

USS Caliente (AO-53) Association



PIPELINE

June 2009

President's message

By Pat Hurton

Hello shipmates,

In this issue I've included the entry form and agenda for the October reunion in Minneapolis, Minn. The reunion package is put together as three packages. The basic package includes the Thursday night reception, use of the hospitality room for hosted morning coffee, tea, juice and rolls, etc. on Friday, Saturday and Sunday mornings and the banquet dinner on Saturday night. The hospitality room will be available all day on Friday and Saturday as well as Sunday morning. The next package adds a Friday bus tour of the Minneapolis/St. Paul highlights, a Mississippi Riverboat luncheon cruise and a reunion photo book. Then there is the all inclusive package that adds a Saturday bus tour to Stillwater, Minn. — the birthplace of Minnesota located on the sparkling blue St. Croix River. By structuring the reunion in this fashion we hope that we have presented a package that fits your needs and will allow you to attend our 15th USS Caliente Reunion on the 20th anniversary of the Association.

I, once again, ask any and all our members to consider serving the Association in one of our many roles. Norm Street has been serving in the dual capacity of Shipmate Search Leader and Web Site creator, manager, editor and date entry clerk. This is a lot of work for Norm and he will be stepping down from his Web Site duties at the coming reunion. Norm has done a fantastic job of creating the Web Site and it is a very valuable tool for the Association. It cannot be left unattended. Someone needs to step up and continue the effort. We have a few new ideas we would like to incorporate but Norm is running out of energy and time. Please, someone must be Web Site literate, step up and take over this task from Norm. He will be happy to continue to lead the Shipmate Search Team.

Speaking of which, we also need shipmates to help in the searches. As persons become available we



Join your shipmates in
Minneapolis Oct. 1-4 for
the USS Caliente Reunion.
Agenda and registration
form can be found
on pages 12, 13 and 14

purchase additional rosters from the Navy to assist in finding new members. The task is very rewarding and there are still a great number of shipmates who do not know we exist.

I would also like someone to consider taking over the vice president's position. When we set up the present structure we envisioned that the president would serve one or two years and then the vice president would take over. That way we could avoid "burning people out," have a smooth transition from vice president to president and maintain a knowledgeable team of persons throughout the Association.

I ask all of you to consider filling a position in the Association. By the way, I have been treasurer since 2002 and it should be time for someone else to step forward.

I would like to thank all of you who contribute additional money to our general fund or the U. S. Navy Memorial fund when you send in your dues. It helps us to keep our dues at the \$10 level and also contribute to a very worthy cause in the name of the Caliente. I would like to make special mention of a \$300 donation received since the last Pipeline. This is obviously a significant donation and the donor wishes to remain anonymous. The donor made the donation to allow us to continue to provide the Pipeline to all members. The donor is especially appreciative of the memories it provides when reading the stories you provide us for publication in the Pipeline. Thanks again for all your donations and a special thanks to \$300 donor.

Please keep those stories coming as they mean so much to most of our members.

Please make your reservations as soon as possible. We are hoping for more attendees than we have rooms reserved so the sooner I can get an accurate count the faster I can work with the Hilton on additional rooms at the great rate we have obtained.

Spring has sprung and I'm sure a lot of you are spending time getting garden ready for summer. Hope you don't have to work too hard and hope to see all of you at the reunion. In the meantime smooth sailing to you and your family.

Welcome aboard to our new members:

Michael (Mick) Allison, who lives with his wife Janet in Bradenton, FL, was an SM3 when he served on the Cal from 1956 to 1960

Kenneth P. Gober Sr., who lives with his wife Jennie in Zephyr, TX, was an MM2 when he served on the Cal from 1958 to 1962

Robert M. Goodreau, who lives with his wife Carol in South Attleboro, MA, was a DK2 when he served on the Cal from 1960 to 1961

Stephen F. Leene, who lives with his wife, Shirley, in Bremerton, WA, was a BT1 when he served on the Cal from 1959 to 1961.

Henry F. Mohlmann, who lives with his wife Denese in Van Nuys, CA, was an EN3 when he served on the Cal from 1960 to 1962

Edward Seibel, who lives in McMinnville, OR, with his wife Rosita, was an SA on the Cal from 1969 to 1971.

Joseph (Joe) Strang, who lives with his wife Millie in Grand Forks, ND, was an MM2 when he served on the Cal from 1968 to 1970

Jack D. Venable, who lives with his wife JoAnn in Mesquite, TX, was a SN when he served on the Cal from 1951 to 1953.

Charles Watson, who lives with his wife Jennifer in Waterloo, IA, was an SFP2 when he served on

the Cal from 1969 to 1970

In Memoriam:

We are sad to note the passing of our shipmate, at age 74, William O. Drew of Braymer, MO. William passed away on Feb. 11, 2009 and is survived by his wife Arnell, daughter Connie Wood, son William A. Drew, stepson Stephen Linn Bell, five grandchildren, four great grandchildren and a brother. William served aboard the Cal as an SN in 1952 and 1953. William has a grandson who is making a career of the Navy. If anyone wishes to pass on any stories about William, his wife Arnell would be happy to hear from you. Her address is 48157 East 228th Street, Braymer, MO 64624.

We are also sad to note the passing of two of Honorary Lifetime Members; Mrs. Cynthia S. Lang and Mrs. Winifred R. Nichols. Their husbands, who preceded them in death, were founding members of the USS Caliente Association and served on the Cal during WWII.

Mrs. Cynthia S. Lang passed away, at age 85, on April 13, 2009. She was the wife of former LCDR Francis "Frank" Lang who skippered the Cal from 1943 to 1945. Cynthia was a lifelong resident of Swampscott, MA and loved playing bridge and golf. She was an avid gardener whose home was frequently on the garden tour. She is survived by her daughter Nancy Lang of Lynn, MA and her brother Walter "Hack" Livermore of Freedom, NH. The Association sent Nancy a remembrance package of her mother and father. Nancy wrote that she was touched by the package and that it was very comforting to know that her parents were never forgotten by former crew members of the Cal. She gives her best regards to all the members of the Association.

Mrs. Winifred R. Nichols passed away, at age 99, on April 19, 2009. She was the wife of Elvin B. "Pappy" Nichols who was XO on the Cal from 1943 to 1945. The last issue of the Pipeline carried a story by John Creedon about Pappy. Winifred was a 50-year member of the DuPont Country Club and



USS Caliente Association
 President: Pat Hurton
 Vice President: Norm Street
 Secretary: Red Ward
 Pipeline Editor: Karl Seitz



The Pipeline is the official quarterly newsletter of the USS Caliente Association. It is a place to share your memories. Please send them via e-mail to seitzao53@gmail.com or by regular mail to Karl Seitz, 1212 30th St. South, Birmingham, AL 35205-1910.

Masthead picture of USS Caliente (AO-53) used with permission of Dan Davis.

Association dues are \$10 per year due Jan. 1, payable by Jan. 15. Checks should be made out to The USS Caliente Association and mailed to Pat Hurton, 14075 Kelsey Drive, Chico, CA 95973-9262.

Visit Norm Street's Caliente Website at www.usscalienteao-53.com/index.htm

chaired some of the club's various charitable committees. She was very active in the Cathedral Church of St. John, including serving on Mother's Committee of Boy Scout Troop #26. She was a graduate of Wilmington, DE, High school and Beacom College. Winifred is survived by her son Dr. Charles W. Nichols of Bryn Mawr, PA. The Association sent Charles a remembrance package of his mother and father.

We also sadly note that Dolores M. Schwartz, 65, wife of Allen B. Schwartz, passed away Jan. 22, 2009 at Grand Strand Regional Medical Center in Myrtle Beach, SC. Allen served as a LTJG on the USS Caliente from 1972 to 1973. In addition to her husband, who lives in Murrell's Inlet, SC, Dolores is survived by daughters Lauren Schwartz and Paula Mazei; son Jeremy Schwartz; four grandchildren, two sisters and a brother.

Vice President's message

From Norm Street

Anyone interested in singing or entertaining in some way at the Minneapolis reunion please contact President Pat Hurton so he can coordinate.

Among the crew members found by our searchers is Manuel F. Sousa, BM2, 1959-60. Manuel is 83 and terminally ill. He wouldn't mind hearing from some of his former shipmates. His address is 1310 Shady Lane Drive, Apt. 115, Wadena, MN 56482.

Editor's message

By Karl Seitz

Pipeline editor

Caliente Association members have come through with another bunch of memories, including some pictures. Keep them coming. The Pipeline can only be as good as you make it with your contributions.

Looking forward to the next issue of the Pipeline, we will have a special treat thanks to Bud Ogier, who has provided a newspaper clipping featuring the USS Caliente and the USS America. What else the next Pipeline will contain depends on you, our readers. Send your memories and pictures via e-mail to seitzao53@gmail.com or regular mail to Karl Seitz, 1212 30th St. South, Birmingham, AL 35205-1910. For pictures sent by e-mail, please make them jpeg format at 300 dpi resolution. Pictures sent by regular mail should be copies, not originals.

Memories

From wax cylinder to CD with help of former Caliente sailor

Readers of The New York Times would not have known it, but a report last fall on the discovery in a Russian archive of a major cache of classical music recordings from the dawn of recording machines has a connection to the USS Caliente. The connection is violinist and retired university professor John Maltese, who served on the Caliente from 1943 until 1945.

John is a long-time student of the life of Jascha Heifetz, considered the greatest violinist ever. John and his son, John Anthony Maltese, now head of the Political Science Department at the University of Georgia, won grammys in 1996 for producing a 65-CD collection of Heifetz' work.

In 1971, while visiting a classmate of Heifetz, John and his son were told of recordings made in 1914 for Julius Block. One of the musicians was Heifetz. Block was a very successful businessman who was the first to import bicycles, typewriters, cotton gins and elevators, among other things, into Russia. More importantly, he may have been the first person to recognize the value of Thomas Edison's then

new recording machine for preserving artistic performances. While visiting America in 1889, Block obtained a recording machine and instruction in its use from Edison himself. Starting in the 1890s, Block began recording musical and other performances by some of the best classical musicians and writers of the day. Tchaikovsky and Tolstoy were just two of them. These recordings on hundreds, if not thousands, of Edison's original wax cylinders became legendary. They were also widely thought to have been destroyed during World War II, although Block's meticulous log of the recordings survived.

For more than 30 years, the Malteses looked for the recordings. Then the younger Maltese mentioned the 1971 conversation to Galina Kopytova, a Russian biographer of Heifetz. During their e-mail exchange, she told him the recordings were in Pushkin House (the Institute of Russian Literature), an archive in St. Petersburg. Since then, father and son have been working with sound technician Ward Marston and others to authenticate about 200 cylinders and bring their content to the public. Three CDs of excerpts were released earlier this year as "The Dawn of Recording, The Julius Block Cylinders." on the Marston recording label with the Malteses as co-producers. The first printing has already sold out.

For those who want to know more, the New York Times story and others can be found on-line using Google or another search engine. Search for: "John Maltese" Block. The New York Times article was the second item when this Google search was used in mid-May. The first item was a National Public Radio story on the same subject. If you don't have access to the Internet, many public libraries have The New York Times on microfilm. Look for the Oct. 26, 2008, edition.

When John Maltese reported aboard the Caliente in mid-1943, he had his violin with him. While John does not remember playing for his shipmates, one of those shipmates does. When suggesting Maltese as somebody to be featured in the Pipeline, John Creedon wrote that he distinctly recalled Maltese playing aboard ship for a small group of quartermasters and signalmen. The John Maltese memory that follows the pictures was adapted from his side of an exchange of letters with Creedon.



The picture on the left is John Maltese during his time on the USS Caliente. On the right is a recent photo of John with Galina Kopytova (center), the Russian biographer of Heifetz who led the Malteses to the recording cylinders, and Albina Starkova, Heifetz's daughter-in-law.

Violin on Caliente was not his idea

By John Maltese, QM

1943-1945

I came aboard the Caliente in 1943 following my boot training in Sampson, NY. I was discharged at the end of the war from Tokyo Bay. The violin that John Creedon remembers was with me because an officer in boot training found out that I was a violinist. Without my permission he contacted my folks and had the violin shipped to Sampson. There were many musicians on hand — players from different orchestras like Benny Goodman, Artie Shaw etc. We did a lot of performing together. The only recollection I have musically on the Caliente is when the captain (I don't recall who) had me leave the ship to perform elsewhere. I have no recollection of where, when or why.

I was born in Italy in 1920 and came to this country with my parents in 1921. I studied at Julliard School of Music in New York City before the war and graduated from Manhattan School of Music after my discharge. In 1950, I joined a special string group organized to play at special events that included President Truman, President Nixon, President Eisenhower and other dignitaries. In 1953, I was invited to teach at Wheaton College in Wheaton, Ill. When Johnny was born, we decided to move south. In 1963, I began teaching at what is now Northwestern State University in Natchitoches, La. and in 1970, at Jacksonville State University in Jacksonville, Ala. In between, I played in several symphony orchestras, lots of solo work and made several recordings. In retirement, I have been doing a lot of historical research on the violin and violinists.

At the moment our concentration has been Jascha Heifetz, who is considered to be the greatest violinist who ever lived. Johnny and I each won a grammy in 1996 in connection with the "Heifetz Collection," which contained 65 CDs. In 2001, I was guest speaker at the Hollywood Bowl honoring the centenary of the birth of Jascha Heifetz.

And to boot, in late 2008 I received a phone call from Jay Heifetz (Heifetz's son). He wants Johnny and I to finish a biography of his father.

In July, we are going to have a meeting with Glen Decterow, concertmaster of the New York Philharmonic Symphony Orchestra.

Memories of my Navy days

By Clyde Goodhue BM3

1952-1956

After Boot Camp in San Diego I went to Adak, Alaska, where I was in the motor pool. While there I took the CN3 test and passed, but there were no openings due to downsizing of the Construction Pool. After leaving Adak I went to Long Beach to board the USS Caliente, carrying the paperwork for Thomas LaFrance and Lon R. Smith, who also boarded in January of 1954. I was assigned responsibility for the captain's vehicles. We went to Hawaii and the crew had to go out for maneuvers. Since I had the captain's vehicles, I was to stay on shore. I had a jeep and a pick up, a tank full of gas and spare time. Needless to say I did not stay in one place. I toured the whole island, stopping to get a few pineapples from the fields and saw the sights for the next two days. Hawaii did not really impress me so I was glad to get back on board and head out for other places.

Subic Bay was a great place to get ripe bananas and fresh coconuts. We managed to eat our share and then some. The swimming wasn't bad either.

On one of our trips to Formosa I recall when an officer from another ship came aboard requesting

assistance. The Captain called on me to drive the officer through the jungles to some National Chinese command. That was one hellish trip. The roads were nothing more than foot paths. You never knew what you would run into around the next bend as the territory was full of Chinese Nationalist settlements. You had to be prepared to shoot back if push came to shove. Luck was on my side, but I was sure glad to get back to the ship the next morning.

Upon my return the Captain again called me to his office. This time I was assigned to shore patrol. I was to make sure all our sailors were accounted for every night. I later learned that two sailors from the Caliente had been jailed for having contraband. Our captain wanted to make sure our guys remained safe. I struck out each and every night we were in port to go round up all the party goers. Some nights I might have two or three guys and the next time almost more than we could fit in the jeep.

On one of our trips to Hong Kong , we were in the harbor when we got word of a typhoon heading in our direction. Being the lead ship we had to gather up as many of our sailors as possible and head out to sea. We were able to get about half of our crew on board and the remainder got left behind. When we were trying to prepare to sail, we found a destroyer had moored over the top of our anchor chain attached to our buoy. I had to go under water to remove our chain to set us free.

As many will remember those chain links were about 90 pounds each and I had quite a few links to remove. What a time I had trying to get free. Once the storm was over we came back into port to pick up the rest of our crew. Does anyone remember the beautiful gardens on the very top of the hill overlooking the harbor?

I remember one night while on watch we had a 90-day wonder commander who came aboard for a couple months. He had officer of the day watch. We were under way in a convoy and had to change course and he gave the helmsman the wrong orders. I had to jump in and tell the helmsman to belay that order and give him the right orders. The commander started giving me hell and the captain came in and really reamed him out.

Yes, I have many fond memories of my Navy days. I feel our boys today should be required to spend four years in the service. Though we were all naive being so young, we did grow up. How many remember when we had to do a brain surgery on board? We had a doctor come on board to do the surgery on a sailor, but the doctor needed more help than just the corpsman so everyone was asked to volunteer. Needless to say that really freaked everyone out, so I volunteered.

Since getting out of the Navy I worked for a short time in construction with Jess Kubal in Idaho, moved to Nevada and met my wife Loraine. We have five terrific kids of our own, 14 grandkids in 48 years. I spent most of my career in agriculture of one type or another. I pioneered the use of freezing cattle semen in liquid nitrogen when it was just a waste product. Was the first in the nation to teach the beef and dairy farmers to breed their own cows, when the bull studs told me it would never fly. I went on to become president and general manager of an international bull stud, worked with several universities in sexing semen and assisted those who were having difficulty staying on their farms. Unfortunately a bull nearly got the best of me in 1981. He may have won the battle, but I won the war as I am still around while he became hamburger.

Since then I have helped my wife in her document management service. We are semiretired and have spent the last year trying to continue finding sailors from other years who were on our great ship during her 30-year tenure. Because I have difficulty using the phone she does the calling on my behalf and we have had a lot of fun. We have renewed old friendships, which I really cherish.

I encourage everyone to share your stories. We are a part of our nation's great history and everyone's stories are an important part of our freedoms.



Clyde and Andy on watch in Taiwan



Clyde and Lori Goodhue

Decommissioning wasn't end of the Caliente

A few years back, Ron Hagen MM3 did some research on the final disposition of the Caliente and found it may have sailed on under the Argentine flag instead of being scrapped. According to information Ron obtained from a lieutenant commander at BuShips, this is the timeline:

15 Dec. 1973: Caliente decommissioned, struck from the Naval Register and transferred to the Maritime Commission for lay up in the National Defense Reserve Fleet.

5 Apr 1974: Ship sold for scrap by Maritime Administration. National Steel Co. pays \$435,000.

10 Apr 1974: Ship purchased for use by Argentine Navy.

Ron served on the Caliente from 1965 to 1967. He was logroom yeoman under Lt. Arbogast; captain's driver for Captains Beadle and Jackson and then worked in A Division until transferring to shore duty in Danang, Vietnam.

“Keep the tradition alive”

By Ann E. Murphy

To all who made the reunion in San Antonio, may the Good Lord keep all of you safe in the shelter of His embrace for a long, long time. My son Tim, his wife Rita, and my granddaughter Kelly are still talking about the wonderful time they spent. Since then, Tim and Rita have become grandparents and will celebrate again in June when Kelly's baby is born. But first a correction (of December Pipeline). Tim called his dad “Cappy,” a nickname he had since grammar school. My family called him Cappy forever. In fact, aunts, uncles and cousins in my family first learned his name was Francis Xavier Murphy when they got an invitation to our wedding.

There was, and will ever be, only one *Pappy* in USS Caliente tales and that was Pappy Nichols. Pappy was a man who loved to get those around him singing and the louder, the merrier. If a reunion group enjoys a sing-along, it was Pappy Nicholas who started the tradition at a reunion a long time ago. Any phone call with Winnie and Pappy always ended with a song or two.

I hope this gets printed in the Pipeline ... not for my ego, but to plead with those who served aboard the USS Caliente at any time to, as the Irish say, “Keep the tradition alive” until the last shipmate joins the entire crew up above. What a great ghost ship she will make! In the years that I have been to Caliente

reunions (I have missed only one), I never met a man who served aboard her say the regretted that tour of duty. If you haven't been to one please try to come. If you are a wife or widow of a "Caliente Man," you can be sure that you will be warmly greeted and welcomed. If it's not possible to be there, consider sending a little note saying hello. Sons and daughters get a special welcome. Some of them have escorted their dads in the past.

I missed the San Antonio reunion because my only surviving brother was in a hospital. I couldn't visit him at the time and I didn't want to be too far away if he was able to call. He is now in an assisted living facility and has made a good recovery from his injuries. We are back to our daily evening phone calls. I'm so lucky that I have a big brother to travel with, have good times with and just enjoy being with. Of course, he's only big brother in height because I'm older by nine years. If any of you made shore leave during the Korean Campaign, you might have met him manning an Army motor pool. He is Tom Flynn and if all goes well and his recovery is good, I plan on bringing him with me to the Minneapolis reunion.

Save those hugs! I'm collecting all of them!.

Who's in the picture?



Bill Chisholm would like some help identifying the people in this picture. It was taken in the spring of 1968 at a bar in Olongapo City, Subic Bay, Philippines. Bill is fourth from the left (with hand on back of his head and girl to right). First person on left is Tom Nigro, now deceased. Anybody who knows the others can contact Bill at chisholmw@kc.44.com.

When you just have to have both

By Chris Hendricks, MM3

Aug. 1970 through decommissioning

This was about 1973. The Cal was in drydock in San Pedro after a WestPac cruise. Some of us MMs and BTs had the fire watch one evening. The ship was quiet and dark most places. A bunch of us were in the engineering berthing area. We were hungry. Since there were no provisions on board and the roach

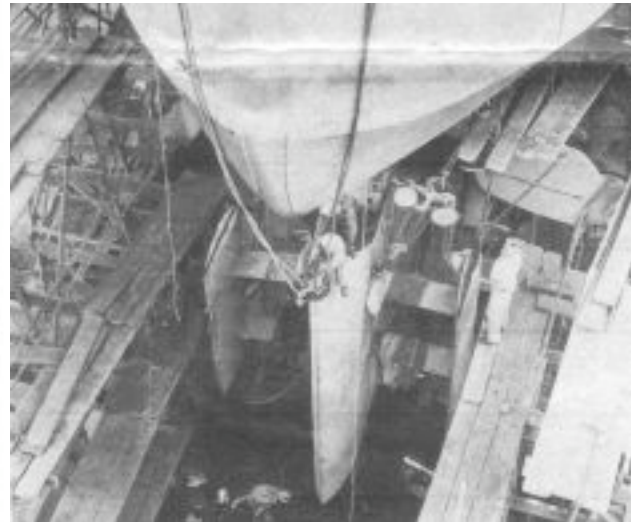
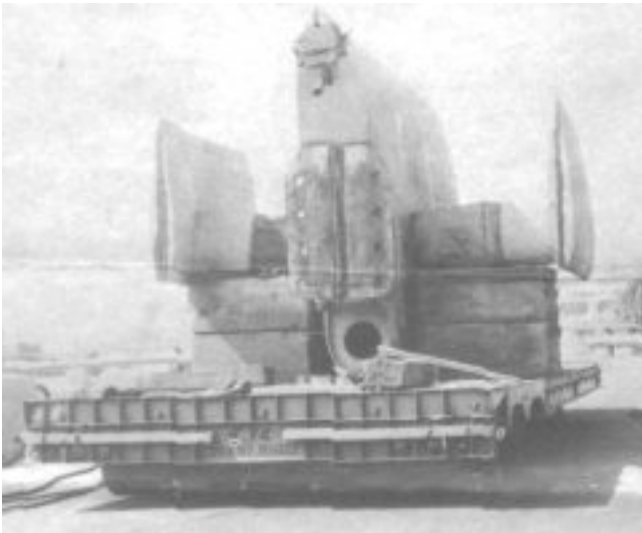
coach had made its last run about 1900, there was but one option.

Just outside the gate of the shipyard was a bar and it served “cold ones” and cheeseburgers, if you know what I mean. Problem was, we all wanted *both* and had to devise a plan to get *both*. Since I was turning the keys for the engine room and the aft machinery area, I devised a plan of attack. The starboard main engine shaft had been pulled for some main bearing replacement and the prop was being fixed. Just so happens there was this long ladder left in place from the bottom of the drydock up to the hole where the shaft had been pulled. I went down the ladder, up the side of the drydock and over to the fine establishment to secure our *both*. Returning was just as easy as leaving.

I remember another MM2, last name Allen, who had a guitar that night. We ate cheeseburgers and enjoyed *both*, sang songs and finished our rounds until relieved the next morning. No harm, no foul, just sailors having some fun.

New members write

A new rudder for the Caliente



These pictures are from the 1961 installation of a triple-bladed rudder on the USS Caliente. They come from a three-picture layout in The Digest, a publication of the Long Beach Naval Shipyard.. According to The Digest, this was the first rudder of its type installed by the shipyard and the Caliente was the first Navy oiler to get one. The new design promised better maneuverability during UNREPs because of faster helm response, a shorter turning radius and faster turning rate. The 13 Oct. 1961 clipping from which these pictures were extracted was provided by Henry Mohlmann, EN3, 1960-61.

A Christmas laugh far from home

By Robert M. Goodreau, DK2

April 1960-April 1961

To the best of my recollection, I served on the Caliente from April 1960 until April 1961 when I took part in a job swap and transferred to the USS The Sullivans in Newport, R.I.

A Caliente memory that still gives me an occasional chuckle occurred on Christmas 1960. We had come into port for the holiday and were tied up to the USS Boston, a brand new guided missile cruiser.

On Christmas morning I was on watch at the quarterdeck of the Caliente. A seaman had been assigned to watch at the other end of the gangplank on the Boston. The Marine corporal of the guard came around and caught the seaman reading a book on watch. The Marine told the seaman that he was going to put him on report, to which the seaman replied "That is your prerogative." Later in the watch, the seaman told us the Marine had placed him on report for the use of profanity. That might have been a pretty bleak Christmas on watch thousands of miles from home, but this little incident gave us all a good laugh.

After my tour in the Navy, I returned to my banking career and also enrolled in Bryant College where I received a BSBA in business administration. I retired as vice president and controller of the former Multibank Financial Corp., which through a series of mergers is now part of Bank of America. I am currently working part time during the academic year in the Athletic Department at Brown University in Providence, RI, and enjoying it very much.

I have been married 47 years and Carol and I have four children and four grandchildren. We spend many hours at basketball, soccer and softball games and have a great time at all of them. During the summer we travel and are planning a trip to the Grand Canyon and also to Bermuda this June.

Truly great experience

By Jack D. Venable, SN

1951-1953

I boarded the Caliente in Sasebo Harbor, Japan, in 1951. I was aboard a troop ship for about a week before the Caliente came in off the line. I guess the thing I enjoyed most about being on the Caliente was our trip to Hong Kong and to Formosa. For a country boy like myself — I had never really been out of Texas — this was truly a great experience.

I live in Mesquite, Texas, and have been at my current address since 1958. My wife and I have been married since 1954. My daughter Vicki and her husband Rick live in Sunnyvale, Texas. My son Rick and his wife Teresa live in Dallas. My granddaughter Lindsay Venable is a senior at Southern Methodist University and my grandson Chris Boone is a junior at Stephen F. Austin State University.

Caliente sure was different from previous duty

By Steve Leene, BT1

1959-1961

I went aboard the Caliente in early 1959 and transferred off in early 1961. She sure was a different duty station than the USS Lexington, which I had been stationed aboard previously. Shorts and tee shirts topside, music piped throughout the ship, including topside while under way, pretty casual. But it was a good tour of duty for me, had a great bunch of shipmates, snipes in particular.

I made the Navy a career, retiring here in Bremerton, WA, and making a second career at Puget Sound Naval Shipyard. Life has been good, retirement is awesome here in the great Northwest, rain and all.

20 YEARS AGO THE FIRST USS CALIENTE REUNION WAS HELD. PLEASE JOIN US FOR OUR 15TH REUNION, MEET SOME OF THE FOUNDERS OF THE ASSOCIATION AND ENJOY THEIR STORIES.



Oct 1st thru Oct 4th
Please book early so we can get an accurate count of attendees for planning purposes



Reservations can be made at the Minneapolis/St. Paul Airport Hilton by calling 1-952-854-2100. Just state that you are with the USS Caliente Association to receive our special room rate of \$109.00 plus 13.9% tax. As we were unsure of exactly how many rooms will be needed, a commitment has been made to a number, We hope will be number will exceeded but this may cause any late bookers to be told that the “blocked” rooms are sold out. If you have any trouble, please call me immediately and I’ll take care of your needs.

Agenda for the Reunion

Thursday October 1:

- a) Hotel check-in
- b) 2:30 PM until ??? - Reunion check in at the Hospitality Room – All hands invited to join in as we get (re)acquainted and share stories with shipmates

Friday October 2:

- a) 8:15 AM (bus will depart at 8:30AM sharp) – Twin Cities highlights tour including the famous Nicollet Mall, the Minneapolis skyway network, the Metrodome, the Tyrone Guthrie Theater, the Minneapolis Sculpture Garden, the Mall of America and much more
- b) Noon to 3:00 PM – the tour continues with a Mississippi Riverboat Luncheon Cruise. The cruise starts at Harriet Island and travels past Fort Snelling State Park at the confluence of the Mississippi and Minnesota Rivers. Along the way watch for the great blue heron, hawks, peregrine falcons and bald eagles as we cruise on the same river used by Native Americans, settlers and travelers to the far west.
- c) 4:00 PM – You invited to the Hospitality room to enjoy refreshments and, possibly, entertainment by shipmates

Saturday October 3:

- a) 8:00 AM – 9:00 AM – Hospitality room open – juice, coffee, rolls etc. will be provided
- b) 9:00 AM – USS Caliente business meeting in Hospitality room – Ladies please enjoy breakfast in the hotel restaurant, entertain a discussion of a Caliente women’s auxiliary and get to know each other.

Saturday October 3 (continued):

c) 11:00 AM – Shuttle to the Mall of America for those not interested in optional Stillwater, MN tour

d) 11:30 AM – Optional tour to Stillwater, MN. Stillwater is located on the sparkling blue St. Croix River and lays claim to being Minnesota's oldest town. It was the birthplace of the Minnesota Territory in 1849. Steeped in history and beautiful natural surroundings you will enjoy a guided tour and then be able to stroll around and delight in a shopping experience or discover the original works of art, jewelry, pottery and other eclectic gifts and crafts.

e) 4:00 PM – For those going on the Stillwater tour you will arrive back at the hotel. For those of you not going on the Stillwater tour the Hospitality room will be open for your use throughout the day.

f) 5:30 PM – 6:15 PM – Photos in the Hospitality room

g) 5:30 PM - ??? – No host bar

h) 6:45 PM – Dinner is served

i) 7:45 PM – ??? - Music and song by shipmates and then music and dance with a DJ.

Sunday October 4:

a)8:30 AM – Farewell in the Hospitality room – juice, coffee rolls etc. will be provided

b)10:00 AM – Wishing you smooth sailing on your trip home

There are many, many things to do in the Minneapolis/St. Paul area. For those of you worried about the weather: There has been no snow in the first seven days of October since 1948. The average mean temperature will be about 54 degrees if history prevails. The low will be above freezing at the coldest part of the night. So don't worry about the snow parkas etc. Come and enjoy a great reunion without worrying about the heat or humidity.

Please bring any memorabilia you may have as well as your stories. Sharing these items enhances the experience of everyone and brings back great memories for all of us. Information about the area will be provided to you as part of you reunion package.

In an effort to make the reunion as affordable as possible to as many shipmates as possible we are offering three levels of cost. Please select one of the choices, fill out the form on the next page as soon as possible, and return it to Pat Hurton.

(Receipients of the mailed edition of the Pipeline may want to use a photocopy of the registration form so they do not lose the second page of the reunion agenda.)

2009 USS CALIENTE REUNION
MINNEAPOLIS/ST. PAUL MINNESOTA
OCT. 1 thru OCT. 4 2009

Shipmates Name: _____

Spouse: _____ or Guest: _____

Address (street): _____

City: _____ State: _____ Zip: _____

Telephone: _____ Yrs. on Cal 19__ to 19__ Rate/Rank on Cal _____

Basic; registration fee of \$75.00 per person includes Thursday reception, rolls, coffee, juice etc in hospitality room Friday, Saturday and Sunday morning and the Saturday night Banquet dinner.

Total attendees: _____ x \$75.00 per person = _____

Basic Plus; includes the above and adds a Friday Minneapolis tour and river cruise including lunch and a reunion photo book; additional \$75.00 per person (\$150.00 per person total)

Total attendees: _____ x \$150.00 per person = _____

All Inclusive; includes the above and adds a Saturday tour of Stillwater; additional \$35.00 per person (\$185.00 per person total) — lunch on your own

Total attendees: _____ x \$185.00 per person = _____

Banquet Meal Choice: (banquet dinner includes soup or salad and dessert)
Entrée choices are being negotiated with hotel. Pat needs preferences to help that process. Please circle first choice.

Choice A: Meat

Choice B: Chicken

Choice C: Fish

Make Check Payable to USS Caliente Association and return to:
Pat Hurton, 14075 Kelsey Drive, Chico, CA 95973-9262
(phone 530-343-4060)