

NATIONAL CHIEF PETTY OFFICERS' ASSOCIATION

THE CHIEFS

THE ONLY ASSOCIATION CHARTERED EXCLUSIVELY FOR UNITED STATES NAVY AND COAST GUARD CHIEF PETTY OFFICERS



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2014 NCPOA Convention



October 1-4 Seattle, Washington, USA

Seattle lies on a narrow strip of land between the salt waters of Puget Sound and the fresh waters of Lake Washington. Beyond the waters lie two rugged mountain ranges, the Olympics to the west and the Cascades to the east. It is a city built on hills and around water, in a mild marine climate that encourages prolific vegetation and abundant natural resources.

White settlers came to the Seattle area in 1851, establishing a townsite they first called New York, and then, adding a word from the Chinook jargon meaning “by-and-by,” New York-Alki. They soon moved a short distance across Elliott Bay to what is now the historic Pioneer Square district, where a protected deep-water harbor was available. This village was soon named Seattle, honoring a Duwamish Indian leader named Sealth who had befriended the settlers.

In the 1890s a nationwide business depression did not spare Seattle, but the 1897 discovery of gold along and near the Klondike River in Canada's Yukon Territory and in Alaska once again made Seattle an instant boom town. The city exploited its nearness to the Klondike and its already established shipping lines to become the premier outfitting point for prospectors.

During the early 1900s, Seattle continued to experience strong growth. Two more transcontinental railroads reached Seattle and reinforced the city's position as a trade and shipping center, particularly with Asia and the North Pacific.

The city's population became increasingly diversified. Scandinavians came to work in fishing and lumbering, African Americans to work as railroad porters and waiters, and Japanese to operate truck gardens and hotels. There were significant communities of Italians, Chinese, Jews, and Filipinos.

With its population now approaching 240,000, Seattle announced its achievements by sponsoring an international fair in 1909. The Alaska-Yukon-Pacific Exposition celebrated the economic and cultural links Seattle had forged along what is now known as the North Pacific Rim. The forty-two story L.C. Smith building was completed in 1914. For more than four

decades it was the tallest building in the American west and a symbol of Seattle's booster spirit and metropolitan aspirations.

World War I transformed the city's shipbuilding industry, which turned out 20 percent of the nation's wartime ship tonnage.

The Depression of the 1930s hit Seattle particularly hard, but World War II sparked an economic rebound as shipyards flourished again. The Boeing Company increased its workforce more than 1,200 percent and its sales from \$10 million to \$600 million annually during the war years. The war's end, however, brought an economic slump to the area that persisted until the middle 1950s.

In 1962 Seattle sponsored a full-fledged world's fair, the futuristic Century 21 Exposition. The fair left the city a permanent legacy in the Seattle Center and its complex of performance, sports, and entertainment halls, as well as the Pacific Science Center, the Monorail, and the Space Needle.

Seattle has always exhibited a spirit of optimism, enterprise, and self-promotion. At one time this was institutionalized as “the Seattle Spirit,” a movement that enabled the city literally to move mountains by washing down high hills to improve building sites, to connect Lake Washington and Puget Sound with locks and a canal, and to build the world's largest man-made island at the mouth of the Duwamish River. More recently, this spirit can be credited with accomplishments like the Forward Thrust program of the 1970s, which built the Kingdome arena and numerous parks throughout the city, including Freeway Park that spans the I-5 freeway with waterfalls and hanging gardens.

Seattle is proud of its arts and cultural institutions, the many live theaters, and the downtown art museum. It is proud of its parks, of its professional and collegiate sports, of Pioneer Square and the Pike Place Market, and, above all, of the beauty of its surroundings.

(Information condensed from seattle.gov). **Please see 2014 Convention Information in this issue.**

THE CHIEFS

THE CHIEFS was established in 1989 as a quarterly publication for the National Chief Petty Officers’ Association (NCPOA). This organization is a nonprofit corporation under and pursuant to the laws of California, and may be identified by the initials NCPOA. Original by laws were adopted at the first national convention held in San Diego, California, 6 October 1989.

Administrative headquarters is at the home of the current President. As of 1 November 2011, we have enlisted 3,281 members. There are now seven subsidiary groups (Chiefs’ Quarters) located in Texas, California, Illinois, Virginia, North Carolina, Tennessee and Osage Heritage (Arkansas, Missouri, Oklahoma and Kansas). The objectives of this organization shall be to:

- 1. Honor and publicize as a group (or in some cases individual) those who have served or are serving as Chief Petty Officers in the U.S. Navy, U.S. Coast Guard or the Reserve Components of those services and who performed such services in an honorable manner.
- 2. Maintain true allegiance to the government of the United States and to promote patriotism and pride in their service in the Navy or Coast Guard and to encourage accelerated advancement in those services through study and accomplishment.
- 3. Conduct conventions with such members of the NCPOA to foster camaraderie.

THE CHIEFS is published at least four times each year.

SPECIAL NOTICE TO ALL MEMBERS

Reminder: If you are not a LIFE MEMBER, annual dues of \$15.00 are due and payable on 1 January of each year. (New members who join and pay their dues in October, November or December automatically have their dues paid not only for that last quarter of the current year, but the entire following year.) Make checks payable to NCPOA and send to:

AKCM Marjorie L. Hays
1014 Ronald Drive
Corpus Christi, Texas 78412-3548
Life Membership Dues for NCPOA

Age	Dues	Age	Dues
25-29	\$330.00	55-59	\$165.00
30-34	302.50	60-64	137.50
35-39	275.00	65-69	110.00
40-44	247.50	70-74	82.50
45-49	220.00	75 & up	60.00
50-54	192.50		

New Members Add \$5.00 Application Fee to Above Rates IF YOU ARE MOVING, if your address label is incorrect, please send changes to:

M & B Computer Services
104 Windcliffe Dr., Ballwin, MO 63021
E-mail: BILLJAHN@charter.net

CHIEFS’ QUARTERS are the subsidiary groups of the NCPOA. To form a Chiefs’ Quarters, it is necessary to have at least ten (10) CPOs, former, retired, reserve, and/or active, currently in good standing with the National Chief Petty Officers’ Association. Each Chiefs’ Quarters sets their own local dues not to exceed the national dues of \$15.00 per year. At least four officers—President, Vice President, Secretary and Treasurer—must be elected. Any member of the NCPOA may start a Chiefs’ Quarters by forwarding the names of the officers, and a request for a charter to the National Chiefs’ Quarters Chairman, AZC Jerry L. Sweeney, USN (Ret), 6 St. Thomas Court, Stafford, VA 22556 ,703.232.7328 - Jerry’s Cell, 703.283.6960, Sandy’s Cell, jerrylsweeney@gmail.com. These Chiefs’ Quarters must agree to have at least one meeting per year and may include an entire state.

ASSOCIATE MEMBERS are usually spouses of members, or may be recommended by a friend based on the Associate’s interest in the NCPOA. These members do pay dues but hold no offices. They may assist at the Annual Conventions with host/hostess duties.

NATIONAL ANNUAL CONVENTIONS are held in October of each year. Bids are presented at the annual convention at least three years in advance for planning purposes and person presenting the bid is expected to be the General Chairman for the convention. National Board determines costs of convention, etc.

2014 - Seattle, Washington
2015 - Jacksonville, Florida
2016 - San Diego, California

DEADLINE FOR NEXT ISSUE OF
THE CHIEFS
15 MAY 2014
Editor:
RMCS(SS) Mike R. Ellis, USN (Ret)
702.614.0120
mrellis1@cox.net

THE BART LONGO MEMORIAL SCHOLARSHIP PROGRAM

Sponsored by: The National Chief Petty Officers’ Association

Requirements:

- 1. The scholarship consists of two \$1,000.00 awards annually. One award will go to a high school graduate and one to an upper classman or graduate student.
- 2. The applicants must be family members of NCPOA members in good standing (living or deceased); or current members of the NCPOA.
- 3. The applicants are required to send one completed application form (Appendix A) with a copy of their official high school/college transcript and a first quarter college curriculum. (Must be taking a full load for credit.) If not available, tell in your own words your plan of study.
- 4. All applications must be postmarked no later than May 15 for the year of entry. The NCPOA Selection Committee will announce its selections on July 1 of that year. Recipients will be notified by telephone and in writing. Application forms may be photocopied locally. Selection is based on high school transcripts and not on financial need. **NOTE:** Seek assistance from your high school guidance counselor to complete high school transcript request (Appendix B) and application.

Mail applications to:

MSCM Boye B. Sweet
7038 Via Valverde
San Jose, CA 95135-1339

Instructions for Completion and Submission of Application Form:

- 1. The entries on the application form must be completely accurate and legible. (Typewritten or printed in black ink.)
- 2. Read all instructions to insure accuracy of all answers.
- 3. As used in this application, the term “sponsor” refers to the parent, step-parent, grandparent or legal guardian, living or deceased, through whose membership in the NCPOA applicants eligibility for this program is claimed.
- 4. Ensure that the information you enter about your sponsor fully describes accurately his/her latest status.
- 5. Review the form for completeness and all answers for accuracy.
- 6. Fill in all blocks. If “none” or “not applicable,” so state.
- 7. Sign the application form and ensure that it is also signed by your sponsor.
- 8. Your sponsor is encouraged to supply supplemental information on your background as is deemed necessary.

DEADLINE FOR SUBMISSION OF ALL COMPLETED APPLICATIONS AND TRANSCRIPTS IS MAY 15.

PART I - APPLICANT INFORMATION APPENDIX A

1. Applicant Name:

2. Permanent Address:

3. Email Address:

4. SSN:

5. Home Phone Number:

6. Cell Number:

7. School Phone Number:

PART II - SPONSOR INFORMATION

1. Full Name of Sponsor:

NCPOA Member Number:

2. Address of Sponsor:

3. Last Rank, Rate, or Grade Held by Sponsor:

4. Service No. or SSN:

5. Enlisted Rating:

6. Name and Address of Current Duty Station or Reserve Unit of Sponsor:

7. Date of Discharge/Retirement:

8. Relationship of Sponsor to Applicant:

9. Signature of Sponsor:

PART III - EXTRACURRICULAR ACTIVITIES (Both School and Community)

HIGH SCHOOL TRANSCRIPT REQUEST APPENDIX B

Privacy Act Statement

Authority to request this information is derived from United States Code 301. Purpose of the request is to obtain information about academic performance of the applicant and it will be used by the scholarship sponsoring organization to evaluate applicant’s academic achievement. Applicant must authorize release of transcript data. The below named high school/college has my permission to release my official transcript to the scholarship sponsor given below.

Student Signature:_____

INSTRUCTIONS

High school officials are requested to complete this form, attach a copy of the student’s official transcript, including grades achieved, and forward to the person name below. Transcripts must be received by the scholarship committee on or before **May 15.** **Mail to: MSCM Boye B. Sweet, 7038 Via Valverde, San Jose, CA 95135-1339**

Provide the following information even if given on transcript:

Student’s Name (Last, First, Middle)	
Student’s Address	
Name and Address of High School	
Student’s Dates of Attendance	
Cumulative High School GPA	
SAT/VERBAL	SAT/MATH
ACT Composite	
High School/College Class Size	High School/College Rank
Remarks by Counselors or Teachers that may be beneficial to the Scholarship Sponsor	
Name of School Official	Title
Signature of School Official	Date
OFFICIAL COPY OF TRANSCRIPT MUST BE ATTACHED!	

2014

NCPOA
CONVENTION

Clarion SeaTac Airport Hotel
3000 S 176th St, Seattle, WA 98188
October 1-4, 2014

SEPTEMBER 30 – Tuesday		OCTOBER 2 – THURSDAY	
1500-	Early arrival Hotel (member rate \$85 per night)	0700-1000	Late registration
		0700-TBA	Hospitality Room Open (Adams Room)
OCTOBER 1 – Wednesday		0930-1430	Boeing Museum of Flight (\$45) Lunch OYO
1300-1500	Registration	OCTOBER 3 – FRIDAY	
1300-TBA	Hospitality Room Open (Adams Room)	0700-TBA	Late Registration
1500-1600	Board of Directors Meeting (Room TBA)	0700-TBA	Hospitality Room Open (Adams Room)
1800-1930	Presidents Reception in the Olympic Room (\$15)	0900-1500	Snoqualmie Falls & Winery Tour (\$97 Box Lunch and Wine Tasting Included)

OCTOBER 4 - SATURDAY	
0800-1000	Last Chance Registration
1000-1800	Hospitality Room Open (Adams Room)
1000-1200	General Membership Meeting and Elections (Olympic Room)
1800-1830	No Host Cocktails (Olympic Room)
1830-1845	Installation of Officers (Olympic Room)
1900- 2100	Installation Banquet (Olympic Room)
2100-TBA	Hospitality Room Open

OCTOBER 5 – SUNDAY	
1000-1200	Hospitality Room
Closeout . . . Farewells Until Next Year in Jacksonville, FL	

Hospitality Room: It will be open as much as possible while you are here. The bar will be a hosted bar and if there is something that you would like please ask and we will try and be accommodating with the request.

If there is anything that a small group would like to see or do please contact me and I will get with the tour people and see what can be arranged.

2014 Convention Registration Form

Clarion Hotel• Seatac International Airport
3000 South 176th St. • Seattle, WA 98188
Reservation Number 206.242.0200
Room Rate: \$85.00
October 1-4, 2014
Please Return This Form Not Later than AUGUST 15th.
(See address below.)

Name on Badge _____ Rate _____

Name _____ Rate _____

Spouse/Guest _____

Address _____

City _____ State _____ Zip _____

Daytime Phone _____ Email _____

Select Your Convention Events

Event	No. of people/Cost	Amount
Registration Fee		
(Each person must be registered)	# _____ @ \$20.00 = \$ _____	
Wed.1 Oct. - President’s Reception		
.....	# _____ @ \$15.00 = \$ _____	
Thurs. 2 Oct. - Museum of Flight Tour		
(Tour informaton on Page 4 - Itinerary TBA)	# _____ @ \$45.00 = \$ _____	
Fri. 3 Oct - Wine County Tour		
(Tour informaton on Page 4 -Itinerary TBA)	@ \$97.00 \$ _____	
Sat. 4 Oct. - NCPOA Banquet	# _____ @ \$25.00 = \$ _____	
(Menu on Page 4 - Time TBA)		

• As CPOs, you are responsible for your guests.

• Open Bar in Hospitality Room and Alcoholic Beverages are available self-service.

• By your registration, you agree to hold the NCPOA harmless for any and all accidents and injury that may occur during this convention.

Signature of Member _____ Date _____

..... Total enclosed \$ _____

Please complete this form and send with your check payable to “NCPOA” no later than August 15th to:

AEC(AC) Marvin W. Johnson USN (Ret.)
6206 82nd St. E.
Puyallaup, WA 98371-5557
(Photocopies of this form are acceptable.)

2014 NCPOA CONVENTION
The next NCPOA Convention will be held
October 1 – 4, 2014 at the following location:
Clarion Hotel Seatac Airport
3000 South 176th Street
Seattle, Washington 98188
Phone: (206) 242-0200
www.clarionseattle.com

NCPOA CONVENTION 2014
Reservation Number 206.242.0200

Please call the hotel direct number for the NCPOA negotiated rate of \$85.00 a night. If you can get a better rate that is okay with me. The NCPOA needs to get a minimum of so many room nights to get some “kickbacks”. If you do need assistance please feel free to call me at home, 253.770.5935 or email at mwjohn4@comcast.net . I will help you to resolve your problem. The hotel has shuttle vans that run from the airport.

Upon arrival at the airport you will proceed to the Transportation Level. Once there you will proceed to Island #1 or #3 where there is telephone bank with all the hotels listed. Dial #38 for the Clarion Hotel and let them know at which island your waiting.

All activities are planned but we are still working on the schedule. If I can, there will be four days of sunshine. Please feel free to bring your umbrellas with you to Seattle since the sun can be warm (wet).

The Light Rail System has a station directly in front of the hotel. There are elevators there to get you up to the platform. The system takes you to downtown Seattle. The cost of the trip is \$2.75 one way or naturally \$5.50 roundtrip. The one way trip is about 30 to 40 minutes. The final station is at the Westlake Transit stop. This is the area of the Westlake Mall. There are several stops at which you are able to get off. They include the Chinatown Area, Pioneer Square and the Stadium District.

Plan of the Days for
NCPOA Convention 2014

Wednesday

President’s Reception

- Buffalo Wings with Crisp Celery and Bleu Cheese or Ranch Dressing
- Chips and Salsa
- Flatbreads /Classic Cheese, Pepperoni, BBQ Chicken & Very Veggie
- Veggie Platter w/ Ranch Dressing
- Cheese and Cracker Platter

Thursday

Boeing Museum of Flight

Once there you are free to roam on your own or take a private Docent tour that is scheduled for our group. The group tour is scheduled for 10:30. A typical tour lasts approximately one hour and leads visitors through the evolution of aviation by examining the aircraft in the Museum’s world-class collection including the famous Blackbird, the only remaining Boeing 80A and the Aerocar III. Average time for touring the museum is about 3 hours. So you can take the guided tour and then roam on your own. The museum has ADA facilities and some wheelchairs are provided. McCormick and Schmick’s Wings Café offers salads, sandwiches and hot entrees. Lunch is on your own.

Friday

Wine Country Tour with a stop Boehm’s Chocolate Store in Issaquah, WA.

Then were on to Snoqualmie Falls. This is a very beautiful area so have the camera’s ready. Snoqualmie Fall’s is a long revered Native American icon and was a popular Hollywood filming area for both Twin Peaks and the Vanishing. You will be able to enjoy lush Northwest Scenery with the rolling Cascade Mountain foothills, beautiful horse ranches and spectacular in-season flower farms (remember that this is October) en-route to Chateau Ste. Michelle and Columbia Wineries. Your fee will include a box lunch and wine tasting at the Chateau Ste. Michelle Winery.

Note: Lunch will be 1245-1345. If the weather is bad we will have lunch at the Columbia Winery. If the weather is nice we will be eating outside at the Chateau Ste. Michelle Winery.

Saturday

Banquet Dinner Buffet

Menu:

- Chicken Cordon Bleu
- Baked Lasagna

Served With:

- Italian Meatballs
- Tossed Green or Caesar Salads
- Cheesy Garlic or Traditional Garlic Breads
- Mozzarella Caprese
- Bruschetta
- Tortellini Panna Rosa or Eggplant Lasagna

NEWS FROM THE
PRESIDENT

Hello Chief’s and Chief’s Mates,

First things first. I take this opportunity to welcome aboard all the new Chief’s that have signed on. It looks like some individuals are out and telling the story about our organization. Keep up the good work.

The plans for the convention are coming along just fine. I have two tours that are arranged and should be something that will delight each and every person that attends.

Before I mention them, I would like to say that the Seattle favorite, the Blake Island, Tillicum Village salmon feast, is not available in the month of October. What I mean is not available for the time frame that we have. All water activities and dinner cruises shut down October 1st and operate Saturday and Sunday only.

The first one I have is for Thursday the 2nd. We will pick up the bus or buses at 9:30 and head for the Boeing Museum of Flight. I gave a little write up and explained some of what will happen elsewhere in the paper.

Second is a tour of WineCountry and Snoqualmie Falls. This is a highly rated tour and will take you to the Chateau Ste. Michelle and Columbia Wineries. There are a few stops along the way and one is a place where you can feed your sweet tooth. This is also explained elsewhere in the CHIEFS.

My wife has made a quilt that is Navy patriotic themed and will be up for auction at the banquet. The proceeds for the quilt will go to the scholarship fund. So bring you wallets stuffed with green. I hope by the next paper that I will have a picture of the quilt to include with my column.

Jan and I am looking forward to welcoming all of you Chief’s and Mate’s to our beautiful Pacific Northwest in October. I would also like to remind you that if you are planning on seeing some of the sights here, that the hotel rate is good for the length of your stay.

Best Regards,

AEC Marvin (John) Johnson, USN (Ret)
NCPOA President

Addition to previous Minutes
as reported in the Fall 2013
issue of “THE CHIEFS”

During the Executive Meeting of the National Chief Petty Officers Association (NCPOA), it was discovered that there was only one signature on three accounts at Bank of America and two accounts at Frost Bank, both in Corpus Christi, Texas. The assembly appointed three members of the Peter Tomich Texas Chiefs Quarters (PTTCQ) to add their names to these accounts. NCPOA Vice President, Senior Chief Richard A. Oubre, Secretary, Chief Gaylon G. Jack, and Board of Directors Member, Senior Chief, Michael F. Snyder, along with Treasurer, Master Chief Marjorie Hays.

When this group met at the Bank of America on 27 January, 2014, it was discovered that this portion of the minutes had not been included, so a correction was made in hand to satisfy the requirements of the bank. The hand written copy is with the banks involved. This addition will be presented at the 2014 Convention in Seattle in October, 2014.

Secretary: Chief Gaylon Jack
President: Chief John Johnson

REUNIONS

If your organization is having
a reunion, please submit the
information to
RMCS(SS) Mike R. Ellis,
USN (Ret)
702.614.0120
mrellis1@cox.net

USS Bluefish (SSN675 & SS222) Reunion
May 14-18, 2014
Norfolk, Va.
Contacts:
jwittenstrom@nc.rr.com
blueassn675@comcast.com

NATIONAL DUES ARE
DUE AND PAYABLE:
1 JANUARY 2014

Please send RENEWAL fees (\$15.00) to:
National Treasurer

AKCM Marjorie L. Hays
1014 Ronald Drive

Corpus Christi, Texas 78412-3548

All NEW members’ applications, dues
(\$15.00), and one-time application fee (\$5.00)
are sent to:

National Membership Coordinator
AZC Jerry L. Sweeney
514 Americas Way, #4861
Box Elder, SD 57719-9600
830-480-8070

Net Chiefs Information

“Net Chiefs” are members of the NCPOA that have an E-Mail address and have requested that their E-mail address be included in such a listing. This listing is now found on the NCPOA website at <http://goatlocker.org/ncpoa> under the NetChiefs roster link. The link has recently been modified to give each NetChief the option to “opt-out” to have his/her E-Mail address removed. The roster started in 1995 with 13 NetChiefs and we now have over 250 Netchiefs.

Any NCPOA member that desires to be listed as a NetChief may submit their membership number, name, rate, city, state, and E-Mail address to the NetChief Coordinator, Master Chief Runyan USN, Ret. at Chief1950@yahoo.com.

The NCPOA Webmaster is MMCM (SS) Greg Peterman, USN Ret. at ncpoa@goatlocker.org.

For the 21st Century NCPOA Members of the NCPOA, the NCPOA Website (<http://www.goatlocker.org/ncpoa>) has a lot of information readily available, such as: There are 19 or more links covering the Home Page (Founded, Objective, Specific Purpose), Creeds, Articles, Officers, Taps List, Newsletters(The CHIEFS Paper), Flag Facts, Latest information on the Conventions, Membership applications, Computer Tips, NCPOA By Laws, the NetChiefs Roster, the Chaplains Corner and others. It is suggested that “connected Chiefs” visit the NCPOA website. Suggestions are welcome.

Early Navy Communications Modes and Methods

By: Richard W. McDaniel, RMC
U.S. Navy Retired

For those Shipmate readers of my past articles in our newspaper, I have mainly talked about the use of Morse Code (CW) Mode of early Naval Communications and some of its history. In addition, I talked about how civilian HAM Radio Operators became imbedded into our Naval Service in time of War and their many contributions to help win WW-1. Most Navy ratings only knew that their Radiomen (RM), Cryptologic Technicians (CT), and some Electronic Technicians (ET) shipmates escaped to highly secure and air conditioned shipboard spaces known as Radio Central or Aux-Radio. A lot went on in there, which most all Navy ratings knew nothing of, just the way it was! Some shipmates would become strikers of the RM rating and eventually become RMs. On larger warships, there were other spaces called the transmitter space and receiver space. The smaller warships had the transmitter and receiver spaces combined into the Radio Central space. Besides Radio Central, most all warships also have an Auxiliary Radio Space. It was mainly used if Radio Central was knocked out of action for some reason. Then the warship could still communicate with the outside world from or via Aux-Radio. But the radio equipment in Aux-Radio could still be used by remote control from Radio Central, and also be patched for use by our shipmates in Combat and/or on the Bridge. Many of our shipmates, can remember using, mainly voice communications, while working in Combat and/or the Bridge. Some warships had many aircraft capabilities and some also were assigned a single helicopter air-detachment. A way was provided to communicate between those aircraft and the assigned warship via Radio Central and/or Aux-Radio.

RM, CT, ET, and SM were only a part of the overall “TEAM of Shipmates” who, together, made any and all warship operations and deployments a total success.

In the early days of radio communications, the main mode was Morse Code (CW), with a series of dits and dahs used for each number, letter, and figure sent and received. At the time, there were electronic engineers working on other modes of radio communications.

Always looking for a better way, Amplitude Modulation (AM) was invented for the transmission of voice. AM Transmitters were very complex and took a lot of power to maintain their signal on the air. AM is still used today, mainly in the 500 to 1700 KHz range for AM Broadcast Stations. They send us music, news, and talk radio programs. There are also FM Stereo Broadcast Stations in the 88 to 108MHz band, but I will not go into any details about FM in this article. Today, AM Foreign Broadcast Stations are all over the High Frequency Band of 2 to 30MHz. But, for the most part, the US Navy does not use the AM mode of comms, except for

line of sight comms via VHF and UHF frequencies with aircraft assigned to operations to/from a particular warship or tactical comms among a Task-Group. And don't forget, our Signalmen (SM) are right in the middle of Intra-Task-Group line of sight communications, while using signal flags and flashing light (also a form Morse Code.) The CW Mode, except for on the HAM Radio Bands, is now almost a thing of the past.

The main subject of this article is to write about the Single Side Band (SSB) Mode of comms. During the early days of radio comms, little was known about sidebands. The concept of the amplitude modulated (AM) signal as being a composite of 3 parts, rather than being divided into 3 parts was a thought on some electronic inclined person's minds. In 1914, it was established mathematically that an AM radio wave consists of a carrier and two identical sidebands (a total of 3 parts.) The two sidebands were spaced above and below the carrier by an amount equal to the modulation frequency. The first experiment was done the following year by US Naval Radio Station in Arlington Virginia. By manipulating the removal of the carrier and one of the sidebands, the experiment proved that the one sideband left for use contained all the elements necessary for voice transmissions and communications. Another investigator had found that injection of the carrier frequency at the receiver improved the detection of the received single sideband signal. That injected signal was called the Beat Frequency Oscillator (BFO). Now days, a better form of the BFO is called the Product Detector. These discoveries paved the way for development of the concept of Single-Sideband transmission and reception. With the removal of the carrier and the lower side band, the signal was then called Upper Side Band (USB.) With the removal of the carrier and the upper side band, the signal was then called Lower Side Band (LSB.) It was later found that two separate communication circuits could be put on one transmitter and receiver combination and that was called Independent Side Band (ISB). With proper and good filtering electronics, one operator could be communicating in the LSB and another in the USB of one transmitter and receiver pair; thus, saving the usage of radio communications equipment in Radio Central.

In the latter part of 1915, John R. Carson applied for a patent on his idea to suppress (remove) the carrier and one of the sidebands. After much litigation, the patent was granted in 1923. You might say that the legal community set back the progress of long range SSB communications by about 8 yrs. In 1923, the first trans-Atlantic radiotelephone demonstration used SSB with a pilot carrier on a frequency of 57 KHz—a very low frequency, considering most long range communications now use the 2 to 30 MHz HF Band. SSB was used on 57 KHz because of the

limited power capacity of the equipment and the narrow bandwidths of efficient antennas for that low of frequency. By 1927, trans-Atlantic SSB radiotelephony was open for public use, as well as military use.

In subsequent years, the use of SSB was limited mainly to low-frequency applications. This may have been due in part to a general lack of interest in radio frequency spectrum-conserving techniques as increased knowledge opened up new portions of the radio frequency spectrum. The resulting slow development of SSB technology precluded practical SSB transmission and reception at high-frequency 2 to 30MHz. HAM Radio SSB activity followed very much the same pattern, although HAM Radio Ops have been responsible in part for much of the comms pioneering done in the past, early developments in SSB are the exception. Some activity took place in about 1933, but it was nearly 15 years later when the use of SSB began in earnest on the HAM radio bands and elsewhere.

The advent of WW-2 brought with it a heretofore unparalleled need for communications facilities. From necessity, advances in electronic technology progressed at a high rate. There were major breakthroughs, not only in basic knowledge, but also in manufacturing techniques. These thrusts forward, and those in the years following that War, were important factors in the development of High Frequency SSB comms. Developments such as stable variable frequency oscillators and the mechanical filter made SSB not only practical, but economical. Continued advances in technology have refined techniques to the point where SSB has become a dominant mode of radio communications. The SSB Mode, (either LSB or USB), uses much less power to effect the same quality of signal transmission and reception as does AM Mode. SSB also uses less than 1/2 of the radio frequency spectrum space as does AM. With the use of SSB Mode, very little power is used between words and phrases spoken into the microphone. That is because the transmitter is not sending any voice data or carrier, unless the user is actually talking into the microphone, even with the microphone push to talk button pushed. And again, the carrier is suppressed (removed) on any SSB transmission. In the case of an AM radio transmission, the carrier is always on the air as long as the microphone push to talk button is pushed, even when not talking into the microphone.

Reference Material and highly condensed from: "SSB - Amateur Single-Sideband" The Ham Radio Publishing Group, Greenville N.H. 03048, First Edition Second Printing 1977. Originally published by Collins Radio Company 1962 and 1977.

Attention National Chief Petty Officers' Association Members

The application provided below is for your convenience to clip out and share with a fellow Chief who is not yet a member.

Do the Chief and the organization a favor and pass this along to him or her!

The opposite side of this application bears a message from the Membership Director

Received from: _____ \$ _____ for NCPQA Membership Received by: _____ Date: _____ (retain until membership card is received)		<h2 style="margin: 0;">NATIONAL CHIEF PETTY OFFICERS' ASSOCIATION</h2> <p style="margin: 5px 0;">I certify that I am serving/have served as a Chief Petty Officer in the US Navy or Coast Guard for a period of at least 30 days:</p> <p>NAME _____ RATE/RANK _____</p> <p>ADDRESS _____ SPOUSE _____</p> <p style="margin-left: 100px;">Street/Rt.</p> <p>_____ City _____ State _____ Zip _____ Area Code/Tel. No. _____</p> <p>DATE OF BIRTH ____/____/____ NAVY SERIAL NO./SSN _____ - _____ - _____ Email: _____</p> <p>Service: <input type="checkbox"/> USN <input type="checkbox"/> USNR <input type="checkbox"/> USCG <input type="checkbox"/> Active <input type="checkbox"/> Ret. <input type="checkbox"/> Veteran</p> <p>Recruited By: _____</p> <p>SHIPS/STATIONS: _____</p> <p style="margin-top: 10px;">MAIL TO: AZC JERRY L. SWEENEY, 514 Americas Way, #4861 • Box Elder, SD 57719-9600, jerrylsweeney@gmail.com</p>			<p style="text-align: center;"><i>Photocopy of this Application is Authorized.</i></p> <p>Application fee: \$ 5.00 <u>One year's dues: \$15.00</u> Total: \$20.00</p> <p style="text-align: center; margin-top: 20px;">Make checks payable to: NCPOA</p>
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—Bio in the Spotlight—
James (Jim) Brogan
NCPOA 1158L

(Reprinted from a 2001 article in the USS Albany CA-123 newsletter)
Chief Hospital Corpsman Jim brogan, U.S. Navy Retired was born January 18, 1931 in Newburyport, MA. He attended Newburyport High Schools and enlisted in the navy at the age of 17 years in January 1948. He received his "boot" training at NTC Great Lakes, IL.

Jim was to be a Signalmen striker but was drafted into the Hospital Corps, along with many others, due to the need for HMs at that time.

Doc's first duty station after HM "A" School was the Dispensary at NAS Pensacola, FL. Subsequent duty assignments were USS Cadmus AR-14; USS Albany CA-123; Submarine Base New London, CT; Naval Hospital Naples, Italy; USS Pima Country LST 1081; Naval Hospital Oakland, CA; Brooklyn Navy Yard NY; Radar Picket Squadron Two; Naval Are Station Brunswick, ME. Shipmate Brogan transferred to the Fleet Reserves (Retired) in January 1968 after twenty years of active service while stationed at Brunswick, ME.

While assigned to the USS Albany, Jim worked in the sickbay laboratory and had additional duties as the landing force corpsman with the Marine Detachment.

Upon retirement from the Navy, Chief Brogan became a registered sanitarian in the state of Massachusetts and was employed by the Brookline



Health Department for eighteen years. His work with the health department involved inspections for lead paint and asbestos. He also conducted sanitation inspections of restaurants and swimming pools.

In 1986, Chief Brogan pulled up stakes and moved to Venice, FL, where for the next six years he was a volunteer in the emergency room of the Venice Hospital.

Shipmate Brogan took a position as custodial supervisor in June 1992 with Pacific Architects and Engineers, a subcontractor for the State Department at the U.S. Embassy in Moscow, Russia. During the Coup of October 1993 in Moscow, Jim says "The noise level got pretty high as the Russia White House was directly across the street from the embassy and it was here that most of the action took place." He goes on to say, "All embassy personnel were ordered to the underground gym as Russian tanks fired on the White House. We were able to watch all the action on CNN television for three days and nights. A marine security guard on the rooftop as a lookout was the only embassy casualty. He sustained a superficial neck wound from an errant bullet".

Chief Brogan's contract with Pacific Architects and Engineers ended in 1994, and he returned to Venice, FL to resume his hobbies of senior softball, tennis, and workouts at the Venice YMCA. For the past four years, Jim has been active with the Big Brothers Program.

Jim is the father of Scott, a Global Partner with AMVECAP, an investment firm and Brian, a retired USMC Gunnery Sergeant and operates a landscaping business.

Chief Brogan is currently a resident at the Armed Forces Retirement Home in Gulfport, Mississippi.

—Bio in the Spotlight—
CPO Gale A. Downs
NCPOA 2093L

I graduated from high school in 1958 and attended the University of Tennessee on a scholarship in physics from the Air Force. Having zero maturity and no shop chief to keep me straight I had no chance in college. I moved into a fraternity house and majored in campusology. So one year later my first college career was over. It's all for the best that I didn't end up in the USAF.

I then got lost in the fifties until the Navy rescued me in April of 1960. It was off to boot camp in San Diego, AT-A school in Memphis, CW school, Naval station Pearl Harbor, Ford Island boat house, VR-21 in Barbers Point, VR-1 in Pax River and Norfolk (Vietnam), AT-B school in Memphis, AOMD in Norfolk, ADCOP in Virginia Beach, VRF-31 in Norfolk, and finally VP-30 in Jacksonville. When I decided to get out I started going back to college at night and retired from the Navy in May of 1981, got a degree in accounting in December, entered grad school and then went to work for the IRS as an Internal Revenue Agent in October of 1982. I became a certified public accountant and got a masters degree in accounting.

I retired from the IRS in 1995 and became a certified family court mediator. I found that to be too stressful so I just stuck to a private practice as a CPA. I have tax clients from January thru April; do volunteer tax work for AARP; volunteer as treasurer for the Shepherd's Center and attend as many reunions as I can. Besides NCPOA I go to reunions of FLCPOA, VR-21, VRF-31, and the Convair association.

When I was young, single and very stupid I was lucky enough to have the same shop chief for six straight years in VR-21 and VR-1. Without question, I owe my Navy career and continued professional life to my shop chief. So, I find shipmates and sea stories to be one of life's enduring pleasures.

Corrections / Updates to THE CHIEFS online:
When discovering errors or out-of-date information on THE CHIEFS website, please submit corrections / updates to:
ATCS Richard A. Oubre,
USN (Ret)
NCPOA Vice President
roubre@satx.rr.com
210.637.6304

"THE CHIEFS" WEBSITE
<http://www.goatlocker.org/ncpoa>
Webmaster Greg Peterman,
MMCM(SS) USN Ret
ncpoa@goatlocker.org

~NOTICE~
To All Members and Spouses
The NCPOA supports and comforts those who are experiencing an illness, or grieving the loss of a spouse. Please inform the **CHAPLAIN of the NCPOA:**
HTC Gaylon G. Jack, USN (Ret)
6609 Mona Lisa Avenue
Watauga, TX 76148-2832
817.428.2291 • gjack@sbcglobal.net

Attention National Chief Petty Officers' Association Members
Dear Fellow Chief:
The National Chief Petty Officers Association was formed in 1988 in order to provide a platform for airing issues which affect us as active duty, retired and veteran Chiefs. Its specific purpose is to generate world wide awareness of the importance of Regular and Reserve Chief Petty Officers in the U.S. Navy and Coast Guard of the past, present and future, to encourage young sailors to appreciate the importance of study and advancement within the various ratings of these services; to promote reunions of members for remembering, camaraderie and good fellowship; to maintain true allegiance to the Government of the United States of America and to foster true patriotism.
Our next Convention in 2014 will be in Seattle, Washington.
Local Chapters, or "Chiefs' Quarters" will be and are being formed, which provide the backbone of our Association. These local Chiefs' Quarters meet frequently and form the basis for lasting friendships. If one does not now exist in your area, you are urged to form one.
Your dues include our newsletter, THE CHIEFS, published quarterly each year. In it will be the news of the day for Chiefs.
We hope that you will join with us. Criteria for membership is that you are serving or have served as a Chief for at least 30 days. Please take the time to fill out this application and mail it today.

Life Membership Dues for NCPOA							
Age	Dues	Age	Dues	Age	Dues	Age	Dues
25-29	\$330.00	40-44	247.50	55-59	\$165.00	70-74	82.50
30-34	302.50	45-49	220.00	60-64	137.50	75 & up	60.00
35-39	275.00	50-54	192.50	65-69	110.00		

NOTE: New Members add \$5.00 Application Fee to above rates.
(Note: Life Membership Dues represent a 45% savings over yearly dues.)

I am enclosing \$5.00 plus \$_____ 1 yr. \$_____ 2 yrs. \$_____ Total \$_____ Life _____

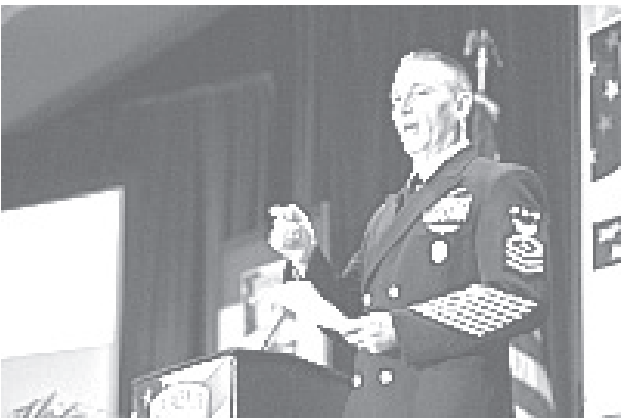
I certify that I have served as Chief Petty Officer for at least 30 days in the U.S. Navy or U. S. Coast Guard.
In consideration of being accepted as a member of the NCPOA, I further certify that I will abide by the rules and by-laws of that organization.

Thank you,
HAIL TO THE CHIEFS,
AZC Jerry L. Sweeney, USN (Ret)
514 Americas Way, #4861
Box Elder, SD 57719-9600
jerrylsweeney@gmail.com
Application Fee: \$5.00 (one time only) plus \$15.00 per calendar year dues.

Signature (Please Do Not Type or Print)

MCPON Talks Future Force at SNA

*By MC2 Sean Hurt, DMA
(Reprinted from www.navy.mil)*



CRYSTAL CITY, Va. (NNS) — Master Chief Petty Officer of the Navy Mike Stevens outlined his key concerns about the future force of the Navy during a speech Jan. 16 at the 26th Annual Surface Navy Association National Symposium.

Stevens said the future force he envisions would be built upon strength through diversity, which includes opening more combat roles to women. “We’ve made a lot of progress in that area,” said Stevens. “The Navy’s been working on this a long time. In 2016 we plan on putting [female] enlisted Sailors on our Virginia class submarines. This is an exciting time for women to serve in the Navy because of all the opportunities that are out there.”

Stevens also talked about the drawdown in Afghanistan and the impact it would have on the individual augmentee program. “In 2012, we had 6,812 Sailors in individual augmentee billets,” said Stevens. “In 2013, that number dropped to 4,300. That’s a 48-percent reduction over the last three years. Right now, the Navy as a force is 324,000 strong. The good news is there’s no plan right now to draw the Navy down any smaller.”

Stevens also spoke about suicide and its impact on the force. “[Suicide] is a tragic event when it occurs. It impacts readiness, it impacts the morale of our units,” said Stevens. “The good news is we’re seeing the trends come down. We’ve seen our numbers drop from last year [2012] to this year [2013] by 18.”

Stevens also condemned the prevalence of sexual assault in the military. “Sexual assault is going to be the challenge of our time,” said Stevens. “It’s a tragedy, it’s a crime, and it undermines the very fabric of who we are as an organization.” Stevens said that although the problem will not be fixed overnight, he is optimistic about the steps leaders are taking to correct sexual assault in the ranks. “What we can hope for and work towards is continuous progress every single day,” said Stevens. “We’re doing that first and foremost through awareness. Our Sailors know what sexual assault is and they know how to report it.”

Stevens emphasized good leadership is the best weapon against these challenges. “I believe whether it’s suicide, sexual assault or any of the other challenges that we face, the best weapons system against that enemy is good, sound, solid leadership,” he said.

The Surface Navy Association was established in 1985 to promote greater coordination and communication among those in the military, business and academic communities who share a common interest in Naval Surface Warfare and to support the activities of Surface Naval.

NCPOA Welcomes New Members

Jerry (Jerome) Bennett, QMC USNR:

During naval service, Chief Bennett served in USS Bristol (DD 857); COMPHIBRON 3; FTGWP 113. Chief Bennett resides in Indianapolis, Indiana.

Frank Hunt, Jr. MACS (AW) USNR:

Senior Chief Hunt served in USS Forrestal CV 59; ACB 2; Navy Law & Order Det. Senior Chief Hunt lives in Granville, New York.

Ernest La Chapelle, CPO, USN:

During 20 years of naval service, Chief La Chapelle served in VP-40; VU-7; VP-22; VU-5; VC-7; VA-152; VA-22; VA-125. Chief La Chapelle resides in Fircrest, Washington.

Roland Santos, CPO, USN:

During 24 years of naval service, Chief Santos served in USNAS Brunswick; U.S. Submarine School; USS TORSK (SS 473); USS Sea Leopard (SS-483); USNAS Memphis; USNAS Alameda; USS Ranger (CVA 61); USNAVSHIPYARNVD Bremerton; USS Hancock (CVA 19); USNAVSCHOOL EM Class B; USS John F. Kennedy (CVA 67); US Naval Hospital; USNTC Orlando; USNAS Oceana; ADCOP Tidewater Community College; USRTC Great Lakes; AS-19. Chief Santos resides in Tacoma, Washington.

John Vaughter, SKC USN:

During 21 years of naval service, Chief Vaughter served in USS Harold J. Ellison (DD 804); NMRTC Richmond, VA - Norfolk, VA - Wilmington, DE; MTD 511 Little Creek, VA. Chief Vaughter resides in Richmond, Virginia.

Byron Whitehead Jr. JOCS USN:

During 20 years of naval service, Senior Chief Whitehead served in NTC San Diego; Tongue Point NRF Astoria, OR; San Francisco Naval Shipyard NRF; Staff COMNAVFOR Philippines; Staff COMFHAIR Whidbey, IS; Staff COMNAVFOR JAPAN; Staff COMSEVENTHFLT (USS Oklahoma City); Staff SEVENTHFLT DET Charlie, Saigon; Staff COM MILITARY SEALIFT COMMAND Yokohama; Syracuse University (Navy Program in Photo Journalism); Staff Navy Chief of Information WASHDC The Pentagon; Staff Office of the Secretary of the Navy; Special Assistant for Public Affairs for SECNAV. Senior Chief Whitehead resides in Manteo, North Carolina.

William Brown, PNC(SW) USN:

Chief Brown served in NAS Port Lyautey Morocco; USS Traverse County (LST 1160); Naval Station Annapolis, MD; USS Boston (CAR 1); USS Yosemite (AD 19); USS Mullinix (DD 944); CBC Davisville, RI; USS Nitro (AE 23); FMAQ USS Fulton (AS 11); Defense Mapping Washington DC; PSD Naval Security Station Washington DC. Chief Brown lives in Indianapolis, Indiana.

Robin Sanders, DCC(SW) USN:

During 20 years of naval service, Chief Sanders served in RTC San Diego; USS Midway (CV 41), USS Tripoli LPH 10); USS Durham (LKA 114); SIMA San Diego; USS Kitty Hawk (CV 63); USS Alamo (LSD 33); NTC Treasure Island; USS Tarawa (LHA 1). Chief Sanders resides in Ann Arbor, Michigan.

Noel Bragg, FTCS USN:

During 26 years of naval service, Senior Chief Bragg served in USS Henry W. Tucker (DDR 875); USS Eversole (DD 789); USS Los Angeles (CA 135); USS Buchanan (DDG 14); USS Duluth (LPD 6); USS Kitty Hawk (CV 64). Senior Chief Bragg resides in Honolulu, Hawaii.

Dean Miller, BTC USN:

During 20 years of naval service, Chief Miller served in USS Ranger, USS Robison, USS Fox, USS Conserver, USS Ponchatoula, USS Prairie. Chief Miller resides in Bremerton, Washington.

James Jones, ETCM USN:

During 21 years of navy serfice, Master Chief Jones served in USNRL/CBA Washington DC; USS Canopus (AS 34) at Rota Spain; Charleston, SC; Holy Loch, Scotland; USNAVCOMMSTA Honolulu, HI; MOTU 13, Subic Bay, R.P.; USS Enterprise CVN-65. Master Chief Jones resides in Tacoma, WA.

Jerry Murray, DTCS USN:

During 22 years naval service, Senior Chief Murray served in USS Saint Paul (CA 73); USS Lake Champlain (CVS 39); USS Tidewater (AD 31); USS Midway (CVA 41); NS Trinidad BWI; USNH Portsmouth, VA; USNH Orlando, FL; USNH MCAS Cherry Point, NC; 1st Marine Div (REIN) Vietnam; FMFLANT Norfolk, VA; HQTRS USMC Washington, DC; DT “A” - “B” - Field Medical - Career Counseling - Fire Fighting Schools. Senior Chief Murray resides in Cartersville, GA.

Terry Maxwell, OSCM USN:

During 22 years naval service, Master Chief Maxwell served in USS Allen M. Sumner (DD 692); RD “A” School Treasure Island, CA; NAVMACLANT Norfolk, VA; USS Samuel N. Moore (DD 747); USS Hugh Purvis DD 709); USS Mount Whitney (LCC 20); USS Spruance (DD 963); USS Arthur W. Radford (DD 968). Master Chief Maxwell resides in Littleton.

Richard Stevenson, DPCS, USN:

During 22 years of naval service, Senior Chief Stevenson served in NTC San Diego, CA; VA-215 (USS Hancock CVA-19); VT-24 (Beeville, TX); PAMI PAC (San Diego, CA); FOCCNAVEUR (London, England); USS Proteus AS-19 (Guam); BUPERS (Washington, DC); USS Independence CV-62 (Norfolk, VA); MCDE Command, Quantico, VA; Flt. Num. Oceanography Center (Monterey CA). Senior Chief Stevenson resides in Montgomery, Texas. Michael Baauw, CTTC(SW) USN: During 21 years of naval Service, Chief Baauw served in NLOC Detroit; SECGRU; NAVSTA San Diego; NRD Michigan; USS Nashville; USS Mount Vernon; NTTC Corry Station; RTC Orlando. Chief Baauw resides in Muskegon, Michigan.

James Jones, ETCM USN:

During 21 years of navy serfice, Master Chief Jones served in USNRL/CBA Washington DC; USS Canopus (AS 34) at Rota Spain; Charleston, SC; Holy Loch, Scotland; USNAVCOMMSTA Honolulu, HI; MOTU 13, Subic Bay, R.P.; USS Enterprise CVN-65. Master Chief Jones resides in Tacoma, WA.

Crew of USS Dewey Grants Dying WWII Veteran His Last Wish

By Jennie Haskamp
Article suggested by
NCPOA Member Gaylon Jack
Reprinted from businessinsider.com



(NCPOA Editor’s Note: Have some Kleenex tissues ready)

After signing my Pop, EM2 Bud Cloud (circa Pearl Harbor) up for hospice care, the consolation prize I’d given him (for agreeing it was OK to die) was a trip to “visit the Navy in San Diego.”

I emailed my friend and former Marine sergeant, Mrs. Mandy McCammon, who’s currently serving as a Navy Public Affairs Officer, at midnight on 28 May. I asked Mandy if she had enough pull on any of the bases in San Diego to get me access for the day so I could give Bud, who served on USS Dewey (DD-349), a windshield tour.

The next day she sent me an email from the current USS Dewey (DDG 105)’s XO, CDR Mikael Rockstad, inviting us down to the ship two days later.

We linked up with Mandy outside Naval Base San Diego and carpooled to the pier where we were greeted by CMDCM Joe Grgetich and a squad-sized group of sailors. Bud started to cry before the doors of the van opened. He’d been oohing and pointing at the cyclic rate as we approached the pier, but when we slowed down and Mandy said, “They’re all here for you, Bud,” he was overwhelmed.

After we were all out of the van directly in front of the Dewey, shaking hands and exchanging pleasantries, Petty Officer Simon introduced himself and said as the ship’s Sailor of the Year he had the honor of pushing Bud’s wheelchair for the day. Unbeknownst to us, they’d decided to host Bud aboard the Dewey, not at the Dewey. And so they carried him aboard. None of us expected him to go aboard the ship. I’d told him we were going down to the base and would have the chance to meet and greet a few of the Sailors from the new Dewey. He was ecstatic. The day before, he asked every few hours if we were “still going down to visit the boys from the Dewey,” and “do they know I was on the Dewey, too?”

Once aboard, we were greeted by the CO,

CDR Jake Douglas, the XO and a reinforced platoon-sized group of Sailors. To say it was overwhelming is an understatement. These men and women waited in line to introduce themselves to Bud. They shook his hand, asked for photos with him, and swapped stories. It was simply amazing.

They didn’t just talk to him, they listened. Bud’s voice was little more than a weak whisper at this point and he’d tell a story and then GMC Eisman or GSCS Whynot would repeat it so all of the Sailors on deck could hear. In the midst of the conversations, Petty Officer Flores broke contact with the group. Bud was telling a story and CMDCM Grgetich was repeating the details when Flores walked back into view holding a huge photo of the original USS Dewey. That moment was priceless. Bud stopped mid-sentence and yelled, “There she is!” They patiently stood there holding the photo while he told them about her armament, described the way it listed after it was hit, and shared other details about the attacks on Pearl Harbor.

Bud finally admitted how tired he was after more than an hour on deck. While they were finishing up goodbyes and taking last minute photographs, GMC Eisman asked if it’d be OK to bring Sailors up to visit Bud in a few months after a Chief’s board. I hadn’t said it yet because I didn’t want it to dampen the spirit of the day, but I quietly explained to GMC Eisman the reason we’d asked for the visit was simple: Bud was dying.

I told him they were welcome to come up any time they wanted, but I suspected Bud had about a month left to live. Almost without hesitation, he asked if the crew could provide the burial honors when the time came. I assured him that’d be an honor we’d welcome.

Leaving the ship was possibly more emotional than boarding. They piped him ashore. CMDCM Grgetich leaned in and quietly told me how significant that honor was and who it’s usually reserved for as we headed

towards the gangplank. Hearing “Electrician’s Mate Second Class William Bud Cloud, Pearl Harbor Survivor, departing” announced over the 1MC was surreal.

Later that night Bud sat in his recliner, hands full of ship’s coins and declared, “I don’t care what you do with my power tools; you better promise you’ll bury me with these.”

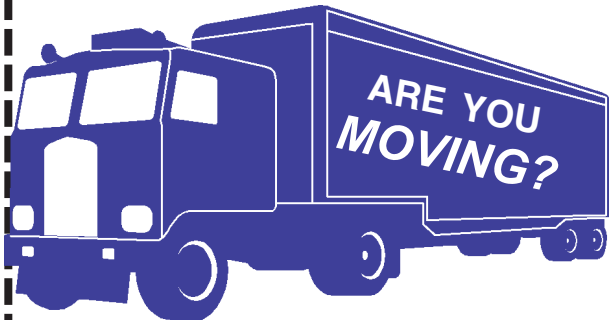
He died 13 days later. For 12 of those 13 days he talked about the Dewey, her Sailors and his visit to San Diego. Everyone who came to the house had to hear the story, see the photos, hold the coins, read the plaques.

True to his word, GMC Eisman arranged the details for a full honors burial. The ceremony was simple yet magnificent. And a perfect sendoff for an ornery old guy who never, ever stopped being proud to be a Sailor. After the funeral, the Sailors came back to the house for the reception and spent an hour with the family. This may seem like a small detail, but it’s another example of them going above and beyond the call of duty, and it meant more to the family than I can explain.

There are more photos, and I’m sure I missed a detail, or a name. What I didn’t miss and will never forget is how unbelievable the men and women of the USS Dewey were. They opened their ship and their hearts and quite literally made a dream come true for a dying Sailor.

They provided the backdrop for “This is the best day of my life, daughter. I never in my whole life dreamed I’d step foot on the Dewey again or shake the hand of a real life sailor.”

Without question, it’s the best example of Semper Fidelis I’ve ever seen.



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