



# Station Ship News



DING DING . . . DING DING . . . SHIP'S CREW ARRIVING . . . ABOVE AND BELOW DECKS  
IN THE AIR, AT SEA AND IN PORT . . . DING DING . . . DING DING



Source: MidwaySailor.com

## The Oldest Living Midway Veteran

Dave Payson, 1963-64/ RD OI Division

*I will cherish the memories of this ceremony as I enter the twilight of my years at age 97. . . . John Cantor*

In a special ceremony aboard the USS Midway Museum on July 24th, 2014, Midway veteran John Cantor, age 97, was awarded the World War II Victory Medal by RADM Mac McLaughlin (Ret.), President and CEO of the museum. Elevator Three on the hangar bay was the site of the ceremony. John's family, including his wife of 73 years, Lois, turned out in full force as did a good number of Midway veterans, docents and members of John's retired Warrant Officer's club, dubbed the "Wolfpack." As one of those present described the

ceremony: "Everything went like clockwork."

Lois and John Cantor  
Photo courtesy Holly Craig

With so many years having rolled by, John probably checked off the last



item on his "bucket list" long ago, but then along came this new deal – recognition, long overdue, of his great longevity and service to his country, including his years on Midway – 1951-1953 – where he served as Chief Warrant Officer in S-1 Division. In all, John spent 30 years in the Navy, retiring in 1965 as a Chief Warrant Officer-4.



Photo courtesy Jerry Ibarra

John Cantor receives his WWII Victory Medal from Admiral McLaughlin  
Regarding his wartime service, the very reason he was awarded this medal by Admiral Mac dates all the way back to 1941. As John recalls: "My ship, the USS Moffett,

*DD-362, was on convoy duty out of Portland, Maine, and Newfoundland, and we were dropping our depth charges on U-Boats long before the sneak attack on Pearl Harbor.”*

But on this day, aboard the USS Midway Museum, surrounded by family, friends and shipmates, John was at peace, proud to receive his WWII Victory Medal from Admiral Mac – a medal he’d earned 73 years ago on the *Moffett*, chasing down German subs in the North Atlantic, but hadn’t received until now.



John Cantor proudly displays his medals  
Photo courtesy “Skip” Thompson

John summed up the importance of the ceremony to him this way:

*“It was an emotional feeling of pride and dedication for my country since I was a survivor of the Great Depression in the 1930s and had the privilege to be able to enlist in the U.S. Navy in 1935 and become a member of the Greatest Generation during World War II. I served for 30*

*years and retired in 1965. My Naval career began in San Diego and ended in San Diego. Little did I dream that on July 24, 2014, I would be honored for my service during World War II. It was indeed an honor to receive the World War II Victory Medal presented at the ceremony on the USS Midway CV-41, since I served on her from 1951-1953. I will cherish the memories of this ceremony as I enter the twilight of my years at age 97.*

*“I want to express my sincere thanks to Admiral Mac McLaughlin; to my daughter Patricia Craig; to the USS Midway Veterans Association; to my wife Lois, who has stood at my side for 72 years; and to my relatives and friends who made this joyous ceremony possible.*

*“I also want to thank all the USS Midway Docents for their participation.”*



Photo courtesy “Skip” Thompson

John Cantor stands proud with fellow retired Warrant Officers, members of the “Wolfpack” club, present for the ceremony

John’s daughter, Patricia (“Pat”) Craig, deserves her own medal for all the hard work she put in before, during and after the ceremony honoring her dad. Comic-Con was happening in San Diego simultaneously with the ceremony on the ship, so there was little margin for error. Just getting to the museum was an adventure. One wrong turn and you could end up surrounded by transformers, superheroes and various other comic book characters that were running loose in the city. But the family all made it on time, and MVA’s Tim Miller was there waiting at the gangway to lead them up to Elevator Three, site of the ceremony. With Rear Admiral Mac’s guidance, the medal presentation got under way on schedule, and everyone did great, especially the guest of honor. You might say the importance and solemnness of the occasion was directly opposite the comic-book craziness going on downtown. Here’s how Pat describes the ceremony:

*“My dad was so honored to receive the WWII Victory Medal on the Midway on July 24th of this year. He is a very humble man who accepted this award with grace and pride. Having served in the Navy for 30 years, two of them serving on the Midway in 1951-53, he was shocked and surprised that so many people worked together to make this possible. John Cantor is the epitome of duty, patriotism, God, and country. His whole life has been lived with the highest of standards. Everyone who has had contact with him: his family, his church, his neighbors all come away feeling like he makes them a better person. Everyone is inspired by this incredible 97-year-old man who lives with such an inner spirit and love.*



Photo courtesy Holly Craig

John Cantor and Patricia Craig - father and daughter together again after 71 years

*If someone would have told me two years ago that I would be participating in this wonderful ceremony, I would not have thought it possible. After 71 years of separation, I met my dad on February 3rd of 2013. His family and friends have been so lucky to have shared so many years with him. I waited a very long time but now I know it was worth the wait. My son, daughter, and grandsons are inspired by his character. Thank you David Payson for getting the ball rolling. We all appreciate it very much.*

*"I want to specifically thank Rear Admiral "Mac" McLaughlin, Tim Miller, Carol Egan, and everyone else who made this all possible."*

There you have it: the story of the family honoring its patriarch, John Cantor, aboard the USS Midway Museum in July of 2014 – a story 97 years in the making. **It doesn't get any better than that!**

## FREQUENT WIND...39 years later

Fred Lydic, 1972-75/Ltjg B Division

Memories fade as time passes but memories of refugee faces during the evacuation of Saigon will last forever. The anxiety of the unknown, relief of being safe, promise of things to come...all were in their eyes.

Midway got underway in mid-January '75. The fall of South Vietnam was just a matter of time. We cut circles in the water waiting for the evacuation of Phnom Penh. Our role did not materialize and we finally managed a short liberty in Subic. The evacuations out of South Vietnam began via airlifts out of Tan Son Nhut in March...the end was visible. We had about 2 days in port and got underway again. The Air Wing departed for Cubi Point and, I believe for the first time, Midway sailed into harm's way without its offensive capability – although we did have three five-inch guns!

I had finished watch as EOOW and was having dinner in the Dirty Shirt Locker when the USAF CH-53 Jolly Green drivers arrived from their base in Thailand. Leading the cadre through the door was a home-town friend (then Capt. Ron Vickroy)...10,000 miles from home... his father and mine were partners on the local police department.

It all began on April 29<sup>th</sup>. We were off the coast of Vung Tau, close enough to see the beach through the bridge wing big eyes. When the Viet Cong rolled in, we moved out to sea.

When the evac began, the parade of Jolly Greens, Hueys, Chinooks and the famous RVN Scout Plane followed ... one after another after another. Not every aircraft that left RVN made it. Some flew blindly out to sea hoping to find us and never did. Not knowing who they were, their radio chatter would not be answered lest our position be revealed. I remember seeing at least 15 helos waiting to land and disembark their loads. Many, stripped of all "unnecessary gear," were packed with people like sardines in a can. Some famous, most not, they came aboard, stood in line, ate, slept and waited.

Most of the ship's officers had some collateral function. Mine was to serve as a liaison to about fifteen US Embassy staffers. The Wardroom Lounge became their

bunkroom. That evening, I spent more than two hours trying to answer questions. They knew where they were relocating to and who their sponsors were but not much else. "What's it like in Ft. Leavenworth, KS?"... "Tell me about Virginia Beach" ... "Will I like Minneapolis?" How do you describe snow to someone who has spent their entire life in tropical heat? The next morning I went to the lounge and found them all huddled in a mass. I learned that none of them had ever spent a night in air-conditioned comfort. They had shivered through the night...not wanting to disturb me or be a problem.



The photos of Chinooks being pushed over the side are real. I saw the splash. I guy I knew in V-1 exclaimed that he had wanted to do something like that ever since he joined the Navy. When Nguyen Cao Ky came aboard, the first task was to relieve him of his two pearl-handled pistols.

When the evac parade finally stopped, we got underway for Sattahip, Thailand, where the Jolly Green helos became sky cranes and on-loaded a bunch of RVN F-105 aircraft that had been flown out of RVN. (Above photo shows one of the USAF Jolly Greens on-loading an F-105 just off the coast of Sattahip.) When they finished, they headed back to their base and we set sail for Guam. We spent about 2 days in Guam off-loading all of the planes and helos and then went back to Subic to regain the Air Wing. It was early June before we saw Yokosuka again.

## President's Report

Bravo – Zulu!



While I wasn't able to attend the presentation of the WWII Victory Medal to our oldest Midway Veteran, John Cantor, I had every confidence that the solemnness and importance of the occasion was in the right hands. At the request of the MVA, RADM USN (Ret.) Mac McLaughlin, President and CEO of the USS Midway Museum, made the presentation in a special ceremony aboard ship. Present were John's wife of 72 years, Lois, some 20 family members, and a good collection of Midway Veterans, docents and friends. The medal presentation was a complete success and CWO John Cantor received recognition not only for his senior-

ity in years, but for his WWII participation and his 30 years of service to his country. John joined the Naval Reserve in 1934, served during WWII, and served aboard the Midway from 1951-53. He retired from active service in 1965 and has waited patiently for almost 50 years to receive this long overdue recognition for his exemplary service. Congratulations, again, John and Lois. You truly are "American Heroes!"

This brings back, again, the fact that we, U.S. Navy Veterans with service aboard the USS Midway, are among the most fortunate of all our fellow veterans, to have this monument of American history and freedom, preserved in a state of perpetual readiness, to proudly call our own! We certainly owe a debt of gratitude to the Department of Navy for allowing the Midway to be saved for posterity, and to the leadership team of the Midway Museum – to "Mac" McLaughlin, to Scott McGaugh, to Jill Hammons, and to all those that worked to get the ship located in San Diego – RADM Riley Mixson and the team that negotiated with the Navy and with the State of California and the City of San Diego for the 10 years it took to secure the site and permits where the ship is now located. Every person that worked to get the ship released to the Museum and that has worked aboard to make it the museum and attraction that it is today deserves special recognition for their great work. We Midway Veterans thank you and salute you!

In April of next year, we'll again join together to celebrate our service 'at home' aboard the Midway in San Diego. In the meantime, don't hesitate to reach out to the ship and their leadership team, thanking them for their great work, and encouraging them to 'stay the course'!

**Oscar Granger, President USS Midway Veterans Association**

### VP-Reunions' Report

We are still over seven months away from our San Diego 15 (SD15) reunion, and while things are relatively quiet, planning on my part is still on the front burner. We are using a reunion planning company for the first time, and I am still getting accustomed to their pace. They really wait until about six months before an event to start doing things in earnest, and I always started much sooner than that to get things going. Since they are really taking over all the detail work for SD15, it is a learning curve I can enjoy.

As you will remember at our last reunion, we lost the CVN tour at the eleventh hour, and ended up with a nice



alternative by visiting the San Diego Air and Space Museum. Call me hard-headed (my wife always does), but I still want that CVN tour for us. I have already been in touch with the folks who do the scheduling for the big bird farms, and they are optimistic, but non-committal. As always, operational commitment trump tour scheduling, and we all know that is as it should be. As I said earlier, I can be hard-headed, but not foolish (my wife never says that), so I have another avenue to pursue. I have contacted Naval Station San Diego about ship tours there, and they are all but guaranteeing we can do something (maybe even multiple ship types) with them. I like the way my contact put it, they have two ships to offer, and I have over 90. Much more to follow on this, but think positive and pack comfortable shoes for SD15.

Some of our members have asked about offering a cruise option before or after the reunion. This is a great idea, but also one that requires a lot of coordination to make it work. Since the dates for our reunion (and our hotel) were already locked-in, there were no San Diego cruises that would work. In fact, the only possible option was a departure from Long Beach the Sunday following SD15, and the logistics of getting people there were daunting, so it is a no go for this time. When I plan for our 2016 reunion, I will coordinate hotel and cruise dates so an optional cruise is a definite possibility. For example, **if** we vote to do a spring reunion in Florida (no fear of hurricanes then) in 2016, we will have more cruise options to consider.

In this newsletter, and in earlier e-blasts, we are offering newly created MVA themed items (i.e., decals, patches) with our new logo for your purchasing pleasure. I can also make copies (at cost) of the SD13 Grand Banquet video the folks from the Library Group of the USS Midway Museum shot for us. In case you didn't know, the 30-minute video is now available for your viewing pleasure (for free) as a link on our home page (look over to the left to find it).

As usual, I am always looking for good activity suggestions for SD15, and more importantly, I need volunteers to help out over our three day reunion in San Diego. Contact me now, and avoid the rush. Jim (703-264-0542 or [mva4avrp@comcast.net](mailto:mva4avrp@comcast.net))

**Jim Hayter, VP-Reunions, USS Midway Veterans Association**

### Going in Harm's Way, USS Midway

**Martin J. McCormick Jr., 1954-55/AEM3 VF-12**

The year was coming up on 1955, the USS Midway had turned nine years old six months earlier on September 12, 1954, and on December 28, 1954, she embarked from Mayport, Florida, on a World Cruise under the

Command of Captain Reynold D. Hagle, USN. This cruise would take her and her air group, to ports from Cape town, South Africa, throughout the Far East and back to the West Coast of the United States, where she would be decommissioned, undergo an extensive overhaul and major modifications including getting a canted deck for the first time. Along the way she and her Air Group (CAG 1) had orders to undertake extensive operations with the 7th fleet in the Far East, and as it turned out, unforeseen operations that would place the Midway and her crew in "Harms Way," facing the first real combat conditions since her commissioning. Her previous seven cruises out of Norfolk, Virginia, had been to the Mediterranean, where she was renowned as a diplomatic ship and a major contributor to the defensive posture of NATO [*USS Midway World Cruise Book, Christmas Story*]. Maneuvers such as Operation Frostbite and others were now behind her; this time it was to be more than flag-waving, it was to be as the Flagship of the battle ready Task Force 77.



They say never volunteer, but living and learning was in progress for me and it was that process that had brought me to VF-12, a "Banshee" squadron that was readying for sea duty out of Cecil Field in Florida, the home base of Carrier Air Group 1. To get here I had twisted my mother's arm in 1953 to sign for me to get into a Naval Air Reserve squadron (VF-935 - Corsairs) at Willow Grove Naval Air Station in Pennsylvania. I had then volunteered for Basic Training followed by Aviation Electrician School, all as a reservist and then had my draft pushed up in order to go on active duty, choosing sea duty as my billet.

On December 28, 1954, as we put to sea, I was a 19-year-old Aviation Electrician Petty Officer, 3rd Class, and it was my first time at sea other than during the shakedown cruise to qualify the air group on carrier operations. I had volunteered for and was accepted as one of our squadron's flight deck troubleshooters, and as a kid who grew up during World War II and had spent the active fighting years of the Korean conflict in high school, it was finally my turn and I was eager and ready to experience the action I thought I had missed.

I'll pick up my recollections from when we were in the town of Colombo, a creepy place, on the Island of Ceylon off the coast of India. It was our second port of call since leaving the States. The date was January 27, 1955. We had our sea legs by then, but we had not gone to flight quarters once since we left Mayport. The salt and heavy seas that we had encountered along the way were of moderate concern to Plane Captains, but we had no indication that we wouldn't have time to prepare the aircraft for operations, removing greases and cosmoline from exposed parts before launching aircraft. I remember being on liberty in the town after just going ashore by motor launch when the word was passed that all liberty was cancelled and all hands were ordered back to the ship.....what was going on? It was like a war movie, no one seemed to know why, except for the citizens of the town (naturally). The word was passed from them to us, "we were going to fight the Chinese," they said. "Maybe war"!

I can remember the situation changing for everyone aboard as we put to sea from Ceylon. All aircraft were to be readied for combat, live ammunition, no more training equipment, this was to be for real. We were going in "Harm's Way" as they say, and, if necessary, were expected to be ready to do something when we got there. I had seen the movies growing up, read the stories of heroism and death of brave men on aircraft carriers in war. If it came to it, would I be able to do my duty, would I be up to it? I think everyone from the ship's Captain on down had similar thoughts as we steamed to join the 7th Fleet's Carrier Division 3 as the Flagship of Task Force 77 and the unknown.

On February 6, 1955, our first call to flight quarters in over a month sounded early on a gray, gusty morning. With a thudding heart I raced from our squadron's forward compartment to the flight deck, and as I climbed out on the starboard catwalk I stood stunned at the sight of the United States Navy ready for war. It was like a "Victory at Sea" film. As far as I could see there were ships of every size across the horizon.

The Midway, as it turned out, was in the middle of a flotilla of over 40 ships that included 4 other storied World War II carriers, the USS Boxer (CV-21), the USS Essex (CV-9), the USS Wasp (CV-19), and the USS Yorktown (CV-10), along with cruisers, destroyers, amphibious ships, transports and at least one submarine that I saw surface briefly. I can remember being awed, proud and scared at the same time. I thought whoever would mess with the United States, would think again if they saw this array of might. And that is the way it turned out.

On February 7, Rear Admiral Richard W Ruble USN and his Staff were transferred aboard by highline from the destroyer USS Stoddard and the Midway officially became the Flagship of Carrier Division Three. The mission, ordered by President Eisenhower, was to protect the evacuation of over 40,000 civilians and Nationalist Chinese military from the Islands of Quemoy and Matsu off the Coast of Formosa [*Historical Center, Quemoy-Matsu Crisis Veterans, Dr. William S Dudley, Director, Naval Historical Center*].

The fleet performed its assignment as ordered and flew over 400 sorties in defense of the evacuation. The dangers, close calls and courage of flight operations were many and varied, too numerous to mention but well known by those that have been there before me and since. I was proud to have been a part of it and did my duty.

In conclusion, the Plan of the Day on February 14, 1955, included congratulations to the ships company and air group from the Naval Chain of Command and including these words from: "COMMANDER IN CHIEF..... OFFICERS AND MEN WHO HAVE ASSISTED IN CMM AND PROTECTED THE EVACUATION OF THE TACHEN ISLANDS, YOURS WAS A DIFFICULT AND DELICATE ASSIGNMENT. ON BEHALF OF A GRATEFUL AMERICAN PEOPLE, WELL DONE."

Signed: DWIGHT D. EISENHOWER

Enough said.

**Martin J. McCormick Jr., *Once a VF-12 USS Midway Sailor***

### **“Operation Frequent Wind” 40th Anniversary**

Volunteers from the USS Midway Museum’s Research Library are helping plan a commemoration of the 40th anniversary of Operation Frequent Wind. The ceremony will take place Sunday, April 26, 2015, on the Midway Museum, the day after our reunion. If you plan to attend the reunion and were onboard Midway during Frequent Wind, consider staying over a day to be part of the ceremony that marks this significant event in the ship’s history – the rescue of nearly 3,000 South Vietnamese evacuees and U.S. embassy personnel as the NVA rolled into Saigon on that fateful day. (The official



days of the operation are listed as April 29-30, 1975.)

Library volunteers Joan Ring and Bonnie Brown are asking MVA members

aboard then to share information and memories about Frequent Wind, covering the time frame of April 27 to May 2, 1975. The plan is to publish a booklet on Midway’s heroic effort during the rescue mission and display the material at the observance of the anniversary. You don’t have to attend the the spring 2015 reunion to participate in this information-gathering process. Joan and Bonnie will greatly appreciate whatever information we can provide them.

If your account and/or information is used in the booklet, they would like your permission to use your name, unless you would prefer to remain anonymous.

Specifically, they would like to know:

- What your job was on the ship
- What division/department you were in
- What are your recollections of the build-up time to the evacuation
- How did your job change once the evacuation started
- Were there exceptional workers during the evacuation what you knew about and what they did
- What are your recollections of the off load in Guam
- What did you need to do after the off-load
- Anything else you would like to comment about.

Joan and Bonnie are especially looking for photos; they can copy them and return the originals to you or you can send them good-quality copies. You can reach them with your Frequent Wind accounts and material via e-mail and snail mail at:

**Joan Ring** ([joanring@cox.net](mailto:joanring@cox.net))  
**Bonnie Brown** ([bjbrownsdfan@gmail.com](mailto:bjbrownsdfan@gmail.com))  
Midway Museum Research Library  
910 North Harbor Drive  
San Diego, CA 92101

### 2014 Dues Reminder

**MVA Members**, if you haven't paid your 2014 dues yet, please consider doing so. We finance a host of our reunion activities, including this newsletter, with the proceeds from our dues. Contact me, David Payson, MVA Sec.-Treas. (<mailto:minandave@charter.net>), if you're not sure whether you've paid. Remember, we donate 20% of our annual dues to the USS Midway Museum's charitable programs, and your dues are tax deductible, since we are a nonprofit organization. **Make your check payable to Midway Veterans Assoc. and mail to Dave Payson, 410 Cottonwood Drive, Richland, WA 99352.** Standard dues are \$30/year, but the new Lifetime membership option (one-time payment of \$150.00) has become increasingly popular with members. Thank you for your attention, men!

### Sec.-Treas./Newsletter Editor's Report

Here, in the Ready Room of *Station Ship News* – my home computer room – I do my best to keep up with “Midway Nation,” that is, all things pertaining to Midway veterans, the USS Midway Museum and the US Navy. Along the way, I've learned to expect the unexpected. “Ship's work,” as I call it, comes at you like that – unexpectedly. There's always plenty to keep me busy, between trying to keep track of our MVA members, collecting dues, planning and writing the newsletter, working with our webmaster and Facebook administrator on social media, working on the membership committee to help recruit new members, interacting with the Midway Museum on various efforts, selling memorabilia – and, of course, helping Oscar and Jim plan our next reunion.



Seldom does a dull moment go by in the course of performing my ship's work, and there are many reasons to maintain my high level of enthusiasm, several of them listed here. **(1)** The USS Midway – hands down she's the finest naval museum in the country; how fortunate we are to have her in San Diego, and in such great shape! **(2)** How about our shipmates? That is, those men who manned Midway over her long tenure of active duty; they were superior sailors and pilots in every way, **(3)** Midway's extraordinary legacy which has left us with so many great memories and stories to tell, for we lived the adventure, **(4)** all those people who so tirelessly worked to get the Midway to San Diego, rescuing her from the mothball fleet and **(5)** those people who run the museum today – paid staff and volunteers alike, who have built the museum up to be one of the top attractions in the country. All of this considered, then, it's no wonder that I sometimes get overly enthused by all of the challenges

and opportunities that come my way as I try to keep up with all this. Here are some of the highlights of the past couple of months that are covered in this latest edition of the MVA newsletter.

**“The Oldest Living Midway Veteran”** – our lead story is beyond a doubt the most inspirational I've ever had the honor of being involved in: Midway veteran John Cantor, 97 years young, on July 24, 2014, was awarded the WWII Victory Medal by Mac McLaughlin in a special ceremony on Elevator Three of the Midway Museum, with family and shipmates looking on. You read John's own words describing how much the ceremony meant to him. Priceless!

**Sailors and Poets** – Kudos to the USS Midway Museum's Research Library team for publishing *Rhymes of the Midway Mariners*, a book of rhymes, poems and verses by Midway crewmen. It's enough to make me want to burst into a poem, so I shall: *There once was a Midway sailor who thought he'd put to sea on a whaler; but the great whale he thought he did spot, turned out to be the USS Kitty Hawk with all of her birds in the air.* Okay, mercifully, I'll stop right there.

**Oh, The Stories We Could Tell** – “Frequent Wind . . . 39 years later,” by Fred Lydic; “Going in Harms Way,” by Martin McCormick; “The Day We Made Japan Our Home,” by Ken Prater; “The Story of George H Gay,” by Marty FitzGerald. These are but a few of the Midway Memories that MVA members have penned over the years, drawn from their memory banks and recorded by their “inner writer,” all original stuff. Follow the following link to read these stories and many more “of the times your shipmates left behind” <http://ussmidway.net/midwaymemories.html>. Send me your favorite Midway memory, and I guarantee I'll either publish it on our website or in our newsletter.

**Tex Down Under** – My friendship with Allen “Tex” Alcock of Canberra, Australia, has been one of the highlights of this job. In 2013, I did a story on Tex that led to his joining the MVA as an honorary member, and, eventually, Oscar and I got Tex hooked up with the USS Enterprise (CV-6) Association, the “Hero Ship” of WWII. My story on Tex was reproduced in the CV-6 Bulletin. Tex was a fighter pilot (F-4 Wildcat) on the Enterprise in WWII, one of the forty or so Aussies pilots who fought for the U.S. in the Battle of the Pacific. Recently, Tex asked for an American flag flown over Midway as a tribute to a famous Aussie pilot who had just died, Alan Middleton, late president of the Mosquito Association. I forwarded Tex's request to Jill Hammons and Karen Garst, both of the USS Midway Museum. It worked! Within a week they had the flag, raised and lowered over Midway, and in the mail to Tex in Canberra.

**Conclusion: for a guy who's been retired for two and a half years, I sure have a great job!**

**Dave Payson, Sec.-Treas., USS Midway Veterans Association**

## New Men

The following USS Midway Veterans have joined the proud ranks of the Midway Veterans Association since our last newsletter. *Welcome aboard, Men, for our own special brand of Midway Magic!*

John Yusko (71-74) - Danbury, CT  
 Stanley Benwell (85-87) - Walkerton, IN  
 Rickey Bennett (74-76) - Dallas, TX  
 Peter Craig (62-64) - Huntington, WV

**Editor's note:** The dedicated team of volunteers at the Midway Museum's Research Library have compiled and published a unique book of deck-log entries of USS Midway's January 1st entries from 1945 through 1976. Deck logs from Midway's remaining years of active duty, 1977 through 1992, have yet to be released by the Navy. The long-standing Navy tradition has been to make the first entry of each ship's new year's deck log in verse form. The verse below is Midway's 1 January 1948 entry, when the ship was in Naples, Italy. The **USS Midway Veterans Association** would like to thank MM's library volunteer Bonnie Brown for donating a copy of *Rhymes of the Midway Mariners* to us. The book, which is introduced by museum historian Karl Zingheim, will be one of our raffle prizes at the 2015 San Diego reunion, as part of our continuing fund-raising efforts to raise money for the museum's charitable programs. Order a copy from Amazon.com. Or buy the winning raffle ticket and win a copy for next to nothing! Or, do both!

[http://www.amazon.com/Rhymes-Midway-Mariners-Library-Volunteers/dp/1494256126/ref=sr\\_1\\_1?s=books&ie=UTF8&qid=1403637364&sr=1-1&keywords=rhymes+of+the+midway+mariners](http://www.amazon.com/Rhymes-Midway-Mariners-Library-Volunteers/dp/1494256126/ref=sr_1_1?s=books&ie=UTF8&qid=1403637364&sr=1-1&keywords=rhymes+of+the+midway+mariners).

### *Rhymes of the Midway Mariners*

*1 January 1948  
 Naples, Italy*

Ring out the old, Ring in the new:  
 We're moored to buoys one, three, and two;  
 And aft there's one line, forward four,  
 Secured to hold the ship to shore.

This is the MIDWAY's moor in Naples:  
 Manila, wire, and no line staples.  
 Of watertight safety there is no doubt,  
 Since condition YOKE is set throughout.

S.O.P.A. is ComCarDiv ONE,  
 In this New Year that has just begun.  
 ELLISON, WARE, AND GRAND CANYON, Too,  
 Are vessels present to name a few.

Four Able Boiler is on the line,  
 Providing power so the lights will shine.  
 Three boats are running to return the crew,  
 Who in the city have welcomed the new.

**P. F. HUNTER  
 ENS USN**

## MVA Membership Committee Seeking Volunteers

MVA's Membership Committee is looking for a few good men to help find and recruit Midway veterans into our organization. Contact Turner Mann ([tmann1@cox.net](mailto:tmann1@cox.net)) or Ron Pope ([ronaldpope79@yahoo.com](mailto:ronaldpope79@yahoo.com)) – chair and vice chair, respectively – if you want to help on the committee. Thanks to Marty FitzGerald ([marty.fitzgerald@earthlink.net](mailto:marty.fitzgerald@earthlink.net)) for joining the committee recently. An AN-ABG in V-4 Division, 1957-60, Marty, who worked in Flight Deck Control, possesses the “right stuff” to get the job done.

### Make Your SD15 Hotel Reservations Now!

If you haven't done so already, book your room using either the Wyndham's special “passkey” website or special phone number below. If you phone, be sure to ask for the USS Midway block of rooms. The negotiated room rate is \$139/night. Bay View rooms are also available at a good price.

◆ **Web:** <https://resweb.passkey.com/go/2015USSMidway>

◆ **Phone:** (877) 999-3223

◆ **Book** early to secure your room at the \$139/n price 3 days before and 3 days after the reunion!

◆ **Reunion** events/activities will take place April 23, 24, 25, 2015. So get there a day early if you can.





**MVA Memorabilia - New! Window Decal & Patch!**

To order these items, email Jim Hayter at [mva41vpr@comcast.net](mailto:mva41vpr@comcast.net) or phone him at (703)-264-0542. He'll have your order to you within days.

(Ask Jim about quantity discounts for multiple items ordered)



**MVA logo window decal** - \$5.00 /decal, includes shipping. Long lasting and easily applied to inside of car windows and home windows.



(Light blue is background color, not part of the patch)

**MVA Logo Patch** - \$5.00 /patch, includes shipping. (Manufactured with needle and thread, 75% embroidery)

[Challenge coins, Lapel pins and Midway caps still available]

COMING SOON: MVA FLEECE VESTS WITH EMBROIDERED SILHOUETTE LOGO

**Notice:** Jim Hayter will be on vacation until Monday, Aug. 11. He will respond to your orders immediately upon his return.

**In Memoriam**

**Shipmate James D. Doran**, 79, passed away January 6, 2014. He was born June 28, 1935, in Brooklyn, NY. He served on the USS Midway 1954 and 1955 as an AE, V-2 Squadron. He had a long career in New York City as an electrician. Upon retiring he and his wife Blanche moved to Whiting, NJ, where he was a civic leader. Jim and Blanche were married for 57 years. He is survived by five children and four grandchildren. Jim and Blanche attended MVA's 2012 reunion in Washington, D.C. May he rest in peace.

**Shipmate Joseph E. Hydro**, 86, died June 7, 2014, in Peoria, Arizona. He was born November 20, 1927, in Perth Amboy, New Jersey. He enlisted in the Navy in 1945, where he served as a signalman on the USS Midway. Joe was a New Jersey State Trooper for 24 years before retiring and moving to Arizona in 1978. He is survived by his wife of 61 years, Gloria; two daughters; and three grandchildren. May he rest in peace.

**TAPS**



*"We, who remain to carry on, should not think of our Shipmates as departed from us, but rather as having been transferred to a celestial ship or station, where we hope all of us may be Shipmates again."*

**The Masthead  
USS Midway  
Veterans Association**

A newsletter serving USN and USMC Veterans who served aboard Midway, and who are friends eternal.

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USS Midway Veterans Association Web Site  
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Order electronic edition of this newsletter from Dave Payson (e-mail: [minandave@charter.net](mailto:minandave@charter.net))

Save printing and mailing costs!

**Notice:** We post our organization's roster on our website only with the permission of our members. If you don't want your contact information published, please let us know and we'll remove it.

**The John Cantor Medal Ceremony - July 24, 2014**



Photo courtesy "Skip" Thompson

John Cantor and immediate family at medal ceremony



Photo courtesy "Skip" Thompson

Mac at podium, inspiring as always, pays tribute to John



Photo courtesy Jerry Ibarra

Grandson Rob Medina talks of John's positive influence on the family



Photo courtesy Jerry Ibarra

When John Cantor speaks everyone listens