

USS BRISTOL DD857 VETERANS FALL 2018 NEWSLETTER

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WWII Tank Found after 62 Years.



WW II Russian tank with German markings uncovered after 62 years. WW II Buffs will find this interesting. Even after 62 years (and a little tinkering), they were able to fire up the diesel engine!

A Komatsu D375A-2 bulldozer pulled the abandoned tank from its tomb under the boggy bank of a lake near Johvi, Estonia. The Soviet-built T34/76A tank had been resting at the bottom of the lake for 56 years. According to its specifications, it's a 27-ton machine with a top speed of 53km/hr.

From February to September 1944, heavy battles were fought in the narrow, 50 km-wide,

Narva front in the north-eastern part of Estonia. Over 100,000 men were killed and 300,000 men were wounded there. During battles in the summer of 1944, the tank was captured from the Soviet army

and used by the German army. (This is the reason that there are German markings painted on the tank's exterior.)

On 19th September, 1944, German troops began an organized retreat along the Narva front. It is suspected that the tank was then purposefully driven into the lake to conceal it

when its captors left the area.

At that time, a local boy walking by the lake, Kurtna Matasjarv, noticed tank tracks leading into the lake but not coming out anywhere. For two months he saw air bubbles emerging from the lake.. This gave him reason to believe that there must be an armoured vehicle at the lake's bottom.

A few years ago, he told the story to the leader of the local war history



Komatsu D375A-2 is ready to go.

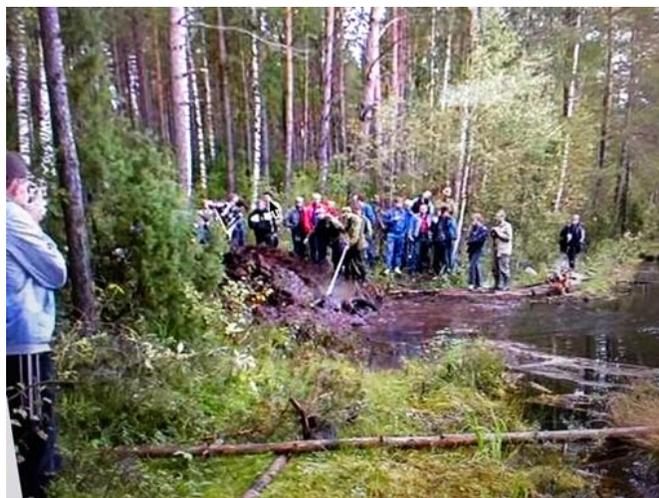
club 'Otsing'. Together with other club members, Mr. Igor Shedunov initiated diving expeditions to the bottom of the lake about a year ago. At the depth of 7 metres they discovered the tank resting under a 3 metre layer of peat..

People from the nearby village

Enthusiasts from the club, under Mr Shedunov's leadership, decided to pull the tank out. In September of 2000 they turned to Mr. Aleksander Borovkovthe, manager of the Narva open pit company AS Eesti Polevkivi, to rent the company's Komatsu D375A-2 bulldozer. (Currently used at the pit, the Komatsu dozer was manufactured in 1995, and has recorded 19,000 operating hours without major

with several technical breaks. The weight of the tank, combined with the travel incline, made for a pulling operation that required significant muscle. The D375A-2 handled the operation with power and style. The weight of the fully-armed tank was around 30 tons, so the active force required to retrieve it was similar. A main requirement for the 68-ton dozer was to have enough weight to prevent slippage while moving up the hill.

After the tank surfaced, it turned out to be a 'trophy tank' that had been captured by the German army in the course of the battle at Sinimaed (Blue Hills) about six weeks before it was sunk in the lake. Altogether, 116 shells were found on board. Remarkably, the tank was in good condition, with NO RUST, and all systems (except the engine) in working condition. This is a very rare machine, especially considering that it fought both on the Russian and the German sides. Plans are underway to fully restore the tank. It will be displayed at a war history museum in the Gorodenko village on the left bank of the River Narv. Incredibly, after a few minor



come to watch.

repairs.)

The pulling operation began at 09:00 and was concluded at 15:00 ,

repairs, they were able to start its diesel engine.

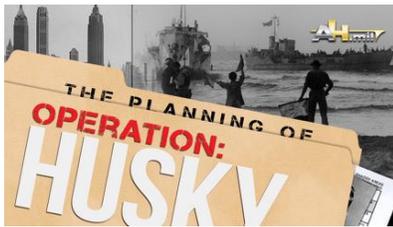
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The Planning of Operation Husky

Desperate Times Call For Desperate Measures

10 July 2018 By Mass Communication Specialist 2nd Class Raymond Minami, Defense Media Activity

War breeds unlikely relationships and alliances, usually determined by the old saying, "The enemy of my enemy is my friend." Most of the early war period had American forces focused on German and Japanese forces.



However, during times of war, preparation is key, and several members within the Office of Naval Intelligence (ONI) noted the lack of intel in the Mediterranean and began a mission to increase their knowledge of the area using an unlikely source: the Sicilian and Italian crime families of New York. The unlikely pairing led to an increase in intelligence gathering and would arguably play a small part in the successful Allied invasion of Sicily in 1943.

The Navy's involvement with organized crime during World War II was dubbed "Operation Underworld," a wartime cooperation between elements of the U.S. Navy and the American Mafia. The goal of the intelligence collected from Underworld was twofold: to gain a better understanding of the area and to assist with patrolling the New York coastline.

In February 1942 there was a fire on SS Normandie which sparked an increased desire for more and better intelligence gathering.

"A ship in New York harbor was burned, it was the SS Normandie," said U.S. Navy History and Heritage Command Historian Matthew Cheser. "There was a question of who burned it, whether it was organized crime in New York trying to get the Navy's attention. There's been talk of German sabotage, but I believe an after-war investigation said there was no sabotage by Germans or by the Mafia. However, after the burning of Normandie, certain elements of the Office of Naval Intelligence (ONI) in New York started cooperating with organized crime."

The fire on SS Normandie, which was being converted to Navy Auxiliary Lafayette, and the repeated hassling of U.S.-flagged supply ships suffering German U-boat attacks off the New York coast, led ONI to believe rumors that there were Nazi and fascist sympathizers living in New York. ONI believed that if this was true, they were possibly supplying enemy submarines with fuel and supplies via fishing vessels to maintain their secret blockade of northeastern American ports.

It was well known at the time that underworld societies and mischief-makers had influence over the ports of New York. ONI's third district office was based in Manhattan and led by Lt. Cmdr. Charles Haffenden. Haffenden used his knowledge of the city and its inhabitants and began to seek out representatives of the American Mafia to find a solution to the Navy's problems.

"Haffenden made a connection with the underworld personality, Joe 'Socks' Lanza," said Cheser. "Through Lanza, ONI monitored the New York waterfront and the surrounding areas."

Among numerous cooperation initiatives, the mafia helped ONI agents join the United Seafood Workers Union in order to operate and collect information on docks

and fishing vessels, without drawing attention from the civilians not aware of the cooperation efforts.

"In an attempt to combat foul-play off the waters of New York, ONI began working with individuals on the waterfront to try and spot any U-boats or any axis collaborators and try to root them out," said Cheser. "It came to the point where the Navy was putting intelligence officers on fishing boats through the union to better monitor was happening in the water. Cooperation with organized crime helped to get ONI a greater level of access to sources of information throughout the city."

As the war progressed, the U.S. was planning Operation Husky, the allied invasion of Sicily. The Navy wanted to collect as much information as possible about the island of Sicily, where the invasion would begin. Because much of the focus up to that point in the war had been on Japan, the U.S. didn't have much intelligence on Italy and Sicily. To fill intelligence gaps, ONI worked with the Sicilian communities residing in the U.S.

Cheser explained that the Navy hoped that through another underworld source, Charles "Lucky" Luciano, they would be able to make contacts in Sicily or find people who knew about Sicily, how much it actually helped however is debatable.

"To gain access to those communities, Lanza said that he could get ONI in contact with Charles 'Lucky' Luciano, who was extremely influential in organized crime in the United States, he was the head of The Commission, which ran organized crime in New York."

Luciano was being held in a maximum security prison in Northern New York, when the Navy sought him out, serving time for crimes committed before the war began. In order to better assist the government, in May 1942 Luciano

was transferred to Great Meadow Prison in Comstock, New York. Now positioned much closer to Manhattan, the Navy asked Luciano for help, first on issues related to the waterfront, and later in obtaining sources with knowledge of Sicily, to which he agreed. Although the government did not offer Luciano any guarantee of early release or parole, the mobster's lawyer advised him to cooperate, on the hope that his assistance could later facilitate his release.

Information concerning Italy, including pictures of the Sicilian coastline and corrections to existing incorrect naval maps of Sicily, was needed. "Using Luciano's name and influence, the ONI investigators could make contacts with the community to ask these questions," said Cheser.

Operation Husky and the allied invasion of Sicily began in July 1943.

"In the lead-up to the invasion, ONI sent the ground level intelligence officers from New York who had worked with the sources in New York to the Mediterranean. This included the most famous Paul Alfieri," said Cheser. "Alfieri goes in with the invasion and obtained extremely important documents behind enemy lines. There was talk about this being a result of a cooperation with the local contacts that came from [Operation Underworld]. This information was extremely valuable, and he ends up being awarded the Legion of Merit for his contribution."

The invasion involved not only Americans like Alfieri, but forces from the United Kingdom, Canada and a token Free French contribution as well.

Cheser describes Operation Husky as the result of a compromise between American forces, who wanted to focus more on the war in the Pacific and on an invasion in northern Europe, and the British

forces who wanted to open a new front in the Mediterranean. The Western allies ultimately agreed on an invasion in the Mediterranean to relieve pressure on the Soviet Union, which at the time that was the lone Allied power engaging Axis ground forces in Europe. They also hoped to put pressure on Italy's unpopular government, intending to hasten its collapse.

With the help of intelligence collected throughout the war, the allies brought special equipment to help with the difficult terrain of the Sicilian southern coast. Some of the equipment utilized was portable pontoon causeways to land forces further out to sea past naturally occurring sand bars. These would provide passage from the false beaches that would foul and trap heavier landing craft while approaching the shore. The troops could then pass from the false beaches to shore on the causeways. Once the allies began their invasion they were met by enemy forces.

"Italian Command stationed local Sicilian coastal divisions to oppose the landing," said Cheser. "These coastal divisions mostly surrendered or didn't put up much of a resistance. The real problem came on the second day of the Operation Husky landing, when the German armored divisions on the island came down on the landing sites."

As Cheser describes the events, columns of tanks approached the American beachhead at Gela; however, U.S. Navy gun support, army divisional artillery, and American infantry divisions held off the German counter attack and were able to hold their beachhead and from there move inland. The invasion of Sicily (Invasion of Italy would come later) lasted for another month, ending August 17 with the capture of Messina.

In the end, Operation Husky was considered a success and was the beginning of large-scale fighting for the Western allies in Europe.

Lessons learned from the amphibious assault of Sicily were later applied to landings in Italy and the D-Day invasions of France. After World War II ended, so did the Navy's cooperation with the mafia.

Though post-war studies debate the value of mafia assistance to the allied cause, Cheser makes reference to a letter Haffenden wrote late in the war to the New York State Government dealing with Luciano's case. In the letter, Haffenden, the ONI district head, revealed Luciano's assistance, claimed that it was important in the development of intelligence leading up to Operation Husky, and supported the mobster's parole. The letter's existence was later revealed by a New York State investigation and embroiled the Navy in scandal. Whether or not Haffenden's letter was a primary reason for Luciano gaining parole is a point of contention. Post-war investigations show definitively that ONI sought Luciano's assistance and used it. To what extent that assistance was helpful is unknown. Luciano was paroled in January 1946 and deported to Italy in February.

Operation Husky: The Invasion of Sicily 9 July–17 August 1943



"Invasion Craft—Sicily," painting, oil on canvas, by Mitchell Jamieson, 1943 (88-193-GA).

Overview

The Allied decision to invade Sicily following the foreseeable defeat of Axis forces in North Africa was an outcome of the 14–24 January 1943 Casablanca Conference. The Americans and British were initially at odds regarding the strategic value of the operation, but the British were able to argue successfully that an amphibious assault on the island would divert and disperse Axis forces, and that a positive outcome to the campaign would significantly lessen the presence of enemy air assets in the western Mediterranean.

Allocation of landing forces began in May following the final defeat of German and Italian forces in Tunisia. The plan for the invasion—Operation Husky—called for dispersed landings by brigade- and division-sized formations in the southeast, south, and northwest areas of Sicily in order to facilitate the rapid capture of key enemy airfields posing a threat to the beachheads and the invasion fleet. The multiple landings would also lead to the rapid capture of nearly all of the Sicily's main port cities, denying them to the Axis, and securing them for immediate logistical support and for the staging of future operations.

As commander in chief of all Allied Forces in North Africa, General Dwight D. Eisenhower maintained overall command of Husky. However, operational command of the naval and landing forces was carried out by senior British officers. The invasion fleet was divided into two task forces: The Eastern Naval Task Force was drawn from the Royal Navy's Mediterranean Fleet; the Western Naval Task Force was formed around the U.S. Navy's Eighth Fleet. The combined naval forces were under overall British operational command. Landing forces for Husky followed a similar organization. General Bernard Montgomery's Eastern Task Force was made up of British

Commonwealth formations (British Eighth Army and a Canadian infantry division). Lieutenant General George S. Patton Jr.'s Western Task Force drew on in-theater U.S. army formations (U.S. Seventh Army). Air support was provided by the combined U.S.-British Mediterranean Air Command.

U.S. and British airborne landings on the night of 9/10 July, with the mission to secure key bridges and traffic points, were only marginally successful due to strong winds and faulty navigation. However, the airborne units managed to sow confusion among the predominantly Italian army formations they encountered.

The initial Allied amphibious landings were made on 10 July on the south and southeast coasts of Sicily. Although severe weather conditions caused delays and misdirection, the Italian defense strategy called for massing forces in areas beyond the beaches and thus allowed the Allies to disembark and assemble without significant opposition. Despite some brief tactical successes, counterattacks by the few German units then present on Sicily were hampered by difficulties coordinating with their Italian allies. Thus, Montgomery's task force was soon able to advance toward objectives north of the landing areas, and Patton's forces pushed quickly toward the west.

By mid-month, Allied advances were slowed by German reinforcements rapidly deployed from mainland Italy. Hotly contested sectors included the areas around Mount Etna and the eastern Sicilian port of Catania. However, the enemy formations were steadily squeezed into northeastern Sicily by the sheer mass of the Allied onslaught. Sicily's capital, Palermo, was occupied by U.S. Seventh Army troops on 22 July. In early August, following a series of delaying actions, the Germans decided to evacuate their remaining forces

across the Strait of Messina to southern Italy. This was accomplished over a three-day period—with minimal losses due to exceptionally strong anti-aircraft defenses—by 17 August.

Operation Husky was a primary factor contributing to Italy's surrender on September 1943, the deposal of Benito Mussolini, and the country's subsequent shift to the side of the Allies. The Germans were now forced to counter Allied operations in mainland Italy, invariably weakening their frontline forces elsewhere, particularly in the Soviet Union. For the Allies, Husky provided a secure staging area for future operations in southern Europe. For the U.S. Navy, the circumstances of the Husky landings added to the joint/combined operations lessons learned gained in [Operation Torch](#) the previous November.



USS Bristol (DD-453) refuels from USS Brooklyn (CL-40) off Licata, Sicily, July 1943 (80-G-52974).



Unloading LCVPs at Scoglitti, Sicily, 10 July 1943 (NH-68944).



Citizens of Canicatti, Sicily, gather to read a freshly posted Allied military government proclamation regarding rate of currency exchange and penalty for refusing to accept British and U.S. currency (SC-177850).



Lieutenant General George S. Patton Jr. holds the Seventh Army command flag he has just received from Vice Admiral H. K. Hewitt (left), U.S. Eighth Fleet commander, on board USS Monrovia (APA-31), en route to Sicily, circa 7 July 1943 (NH-96739).



Amphibious forces en route to Scoglitti, Sicily, just before the invasion. Photographed from USS

Ancon (AGC-4) on 8 July 1943. USS Mervine (DD-489) is at left, followed by USS Leonard Wood (APA-12) and USS James O'Hara (APA-90). The formation appears to be making a starboard turn (80-G-215135).



U.S. troops on board an LST receive last-minute instructions before landing on Sicily. Note inflatable life belts (SC-175913).



The 6-inch/47-caliber guns of a Brooklyn-class light cruisers bombard enemy forces at Licata, Sicily, during the Allied landings, 10 June 1943 (80-G-54550).



USS Boise (CL-47) fires on enemy forces near Gela, Sicily, on 11 July 1943. Photographed from USS LST-325. Note manned .50-caliber

machine guns on several of the Army trucks embarked on the LST's deck, a precaution against German air attack (SC-175981).



An LCVP comes alongside an attack transport off Sicily, on "D-Day," 10 July 1943. Note 20-mm gun in foreground. Boat is from USS Leonard Wood (APA-12) (80-G-K-2150).



Loaded LCVP alongside an attack transport (probably USS Leonard Wood), off Sicily on "D-Day," 10 July 1943 (80-G-K-2152).



Loaded LCM leaves USS Leonard Wood (APA-12), bound for the beach, on "D-Day," 10 July 1943. Note 3-inch/50-caliber gun and the boat captain in gun tub with megaphone (80-G-K-2148).



Troops lead Army mules ashore at Licata during the invasion landings. LST-385 is at right, with a truck - mounted radar on her bow (SC-175768).



USS LST-4 unloading supplies off Gela, Sicily, on 10 July 1943 (80-G-74826).



"D-Day" scene on Red Beach at Gela, Sicily, 10 July 1943. USS LCI(L)-220 is beached at left, with an LCM from USS Bellatrix (AKA-3) unloading just off her bow. Two LCVPs are also beached along the surf line (SC-175921).



German aircraft bombing American shipping off Gela, Sicily. Two LCIs are at left, one nearly hit by bombs. A number of larger transports are in the distance (SC-175668).



USS LST-313 burning just off the Gela, Sicily, invasion beaches after being hit during a German air attack (SC-180428).



LST's unloading onto a pontoon bridge at Scoglitti, Sicily, 10 July 1943 (NH-68947)



Wrecked German planes on Sicily, 13 July 1943. Aircraft appear to be mainly Messerschmitt Bf-109 and Focke-Wulf FW-190 types (SC-185718).



Major General Geoffrey Keyes talking with Italian Brigadier General Giuseppe Molinero at Palermo, Sicily, during the city's surrender ceremonies (SC-180126).

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History of the Chief Petty Officer Grade

by CWO-4 Lester B. Tucker, USN (Retired)



Reprinted from *Pull Together: Newsletter of the Naval Historical Foundation and the Naval Historical Center*, Vol. 32, No. 1 (Spring-Summer 1993).

It is a sure bet that one of the proudest days in an enlisted individual's naval service is the date on which a first class petty officer dons the uniform and is accepted into the Chief Petty Officer community. At this time, the PO1's leadership and professional abilities are recognized by superiors. These qualities continue to be honed with experience and maturity until retirement.

This article covers the history of the grade of Chief Petty Officer. April 1, 1993, marked the 100th anniversary of the creation of that grade. It is necessary, however, to look back to the origins of the Continental Navy to establish the foundation of relative grades and classifications that led to the ultimate establishment of the CPO grade. During the Revolutionary War, Jacob Wasbie, a Cook's Mate serving on board the *Alfred*, one of the first Continental Navy warships, was promoted to "Chief Cook" on June 1, 1776. Chief Cook is construed to mean Cook or Ship's Cook which was the official

rating title at that time. This is the earliest example of the use the term "Chief" located to date by the author.



The United States Navy was reauthorized under the Constitution by an act of March 27, 1794. The fledgling Navy was to consist of four forty-four gun frigates and two thirty-six gun frigates. The action taken by Congress on that date was based upon the need to counter the Algerian pirates. However, a treaty was reached between the United States and Algiers prior to completing any of the vessels, and the act was allowed to expire.

The construction or completion of three frigates was later directed under an act of July 1, 1797. Those ships were the *Constitution* and *United States*, each rated at forty-four guns, and the *Constellation*, mounting 36 guns. Personnel allowed to the two classes of warships were the same under both acts. Petty officers, who were appointed by the Captain, consisted of one Captain's Clerk, two Boatswain's Mates, a Coxswain, a Sailmaker's Mate, two Gunner's Mates, one Yeoman of the Gun Room, nine Quarter Gunners (eleven were allowed for the two larger vessels), two Carpenter's Mates, an Armorer, a Steward, a Cooper, a Master-at-Arms, and a Cook. Non-petty officers, as listed in the 1797 act, consisted of 103 Ordinary Seamen and Midshipmen and 150 Able Seamen for the larger frigates; the smaller vessel, *Constellation*, was allowed 130 Able Seamen and Midshipmen and 90

Ordinary Seamen. None of those figures included Marines, which added three Sergeants, three Corporals, one Drummer, one Fifer, and 50 Marine Privates to the complement of the larger ships. The 36 gun frigate was allowed 1 less Sergeant and Corporal and 40 rather than 50 Marines.



Generally speaking, precedence of petty officers was not really introduced until the U.S. Navy Regulations, approved February 15, 1853, were published. It must be pointed out that those regulations were declared invalid by the Attorney General on May 3, 1853, and were rescinded due merely to the fact that the President rather than Congress approved them. However, this did not mean that the information and the guidelines contained in them were inaccurate. Conversely, the Secretary of the Navy submitted a set of naval regulations for Congressional acceptance on December 8, 1858, but they were never acted upon in that session of Congress. Based upon pay tables of the period, the contents of the 1858 plan, like the regulations of 1853, appear to have contained the current rating structure of that period.

Prior to 1853, one could infer a quasi-precedence of ratings based upon the sequence in which ratings were listed within complement charts; this is backed by differences in pay of various petty officers. Another issue to be considered is the fact that the order of the names of the petty officers as they appeared

on muster rolls could generally be considered an order of precedence. Precedence of ratings was explicitly spelled out in Navy Regulations approved on March 12, 1863. At this point it is useful to review the early Civil War petty officer rating structure just prior to the official usage of "Chief" with rating titles. Petty officers were listed under two categories - Petty Officers of the Line and Petty Officers of the Staff as shown in Table 1.



The 1863 Regulations made the priority of ratings clear: "Precedence among petty officers of the same rate, if not established particularly by the commander or the vessel, will be determined by priority of rating. When two or more have received the same rate on the same day, and the commander of the vessel shall not have designated one of that rate to act as a chief, such as chief boatswain's mate, chief gunner's mate, or chief or signal quartermaster, their precedence shall be determined by the order in which their names appear on the ship's books. And precedence among petty officers of the same relative rank is to be determined by priority of rating; or in case of ratings being of the same date, by the order in which their names appear on the ship's books." That lengthy paragraph was shortened in the 1865 regulations to read simply, "Precedence among Petty Officers of the same rate shall be established by the Commanding Officer of the vessel in which they serve."

Precedence by rating was a fact of Navy life for the next 105 years and was substantiated by rating priority

and the date of an individual's promotion. Precedence of ratings remained in effect until the issue of Change #17 of August 15, 1968, to the 1959 Bureau of Naval Personnel (BUPERS) Manual. At that time, precedence among ratings was eliminated and changed to a single system for military and non-military matters based on pay grade and time in grade.

During 27 1/2 years of naval service, the author has been audience to an appreciable number of boiling point arguments on the ship's fantail and in the Chiefs' messes concerning seniority of ratings. As one can determine from the foregoing evidence, Boatswain's Mates have not always been the senior rating in the Navy. However, if one tries to enlighten some of them they will usually get their danders up and argue until red in the face. Likewise, Aviation Machinist's Mates have not always been the senior rating within the Aviation Branch. From 1924 to 1933, and again from 1942 to 1948, the rating of Aviation Pilot topped the mechs as well as all other aviation ratings.



It is not the intention of this synopsis to present an extended dissertation on individual ratings. However, at this point, clarification of a longstanding controversy and its resultant misconceptions regarding the Chief Boatswain's Mates, Chief Gunner's Mates, and Chief or Signal Quartermasters of the 1864-93 era is necessary. Those three ratings have at one time or another been erroneously identified and argued as being Chief Petty Officers. General Order #36 of May

16, 1864, effective July 1, 1864, listed Navy ratings along with monthly pay for each rating. Among the ratings included were Chief Boatswain's Mate, Boatswain's Mate in Charge, Boatswain's Mate, Chief Gunner's Mate, Gunner's Mate in Charge, Gunner's Mate, Chief Quartermaster and Quartermaster. Boatswain's Mates and Gunner's Mates received \$27.00 monthly and Quartermasters, \$25.00. Chief Boatswain's Mates and Chief Gunners's Mates were paid \$30.00 per month and were listed for service only on board vessels of the 1st and 2nd rates. Chief Quartermasters were paid the same except for a \$2.00 reduction while serving in ships of the 3rd and 4th rates. Boatswain's Mates in Charge and Gunner's Mates in Charge were also paid \$30.00 per month.



The primary difference between the Chief Boatswain's Mate and Boatswain's Mate in Charge and the Chief Gunner's Mate and Gunner's Mate in Charge lay in their assignments. Chief Boatswain's Mates and Chief Gunner's Mates were permitted on board ships of the first two classes of vessels (1st and 2nd rates with 100 or more crewmen). The Boatswain's Mate in Charge and the Gunner's Mate in Charge could be assigned to any of the four classed vessels (1st, 2nd,

3rd, and 4th rates) and specifically only when a Warrant Boatswain or Warrant Gunner was not assigned to the ship. Boatswain's Mates in Charge and Gunner's Mates in Charge appeared in the rating structure for only five years. They were last listed in the pay table included in the Navy Register for July 1, 1869, and were eliminated from this list with the issue of January 1, 1870. From that date, according to complements set in 1872, Chief Boatswain's Mates and Chief Gunner's Mates were assigned to vessels of all four classes. Then, five years later, by the allowance list of 1877, they were assigned only to ships without a warranted Boatswain or Gunner.

The title of Chief or Signal Quartermaster was mentioned in the 1863 Regulations and requires explanation. The term Signal Quartermaster was utilized from at least the early 1800s. That title identified those Quartermasters who were principally involved with signaling and the care of flags, halyards, markers, lanterns and other paraphernalia as opposed to Quartermasters who were mainly concerned with navigational and steering duties.



From 1863 to 1865, the rating titles of Chief Quartermaster and Signal Quartermaster were virtually synonymous. Furthermore, the 1863 Navy Regulations and the 1864 pay order did not present a distinction between those two titles. In 1865, however, by U.S. Navy Regulations approved April 18, 1865, a distinction was made between Quartermaster (not Chief Quartermaster, which was never listed) and Signal Quartermaster listed under Petty Officers of the Line. Signal Quartermaster was listed as third in precedence (after Gunner's Mate), whereas Quartermaster was sixth (after Coxswain to Commander in Chief of a Squadron or Fleet). Those two ratings continued to be carried in successive issues of Navy Regulations until 1885. It is of note that Signal Quartermaster was never listed as a separate rate from Chief Quartermaster in the pay tables covering those twenty years. Therefore, the title of Signal Quartermaster, instead of Chief Quartermaster, can be considered as the official title from April 18, 1865, to January 8, 1885. The title of Chief Quartermaster, primarily found in Navy pay tables for that same period, can be judged to be an alternate or common-use title for Signal Quartermaster. In other directives and correspondence these two titles were often used interchangeably.

It is necessary to reflect back to Chief Boatswain's Mates and Chief Gunner's Mates to define their exact status. Navy Regulations of 1865, 1870, and 1876 fail to show Chief Boatswain's Mate and Chief Gunner's Mate as different rates or levels from Boatswain's Mate and Gunner's Mate respectively. It therefore follows that to justify calling the Chief Boatswain's Mate and the Chief Gunner's Mate additional rates one has to depend upon General Order 36 of May 16, 1864 (effective July 1, 1864), and Tables of Allowances for the 1870s which list them as rates or ratings along with Boatswain's Mate and

Gunner's Mate. To answer the question of whether the Chief Boatswain's Mate, Chief Gunner's Mate, and Chief Quartermaster or Signal Quartermaster of the 1863-93 era were or were not actually Chief Petty Officers is elementary. They were not Chief Petty Officers due to the fact that the grade had not yet been created.

On January 1, 1884, when the new pay rates became effective, there existed the three aforementioned rates carrying the word Chief--Boatswain's Mate, Gunner's Mate, and Quartermaster--all paid \$35.00 per month. Several other rates were paid higher amounts, ranging from \$40.00 to \$70.00 per month.



Fifty-three weeks later, on January 8, 1885, the Navy classed all enlisted personnel as first, second, or third class for petty officers, and as Seaman first, second, or third class for non-petty officers. Chief Boatswain's Mates, Chief Quartermasters and Chief Gunner's Mates were positioned at the Petty Officer First Class level within the Seaman Class; Masters- at-Arms, Apothecaries, Yeomen (Equipment, Paymasters, and Engineers), Ships Writers, Schoolmasters and Band Masters were also First Class Petty Officers but came under the Special Branch; finally, Machinists were

carried at the top grade within the Artificer Branch. Included under the Special Branch at the second class petty officer level was the rate of Chief Musician who was junior to the Band Master. That rate was changed to First Musician under the 1893 realignment of ratings and carried as a petty officer first class until 1943.

On April 1, 1893, two important steps were taken. First, the grade of Chief Petty Officer was established; secondly, most enlisted men received a pay raise. The question is often asked, "Who was the first Chief Petty Officer?" The answer is flatly: "There was no first Chief Petty Officer due to the fact that nearly all ratings carried as Petty Officers First Class from 1885 were automatically shifted to the Chief Petty Officer level." Exceptions were Schoolmasters, who stayed at first class; Ship's Writers, who stayed the same but expanded to include second and third class; and Carpenter's Mates, who had been carried as second class petty officers but were extended to include chief, first, second, and third classes. Therefore, the Chief Petty Officer grade on April 1, 1893, encompassed the nine rates shown in Table 2.

Prior to the establishment of the Chief Petty Officer grade, and for many years thereafter, commanding officers could promote petty officers to acting appointments in order to fill vacancies in ships' complements. Men served various lengths of time under acting appointments, generally six months to a year. If service was satisfactory, the captain recommended to the Bureau of Navigation (called the Bureau of Personnel, BUPERS, after October 1, 1942) that an individual be given a permanent appointment for the rate in which he served. Otherwise the commanding officer could reduce an individual to the grade or rate held prior to promotion if he served under an acting appointment. The change in status from acting to permanent appointment was always

a "breathe-easier" occurrence. This meant that the commanding officer could not reduce a Chief Petty Officer in rate if he messed up. It took a court-martial and the Bureau's approval to reduce a Chief serving under a permanent appointment.



The letters "PA" and "AA" were written alongside rate titles and their abbreviations. Those letters stood for permanent appointment and acting appointment, and were used to signify a Chief Petty Officer's status. After March 8, 1946, the letter "A" (for acting appointment) was used integrally with the rate abbreviation. For example, Chief Boatswain's Mate with an acting appointment was abbreviated CBMA. Pay grade 1-A no longer signified acting appointment for Chief Petty Officers after October 1, 1949, as affected by the Career Compensation Act of October 12, 1949. From that time, CPOs received the same pay regardless of whether they held permanent or acting appointments. On November 1, 1965, acting appointments were dropped from use.

A pay differential existed between permanent and acting appointments until 1949. Pay for Chief Petty Officers, in 1902, ranged from \$50.00 to \$70.00 depending upon the specialty held. General Order 134 of June 26, 1903 (which became effective on July 1, 1903), ordered that "Chief Petty Officer Officers whose pay is not fixed by law and who shall receive permanent appointments after qualifying therefore by passing such examination as the Secretary of the

Navy may prescribe shall be paid at the rate of \$70.00 per month."

CPOs holding permanent appointments dated prior to July 1, 1903, were required to requalify by standing an examination before a board of three officers. If they passed, they were issued permanent appointments by the Bureau of Navigation. Those who did not requalify remained in their pay and grade level instead of increasing to the \$70.00 level.

Pay levels for enlisted men at that time were established by executive order until July 1, 1908. An act of May 13, 1908, established that the U.S. Congress would set pay for enlisted men. However, during the Depression, President Franklin D. Roosevelt, by executive order alone, temporarily decreased the pay of all Armed Forces personnel by 15 percent from April 1, 1933, to June 30, 1934, and 5 percent from July 1, 1934, to June 30, 1935.

Chief Petty Officer Ratings on April 1, 1893

Seaman Branch	Artificer Branch	Special Branch
Chief Master-at-Arms	Chief Machinist	Chief Yeoman
Chief Boatswain's Mate	Chief Carpenter's Mate	Apothecary
Chief Quartermaster		Band Masters
Chief Gunner's Mate		

The act of May 18, 1920, effective January 1, 1920, standardized pay at all levels from the lowest non-rated grade, which was Apprentice Seaman, through Chief Petty Officer. Base pay for Permanent

Appointment Chiefs was \$126.00 per month, and for Acting Appointments, \$99.00. These pay rates remained effective until June 1, 1942. Under the act of June 16, 1942, pay was increased to \$138.00 and \$126.00 for CPOs with permanent and acting appointments, respectively. By an act of June 10, 1922, which became effective July 1, 1922, the pay grades of 1 and 1-A to 7 were established. CPOs (PA) and Mates were carried in pay grade 1 whereas Chiefs with Acting Appointments were listed in pay grade 1-A. On October 1, 1949, by the Career Compensation Act of October 12, 1949, pay grades were reversed and the letter E, for enlisted, was added setting all Chief Petty Officers at E-7 vice pay grades 1 and 1-A.

The pay grades of E-8 and E-9, Senior Chief and Master Chief, were created effective June 1, 1958, under a 1958 Amendment to the Career Compensation Act of 1949. Eligibility for promotion to E-8, the Senior Chief level, was restricted to Chiefs (Permanent Appointment) with a minimum of four years in grade and a total of ten years of service. For elevation from E-7 to Master Chief, E-9, a minimum of six years service as a Chief Petty Officer with a total of 13 years service was required. The E-5 through E-9 levels included all ratings except Teleman and Printer which at the time were being phased out of the naval rating structure. People holding those ratings were absorbed or converted to Yeoman or Radioman from Teleman and primarily to Lithographer from Printer. Service-wide examinations for outstanding Chiefs were held on August 5, 1958, with the first promotions becoming effective on November 16, 1958. A few months later, a second group of Chiefs from the February 1959 examinations were elevated to E-8 and E-9 effective on May 16, 1959. The names of the first two groups of selectees are listed in Bureau of Naval Personnel Notices 1430 of October 17, 1958, and May 20,

1959. It is noted that after the May 1959 elevations, promotions to E-9 were through Senior Chief only.

On July 1, 1965, compression of several ratings at the two top grades was enforced. Six new rating titles were created: Master Chief Steam Propulsionman, Master Chief Aircraft Maintenceman, Master Chief Avionics Technician, Master Chief Precision Instrumentman, Master Chief Constructionman, and Master Chief Equipmentman.

Conversely, about four years later, on February 15, 1969, some expansion at the Senior and Master Chief grades eliminated Master Chief Steam Propulsionman. Expanded rates included Master and Senior Chief Torpedoman's Mate, Quartermaster, and Storekeeper. Seven ratings were reestablished at the E-8 and E-9 grades, presenting the opportunity for Chiefs to again advance within their specialty to E-9. The seven affected ratings were Signalman, Mineman, Aircrew Survival Equipmentman, Aviation Storekeeper, Aviation Maintenance Administrationman, and Boiler Technician.<.p>

The only recent rating change that has had a substantial effect on the Chief Petty Officer community occurred on January 1, 1991, when three ratings were merged into one. Antisubmarine Warfare Technician, Aviation Fire Control Technician, and Aviation Electronics Technician ratings at the E-3 (apprenticeship) and E-4 through the E-8 petty officer grades were merged into the single rating of Aviation Electronics Technician. At the same time, the rating of Avionics Maintenance Technician (E-9 only) remained as the normal path of advancement from the rates of Senior Chief Aviation Electronics Technician and Senior Chief Aviation Electrician's Mate.

The current number of ratings of Chief Petty Officers falls far short of the number listed at the end of

World War II, which then totaled 207 different rating titles. At the present time there are 81 rating titles that apply to Chief Petty Officers, 80 titles for Senior Chiefs, and 69 rating titles for Master Chiefs.

Only two ratings have remained in continuous use since 1797--Boatswain's Mate and Gunner's Mate. The service of all senior enlisted personnel, past, present and future, are recognized in their centennial year, aptly marked by the theme, "One Hundred Years of Leadership."

CWO-4 Lester B. Tucker, USN (Retired), enlisted in the Navy in 1939; for the next 27 years he served as Gunner's Mate Third Class, Aviation Ordnanceman Third Class, Aviation Chief Ordnanceman, and Warrant Gunner (Aviation). Since 1974, he has conducted extensive research on the history of U.S. Navy ratings from the Revolutionary War to the present for a multi- volume series on that topic.

After 50 Years, Vietnam Veteran Receives Distinguished Flying Cross
Story Number:
NNS180731-02Release Date:
7/31/2018 10:50:00 AM

By By: Mass Communication Specialist 2nd Class Mason Gillan
MILLINGTON, Tenn. (NNS) After 50 years of waiting, Ret. Lt. Col. John Jennings received the Distinguished Flying Cross July 27 for his actions back in 1966.

The award was presented at Naval Support Activity Mid-South's Marine detachment,

where Capt. Caleb Miller and his company stood proudly to honor their fellow Marine.

The Distinguished Flying Cross is a military decoration awarded to any officer or enlisted member of the United States Armed Forces who distinguishes himself or herself in support of operations by "heroism or extraordinary achievement while participating in an aerial flight, subsequent to November 11, 1918

"We were scheduled to attack a particular position," Jennings said. "But weather had come in and they now directed us to another target, significantly farther away that was a heavily defended pass on the Ho Chi Minh trail."

Jennings was flying an A-4E Skyhawk over Laos when the plane experienced heavy anti-air fire. Jennings would eventually lose visual and radio contact, but without hesitation or concern for his safety he attacked back, releasing weapons directly on target and destroying enemy emplacements.

It was a bittersweet moment, as one of his fellow pilots was killed.

"They never found the aircraft or the pilot," said Jennings.

After more than five decades, Jennings is finally being

honored for his bravery on that day. Jennings said the original award somehow got lost throughout the years and wasn't regenerated until about a year ago. The long-awaited moment was made extra special by his friend, retired Marine Corps Col. Haywood Smith, who presented the award.

"Jack deserves it," said Smith. "He was an outstanding pilot and he's a great friend, and I'm proud to be able to award him this myself."

7th Fleet Staff Walk in the Sands of Iwo Jima

Story Number:
NNS180626-04 Release Date:
6/26/2018 8:17:00 AM



From U.S. 7th Fleet Public Affairs IWO TO, Japan (NNS) -- In a limited four-hour tour, Sailors and Marines visited the historic island of Iwo To, Japan, formerly known as Iwo Jima, exploring caves, walking the famous black sand beaches and climbing Mount Suribachi.

On June 14, 63 military personnel from Commander, U.S. 7th Fleet, Commander, Naval Forces Japan, and USS Blue Ridge (LCC 19) attended the professional military

education event to develop leaders through a better understanding of military heritage and history.

After arriving on a Navy C-40 aircraft from Naval Air Facility Atsugi, the members attended a safety brief on the hazards of the island. Intense rain added to the team's experience, increasing the difficulty of the participants travels throughout the island.

In order to picture what took place in the 36-day battle for control of the Island, where 6,821 Americans and 19,900 Japanese troops died, Team 7th Fleet took part in an approximately 9-mile trek from the airfield to Mount Suribachi and back.

"I thought it was important for our service members to actually have the opportunity to visualize what our Sailors and Marines went through, some sacrificed everything so that we can enjoy freedom today," said the event organizer Chief Cryptologic Technician (Technical) Kevin Murphy.

The group passed Rusting B-29 propellers, World War II era artillery batteries, and a former war cemetery while trekking across this island. The 7th Fleet Team members were challenged by consistently strong rain that flooded some paths with knee-deep water.

The highlight of the trip was climbing Mount Suribachi for most of the group. They were able to see where the landing craft first came ashore and stand in the exact spot

where the famous "Flag of Our Fathers" image was taken on Fe23, 1945.

"Just wanting to hike up the mountain, and see what those who have gone before us saw; Some of them gave their lives here, It pushed us to make it up to the top," said Lt. j.g. Bria Jones, assigned to CNFJ. "The weather was crazy all day but it made us appreciate it that much more,"

"As a chief, we're the keepers of our Navy's history and heritage. It's especially important for us to help educate younger Sailors who never knew World War II veterans. This type of trip gives them the chance to see one of the most well-preserved World War II battlefields up close." emphasized Murphy. "It gives them a better understanding of the challenges and sacrifices made defending freedom and democracy in our Navy's darkest hours."

For most people, even in the military, this is a once in a lifetime opportunity to go to a place with so much significance to our military history.

For Cryptologic (Collections) Technician 2nd Class Petty Officer Cody Whitehead, assigned to 7th Fleet N2 Directorate, this trip had a special significance. On Feb. 19, 1945, Invasion Day of the Battle of Iwo Jima, Whitehead's grandfather, then Marine Corps Sergeant Charles E. Foster, was wounded as his unit came ashore under heavy machine-gun, and artillery fire.

Whitehead never had the

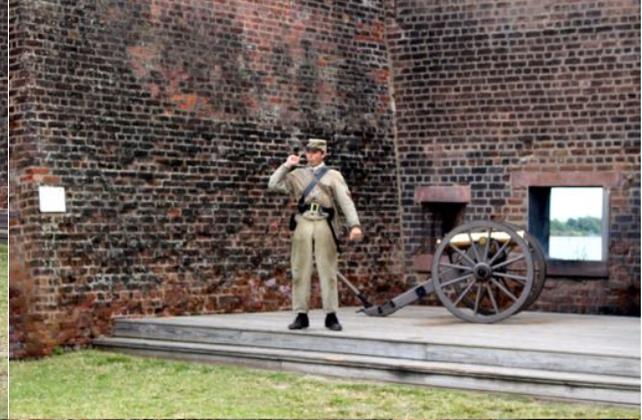
opportunity to talk to his grandfather about the Battle of Iwo Jima, he passed away when Whitehead was fourteen-years-old. "I knew he received a Purple Heart on Iwo Jima and heard about it growing up," said Whitehead.

"For me, I've watched documentaries and movies about Iwo Jima, showing how difficult it was for both sides. To get a chance to come here and walk where someone close to me was wounded, is just very humbling," said Whitehead. "It gave me goosebumps. I really appreciate Chief Murphy and Chief Gorni giving me the opportunity to come here."

"Through all the chaos and death, it baffles me how anyone could have survived at all," expressed Whitehead. "My grandfather never talked about it. I would have liked to have heard some of his stories but it was very difficult for him to speak about his combat experiences. Grandpa was so kind to me and my brother. He was a big influence in my decision to join the military and truly a hero to me."

USS BRISTOL DD857 REUNION SAVANNAH, GA





Tour of Old Fort Jackson

Re-enactor shows how the howitzer of old was loaded by artillerymen during the Civil War.

See Memorial Service on page 19

Herb Ross, PN2, 50-52.



INDY HONOR FLIGHT #26



APRIL 28, 2018



**"I NEVER KNEW SO MANY PEOPLE CARED ABOUT US OLD FOLKS. I THOUGHT NO ONE REMEMBERED WHAT WE WENT THROUGH ALL THOSE LONG YEARS AGO...
Boy, was I ever wrong."
-A VETERAN FROM OUR INAUGURAL FLIGHT**

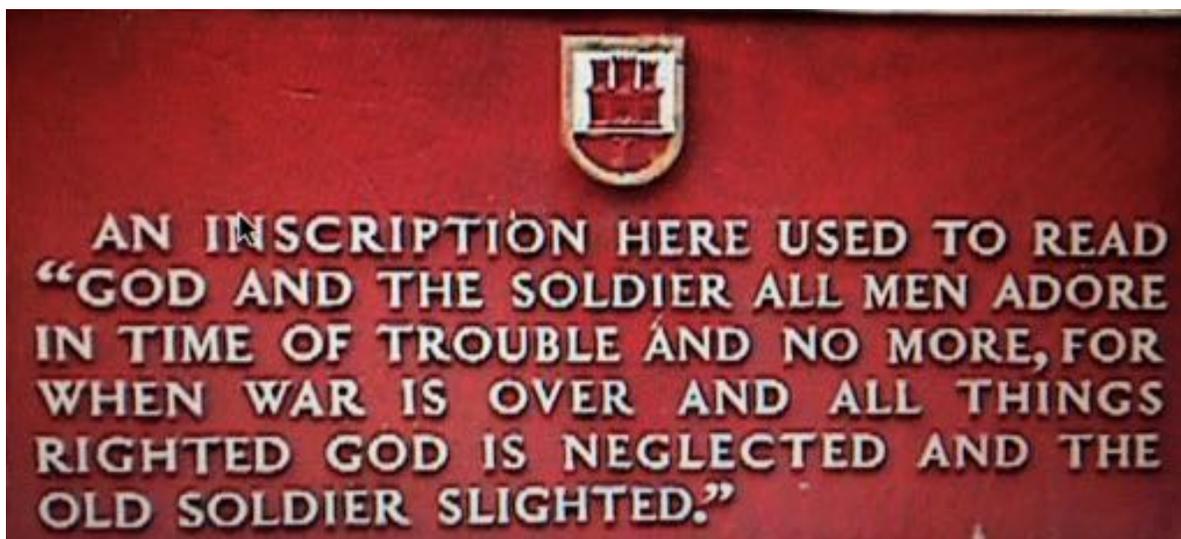
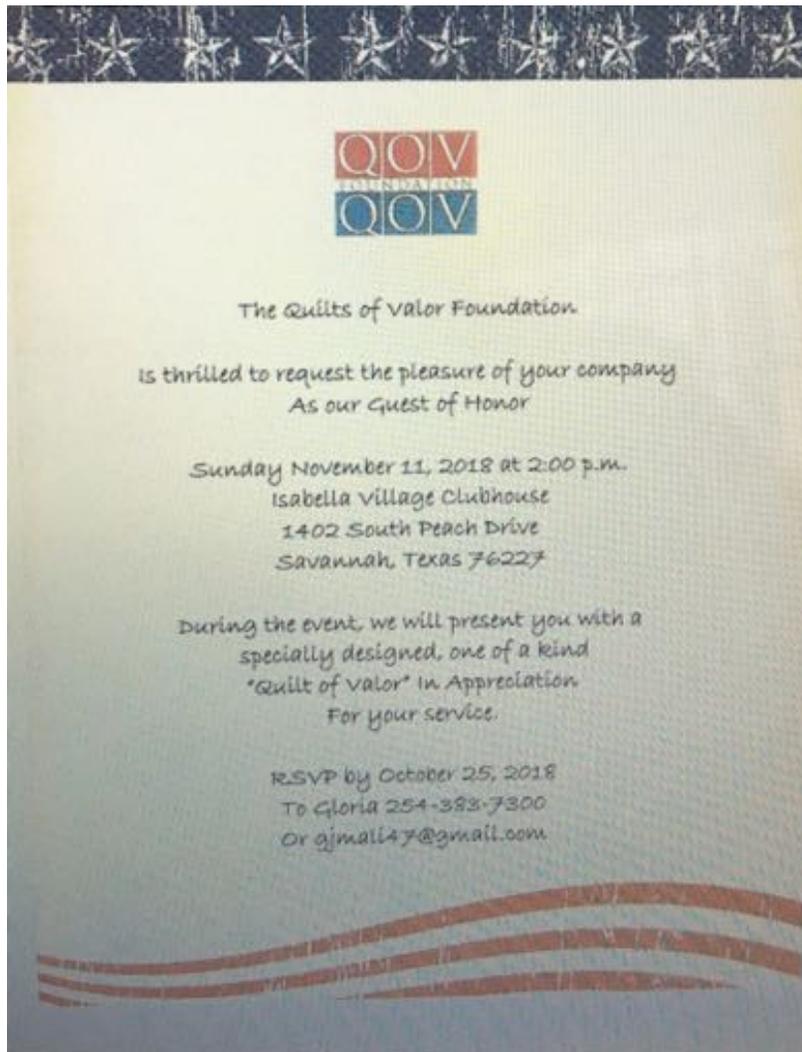


The first few vets down the jet-way may have heard the hushed murmurs of a crowd about to erupt in a raucous celebration of their arrival... but in a few moments the secret is out. A few hundred fans rush forward to greet them.





Earl “Charlie” Weaver receives honor



USS BRISTOL DD 857 20th Annual Veteran's Association

PRAYER: Pray in unison

Almighty Father, to You we commend the lives of your children, our shipmates of the USS Bristol, who have passed on. We ask You to hear our prayer as we speak, both in sad memories but also in joyful faith.

Lord God, may they who used your gift of life in the service of liberty, enjoy abundant eternal life with You, as your gift to all the faithful who love You and serve others. Bring them, Lord God, into your bright presence of joy without pain. Amen

PRESIDER: Oh Lord our God , we offer to You our petition for our departed shipmates of the USS Bristol , in reverence and respect for their sacrifice. We bless You for the gift of their lives. We believe your promise that they continue to live and that we shall meet again. All: **Amen**

PRESIDER: Lord God we ask You to con sole and comfort the families of our departed shipmates in the loss of their loved ones who served so well. All: **Amen**

PRESIDER: Lord grant that all who served the cause of liberty aboard the USS Bristol , who trust only in You, may share the peace and happiness of eternal life, with You in your heavenly kingdom, now and forever.
All: **Amen**

PRESIDER : Hear the toll of the ship's bell.

XX (Strike the bell twice)

PRESIDER: Let the bell bring to your mind our departed Shipmates and remind you of the reverence we owe them .

XX (Strike the bell twice)

PRESIDER : Let us remember our obligations as citizens and to silently pray for our Shipmates .

XX (Strike the beU twice)\

Please observe a moment of silence

PRESIDER : To remember our honored dead, the bell will be struck once after each name is read and a flower is placed on the wreath.

Chadwick, Edward TM3	52 - 55
Coughlin, Jeremiah 0 . MM3	55 - 58
DeRicco , Frank SN	56 - 57
Hollenbach, William (Bill) RM2	56-59
Klingman, Vern L. RD3	44-46
McColl, Ira GM2	55-62
Meek, Roger RD2	61-64
Moore, Cloyse (Mo) SHSN	59- 62
Paulson , Joseph F. RD2	45 - 46
XXX (Strike the bell three times)	

XXX (Strike the bell three times)

PRAYER: Pray in unison

Dear Lord we rejoice that You accept these our faithful departed shipmates,
into your infinite domain. Grant to them O Lord, your peace and rest.
Amen.

THE NAVY HYMN

Eternal Father, strong to save, whose
arm does bind the restless wave, who
bids the mighty ocean deep, its own
appointed limits keep. Oh hear us when
we cry to Thee, for those in peril on the
sea. Amen

PRESIDER: In conclusion we honor
them and salute our departed Shipmates,
until we reunite with them in the
everlasting kingdom of our Lord.

ALL SHIPMATES: .. Hand Salute, hold through
the playing of Taps.

TAPS

This concludes our Memorial Service

Editor's Note:

Several shipmates attending this reunion had to depart before the conclusion of the Memorial Service. There was a noreaster threatening the East Coast. Bill Holenbach's (RIP) wife and other family members attended the Memorial Service, traveling from Inman, SC.

50/50 Winners

Sandy Tanner

Walt Marczak

Susan Newman

Len Hodgins

Anne Lynch

Duane Haugan

Wine Winners

Paul Ratcliffe

Terry Hillestad

Edie Ross

Don Marcus

Luann Collins

Paul Kallfelz, Sr

Brian Brusky

Floyd Van Wie

Editor's Note:

Dan Esposito very generously donated the wine.

Raffle Table Donors

Ed & Anne Lynch donated \$50.00 Visa Cash Card

David Nixon.....Bath towel and slippers with a David Nixon Christmas decoration donated by Susan Newman David distributed his hand made Christmas tree decorations to the remainder of our ladies.

Tony Molnar 857 Ships Plate
 Starbucks Gift Card

Walter Marczak Lone Sailor Mug
 Death Wish Coffee & Mug

Marty Walsh Cook Book
 Tin Can Sailors Pullover Shirt

James Lovell Lone Star Texas Cup
 Comet Take It Flag & Cooze
 Liberty or Death Flag
 Lone Star Beer & Shiner Coozes

Paul Ratcliffe 2 Bristol Golf Towels
 2 \$25.00 Gift Cards

Floyd & Kathy Van Wie \$25.. Red Lobster Gift Card
 1 S.U. T Shirt
 1 S.U. Sweat Shirt

Terry Hillstead Savannah Candy Kitchen Gift Boxes (2)

Wes Landis (Bob) Framed Pictures
 Hersey Kisses

Gerry & Sam Dalfonzo Jewelry

Jim & Lois McGlade Stanley Power Lock
 Autumn Pot Holders & Towel

Don & Barbara Singer Gift Card & Navy Pin

Herb & Edie Ross Bristol Mugs

Pete & Rose Zingarella Russell Stover Candy
 8 Books

Don Marcus American Flags (3)

Len Hodgins Decorative Tiles (2)

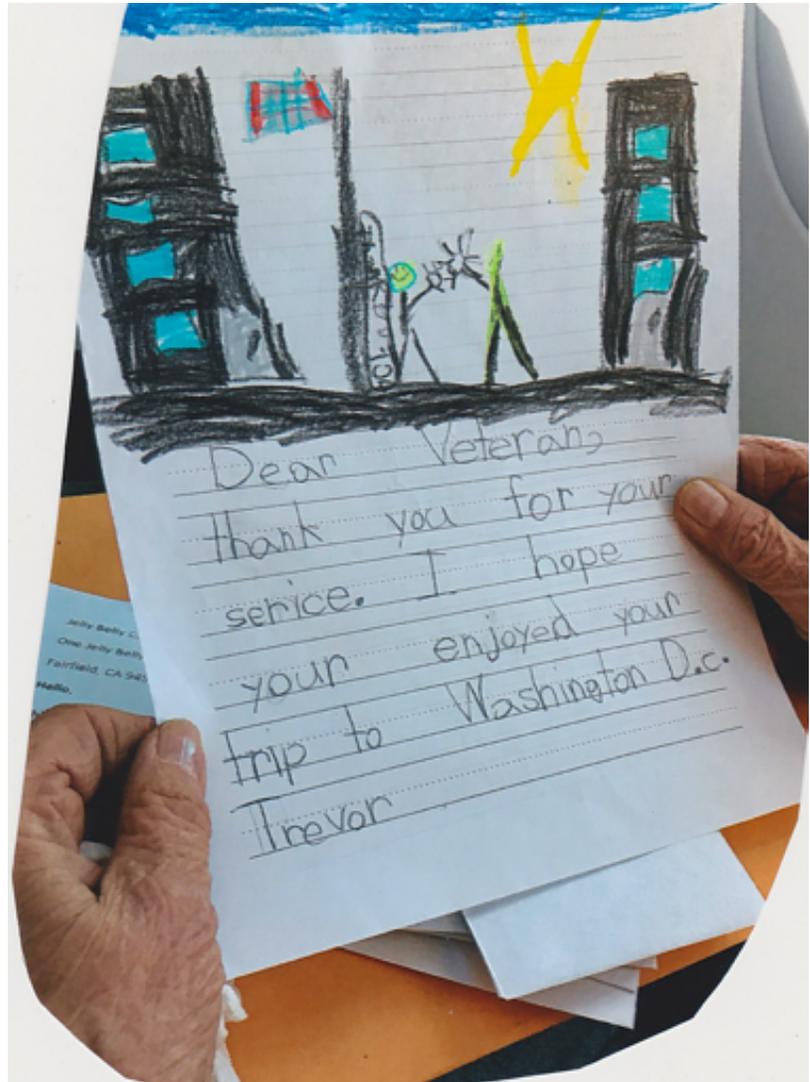
Paul & Joyce Kallfelz 2 3x5 American Flags
 \$25.00 Lowes Gift Card

Who is Jeri Glass?

Jeri Glass has been our on site coordinator for almost 20 years. My wife, Anne and I, were the last reunion attendees to check in. There was Jeri to greet us and explain the details of what we should expect over the next few days.

After putting our stuff away in our hotel room, Anne and I stopped down at the hospitality room to chat with whom was there. We had the opportunity to chat with Herb Ross about his Honor Flight and how it would make a great newsletter article.

Jeri was seated at the same table and mentioned that she performed as a Guardian for an Honor Flight from Phoenix last September 2017. Well, the following are some of the most interesting facts about our BRAT On Site Coordinator.



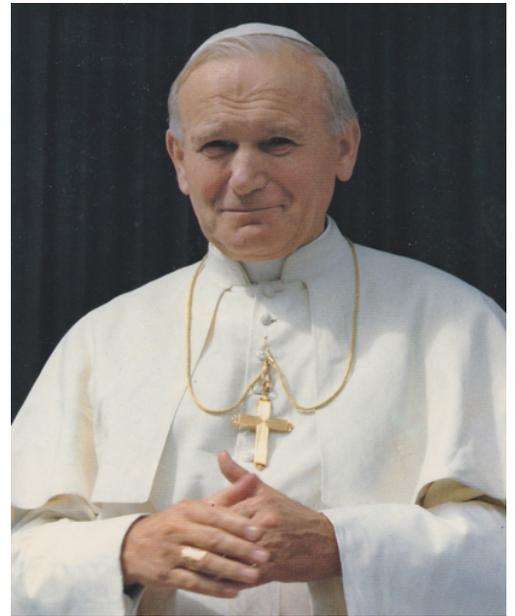


This is the only female Korean War Veteran who was in the Honor Flight group. Jeri was this lady's Guardian. Photo below: Korean War Memorial.

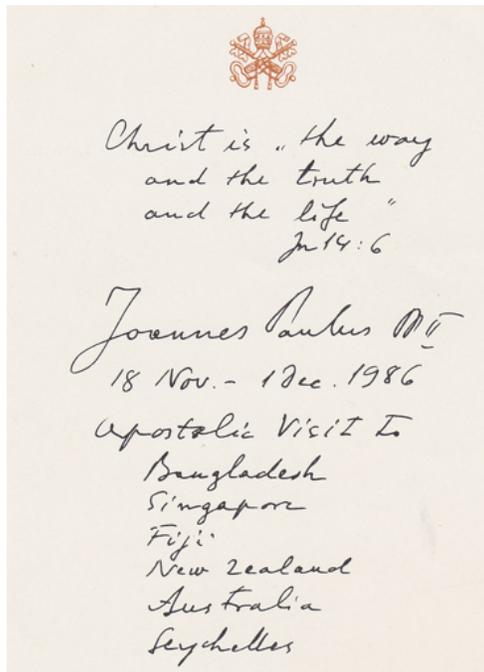




While stationed in Bangladesh, Jeri had the opportunity to render support to the Vatican Embassy. Pope John Paul, who is now Saint John Paul, was doing a 13 country tour in 13 days. Jeri offered to provide 6 Christian waiters and a Christian Maitre D'. Bangladesh is a Muslim country.



Now you may think that that's all Jeri did in her life. Well, let's continue. You see Jeri's husband was in the diplomatic corps and the wives of the diplomats were required to do protocol stuff. In the same training class was the wife of the Vice President of the US, Barbara Bush.



A hand written note from Saint John Paul



1985
High tea - Diplomatic Training at the VP home - Naval Observatory Hill
Jeri (Polansky) Glass '72, Director
Mrs Bush took Jeri aside to fore warn Jeri that the assignment to Bangladesh at the time, the poorest country in the world.



Papal medalion given to Jeri thanking her for her support.

Left photo face.

Right photo back



This photo depicts the Pope (Saint) John Paul thanking the Christian staff for their support of his visit to Bangladesh

Our reunion in Savannah was certainly an enlightening experience for Anne and me. This is the third time that we have been to Savannah. The first time was in 2005, celebrating our 35th wedding anniversary. Twice with the Bristol Gang. My chat with Jeri Glass was awe inspiring. Jeri is a fabulous lady. David Nixon, a WWII and Korean War Veteran, escorted by his daughter Susan Newman, distributed Christmas ornaments to all the ladies present. Also in attendance was James "Jim" Lovell, a Plank Owner, escorted by his daughter, LuAnn Collins.

Next year our reunion will be in Lancaster. PA. God willing we hope to make that one. Lancaster is in the heart of Pennsylvania Dutch Country.

