



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



Blue Angels doing their thing

2016 MVA Reunion Announced

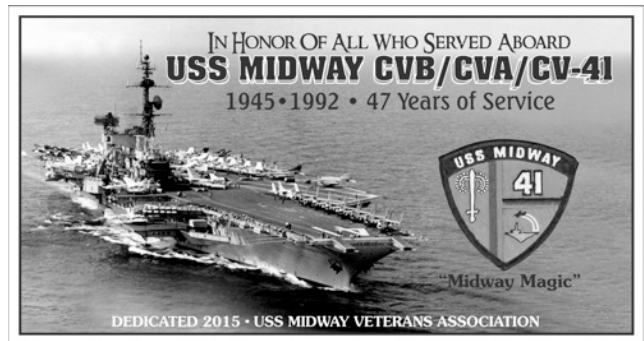
Midway Veterans, by now you've no doubt heard our important announcement, but just in case you missed it, here it is again: **MVA's 2016 reunion will be held in Pensacola, Florida, April 24-27, 2016.** Check-in and early registration will be April 24 (Sunday), and activities and tours will take place on the 25th, 26th and 27th (Monday, Tuesday, Wednesday). Our reunion hotel will be the **Crowne Plaza Pensacola Grand**, in the heart of historic Pensacola. We are still researching possible tours/outings, but it has now been confirmed that one of our destinations will be the National Naval Aviation Museum in Pensacola, said by many to be the premiere aviation museum in the country. Another tour that looks like a certainty now is a day trip to Mobile, Alabama, to visit USS Alabama Battleship Memorial Park and other attractions.

Good news, Midway Veterans! We have just confirmed that the world-famous **Blue Angels** will be in Pensacola when we are there for the reunion. The precision-flying team of carrier-qualified Navy and Marine Corps pilots will be putting on a spectacular show in their F/A-18s in the skies above the National Naval Aviation Museum. For a \$3 fee we will be able to set up lawn chairs outside the museum or sit in bleachers that will accommodate about 1,000 visitors. The pilots will also be signing autographs. *Spectacular* is the key word here, shipmates!

More on the hotel: the room rate has been set at \$119/night (tax not included), well under the hotel's usual rate; for an extra \$10.00/night, you can get a "King Leisure Room," with King bed and extra amenities. Make your reservations early to ensure these rates. The group rate will be honored 3 days prior/post the event, based on availability. Stay tuned to our website and Facebook page for further details on the reunion.

To make your hotel reservations online, use the link to the hotel's website on the last page of this newsletter. Our negotiated room rates are built-in. Also provided are instructions on how to use the link. Register by phone at 1-850-433-3336. Be sure to tell them you are attending the USS Midway reunion.

USS Midway Plaque Now on Commemorative Plaque Wall at USS Navy Memorial in D.C.



Twenty-three years after being retired from active service, the USS Midway has found her rightful place on the U.S. Navy Memorial's Commemorative Plaque Wall in Washington, D.C. Of course, in our eyes, she stands out as one of the greatest naval ships of the 20th century. But are Midway veterans biased? You bet we are! She has earned her spot on that Plaque Wall many times over, and although this effort was sponsored by MVA's officers and members, the plaque doesn't belong to the MVA; it belongs to all Midway veterans. Which is why the epitaph, "In Honor of All Who Served Aboard" is displayed so prominently on the plaque.

"I'm extremely proud that the MVA has sponsored and dedicated this plaque to the USS Midway, and that it now resides on the Plaque Wall at the U.S. Navy Memorial in Washington, D.C.," said MVA President Oscar Granger.

“None of the commemorative plaques at the Memorial represent a ship any greater or more deserving than the USS Midway. I am just glad our ship finally found her way to the nation’s Navy Memorial,” and that the USS Midway Veterans Association made this happen. It’s long overdue.”

We will bring the MVA’s replica of this plaque to the Pensacola reunion and hold a special ceremony centered around it. Ultimately we hope to have the plaque prominently displayed at the USS Midway Museum.

MVA Members Give Generously in 2015

In 2015, MVA members again showed their generosity by donating to several charitable programs. Here is the listing:

- “No Child Left Ashore” Scholarship Fund, USS Midway Museum
- Midway Preservation Endowment, USS Midway Museum
- Battle of Midway Theater, USS Midway Museum
- United States Navy Memorial, Washington, D.C.
- Hotels for Heroes, Fisher House Foundation [Donation of reward points accrued by MVA from Wyndham San Diego Bayside, 2013 & 2015 reunions]

The Spirit of “Nick Danger” Lives On

An important piece of USS Midway history

Editor’s Note: In 1979-1980, as the Iran Hostage Crisis unfolded in slow motion before the world’s eyes, it wasn’t unusual for USS *Midway* to be at sea for a hundred days or more on GONZO Station, at a strategic location in the Indian Ocean, where she could show the flag and demonstrate her might. Something needed to be done to help the crew endure the boredom of the seemingly endless patrols, so **Ensign J.R. Reddig (“J.R.”)** (below, 1982) wrote and published a daily parody about a character he called “Nick Danger, Private Dick” in the *Midway Multiplex*, the ship’s



newspaper. Nick Danger’s exploits soon became a hit with the crew, as he fumbled and bumbled his way through cases, capers, or whatever they were. But was Nick Danger really an “oblivious bungler” as some have described him, or was that part of his cover? Whatever you think of him, the lame sleuth provided comic relief and a different (if not skewered) perspective on things. He helped boost crew morale on

GONZO Station, and was a welcome breath of wind on a becalmed sea, you might say. The mundane days at sea became a little more bearable because of him. Below, J.R. Reddig, who retired from the Navy as a Captain in 2003, after 28 years in Naval Intelligence, gives us some insight into his Nick Danger character. (He doesn’t pull any punches, as you’ll see.) Here, then, is the inside skinny on Nick Danger, how he came about, lo those many years ago as *Midway* spent long days and

nights on GONZO Station in the Indian Ocean. Plus, as an added bonus, you’ll get to enjoy one thrilling episode of Nick Danger, free of charge. In addition, we have the book for sale, in Electronic PDF Format; the cost is \$20.00 each. All proceeds going to the USS Midway Museum. See more details following J.R. Reddig’s Introduction and the free episode of Nick Danger and his Australian Gal Friday, Matilda. Okay, I know what you’re thinking . . . Naval Intelligence, isn’t that an oxymoron?

Dave Payson, ed.

The Misadventures of “Nick Danger” on GONZO Station

By CAPT J.R. Reddig USN (Ret.) (USS *Midway*, 1979-80)

Introduction. OK- so out of left field comes this request to talk about the whole Nick Danger thing. It was the first book I ever inadvertently wrote, and it was a long time ago, more than 35 years as the crow flies. The original publication was in the stapled pages of the influential *Midway Multiplex*, which arguably was the best newsletter ever published in the general vicinity of 20° N *latitude* and 65° E *longitude*, a location better known as GONZO Station.

You can look that up on Wiki if you want. They claim the acronym stands for “*Gulf of Oman Naval Zone of Operations*.” That is complete horseshit. I was there and I know. It stood for high-octane cocktails and the freedom we didn’t have and Dr. Hunter S. Thompson’s school of journalism. Dean and I thought it up. There is another citation, this one from the prestigious Proceedings of the Naval Institute in the 1980s: “The term GONZO station was thought up by a bored LTJG who didn’t want to be there.” Screw them, was my response, and I have had a prickly relationship with Proceedings ever since.



Here is the general situation report, and how it came to become the first *cinema noir* detective novel created on a moving warship, and some other interesting and dubious ‘firsts’ of Naval Aviation:

“USS *Midway* (CV-41) relieved USS *Constellation*, CV-64 as the Indian Ocean contingency carrier on April 16, 1979. *Midway* and her escort ships continued a significant American naval presence in the oil-producing region of the Arabian Sea and Persian Gulf. She conducted naval exercises with the RAN off Perth, and made a port visit there and later in Mombasa, Kenya. On November 18, she arrived in the northern part of the Arabian Sea in connection with the continuing hostage crisis in Iran. Militant followers of the Ayatollah Khomeini, who had come to power

following the overthrow of the Shah, seized the U.S. Embassy in Tehran on November 4 and held 63 U.S. citizens hostage.”

Here is how it all came to happen. On 21 February 1979, USS *Ranger* (CV-61) deployed for her 14th WestPac cruise, tentatively scheduled to cross the Indian Ocean to present a show of force during the pissing contest between North and South Yemen, which also was associated with the heebie-jeebies being felt in Riyadh, Saudi Arabia, over the unsettling matter of the fall of the Pahlavi Dynasty in Iran, and the rise of the Shia theocracy. Ma *Midway* had just returned from that ambiguous mission, and we were still working on our third or fourth hangover back in our Overseas Family Residence Program (OFRP) homeport of Yokosuka, Japan.

Ranger never made it to the I.O. On 5 April 1979, she collided with the Liberian-flagged tanker MV *Fortune* just southeast of Singapore while entering the Straits of Malacca. While the large oil tanker was severely damaged, *Ranger* endured a significant gash in her bow, rendering two fuel tanks unusable. For safety of navigation issues, she turned back to Subic Bay, for temporary repairs and then to Yokosuka, for full repair.



This gaping hole in *Ranger's* bow from a collision with an oil tanker rendered her inoperative and sent *Midway* right back to GONZO Station for another long patrol.

Midway was the only ‘spare’ carrier laying around the

western Pacific, and despite our recent return from the Indian Ocean, the National Command Authority ordered us back to sea to meet the naval presence mission.

You can imagine the general state of morale. It was a mixture of profound depression for the married folks, and exasperation among the bachelor sailors. But we considered ourselves to be the U.S. Navy’s Foreign Legion, and inconvenience comes with that territory. We got underway, and proceeded south along the coast of the PC and turned west for the long turquoise swells of the Indian Ocean. We were in a hurry, since we were late.

I went up to the signal bridge when we went abeam Singapore and tried to see the Raffles Hotel’s Long Bar, but no dice. We kept moving.

Now, the thing to remember about ships at sea in the old days is that you are completely out of touch except for the

rare mail call provided by the Carrier Onboard Delivery (COD) airplanes. No TV, no radio, no nothing. The *Midway Multiplex* contained a couple pages of Xeroxed AP newswire headers copied down in Main Communications. They were combined with thrilling notes about the Plan of the Day (POD) by one of the Journalism Mates (JOs) in the Public Affairs shop. The paper was kind of thin gruel, but that is why a lot of us digested a paperback book a day as brain candy.

We had a marvelous port visit in Perth, West Australia, the consequences of which were probably as destructive to many relationships as having the *Ranger* crew and Air Wing making an extended port visit with the OFRP families back in Yoko. We departed to transit north and west toward Mombasa, Kenya, a port we had visited just a few months before. That would have been the second or third of November. On the 4th of November, 1979, the world changed and we have not worked its way through the full consequences of that event yet.

Midway altered course and made flank speed toward the Northern Arabian Sea on the Admiral’s initiative. CINCPAC conferred with the Joint Staff back in Washington, and we were directed to return to a bearing that would take us to Africa while the grown-ups figured out what we were going to do. This was the Carter Administration, after all.

So after a very bizarre port call – very subdued, for a change – we got underway to do just what we had been planning on doing. Going to north to get close and personal with the hostage takers.

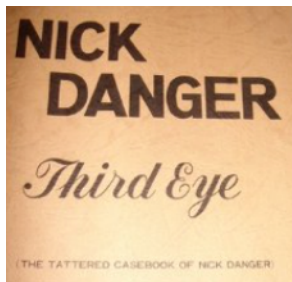
I would characterize the mood as being one of apprehension, braggadocio, resentment and excitement. I knew that the *Multiplex* was not going to get us very far in answering questions or providing diversion on what was likely to be either a war cruise, or more likely, a very long and very boring exercise in drilling holes in the North Arabian Sea.

There was only one thing to do, and I decided I was just the boy to do it. I would write a daily story tinged with irony, sort of in the tone pioneered by the comedy group The Firesign Theater, whose surreal humor had fueled many nights running amok in college. They had created a character named “Nick Danger,” a lummo version of a noir private eye. I decided to appropriate him for the protagonist of the daily episode. I was going to regret that, once I realized what I had gotten myself into, but you don’t know what you don’t know when you get into these sorts of things.

The recent events in Iran caused a brief surge of interest in how this all came to be. I rooted around in the garage down at the farm and discovered the original manuscript of the book had survived all the moves and the mice that actually

own the farm. It was fascinating to read it all again as it happened, the first crude episodes evolving into something complex and nuanced. "Back In the Saddle Again" represents the mature Nick, and is a personal favorite, as I took IBM Selectric typewriter in hand, and typed as we headed across the greasy swell of the Indian Ocean toward the North Arabian Sea. The extra-terrestrial angle was derived from the ship's sensation of the day, the crude video game "Space Invaders." Hey, it was something to do, besides plan the hostage rescue!

"BACK IN THE SADDLE AGAIN"



I was experiencing the same Post-Christmas letdown I always get. You know all the caroling and big parties, the drunken driving, the festive barroom brawls, and the rosy cheeks from the impact of holiday ham-sized fists. It just wasn't the same this time. Oh sure, I enjoyed the traveling carolers down in the big airplane parking area, and the way everybody wore different colored holiday jerseys. I even liked the special effort by the cooks to put out a real home-cooked meal. Thing was, I just couldn't get into it.

I mean, the big case was wrapped up and, still, there seemed to be something left in the way of loose ends. I had to find Matilda, for one thing. I had been getting strange phone calls from her, saying she had made the rounds of places I had never heard of before: S-6, after steering, the big party down on some little street called Shaft Alley. She said everyone had been just wonderful to her, had even employed one of the huge elevators to get the enormous piles of quarters up to the flight deck to load on the constantly shuttling Gonzo Lines Aircraft that were flying non-stop through the Arabian Skies. I heard one guy say that when the Wabash pulled away with a partial load of the round silver things it was five feet lower in the water than it had been when it pulled alongside.

I had to get to the bottom of this thing, and it still was as far away as ever. The Aliens were still in orbit, waiting for us. The Fat Man was scheduled to get out of the pen on a technicality in just a few days. I could feel that he would hook up with these slimy extra-terrestrials. The fate of the world rested on my shoulders, and I had to get back on the step.

When I get a little down, I always feel that a drive in the country is just the thing to get me moving again. I climbed into one of the little yellow convertibles and went for a spin. I drove way out in the suburbs, where they hadn't put up many Christmas Lights. It was very refreshing, what with the cool sea breeze blowing through my hair and the guys in the festive, colored jerseys jumping out of the way and waving their fists and shouting curses. It was almost like being home again. I could feel my spirits lifting. I was just about ready to deal with things again as a big tough son-of-a-gun.

I sideswiped a big station wagon airplane and knocked the long pointy thing off another. I had to work on my driving skills again, I could see. Normally, a holiday drive in the country was good for about two- or three-dozen mailboxes, at least. There just didn't seem to be anything around here but airplanes. I drove towards the big high-rise condominium in the middle of the big dancing area and did a precision doughnut turn into a rack of bombs or something. It was a fancy piece of driving, I'll tell you. I flipped the keys to the parking attendant in the yellow shirt. I would have tipped him a quarter but, due to Matilda, there seemed to be a shortage of those things around. I gave him a tip, anyway, and told him not to play in traffic.

I straightened my tie and hitched up my trousers. I was going to get hold of Matilda and tell her what was next on the agenda. It wasn't as tough a chore as you might imagine. I just looked around for the longest line on the hangar bay and got in it. I received a little plastic card that had the numbers "2,678" on it, along with the admonition that Kangaroo Enterprises thanked me for my patience. On the other side, it said, "Please have your quarters ready."

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President's Report



Over the years, I've enjoyed meeting many veterans from all of the uniformed services and many that participate in military reunion organizations, large and small. When I walk away from those conversations, I'm always thankful for being a part of the USS Midway Veterans Association (MVA). In my quest to identify Navy Reunion organizations from around the country and including many of the older aircraft carriers, I've not found a single group that can rival ours, nor any that have the capabilities, relation-

ships, and commitments that the Midway Veterans Association has. The MVA is unique among military reunion associations and stands head and shoulders above them all!

I'm proud to be able to count among our friends, the founders, the leadership team, and the staff and volunteers that worked together over the past 10 years to make the USS Midway Museum one of the leading museums in the United States and in the world.

Most of all, I'm proud to be associated with the Midway Veterans Association and its resolve to ensure the continuation of the Midway through its contributions to the Education and Scholarship funds, the Ship Restoration fund, and the variety of other special projects we have lent our support to.

No one ship has a mission or a purpose that can be accomplished with unilateral action, and no reunion group can be successful without having a mission and a purpose to set its helm for. We can look to the myriad of programs that the Midway Museum has set in motion and we can proudly say that we have supported virtually everything that is meaningful to the Midway, its legacy, and its memory as a fighting ship, as well as a humanitarian one.

Our helm is set for Pensacola in April of 2016 and we're working diligently to develop another award-winning program that will live up to the expectations of the MVA membership.

Man the rails, Sailors! Pensacola is on the horizon and we're set to show off our pride and our commitment to the naval air heritage we belong to.

Oscar Granger, President USS Midway Veterans Association

VP-Reunions' Report

Q. Hey, didn't we just do one of these reunions earlier this year?

A. We did, but this next one is going to be clear across the country in another great Navy town, and planning has to go forward to ensure another high-quality reunion. Besides, the reunion is going to be next year.



Yes, Midway Nation, I'm going through my checklist of negotiating hotel contracts, reviewing activities, and looking at menus for Pensacola 2016 (now and forever more known as **PSC16**), which is a happening thing from Monday, April 25, 2016, through Wednesday, April 27, 2016. As you may already know

from our e-blast, our website, and our Facebook page, the hotel has been selected and reservations can be made online or by telephone. I have warned the **Crowne Plaza Pensacola Grand Hotel** folks to get ready to host some crazy sailors who will want to tell any and all who will listen about the "good old days." We've negotiated a highly favorable discounted nightly room rate of \$119 plus tax for this first-class property in downtown Pensacola. This property in a central location and offers reunion-goers plenty of things to see and do when you are not hanging out in the Hospitality Suite. Its central location, amenities, and ability to handle a group our size makes this hotel the best overall value. Another note: make your hotel reservations early. Since I never know how many people will attend a reunion, committing to hotel rooms seven months in advance is an inexact science (or more accurately, a best guess). Right now there are plenty of rooms at the \$119 rate, but that may not be the case six months from now as you fence-sitters make your decision to come to Pensacola. Reserve your spot now. The hotel has a liberal cancellation policy, so acting now could save you some bucks and ensure that you will be "where the action is" in April, 2016.

Other hotel information – we have arranged to have the \$119 rate offered three days before and three days after the reunion for anyone who wants extra time in Pensacola.

A note of caution, this rate is for a limited number of rooms and is on a space-available basis. If you think you want to take advantage of the extra time, act now. This is a popular destination and it is the hotel's busy season. Case in point, one of our members wanted to come in on Saturday, April 23rd and found very limited availability. Many people prefer to arrive a day early (Sunday, April 24th) to complete early registration and get settled before the reunion fun begins. There are no planned activities that day, but the Hospitality Suite will be open and informal dinner groups will be formed.

Activities planning is underway, but it's too early to publish a daily schedule until all details have been confirmed. We will definitely be going to the Naval Aviation Museum one day, and a Blue Angels practice session in the skies above the museum is now looking like it's going to happen. Stay tuned, details of PSC16, including the latest on the Blue Angels, will be announced as soon as everything is neatly wrapped-up.

I am always looking for volunteers to help with the planning and execution of MVA reunions. Don't be shy, and yes, it's OK to volunteer (contrary to what you've been told in your Navy days). Many people actually have fun "sweating the details" of our gathering--step-up! Contact Jim Hayter at 703-264-0542 or mva41vpr@comcast.net.

Jim Hayter, VP-Reunions, USS Midway Veterans Association

Sec.-Treas./Newsletter Editor's Report

Brendan ("BJ")

Denihan deserves a huge Bravo Zulu for the hard work he has put in in resuscitating MVA's website, after the death of Craig Harper left the site "locked down." (See Craig's tribute here:



(<http://ussmidway.net/home.html>).

Regaining control of our content from the web-hosting company and rebuilding the site after Craig's death has proven to be a long and arduous process involving overcoming several technical and legal challenges. But, finally, we won back our web domain, and BJ, now our new Webmaster, has been going to town on it ever since.

After you read Craig's tribute, take a test drive of the revamped site and see what you think. One of my favorite links is the "MVA Reunion Videos," which opens up to video presentations of three of our last four reunions (2010, 2013, 2015). Pretty amazing stuff, to be able to relive these great moments in time this way! We value your feedback, so send us your comments on the newly revamped MVA website.

In addition, I'd like to put in a plug here for our Facebook administrator, Ron Pope, who arguably runs the best damn USN Facebook page in the retired fleet. Our Facebook site has become an important marketing and recruiting tool for our organization, thanks to Ron's hard work and creativity.

Turning now to MVA's work as a nonprofit organization. Thanks to the generosity of our members, we enjoyed our best year ever in 2015 (see table, page 2). Most of our members' donations went to the USS Midway Museum. Heading the list is the **\$12,025.00** donation we made for the Battle of Midway Theater, over 2014 and 2015. As you read above, the museum's Major Gifts Director, Norma Nicolls, was more than a little impressed with this donation. Then, at the end of September, we donated another **\$2,700.00** to the museum, which was the money we raised from our fund-raising efforts at the last reunion. In December, we'll make our "20-percent donation," which amounts to 20 percent of all the money we collected from dues in 2015, each member's dues tax are tax deductible, of course. We also made two donations to Fisher House Foundation's Hotels for Heroes program this year. These donations go on, and they are all good,

an important part of what we represent and who we are as dedicated Midway veterans. We give back.

One final note. I'm looking for 2015 reunion photos to post on the website and/or for use in future newsletters. If you've got a few reunion photos, email them to me. If you've got a bunch, upload them to a CD or thumb drive and mail to me at 410 Cottonwood Dr., Richland, WA 99352.

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



VP-Administration's Report

Where we stand now, it is certain that after the New Year the road to Pensacola will smooth out and we will all again shake hands, greet each other and toast the sunrise across the white

sands of memories gone by. If one thinks planning all this is easy, I think baking an apple is easy. This takes a lot of concentration, back and forth emails, calls and lots of logistics to get thing to fall into place. I honestly think that your administrators should get a big round of applause when you see them in Pensacola. Yes, they are the behind-the-scenes guys with the Midway Magic. I do not know about fairy dust or the glitter wand, but I do know that I am proud to serve with this board, as it has been a long road for me as well to adjust to these great Midway guys.

Richard Wooster II, VP-Admin., USS Midway Veterans Association

MVA Exceeds BoME Pledge By a Nautical Mile Latest donation puts MVA over \$12K

One of our members made a late donation of \$100.00 to the Battle of Midway Experience (BoME) Theater, and this put us over the \$12,000.00 level, far surpassing our original \$10,000.00 pledge amount. Pretty incredible! Norma Nicolls, Director of Major Gifts for the USS Midway Museum, thought so, too. Below is an excerpt below to MVA.

"Thank you very much for the USS Midway Veterans Association's \$100.00 donation to the USS Midway Museum's Battle of Midway Experience towards the USS Midway Veterans Association's pledge, received 8/21/2015. This additional donation brings the Association's total donation amount to the BoME to \$12,025.00!"

— Norma Nicolls, Director of Major Gifts for the USS Midway Museum

Call For 2015 Dues

Shipmates: the end of the year is fast upon us, so if you haven't paid your 2015 dues yet, please do so ASAP. Membership dues are the lifeblood of our organization, helping offset the costs of writing, producing and mailing our quarterly newsletter, as well as the many costs associated with holding our reunions. Plus, when you pay, you get a cool membership card good for the following year. (**Note:** this message does not apply to Lifetime members.)



- ◆ \$30.00/yr for veteran + spouse/partner
- ◆ \$50.00/yr for veteran and family
- ◆ \$150.00 Lifetime (one-time payment)

Make check payable to Midway Veterans Association and mail to Dave Payson @ 410 Cottonwood Dr., Richland, WA 99352.

If you're not sure if you've paid your 2015 dues, contact Dave Payson at the email/phone # below and he'll let you know.

email: minandave@charter.net; ph: (509 946-0810)

Quarterdeck Dreams

“ . . . Ah, the quarterdeck watches in Alameda. A very poignant memory, especially the late night watches. I remember staring across the Bay imagining what was going on in San Francisco. When I left Midway and active Navy duty – the same day, actually – I went back East for a few weeks to reconnect with my family, then loaded everything in my car and drove back to San Francisco. Didn't have a job or a prospect, just those quarterdeck dreams. Incredibly, I actually realized them all, and more.”

Rick Setlowe, Ltjg/OI Div./Ops

Order Your MVA Memorabilia Here!

Check out MVA's custom line of memorabilia – Nick Danger episodes, vests, challenge coins, caps, decals, patches, and lapel pins – on MVA's website. Follow the link below to browse the only Midway/MVA gear available on the planet. Ordering and purchasing instructions are provided on the site.

<http://ussmidway.net/mvashipsstore.html>

Midway Veterans - Lost and Found

Did you know that the USS Midway Museum has a Research Library onboard? They have lists of the USS MIDWAY CREW LISTS, in addition to a complete library of Cruise Books, to assist Visitors, and/or Shipmates in finding out about sailors who served on Midway during her active-duty years. If you are looking for someone, you can call (619) 398- 8275 and speak with the Librarian on duty.

My Special Time Aboard Midway CVA-41

BY Martin (“Marty”) FitzGerald V-4, Division, 57-60

After I was discharged from the Midway in 1960, I went about life like anyone would, getting a job to provide for my family.

Many years later I was driving truck for Safeway Stores and delivering groceries to their stores all over the state of Washington. Then, in 1992, I learned that Midway was in Seattle. I drove over to see her (I live nearby, in Renton, Wa.) To my delight, she was open for visitors, and I got to go onboard. There, I heard that she was going to San Diego to be decommissioned and put into the mothball fleet in Bremerton Washington Navy Yard. I found this news depressing, for she still was a fine fighting ship and in great shape.

Time had passed and I had not been to the Bremerton area for several years. Then one day I was dispatched to Bremerton to make a delivery to a Safeway store there, and coming into town I saw Midway in the distance and found a safe place to park for a few minutes, just to look at her one more time. I wanted to go aboard her and walk her sturdy decks again, but there was no way to do that. I did not know at the time there was a group of people that were trying to save her from the scrap heap. It was sometime in 2004 that I heard that she had been moved to San Diego and made into a museum, and anyone could go see her. This was the best news I had ever heard except, perhaps, for the birth of my son. Now I could visit the ship I became a man on and stand on her sturdy decks again. All I can say to the group of people who saved her is THANK YOU FROM THE BOTTOM OF MY HEART.

Since that time I have joined the USS Midway Veterans Association Membership Committee and enjoy meeting and seeing old shipmates of mine and many new crew mates who served before and after me.

LIFE IS WONDERFUL if you let it be.

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!*

William Lindman (73-76) - Valley Stream, NY

Daniel Champoux (84-86) - Hesperia, CA

Jesse Balboa (79-85) - Houston, TX

Tommy Lewis, Jr. (57-60) - Fort Branch, IN

John Morgan (73-75) - Mars, PA

Thomas Lennox (54-55) - Mentor, OH

Thomas McLaughlin Jr. (52-54) - Rensselaer, NY

Donald Holtz (86-89) - Sherburn, MN

Robert Walecki (74-76) - Lemoore, CA

Robert Lopez (71-73) - Corpus Christi, TX

Donald Olson (64-65) - Ontario, CA

William Rice (76-78) - Long Branch, NJ

Hans (John) Quitmeyer (73-76) - Edina, MN

Kenneth Kimple (89-91) - Pearl City, HI

Phil Zuniga (75-77) - Miami, FL

John Gomes (73-75) - Fresno, CA

A poem by Robert Freeman: Beyond the Horizon

When men go down to the sea in ships,
Tis not to the sea they go;
Some isle or pole the mariner's goal,
And thither they sail through calm and gale,
When down to the sea they go.
When souls go down to the sea by ship,
And the dark ship's name is Death,
Why mourn and wail at the vanishing sail?
Though outward bound, God's world is round,
And only a ship is Death.
When I go down to the sea by ship,
And Death unfurls her sail,
Weep not for me, for there will be a
living host on another coast
To beckon and cry, 'All Hail!'



In Memoriam

Shipmate Francis Patrick Duke, 86, passed away December 15, 2014. A resident of Coram, NY, he was born March 12, 1928, in Manhattan, NY. He was predeceased by his wife Dora Duke, who passed away in 2009. He was a proud member of the USS Midway Veterans Assn., and served on Midway from 1946-1947 as a Seaman 2/C. 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."

Nick Danger USB Memory Sticks Sold Here!

USB Memory Stick loaded with the complete episodes of Nick Danger in the Indian Ocean, Gonzo Station, 1979-80, USS Midway, authored by J.R. Reddig

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But Wait! There's More. You will also receive a cool lanyard and silver shipping box with your memory stick free of charge!



USS Midway Veterans Association Web Site
<http://ussmidway.net/home.html>

USS Midway Veterans Association Facebook
<http://www.facebook.com/USSMidwayVeteransAssociation>

Link to reunion hotel for online reservations:

http://www.crowneplaza.com/redirect?path=hd&brandCode=cp&localeCode=en®ionCode=1&hotelCode=pnsg&_PMID=99801505&GPC=mid

Online registration instructions: Open hotel link at above URL to hotel reservation page, enter In and Out dates, click on More Options, enter # of guests and rooms, enter MID in group code space (if it doesn't automatically load), click Book; to register by phone at front desk, call 1-850-433-3336, ask for Reservation Desk.

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, let us know and we'll remove it.

The Masthead
USS Midway
Veterans Association

A quarterly newsletter for USN and USMC Veterans who served aboard the USS Midway, and who are friends eternal.

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