Reunion 2012
Below are pictures of the Hotel we’ll be staying at: Best Western Plus BWI -Baltimore Washington International Airport

Here’s more details: The Hotel is located at 6755 Dorsey Rd, Elkridge Md, about 20 miles from Annapolis right next to the Airport. They provide free shuttle service to and from the airport. As you can see (photos above) the amenities are great! The hotel provides a free, complimentary hot breakfast, pictured above, free parking, and we’ll have our usual hospitality room. All this at a special room rate they’re providing us at $85.00 per night + tax. That’s lower than the last two years. The Dates are set for Wednesday September 12th thru Sunday September 16th. You may make Hotel reservations any time between now and August 20th, 2012-by calling 410-796-3300. See the back page for more information about the reunion.
What Today’s “Gator” Navy is doing

By Mass Communication Specialist Seaman Apprentice Scott Youngblood, PHIBRON 8 Public Affairs

NORFOLK, Va. (NNS) -- More than 4,000 Sailors and Marines from the Iwo Jima Amphibious Ready Group (IWO ARG) and 24th Marine Expeditionary Unit (24 MEU) departed for deployment from Norfolk and Camp Lejeune, N.C., March 27.

The team got underway as part of a regularly scheduled deployment to support Maritime Security Operations, provide crisis response capability, increase theater security cooperation and provide forward naval presence in the 5th and 6th Fleet areas of operation.

The IWO JIMA ARG/24 MEU is comprised of Amphibious Squadron (PHIBRON) 8, multipurpose amphibious assault ship USS Iwo Jima (LHD 7), amphibious transport dock USS New York (LPD 21), and amphibious dock landing ship USS Gunston Hall (LSD 44); Battalion Landing Team, 1st Battalion, 2nd Marine Regiment (BLT 1/2); Aviation Combat Element, Marine Medium Tiltrotor Squadron 261 (Reinforced); Logistics Combat Element, Combat Logistics Battalion 24.

In preparation for deployment, the IWO JIMA ARG/24 MEU underwent a six-month work up cycle that included successful completion of an Amphibious Squadron/Marine expeditionary unit integration (PMINT), a composite training unit exercise (COMPTUEX) and a certification exercise (CERTEX).

"Due to around-the-clock training and an aggressive work up schedule, we have no doubt in our minds that we are ready and capable for the missions ahead," said Commander PHIBRON 8, Capt. Mark H. Scovill.

The IWO ARG/24 MEU provides the combatant commander a versatile sea-based force that can be tailored to a variety of missions, including quick reaction crisis response options in maritime, littoral and inland environments in support of U.S. policy.

"We are extremely proud of the seamless integration of Sailors and Marines and their above-and-beyond performance for the certifications preparing the ship for deployment," said Commanding Officer USS Iwo Jima (LHD 7), Capt. Grady T. Banister.

As the ARG/MEU team sails toward the eastern horizon, the blue-green unit focuses its sights on defending our Nation and prevailing in the face of adversity with strength, determination and dignity.

"My expectation for the ARG/MEU team during deployment is to work together like we trained to complete any and all missions," said Deputy Commander PHIBRON 8, Capt. Arturo M. Garcia.
This Newsletter is dedicated to all the men who served on these extraordinary ships in service to their country whether at times of war or peace.

President’s Report

As I write this, I am feeling my age for the first time. My doctor is berating me for what used to be called “walking pneumonia”—the most prominent symptom of which is absolutely zero energy. I hope you are all doing well. The subject of my report is related to age. Please forgive me, but I want to give you a pep talk.

Six years ago, my wife and I were still talking about what we would do “someday.” “Someday” we would build our vacation home in Colorado; “someday” we would take a cruise to Hawai. Then, my mother died, and I realized “someday” would be too late—my wife and I started doing those things now. Because of the median age of our group, I hope you are doing the same, if not, I urge you do so.

In that vein, for those of you who have been intending to attend one of our reunions, “someday,” I encourage you to do it this year. Dave Long reports everything is looking good for our Annapolis reunion September 12-16. The reunions are the heart and soul of the organization, and we need you there.

Best wishes,
Don King
dking5024@txx.com

USS Mount McKinley Association

Dues Notice  For 2012- Dues Must be received no later than 4/30/2012

(*DUES* in the address box on this newsletter indicates we have not received your dues.)

Please print clearly and make checks payable to the: USS Mount McKinley Association.

Membership cards available on request from Member Secretary Al Sefcik

Please check here ___ “ONLY” if this is a Change of address, phone or e-mail address.

Name ____________________________
Street Address____________________________________________________________
City, State/Zip_____________________________________________________________
Phone# ___________________E-Mail Address____________________________________

Dues $12.00 yearly (2 years preferred-$24.00) Checks payable to: USS Mount McKinley Association

Dues paid__Years@ $12.00 per year  $______  Mail to: Michael DeBol, Treasurer

Total

Mail to: Michael DeBol, Treasurer
5219 Harper Valley Rd.
Apopka FL 32712

You will not receive a Dues notice by mail. Your last dues notice is printed in the Masthead this issue. Dues for 2012 not received by May 1st will result in dropped membership and discontinuance of Masthead delivery.
It is with great sadness and a heavy heart that I must tell you that Dalton passed away this morning at 0843. He wanted me to
e-mail his farewell letter and as it says below he will be buried at Arlington National Cemetery. There is a waiting list for burial
at the ANC of at least 2-3 months right now, and I will be getting more details in the future.  Robin

Dear Family and Friends,

I am writing this in late April 2010. I have asked Robin to send this email to you upon my death as I do not wish to burden any
of you with immediate thoughts of my impending death. In aviation circles we call it “departing the pattern”. We are all
“terminal”. Some just a little more imminent (like me) than others.

However, I did want to say “goodbye” to each of you, as personally as possible, and fill in some of the details of my obituary.
Robin will append the actual time and date as well as the funeral service particulars. Burial will be at the Arlington National
Cemetery with full military honors and will probably be preceded by a short memorial service at the ANC chapel at a time
and date to be determined. (I've pre-arranged many of the details, so Robin isn't burdened more than necessary).

In mid– April 2010, prompted by a loss of appetite, weight loss, cough, fatigue, etc. I had some chest x-rays, CAT scans and a
resulting needle biopsy of my right lung. The pathologist’s report confirmed a diagnosis of Pleural Mesothelioma malignancy
associated with asbestos exposure. Of course during my 27 years of Naval service, I served on many USN ships, all of which
had asbestos lagging and insulation on the heating, galley piping, and the engine room machinery and steam propulsion boil-
ers. There were generally high ambient levels of asbestos in the air from the ship's ventilation systems, which sometimes
greatly increased during periods of shipyard overhaul when the asbestos exposure for the crew was magnified as asbestos was
cut off with circular chop saws in order to repair or renew piping, and then the asbestos insulation an lagging re-installed.
These repair procedures created increased levels of asbestos dust and fibers. During one 5 month ship overhaul at Newport
News Shipbuilding and Drydock Co., I was Chief Engineering Officer on a ship, with responsibility of overseeing and inspect-
ing all shipboard repairs and so was heavily exposed to asbestos. This was 1958/1959 before the dangers of asbestos were rec-
ognized by the USN (although there were indications that asbestos manufacturing companies knew of the health risks) and so
no protective masks or clothing were provided crew or shipyard workers. About 1970, it became common knowledge, but my
seagoing shipboard tours were over by then, due to seniority, and I served only at shore stations for the most part, until I re-
tired in 1978.

While mesothelioma due to asbestos exposure will most likely be the primary cause of my death as the prognosis is not very
favorable, I bear no bitterness towards the U.S. Navy. They provided me with a fine college education, and an opportunity to
serve in our Nation’s defense—a service of which I am proud— and an interesting life as well as a comfortable retirement. I  also
got to see many parts of the world as an adjunct of being in USN.

I also have two other issues which are service-connected due to Agent Orange (dioxin) aircraft spray exposure during my ser-
vice in-country in Vietnam. They are prostate cancer, and cancer of the larynx, either of which could get me first if they
should metastasize rapidly. But they both have been treated with radiation therapy and seem to be in remission, and the
prognosis for mesothelioma seems much more imminent at this juncture.

I’ll be 80 years old in August 2010, and I never thought I’d make it this far— especially as the Chinese Communists in North
Korea were lobbing 12mm artillery shell (which created huge geysers close aboard the ship’s bridge where I stood watch) or
when the Viet Cong hit the ship I was aboard with recoilless rocket rounds and wounded a sailor in close proximity. Or during
various hairy incidents when I was SCUBA diving or flying my own aircraft. It’s probably fitting that I perish from a service-
connected cause as my life has been service-connected for the most part since 1947 when I signed on in the Naval Reserve as
an Airman apprentice at Willow Grove, Pa in return for a ride in a Navy aircraft.

( Continued on page 7)
This Newsletter is dedicated to all the men who served on this extraordinary ship in service to their country whether in time of war or peace.

Registration Reunion 2012

Best Western BWI-Baltimore

(Hotel reservation made separately. Call 410-796-3300 any time before 8/20/2012)

Return this form with your payment by or before August 15th, 2012

Register the following for the 2012 Sept. 12-Sept. 16th reunion. Print your Name(s) as you want them to appear City and State, Ship or staff you served on, your rate/rank - the actual years served (ex. 52-54) what division, for your name badge(s)

Name________________________________________________ City, State of residence__________________________________

(Member)

Name________________________________________________ City, State of residence__________________________________

(Spouse or guest)

Ship/Staff served on_______________________ Rate/Rank____ Years served______ Division________

(Ex. Mt Mac-El Dorado-Phibron 2) (you know Admiral, Chief, Etc.) (ex. ’52-’54) (ex. “A” “M” Etc)

Total # of persons registered @$72.00 Each____       Sub total Reg. fee $_____

Banquet menu choices-#1 Roast Sirloin_______#2 Mediterranean Chicken___#3 Seafood Newburg___

#4 Vegetarian____

09/14/12 (Thursday) US Naval Academy Tour _____ tickets @ $32.00 Ea. = $_____

(9:45 AM-2:45PM)

09/15/11 (Friday) Historic District/ Severn River Cruise _____ tickets @ $43.75 Ea = $_____

(9:45 AM-2:45PM)

___________________________Total (reunion+ Tours)____ = $_____

Make Checks payable to: USS Mount McKinley Association

Mail to:

Mt. McKinley Association
c/o Mike DeBol, Treasurer

5219 Harper Valley Rd
This Newsletter is dedicated to all the men who served on these extraordinary ships in service to their country whether in times of war or peace.

New members since 12/30/11
- Waggoner, Donald
  YN# S Div 57-61
  (re-joined)

Members and Non Members reported deceased since 12/30/11
- Kuder, Dalton
  LT #043C ENG. 57-59
  Passed Nov. 2011
- Lewis, Clyde
  RM3 #1130 “C” Div. 46-49
  Passed Sept 2011
- MacGillivray, Robert
  ETM2 #757 “M” Div. 48-49
  Passed May 2011
- Sterling, Bernard
  BT2 #178 “M” Div 46-49
  Passed 2010

TD Bank Checking
- $2411.61

TD Bank Money Market
- $7714.47

TD Bank CD
- $22550.57

Ship Store inventory
- $4866.06

Ship Store cash on hand
- $0

Ship Store sales
- $36.00

Annual Member Dues
- $1116.00

Life Member Dues
- $0.00

Donations
- $9.00

2012 reunion registrations
- $0.00

Interest TD Bank
- $26.40

Total income
- $1187.40

Items sold from SS inventory
- $25.50

SS Advance expense
- $0.00

Office supplies
- $0.00

Masthead Printing
- $692.38

Masthead Postage
- $198.00

Other Postage
- $0.00

Shipping costs
- $0.00

Refunds (given)
- $0.00

Refunds (received)
- $0.00

Web Hosting expense
- $0.00

Bank service charges
- $0.00

Reunion expenses 2012 carry over
- $0.00

Reunion expense 2012
- $275.00

Total income 2011 YTD
- $1187.40

Less: Total expenses 2011 YTD
- $1190.88

Net + or - 2012 YTD
- $(3.48)(-)

Total assets 2012 YTD
- $37542.71

Total assets YE 2011
- $37546.19*

Difference
- $(3.48)(-)

* misprint YE Masthead- total above is correct

**Stimulus package explained:** It's a slow day in a small town and the streets are deserted. Times are tough, everybody is in debt, and everybody is living on credit.

A tourist visiting the area drives through town stops at the motel and lays a $100 bill on the desk saying he wants to inspect the rooms upstairs and pick one for the night.

As soon as he walks upstairs, the motel owner grabs the bill and runs next door to pay his debt to the butcher. The butcher takes the $100 and runs down the street to retire his debt to the pig farmer. The pig farmer takes the $100 and heads off to pay his bill to his supplier, the Co-op. The guy at the Co-op takes the $100 and runs to pay his debt to the local prostitute, who has been facing hard times and has had to offer her "services on credit." The hooker rushes to the motel and pays off her room bill. The motel owner then places the $100 back on the counter so the traveler will not suspect anything. At that moment the traveler comes down the stair, states that the rooms are not satisfactory, picks up the $100 bill and leaves. No one produced anything, earned anything, however, the whole town now thinks they are out of debt and there is false optimism and glee.

**And that my friends, is how a "stimulus package" works!**
This Newsletter is dedicated to all the men who served on these extraordinary ships in service to their country whether in times of war or peace.

Death is nothing at all
I have only slipped away into the next room
I am I and you are you
Whatever we were to each other
That we are still
Call me by my old familiar name
Speak to me in the easy way
You always used
Put no difference into your tone
Wear no forced air of solemnity or sorrow
Laugh as we always laughed
At the little jokes we always enjoyed together
Play, smile, think of me,
Pray for me
Let my name be ever the household word that it always was
Let it be spoken without effort
Without a ghost of a shadow in it
Life means all that it ever meant
Ever meant
It is the same as it ever was
There is an absolute unbroken continuity
What is death but a negligible accident?
Why should I be out of mind because I am out of sight?
I am waiting for you for an interval somewhere very near just around the corner
All is well.
Nothing is past; nothing is lost
One brief moment and all will be as it was before
How we shall laugh at the trouble of parting when we meet again!

(Cont. from page 4)

Well dear friends, that fills in most of the blanks except my check-out date. It's been a little unusual—considering and writing about my own prospective death, but also a good catharsis as well—(I've always been crazy, but it's kept me from going insane as Waylon was fond of singing. "Bout half off the wall, but I learned it ALL in the NAVY") I feel blessed to have known each of you and enjoyed your company at various times and periods in my life. I hope those memories are as pleasant for you as they are for me. I wish each of you a pleasant, happy remaining life, and may you be at peace and ease as I am when it is your time to "depart the pattern".

As ever with love,

Dalton

On Tuesday, March 13th, 2012 our former shipmate, Dalton Kuder, was laid to rest at the Arlington National cemetery.

I have few regrets, and I accept the pain, cherish the joys, have resolved the regrets and have come to the best of benedictions--
If I had my life to live over, I'd do it all the same.

DLK
USS Mt McKinley Association

c/o Albert Sefcik Membership Secretary
113 Rockdale Rd
Butler PA 16002

U.S. Naval Academy, Annapolis

Dock Street house

Annapolis City Dock at sunrise

U.S. Naval Academy Association Our Purpose: To Promote Patriotism and Camaraderie among those who served on board the USS Mt McKinley during that ship’s 25 years and 10 months active service to the U.S. Navy from May 1st, 1944 (commissioned) to March 26th, 1970 (de-Commissioned)

Reunion 2012 Baltimore/Annapolis Maryland

More information-see you there!

Our Banquet Saturday Evening 6:00 PM to ?? (as is normal procedure) but this year with a little different set-up. The Banquet will not be in the hotel, it will be off-site in Timbuktu, no seriously, the Timbuktu Restaurant and Banquet Room, located about two miles from the hotel. *Bus transportation will be provided to and from the banquet*. The menu selections will offer more variety than past banquets. Music will be provided by a D.J for your listening and dancing pleasure.

Tours

**Tour #1. Thursday, 9/13.** Bus will pick up members at approximately 9:45am at the hotel and depart for Annapolis. Group check-in for the tour will be at 10:15am and the tour will begin at 10:30am. 10:30—12:45 PM *VIP tour of the U.S. Naval Academy* 12:45-1:45- lunch will be provided at the Drydock restaurant (you may visit the USNA Gift Shop and visitor center at this time) . Wear comfortable shoes because there is some walking involved. Lunch is included in the price of the tour. Members will meet the bus for the return trip to the hotel no later than 2:00 PM. Price per person will be $32 per person.

**Tour #2 Friday, 9/14.** Bus will pick up members at the hotel at approximately 9:45 AM. Departing for Historic District-A Step on guided tour 10:30—12:00 PM *for Historic District tour* from college avenue bus kiosk to Susan Campbell Park at Annapolis City dock. *Severn River Cruise* - boarding 12:15 for boat departure at 12:30pm. This cruise is a 6-mile cruise(12:30-2:00 PM) on the scenic Severn River. Participants will be able to view the historic Annapolis Harbor including the banks of the Naval Academy. Lunch is included in the cost. Cost will be $43.75 per person.

Wednesday Evening 9/12. There will be a sandwich wrap buffet for early arrivals. **Daily**, of course the *hospitality room* will be open with snacks and beverages and friendly get-togethers with shipmates.