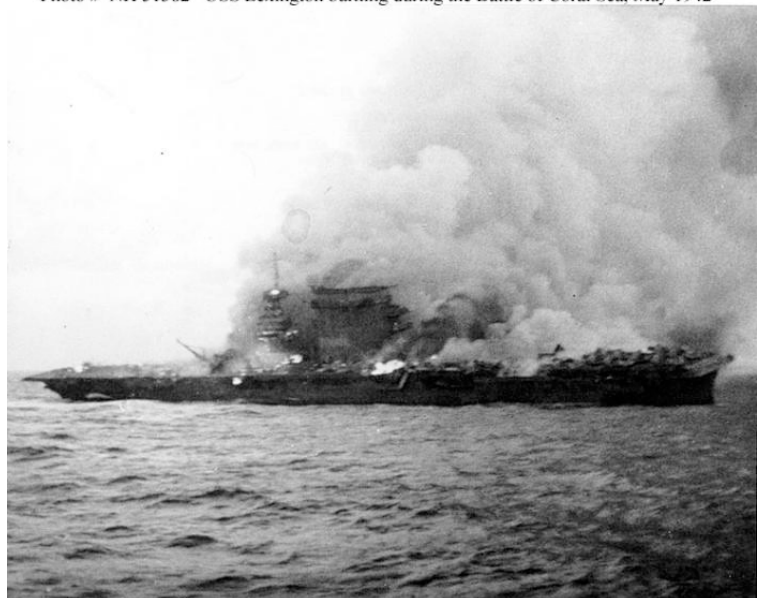
According to Wikipedia:

There were two aircraft carriers named after the 1775 Battle of Lexington the first military battle of the revolutionary war. The Lexington CV2 was commissioned 14 Dec 1927, sunk May 8 1942. The Lexington CV16 was commissioned Feb 1943 decommissioned in 1991.

On December 5, 1941 the aircraft carrier Lexington CV2 , three heavy cruisers and five destroyers were ordered to depart Pearl Harbor to reinforce the base at Midway Island .On December 7 the task force was about 500 miles southeast of Midway when they received the news Japan had attacked Pear Harbor . The Lexington CV2 played a major role in the Battle of the Coral Sea fought during 4- 8 May 1942 .The battle was the first action in which aircraft carriers engaged each other , as well as the first in which neither sides sighted or fired directly upon each other . Beginning on May 7 the carriers forces from the two sides exchanged air strikes over two consecutive days. The first day the US sank the Japanese carrier Shoho, while the Japanese sank a US destroyer and heavily damaged a fleet oiler which had to be scuttled. The next day on the 8th the Japanese carrier Shokaku was heavily damaged and so was the Lexington. At 1120 hours she was hit with two torpedoes and two bombs. A massive explosion at 1247 hrs. was triggered by sparks that ignited gasoline vapor, another serious explosion occurred at 1442 that sparked a surface fire, and then another major explosion occurred at 1525. At 1600 hrs the Lexington eventually drifted to a halt. At 1700 abandon ship was ordered. By 1830 hrs all the crew was off the ship and rescued by the task force. The destroyer USS Phelps was ordered to sink the ship; it fired five torpedoes between 1915 hours and 1950 hrs immediately after the last torpedo hit she went down. Some 216 crew men were killed and 2735 were evacuated. She received two battle stars for Her WWII service. The Sinking of the CV2

The Lexington CV16 was the carrier my friend from Costco was on [he was on-board in the mid 60s]. She was commissioned Feb 1943 and saw extensive action through the Pacific War [WWII]. She arrived in Pearl Harbor on Aug 9 1943. She participated in the Battle of Tarawa and the Battle of Wake Island, her aviators downed 29 enemy aircraft on the 23 and 24 of November. In the Battle of Kwajalein she destroyed a cargo ship two cruisers and downed 30 aircraft. During that battle she was hit by a torpedo killing nine of the crew and knocking out her steering gear. She made it to Bremant Washington full repairs were completed on Feb. 20th 1944. By March 8th she was back in the Central Pacific and played a major role in the Battle of Phillipine Sea. From the 23 thru 26 Of Oct 1944 Lexington CV16 again played a major role in the Battle of Leyle Gulf.

Photo # NH 51382 USS Lexington burning during the Battle of Coral Sea, May 1942



The Battle of Leyte is considered to be the largest Naval Battle of World War II, and possibly the largest Naval Battle in history. The Lexington assisted in sinking a battle ship three aircraft carriers and one cruiser. That same day the Lexington was hit by a Japanese kamikaze spraying fire in all directions. Within 20 minutes major blazes were under control and she was able to continue normal flight operations, casualties were considered light.

The Lexington CV16 continued extensive service throughout the Pacific War she led the Fast Carrier Task force across the Pacific till the end of the war. The crew of the Lexington received The Presidential Citation Award for heroism, 11 battle stars and many other awards. She was commissioned in 1943 decommissioned in 1991 with an active service life longer than any Essex carrier class ship. She is now a museum in Corpus Christi Texas and is a designated land mark. She has the honor of being the oldest remaining fleet carrier in the world. The USS Lexington CV16 also has the honor of being the first carrier in US history to have women stationed on-board as crew members, this accord on Aug. 18 1980. Your shipmate Joe Torres joeyt07@msn.com



Break a Leg - From the Desk of Michael J. Lair - August 2, 2016

My father was commanding officer of the Larson 1950-52. Although these messages are not related to the Larson, I believe they should be seen.

Several years ago I attended a reunion of the Larson in Washington DC, several crew members remembered him, he was CDR H.P. Lair. I followed in his footsteps in Anti Surface Warfare, command career counselor Michael J. Lair. I was in the Navy for 27 years, 11 months and 16 days. Thanks, Michael J. Lair USN (ret)

U.S.S. LEEDSTOWN (ATA56)
% Fleet Post Office
San Francisco, Calif.

MEMORANDUM 2 February 1944

From: The Commanding Officer.
To: ALL HANDS.

The following despatch was received yesterday from
Captain T. B. BRITTAIN, U.S. Navy:

FROM: "011812
COMMANDER TRANSPORT DIVISION SIX
USS LEEDSTOWN

DOUBLE WELL DONE"

2. The above message was received as a result of perfect teamwork and cooperation of all hands and it gives me great pleasure to pass this message on to you.

Harold B. Lair
HAROLD B. LAIR,
Commander, U.S. Navy,
Commanding Officer.

U.S.S. LEEDSTOWN
PLAN OF THE DAY

4 February 1944.
(Friday)

0530 Reveille.
0600 Salvage crew leave the ship with one LCVPL and one LCM.
0630 Mail for US should be delivered to [redacted] prior to 0800.
0730 Breakfast.
0800 Muster on stations. Continue ship's work.
Be prepared to evacuate casualties to Hospital Ship.
1100 All Department Heads report their departments secured for sea.
Arrangements should be made to get Beach Party.
1200 Dinner.
1700 Supper.
1945 Eight o'clock reports.

NOTE I. The Captain and I wish to extend our most heartiest compliments to all officers and men of the LEEDSTOWN. Your performance during this invasion leaves little to be desired. All hands did an excellent job under difficult and harrowing circumstances. It may also be noted that we did not lose a single boat or member of the crew during the campaign.

G A G

He - "I wish you could see the altar in our church".
She - "Lead me to it!"

061138 X OUR OFFENSIVE MISSION ENDED TODAY WITH COMPLETION OF THE CAPTURE OF ALL ISLANDS IN OUR SECTOR OF KWAJALEIN ATOLL X I WISH TO EXPRESS TO YOU MY GREAT ADMIRATION FOR THE DASH COURAGE AND EFFICIENCY WITH WHICH YOU HAVE PERFORMED YOUR TASKS, YOUR PERFECT TIMING AND COORDINATION, AND YOUR LOYAL COOPERATION WITH OTHER ARMS AND SERVICES. NO COMMANDER COULD ASK MORE OF HIS FORCE AND I AM VERY PROUD TO HAVE BEEN SELECTED TO COMMAND YOU X WELL DONE RPT WELL DONE X WE WILL HAVE MORE OF THESE IN THE FUTURE X

"Know what the ceiling said to the four walls?"
"Nope."
"Hold me up, boys, I'm plastered."

H. P. Lair
H.P. LAIR,
Lt. Comdr., USNR.
Executive Officer

H. P. Lair
H.P. LAIR,
Lt. Comdr., USNR,
Executive Officer.

****CURRENT EVENTS - PLEASE READ****
WE NEED MORE STORIES!!!

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 309 Newsletters and Emails 149 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.

Attention on Deck!

The members present at the San Francisco reunion voted to increase our dues. Effective March 1, 2015, annual dues are \$20 and Lifetime Membership is \$150.

As you know, once you pay a Lifetime Membership, you no longer pay annual dues. If you were already a Lifetime member, you **do not** owe anything more.

NOTICES

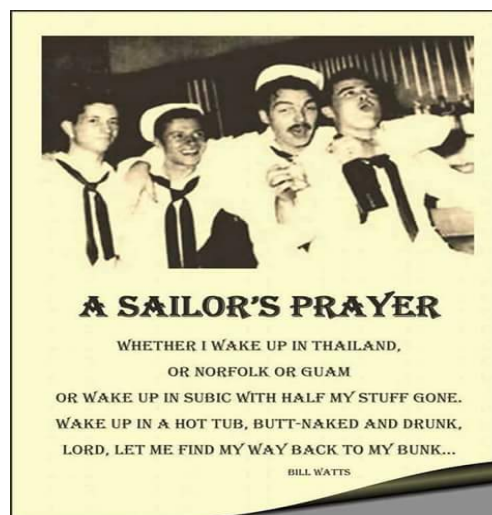
Hello Mr. Rice,

To introduce myself, I am Donna Scordo daughter of Lawrence Scordo who was one of the first navy shipman on the Everett F. Larson. Dad is now in a skilled nursing facility in Cuba, New York 14727 and I have been bringing his newsletters to him and he enjoys reading them every time. All mail is coming to my address now since my mother passed away last year and Dad is no longer able to maintain the house at 94 years of age. I hoping to get him back to assisted living soon where he will again have a quality of life. His health is good other than his arthritis which has taken a toll on his mobility.

Thank you again for continuing the publication of the newsletter. The navy experience was a very important part of my Dad's life and he is proud of his accomplishments on the Everett F Larson. He often remembers and shares stories of WW2 and his role as Gunny and of the accomplishments of the entire crew of the Everett F. Larson.

Sincerely, Donna R. Scordo

We have been asked the question "Can you provide me with information on living shipmates?" We have a listing on over 1000 shipmates that we have located. We list them as Regular, Deceased or Not Current Address (no forwarding address). So unless we are notified of a shipmate passing, we assume they are still living. To answer the question, please contact Doug Rice for a particular shipmate name, so a listing is available through Doug Rice (e-mail drice@ctslabs.com). Thank you.



Welcome to Branson, Missouri
2017 USS Everett F. Larson Association Reunion

- Reunion Dates – Wednesday October 11th through Sunday October 15th
- Hotel – Grand Plaza Hotel, 345 North Wildwood Drive, Branson, Mo. 65616
- **Group Code: USS Larson**, Phone 417-336-6646 or 800-850-6646. Be sure to identify yourself as part of the USS Everett F. Larson Navy group.
- Rates are based on Double Occupancy, standard double is \$90.00 Plus 11% tax. Mini Suite is \$110.00 Plus tax. Check-in at 3P.M., Check-out 11A.M. Rates include complimentary breakfast, Hotel has a full service restaurant and bar. Valet parking included at no cost.

Date	Event	# of People	Total Amount
Wednesday Oct. 11th	REGISTRATION , informal gathering w/ dinner and snacks \$10.00 per person		\$
Thursday Oct 12th	Baldknobber Show, Dinner and Transportation \$70.00 per person		\$
Friday Oct 13th	Lunch in Hospitality Suite at 11:30am, Ducks Tour at 1:30pm Showboat Branson Belle, Memorial Service & Dinner \$75.00 per person		\$
Saturday Oct 14th	Morning: 9am General Meeting, Raffle and Light Lunch Evening: 6pm Dinner & Dancing with DJ Ben \$65.00 per person		\$
Sunday Oct 15th	Breakfast & Checkout Hope everyone enjoys Branson as much as we do!		
TOTAL AMOUNT ENCLOSED			\$

Name: _____ First Name for Name Tag: _____

Spouse/Guest: _____ First Name for Name Tag: _____

Address: _____

City/ ST / Zip: _____

Phone: _____ e-mail _____

What years did you serve on Larson? _____

Please complete and make a check payable to: Ellis Warmkessel
Ellis Warmkessel, 13740 Coronado Drive, Spring Hill, FL 34609 - Earlier the better please!
Please Return By: 9/15/2017
Phone: 352-232-7655

If you have a Larson lanyard for your name tag, please bring it with you. Don't forget an item for the raffle; everything helps our Reunions to be bigger and better each year. We have a very **SPECIAL** item for this year. Looking forward to seeing everyone again. Thanks Marlene & Ellis!