USS ENDICOTT
DMS-35
a Destroyer Mine Sweeper, pulling alongside the
Mount McKinley to exchange guard mail off
of Wonsan harbor, Korea.
Late October, 1950.

The task force encountered
the most extensive mine
field in naval annals.
Five minesweepers were
lost before the field was
cleared.

Photo Credit: Gene
Witherspoon, FC/3, #953

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This newsletter is dedicated
to all the men who served
on this extraordinary ship
in service to their country
whether at times of war or
moments of a peaceful world.
Top: October 11, 1950. The Mount McKinley and other ships that participated in amphibious training exercises at San Clemente Island and Aliso Canyon return to San Diego. If you look closely at the director tub for mount 41, one can see Point Loma. Photo Credit: Gene Witherspoon, FC/3, #953

Bottom: We carried UDT 1 (Underwater Demolition Team 1) on board and they were doing pick-up exercises using smoke screen coverage. Photo Credit: Gene Witherspoon, FC/3, #953
2007 Reunion Facts:
September 12 – 16, 2007
Buffalo/Niagara

The Low Cost of Having Fun
Reunion Registration Fee: $72.00, required of all members, spouses and guests
Your registration fee includes four-day hospitality room with beer, mixed drinks, soda, coffee, etc. and morning donuts; Wednesday Welcome Reception; Saturday night banquet and program, door prizes & awards; Sunday morning buffet breakfast, your share of administration & reunion costs and all taxes and gratuities.

Registration Form
The registration form is included as an insert to this edition of the Masthead. Please fill it out and enclose your check made out to: USS Mount McKinley Association, and place it in an envelope and mail to:
Ed Bannan
3339 SW 49th Street
Ft. Lauderdale, FL 33312-7945
Registration closing date is August 1, 2007.

Reunion Quarters
Holiday Inn Buffalo – Downtown
620 Delaware Avenue
Buffalo, NY 14202
www.hibuffalodowntown.com
Reservations should be made directly to the hotel at:
Voice: (716) 886-2121 • Fax: (716) 886-7942
Single Room Special Rate $87.00 plus tax (Single and Double)
Reservation deadline is also August 1, 2007

Optional Tours
• Thursday, September 13th: Niagara Falls, US
A five hour tour of the U.S. side of Niagara Falls, with a visit to Goat Island, Whirlpool State Park, and a cruise on the famous Maid of the Mist (waterproof camera recommended).
Cost $29.00 per person.

• Friday, September 14th: Buffalo/Erie County Naval and Servicemen’s Park. A 3-4 hour visit to see a variety of military equipment including:
– USS Little Rock, CL-92 a light cruiser (Cleveland Class) later reclassified as CLG-4 after being refitted as a guided missile ship.
– USS Croaker, SS-246, a submarine (Gato Class) and veteran of 6 war patrols in WWII, she was recommissioned SSK 226 on April 9, 1953 and served as hunter-killer submarine until 1968.
– USS The Sullivans, DD-537, a destroyer (Fletcher Class) that received 9 battle stars for WWII and 2 for Korean service.
– PTF-17 A Fast Patrol Boat (Trumpy Class) was used to patrol coastal and inland waters in Vietnam. And much more!

Ladies of the Mighty Mac One of the highlights at the 18th Reunion of the USS Mt McKinley will be the third “Getting to know you Ladies Tea” which will be held on Friday afternoon. Pat Nelson the president’s wife is your hostess and requests your presence.

Ship’s Store
Will be open in the Hospitality Room during Reunion 2007 for purchases of Mount McKinley Logo items: hats, T-shirts, pins, patches, and more.

Revised Passport Regulations
As of June 8, 2007, the Bush administration has partially suspended their earlier requirement effective January 23, 2007, that Americans traveling to the Caribbean, Canada and Mexico by air must have a U.S. passport to re-enter the U.S. Land and sea travel is exempt from the new passport regulations, at least until Jan. 1, 2008, so you can still cruise to other Caribbean islands, Canada or Mexico, or drive across borders without a passport (though both a driver’s license and a certified birth certificate are required to prove U.S. citizenship when driving back from Canada or Mexico). For details on how to obtain a passport and the new travel rules, go to http://www.travel.state.gov/passport.

THE MASTHEAD: Summer 2007
USS Mount McKinley Association Newsletter

OFFICERS

President: David F. Nelson
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Treasurer: Ed Bannan
3339 SW 49th St.
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(954) 962-9887

FINANCIAL STATEMENT

Statement of Financial Condition for
Period Ending 06/15/2007 (unreconciled)
Submitted by Edward J. Bannan, Treasurer

| Bank of America | Scudder Fund | $10,643.13 |
| Ships Store Inv. | Ships Store Cash | $25,240.86 |
| Refund for ret. Comp | | $3,002.48 |
| Annual Membership dues | | $20.55 |
| Life Membership dues | | $1,818.67 |
| Donations | | $2,769.00 |
| Ships Store Sales | | $492.00 |
| Interest Scudder Fund | | $29.00 |
| Office Supplies | | $599.00 |
| Bank Fees | | $503.05 |
| Masthead, 2 Editions | | $41.98 |
| Postage | | $9.00 |
| Ships Store Refund | | $3,574.75 |
| Reunion Fee Refund | | $248.33 |
| Total Expenses | | $4,315.06 |
| Total Income | | $9,657.72 |
| Less total expenses | | $5,342.66 |
| Year To Date Income | | $4,315.06 |

Total Assets $38,907.03

Bulletin Board

Edwin Hays, #094C an RM/2 aboard the Mount McKinley 49-51, had emergency surgery on 6 May at 2330. Without the surgery he would have been gone in about 5-6 hours.

Ed wanted to let our Shipmates know he and Carol would not be able to make the reunion this year, the first one they will not attend in 18 years.

Ed now has an email address if any of the shipmates want to send him a message, it is chief_hays@att.net
President’s Report:

April 2007

Dear Shipmates;

This is my last Masthead message as President. I truly have been honored to serve as your Vice-President for two years and recently as President with the assistance of Bill Ellis as Vice-President for two years.

I thank all of the members, officers and directors who have made this cruise most memorable. It is hard to believe that it has been 46 years since I first reported aboard the Mount McKinley in Sardinia. It truly was an experience of a lifetime.

The friendships made through our association are great and lasting. I am looking forward to seeing you all at the reunion in September.

Again, thank you.

Cheers,

David Nelson, President, Mount McKinley Association

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Editor’s Message:

In the previous issue of the Masthead, Gene Witherspoon, #953, wrote an article about his recollections while on board the Mighty Mac, and he recalled:

“We were about 800 yards to the nets, when all of a sudden a submarine surfaced in front of us going straight across the bow. The only thing visible was the conning tower. The surface look out on the starboard side hollered “There is a damn sub crossing our bow starboard to port.” He didn’t use sound power phones, but anyone topside would’ve heard him. We never were told if it was a friend or foe.”

It now turns out that the lookout who Gene had described was John Knighton, #967, who also serves as the Association’s Chaplain. John told Gene that after the incident, the Executive Officer came on deck to talk about the submarine and mentioned that no U.S. subs were in the area, and that it was most likely Russian. Gene also told me that he remembered John while they served together, but they were each unaware that they were both members of the association. The Masthead article reunited them. So let me have your articles. You never know, that some old friend will be able to reconnect.

Robert Anders, Editor

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Fond Farewells:

The following shipmates have left us since our last reunion:

MEMBERS

Gerald Bouton 3 March, 2006 #291
William Clutton 4 July, 2005 #956
Howard Jennings 7 May, 2007

Editor’s note: The death of Ken Boenitz, #590 had previously been reported as 1 April, 2006. Jean Boenitz has informed me that the actual date was 24 July, 2006.

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Membership Reminder:
All members should be reminded of the following article from our Constitution:

“ARTICLE VII - FORFEITURE OF MEMBERSHIP Section A. Any member who fails to pay the required dues payable on January 1 by August 1 will forfeit his membership. Any member who has any indebtedness owed the Association and fails to pay within three months after receiving written notice thereof, shall be dropped from membership.”
Timeline: USS Mount McKinley

World Events

27 December, 1945
A communiqué was issued after a meeting of Foreign Ministers in Moscow that the Far Eastern Advisory Committee would become the Far Eastern Commission and it would oversee the Allied Council for Japan.

27 December, 1945
Departed Pearl Harbor with the Far Eastern Commission on board, head by Major General Frank McCoy, U.S. Army (Retired) with 43 civilians representing 10 countries. There were 8 secretaries among these, as well as wives of some of the Commission members.

9 January, 1946
Arrived Yokohama, Japan and unloaded fuel at night in order to reduce draft.

Mighty Mac Events

15 December, 1945
Sets sail from San Diego for Pearl Harbor, arriving 22 December, 1945

27 December, 1945
Departed Pearl Harbor with the Far Eastern Commission on board, head by Major General Frank McCoy, U.S. Army (Retired) with 43 civilians representing 10 countries. There were 8 secretaries among these, as well as wives of some of the Commission members.

31 January, 1946
Departed Tokyo for Yokosuka with the Far Eastern Commission.

11 February, 1946
Arrived Pearl Harbor where the Far Eastern Commission disembarked and proceeded to the mainland via air.

1 February, 1946
Loaded passengers to full capacity with 129 officers and 427 enlisted men and set sail for Pearl Harbor.

10 January
Left Yokohama and arrived Tokyo, Japan, moored at Berth A, Shibaura Dock, 2nd District, Tokyo.

10 January – 31 January, 1946
Two additional members (Australians) of the Commission embarked. The ship provided living accommodations for members of the Commission, while they met with General MacArthur, Supreme Allied Commander, at his Dai Ichi Building Headquarters.

31 January, 1946
Departed Tokyo for Yokosuka

1 February, 1946
Loaded passengers to full capacity with 129 officers and 427 enlisted men and set sail for Pearl Harbor.

12 February, 1946
Sets sail for San Francisco, arriving 18 February, 1946 End of Cruise #3.

8 May - 2 June, 1946
Underway for Pearl Harbor, Marshall Islands, and Bikini Island as flagship for Operations Crossroads personnel.

“In Their Own Words”

“On 3rd cruise, back to Japan carrying the members of the Far Eastern Commission. Saw General MacArthur come aboard to visit the FEC members. It was a big thrill to see war hero General MacArthur in person on active duty.” Russell J deLaubel HM 3/c

END OF CRUISE 3

Resulting damage to USS Independence fretter
JULY ’46

May 29, 1946

“That afternoon, I (and others) went ashore to look the place over. The Boeing B-29 bombers slated to be used in the up-coming bomb tests were there and I particularly wanted to get a look at the inside of one of them. And I did! A sergeant at the airfield took a couple of us all through one of them that was to photograph the tests. Herbert W. O’Quin, CQM.

1946

Earned the Navy Occupation Service Medal Pacific, for her activities in occupied Japanese waters during the periods of 10 September 10 to 18 November, 1945, and 8 January to 1 February, 1946.

AGC-7

Third & Fourth Cruises

1 JULY

AUG ’46

31 July, 1946

“1,000 Nurses Needed in Navy Hospitals”

25 July, 1946

Baker test. Another 20-kiloton equivalent bomb was suspended under the water from the LSM 60. The detonation created a massive column of water more than a mile high and more than 12 ships were sunk.

1 JUly, 1946

0900 Able test. 20-kiloton equivalent bomb dropped from 28,000 feet towards a target fleet of 90 surplus WWII military ships placed in the lagoon.

Pillow cloud of Baker

25 July, 1946

Mighty Mac is positioned 8.9 miles from Baker test ground zero.

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1510 hrs. Mount McKinley enters the lagoon to monitor radiation levels from its berthing position 10.4 miles from ground zero on the windward side of the island, and then returns to its berthing position.

1 July, 1946

10-26 August, 1946


31 July, 1946

“1,000 Nurses Needed in Navy Hospitals”

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1 July, 1946

10-26 August, 1946

Dear Mr. Anders,

I have just received my copy of The Masthead and was amused to read the article regarding Margueritte Higgins’ one day stay aboard the Mt. McKinley! I remember her well. She was a most courteous and gracious lady, but a source of frustration nevertheless. Just to fill in some of the blanks, when she came aboard, Gen. MacArthur who was aboard with his staff to direct the invasion at Inchon, had evicted Admiral James Doyle, ComPhibGrpOne commander, out of his flagship cabin, causing the Admiral to have to move to his sea cabin topside, adjacent to the flag bridge. I was a Marine NCO assigned, along with 5 other Marines, to the ComPhibGrpOne Flag Allowance. When MacArthur came aboard, the entire Marine Flag Detail was assigned to MacArthur for the duration of his stay aboard.

The evening Ms. Higgins came aboard, the Officers Mess had extended her an invitation to join them in the Officers Mess for dinner. Shortly thereafter, I was instructed to go to Ms. Higgins compartment to extend her an invitation to join the Admiral for dinner. I had just returned from this assignment when I was instructed by one of MacArthur’s staff to advise Ms. Higgins that General MacArthur would be pleased to have her join him for dinner! As far as I know, the Chief Petty Officers mess was the only exclusive dining facility aboard the Mt. McKinley that had not joined the parade of persons seeking her company!

I went off duty and to my battle station on the Flag Bridge shortly thereafter, and do not know to this day where Ms. Higgins dined, although I heard a rumor several days later that she had dined in the crew’s mess!! I sincerely hope that rumor was true!

Harold D. “Harry” Caldwell
USMC, USS Mt. McKinley (1949-1951) Association Member #610

Charles Schack #276 E Division 44/45 wrote the following: “What a great piece of work you are making of the Masthead, a real professional job. Well done. Regarding women on the Mac, as I recall we had some nurses on board while at Guadalcanal, but that’s not my story. During Leyte Gulf, we had aboard a U.S. Army soldier who stayed on after the Japanese take over and he fought as, and with, the Filipino guerillas. He also ended up with a Filipino wife, who was very pregnant. They came aboard and she delivered the baby while on board. We had six doctors on the ship and one was a Park Avenue Pediatrician. She had the best. The day after the delivery, the baby was christened on the bridge an all of the crew of the Mac were named Godfathers. I think my memory has it correctly, but that’s what I remember.

I left the ship on December 7 or 8, 1946 for the states. (When I left, it was under air attack) and with very little time to say goodbye to all the great guys and a great ship.”

Paul Behun #306 S/1/c (45/46) wrote that “he recounts that there were at least ten ladies on board the Mt Mac as part of the Far Eastern Commission. This was from Dec 1945-Feb 1946. Paul calls this the “third cruise of the mighty Mac”.

Benjamin Schwartz #651 also writes: “I was aboard the Mighty Mac from 2 November 1945 in Japan to late August 1946. I was aboard during the THIRD CRUISE OF THE “MIGHTY MAC” carrying the United Nations FAR EASTERN COMMISSION and then the ABLE & BAKER Bikini Atomic Bomb Tests. My primary duty was Fighter Director (air controller) as well as C.I.C. watch officer and Underway Officer of the Deck.

A collateral duty when the Far Eastern Commission was aboard was berthing officer for the delegation. Per the Third Cruise book (since I have no other records now) the following females were aboard. The first group were in the following delegations, followed by others.

France Miss Helene Joly
India Miss J. F. Keefer
Netherlands Mrs. J. D. Cipriani
Philippines Miss Rosario Menchaca
U.K. Miss G. Margaret Watson
U.S.A. Mrs. F.R. McCoy, wife of Maj.Gen Frank R. McCoy, head U.N. Commission delegation and the Misses Edna V. Culbreth, Ann McGuigan, Mary P. McKenna, & M. Kathleen Welsh

Miss Ann McGuligan, U.S. Secretariat

Also: U. S. NAVY NURSE, LT Marie E. Dietrich

Great edition of the Masthead. Congratulations to all concerned.”

Editor’s Note: We are indeed fortunate to have in our archives a copy of The Third Cruise of the Mighty Mac and I thank Benjamin for saving me the time of typing out all of those names.

Thanks also to all of you have contributed your thoughts, and to Lee Temanson for starting it all.
From Our Shipmates:

These photographs are of historical interest since they were taken only a month after Japan surrendered to the allied forces on September 2, 1945. Unfortunately, the shipmate who took them is not identified in our archives.

From top: The devastated city of Hiroshima, Honshu Japan as seen by a shipmate in October, 1945, only 2 months after the first atomic bomb was dropped.

The Liberty Landing at Wakayama, Honshu, Japan on 1 October 1945. Note that the landing crafts ramps did not quite make it to the dry portion of the beach. Does anyone remember getting their shoes wet at Wakayama?

The Japanese battleship Hyuga, commissioned in 1918 was a Ise class battleship that had 12 14” guns and a maximum speed of 23 knots sunk in Kure Harbor, Honshu, Japan as seen by members of the crew of the Mount McKinley in October, 1945.

The Japanese battleship Haruna, commissioned in 1915, was a Kongo class battleship that had 8 14” guns and a maximum speed of 30.5 knots. On 28 July, 1945, she was destroyed by Task Force 38 aircraft in Kure harbor, Honshu, Japan. Members of the crew from the mighty Mac passed by in October, 1945.
June 17, 2007

Dear Shipmates:

After receiving the latest, gorgeous issue of The Masthead, I am finally inspired to write. I served on Mt Mac from the day she arrived in San Diego from the east coast in 1964 until November 1966, first as Asst CIC Officer and Asst OI Div Officer, and then as First Division Officer in deck Department under First Lieutenant Tony Tonelli.

When I settled in, it was to learn that the senior petty officer in OI was a Chief Rall (after all these years, I can’t recall his first name, mainly ‘cause I never used it). He was a RDCS, and was a month older than my father. OCS had taught me well, and Chief Rall and I got along famously. He was always in the same watch section as I, even after I had transferred to deck Department.

His favorite joke was to call the quarterdeck when I had the duty, and inform the Messenger of the Watch (always the youngest man on watch) that “This is Chief Rall in CIC — tell Mr. Delmhorst Condition Red!” The messenger would relay the information with huge eyes, no doubt wondering what form of incoming weaponry was headed for us.

I would calmly acknowledge the message, and then tell the messenger to take our cups down to CIC and get coffee from the new-made pot! (with the little red light on).

Second story: Proceeding from Subic Bay to Kaohsiung, Taiwan, steaming in company with an APD (USS Cook, I believe), I was standing JOOD watch with my roommate, Jim Stephens. He came to me on the starboard wing and asked if I had ever had the feeling that something was going to go wrong. I replied in the affirmative, and so we went over the entire watch bill, getting straight who would do what if we had the need. Well, in that two-hour dog watch, we had four engineering casualties: loss of feed water, loss of fuel pressure, that sort of thing. I had already looked up the signals for the APD: Mike Speed Zero; Station Yankee (continue screening me). Jim would flick on the comm. box to the engine room and walk to the Captain’s phone… by the time the Capt answered, Jim had the info from the engine room to relay to the Capt. The Bridge Watch said later that they had never seen such cool officers when everything was going wrong!

I’d like to report that I’m back in the Navy, in a way: I was asked last June to join a group here in Madison, CT which provides military honors at burial services. I bought new uniforms, (blues and whites) and have, to date served at 29 funerals since last June 24. We have a three-man firing squad (sailors and Marines) led by an NCO, often a live bugler, at least an electronic bugle, enlisted personnel from nearby units to help fold the flag, which I then present to the next of kin. I find it a tremendous honor, especially for the old sailors from the Veterans Home who often have no one but our squad to see them on their final voyage. The families always are very appreciative, and it means a lot to all of us in the squad to be able to serve once again. In less than four years since the group started, they have served at about 470 funerals for all the services in the area around Madison.

I’ll try to remember some more Mt Mac tales, and search somewhere for any pictures that survive from almost 50 years ago.

Sail on, Friends.
G.B. Delmhorst #337
Lt USNR Ret

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From Our Shipmates:

Forwarded message from Lee Temanson:
Lee: Read your announcement of a Sept reunion for vets that served on the Mount McKinley. Between 1964-1966 I was on the Staff of Admirals Lee and Wulzen embarked on the Mount McKinley in the Philippines as well as two other AGC’s. I will not be able to attend, but if you have a message board at the reunion, I would hope to re-establish contact with other staff members I served with in ops along the Coast of Vietnam. Please advise.

Lt/Col Ashley W. Holmes, USA(ret), 1648 Breakers West Blvd.West Palm Beach, FL 33411

Forwarded message from Jerry Critz:
Thank you for your response. My fathers name is Howard Jennings. He passed away on May 7, 2007. He served aboard 1943-1949, as a radioman. If you know any other sites that I might go to that will tell me more info of my father’s time aboard please let me know. Again, thank you for your response. I hope that this gets to you in time.

Sincerely, Teresa Pate.

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Bulletin Board
From Our Shipmates:

The photographs on this page and the back cover, circa 1962, were provided by our President, David Nelson in response to his Pen Pal idea of shipmates exchanging photographs from the time they served aboard the Mighty Mac.

Top: Preparing for a change of command.

Left: A steak fry on the fantail being closely supervised by the XO, Commander John E. Ruzie.

Right: Ltjg Lee Temanson, (now the Secretary of our association) on the deck of the Mighty Mac with the Aeolian Island of Stromboli, Italy in the background rising 2,900 feet above sea level. This volcano has continued to erupt for at least the past 2,000 years. Obviously, Mr. Temanson was only “posing” with the mop and was not really using it to swab the deck.
USS Mount McKinley, AGC-7

All photos this page: David F. Nelsen, #932 Top: Our wonderful ship, our Mighty Mac. Bottom Right: Petty Officer 1st class Webb of the commissary. Bottom Left: Replenishing supplies while underway.