Naval Station Norfolk

Norfolk, Virginia, is the proud home of the largest naval base in the world. No matter what your reason is for visiting Norfolk, you shouldn't miss the opportunity to tour Naval Station Norfolk.

Naval Station Norfolk's mission is to support and improve the personnel and logistics readiness of the U.S. Atlantic Fleet. The Norfolk naval base provides seaport, airport, and squadron facilities, quality of life, and personnel management services.

Naval Station Norfolk, the world's largest Naval Station, occupies about 4,300 acres of Hampton Roads real estate on a peninsula known as Sewell's Point. Port facilities extend more than four miles along the waterfront and include some seven miles of pier and wharf space.

75 ships and 134 aircraft are home-ported here, and when they are not at sea they're along side one of the 13 piers or inside one of the 11 aircraft hangars for repair, refit, training and to provide the ship's or squadron's crew an opportunity to be with their families. Naval Station Norfolk is homeport to aircraft carriers, cruisers, destroyers, large amphibious ships, submarines, supply ships, airplanes and helicopters.

Air Operations conducts over 100,000 flight operations each year, an average of 275 flights per day or one every six minutes. Over 150,000 passengers and 264,000 tons of mail and cargo depart annually on Air Mobility Command aircraft and other chartered flights from the NSN airfield. It is the hub for Navy logistics going to the European and Central Command theaters of operations, and to the Caribbean.

The land on which Naval Station is located was originally the site of the 1907 Jamestown Exposition, a mammoth 300th anniversary celebration of the establishment of the first permanent English settlement in America in 1607. 21 states constructed buildings that celebrated their history and industry. Pennsylvania House, a 2/3rds replica of Independence Hall, is one of several state houses that are still standing at the Naval Station.

During the Jamestown Exposition, high-ranking naval officers agreed that this site was ideal for naval activity. After the United States entered World War I in April 1917, the Secretary of the Navy was persuaded to buy the property.
This Newsletter is dedicated to all the men who served on these extraordinary ships in service to their country whether in time of war or peace.

Navy News, January 5th, 2016

The guided-missile destroyer USS Ramage (DDG 61) (right) and the Military Sealift Command (MSC) fleet replenishment oiler USNS Pecos (T-AO 197) (center) transit alongside the amphibious assault ship USS Kearsarge (LHD 3) during a replenishment-at-sea (RAS). Kearsarge is the flagship for the Kearsarge Amphibious Ready Group (ARG) and, with the embarked 26th Marine Expeditionary Unit (MEU), is deployed in support of maritime security operations and theater security cooperation efforts in the U.S. 5th Fleet area of operations. U.S. Navy photo by Mass Communication Specialist Seaman Apprentice Dana D. Legg (Released) 160105-N-ZZ999-025

Additional important positions

Immediate Past President
Don King
dwking1942@att.net

Legal Advisor
Don King

Ships Store
Bob & Mary Ruth Halas
mhalas2001@yahoo.com

Webmaster
Ken Oxenrider
webmaster@ussmtmckinley.com

Chaplain Ron Kilgas
rkilgas@att.net

Newsletter Editors
Mike & Lynne DeBol
archangel.debol51@gmail.com

Reunion Chair
Dave Long
davidlong1944@msn.com

Master at Arms
James Burns
twbjb3946@yahoo.com

Historian
Catherine Anders
rjanders@msn.com

Elections Don King
dwking1942@att.net
Dear Shipmate,

Carol and I hope you had a wonderful Thanksgiving Day, a happy Hanukkah, and a joyous, blessed Christmas. We send our wishes to you and yours with the hope that tomorrow will bring peace, and you will enjoy a fantabulous year with family and friends in 2016......Happy New Year!

And with the new year comes the time when we remind you that your annual dues are expected to be paid during the month of January. Of course, if you have paid for a two year period encompassing 2016, or have paid for a Life Membership, you’re good.

If you attended the Milwaukee Reunion, you’ll recall the action plan I outlined regarding trying to establish accurate memberships, up-to-date dues payment and, literally, trying to find “missing” members. That effort resulted in e-mailing 45 dues letters, 12 of which returned with either wrong e-mail addresses or no e-mail address; and, mailing a total of 42 dues letters through the postal service. The primary goal of this effort was to reactivate former members. Based upon a November 17 Membership Status Report, I am pleased to tell you the Association gained 33 dues paying members. And as was anticipated, we were also informed of the passing of two shipmates over the past years. So, as of the beginning of 2016, we have 331 members of which 133 are Life, 147 are Active, 41 owe dues (inactive), and there are 10 Associate members.

There remain 41 shipmates on our inactive list. You can help with this! If you happen to know a shipmate who isn’t active in our Association, please give him a “push”.....or at least let him know the great times he is missing by not attending our annual reunions and seeing former shipmates and friends. As you know, if a shipmate is not a paid up active member of the Association, he is ineligible to attend the Association’s Annual Meeting and Reunion.

And speaking of reunions, remember that in September 2016 the action takes place in NORFOLK, one of the bases which the USS Mount McKinley called “home”!! Dave Long, our vice president and reunion chair, is already deep into searching out hotel sites and arrangements that will accommodate our “normal” SOP. Fingers crossed!

In closing, I invite you to send me, or any of our officers and directors, your thoughts and ideas about how we might enhance our Association and its activities. My thanks, in advance. And, again, **HAPPY NEW YEAR!**

In your service,

Ray Zall
This Newsletter is dedicated to all the men who served aboard these extraordinary ships in service to their country whether in times of war or peace.

Excerpts from the 1989 (first Newsletter) Don “Bud” Shreeves, Editor

Walk a mile high in 1990—Our next reunion will be in Denver, Colorado September 6-10 1990.

Stan Galloway, our reunion chairman, promises a moderately priced hotel (around $42.00 per night)

With full amenities, plus a four-day hospitality room, and a busy schedule of fun activities.

Things are still tentative, but it isn’t too early to mark you calendar and make plans to be in Denver next year.

If you would like to serve on that committee-and have a job during the Denver reunion—please drop Stan a note at P.O. box 11157, Pueblo, CO 81001.

IT’S ALL HISTORY: Bill Schnell our ships historian will compile a comprehensive written and photographic history of the USS MT Mount McKinley which we hope to publish in a book for all of us to treasure. We were all impressed in Nashville to see the material he has gathered so far. Dick Rogers and Bud Shugrue will help by gathering more information and photos and I appeal to you to dig through your old files for anything that might be included. Send Bill copies or originals that he can copy and return to you. We need written documentation of certain events (e.g. the Japanese plane whose torpedo skipped over the intended target ship; the sub that tried to slip into our anchorage, the capture of 129-139 Japanese suicide boats, etc.) and of your own personal experiences while serving in Mount McKinley. Send material to Bill at 152 Second St., Youngstown PA 16731.

ON THE SAME SUBJECT: Harold Dylhoff, our Nuclear Test Chronicler, is helping in this historical effort by gathering material on McKinley's role in the nuclear tests after World War II. While in Nashville, Harold talked to many crewmen who served on board and he obtained several documents from this period. If you have any memorabilia connected with the tests—photos, certificates, short snorters, newsletters, etc. please forward copies to Harold at 25311 Paulsons Rd., Golbles, MI 49055. There is a short history of the ship in the Dictionary of American Naval Fighting Ships, an eight volume series. 1989 has been a good year to us. We created self-sustaining organization and actually held our first ship’s reunion in 45 years. We renewed old friendships and made many new ones. Let’s not end it there! Your enthusiasm, dedication and help are needed as we move into the New Year. My only regret is that I must wait until September to see my friends and their beautiful ladies again. Until then we wish you good health and happy holidays.

Don “Bud” Shreeves, Bea and Bob
Father of the U.S. Navy

The importance of the sea as a highway, a source of food or a battlefield, if necessary, was well understood by the American colonists. When the Revolution came, it was a natural impulse, therefore, that many men in numerous locations would play prominent roles in the founding of a national navy. Thus, the Navy recognizes no one individual as "Father" to the exclusion of all others. As it was the Continental Congress, convoked in Philadelphia, that created the Navy in their resolution of 13 October 1775, the members of Congress must collectively receive credit for the creation of the Continental Navy, the forerunner of the United States Navy. The various attempts to credit individual naval officers with this act are misguided, for those officers received their commissions from the very body that created the Navy in the first place. None of this, of course, detracts from the great contributions to our struggle at sea for independence made by General Washington, John Barry, John Paul Jones, John Adams, Benjamin Franklin, and others.

Establishment of the Navy, 13 October 1775

This resolution of the Continental Congress marked the establishment of what is now the United States Navy.

"Resolved, That a swift sailing vessel, to carry ten carriage guns, and a proportional number of swivels, with eighty men, be fitted, with all possible dispatch, for a cruise of three months, and that the commander be instructed to cruise eastward, for intercepting such transports as may be laden with warlike stores and other supplies for our enemies, and for such other purposes as the Congress shall direct.

That a Committee of three be appointed to prepare an estimate of the expense, and lay the same before the Congress, and to contract with proper persons to fit out the vessel.

Resolved, that another vessel be fitted out for the same purposes, and that the said committee report their opinion of a proper vessel, and also an estimate of the expense."
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.

Members and Non Members reported deceased since 9/30/2015

- Paul Parenteau Member #1087A SN LC Div USS Catocin ’43-‘46
- Bud White Member # 609 BM3 2nd Div. USS Mt McKinley ’51-’53
- Tom Jones Member # 931 CPL USMC Comm Det. USS Mt. McKinley “63-’65

Bud White Member # 609 BM3 2nd Div. USS Mt McKinley ’51-’53

Tom Jones Member # 931 CPL USMC Comm Det. USS Mt. McKinley “63-’65

Report for heavenly duty.

New Members since 9/30/2015

- Dean Renwand
- Daniel Moffett
- James Schawab
- Robert Homer
- Jerry Siegfried
- Douglas Wood
- Ron Stanke RD3 OI Div ’60-’63

WELCOME ABOARD!

Reminder: If you have personal remembrances from your time on the Mighty Mac. That you wish to share, please send them to me for consideration in the MASTHEAD.

Mike Debol editor to: Archangel.debol51@gmail.com

<table>
<thead>
<tr>
<th>Assets</th>
<th>2014 Year end</th>
<th>Additions</th>
<th>Subtractions</th>
<th>2015 YTD Bal.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accounts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TD Checking</td>
<td>$ 2,442.39</td>
<td>$ 12,381.49</td>
<td>$ 12,417.78</td>
<td>$ 2406.10</td>
</tr>
<tr>
<td>TD $ Market</td>
<td>$ 21,682.47</td>
<td>$ 528.54</td>
<td>$ 1,000.00</td>
<td>$ 21,211.01</td>
</tr>
<tr>
<td>TD Certificate</td>
<td>$</td>
<td></td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>SS Net Inv.</td>
<td>$ 3,643.58</td>
<td>$ 504.29</td>
<td>$ 1,141.00</td>
<td>$ 3,006.87</td>
</tr>
<tr>
<td>Total Assets</td>
<td>$ 27,768.44</td>
<td>$ 13,414.32</td>
<td>$ 14,558.78</td>
<td>$ 26,623.98</td>
</tr>
<tr>
<td>Income</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SS Sales</td>
<td>$ 1,141.00</td>
<td></td>
<td>$ 1,141.00</td>
<td></td>
</tr>
<tr>
<td>Annual Dues</td>
<td>$</td>
<td>$ 1,666.49</td>
<td>$</td>
<td>$ 1,666.49</td>
</tr>
<tr>
<td>Life Dues</td>
<td>$</td>
<td>$ 182.00</td>
<td>$</td>
<td>$ 182.00</td>
</tr>
<tr>
<td>Raffle</td>
<td>$</td>
<td>$ 261.00</td>
<td>$</td>
<td>$ 261.00</td>
</tr>
<tr>
<td>2015 Reunion</td>
<td>$</td>
<td>$ 8,131.00</td>
<td>$</td>
<td>$ 8,131.00</td>
</tr>
<tr>
<td>TD Interest</td>
<td>$</td>
<td>$ 28.54</td>
<td>$</td>
<td>$ 28.54</td>
</tr>
<tr>
<td>Refund</td>
<td>$</td>
<td></td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Total Income</td>
<td>$</td>
<td>$ 10,269.03</td>
<td>$</td>
<td>$ 10,269.03</td>
</tr>
<tr>
<td>Expense</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office Supplies</td>
<td>$</td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>Masthead</td>
<td>$</td>
<td>$ 1,964.57</td>
<td>$</td>
<td>$ 1964.57</td>
</tr>
<tr>
<td>SS (Ship Store)</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Postage</td>
<td>$</td>
<td>$ 21.21</td>
<td>$</td>
<td>$ 21.21</td>
</tr>
<tr>
<td>SS Shipping</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Webb</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bank Charges</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reunion 2015</td>
<td>$</td>
<td>$ 9,427.71</td>
<td>$</td>
<td>$ 9,427.71</td>
</tr>
<tr>
<td>Change SS Inv.</td>
<td>$</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Expense</td>
<td>$</td>
<td></td>
<td>$ 11,413.49</td>
<td>$ 11,413.49</td>
</tr>
<tr>
<td>Net 2015 YTD</td>
<td>$</td>
<td></td>
<td>$ (1,144.46)</td>
<td></td>
</tr>
</tbody>
</table>

2014 CASH $ 24,124.86 $ 12,910.03 $ 12,417.78 $ 26,623.98

Current CASH $ 24,124.86 $ 12,910.03 $ 12,417.78 $ 26,623.98

USS Mount McKinley Financial Statement June 30th 2015
Dear Sir,

I am writing in response to your request for additional information. In block number 3 of the accident reporting form, I put "trying to do the job alone" as the cause of my accident. You said in your letter that I should explain more fully, and I trust that the following details will be sufficient:

I am a bricklayer by trade. On the day of the accident, I was working alone on the roof of a new six story building. When I completed my work, I discovered that I had about 500 pounds of brick left over. Rather than carry the bricks down by hand, I decided to lower them in a barrel by using a pulley, which, fortunately, was attached to the side of the building at the sixth floor.

Securing the rope at ground level, I went up to the roof, swung the barrel out and loaded the brick into it. Then I went back to the ground and untied the rope, holding it tight to insure a slow descent of the 500 pounds of bricks. You will note, in block number 11 of the accident reporting form, that I weigh 135 pounds.

Due to my surprise of being jerked off the ground so suddenly, I lost my presence of mind and forgot to let go of the rope. Needless to say, I proceeded at a rather rapid rate up the side of the building.

In the vicinity of the third floor, I met the barrel coming down. This explains the fractured skull and broken collarbone. Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my right hand were two knuckles deep into the pulley. Fortunately, by this time, I had regained my presence of mind and was able to hold tightly to the rope in spite of my pain.

At approximately the same time, however, the barrel of bricks hit the ground, and the bottom broke out of the barrel. Devoid of the weight of the bricks, the barrel now weighed approximately fifty pounds.

I refer you again to my weight in the accident reporting form, block number 11. As you might imagine, I began a rapid descent down the side of the building. In the vicinity of the third floor, I met the barrel coming up. This accounted for the two fractured ankles and the lacerations on my legs and lower body.

The encounter with the barrel slowed me enough to lessen my injuries when I fell onto the pile of bricks, and fortunately, only three vertebrae were cracked. I am sorry to report, however, that as I lay there on the bricks in pain, unable to stand, and watching the empty barrel six stories above me...I again lost my presence of mind...and let go of the rope!
USS Mt McKinley 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

Norfolk, Va. Home Port for The Mt McKinley from mid 1950’s to mid 1960’s & location for 2016 Reunion!!

Norfolk (/ˈnɔrfək/ NOR-fək, local /ˈnɒfək/ NOF-uuk) is an independent city in the Commonwealth of Virginia, United States of America. At the 2010 census, the population was 242,803; in 2013, the population was estimated to be 246,392 making it the second-most populous city in Virginia, behind neighboring Virginia Beach.

Norfolk is located at the core of the Hampton Roads metropolitan area, named for the large natural harbor of the same name located at the mouth of Chesapeake Bay. It is one of nine cities and seven counties that constitute the Hampton Roads metro area, officially known as the Virginia Beach-Norfolk-Newport News, VA-NC MSA. The city is bordered to the west by the Elizabeth River and to the north by the Chesapeake Bay. It also shares land borders with the independent cities of Chesapeake to its south and Virginia Beach to its east. One of the oldest of the cities in Hampton Roads, Norfolk is considered to be the historic, urban, financial, and cultural center of the region.