

USS BRISTOL DD 857

Veterans Association

NEWSLETTER SUMMER 2018

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Vietnam War Veterans Day

Public Law 115-15 115th
Congress
An Act

To amend title 4, United States
Code, to encourage the display
of the flag of the United States
on National Vietnam War
Veterans Day. <<NOTE: Mar.
28, 2017 - [S. 305]>>

Be it enacted by the Senate and
House of Representatives of the
United States of America in
Congress assembled, <<NOTE:
Vietnam War Veterans
Recognition Act of 2017. 4
USC 1 note.>>
SECTION 1. SHORT TITLE.

This Act may be cited as the
"Vietnam War Veterans
Recognition Act of 2017".

SEC. 2. DISPLAY OF FLAG ON NATIONAL VIETNAM WAR VETERANS DAY.

Section 6(d) of title 4, United
States Code, is amended by
inserting "National Vietnam
War Veterans Day, March 29,"
after "third Monday in
February;". Approved March
28, 2017.

LEGISLATIVE HISTORY--S.
305:

CONGRESSIONAL RECORD,
Vol. 163 (2017): Feb. 3,
considered and passed Senate.

Mar. 21, considered and passed
House.

Barnegat Township, NJ Honors Vietnam Veterans on Vietnam Veterans Day

Nearly three years ago, Thy
Cavagnaro set off on a mission:
find every Vietnam War veteran in
Barnegat and thank him for his
service.

Without them, she says she would
not have survived. Cavagnaro's family fled
Saigon on April 30, 1975 — hours
before the Communist forces
captured the South Vietnamese
capital — and took refuge in the
United States. She was a little over
1 year old at the time.

Cavagnaro, now 44, of Barnegat,
gave thanks to hundreds of
Vietnam veterans Thursday,
unveiling what may be the
country's first Vietnam veterans
monument created by a
Vietnamese refugee.

[https://www.app.com/videos/
news/local/southern-ocean-county/
barnegat/2018/03/29/vietnam-
veterans-monument-dedicated-
barnegat/33400873/](https://www.app.com/videos/news/local/southern-ocean-county/barnegat/2018/03/29/vietnam-veterans-monument-dedicated-barnegat/33400873/)

A Florida Court Sets Atheist Holy Day!

A FLORIDA COURT SETS ATHEIST HOLY DAY

In Florida, an atheist created a case against Easter and Passover Holy days. He hired an attorney to bring a discrimination case against Christians and Jews and observances of their holy days. The argument was that it was unfair that atheists had no such recognized days.

The case was brought before a judge. After listening to the passionate presentation by the lawyer, the judge banged his gavel declaring, "Case dismissed!"

The lawyer immediately stood and objecting to the ruling saying, "Your honor, How can you possibly dismiss this case? The Christians have Christmas, Easter and others. The Jews have Passover, Yom Kippur and Hanukkah, yet my client and all other atheists have no such holidays..."

The judge leaned forward in his chair saying, "But you do. Your client, counselor, is woefully ignorant."

The lawyer said, "Your Honor, we are unaware of any special observance or holiday for atheists."

The judge said, "The calendar says April 1st is April Fool's Day. Psalm 14:1 states, 'The fool says in his heart, there is no God.' Thus, it is the opinion of this court, that, if your client says there is no God, then he is a fool. Therefore, April 1st is his day.

Court is adjourned..."

Contributed by Doug Lipert

Veterans Home Adult Day Services Bill Signed Into Law

Contributed by Marty Walsh

President Trump signed the State Veterans Home Adult Day Health Care Improvement Act of 2017 into law on March 27, 2018.

President Trump signed the [State Veterans Home Adult Day Health Care Improvement Act of 2017](#) into law on March 27, 2018. Congressman Lee Zeldin (R-NY), along with Democrat Co-Lead Congresswoman Kathleen Rice (D-NY), bipartisan legislation [H.R. 1005](#) was passed unanimously by voice vote in the House; and the related Senate bill introduced by Senator Hatch [S. 324 "State Veterans Home Adult Day Health Care Improvement Act of 2017"](#) passed the Senate with strong bipartisan support.

- This bill directs the Department of Veterans Affairs (VA) to enter into an agreement or a contract with each state home to pay for medical supervision model adult day health care for a veteran for whom the home is not receiving VA nursing home care payments. The veteran must need such care either specifically for a service-connected disability, or, if not specifically for one, the veteran must have a service-connected disability rated 70% or more.
- Payment under each agreement or contract between the VA and a state home must equal 65% of the payment that the VA would otherwise pay to the state home if the veteran were

receiving nursing home care.

- The bill would assist the state's veterans homes in providing adult day health care to the most fragile and deserving of our veterans, specifically those with 70% or higher service-connected disabilities. The bill would provide these services to the service-connected veterans at no cost.
- The bill would also allow qualifying veterans who would normally live at a veteran's home full-time, to be able to receive medical model care up to 8 hours a day, and return to live at home with their families.
- The bill would also help expand the program, which could be offered at any of the 153 State Veterans Homes (SVH) across the country.

"Medical supervision model adult day health care" means adult day health care that includes the coordination of physician services, dental services, the administration of drugs, and such other requirements as the VA may determine. Adult Day Health Care is currently only offered at three facilities in the United States; one being the [Long Island State Veterans Home](#). Currently, there are adult day health programs in state veterans homes in Minnesota, New York, and Utah.

The VA is going through some [major changes](#) at this time, and it is questionable if this change will impact adult day utilization.

WWII Veteran Laid To Rest After 73 years

With full military honors, Ora Sharninghouse, Jr., was finally laid to rest Saturday after 73 years.

The remains of Sharninghouse, a sailor who had been missing in action since 1944, were recovered from the north Pacific in 2014. It was finally identified through DNA in 2017.

The remains were flown home Wednesday to be buried next to his parents in Weaver Cemetery.

The three-sport athlete graduated from McComb High School in 1940 and was voted both best looking and best smile by his classmates.

He joined the Navy and was a gunner on a Naval torpedo bomber. He was a member of the Navy Reserve Aviation Ordnanceman 2nd Class, USS Intrepid, Air Group 18 and was deployed to the Pacific during World War II. He died on September 8, 1944, near the Palau Islands.

WWII sailor's sister holds funeral for brother more than 70 years after his death



The remains of sailor Ora Sharninghouse Jr., whose aircraft

crashed in the Pacific in 1944 during World War II, were returned to his sister after 73 years. (Defense POW/MIA Accounting Agency)

FINDLAY, Ohio — The remains of a gunner whose plane crashed in the Pacific Ocean during World War II have been identified and returned to his sister in Ohio after more than 70 years.

A funeral for Ora Sharninghouse Jr. was scheduled Saturday in Findlay, where his 84-year-old sister, Joan Stough, lives.

She was 11 when he went missing in action in 1944. She tells The Blade newspaper their family never had a funeral for Sharninghouse because their mother held out hope he might return.



The remains of Sharninghouse and a radioman were recovered from their torpedo bomber in 2014 near the Republic of Palau. DNA testing helped identify them.

Stough says she was stunned when the U.S. Navy told her last August that her brother's remains were identified and would be returned to her.

Obit:

Ora Sharninghouse, Jr., died on September 8, 1944, near the Palau Islands, during a mission in the Pacific for the U.S. Navy, where he was a gunner on a Naval torpedo bomber. His remains were

accounted for on August 10, 2017. He was born on August 16, 1922, in McComb, OH to Ora, Sr. and Myrtle I. (Barringer) Sharninghouse.

He was a 1940 graduate of McComb High School, and had worked for a local dairy farm and helped his father on the family farm prior to his enlistment in the U.S. Navy.

Funeral services for Mr. Sharninghouse will be held at 11:00 a.m., Saturday, April 7, 2018, at COLDREN-CRATES FUNERAL HOME, 205 West Sandusky Street, Findlay, OH, with Reverend Ben Lowell officiating. Burial will follow in Weaver Cemetery, Bloom Township (Wood County, OH), where full military rites will be conducted by the U.S. Navy and assisted by the Hancock County Veterans Memorial Squad.

Visitation will be held from 4:00-6:00 p.m., Friday, April 6, 2018 at COLDREN-CRATES FUNERAL HOME, Findlay, and one hour (10-11 a.m.) prior to the service Saturday at the funeral home.

Ora is survived by his sister, Joan Stough of Findlay; nieces and nephews, Barbara Givens of Huntington Beach, CA, Ralph Sharninghouse of North Fort Myers, FL, Allan Sharninghouse of Findlay, OH, Earl G. Sharninghouse, Jr. of Fostoria, OH, Lynn Sanchez of Paige, TX, Luann Mathias of Findlay, OH, Terry Sharninghouse of Bairdstown, OH, Judy Weber of Fostoria, OH, Deb Armogast of Las Vegas, NV, David Sharninghouse of Findlay, Darren Stafford of Brookhaven, GA and Richard Eddie of Arcadia, OH; and numerous great-nieces and nephews.

Buddies I'll Never Forget



Courtesy Richard Thelen

Robert Terry, first from the right, on shore leave with his buddy Richard Thelen, second from right.

World War II, 1946

Seaman Robert Terry

by Seaman Richard Thelen

Richard Thelen was a sailor with his friend Robert Terry on the USS Indianapolis when it was torpedoed in the Philippine Sea by a Japanese submarine and sank. Of 1,196 crewmen, about 300 died immediately. Of the almost 900 who survived the sinking, nearly 600 died over the next four days, from dehydration, drowning and shark attacks; rescue operations were mounted too late to save most of the men.

Bob Terry was next to me at our first roll call in Navy boot camp in 1945 — he was T-E, for Terry; I was T-H. He was 18, too, and we both came from the Midwest. Then we got assigned to the Indianapolis together.

We played cards and ate and went drinking together — we became real close friends. And we promised each other that if one of us didn't make it, the other would go and talk to the family.

When the first torpedo hit after midnight, I was sleeping topside — it was too hot below deck. The explosion threw me into the air. Luckily, I was flung onto a cable, or I would have been thrown into the water without a life jacket. The ship was listing heavily, and the quarterdeck was on fire. There was

a lot of shouting, and explosions. Then the ship just slid away beneath us. It was dark and suddenly quiet, though you could hear men shouting as we all looked for rafts or lifeboats.

I was floating around in a kapok life jacket for the next four days — no food, no water, a hundred degrees out. There weren't enough rafts. Then on the second day, Terry saw me. I don't know how he recognized me — like a lot of guys, I was all covered in black diesel fuel, with my hair all matted down.



The USS Indianapolis.

I was glad to see him. We tried to hook our vests together so we wouldn't float away, but it didn't work because the swells just ripped the vests apart. So we tried to keep floating near one another, Terry and me and two other guys. They were long days: You pass out, then come to, then pass out again. We were slowly dying. Waking up less, the sun beating down — still no food or water. I felt sharks bump against me, and once or twice I was looking right at one, maybe 16 inches away. But the diesel fuel masked me — I don't think they cared for the smell.

On the fourth day, we spotted a raft — planes had dropped a few — and we decided to try to swim to it. Two of the guys died from the effort — in our condition, their hearts gave out, I think. Then Terry started to swim toward it. And while I watched, I saw a shark take him, just 20 or 30 feet away. I was three-quarters out of my head, so close to death — my

mind was coming and going. But I thought, it's over.

Later, I somehow made it to that raft, and there were four guys in it. I was too weak to pull myself in, so I tied myself to it. That night we were rescued, a little after midnight. They said that nearly all of the survivors were the ones who were in vests and stayed mostly submerged.

Six months after I got out of the hospital, I went to see Terry's mother and told her our story.

I'm a lucky guy, but I think about Terry all the time, even 73 years later.

Thelen, 91, became a long-haul trucker after the war. A Lansing, Michigan, resident, he is a proud father of six and grandfather of seventeen.

Editor's Note:

Tony Molnar sent me this email:

Sam Candido sent this to me as he thought it would be a good article for the newsletter. <https://www.aarp.org/home-family/voices/veterans/info-2018/friendships-shaped-by-war-wwii-robert-terry.html>

An interesting aside on the sinking of the Indianapolis. Vern Klingman RD3 1944-46 was the Association's Chaplin when I first joined and he told the story about how he had been haunted all these years because the Bristol was steaming toward Japan when they picked up a blip on the surface radar that they thought could be a submarine. It was reported to the Captain but he refused to change course. Vern always felt that it could have been the sub that sunk the Indianapolis and if the Bristol

had changed course it might have changed history.

I have read the book on the Indianapolis written by the Captain who did survive the sinking but eventually committed suicide. It is a terrible story and the fact that they were in those waters with NO escorts made it even worse.

Sergeant Jack Deloach

A country boy who wasn't afraid to speak his mind



The Marines were surrounded, in bitter conditions, during the 1950 Battle of Chosin Reservoir.

Korean War, 1950

Sergeant Jack Deloach

by Lieutenant Richard Carey

Lieutenant Richard Carey was in the 1st Marine Division at the Chosin Reservoir when an estimated 80,000 Communist troops surrounded U.S. forces in late 1950. One snowy night, Carey encountered his friend Jack Deloach, whom he'd met in 1949 when Deloach was a platoon sergeant at Camp Pendleton, in California.

I was in charge of intelligence in my sector and was told to get together a group of about 100

Marines and go up the hill to reinforce a company under attack. That's when I ran into Jack, dug in on a hill. He was a good ol' country boy from Georgia. Pretty rough language, colorful guy, with that Southern slang. He wasn't afraid to tell anybody what he thought. He loved the Corps and could do any job. He'd taken shrapnel in his forehead, a grazing wound that was bleeding badly, and he couldn't see very well. "Sarge," I said, "I'm here to help as much as I can," and he said, "You're welcome to join in, Lieutenant — we could use you." So I crawled into the foxhole with him.

He was peeling grenades out of a container and handing them to me, and I was pulling the pins, letting the spoons fly. I counted, "One thousand one, one thousand two" — they were three-second grenades — then I tossed them. The Chinese were right on top of us. We had a helluva fight but held the hill.

It helped that we had called in Corsairs with napalm. I remember watching those planes with Jack, thankful but also jealous. I said to him, "Those pilots are going back to Japan to a warm bed and a hot meal. I'm going to put in for flight training."

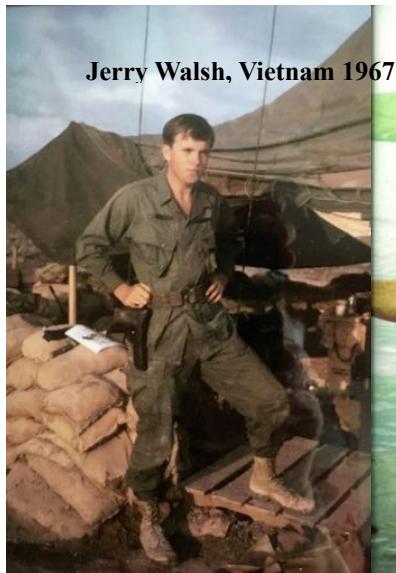
In March 1951, I was wounded — they awarded me a Silver Star after that battle. I spent a couple months in the hospital; the next year I went to Pensacola, Florida, for flight training. And there, sure

enough, was Jack, training officer candidates. I greeted him by saying, "There's the old soldier doing everything he can for our Marine Corps!" Jack just grinned and said, "I'm honored to do it, Captain."



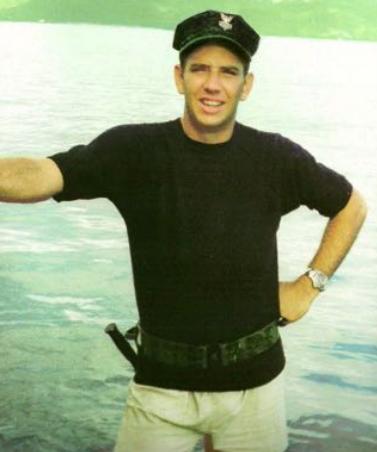
Carey, 90, of Plano, Texas, far left, was a Marine aviator for 34 years, retiring as a lieutenant general after three combat tours in Vietnam. Later an airport, then courts, administrator, he remains active in Marine organizations. Deloach, near left, became a master sergeant and retired; he died in 2001.





Heroes Who Walk Among Us

Earl "Charlie" Weaver....."Charlie" & shipmates at



Pennsylvania. Photograph by David Rhinehart.

said [Jon Brideau](#), World T.E.A.M. Sports Executive Director.



Events/News

Face of America Ride to Gettysburg Returns April 27-29

By Richard Rhinehart
Holbrook, New York, November 27, 2017 – [Face of America](#), non-profit World T.E.A.M. Sports' inclusive two-day bicycle and hand cycle ride to historic Gettysburg, returns to the Washington D.C. and Philadelphia regions this April 27-29. As one of America's most inspiring events, participating athletes include adaptive military veterans and able-bodied athletes from across North America.



Face of America athletes complete the 2017 ride in Gettysburg.

Created by World T.E.A.M. Sports as a cross-country ride in the summer of 2000, Face of America today honors adaptive military veterans who were injured or disabled during their service to their nation. In 2017, nearly 600 athletes participated on routes leading to Gettysburg from Arlington, Virginia and Valley Forge, Pennsylvania. Of these athletes, nearly 150 were adaptive veterans living with disabilities ranging from loss of limb to paralysis to Post-Traumatic Stress. Organizers anticipate greater numbers in 2018.

"We are expecting a record number of participants this year. We are working on improving and expanding our logistics so that we can accommodate as many athletes as we can, to further our impact with our mission. We hope to raise over \$600,000 this year to support the organization and the great work that we do. Anyone who is interested is highly encouraged to join us soon before we reach capacity and sell out,"

Athletes prepare for departure from a rest stop on the northern route of Face of America in April, 2017. Photograph by David Rhinehart.

With an emphasis on supporting each athlete and building friendships that continues beyond the ride's conclusion, Face of America is life-changing for many participants.

"It was one of the best experience I have ever had," said one athlete. Another agreed that it is "one of the most rewarding charitable events in which I have participated."

An adaptive military veteran said one of his favorite experiences was "riding side by side with my brothers and sisters at arms. Talking, chatting, laughing, getting to know everyone, and meeting old friends. There's just no way to describe how awesome it feels to be surrounded with other veterans

– there's so much dedication, motivation, and character.” Participating athletes raise funds through the ride to provide adaptive athletes with transportation, hospitality, and to support the organization overall. In 2017, nearly \$600,000 was raised through participant fundraising, along with event sponsorships from corporate partners.



Riders pedal north from Frederick, Maryland on the second day of Face of America 2017. Photography by Richard Rhinehart.

This weekend experience is inspiring, both for the adaptive athletes and for the able-bodied athletes. “Meeting and talking to people from all over it was just a wonderful experience,” said a caregiver for an adaptive athlete following the 2017 ride. A retired military athlete agreed. “The entire two days was spectacular as I was able to speak to adaptive riders and bond with other members.”

Recognizing that adaptive athletes can accomplish remarkable athletic challenges, World T.E.A.M. Sports has long encouraged events that combine adaptive and able-bodied athletes. Celebrating 25 years in June 2018, World T.E.A.M. Sports has created exceptional sporting events worldwide that bring together athletes, rather than keeping them apart in separate categories. These events include a world bicycle ride in 1995, two climbs of Africa’s Kilimanjaro and several cross-country bicycle rides.

The 2018 Face of America is supported through generous sponsorship and partnerships from several leading companies including Capital One Bank,

American Portfolios Financial Services, Booz Allen Hamilton, Benson Botsford LLC, Penske Truck Rental and SUBWAY of the Walter Reed National Military Center. [Online registration](#) is currently open.



A cyclist receives assistance from an able-bodied athlete in northern Maryland during Face of America 2017. Photograph by Richard Rhinehart.

Hi Ed

This is my report: World T.E.A.M. Sports -Face Of America Bike Ride:

Friday April 27--When most participants come in. The hotel is new to us -The Hyatt at Ronald Reagan Airport. So new venue-trying to get used to where everything is located. Like what room do we store our bikes, where do we pick up our bike jersey? Also it is the night that we have our big dinner, and find out the top 3 money raisers. We also found out that Van Brinson was stepping down as our CEO (for the past 7 years). Our new CEO will be Jon Brideau. I'm sad because I had a good relationship with Van. I am sure that I will have a good relationship with Jon. Change is hard. I will introduce myself to him next year and inform him that I will be carrying first aid supplies with me on the ride/ And also inform him that I am an EMT. I also re-connected with Kathleen, another EMT, that I have not seen in 3 years. She had cancer and had been going through chemo. But she looked good and healthy. I also met 2 men from Kosovo. Also re-connected with Gina who comes from Massachusetts. She brought her recumbent bike and

she has knee problems. She has very little cartilage in her knees. She's a very caring person and would do anything for anyone. This is her 10th year.

This is my 11th year.- Can't believe that.

Saturday April 28- Bring down from your hotel room your gear and load it on one of the panel trucks.

Eat breakfast provided for us. Check out of the hotel. Get on your bike!! We started the ride at 7am rode through Crystal City and made our way through Alexandria going towards Maryland. 500 of us. Along with bike marshals and Moto people (motorcyclists), who stopped traffic at every intersection. Rest stops at every 15-18 miles. About 150 recumbent bicyclists. Nothing special to report. Weather was cloudy in the beginning but got sunnier. They now have a NP at the rest

Stops. I am the mobile EMT. There is the one rest stop that I connect with a volunteer whose brother lives in Island Heights. It was funny because at this rest stop I was looking for her but did not see her. But she found me!!! I did meet several people from NJ Or they used to live in NJ.

So we ended the ride at the Flying Dog Brewery in Frederick, MD. at about 3pm. They also had food trucks for us a well. So our hotels were nearby. FOA had shuttles to deliver us to our hotels. 55 miles finished.

Sunday April 29- Shuttle van picked us up at our hotel. Our luggage goes into a panel van and we will see it when we get to Gettysburg. Brought us back to where our bikes were stored. Started the ride at about 7:30am. Weather was very cold and windy. Wore 5 upper layers and 3 pants layers. It was a very hard ride

because we are all sore and it was very cold. Also rest stops are fewer. You had to ride 18-20 miles to the next rest stop. The highlight of ride was when we were on a country road and passed a cow pasture. The cows were running with us (in their pasture of course) in the same direction. There had to be at least 75-100 cows. Made up for the cold weather that we were experiencing. We also go through a retirement community where residents come out and cheer and wave flags. They also shout out THANK YOU!!!

At every rest stop, volunteers gave out aluminum blankets to keep us warm. There is that one rest stop that the church group delays their service and they serve us snacks, fruit and cookies. They also have a band that entertains us while we are there. I also noticed that they set up chairs and an altar near the tent. So I'm guessing that they were going to have an outdoor service after we left.

Finished the ride in Gettysburg, PA at a conference center at about 1:30pm. We always do ride through the battlefield and ride through the center of town. People stand on the sidewalks and cheer us on and wave flags. So at the end of the ride FOA have a tent set up for us, where they serve us beer, beans and roast beef. And we are all hungry at the end. Another 55 miles finished.

I have to say that the bike Marshalls keep us safe and I have a relationship with some of them. Since I am slow, I tend to end up towards the end of the ride. I get threatened (nicely of course) that they will SAG me and I will end up in the van. They are never serious but we joke about it and it passes the time by. Both days we ride up some major steep hills. The Marshalls line both sides of the hill and if you shout out that you need help they push you up that hill. Also I rode with my 2 guardian angels, Rainer & Doug.

They also look after me and we rode together part of the way. I also saw many, many people who probably have never biked over 10 miles, but they did this bike ride and did not complain. The Marshalls also encouraged them or assisted them by pushing on their backs to make it easier for them.

So at the end of the ride, we put our bikes in a panel truck. Our luggage which was taken out of the panel truck (some people go home after Gettysburg or they get picked up by family) gets put into a different panel truck if you are returning to Crystal City. If you are returning to Crystal City, you board a bus (after eating), and then go back to the hotel where your car is located. I then checked back into the hotel (too tired to drive). Then I went back downstairs and waited for the trucks to come to bring the bikes and luggage to us.

So that is the report for this ride. I already registered for next year.

Diane Coleangelo

Editor's Note:

The following are messages between Diane and me regarding the event.

Diane Coleangelo:

Hi Ed. Just checked my email and I got a message that said you donated to me. Thank you so much for your generous donation and a big thank you for bringing up my name and bike ride tonight.



Edward C Lynch:

You are the best for doing what you do.

Any news on meeting tonight?

Diane Coleangelo:

I'm in Florida

Edward C Lynch:

Good news

Diane Coleangelo:

Hi Ed happy Palm Sunday just a quick question did they give

out forms for our scholarship candidates at one of the meetings? I can access the state high school scholarships but I don't remember if forms were given out for our district scholarship.

Edward C Lynch:

The short answer is no meeting this month due to snow. Forms handed out February meeting

Diane Coleangelo:

Do you have a copy of the one handed out in February? If so I would like to pick up a copy

Edward C Lynch:

No. I turn over all that stuff when I do report at squad business meeting

Ask Jim Ambro for email address of scholarship chair

Diane Coleangelo:

I emailed him and he didn't respond. I'll try again. Thanks for you suggestions.

Edward C Lynch:

Ok

Did you get a notice of meeting tomorrow night?

Diane Coleangelo:

No not sure where it is

Edward C Lynch:

I think it's in Parkertown but not sure

Diane Coleangelo:

I just checked into my hotel in Arlington Virginia

Edward C Lynch:

Good luck with the ride.

Diane Coleangelo:



Edward C Lynch:

Keep the rangers away.

No van ride for you.

Diane Coleangelo:

You said it- no van for me

Edward C Lynch:

Best wishes

Diane Coleangelo:

I will keep you updated with my report

At the next district council meeting you will see Melissa and another member from our first aid squad

Edward C Lynch:

Thanks. Plenty of room for Summer newsletter

Ok

Good luck today and this weekend

Diane Coleangelo:

Thanks Ed and thank you for all your support



So far so good at mile 29 finally got sunny

Edward C Lynch:

You had to peddle 29 miles to "piddle"?

Diane Coleangelo:

Nope we had a rest stop at 18 miles than 29 miles than 40 miles

Edward C Lynch:

Doing good ladies

Diane Coleangelo:

I met her last night and also her husband and her name is Bonnie

Edward C Lynch:

How are you holding up?

Diane Coleangelo:

Pretty good for today I tend to stay towards the back of the pack. One of the bike marshals kind of goaded me To perform better on my bike. He taught me to go into different gears to get better performance out of my bike

He was actually a pain in the butt but he was trying to teach me the different gears on the bike

We ended the bike ride at a brewery and there were food trucks to purchase food

Today was actually a OK day nothing major happened

I can't believe that my legs are not in pain and I did OK today

Edward C Lynch:

That's good.

Keeping your girlish figure
Taught a CPR CLASS

TODAY

Diane Coleangelo:

I did not know you were an instructor

When did you start doing that?

Edward C Lynch:

About 6 years ago

Diane Coleangelo:

Did you teach it in Manchester FIRST AID

Edward C Lynch:

Yes

Diane Coleangelo:

That is good for me to know in case I miss getting the CPR course in my squad

Edward C Lynch:

I'm recerting as instructor on Tuesday.

Diane Coleangelo:

Panicked because I lost my helmet yesterday after the ride but I found it this morning

Edward C Lynch:

There are no coincidences. God looks after His children.

Diane Coleangelo:

48° 15 mile an hour winds it's cold it's windy they were major Hills today

We are at the rest stop where the church group delays their service to come and serve us food

Edward C Lynch:

Still chilly here. Windy also

Diane Coleangelo:

What's worse are the Crosswinds when we are passing farms

The highlight of my day was when we passed a herd of cows that were traveling the same way we were in their pasture

Edward C Lynch:

Yes we have about 20mph gusts.

Diane Coleangelo:

I'm on the bus to Crystal City Virginia with a beer in my hand

Edward C Lynch:

Hope there's a toilet on that bus.

Diane Coleangelo:

There is but I'm good

Edward C Lynch:

No marshall arrest?

Diane Coleangelo:

I had some roast beef

The marshals were absolutely fantastic

Big assisted me up many hills and I'm totally grateful for that

Edward C Lynch:

So you didn't get locked up

Diane Coleangelo:

But on the last leg if they wanted to see me I would've been grateful for that

Edward C Lynch:

The last legless rolling hills and if they saved mean I would've been totally grateful for that

Edward C Lynch:

Well done for another year.

Now you can party at the hotel.

I just finished inserting your report for FOA Bike ride. I also copied the advert from WTS webpage for our members who may not be aware of the purpose of your efforts. Page six of newsletter with the header "Heroes who walk among us". Have to say a special Rosary with you on the top of the list.

Diane Coleangelo:

Thanks so much Ed sometimes I need those extra prayers just to get me through the bike ride. The first day was good I feel good the second day was so cold it really takes a lot out of you. And I am not complaining because there were 499 people along with me that were equally as cold. I prayed for a safe trip for everybody who is there and like I said they were minor injuries some people fell but nothing major.



Hi Ed I know you are at the district council meeting but I wanted to send this picture to you the lady on the left is an EMT that I rode with many times on this

ride. She is the one that I haven't seen for three years because she was battling cancer. The guy on the right was the lead biker on that tandem bike the guy behind him is totally blind and they rode all the way



This is at the end of the ride when we return to our hotel these two guys are from Kosovo



This is the lady that I was talking about who's brother lives in Island Heights
(Island Heights is a small municipality nestled within Toms River, NJ).



These are my two guardian angels Rainer and Doug

The lady on the recumbent bicycle is Gina she is the one that has her leg up in the air I also mentioned her in my report she is from Massachusetts



Ronald Reagan Strike

Group Departs for Patrol

Story Number: NNS1805



29-11Release Date: 5/29/2018

10:53:00 AM

From Commander, Task Force 70
Public Affairs

YOKOSUKA, Japan (NNS) -- The forward-deployed Ronald Reagan Strike Group departed Yokosuka, Japan, May 29, for a regularly scheduled patrol to operate in the western Pacific Ocean.

Ronald Reagan Strike Group will be conducting training in the U.S. 7th Fleet area of operations supporting security and stability in the Indo-Pacific region.

"[Ronald Reagan Strike Group] is very excited to get underway and begin to train and operate together, as well as with our allies and partners," said Rear Adm. Marc Dalton, commander, Commander Task Force 70. "As we get underway for these operations we will continue to represent the United States as the security partner of choice in the region, to ensure freedom of the seas, drive stability and security and to promote adherence to a rules-based international order."

Reagan successfully completed sea trials, May 17, in preparation for the patrol.

"I'm very proud of the hard work and diligence of all of the incredible Sailors in the strike group," Dalton said. "The Ronald Reagan Strike Group is ready to get underway to perform our mission in all respects and to answer the call of our nation and our allies."

The Ronald Reagan Strike Group also includes the Arleigh Burke-class guided-missile destroyer USS Mustin (DDG 89) and the Ticonderoga-class guided-missile cruisers USS Antietam (CG 54) and USS Chancellorsville (CG 62).

In Memoriam EDWARD FRANCIS (CHAD) CHADWICK



EDWARD FRANCIS (CHAD) CHADWICK, 83, passed away on April 6 at home, surrounded by his family. Edward was born on April 13, 1934, in Kenova, to the late Herbert Bruce Chadwick and Dorothy Nunley Best. He was also preceded in death by his sister, Lois Jean Marrow, and is survived by sisters, Brucella Wandling of Pt. Pleasant, W.Va., and Paula (Rick) Sullivan of Pt. Pleasant, W.Va. He is also survived by his wife of 63 years, Shirley Chadwick, as well as daughters, Debra (Rod) Dingess of Statesville, N.C., Gail (Steve) Daniel of Lexington, Ky.; son, Edward (Melissa) Chadwick of Franklin, Tenn.; daughter, Jane (Gary) Humphrey of Holly Springs, N.C.; son, Chris (Toni) Chadwick of Huntington; daughter, Robin (Jeff) Elliott of Asheville, N.C.; 16 grandchildren; and 12 great-grandchildren. "Ed"

or "Chad," as he was often called, graduated from Ceredo-Kenova High School in 1952 and joined the military on August 6 of 1952. He served as a fire control technician aboard the Naval Destroyer USS Bristol DD857 during the [Korean Conflict](#) and was honorably discharged in August of 1956. He continued to serve an additional four years in the naval reserve and was actively involved in their annual reunions. He was also an active member of the American Legion Post #93. Upon his discharge, he returned to the Huntington area, where he attended Marshall University and started a television repair shop. He was employed by the Huntington Publishing Company from 1956-1964. From there, he advanced to Publisher, Managing Editor and part owner of the Wayne County News from 1963-1988. In addition to his responsibility of the Wayne County News, he was the founder of the Tri-State Shoppers Guide and was responsible for a number of publications including the Marshall University Parthenon and over 20 weekly publications throughout West Virginia. He was an active member of the WV Press Association, serving numerous roles including President in 1982. In 1999, he was awarded the Adam R. Kelly Premier [Journalist](#) Award, which is the most prestigious award presented by the West Virginia Press Association. In 2002, after more than 40 years of active service as an officer or board member for the WV Press Association, he stepped down as

President of the WV Press Association Foundation. As a charter member of the Foundation's Board of Trustees, he was instrumental in the purchase of the WV Press headquarters building. In recognition of his lifetime service, the trustees voted to name the building in his honor, The Edward F. Chadwick Newspaper Center at 3422 Pennsylvania Ave. in Charleston, W.Va. He was also one of the original founders of the Lavalette State Bank and served on the Board of Directors. He was President of MCM Land Company and developer of the Twin Valley Estates and North Maywood Heights subdivisions. Throughout his retirement, he took great interest in woodworking and developed a high level of expertise creating and designing custom made furniture for family and friends. He was an avid outdoorsman who loved to garden, hunt and fish. Each and every year for over 50 years, he spent time hunting and fishing the mountains of eastern West Virginia. With his active involvement and dedication to numerous business and community organizations, he developed an amazing circle of friends throughout the Tri-State area and was so giving to others. He was a devoted husband and father who treasured his family and was a member of Sacred Heart Catholic Church. He was a pillar of Wayne County, the local Huntington and West Virginia State communities, and he will be forever missed. The family would like to express their sincerest

appreciation to all the staff at Hospice of Huntington and caregiver Raymond Aliff of Kenova for their kindness. Contributions can be made to the Wounded Warrior Project. Visitation was from 2-4 p.m. and 5-7:30 p.m. on Tuesday, April 10, at Reger Funeral Home, followed by the praying of the Rosary. The Funeral Liturgy, officiated by the Reverend Charles McGinnis, will be 10 a.m. on Wednesday, April 11, at Sacred Heart Catholic Church, followed by interment at Docks Creek Cemetery, Kenova. Reger Funeral Home is assisting the family. Online condolences may be made to the family at www.regerfh.com.

I have just discovered that our shipmate and former USS Bristol Association Chaplain (2002 to 2004) Vern L Klingman RD3 1944-46 passed away in 2015. I remember him as a very soft spoken and sincere gentleman. As you will see from his obituary below, he was an ordained minister. He will be remembered at the reunion in September.

Tony

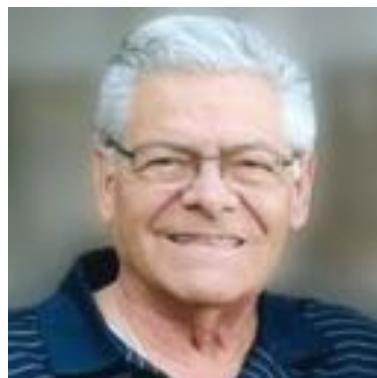
SPOKANE, Wash. — Vern L. Klingman was born on a Nebraska ranch in December 1925 and was “Transferred to the Church Triumphant” on Feb. 12, 2015.

After two years in the Navy during World War II, he received the call to ordained ministry. He graduated from the University of Denver and went on to earn master's and doctoral degrees

from the Iliff School of Theology in 1949. He served First Methodist in Golden, Colo.; Emmanuel Methodist in Denver; and First United Methodist Church in Billings for 26 years until retirement. He is survived by his wife, Patricia, of Spokane, Wash.; his children, Paul Klingman, of San Jose, Calif., Stephen Klingman, of Portland, and Nancy Klingman and Candace MacKenzie (Russell), both of Spokane; and grandchildren Bryan Klingman, ReiLin Klingman, Peter Klingman, August Klingman and Katie MacKenzie.

.....

Frank J DeRicco



Shipmates

This has indeed been a sad week for the Bristol.

Frank DeRicco SN 1956-57 died on Friday, April 20.

Frank and I served on the Bristol at the same time. He will also be remembered at the Savannah reunion.

Tony

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Honorary Member Appointment: Sam Candido, Web Master

The Executive Board of our association have appointed Sal Candido, Web Master, ussbristoldd857.org, as an Honorary Member.

Dear Paul,

Found a FedEx envelope waiting for me when I got home tonight. Was totally blown away by your letter telling me that I had been made an honorary member of the USS Bristol Organization, an honor which I do not deserve.

The Vets who served on the Bristol gave all they had to defend our Country, and maintaining the website is hardly the same kind of dedication the crew of the USS Bristol had to their duty and their country.

I do however proudly accept this honor, and appreciate all your fine comments on my boys. I've sent them a copy of your letter and the image of the USS Bristol.

Illinois is a state that requires a license plate in front and in back, so I can't put it on the car, and maybe I'd rather not get it messed up as plates tend to get. But I plan to display it here at home. She's a fine ship as that clean bow wave shows, and you all must have had a great sense of pride sailing aboard her. Keeping the memory of DD857 and her crew members over the years will be our orders now, mine and yours, and we'll keep her on course in the years to come.

With my sincere thanks,

Sam Candido

.....



Top photo Navy Day Vietnam 1969, bottom photo Earl "Charlie" Weaver, returning home (Pearl Harbor) aboard USS BOLSTER ARS 38, 1969

Editor's Note:

Please send me any photo memorabilia that you have of your service no matter what service that may be. Our shipmates enjoy reviewing some of that old stuff.

Men in Heaven Contributed by Don Tanner

When everybody on earth was dead and waiting to enter Heaven, God appeared and said, "I want the men to make two lines. One line for the men who were true heads of their household, and the other line for the men who were dominated by their women. I want all the women to report to St. Peter."

Soon, the women were gone, and there were two lines of men.

The line of the men who were dominated by their wives was 100 miles long, and in the line of men who truly were heads of their household, there was only one man.

God said to the long line, "You men should be ashamed of yourselves; I created you to be the head of your household! You have been disobedient and have not fulfilled your purpose! Of all of you, only one obeyed. Learn from him."

God turned to the one man, "How did you manage to be the only one in this line?"

The man replied, "My wife told me to stand here."

Ed..Big doings here in Portsmouth NH , on the Piscataqua River as the Manchester was commissioned May 26 , 2018.

Tri hull... jet powered.. thrusters all over,,50 knots

Female skipper..NROTC (Boston Univ) LT as navigator.the new Navy !!!

WOW !!



Guns

(Contributed by David "Guns" Lincoln)

U.S. Senator Jeanne Shaheen (D-NH) was given the honor of naming this new Littoral Combat Ship "USS Manchester" in recognition of Manchester, New Hampshire.

"The naming of USS Manchester is a tremendous honor for the city of Manchester and a testament to the incredible work carried out by New Hampshire's men and women who serve in uniform," said Shaheen, a member of the Senate Armed Services and Foreign Relations Committee. "The Queen City of New Hampshire, Manchester is an economic engine of Northern New England and a vibrant, innovative hub for the Granite State. Congratulations to Manchester on this wonderful honor."

U.S. Senator Kelly Ayotte (R-NH) applauded the U.S. Navy's announcement that it will name a new littoral combat ship the U.S.S. Manchester, after the City of Manchester, New Hampshire. Secretary of the Navy Ray Mabus personally informed Senator Ayotte of the decision during a phone call earlier today.

"The Navy's decision is a great honor for the City of Manchester, and it reflects the significant contributions that New Hampshire citizens have made to the Navy," said Senator Ayotte, a member of the Senate Armed Services Committee.

"As New Hampshire's largest city and a major contributor to our state's economy, Manchester also has a long tradition of serving as a home to generations of hard-working

Granite Staters. The people of Manchester - and all New Hampshire residents - should be very proud of this honor."

The USS Manchester LCS 14 is the second ship to be named after the Queen City.

The first, CL 83, was a Cleveland-class light cruiser of the United States Navy, laid down 25 September 1944 by the Bethlehem Shipbuilding Corporation's Fore River Shipyard, Quincy, Massachusetts.

CL 83 was launched 5 March 1946, sponsored by Mrs. Ernest J. Gladu and commissioned 29 October 1946, Capt. Peter G. Hale in command.

Littoral Warfare

Origins

The US Navy realized the need to have a fleet of fast and agile vessels capable of operating in confined waters against enemy fast attack boats and diesel submarines after their long deployments in the Persian Gulf. Their fleet of large destroyers had their limitations and they had to ferry their coast guard vessels, patrol boats and minesweepers to the Persian Gulf in order to provide close protection from small enemy craft. However the bombing of the destroyer, USS Cole by a small boat filled with explosives, accelerated the development of the Littoral Combat Ship. The logic was, a slow destroyer needed time to power up and couldn't maneuver in confined waters, whereas a fast LCS could start up and reach top speed very quickly and put itself out of danger.

Objectives

The LCS program aimed to develop a multi role ship which could operate in littoral waters, engage enemy submarines, clear mines, destroy fast attack boats, deploy unmanned vehicles and perform a variety of other missions by fitting them with mission modules according to situational requirements. It would also have a pumpjet propulsion which gives them a very high speed in excess of 40 knots. The US Navy will replace its remaining fleet of Perry class frigates and Avenger class minesweepers with this ship. Although this program has faced immense criticism, it is something which is suited only for the US Navy as they have the world's largest fleet of destroyers and cruisers and they need a lower end and lightly armed ship to complement them.

Weapons and Sensors

There are two classes of LCS which have been ordered by the US Navy. The Independence class and the Freedom class. Both these ships have excellent designs and the Independence class is unique with its highly stable trimaran design and is the first operational warship of this kind. Both these classes of ships have been built with one main task in mind, the destruction of enemy speedboats and fast attack craft in a hostile littoral environment. These ships use a lot of ultra-high technology and are among the most advanced warships in the world. The unique mission modules are of 3 types and typically use these weapons.

Anti-surface : 2 x 30 mm Bushmaster cannons, Vertically launched Griffin/Hellfire missiles to engage small boats

Anti-Submarine : 2 triple 324 mm torpedo tubes for lightweight torpedoes, Unmanned underwater

vehicles, Towed array sonar

Mine hunting : Remote mine detection vehicles, Mine detection Sonar

Weapons and sensors on Independence class
Mission module space on Freedom class © Seaforces.org
Surface Warfare package on Freedom class

Along with these modules, a 57 mm Bofors gun and a multirole helicopter are fixed for every mission. The sensors on these ships are also advanced and suited for littoral warfare. They have a sonar, a 3D multifunction radar and other advanced sensors. A very high degree of automation in the ships allows them to have a very small crew of around 50 whereas similar ships operated by other countries have a crew of 100-150.

Ship Sponsor



Captain, Patrons and Family.

The first woman in U.S. history to be elected both a Governor and a United States Senator, Jeanne Shaheen has been committed to serving the citizens of New Hampshire and is known for her common-sense leadership, hard work and dedication to improving the lives of the middle class. She has served in the United States Senate since 2009 and is a member of the Senate Committees on Armed Services, Foreign Relations, Appropriations, and is Ranking Member of the Small Business and Entrepreneurship Committee.

As a member of the Armed Services Committee, Shaheen has also continued the work she began as Governor to protect jobs at the Portsmouth Naval Shipyard, Pease International Tradeport and New Hampshire's defense-related companies. She has worked to ensure that policies supporting our active-duty troops are accessible to our National Guard forces and their families as well. As a member of the committee, Shaheen is in a strong position to advocate for military families and programs that are important to New Hampshire and the nation - including the Portsmouth Naval Shipyard and Pease Air National Guard Base.

Shaheen is the official sponsor of the future USS Manchester (LCS 14) and is considered a permanent member of the ship's crew. Her initials are welded into a part of the ship's hull. Shaheen participated in the christening ceremony for the future USS Manchester at the Austal USA Shipyard in Mobile, AL. After strongly urging the Navy to host the final ceremony in New Hampshire, Shaheen formally announced that Portsmouth, New Hampshire will be the commissioning site of the future USS Manchester in early 2018.



U.S. Sen. Jeanne Shaheen of New Hampshire, left, is assisted by Erwin Miranda in welding her initials onto a metal plate that will be placed on board the future Navy warship USS Manchester during a June 29, 2015 ceremony.

The Democratic senator's initials were welded onto an aluminum plate that was placed in the keel, a beam around which the hull, or body, of a ship is built. Shaheen is considered a permanent member of the ship's crew.

"American shipbuilders are the best in the world and this ship is another remarkable feat of engineering," she said. "But what is always most impressive to me, is the professionalism and excellence of the sailors and officers who serve on these vessels."

She added, "I'm very proud to be counted as a crew member of the USS Manchester and to be included in the Navy family."

She also presented officials with a coin from Manchester Mayor Ted Gatsas that will go into the ship's mast stepping box — a time capsule of sorts containing items of significance and good luck to the crew.

The ship is an advanced high-speed and agile 419-foot combat ship. It is designed to face threats in shallow waters off coastlines and primarily perform surface warfare, anti-submarine warfare and mine countermeasures.

The ship was built at the Austal shipyard in Mobile. It's the fifth built at the shipyard under a 10-ship, \$3.5 billion contract awarded to Austal in 2010. Manchester-based Granite State Manufacturing built critical systems and components for the ship.

The first USS Manchester, a light cruiser, was commissioned in 1946 and primarily operated in the Pacific. It saw action during the Korean War, serving three combat tours and earning nine battle stars before it was decommissioned in 1956.

Celebrations will mark commissioning of USS Manchester in Portsmouth



Commander Emily Bassett is the commanding officer of the USS Manchester.

MANCHESTER — State, local and federal officials are expected to gather today at the New Hampshire State Pier in Portsmouth to welcome the future USS Manchester to port.

U.S. Sen. Jeanne Shaheen, D-NH, official sponsor of the Littoral Combat Ship named for the Queen City, will join the crew of the future Naval vessel when it arrives at the pier at 11:15 a.m. The future USS Manchester will be commissioned next Saturday, May 26, at 10 a.m. in Portsmouth.

Porter Davis, chairman of the USS Manchester Commissioning Committee, stopped by Manchester City Hall last week to update officials on the ship's

arrival and events planned ahead of Saturday's ceremony.

"We are looking very much forward to having your ship come in," Davis told city aldermen.

Davis said the vessel will steam into Portsmouth this morning after departing Virginia last week.

Manchester (LCS 14) Conducts Traditional Mast Stepping Ceremony

Posted on: 10/20/17

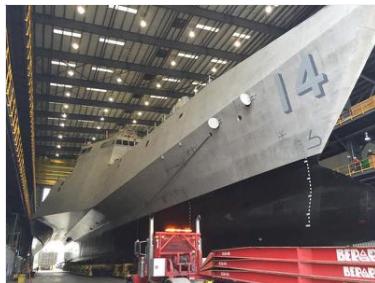
MOBILE, Ala. (Oct. 20, 2017) – The crew of Pre-Commissioning Unit (PCU) Manchester (LCS 14), conducted a mast-stepping ceremony in Mobile, Alabama, Oct. 20.

Cmdr. Emily Bassett, Prospective Commanding Officer, USS Manchester (LCS 14), explained the origins of the tradition in her opening remarks.

"Stepping the mast is the maritime custom of placing coins under a ship's mast that dates back to ancient Roman and Greek sailors," said Bassett. "They believed this would guarantee safe passage for the crew if a ship was lost at sea. The coins were intended to pay Charon...for transporting souls across the River Styx: the gateway to the underworld."

Austal launches USS Manchester (LCS 14) at Alabama shipyard

Posted on: 05/12/16



LCS 14 in Dry Dock

MOBILE, Alabama – Austal USA launched the future USS Manchester – an advanced, high-speed aluminum warship – at its Alabama shipyard today, documenting the milestone with a series of images on social media.

The tri-hull Manchester (LCS 14) is the fifth littoral combat ship produced by Austal's Mobile shipyard in an 11-ship contract, which worth more than \$3.5 billion.

This morning, the warship rolled out of Austal's assembly bay in Mobile and on to a launch barge. Tugs took the Manchester on the barge down the Mobile River to BAE's dry dock. On Friday, the drydock will be flooded so the hull's integrity can be checked. Afterwards, the tugs will return the ship to Austal.

Austal says its LCS program is in full swing, with three ships delivered and seven others under construction. Montgomery (LCS 8) conducted acceptance trials late last week. Two others — Gabrielle Giffords (LCS 10) and Omaha (LCS 12) — are preparing for trials.

It says final assembly is well under way on Tulsa (LCS 16), while modules for Charleston

(LCS 18) and Cincinnati (LCS 20) are under construction in Austal's Module Manufacturing Facility.

The Manchester was christened earlier this month in a ceremony featuring ship sponsor U.S. Sen. Jeanne Shaheen of New Hampshire, the only woman to be elected as governor and U.S. senator.

"On behalf of Austal USA's shipbuilding team, one of the most talented that I've ever worked with, we are proud to provide our sailors with an amazing warship that will honor the great city of Manchester as she defends our nation," Austal USA President Craig Perciavalle said at the May 7 christening ceremony.

Austal has also been contracted by the U.S. Navy to build 10 Expeditionary Fast Transports (EPF) at its Alabama shipyard. Of the 10 ships included in the \$1.6 billion block-buy contract, six have been delivered.

Manufacturing Austal launches USS Manchester (LCS 14) at Alabama shipyard

May 12, 2016

Words by **Jerry Underwood**

More stories in [Manufacturing](#)

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The Manchester is scheduled for delivery in 2017. The ship has a maximum speed of more than 40 knots, a 28,000-square-foot mission bay, and a flight deck capable of holding two H-60 helicopters.



USS Manchester (LCS 14) rolls out of Austal's assembly bay in Mobile. (Image: Austal)

Austal says its LCS program is in full swing, with three ships delivered and seven others under construction. Montgomery (LCS 8) conducted acceptance trials late last week. Two others — Gabrielle Giffords (LCS 10) and Omaha (LCS 12) — are preparing for trials.

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THE NAVY LEAGUE OF THE UNITED STATES Portsmouth, NH

Supporting the Sea Services

The Navy League has grown from its roots to become the foremost citizens' organization to serve, support, and stand with all U.S. sea services — the Navy, Marine Corps, the Coast Guard, and the U.S. Flag Merchant Marine. Decade after Decade, the Navy

League has demonstrated its leadership in advocating superior sea power to safeguard U.S. national security, protect American economic interests, and ensure freedom of the seas.

Our Mission

- To support the men and women of the sea services and their families
- To support policies and legislation that strengthen the Navy, Marine Corps, Coast Guard, and the U.S. Merchant Marines.
- To educate and motivate U.S. citizens about naval matters
- To educate government officials on important naval issues

Founded in 1902, the Navy League supports a strong Navy, Marine Corps, Coast Guard and Merchant Marine as integral parts of a sound national defense. Through a number of programs, the Navy League educates and informs the American people about sea power in the nuclear age, works to better the conditions under which members of the sea services live and serve, supports the Reserve forces, and educates our youth in the customs and traditions of the Navy, the Marine Corps, the Coast Guard and the Merchant Marine through the means of the Naval Sea Cadet Corps. Along with many other programs supporting the sea services, the Navy League

sponsors commissionings, which are not funded by the U.S. defense budget, of warships such as USS Manchester (LCS 14).

Christening and commissioning are two very different ceremonies. Once a vessel is christened with the traditional champagne, she slides down into the water and enters the final phases of construction. After the vessel has completed rigorous testing and sea trials, the shipbuilder then deems the ship capable of performing her designed mission and prepared to join the fleet. Attended by heads of state, dignitaries, public officials and media, the grand commissioning ceremony culminates with raising the commissioning pennant to the masthead. For all purposes of law and tradition, the vessel then becomes a United States Ship. The Commanding Officer and crew come aboard and are entrusted with the responsibility of maintaining and operating their ship in peacetime and under conditions of war. This time-honored tradition for a crew-member to be pronounced a plank owner of a newly commissioned ship is a distinct honor and privilege.

The Portsmouth Council of the Navy League keeps the community and civic leaders informed about the importance of our sea services in a number of ways:

- We are members of the Portsmouth Chamber of Commerce

- We issue media releases to the press
 - We host events that feature relevant speakers
 - Our legislative team tracks relevant legislation and keeps elected officials apprised of the Navy League's actions and the needs of our servicemen and women
 - Board members and Navy League Executive Committee members inform the business community and civic leaders of ways to support League programs
 - The Navy League supports high profile military events
 - The Navy League cultivates and engages Community Affiliates
 - We inform the media about Navy League and service-related activities
-

LCS MPCE Early Integration Evaluation Completed

Story Number:

NNS080425-33Release

Date: 4/25/2008 3:40:00 PM

WASHINGTON (NNS) -- The Navy has begun the process of integrating the Littoral Combat Ship (LCS) Mission Package Computing Environment (MPCE) into both LCS versions under construction, with the first successful integration evaluation on LCS 1 Freedom, in Marinette Marine Shipyard in Marinette, Wisc., April 8-9.

MPCE early integration evaluation on LCS 2 Independence was successfully conducted Feb. 11-15, at the Austal Shipyard in

Mobile, Ala. MPCE early integration is the beginning phase of ensuring the LCS mission package software integrates properly with the ship's combat systems.

"Prior to the MPCE early integration evaluation on LCS 1 and 2 we had to rely on land based test facilities to test the mission package software," said Capt. Michael Good, LCS Mission Modules program manager, program executive officer for Littoral and Mine Warfare (PEO LMW). "Now we can actually test on the ship to ensure the successful hardware and software integration between the mission modules and the sea frame."

LCS will utilize focused mission packages that leverage unmanned systems and new technology for three focused mission areas: mine counter measures (MCM), surface warfare (SUW) and anti-submarine warfare (ASW). The mission packages are composed of individual mission modules, which utilize a host of systems including manned and unmanned vehicles, sensors and weapons which require a significant amount of computer software to operate. Furthermore, the LCS MPCE is utilizing open architecture software in line with the Navy's open architecture initiative.

"This milestone brings us one step closer to the completion of mission package hardware and software integration prior to the delivery of the sea frame," said

Good.

The MCM mission package software was tested recently at the General Dynamics (GD) Distributed Integration Facility Laboratory in Pittsfield, Mass., Feb. 19-29. The MCM software image from the Mission Package Development Laboratory (MPDL) at Naval Surface Warfare Center, Panama City Division, Fla., was successfully loaded into the GD Combat Management System (CMS) at the Distributed Integration Facility Laboratory using the tools and procedures to be employed on the seaframes. His test successfully demonstrated the interface between the CMS and the MCM Mission Package Application Software (MPAS).

A similar test of the MCM software image was conducted March 17-28, at Lockheed Martin's Mission Systems Integration Center Laboratory in Moorestown, N.J. This test successfully demonstrated the interface between Lockheed Martin's CMS and the MCM MPAS.

This series of successful tests has continued the process of validating that the LCS Mission Modules software will successfully integrate with the LCS Total Ship Computing Environment and the CMS.

For more news from Naval Sea Systems Command, visit www.navy.mil/local/navsea/.

USS Fort Worth (LCS 3) Arrives in Sasebo for First-ever LCS Port Visit to Japan



Story Number:
NNS150318-07
Release Date: 3/18/2015 9:08:00 AM

SASEBO, Japan (NNS) -- The littoral combat ship USS Fort Worth (LCS 3) arrived in Sasebo, Japan, March 18, marking the first time an LCS has visited Japan.

The ship is in port to work with Japan Maritime Self-Defence Force counterparts and conduct routine maintenance.

"We're excited to be in Japan," said Cmdr. Matt Kawas, Fort Worth Crew 103 commanding officer. "The Japanese are a strong maritime partner and we're looking forward to bringing them aboard to show all that the LCS platform offers."

Fort Worth is the first LCS to deploy under the "3-2-1" manning concept, which allows LCS to sustain a 16-month rotational presence without fatiguing the crew during the extended deployment. It is named 3-2-1 because three rotational crews will support two LCS ships and maintain one deployed ship. Two

additional crew swaps will occur during the remainder of Fort Worth's deployment, roughly every four months.

Following USS Freedom's (LCS 1) 2013 deployment, Fort Worth is the second LCS to deploy to U.S. 7th Fleet as part of an initiative to simultaneously deploy up to four LCS in the Asia-Pacific region by the end of the decade. The third and fourth LCS deployments are expected in 2016.

Working primarily out of Singapore as a maintenance and logistics hub, this is the first time an LCS has operated in Northeast Asia. Prior to arriving in Japan, Fort Worth participated in the U.S.-Republic of Korea annual exercise Foal Eagle.

"Foal Eagle was a great opportunity to work with our own Navy and our ROK partners in a realistic training scenario," said Kawas. "Continued engagements and exercises like Foal Eagle will only help us recognize and expand LCS' true operational potential."

Following the Sasebo port visit and a brief routine underway period off the coast of Japan, Fort Worth will begin her return transit to Southeast Asia, where she will begin exchanges with regional navies such as the International Maritime Defence Exhibition and Conference (IMDEX) 2015 in Singapore before turning over to the next crew in late May.

Throughout the summer and fall,

Fort Worth will take part in most of the 2015 Cooperation Afloat Readiness and Training (CARAT) exercise series. In its 21st year, CARAT is an annual, bilateral exercise series with the U.S. Navy, U.S. Marine Corps and the armed forces of nine partner nations including, Bangladesh, Brunei, Cambodia, Indonesia, Malaysia, the Republic of Philippines, Singapore, Thailand and Timor-Leste.

Fast, agile and mission-focused, littoral combat ships are designed to operate in near-shore environments and employ modular mission packages that can be configured for surface warfare, mine countermeasures or anti-submarine warfare.

Fort Worth will employ the surface warfare (SUW) mission package for her entire deployment, augmenting her 57mm gun and rolling airframe missile launcher with two 30mm guns, two 11-meter rigid-hull inflatable boats, and two six-member maritime security boarding teams. Enhancing the SUW mission package is the embarked aviation detachment from Helicopter Maritime Squadron (HSM) 35, the Navy's first composite expeditionary helicopter squadron, which consists of one MH-60R Sea Hawk helicopter and one MQ-8B Fire Scout unmanned aircraft system. The Fire Scout complements the MH-60R by extending the HSM-35's range and endurance, enhancing maritime domain awareness.

The U.S. 7th Fleet conducts forward-deployed naval operations in support of U.S. national interests in the Indo-Asia-Pacific area of operations. As the U.S. Navy's largest numbered fleet, U.S. 7th Fleet interacts with 35 other maritime nations to build partnerships that foster maritime security, promote stability and prevent conflict.



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USS BRISTOL DD857 Reunion Savannah, GA

USS Roosevelt (DDG80)

May 27 at 7:14pm ·

ROOSEVELT Sailors tested out the heavy mooring lines just in time for the upcoming hurricane season!



If you haven't already done so, please send your registration for our reunion in Savannah (Old Town) 22 October to 26 October, to the Reunion BRAT, 16817 Mountainside Drive East, Greenwater, WA 98022.



USS Michael Murphy (DDG 112)