

# YANCEY MEMORIES

Volume 6, Issue 1

January 2002

## OFFICIAL NEWSLETTER OF USS YANCEY AKA-93



### Special Points of Interest

- See why the 2001 reunion was so exciting! Read the cover story for the details.
- Page two has a note from your new coordinator and page three has one from the retiring coordinator.
- The newsletter is now available on line. See how to subscribe on page three.
- MAIL CALL on pages 3-5 has some great stories. See what made the Yancey alter her course one night and how the Yancey ran over Treasure Island!
- The biography of George Rohman continues on page six.
- A preview of the attractions in Charleston begin on page seven and the survey is on page eight.

## UNFORGETTABLE REUNION IN 2001!

The 2001 reunion of the USS YANCEY was certainly a memorable one! The November 1-4 reunion in San Diego was the same weekend that warnings went out that there may be attacks on California's bridges by terrorists. But, despite the warnings, the brave group of thirty-two crewmen and twenty-six guests proceeded with their plans and had a great time.

The reunion officially began with the welcome reception on Thursday evening. Friendships were made and renewed over a sampling of the

"South of the Border" themed reception.

Friday was an exciting day for those who chose the Tour San Diego Day package. This trip took the group over the Coronado Bridge, which was one of the threatened bridges, and under it during the harbor cruise. The group even made the six o'clock news as they were arriving back at the dock from the cruise. The tour took the Yancey's former crewmen to Old Town, Coronado Island and the famous Coronado Hotel, Point Loma, and a cruise of the harbor. Lunch at Bali Hi was

not only delicious, but the view of the water was fantastic as well. Everyone was happy to return to the hotel safely, but agreed it had been a wonderful day.

Saturday was equally as thrilling as the group took the day to tour the Navy Base. The highlight for the "old Navy guys" was the 3 1/2 hour tour of the USS VALLEY FORGE. Some said it was the best tour ever, and being treated like VIPs was very heartwarming to all the veterans. Again, lunch was fabulous at the Tom

*(Continued on page 2)*

Hamm's Lighthouse Restaurant. The group returned to the hotel for the business meeting scheduled for the afternoon. At the business meeting it was decided to go to Charleston, SC for the first week of November. A new coordinator was chosen. George Clifton will take the reins from Paul Dunn. Two sites for consideration for 2003 are Corpus Christi, TX and Milwaukee, WI.

A special treat during the reunion was the diver's video of the USS YANCEY resting on the bottom of the ocean off the coast of NC. Rick Chester, son of Ken Chester, brought this diver's video to share with everyone. We thank Rick for doing this for the group. It was enjoyed by all.

The much anticipated event came Saturday night—the USS Yancey banquet. Delicious food, good fellowship and lively conversations made this a night to remember.

The reunion ended too quickly, as Sunday morning rolled around. The buffet breakfast was followed by the Memorial Service for all who had passed away, or whose passing had been learned of since the last reunion. The solemn ceremony was a moving experience for all, as the bell tolled for all those remembered in the service. Next came one of the hardest parts of the reunion—saying goodbye to old and new friends. Hugs, handshakes and farewells were seen and heard all around, and the words, "See you in Charleston," were frequently uttered. Everyone got ready to return home and tell of their adventures on the Coronado Bridge—the day they defied the terrorists!

### NOTE FROM LYNN TO ATTENDEES

I had such a wonderful time with all of you in San Diego and I look forward to seeing you in Charleston—I will try my best to be with you again, thank you for asking! Have a safe and happy year ahead and God bless.  
Love,  
Lynn

### A NOTE FROM YOUR NEW COORDINATOR

What a terrific reunion we had in San Diego! The tour of the USS Valley Forge alone was worth the trip. I look forward to the next reunion in Charleston and hope we have as many or more shipmates in attendance. I also look forward to representing our group as coordinator and hope I can do the job as well as Paul Dunn. Paul and Chief Way's offer to help is certainly a plus.

George Clifton  
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clifs@ameritech.net

### FINANCIAL STATEMENT

Balance remaining after 10/01 issue  
**\$358.04**

Funds received since 10/01 issue  
**\$436.09**

Funds available for 01/02 issue  
**\$794.13**

Funds expended for 01/02 issue  
**\$258.21**

Remaining balance  
**\$535.92**

### A NEWSLETTER EXCLUSIVELY FOR FORMER USS YANCEY SAILORS

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*"Our Reunions Work So You don't Have To"*

## STATEMENT OF PUBLICATION

The YANCEY MEMORIES is the official publication of the USS YANCEY AKA-93 Association. From now on it will be published quarterly in January, April, July, and October, *subject to receiving sufficient funding.* The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the YANCEY. A financial statement appears in each issue of the newsletter.

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

The editor reserves the right to edit letters to conform to space and grammar limitations.

You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.

### STORY IDEA FOR NEXT ISSUE

Do you remember your first days on board a Navy ship? Were you homesick, seasick, overwhelmed by it all? Tell us your story of those first days at sea—either on the Yancey or another ship. Get your stories in by March 29th for the April issue.

## A NOTE FROM YOUR FORMER COORDINATOR

Dear Shipmates:

I wish you all the very Happiest of New Year's greetings for good health and a great year.

Thanks to Ken Groom for all his work over this past year as our historian. He spends many hours obtaining information about the Yancey from various sources and then shares it at the reunion and in his articles for the newsletter. He also corresponds frequently during the year about the reunion and ideas on how to make it better.

Thanks also to George Clifton who has agreed to be the reunion coordinator for the 2002 reunion in Charleston, SC. We served together, and he was always able to point to a spot on the chart and say that is where we were. I am sure his skills will serve us well at the upcoming reunion since he will be able to tell us all if we are lost or not.

I have enjoyed being the coordinator the last few years, and appreciate all of the help that I received from both the Military Reunion Service Company and shipmates like Ken and George.

Please continue to support this newsletter by sending some extra funds in with your order for items from the reunion. If you have already done so, thank you. If not, please send anything that you can afford, even just a few dollars.

The newsletter is ours, so please send in some stories, comments, etc. Do it today. Remember only you know your own good stories about everyday life onboard Yancey. We are all waiting to read them.

Thank you,  
Paul Dunn

The first "java jolt" occurred in 1517, when coffee was introduced in Europe for the first time.

## NEWSLETTER NOW AVAILABLE ON LINE

The Newsletter for the USS YANCEY reunion will be available soon to download from the Military Locator & Reunion Service Inc web site.

If you are able to visit our web site and download the Newsletter, and therefore do not need a paper copy mailed to you, please let us know.

Please visit our web site at [www.mlrsinc.com](http://www.mlrsinc.com), then follow the link labeled Reunions, then scroll down until you see the listing for the USS YANCEY. Click on the button labeled Newsletters, and in a few minutes the newsletter should appear on your screen. (As a side note - it took about 4 minutes on my computer). This will only work if you have Adobe Reader 4.0 or higher. You can also download this viewer for free from our web site.

If this works for you and you would like to receive all future mailings from us in this method, please send me an e-mail requesting to subscribe to the YANCEY E-mail Roster. Each time something new is available, we will send you an e-mail informing you something new is available on the web site. **Please let us know if your e-mail address changes so you don't miss any important information.**

**To subscribe to the YANCEY E-mail Roster please send an e-mail to [SubscribeMLRS@aol.com](mailto:SubscribeMLRS@aol.com), put the phrase SUBSCRIBE YANCEY in the Subject line and type your name and e-mail address in the body of your e-mail. You will be placed in the e-mail roster.**

Your name and postal mailing address will remain in our computers and will appear on all mailing lists, etc distributed to other members of your group.

If you have any question regarding this, do not hesitate to ask!

Dina Coffey

## TAPS

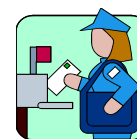


The Yancey Memories was notified of the following shipmates' deaths. Our deepest sympathy is extended to the families of the deceased. Anyone who knows of a deceased shipmate, or learns of one, please notify ML & RS, Inc so their names can be included in TAPS and be added to the Honor Roll.

*Lance Fitch, Jr.  
Died December 28, 2000*

*Royce L. Shoemaker  
September 27, 2001*

*Lcdr. Richard W. Zurich  
Died September 7, 2001*



## MAIL CALL

Dear Sir,

I would like to inform you of Lcdr. Richard W. Zurich's death of cancer on Sept. 7, 2001. He retired from the Navy in June, '71 and enlisted in 1944. He was born Aug. 5, 1927 in Pueblo, CO.

He served on the USS Yancey in the early 1950s as when I met him in 1954 he was on the Chara stationed in Port Chicago, CA.

Sincerely,  
Emma Jean Zurich  
1901 Millegan Rd  
Great Falls, MT 59405

Military Locator Service,

A little more on the Ashtabula blow up. I was on deck the day when Meadows took the picture. I

*(Continued from page 3)*

recall that afterward when the film was developed in a photo shop in Sasebo, that the ship sold copies of that picture. I don't remember what they charged, but not much. I served on the Yancey 1951-1954—four good years—lots of pleasant memories and I enjoy being reminded by your newsletter.

Thanks,  
Harold Hegler  
170 County Rd 1107  
Daingerfield, TX 75638

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Dear Paul,

The October Yancey Memories Newsletter is very interesting and enjoyable.

The article written by the Yancey Historian about the Ashtabula (AO-51), was especially interesting to me.

I was on the ADG-11 (A WWII steel-hulled minesweeper converted to a Degausing ship), in 1952, moored in the harbor in Sasebo, Japan when the Ashtabula blew her bow. It happened at 1300 hours on a Saturday, which probably saved a lot of lives as most of the crew were on 1300 liberty.

I was on the fantail of the ADG-11 when the explosion rocked this little ship. I thought we had been bombed, until the Quartermaster yelled down at me and said that the Ashtabula had just blown her bow. When we looked at her later, she was opened like a sardine can from the bow to the superstructure.

Who would ever believe that a few years later that I would be serving on the Yancey. It's a small world. I served on her from 26 Jan 57 to 1 Mar 58.

In comradeship,  
Henry "Hank" Diebel  
YN1, USN (Ret)  
5432 Fertile St  
Lynwood, CA 90262  
310-631-0702

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The Yancey Memories came alive for me with the October 2001 issue, when Del Perry submitted Doc Clin-

ite's essay on Hiroshima. I was the assist Com officer at that time, and was among the half of the ship's personnel that stayed aboard that day. That evening, I delivered to Captain Rice the memo that the Navy was canceling all shore leave until further notice because of excessive radiation ashore at Hiroshima.

I wish to suggest that all further contributors include name, Yancey service dates, current address, telephone numbers and e-mail addresses. Rate or rank would also be helpful. These need require six lines.

Paul Dunn's suggestion makes a (bargain) \$5.00 per year subscription rate.

Bob Hughes (Ltjg-Comm), (46-47)  
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Davenport, IA 52803 (563)355-6777  
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Ms. Hoyle,

The following is a true YANCEY story. I was JOOD during the watch when it occurred.

In October/November 1964 YANCEY was one of a large group of ships to participate in Operation STEELPIKE. We picked up Army troops in South Carolina and then headed east. The ships were formed in three rings (A, B, C) with the OTC in the center of the formation and the distance between rings being 1,000 yards. Obviously, nuclear weapons were not a concern in that day!! The STEELPIKE objective was to conduct an amphibious landing at Huelva, Spain, complete with H-Hour, helicopters landing the Marines, etc. At that time it was the largest naval operation since WWII. The Task Force Commander was COMPHIBLANT, Rear Admiral John S. McCain, Jr. (I don't think he had three stars yet.)

Our transit was under "darken ship" and "electronic silence" conditions each night except for the air and surface search "watch" ships assigned those duties for that evening. Even then they could only turn on their equipment long enough to make one complete sweep of the electronic

horizon every so often (I believe it was once every fifteen minutes). If the need arose, they were to report contact information to the OTC.

One evening during the 20-24 watch, the information was steaming along in the usual formation. Course was 090, speed fifteen knots. Suddenly the PriTac radio crackled and the surface watch ship radioed to the OTC that surface contact Skunk Alfa was dead ahead, distance unknown. The OTC immediately ordered the formation to alter course to 120, speed fifteen knots in order to avoid a possible collision situation between a ship in the formation and Skunk Alfa. Shortly thereafter another ship in the formation radioed to the OTC, "I hold Skunk Alfa to be a rising star." The OTC immediately ordered the formation back to the original course and speed. We had altered course to avoid the planet Venus!

Clyde L. Carter, CDR, USN (Ret)  
1st Div & 4th Div Officer  
July 1963-December 1965  
PO Box 8582  
Clinton, LA 70722  
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Dina,

This story is from Ray Wilson. He sent it to me sometime ago, but he recently agreed to let me send it in. As a lot of us know, Treasure Island, in San Francisco Bay, was made from fill and joined to Yerba Buena Island that was already there. As far as I know, a canal separating the two was never considered unless that was part of a plan that follows. The time period is sometime in the 53 time frame.

#### **RUNNING OVER TREASURE ISLAND**

I (Ray Wilson RM1 speaking) was running the tug frequency from the radio shack that night and was privy to a lot of conversation. I will relate to you my version of that infamous night.

*(Continued on page 5)*

*(Continued from page 4)*

It was around 0300 that the pilot came on board to get us underway for San Diego. The tugs were there and moved us away from the dock and pointed us in the right direction to head for the harbor entrance (The Golden Gate Bridge). If you recall there was very thick fog that morning. Somewhere before going under the Oakland Bay Bridge, the Captain started to have second thoughts for the safety of his ship.

Now, when a pilot comes on board your ship, he takes complete control and has full responsibility of the ship. However, the Captain (K) took control away from him and ordered the ship stopped and the anchor dropped. The pilot called for his boat to come along side and he left the ship. The captain waited some time and decided to get underway. We got over toward Alcatraz Island and again the captain decided to drop the hook.

Meanwhile, understand, the radar men knew exactly where we were. I could never understand why the captain would not use the radar to maneuver out of the harbor. It was as if he didn't know how to use it. Finally someone got up enough nerve to tell the captain we were anchored in a channel. (Harbors are like cities with streets and parking lots.) Being in a channel we could have gotten run over by another ship. So we picked up the anchor and moved over to a parking lot.

Speaking of getting run over, I have to tell you of a situation that was of deep concern to us in the radio shack. I don't believe anyone else other than the bridge gang (radar, quartermasters) realized what was going on out there. I had the tug frequency piped to a speaker in the pilot house so the captain could listen in on what was going on. A call came in requesting tugs for assistance. I knew I had heard that ships call letters before but could not remember who it was. I looked it up

in one of our manuals and discovered it was the aircraft carrier Wasp. It was coming into the harbor while we were trying to get out.

As daylight was approaching, the fog cleared somewhat. The captain again decided to get underway. At this time the captain and exec were out on the starboard wing of the bridge. Shortly after getting underway the exec was heard to say, "Captain, that looks like headlights." About the same time the pilot who had been on board came up on the speaker. "Yancey, you are heading for Treasure Island." Thinking he was talking to me he said, "Tell your captain he is in plenty of deep water and if he will just back out he will be alright." That's when I was glad I had the tug frequency piped to the bridge.

Obviously the captain realized the situation and had ordered the engines to back full. However, by the time the ship stopped, we were up in the pilings that were around the island. Instead of doing what the pilot told him to do, he had the LCVP and M-boat lowered and had the ship pushed back out of the pilings. By now visibility was about 300 yards and we knew we were now heading for Golden Gate.

Meanwhile, I kept hearing the Wasp talking with the pilot house and the tugs. Just before we were getting to the Golden Gate, I went up on the signal bridge and off to the port side of the ship, a gigantic image appeared. It was the USS Wasp about 50 yards away. I remember standing there looking up at the flight deck. Awesome!

Meanwhile, we made it through the Golden Gate and were on our way to San Diego. I have another radio shack story. When we got to San Diego, it was also fogged in, so we anchored outside the harbor entrance and sent the mail boat in. In order to communicate with the boat, I got out the only Walkie-Talkie we had on board and gave it to the coxswain (KG comment—I think this was Ernest Todd). I checked out the frequency of the radio and set up a transmitter and receiver on that fre-

quency in the radio shack.

After they had gone for some time I decided to check in with them. I, of course, used our ship's call letters (NHKD). After a couple of calls a voice came over the speaker, "NHKD, what are you doing on this ham frequency?" I said nothing, but went to another of our publications and sure enough, that frequency was designated for ham broadcasts. Needless to say, we halted communications.

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*From Captain K's "History of the USS Yancey AKA-93":*

On 28 November (53) the ship got underway for San Diego. A blinding, pea-soup for which cut visibility down to approximately 100 yards prevailed. A malfunctioning radar automatically dictated the need for all hands to topside to keep an extra vigilant lookout. One legend connected with this particular operation tells of one of the lookouts reporting two unidentified lights bearing down on the bridge. These lights were later reported to have been automobile headlights coming from the winding road leading off of the Bay Bridge down to Treasure Island. Only the expert seamanship of those on the bridge and complete attention to duty of those on special sea detail averted what might have been disaster on that fogbound morning. Even with the break of day, the fog refused to let up, and it was not until after thirteen hours from the time of getting underway that the Yancey finally cleared the Golden Gate. Needless to say, all hands breathed a sigh of relief as the bridge passed overhead.

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Compiled by K D Groom

## BIOGRAPHY OF GEORGE ROHRMAN

(Part 2)

The ship's crew was awarded a battle star for action in Korean waters. In a dense fog, the lookout spotted something in the water and they lowered a boat to sink it with machine gun fire. The report that got to Washington said it was a mine, but some from the boat crew concede that it may have been a jettisoned belly tank from a jet fighter plane.

Except for the "mine" the worst that happened was that the Captain did not stop the ship in time and we ran into the dock, and on another occasion a submarine ran into us and damaged the propeller. That's when we went into drydock in Long Beach.

Once while approaching San Francisco in a very dense fog, the ship made it under the Golden Gate Bridge and into the harbor but was unable to make it to the dock in Oakland where we were usually berthed. When the fog lifted, the ship was anchored not more than 100 yards off Treasure Island and directly in front of the office building where the Admiral's office was located. Good thing we stopped because I don't think they allow ships in the office building parking lot.

While in Japan, I visited numerous interesting places. Mt. Fuji, Buddhist Shrine, pearl diving farms, pottery and china making factories and the most enjoyable visit to the Imperial Hotel in Tokyo that was designed by the architect Frank Lloyd Wright.

The Japanese people seemed to be friendly and very interesting. The culture was vastly different and there were many interesting things to learn about. I spent as much time as I had available visiting parts of the country other than the port cities.

All in all, while I was aboard, the ship made fourteen trips across the Pacific and visited parts in the

Aleutian Islands off Alaska, Yokosuka in Tokyo harbor in Japan, and Sasebo harbor in southern Japan, Korea, the Philippines, Hawaii, San Diego, Los Angeles—drydock, San Francisco and Oakland, California.

I was "ship fitter" and was assigned to the Repair Division, which was made up of carpenters, plumbers and metalsmiths. We were responsible for fixing everything that broke. In addition, we were in charge of damage control work and went to schools for fire fighting, diving and damage control repair work that might be required if the ship were attacked.

In 1952 I was promoted to the rank of Metalsmith 3rd Class and in 1953 was promoted to Metalsmith 2nd Class. Entitled to wear the following ribbons: National Defense, Navy Occupation, Korean Service, United Nations, Good Conduct and Korean Presidential Unit Citation medals. I was honorably discharged in December 1954.

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## USS YANCEY'S HISTORY

( Submitted by George Rohrman )

Yancey (AKA-93) was laid down under a Maritime Commission contract (MC hull 1193) on 22 May 1944 at Oakland, CA, by the Moore Dry Dock Co: launched on 8 July 1944; sponsored by Miss Beverly Bartlett; and commissioned on 11 October 1944, Comdr. Edward R. Rice, USNR, in command.

After fitting out at San Francisco, CA, the attack cargo ship received her boat group of 26 landing craft and conducted an intensive shakedown out of San Pedro, CA. She underwent post-shakedown alterations and repairs at San Diego, CA, before she shifted back to San Francisco. There, she loaded cargo from 18 to 24 November and sailed the next day for the Hawaiian Islands.

Yancey reached Pearl Harbor on 2 December and, upon arrival, was assigned to Transport Division (TransDiv) 47, Transport Squadron (TransRon) 16. The attack cargo ship remained at Pearl Harbor through mid-January 1945, unloading cargo and preparing for the impending inva-

(Continued on page 8)

## 2001 REUNION ATTENDEES

James Arslanian  
Richard & Geraldine Balt  
Edwin Booth  
Ralph & Georgene Boyd  
Fred & Lillian Carter  
Kenneth & Constance Chester  
Richard & Jackie Chester  
David & Blanche Chestnut  
George & Brian Clifton  
John Collins, Jr  
Donald & Greg Cox  
Gayle Ellis  
James & Verna Ford  
Richard Gehrlich  
Jacquelyn Sutton  
Jerry & Carol Goforth  
Rodney & Margaret Gott  
Kenneth & Virginia Groom  
Robert & Dee Jimenez

Duane & Betty Malme  
Mike & Anita Martin  
Fred & Florence Matherne  
Jeffrey, Dawn, & Milre Matherne  
J. Edmund McLaughlin  
Delbert & Doris Perry  
Henry & Marilyn Pohlmann  
Henry & Marian Prosser, Jr  
Philip & Mary Sara  
William & Nancy Suchy  
John Warden  
Michiko, Faith, & Alan Abell  
James Way  
Ray & Mary Jane Wilson  
James & Eleanor Young

**Total Members: 32**  
**Guests: 26**  
**Grand Total: 58**

## CHARLESTON IN 2002 PREVIEWED

The dates for the 2002 reunion are confirmed for November 7-10, at the Radisson Hotel Charleston Airport, North Charleston, SC. We hope that many of the newly found members whose names were published in the last newsletter will attend the reunion. Everyone has a great time reminiscing with old and new buddies. Please make every attempt to attend. You won't be disappointed!

Charleston is located on a narrow, low-lying peninsula between the Ashley and Cooper rivers, at the head of a broad bay leading to the Atlantic Ocean. It also includes an area on the western bank of the Ashley River.

The nearly landlocked harbor handles both coastal and overseas trade, giving it the reputation as one of the busiest ports of the southeastern United States.

A major tourist attraction is the extensive historic district, noted for its lush gardens and the varied architecture.

Three fortifications stand at the mouth of the Charleston Harbor: Fort Sumter and Castle Pinckney (1797), both built on shoals, and Fort Moultrie, on Sullivan's Island.

The city's points of interest are sure to attract many for this annual gathering. As you know, your time together will be short, so let's make the most of it at the places that interest you. Read over the Sneak Preview of the popular attractions in Charleston. Mark your choices on the survey form which is included in this newsletter to let us know what you would like to see. Be sure to return it just as soon as you can, so we can finalize your reunion activities.

### Sneak Preview

#### Boone Hall Plantation:

Historic Boone Hall Plantation was used in the filming of the television mini-series "North and South." It was the background setting for parts of "Gone With the Wind." You can watch the ladies make their sweetgrass baskets, in addition to touring

the lovely Georgian-style plantation.

#### Charles Museum:

Founded in 1773, it is the oldest museum in America and contains natural science, cultural history, ornithology, and ethnology departments, the Charleston Silver Exhibit, which is internationally recognized work by local silversmiths, dating from Colonial times to the 19th Century.

#### City Hall Council Chambers:

The City Hall Gallery is located in the Council Chamber at City Hall and was built in 1801. It includes portraits of many important leaders, including one by George Trumbull of George Washington.

#### Drayton Hall:

Built circa 1738, the Hall survived the Civil War intact and preserved almost in its original condition after more than 250 years. It is considered one of the oldest and finest examples of Georgian Palladian architecture in the nation.

#### Fort Sumter:

A boat will take you from Patriot's Point to Ft Sumter. Some of you may recall this is the fort that the Yankees secretly, and by night, reinforced (no doubt to launch a sneak attack on Charleston). This overt action forced the Confederates to make a preemptive strike which marked the beginning of what some historians have called the "Civil War." In Charleston it is known as the "War of Northern Aggression." Once at the Fort, a ranger from the National Park Service will give you an informative introduction before you tour this famous bastion and its marvelous museum.

#### Charleston Carriage Tour:

Leisurely ride through narrow streets and alleyways past carefully restored 18th and 19th century homes and buildings. Your guide will relate three hundred years of history to the accompaniment of horse's hooves clopping along the pave-

ment.

#### Magnolia Gardens:

Designed circa 1680, this contains America's oldest garden and boasts one of the largest collections of azaleas and camellias. The inside of the country house holds as much history as the gardens, being the pre-revolutionary war summer home of the Draytons. It has something for everyone-nature train tour, petting zoo, wildlife observation tower, orientation theater, gift shop, art gallery, horticultural maze, Biblical Garden, herb garden, and more.

#### Old Exchange and Provost Dungeon:

No other Charleston attraction presents so much of our American heritage as does the Old Exchange. Early settlers built a Court of Guard here in which imprisoned pirates and Indians were kept in the lower level, while town meetings were held in the hall. The Old Exchange was completed in 1771 by the British. With its striking Palladian architecture, the Exchange dominated the harbor. It became the social, political, and economic hub of the bustling 18th century port. In 1965 part of the original seawall of Charles Towne was discovered during the excavation of the dungeon.

#### St. Michael's Episcopal Church:

Located on Meeting at Broad Street and completed in 1761, it is the oldest church edifice in the city and one of the few city churches in America to retain its original design. It was here that George Washington worshipped during his tour of the South in 1791. Its clock and ring of eight bells, except for short absences, have shared the lives of Charlestonians for over 200 years.

#### Patriot's Point:

This is the world's largest Naval Maritime Museum. Tour the famous WW II aircraft carrier USS YORK-TOWN, visit Medal of Honor Mu-

seum on board. Also tour the destroyer USS LAFHEY, a participant in the Normandy landings, the submarine USS CLAMAGORE, and the Coast Guard Cutter Ingham. There is also a model of a Navy Base like those used by Naval personnel in Vietnam.

The goal of Military Locator & Reunion Service, Inc is to give you the best possible reunion. We want to offer things that YOU want, not what we “think” you may like. You can help insure that your reunion is *your* reunion by participating in the survey on this page. Return it to us at the address at the bottom of the survey, and then we can begin to finalize the reunion plans. We look forward to seeing many new, as well as many “old” faces, in Charleston.

**YANCEY HISTORY**

*(Continued from page 6)*

sion of Iwo Jima in the Volcano Islands. Finally, on 27 January 1945, Yancey stood out of Hawaiian waters, bound for the Marianas with elements and cargo of the 5th Marine Division as part of Task Group (TG) 51.12.

En route, Yancey stopped at Eniwetok, in the Marshalls, for supplies and fuel. At Saipan, she later transferred her passengers to LST's and at Tinian rehearsed for the Iwo Jima operation. Finally, Yancey arrived off Iwo Jima at 0624 on 19 February, D day for the initial landing. During her time off the invasion beaches, the ship lost two landing craft (LCVP's)-one to mortar fire and the other to broaching in heavy surf. For the first four days of the operation, Yancey's boats and landing craft were in almost constant use-carrying troops and cargo and evacuating wounded. The ship also transferred 8-inch ammunition to the heavy cruiser Pensacola (CA-24), a process that had to be carried out by boat due to unfavorable weather and to damage which Yancey suffered when the two ships banged hard together.

*(To be continued in future issues.)*

# CHARLESTON SURVEY FOR USS YANCEY 2002 REUNION

*Please take a few minutes to complete the survey of the attractions in the Charleston area and return it to Military Locator & Reunion Service, Inc. We will use the surveys to custom design your reunion to what you want to do.*

*Please check the attractions you would like to visit during the reunion.*

Boone Hall Plantation \_\_\_\_\_ Charles Museum \_\_\_\_\_

City Hall Council Chambers \_\_\_\_\_ Drayton Hall \_\_\_\_\_

Fort Sumter \_\_\_\_\_ Charleston Carriage Tour \_\_\_\_\_

Magnolia Gardens \_\_\_\_\_ Old Exchange and Provost Dungeon \_\_\_\_\_

St. Michael's Episcopal Church \_\_\_\_\_ Patriot's Point \_\_\_\_\_

Would you like a Welcome Reception the first evening of the reunion?  
Yes \_\_\_\_\_ No \_\_\_\_\_

Do you prefer breakfast all three mornings \_\_\_\_\_ or only on Sunday? \_\_\_\_\_

Would you like a “low country” buffet on Friday night, featuring Charleston flavored dishes, ? Yes \_\_\_\_\_ No \_\_\_\_\_

Do you want entertainment after the banquet? Yes \_\_\_\_\_ No \_\_\_\_\_

Other comments and suggestions: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Return to:

Military Locator & Reunion Service, Inc.  
PO Drawer 11399  
Hickory, NC 28603