The Masthead

2007 Cruise Reunion Update!

At our membership meeting in Charleston last year we discussed the possibility of setting up a “Reunion Cruise” for 2007. Well, the idea was overwhelmingly approved by all in attendance.

At this point I have been working closely with Bill Ellis, our acting President, on setting up this cruise. Bill and I have made an agreement with our agent Brian Forrester/Cruise Holidays to acquire a block of cabins for our group. By doing this we have given our group the first choice for cabin availability/position, guaranteed dining arrangements, hospitality room and other amenities that come with an early commitment.

The cruise we have selected is on October 28/07 out of Tampa/St Pete aboard Carnival Cruise Lines magnificent ship the Miracle. It is a seven day cruise (more economical on a per diem basis) with stops at the ports of Grand Cayman, Cayman Islands; Costa Maya, Mexico; Belize, (ancient Mayan sites) and Cozumel, Yucatan, Mexico. Pricing will start from $695 per person (for an inside cabin, other categories will be available) and includes; all onboard meals, 24 hr room service, all entertainment onboard including Las Vegas/Broadway style shows, all GRATUITIES for your dining room wait staff and room steward, all port fees, gov’t fees and all applicable taxes. Airfare, transfers and travel insurance are additional and can be arranged through our agent Brian @ Cruise Holidays.

This cruise reunion is open to family and friends who will receive the same pricing and amenities as our members. Our cruise representative Brian Forrester of Cruise Holidays will be on hand @ our Dayton, Ohio 2006 reunion, to answer all questions and provide any information you might need. Brian will also be taking a small fully refundable deposit for those of you who want to guarantee your cabin position and selection. For those of you not able to attend our Dayton reunion and want more information you can contact Brian directly @ brian@cruiseholidaysaz.com or @ 800 998 1228. You can also contact me or Bill Ellis. There also will be a mailer coming to you with additional information.

Carnival Miracle

Ship’s Stats
Launched: 2004
Passengers: 2,124
Decks: 12
Tonnage: 88,500
Crew: 930
Registry: Panama
Donations to the Associations
First Quarter of 2006

The following members have donated $567.00 to the Association.

Nancy Quinn in memory of James Quinn
Robert Kurland in memory of P.J. Funk
Lloyd Gross, Ken Boenitz, Paul Brhun,
Andrew Ulichney, James Corac,
E.R. Anderson

U.S.S. Mount McKinley Association
Statement of Financial Condition For Period Ending 03/31/2006
Submitted by Edward J. Bannan, Treasurer

<table>
<thead>
<tr>
<th>Income</th>
<th>Expenses</th>
<th>Cash on Hand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bank of America</td>
<td>$ 7,437.95</td>
<td></td>
</tr>
<tr>
<td>Scudder Fund</td>
<td>$ 23,847.97</td>
<td></td>
</tr>
<tr>
<td>Ships Store Inv.</td>
<td>$ 4,015.74</td>
<td></td>
</tr>
</tbody>
</table>

Membership Dues
Annual dues payments $ 2,326.00
Life dues payments $ 973.00
Donations $ 567.00
Ships Store $124.00
Masthead Adv $ 100.00
Interest Scudder Fund $ 216.46
Misc. Income $ 5.00
Total Income $ 4,311.46

Office Supplies $ 106.78
Ret. Dues Check $ 97.00
Ret. Check Fee $ 5.00
Printing $ 950.97
Postage $ 831.73
Total Expenses $1,991.48

Total Income $ 4,311.46
Less total expenses $ 1,991.48
First Quarter Income $ 2,319.98

Total Assets $ 35,301.66
Hi Shipmates

It's me again, your Vice President. President Dave is still not quite up to par so I am filling in for him.

Well income tax time is over. One of my volunteer activities is filing federal income tax returns through the AARP Tax-Aide program. Sometime I have people complain to me about having to pay taxes. My response is to ask if they would rather not have the income and not pay taxes or to have the income and pay taxes. You can guess the answer.

To me the taxes we pay is our cost for living in this great country of ours. It is our annual dues that enable us to enjoy the benefits of the good old USA. Sure if we did not have taxes to pay then we would have more funds for other uses---but what would our country be like. How would our military be supported? How could we enjoy the quality of life we now have?

On another note, our chaplain, Paul Barefoot has resigned. He did not believe he would be able to attend many of our reunions and believed this was unfair to the Association. Paul! Thank you for your devoted service to our members.

We are happy to announce that another member, John Knighton has stepped forwarded and has been appointed to serve as our chaplain. John is a pastor for the Assembly of God Churches. He was ordained in 1969 and has had several churches in California and since 1970 in Alabama. John was aboard the Mt McKinley from 1949 to 52 and participated in the landing of troops in the Inchon invasion.

It’s spring time now, (maybe not yet in the Rockies,) and a great time of the year to enjoy living in our great country. It’s time to get out, get involved and share life with your loved ones.

So shipmates until the next time we meet, God Speed!

Bill

Bits and Pieces

Bob Simonetti, of Boston, MA writes: I would like to locate Franklin D. Collins from big sandy West by God Virginia who served with me in 2nd division on the Mount in 1967 and 1968. Send replies to Pops.

My father, BM1 Edward John Carroll, was aboard this ship. I am still going through his service record, which is very confusing, and a lot is missing due to most of his career being on the UDT teams during WWII, Korea, and Vietnam. I just wanted to see if anyone knew my father by chance. He had a couple of nicknames he went by, Diego or Guinni; also he may have been a SM. Thank you for having this site.

My dad served in the Navy as a radarman and was on the McKinley from 1946 to 1947. He shared fond and interesting accounts of these days. He has souvenirs of "Crossroads" along with a dated baseball from the Bikini Atoll test site. Dad died on October 17, 2005 from lymphoma. Edward Eugene Decker, # 878, S1

Thank you from his loving (and favorite) daughter, Sharon Decker
New Requirements for Travelers

The Intelligence Reform and Terrorism Prevention Act of 2004 requires that by January 1, 2008, travelers to and from the Caribbean, Bermuda, Panama, Mexico and Canada have a passport or other secure, accepted document to enter or re-enter the United States. In order to facilitate the implementation of this requirement, the Administration is proposing to complete it in phases following a proposed timeline, which will be published in the Federal Register in the near future.

In the proposed implementation plan, which is subject to a period of initial public comment, the Initiative will be rolled out in phases, providing as much advance notice as possible to the affected public to enable them to meet the terms of the new guidelines. The proposed timeline will be as follows:

- December 31, 2006 - Requirement applied to all air and sea travel to or from Canada, Mexico, Central and South America, the Caribbean, and Bermuda.
- December 31, 2007 - Requirement extended to all land border crossings as well as air and sea travel.

This is a change from prior travel requirements and will affect all United States citizens entering the United States from countries within the Western Hemisphere who do not currently possess valid passports. This new requirement will also affect certain foreign nationals who currently are not required to present a passport to travel to the United States. Most Canadian citizens, citizens of the British Overseas Territory of Bermuda, and to a lesser degree, Mexican citizens will be affected by the implementation of this requirement.

**How do I get a passport?**

United States citizens can visit the State Department’s travel website [www.travel.state.gov](http://www.travel.state.gov), or call the U.S. National Passport Information Center: 1-877-4USA-PPT; TDD/TTY: 1-888-874-7793.

You should allow yourself a sufficient amount of time to apply and receive your passport in advance of travel. Please allow 6 weeks for processing of your passport application if you apply from inside the U.S. If you need to travel urgently and require a passport sooner, please visit [http://www.travel.state.gov](http://www.travel.state.gov) for additional information.

**Passport Fees**

March 8, 2005

**Routine Services (Form DS-11)**

**Non-Refundable**

**Age 16 and older:** The passport fee is $55. The security surcharge is $12. The execution fee is $30. The total is $97.

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**PLEASE NOTE!**

*If you are planning on attending the 2007 Cruise Reunion, you will need a valid passport. Now is the time to start the process, it’ll save you additional funds by not having to pay the additional fee’s required for faster processing. Visit your local Post Office for a form.*
First of all, I need to apologize for this edition being so late. This has been a very busy Spring for me and time became an issue. As you might know, this was supposed to be out by April 15th, so I’m a month late. Because of this, the next issue which will contain all the tour and POD/Registration forms for the reunion in Dayton will be following in about a month-and-a-half. I am hoping to have the next issue in your hands by the end of June so you can make the August deadline for registration.

I think you’ll all be amazed at how much there is to do in Dayton. I know it’s a small town but the area has a wealth of history and historic places. Of course our tours will feature the USAF Museum and the Wright Brothers sites, but believe me, this just scratches the surface.

For those of you flying into Dayton, it’s only a few miles from the hotel and Holiday Inn has a courtesy shuttle for you. There are lots of good restaurants in the area and downtown is only a 10 minute ride away. I’ll be highlighting all the area sites in the next issue.

NOW! There is something else I need to mention. I have informed Bill Ellis, our acting President, that after the 2007 Cruise Reunion I would like to step down from the duties of Reunion Chairman. It is just too hard to keep up with both jobs and I’ve been doing it for several years. The reason I am mentioning it now is to offer someone out there who would like to step up and take over, the opportunity to work with me this year to show the new person what we do. This is a big job, make no mistakes about it. Serving a year as an assistant would be a big help to anyone wanting to step in. If you, or anyone you know would like to discuss it with either me or Bill Ellis, just let us know.

I really enjoy the job of Masthead Editor and will continue to do that unless someone else steps forward. I agree with Bill that new ideas and participants are what keep our Association strong.

For those of you who have internet access, you can get additional information about the Carnival Cruise Line and our ship the Miracle by visiting this web site. http://www.cruisecritic.com/reviews/review.cfm?ShipID=295

At this site you’ll find information about the ports of call, general cruise information and many more details about our ship. You will also find information concerning land tours available for each port of call and some general pricing for restaurant and transportation.

If you wish to contact our Agent direct via E-mail contact Brian Forrester at brian@cruiseholidaysaz.com he will be happy to answer any and all questions you might have. I am sure he would also be willing to send you a packet of information for your use.

“A government which robs Peter to pay Paul, can always depend on the support of Paul”

George Bernard Shaw
Our Cruise Ports-of-Call

Grand Cayman:
City Attractions:

The eclectic shopping in George Town includes artifacts for making handcrafted jewelry, antiques, salvaged coins and old maps. Cardinal Avenue is the main shopping street. On it, you'll find Caymanian Duty Free, one of the island's best-known duty free shops for perfumes, cosmetics and gemstones. Kirk Freeport is another terrific duty free choice, with Swiss watches, fine china and crystal. The Jewelry Center offers designer baubles. At the Galleria Plaza (West Bay Road), a number of shops sell duty free stuff.

Queen Elizabeth II Botanic Park consists of 65 acres of everything from nature walks to natural wetlands to colorful floral gardens. It's located in the North Side district. (Daily from 9 a.m.; $7.50.)

The Pedro St. James "Castle" is considered the birthplace of democracy in the Cayman Islands. In 1831, residents met here to elect the Cayman's first legislative assembly. The great house itself, circa 1780, is the island's oldest stone structure. It has lovely grounds that are ideal for strolling. Check out the panoramic view from the Great Pedro Bluff. $8.00

Scuba diving is one of the Cayman Islands' main attractions, and the Cayman Wall is a world-renowned dive site. The island abounds with dive and snorkeling operators, such as Ocean Frontiers (1-888-232-0541) and Bob Soto's (1-800-262-7686).

Belize City:

Mayan Heritage: Among the best of Belize's Mayan sites is Altun Ha, a heavily excavated site that is a convenient day trip out of the city. Once a major trading and ceremonial center, it consists of several impressive temples and tombs highlighted by the Temple of the Masonry Altars. Another important site is Xunantunich, located near the Guatemalan border that can only be reached by crossing the Mopan River on a hand-cranked ferry. Situated here are six major plazas ringed by more than 25 temples and palaces; largest of the remaining temples is Il Castilo which is worth climbing for the spectacular panoramic view one gets from the top.

Diving and Snorkeling: Number one on the hit parade of favorite outdoor activities due to the astounding sites along the barrier reef. Some of the best dive sites lie just off Ambergris Caye. However you get to Ambergris Caye, head for the main town of San Pedro, where many of the dive operators are clustered. A favorite snorkeling area is known as "Shark Ray Alley" (one hour by speedboat from San Pedro) where it's possible to get "up close and personal" (petting is permitted) with nurse sharks and sting rays. Hol Chan Marine Reserve is a five square mile underground water park.

Cozumel:

San Miguel: revolve around its two landmarks: the "zocalo" (town square), known as Plaza del Sol, and the downtown pier. San Miguel is a duty-free zone filled with stores and boutiques selling a wide variety of souvenirs along with an assortment of jewelry, including sterling silver, gold, precious and semiprecious stones, and brand-name watches. Scuba diving and snorkeling are the top priority for many visitors. Along with Grand Cayman and Belize, Cozumel offers the best diving and snorkeling sites in the Caribbean. In some areas visibility reaches 250 feet, and prime sites for "divehards" include Palancar. Glass-bottom boat tours provide a glimpse of the reefs for aqua-phobics and others who prefer to stay dry; some of these tours also stop occasionally for snorkeling breaks.

Costa Maya:

For folks who just want to get into the "don't worry, be happy" mindset, the lure of Costa Maya can pretty much consume the day. Those who want to venture further have intriguing options, too. The region is home to some lesser known (but still important) Mayan ruins. The site most cruise passengers come here to see is Chacchoben, a city dating back to around 350 A.D. Other place worth visiting beyond Costa Maya's boundaries is the rickety seaside village of Majahual. Once a simple haunt for fishermen, the place has exploded (in a good way sometimes, in a bad way others) in response to the infiltration of tourists venturing beyond Costa Maya. There are seaside huts serving fresh ceviche, lovely white sand beaches with shallow surf (perfect for families).

For first-timers to Costa Maya, a trip to the Mayan ruins at Chacchoben, in a jungle setting roughly an hour or so by motorcoach from the port, is an interesting and worthwhile outing. Chacchoben (the Mayan word for "red corn") dates back to around 350 A.D., but was largely unexplored until 1999, so its visitors are among the first. Visitors can ascend the steep stairs of "El Gran Basamento," the only structure available for climbing. What's also kind of special is that the site has not been fully excavated; our guide explained that wherever you see a hill in this otherwise flat area of Mexico you can bet there are ruins beneath. The site also houses a gift shop selling a genuinely distinctive collection of crafts.

I have only included some of the outstanding sites available at these ports-of-call. More complete descriptions and tour options will be included in packets to those interested in our 2007 Reunion Cruise. REMEMBER, you will need a valid passport to visit these great vacation spots.

“A liberal is someone who feels a great debt to his fellow man... which debt he proposes to pay off with your money”

G Gordon Liddy
NEW MEMBERS

Richard Kurtland 1018
SM 2, Staff, 1958-59
10711 5th St. Apt. 205
Countryside, IL 60525

James R Burns 1019
SN, 2nd Div., 1961-63
7812 Elkhorn Mountain Trail
Austin, TX 78729-6406

Cecil Scarbrough 1020
SN, 2nd Div., 1969-70
2017 43rd Ave.
Meridian, MS 39307

Bobby Jatho 1021
QM3, 2nd Div., 1949-52
1730 W Capri St.
Mesa, AZ 85202-1916

Missing!

Please give us a hand locating the following member. C William Hurley came up missing from the last newsletter mailing. We did have a forward address for El Camino Real, but that turned out to be incorrect. If you know of Bill’s current address, drop us a line so we can forward his association mail. Either Pops, Jerry Critz or Bill Ellis can take care of it.

Our address & phones are listed in the roster.

DUES!

We still have 73 who have not paid their dues. If you have a notice in this mailing, this will be your last notice & newsletter.

ATTENTION LADIES OF THE Mt. McKinley
NOW HEAR THIS! WE WILL BE HAVING OUR
“GETTING TO KNOW YOU TEA”
Plan to attend at this years reunion Friday Afternoon

Lest we Forget,
These former shipmates who departed us this past quarter:

We offer our sympathy’s to the families of these shipmates.

Bob Skyles 070C
RM 2, 1944-45 Died; 01/27/06

Leroy “Fred” Roberts (non-member)
Died; 12/01/05

Edward Beeskow 091C
SN, 1944P-46 Died; 04/01/06

Edward Decker 878
S-1, 1946-47 Died; 10/17/95

Roger Sealock (non-member)
Died; 1/2/05

Gary Shedd (non-member)
Date unknown

“No man’s life, liberty, or property is safe while the legislature is in session”

Mark Twain
On-Board Entertainment, Carnival

We’ve always found Carnival to do a good job with entertainment, and this sailing was no exception. The elaborate production shows onboard included a high-energy medley of popular music from the last few decades, called “Legends,” and a Beatles-themed production that I unfortunately missed but was, according to fellow folks onboard, quite fun.

The three-level main show lounge was one of my favorite places on the ship design-wise, fashioned after the Paris Opera House and “The Phantom of the Opera.” White enamel masks and mini candelabras line the maroon and gold walls, and almost feel magical. Stone figures hold up orange “stained glass” lights atop the entryways.

I usually balk at the gaudy, over-the-top themes invoked by Carnival’s Farcus, but Mad Hatter’s Ball, the alternate show lounge beneath Phantom, works beautifully. The entrance from Deck 2 is inviting with sparkling red hearts dancing down the winding staircase with really funky frosted lamps in red and ivory lighting the way. The lounge itself is very plush and fantastical -- like you fell down Alice’s rabbit hole. There were several late-night adult comedy shows in Mad Hatter’s Ball, and a friendly bartender who made fabulous appletinis, so I loved returning there.

I also really enjoyed the fabulous jazz trio that played in the Gotham Lounge after both dining seatings. During the day, cruisers participate in art auctions, trivia contests, ship-sponsored “pub” crawls, big-screen movies, bingo games, slot tournaments, fun contests and game shows like “Newlywed, Not-So-Newlywed” (which I wish wasn’t so short, because it was awfully amusing).

Mr. Lucky’s casino is enormous with table games and slot machines galore. I was particularly enamored of the precious Garfield (yes, the cartoon cat) nickel slots, but every time I passed through the casino there was a line to play at both machines! I finally got my chance to sit down and play one afternoon, plunked down my entire gambling budget of $10, and left with $20! For low-key card playing, check out The Joker, a small card room located forward on Deck 2.

Sam’s piano bar features live music each evening, and the pianists take requests -- there’s actually a huge binder of songs to flip through and microphones along the bar for guests with a little gusto (we watched one girl get up on the piano and sing “I Will Survive”). I myself was content to sit in the corner and hum along to the Eagles’ “Peaceful Easy Feeling.” One neat feature here is that the piano is on a platform that spins ... though this may not be so neat for anyone feeling a little seasick!

Maguire’s sports bar is packed with television screen and bar-top gaming machines, but never too many people, unfortunately. Still, stop by and look carefully at the more than 300 signed photographs of athletes on the wall -- pictures of Joe Farcus and his design assistants are scattered among them (in Farcus’ case, a high-school yearbook photo of him playing basketball).

Right next door is Frankie & Johnnie’s (the name is licensed by the steakhouse of the same name in New York City), a secondary show lounge with “hot” red walls, chairs and floors. If you like 50’s, 60’s and 70’s classic rock and R&B, check out the “Music Unlimited Band.” This lounge is also the setting for daytime activities like Family Feud tournaments.

Memories by Augie Meyer

While reading Lee Temenson’s experiences about Mount Etna brought back memories. In 1978 while visiting our son, a career Navy man in Celina Sicily. We could see the hot lava running down Mount Etna from his apartment. Later we drove to the mountains and like Lee took a taxi as far up as he could go. We walked higher up till the fumes got the best of our daughter-in-law. We continued on up to the eye of the volcano and briefly looked down into the eye. The lava under foot was hot but we picked up some on our way down and brought it home. We still have a box of it today.

“Giving money & power to government is like giving whiskey & car keys to teenage boys”

P.J. O’Rourke
My Mac Duty by Dean Booster

My participation in Operation Sandstone began on 12 January 1948, when I received orders for a six-month tour of duty aboard the USS Mount McKinley AGC-7. The ship was berthed at Long Beach CA. Nothing in the orders provided even the faintest hint of what was ahead. The Mount McKinley turned out to be the flagship of Joint Task Force Seven which was commanded by Lt. Gen. John E. Hull, U.S. Army. I reported aboard the USS Mount McKinley on 14 January and was assigned to the Flag complement. My rate at the time was Signalman 3.

During the next two weeks, there was a great deal of activity on board. Certain parts of the ship were off limits to most people. We were never informed why, but we were pretty sure that something big was taking place because the restricted areas were guarded 24-hours a day by U.S. Marines. We were instructed not to tell anyone, including family members, where were going or the nature of our mission. Most of us did not know where we were going or what our mission was, so complying with those orders not a problem.

On 29 February, the USS Mount McKinley departed Long Beach en route to Eniwetok Atoll via Pearl Harbor. Other ships in company with the Mount McKinley included the USS Bairoko CVE 115, USS Duncan DD 847, USS Rogers DD 876, USS Curtiss AV 4, and USS Albermarle AV 5. We arrived at Eniwetok Atoll on 16 March.

According to my notes, three atomic weapons tests were conducted during the next six weeks: Test X-ray on 1 April, Test Yoke on 15 April, and Test Zebra on 1 May. However, I remember details of only the one above-ground test. The Mount McKinley was stationed approximately seven miles from Ground Zero. The signal bridge became a very popular place as the test preparations proceeded because it offered an unobstructed view of the test site. At times, the signal bridge rail was crowded to the point that the signalmen on watch had difficulty getting to a signal light and respond to an incoming message. The fact that the coffee pot was always on and readily accessible was also an attractive feature. Although I have no verification, the rumor was that the signal gang went through 25 pounds of coffee grounds on the day of the test. But, I know one thing for sure, the signal gang did not drink all of that coffee.

As the detonation time approached, personnel on the weather decks were given procedural instructions to be followed at the time of the blast. The primary concern seemed to be the potential for serious eye damage from the extremely bright light that would be associated with the blast. I don’t recall ever being warned about potential radiation hazards. Only persons who had been issued the appropriate dark glasses would be permitted watch the actual detonation. All others, which included most of us, were directed to turn our backs to the test sight, close our eyes, and cover our faces with our arms. The actual brightness of the flash produced during detonation had not been overstated. Even with the precautions taken, I could almost see through my arms.

After the initial flash of light, we were permitted to uncover our eyes and turn toward the test site. The rising fireball was a seething mass of white, yellow, red, and black colored material. The color photographs I have since seen did not do justice to the real thing. It was a most spectacular event. We could see the shock wave radiating out from Ground Zero and could follow its progress as it moved toward our ship. When it arrived at our location, it was like being hit with a short blast of high-velocity air. We could also feel the heat from the detonation. Almost immediately, the drone planes and various light aircraft were crisscrossing the sky in and around the blast site. We watched the fireball continue to rise and finally disappear from sight.

The mighty Mac during operation Sandstone

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On 21 May, the USS Mount McKinley departed Eniwetok Atoll en route to Oakland CA via Pearl Harbor. We arrived in Oakland on 4 June. Sincerely,

Dean Booster  Corvallis OR

In the month of April, the USS Mt McKinley........

04/01/1948 - USS Mt McKinley AGC-7 - In April and May of 1948, she was the navy command ship for the atomic bomb test at Eniwetok. Upon completion of these tests she returned to San Diego to resume coastal operations.

04/01/1956 - USS Mt McKinley AGC-7 - After a yard overhaul in the summer of 1955, the navy amphibious flagship returned to WesPac in January 1956 for a 3 month period. In April, she was press observer ship for further nuclear tests. On 3 June she returned to San Diego and was detached from the Pacific Fleet 1 September. She arrived Norfolk 20 September via Panama Canal.

04/17/1966 - USS Mt McKinley AGC-7 - The navy command ship sailed again from San Diego 15 March, 1966 arriving Subic Bay 17 April via Pearl Harbor. Based there, the ship visited ports in Japan, Taiwan, Hong Kong, Vietnam and Okinawa, acting as flagship of ComPhibGru 1.

04/19/1960 - USS Mt McKinley AGC-7 - Mount McKinley’s third Mediterranean navy cruise from 20 February to 26 August 1959 was marked by seven amphibious exercises involving U.S. and NATO forces. In February 1960, the ship sailed to Valparaiso, Chile, via Panama Canal to provide communications support for President Eisenhower's good will visit to Latin America.

“I don’t make jokes. I just watch the government and report the facts”

Will Rogers
Dayton, Ohio
Sept. 6 -10th , 2006

The day we forget about the sacrifices our Nations Veterans have made for the Freedom we now enjoy… Is the beginning of the end of that FREEDOM! Don’t forget, take those lessons to our children…… they NEED TO KNOW!

Dick & Viv Armstrong"
Come to Dayton & help us celebrate another reunion!

This months Sig’s, government true-isms, were quotes by famous people in history.

“IN HONOR OF THOSE WHO SERVED”

CHARLES J. WORREL

WORREL EXPLORATION, INC. OIL AND GAS EXPLORATION GEOLOGICAL CONSULTATION

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Med 1963 Capt's Gig, Photo contributed by Dave Rietz.
Dave was RM2 on board Mt. McKinley 1962-63.
Dave's Photos are from the Med Cruise in the same time period.

Tacron One
Was there, May 1950 to June 1951