

YANCEY MEMORIES

Volume 7, Issue 4

January 2004

OFFICIAL NEWSLETTER OF USS YANCEY AKA-93



Special Points of Interest

- *The War History of USS Yancey is continued in the cover story. Fascinating reading for "old salts."*
- *The Coordinator's Message is on page two.*
- *A very important message about the way the newsletter will be sent out is on page two. Be sure to read it carefully!*
- *Great input from shipmates is in MAIL CALL on pages three and four.*
- *Read the first-hand account of V-J Day in Tokyo as reprinted from the Yancey newsletter on Sept. 2, 1945. Page five and six has the story.*

WAR HISTORY OF USS YANCEY (AKA-93)

Taken from the Navy Day publication, October 27, 1945. H. S. Walker, Lieutenant, USNR, Executive Officer. E.R. Rice, Commander, USNR Commanding Officer.

Continued from Oct. 2003 issue:

Within two hours after commissioning, the ship was underway for Naval Supply Depot, Oakland. Then began a busy six weeks, with all hands turning to day and night. Ten days were allowed in San Francisco Bay area for taking on board supplies, equipment, ammunition and fuel; and for accomplishing deperming, degaussing check, radar calibration and compass adjustment. The Boat Group which had received training at Am-

phibious Training Center, Coronado, reported aboard, and boats were received. Numerous items left unfinished by the builders yard were completed during this period. Then followed an intensive shakedown training period of twelve days at San Pedro, which ended with an inspection and battle problem. Upon completion of shakedown, availability was granted at Naval Repair Base, San Diego, instead of the usual amphibious training period. Repairs and minor alterations to improve military efficiency were accomplished

and on November 18th the Yancey was ordered to duty with the Pacific Fleet.

The first assignment was a cargo haul from San Francisco to Pearl Harbor. One item of cargo was a 14 inch gun barrel carried on deck, which gave the Yancey the distinction of being the only amphibious ship to have a 14 inch gun. Loading was completed on November 24th, the ship enjoyed its last stateside liberty, and on the 25th headed out the Golden Gate to Hawaii.

The trip was uneventful except for rough weather,

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which gave an opportunity to observe the ship's characteristics in a heavy sea, and gave the new officers and men a chance to find their sea legs. Several enemy submarine contacts had been reported and the routing was to the north of the regular route, which helped impress all hands that they were now "playing for keeps." General drills and instruction periods were held daily. During the trip the Yancey and her crew gradually became a ship, instead of a collection of people riding a C2-S-B1 type hull.

Upon arrival in Pearl Harbor September 2nd, the Commanding Officer reported to ComPhibsPac and the Yancey was assigned to Transport Division 47 of Squadron 16 for duty. As soon as unloading was completed, preparations and training for the Iwo Jima operation were commenced. These consisted first of divisional exercises, followed by squadron exercises and full scale rehearsals at Maui. This new ship had many lessons to learn, but was ready when the order came to start combat loading.

On 27th of January, with units and cargo of the Fifth Marine Division and replacement ammunition for fire support ships aboard, sortie for Iwo Jima was made in company with Task Group 51.12. Enroute, stops were made at Eniwetok for logistics and Saipan for transfer of personnel to LST's. A final rehearsal was held off Tinian.

To be continued in April issue.

**A NEWSLETTER EXCLUSIVELY FOR
FORMER USS YANCEY SAILORS**

Military Locator & Reunion Service, Inc
PO Drawer 11399
Hickory, NC 28603
828-256-6008 (voice)
828-256-6559 (Fax)
Dinamlrs@aol.com (e-mail)
mlrsnewsletters@aol.com (Newsletter e-mail)
www.mlrsinc.com

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

COORDINATOR'S MESSAGE

The 2004 reunion dates will be **November 4—7**, so now that the dates are set, I hope everyone will mark their calendar. I know that many of you, including myself, were hoping we would be staying in a hotel in San Francisco. After discussing this with the ML&RS staff, it was decided that we will be better off staying at the Clarion Hotel near the San Francisco airport. They have free shuttle to the hotel and parking for those who drive. ML&RS has had reunions at this hotel and recommend it highly. Staying in the city would add at least several hundred dollars to the cost of the reunion package which may discourage some from attending.

San Francisco is really a great city to visit and there will be plenty to do, including a tour of the liberty ship Jeremiah O'Brien. I feel like this will be one of the best reunions yet and hope we have a large turnout.

If anyone has questions about this decision, please feel free to give me a call at (708) 425-8531, or send me an e-mail at clifs@ameritech.net.

Thanks,
George Clifton

CORRECTIONS

- We wish to apologize to Ralph and Liz Overfield. Their names were left off of the Reunion Attendees List on page two of the October issue.

- In October issue under TAPS, Edgar **Stephens** name was incorrectly spelled as "Stevens" We apologize for that error.

IMPORTANT NEW NEWSLETTER POLICY

Approximately 18 months ago, we began providing a link to your newsletter on line from our web site so that those who could, would be able to download it at their convenience. Our original intent was to reduce the number of copies mailed through the USPS, therefore reducing the ever-increasing cost for postage, printing, labor, etc. In theory, it worked great. We have had a number of positive comments regarding this matter. It did in fact reduce the number of pieces of mail we sent out for newsletters. However, there turned out to be a flip side to this issue. Voluntary contributions supporting the newsletter decreased drastically.

The Yancey Memories is designed to be a source of information for the entire membership—supported by your contributions. It is not intended to be, nor is it, a "money-making" venture for ML&RS, Inc. It has come to the point that we can no longer continue to lose money in this area. Effective immediately, the following procedures will apply:

- The Yancey Memories will no longer be posted on the internet.**
- If sufficient funds are not available, no newsletter will be composed. Your Reunion Chairman will be notified so he can take whatever action he deems necessary.
- Beginning with the next issue, everyone with an e-mail address on file will be sent the newsletter as an e-mail attachment instead of through the USPS. In the event that you cannot download a file attachment, please notify the newsletter editor at mlrsnewsletters@aol.com so your entry**

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on the Yancey database can be changed back to Postal Mail. You will then receive that issue as well as future issues through the USPS.

- The newsletter's financial statement appears in every issue. Please check this each time, and if the funds are getting low, consider making a contribution to support the newsletter!

ML&RS, Inc



TAPS

The Yancey Memories was notified of the following shipmate's death. Our deepest sympathy is extended to the family 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.

*Richard Payne
Date of death not known*



WELCOME MAT

The following shipmate has been located since the last newsletter. Welcome Aboard! We hope to see you at the next reunion. You are invited to become an active member of the association.

*R.L. Bennett (1950-54)
1404 N Joplin
Tulsa, OK 74115
918-834-3665*



MAIL CALL

ML&RS,

Just read the latest Yancey Memories, excited to see next reunion proposed for my old growing up years, the East Bay, San Francisco.

As a plankowner I would like to contact Richard Stevens RM2c, a fellow plankowner shipmate. Is there anyway you could forward his address?

John Mailho
293 Southridge Way
Grands Pass, OR 97527-1403

(Editor's note: See top of page five.)

YANCEY INCIDENT

*By Bruce Proctor, RM1, USN Retired
On board from 1961-1963*

I was aboard the USS Belle Grove LSD-2 when she went to FRAM at Willamette Iron and Steel in Portland, Oregon in the latter part of 1961. After about a month, the tugs maneuvered this grey mothballed "thing" to the pier behind us.

It was the USS Yancey and was to be my next ship as I found out a short time later. There was much to do to get it cleaned up, but cleaned up we did. After an extended period and re-commissioning, we left Portland with the intention of going through the Panama Canal to Norfolk, VA, our new homeport. While still in the Pacific, somewhere south of San Diego and off the coast of the Baja of Mexico, we attempted to do a practice tow using the USS Algol as the disabled vessel. Suddenly the collision alarms went off and the announcement "clear the port side" came over the IMC system. On the approach to their starboard side and at the closest point of that approach, a sea swell caught us and shoved us into the side of the Algol.

When we cleared away from them,

the Algol had the ramps of a couple of our Mike boats jammed into their side with the YA painted on their ramps turned outward toward us. The scuppers on both ships were completely cleaned away. We also lost a couple of our LCVP's because of the extensive damage to them along with damage to the davits that held them.

No one was injured and after a period of figuring out the total damage and writing up all of the reports, we continued on our way toward the Canal and Norfolk.

The fault was put on the sea, and our commanding officer received a commendation for no lives or injuries to the crew of either ship.

Once through the Canal, we stopped in at the Naval Base on the Atlantic side. We loaded old WWII ammunition for about a week. This was comprised of everything from 45 cal bullets up to 1000 lbs bombs. The first couple of days we were ever so careful about placing them softly in place, but then it became "old hat" and we were actually stomping on them to make them fit where we wanted them. The civilians on the base were taking bets on how far we would get before we blew up.

We arrived in Norfolk in the middle of a February winter storm with ice up to 6 inches thick on everything exposed to the weather. The deck crew were busy with hammers and anything else they could use to break up the icy covering so they could get to the hawsers and cleats.

We (I was in the radioshack) contacted harbor control and asked for a berth and services. We were told to anchor at "such and such" anchorage. The captain had us repeat the request, and again received the same answer. The third time the captain had us include his lineal number that (I believe) began with 4 zeros, we received a "standby" reply. It wasn't long before a small aircraft carrier pulled out from the pier and we took her spot alongside the pier.

Later on when we approached the anchorage areas enroute to the

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pier, the larger ships would dip their colors to us. We would chuckle, knowing that it was killing them to have to acknowledge the superiority of a smaller "gator navy ship." After our senior CO left, we got the most junior CO I believe the navy could put on board.

I transferred off of the Yancey in 1963 before she tore loose from her storm anchorage and tore up the Chesapeake Bay Bridge.

THE LATEST DEFINITIONS FROM MILITARY.COM

Submitted by MMC M (SS) Greg Peterman USN Retired

The Navy uniform is referred to as Cracker Jack because he original boxes of "Cracker Jacks" had a picture of a sailor wearing a uniform similar to the Navy enlisted uniform of today.

The Bib on your Cracker Jacks? This is the portion of a Navy enlisted uniform that hangs from the back of the neck. In the wooden navy it was fashion for sailors to have long hair but it would get blown about by the wind and get stuck in the rigging or machinery. To counteract this, sailors at sea would braid their hair and dip it in tar (used to seal the boards on the ship). When ashore on liberty (as opposed to longer leave where they would wash the tar out of the hair) they would cut a bib out of sack cloth and tie it around their neck to keep from getting tar on their one good shirt. The bib eventually became an official part of the enlisted uniform.

Did you get issued a Ditty Bag in Boot Camp? The Ditty Bag (bag or box) was originally called ditto bag because it contained at least two of everything: two needles, two spools of thread, two buttons, etc. With the passing of years, the 'ditto' was dropped in favor of ditty and remains so today.

The ditty bag is still issued to recruits and contains a sewing kit,

toiletry articles and personal items such as writing paper and pens. Still got yours? I do.

Ever hear the term Eight Bells? Before the advent of the chronometer, time at sea was measured by the trickle of sand through a half-hour glass. One of the ship's boys had the duty of watching the glass and turning it when the sand had run out. When he turned the glass, he struck the bell as a signal that he had performed this vital function. The rest of the story. From this ringing of the bell as the glass was turned evolved the tradition of striking the bell once at the end of the first hour of a four hour watch, twice for the first hour, etc., until eight bells marked the end of the four hour watch. The process was repeated for the succeeding watches. This age-old practice of sounding the bell on the hour and half hour has its place in the nuclear and missile oriented United States Navy at the dawn of the Twenty-First Century, regulating daily routine, just as it did on our historic vessels under sail in the late Eighteenth Century.

Still have one of your Boot Camp issue White Hats? In 1852 a white cover was added to the soft visorless blue hat. In 1886 a white sennet straw hat was authorized as an additional item. During the 1880's the white "sailors' hat" appeared as a low rolled brim high-domed item made of wedge shaped pieces of canvas to replace the straw hat. The canvas was eventually replaced by cotton as a cheaper, more comfortable material. Many complaints on the quality and construction led to modifications ending in the currently used white hat.

Ever wonder why Officer's quarters are called Staterooms? It is derived from the paddlewheel riverboats that steamed up and down the major rivers and waterways of the United States during the 1800's. The first-class cabins aboard were named after various states in the union (New York, Virginia, Pennsylvania, etc.)

Ever wonder why it was called the "wardroom"? The Wardroom originally

was known as the Wardrobe Room, a place where officers kept their spare wearing apparel. It was also the space where any loot secured from enemy ships, was stored. In an effort to have some privacy on a crowded ship, officers would sometimes take their meals in the Wardrobe Room. Today, the wardroom aboard ship is where the officers take their meals, relax, and socialize.

Ever wonder where the word 'porthole' came from? King Henry VI of England ordered his shipbuilder, James Baker, to install heavy guns on his ships. Too heavy to be stable on the upper decks, Baker pierced the sides of his ships and used the French idea of mounting watertight doors over them to close the openings when the guns were not in use. This door was called a port.

Shipmates,

The brother of James Knauer, an engine-man from 1949 or early 50's who died in May 1994 from cancer, would like to hear from anyone who remembers James. Contact him at the following:

Robert Knauer
9455 Country Trail
Loveland, OH 45140
513-677-3848

USS YANCEY 2004 REUNION

NOVEMBER 4-7

**CLARION HOTEL
SAN FRANCISCO
AIRPORT**

**SAN FRANCISCO,
CA**

V-J DAY TOKYO

The following material was sent in by Richard Stevens, 218 South Damascus, Liberty Center, OH 43532. It is taken from a publication dated 2 September 1945 from the USS Yancey (AKA-93).

JAPANESE SURRENDER ABOARD USS MISSOURI

World War II came to its official close aboard the Pacific Fleet Flagship, USS Missouri in Tokyo Bay today, September 2, 1945. It has been three years, 8 months and 25 days since the attack on Pearl Harbor. The following is an eyewitness report of the signing ceremonies:

"Stretching out before us is the deck of the Missouri; we are on the veranda deck. Its guns are pointing skyward to give us more room for the Army, Navy, Marines and the representatives of the United Nations, the United States, China, the United Kingdom, the Soviet Union, Australia, Canada, France, the Netherlands and New Zealand. An interesting note here: the Navy and Marine prisoners of war who are here for this surrender ceremony are Commander Meyer, who was a surviving officer of the USS Houston—a Jap prisoner since May 6, 1942; 1st Lt. William F Kelly of the Marines, from Corregidor, in Japan since August, 1942; Lt. J. W. Condon, a member of the Yorktown's Torpedo Squadron Five, Lt. Gen. Wainwright, who surrendered at Corregidor, and General Percival, who surrendered at Singapore.

Planes have been flying overhead. The day is quite cloudy, with mists surrounding the mountains that come down to Tokyo Bay. Here comes Supreme Commander of the Allied Forces, General of the Army, Douglas MacArthur and with him Fleet Admiral Chester Nimitz and other dignitar-

ies. Gen. MacArthur is now facing the microphone; he is about to speak explaining the surrender.

"Representatives of the major warring powers, we are here to conclude a solemn agreement whereby peace may be restored. The issues involving divergent ideals and ideologies have been determined on the battlefields of the world, and hence are not for our discussion or debate. Nor is it for us, representing as we do a majority of the world, to conclude this surrender ceremony in spirit of distrust, malice or hatred. Rather it is for us, both victors and vanquished, to rise to that higher dignity for which alone befits the sacred purposes which we are about to serve,—committing all our peoples unreservedly to faithful compliance with the undertaking they are here formally to assume. It is my earnest hope—and, indeed, the hope of mankind—that, on this accession, a better world shall emerge out of the blood and carnage of the past. A world founded upon faith and understanding, a world dedicated to the dignity of man and the fulfillment of his most cherished wishes: freedom, tolerance and justice.

"The terms and conditions upon which surrender of the Japanese Imperial armed forces is here to be given and accepted, are contained in the instruments of surrender before you now. As Supreme Commander of the Allied Powers I announce it my purpose to the traditions of my country, to proceed in the discharge of my responsibility with justice and tolerance, while taking all necessary dispositions to insure that the term of the surrender are fully, promptly and faithfully complied with.

The representatives of the Emperor of Japan and the Japanese government and the Japanese Imperial Headquarters will sign the instruments of surrender at the places indicated."

Mr. Shigimintu, Foreign Minister of the Japanese government, is stepping up now to sit behind the table and sign the instrument of surrender. He will

affix his signature on behalf of the Emperor to insure that all Japanese armed forces surrender, and ordering the Japanese people to obey all orders of the Supreme Commander through the office of the Japanese Emperor. Shigimintu has a wooden leg, apparently. He had just left a conference at the Foreign Office a few minutes ago to arrive at the ship. He might later be treated as a war criminal, but that point will come up later. He is now checking over the papers.

General MacArthur is standing behind the microphone. Mr. Shigimintu goes up to the table now, and is about to sit down. He is having difficulty sitting down because of his wooden leg. He takes off his silk top hat and his gloves. He is wearing yellow gloves. His assistant is helping him prepare the papers. General MacArthur is looking around. He points to his Chief of Staff, Gen. Richard Sutherland, to go and help Mr. Shigimintu prepare his papers.

This is going a little slower than planned, and the General is probably a little bit irked, because he wanted it to be efficient and rapid in the American custom. MacArthur is waiting. He is looking down at Mr. Shigimintu. Mr. Shigimintu looks at his watch for some reason; consults some papers in his pocket. He is looking for a pen; now he has another watch and is checking both watches. At last he has a pen out and is preparing to do something, although he hasn't faced himself toward the document. Now he is trying to get some ink out of the penholder, which has no ink in it.

The Japanese do not have any ink, now he has a pen and is ready to sign the document. He is leaning over the paper now. This document is a huge thing; it measures about a foot and a half long and a foot wide, and is printed in beautiful gold type which I can almost read from here.

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Mr. Shigimintu is affixing his signature to the surrender document, turning over the Japanese armed forces and committing the people of Japan to obey the orders of the Supreme Commander through the office of the Emperor.

The instrument of surrender is quite general. It will begin by turning over to the Japanese General Order #1, which MacArthur will hand him in just a few moments. This instrument of surrender begins with the method by which the Army and Navy and the Air Forces will surrender their arms. Mr. Shigimintu has signed twice now. Gen. Yomitsu, Chief of Staff of the Japanese Army and all armed forces as a personal representative of the Emperor of Japan, is scribbling his name across the American document. One copy of the surrender is bound in black, almost a beige color, and the other is bound in black. If the black copy is for the Japanese it is certainly fitting, because their nation's in mourning this tragic day in Japanese history, and they are all looking extremely glum as if they were attending a funeral.

One of the Japanese officers was seen as he came aboard the Missouri wiping tears away from his eyes. Maybe he is not very happy about the whole thing. All the Japanese faces show a strong muscular tenseness around the jaws.

General Sutherland has just turned around the documents now because Gen. MacArthur is next to sign. MacArthur is sitting down with Wainwright at his right and takes one of the official two pens from the table and has started his signature. He is writing very deliberately; his hand is shaking and it is obvious he is bothered by emotion. He gave the first pen to Wainwright, the hero commander of Corregidor and Bataan, and turns the second pen over to Gen. Percival, the commander of Singapore when the Japanese took that strategic base. General MacArthur has moved over now and is signing the other

copy with another pen aboard the ship. The first two were silver plated pens especially adapted for the occasion. He has difficulty moving around the big document, but has finished signing now with a fourth pen.

Returning to the microphone he said, "The representative of the United States of America will now sign." Coming up to the table now is Fleet Admiral Chester Nimitz, signing on behalf of America, flanked by Admiral William Halsey and Rear Admiral Sherman. Nimitz is grayhaired beneath his tight fitting, neat cap. He signs with great intensity and earnestness. Gen. MacArthur, I know, is very grateful for the Navy assistance, in the smooth running off of this ceremony. He was quite pleased the other day when Admiral Nimitz went ashore for a visit with him at his Supreme Headquarters. Representatives of the United Nations are signing now. China, Russia, Great Britain, Australia, France, Canada and New Zealand. All have affixed their signatures. Here is Gen. MacArthur again.

"Let us pray that peace be now restored to the world, and that God preserve it always. These proceedings are closed."

And so we have peace in the world. Old Mr. Fujiyama which has seen a lot of strange things in this world, has looked down on one of the most momentous surrenders in the history of the world."

Among the dignitaries attending the ceremony were General Stillwell, Commander of the Tenth Army, General Krueger of the Sixth Army, Gen. Spaatz, Gen. Kenney of the FEAF, Gen. Eichelberger of the 8th Army and Lt. Gens. Richardson, Sutherland, Styer and Giles. From the Navy Admiral Halsey, Admiral Turner, Vice Admiral Towers, Vice Admiral McCain, Lockwood and Wilkinson and Geiger of the Marine Corps.

MANAGEMENT LESSON

The boy rode on the donkey and the old man walked. As they went along, they passed some people who remarked, "It was a shame the old man was walking and the boy was riding." The man and boy thought maybe the critics were right, so they changed positions.

Later, they passed some people that remarked, "What a shame, he makes the little boy walk." They decided they both would walk!

Soon they passed some more people who thought they were stupid to walk when they had a decent donkey to ride. So they both rode the donkey!

Now they passed some people that shamed them by saying, "How awful to put such a load on a poor donkey." The boy and man said they were probably right so they decided to carry the donkey. As they crossed the bridge, they lost their grip on the animal and he fell into the river and drowned.

MANAGEMENT LESSON: If you try to please everyone, you will eventually lose your ass.

FINANCIAL STATEMENT

Balance remaining after 10/03 issue **\$158.60**

Funds received since 10/03 issue **\$286.00**

Funds available for 01/04 issue **\$444.60**

Funds expended for 01/04 issue **\$268.56**

Remaining balance **\$176.04**

Funds will be needed for the Apr 04 issue. Please send contributions to ML&RS, address on page three. Be sure to state that it is for Yancey Memories.

OUR VIEW

Larry H Eckard, President, ML & RS, Inc

We truly appreciate the support and loyalty the members of the USS Yancey have shown to Brenda and me and the staff of ML & RS, Inc. We intend to keep providing you with the first class service that you deserve and expect at reasonable prices and hopefully maintain your loyalty and support.

Ten years ago or less, we were in a so-called "buyer's market". Hotels competed for our business by offering excellent rates and amenities, but by the late 90's, this was changing. Hotels still competed for our business, but almost as if by collusion, the rates began to creep up. Even though we still were able to get bargain rates compared to "rack rates" or individual planners, the rates were (and remain) higher. With the downturn in the economy, everyone thought that we'd see the market swing back to where it had been in the early to mid 90's. Not so. Surprisingly the hotels did not buy into that theory. At the risk of losing business, rates were kept high, and that is where we are today. There are still some good rates out there (compared to today's average prices) but they are becoming harder to find, and certainly will not be found in major cities, especially in downtown hotels. Food prices have increased, but not to the extent that room rates have.

All you have to do is drive by the gas pump or look at your gas credit card and you'll see how fuel prices have increased. It's easy to see why tour costs have risen significantly.

With that brief background, this would be a good time to review exactly how using our services benefit your organization. Once you fully understand just what is included in your reunion price, you'll find it is actually a bargain. Just to refresh your memory:

- We started, and are continuing to this day, assisting you

in locating members of your ship, unit, organization, etc.

- We place reunion announcements (using the reunion coordinator's name as contact person) in over 400 newspapers throughout the country and forty veterans publications. Dozens of your members have been found this way.
- For those who want us to, we maintain your database. Even though a member of the group may duplicate our efforts (and there is no real reason for someone to do this), we have the most up-to-date roster of members.
- We subscribe to a postal service that tracks change of addresses provided the member leaves a forwarding address with the post office. That is not a free service; it costs \$.70 per change of address.
- We also subscribe to a label printing service, updated quarterly by the postal service, that automatically corrects address, adds the last four digits of the zip code, and prints the bar code which is required for discounted postage rates.
- The two subscriptions referred to above allows us to maintain a postal permit for "automation" which lowers the postage from \$.37 to \$.219.
- Once the city has been selected, we take it from there. Our experienced negotiators get the best possible prices, rates that you as an individual planner cannot get.
- We know how to negotiate, what to ask for, and just as important, what not to ask for.
- We get lower rates by not accepting or giving anything complimentary to anyone, so everyone pays the same price.
- We get lower rates by reserving a block of rooms on your behalf instead of each individual calling the hotel freeing up the hotel's reservations staff to handle their face-to-face customers. This is especially significant at check out time. If you don't have any incidental charges, turn in your key and walk out – bill paid. You can't do that with an individual reservation.
- Hotels, tour companies, entertainers, and other vendors see us as repeat business, they see an individual planner as a one-time deal. Who gets the best deal consistently? We do!
- We prepare, print and mail all reservation material.
- We pay all the deposits (and unless you have a treasury this is significant)
- We receive all reservations from members
- We make all reservations with the hotel
- We are able to accept VISA and MASTERCARD
- We are on site to manage the reunion, freeing up your members to enjoy the reunion
- We act as liaison between the hotel and the group
- We create and print banquet and memorial service programs
- We provide each member with a memorabilia item commemorating the reunion
- We arrange for entertainment, guest speakers, Color Guards
- We have a host of first quality memorabilia items (caps, T-shirts, sweat shirts, etc)
- There is absolutely no cost to the coordinator or the association. (We are compensated by charging a

- registration fee to everyone who attends the reunion)
- At the end of the reunion, we start over again.
 - We truly care about your reunion. We want it to succeed just as much as you do.

Let's make it clear from the onset, there are some reunion groups that do successfully plan and manage their own reunions. Let me make it equally clear, doing your own reunion is not less expensive and it is a heck of a lot more trouble and work. We know, there is an organization or two out there that charges you to attend special seminars they call FamTours (which by the way are sponsored and funded by the host city's Convention & Visitor's Bureau, so they actually are free). Hmmmm! If you Reunion Chairmen are really interested in visiting a city, tell us and the next time they have a Fam-Tour, we'll make arrangements for you to attend—free. (You'll still have to provide your own transportation.) Many Chairmen of our groups have gone free—and many more have been invited—to Fam's in Norfolk, Buffalo, Colorado Springs, Albuquerque, Asheville, Jacksonville, Virginia Beach, just to name a few, so you know first hand it can be done.

These seminars claim to "teach you how" to plan your own reunion by giving you a few common sense pointers and then trying to sell you liability insurance. You may learn something at one of these seminars that **you don't know**, but I challenge you to discover something that we are not already doing. My point is, if you pay to go to one of their planner events, (and I am sure some of you have); don't be fooled by how easy they make it sound. Planning and managing a reunion from start to finish is not nearly as easy as the classroom instruction would have you believe. Remember the old adage, "Them that can do – Them that can't teach." We don't mean this to be critical be-

cause some of things they are now "teaching" are things we've been doing for years; but other things being taught are downright foolish.

Make no mistake, experienced hotel Sales Directors can spot an inexperienced individual planner a mile away. Unless you know how to negotiate, you won't get the best available deals, you'll get what the hotel wants to have. So, if the subject "doing it our selves" ever comes up, ask your self one question. Am I (me, personally, not one of the other guys) willing to accept total responsibility for all of the items we have listed above, plus the unforeseen things that will happen. If you are not willing to do it, why would you pass it off to a buddy?

With the increased use of the Internet, a lot of "fare saver" businesses, such as Expedia, Priceline, Travelocity, Orbitz, to name a few have emerged. Often you can get what seems to be a good room rate (sometimes even at the reunion hotel) from one of these services. Getting a room through one of these services may save **you** a couple of dollars (but we can document a couple instances when the reunion rate is less than the fare saver rate. But in the long run, it hurts the rest of your friends. The hospitality room, and banquet rooms are provided without cost, based on the number of guest rooms that are occupied by members of the group and reserved through ML & RS, Inc. Why do you think the first question you are asked is, "How many rooms will you require"? Then the next step is for the sales director to ask the past couple of reunion hotels to confirm your room history. Therefore, each person who gets his/her own room, either through one of these services, or even at another hotel, does not pay their fair share of hospitality and banquet room charges, passing this cost instead to those who stay in the hotel.

This is a serious matter, and unless we nip it in the bud, I can foresee the time when it will be necessary to charge folks not staying in the hotel a sur charge to cover their share of the rooms in question. Folks, there ain't nothing free.

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.

ML&RS, Inc. is not responsible for the accuracy of article submitted for publication. It would be a monumental task to check each story. Therefore, we rely on the submitter to research each article.

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.