

The Mountaineer, USS West Virginia

June 2002

From the Quarterdeck:

Greetings to all.

I think we picked the ultimate meeting place when we chose Corpus Christi for our reunion in October. The beauty of the area plus the many things to do and see, should prove to be very exciting. Its been a long time since I have seen as many good restaurants Mexican, Seafood and Oyster bars. There is a Trolley that picks up one block from the hotel and will take you to all the local merchants etc.

The people in the area are very friendly and hospitable. There is a flea market in a huge building near the Omni Hotel that offers everything imaginable, from western gear to Mexican trinkets.

On Thursday we will be attending a tour and western Bar BQ at the King Ranch. The ranch covers 825,000 acres, larger than the State of Rhode Island. Also the tour offers a stop at the King Ranch Museum.

On Friday a tour of the USS Lexington considered to be the most famous aircraft carrier in American History, with a few generations of U.S. Aircraft on board, plus a State of the art movie. If anyone served on the Lady Lex. Let us know before hand and they will be piped aboard. On the same day we will be visiting the Texas State Aquarium. Here you will tour through a flowing area of sharks, rays, jelly fish, and many species of salt water creatures. A special feature will be the new Oddysea exhibit.

Saturday we have scheduled a trip to the Naval Station Ingleside. This is a new type of station devoted to mine warfare. This is probably the most interesting of all of our station visits in as much as it is devoted to a different type of warfare, than we have ever witnessed. We will be having lunch in the crews mess.

In the evening we will have a memorial service, a cocktail hour and dinner. After dinner we will have a band made up of veterans. They will be playing music familiar to all of us for our listening and dancing pleasure.

Sunday morning we will be having a church service, breakfast followed by our business meeting. At that point we will vote on a reunion town for our 2004 meeting. The chosen city for 2003 was Boston Ma. It will take place soon after Labor day 2003.

My wife and I are extending our visit at least one day ahead and a day after, that we might take in more of Corpus Christi. If you are interested in doing the same the hotel manager has agreed to continue our discount price per room. You must make mention of this upon booking.

LIKE A PHOENIX: SALVAGE AND REBUILDING

A week before Christmas 1942, two men hurried to keep an appointment with the Commandant of the Pearl Harbour Navy Yard. Robert Trumbull of the New York Times and Keith Wheeler of the Chicago Times were ushered into the office of Rear Admiral William R. Furlong. After exchanging pleasantries, perhaps with a comment on Trumbull's recent piece on Admiral Halsey, the officer pulled out a "bulging manila envelope of pictures." "Look here," he began and so revealed to the correspondents one of the most extensive salvage operations in US Naval history, the raising and temporary repair of the sunken battleship West Virginia, his command back in 1936-1937.

When the great fires on board the West Virginia were finally extinguished late on December 8, 1941, the 31,800 ton pride of the Pacific Battle Force was revealed as a mangled hulk. Thanks to quick counter-flooding early in the previous day's raid, the "Wee Vee" had just barely avoided capsizing, a fatal fate from which the nearby Oklahoma did not escape. Sunk nevertheless, she now lay listing some 30 degrees to port with her starboard bilge hooked into the adjacent Tennessee. The 18-year old lady, her wrinkled bottom deep in the mud, sadly showed a 50-foot draft forward and a 40-foot draft aft. Huge gashes had been blown out of the port side above and below her armor belt by the seven Japanese "Long Lance" torpedoes. A giant gap 120 feet long was opened along that belt, "so wide (10-15) from lip to lip that two tall men could stand, one on the others shoulders, in the vent." A hit aft had destroyed the ship's steering apparatus, broken the huge steel castings holding the stern posts, and knocked off the rudder. Topside, the damage was just as severe.

A bomb, actually a converted 15-inch naval shell, had damaged 16-inch Turret Three; another had passed through the foretop and down through the boat deck leaving both shattered. An explosion abated the bridge where Captain Mervyn Bennion had died had damaged all the upper works and pushed the main, second, and third decks down so that they actually joined together some ten feet below the last named level. The entire area was opened "the way an earthquake might take away the wall of a four-story building, leaving the rooms indecently exposed." Even a 5-inch gun in a rended casemate fell a full deck below, as if sprung from a trapdoor. Inside, the ship appeared "as if she had been crumpled like paper in a giant hand"-a hand which had then applied a blowtorch to the remains. It is amazing that her casualty rate was so low.

Many of those examining the West Virginia at the close of 1941 thought her finished. The new Pacific Fleet chief Admiral Chester W. Nimitz was appalled at the damage to this and other vessels in the harbor. A few still had faith, notably Acting Captain Lt. Commander F. H. White and those "Wee Vee" ratings not transferred elsewhere. They, together with various divers and salvage experts, recognized the one important fact-she lay on an almost even keel. A shallow berth had saved her from the fate of HMS Repulse and Prince of Wales caught on the open sea off Singapore on December 10 and sunk by Japanese torpedo bombers. Given time and resources, it might be possible to raise the Mountain State namesake.

Although planning for salvage operations at Pearl Harbor began on Dec. 14, 1941, it was not until the second week of January 1942 that the act was gotten together. At that time, Rear Admiral Furlong, once Chief of the Bureau of Ordnance and most recently Commander of Pacific Mine Craft, Became Commandant of the Navy yard with Captain Homer N. Wallin as boss of the Salvage Division. With this new command came priorities on repairing damaged ships and keeping fit those in action; the West Virginia, the most seriously damaged capital ship for which any retrieval hope existed, went low on the list. Consequently, except for exploratory labor, the men of the Navy Yard focused their efforts on the quick repair of the Tennessee salvaging of the Nevada and California. As it developed, it is perhaps well that the "Wee Vee" faced this chronology. Procedures employed aboard and invented for her ailing sisters, during the winter of 1941 and 1942 would pay rich dividends when her turn came and would speed her salvaging to a point where she would, unlike the Oklahoma, have a chance at getting back into the war

Wallins engineers, mainly from the Pacific Bridge Co. went to work on the West Virginia. At first, all were troubled as the methods employed to raise the Nevada and California would not work in her case. The huge gash in her port side was simply too large for any patch job. The delicate business of matching timber frames to the lines of her hull was out of the question; on Dec. 7, the ship had so writhed in agony as to no longer fit even her own blueprints.

Undaunted, Captain Wallin nevertheless elected to employ huge cofferdams to reclaim her damaged port side. Due to the grotesque irregularities of the "Wee Vee's" hull, it would not be possible to provide a snug seal by ordinary methods. The brilliant officer, after conversations with the Pacific Bridge people, came up with an untried variation. The seal would be made of tremic cement, the underwater hardening kind used for bridges and drydocks.

The huge cofferdams were built, enormous wooden sections some 50 feet in length braced with steel. These were weighted and lowered by derricks and divers bolted them in place along the hull to form one tremendous outer wall. This giant patch was further secured by steel rods running vertically upward from their attachments inside the timber structure to "A" frames fastened to the deck above. The topside support was provided by frames of steel "I" beams, from which the cofferdams hung as from a coat hanger."

When all was ready, a barge boasting a mixer was drawn alongside and began pouring 325 cubic yards or about 650 tons of tremic concrete down 10-inch Tremie pipes set 10 feet apart along the hull. Oozing down, the cement settled some four feet deep about the uneven crevasses and hardened, making the undersides of the cofferdams watertight. Once divers had certified the integrity of the play, it only remained to remove the water and weights still in the ship before she would surface.

Employing nine 440-volt electric Pomona and Peerless deep well pumps, the West Virginia crew and civilian contractors began pumping out the muck, Each day as the 500 bluejackets "knocked off" to return along a bridge laid over floats to their nearby huts, it was possible to note the laborious progress of the ship's flotation by the scum-ring markings on the cofferdams. An electrically- powered skimmer allowed the pick up of approximately 40,000 gallons of the 70,000 gallons of fuel oil aboard on Dec. 7. Regular and canteen stores plus 16-inch and lesser shells and powder were also removed.

As the main propulsion plant was unwatered, working parties quickly reconditioned the steam end, and some 50 General Electric specialists and over 100 Pearl Harbor electricians began at once on the alternators and motors. Rotten stores were flushed out and with great dignity, 66 bodies were sent ashore. Finally, on May 17, 1942, the "Wee Vee" floated and was carefully towed over to Drydock No.1 where she was nursed over the sill to rest on the keel blocks. There in the only way possible, the tremic cement was blasted off with small dynamite charges and the ship's further repair given over into other hands.

Looking back on the raising of the "Wee Vee", Captain Wallin later confided that it was a most difficult salvage job successfully completed." Paying tribute to the ships crew and the contractors, he continued,"all hands assigned to the work performed their part intelligently, co-operatively, and effectively-a successful outcome was never in doubt." For his outstanding work, classified by some as one of "the outstanding feats of marine engineering history," Captain Homer Wallin was awarded the Distinguished Service Medal.

The West Virginia remained in Drydock No.1 for almost a year. There the wooded cofferdams were replaced by steel and internal structural members were removed and replaced by prefabricated sections. The tangle of her cage masts was removed and her 16-inch Turret Three repaired. A new rudder was constructed and hung, the steering gear was repaired, and in "the biggest job ever undertaken on a ship afloat," all of her electric drive machinery was restacked and rewound. In the words of Rear Admiral Furlong in the close of his meeting with reporters Trumbull and Wheeler:" We built her new from the inside out. We went right to the bottom, like a dentist drilling out a rotten tooth, and we burned away all the damage and renewed the hull and decks." On November 15, Commander Levi J. Knight, Jr. was piped aboard to relieve the tired Commander White and on May 7, 1943, the "Wee Vee" departed Pearl Harbor under her own power, setting course for the Puget Sound Navy Yard at Bremerton, Washington.

The West Virginia was modernized at Bremerton so much so that, outwardly at least, she became practically a new ship. This transformation when added to the work done earlier in Hawaii left only the original hull, main battery, and propulsion plant present on board December 7, 1941. As we will see, everything else was new. Unfortunately, the yardsmen found themselves with so many tasks of higher priority that her rebuilding was often interrupted and finally set back by months.

As opposed to the riveting employed in her 1922-23 "birth," the West Virginia's new construction was all welding, bringing with it a weight savings sufficient to raise the waterline by two and a half inches. Apart from new horizontal deck armor doubled in thickness, her hull received new bulges on both sides, which actually formed a kind of "second hulls" covering the entire side armor from below water to the upper deck. These blisters increased stability and gave better anti-torpedo protection. On the debit side, the "Wee Vee's beam widened to 114 feet, a girth which would prevent her ever again passing through the Panama Canal.

With the two funnels removed, it was found that the combination of the flue gas ducts made it possible to get along with a single large stack. The bridge superstructures were also altered completely, enlarged, and extended. From these protruded a truncated cone type turret mast which, together with its superstructures, formed a compact black with the funnel. These changes in appearance gave the old lady a look similar to the newer

battleships of the South Dakota, Alabama, Massachusetts & Indiana Watertight integrity was also a primary goal while new fire mains, a new ventilation system, and new fuel lines were added. The 16 inch turret armor was doubled in thickness.

In order to disguise the Mountain State Battleship and make it harder for Japanese air and sea-borne marksmen to hit her, she was given one of the Navy's standard camouflage schemes, or "measures," which at range and in various weather and lighting would change her silhouette. The measure chosen for the West Virginia was No. 32, the "medium pattern system." Under this arrangement, she was painted in dazzle-pattern with pale gray, and navy blue matte applied to horizontal surfaces and decks.

Based on war experience in 1944, the Navy insisted that the West Virginia's AA armament be substantially increased over 1941. Accordingly, the casemated and other old 5-inch dual-purpose guns in eight double turrets, four to a side on the "02" deck. Sixty-four 40mm cannon were mounted in standard troughs while eighty-two 20 mm quick firers were added for close in defense. When the workmen were finished, the ship had 100 more AA guns than she did at the time of the Pearl Harbor disaster.

The gunnery control equipment was also completely modernized as could be seen externally by the two "Mark 34" fire control instruments of the main battery and the four "FD" instruments of the 5 inchers. In addition, there were ten gun directors, two stable vertical directors, and thirteen installations of various types of radar fire gear. Elsewhere, the catapult gear on 16-inch Turret Three was removed and a pair of "sling shot" catapults were bolted to the poop for use by the ship's three OS2U Kingfisher observation aircraft.

Late in the afternoon of July 4, 1944, the new "old battleship" got under way for a two-day trial run in Puget Sound.

The "Wee Vee" returned to the yard and then stood down while sophisticated radar, including the Pacific Fleet's first "Mark 8" main battery radar, was installed. A type "SSK-2" radar aerial was mounted on the forward pole mast while an "SG" aerial was hooked to the after-edge of the funnel and connected to the mast abaft by struts. None of this is shown in contemporary photographs as it was carefully blocked out for security reasons. With the addition of her mechanical "eyes" the West Virginia was given scanning capacity of 60,000 yards, precision ranging to 44,000 yards, and the ability to "shoot at night almost as well as by day.

While the West Virginia was undergoing her enforced Puget Sound visit, the Bureau of Naval Personnel moved to give her a new crew. To lead a largely unseasoned group coming on board from the vast pool of available recruits, draftees, transfers, "90-Day-Wonders," Captain Herbert V. Wiley, a distinguished career officer and native of Chillicothe, Montana, was given command. During his tenure aboard the "Wee Vee" her new skipper, a man with reputation as a taskmaster but whom all regarded as a good and fair leader, would gain the nickname of "High Velocity." Wiley was one of the most versatile men ever to run a US battleship and a brief review of his record is worth examining.

Following his graduation from Annapolis in 1915, Ensign Wiley served in Pacific fleet destroyers to 1921. During the time of this duty, he undoubtedly had the opportunity to view the first West Virginia, the armored cruiser ACR-5. On October 20, 1917, Wiley married Marie F. Scoggie, who bore him two sons and a daughter before her death in

1930. For the two years following President Harding's inauguration, this junior officer was an instructor in Naval Academy's Department of Electricity.

In 1923, Lt. Wiley entered into perhaps the most interesting and dangerous duty of his career. That year he was posted to serve in the Navy's rigid dirigible fleet and traveled to Lakehurst, New Jersey, to join his first ship, Lt. Commander Zachery Lansdowne's famous Shenandoah. Wiley served aboard that beautiful giant and survived with 12 others, including Navigator Charles Rosenthal, balloonist on the old Huntington, when the Shenandoah was torn apart by a storm over Cambridge, Ohio, on September 3, 1925. The wreck caused Wiley injury and near death. After emergency surgery, he carried ever after a hole in his trachea which forced him always to speak in a hoarse whisper. In 1930, following his recovery, the lieutenant rode aboard the dirigible Los Angeles before leaving her to spend a year in gunnery board the Tennessee.

Early in 1932, Lt. Commander Wiley was posted back to Lakehurst as Executive Officer aboard the airship Akron. This duty was rather peaceful until the evening of April 3&4, 1933, when with Bureau of Aeronautics chief Admiral William A. Moffett on board, the ship went down in a thunderstorm over the Atlantic. Wiley was one of only three men and the only officer to be rescued after the disaster. On April 4, the survivors were flown down to Washington to see the Secretary for the Navy and the following morning were taken around to the White House. "I'm thankful you're here," said President Roosevelt. "Sit down and tell me all about it." In clipped tones, Wiley told of their crash and rescue and the new Chief Executive congratulated the three on their narrow escape. The story brought wide coverage as the reader can see in issues of the New York Times of those days.

Wiley was given his first dirigible command on July 11, 1934, when he took over the large Macon at Moffett Field, California. Her crew was not particularly pleased to see him as, by now, the airship officer had established a reputation as a "strict disciplinarian who never hesitated to hand out extra duty." In November, the Macon took part in war games southwest of San Francisco. She was designated the "eyes" of the Black Feet, keeping "enemy" battleships, including the West Virginia, under constant surveillance. During his tenure, Wiley experimented heavily with the ship's "Heavier-Than-Air-Unit," made up of Fk9C-2 sparrow hawk biplane fighters which could actually be launched and taken aboard. Three months later, having won the attention of congress as an inexpensive defense item or "flying aircraft carrier," The Macon took part in widely publicized war games off Los Angeles. On the afternoon of Feb. 12, 1935 as Wiley's ship silently sought "the foe" the Macon's upper fin came off, puncturing several helium gas cells. Fatally hurt, she began a slow dive into the sea off Point Spur. At 5:40 pm the giant "gasbag" went into the water from which all but two men were saved. For "Pop" Wiley and the US Navy the day of the rigid dirigible was done.

Wiley did not lose contact with the surface fleet or the Academy in those years when he was not actively engaged with the airships. During 1933-1937, he served aboard the cruisers Cincinnati and Pensacola plus the cargo ship Sirius. On September 21, 1935, Charlotte Mayfield Weeden became his second wife. From 1937-1939, Wiley was an instructor of English at Annapolis and in 1940-1941 was Engineering Officer aboard the battleship Mississippi.

When war came, Captain Wiley was Chief of Destroyer Squadron 29 stationed at Tarahan, Borneo. From that base, his "tin cans" were instrumental in the first US surface

victory of World War 11, the January 24-25, 1942 Battle of Makassar Strait. Although that fight is out side the scope of this work, it is fully described in the first volume of Admiral Morison's semi-official history. With the fall of the Netherlands East Indies and the destruction of the Allied ABDA fleet tin those waters, Wiley was posted back to Annapolis to chair the Academy's Department of Electricity.

Wiley was named to the West Virginia, few of her crew knew him personally. His aerial bias soon made itself known in a pleasant way to "Wee Vee's" aviators, as recalled by Lt. Commander Robert R. Rodgers. "Wiley liked us aviators" and to show it, in honor of the great dirigibles, he "wore wings part of the time."

Commander G. J. King, who had escaped Bataan and served as Acting Captain during the Bremerton refit, was named the battleship's Exec while Lt. Commander F.H. White, Acting Captain after Pearl Harbor, remained as First Lieutenant.

Sometime later, Captain Wiley voiced his opinion on his men: "The greater percentage of officers and men had never been to sea before in a short three months, these men had gone through a grueling shakedown period and had joined the fleet as a fighting unit. They lifted themselves up by their "bootstraps" to be competent and battle-tried veterans, cool and calm under fire and extremely efficient."

The West Virginia departed Bremerton on July 16, enroute to Long Beach for practice Designed to put her on a war footing. Arriving at the California city three days later, the men of the rebuilt battlewagon enjoyed a brief liberty before departing on the 24th for a five-day shakedown cruise off Catalina. According to notes made by Lt. Baumrucker at the time, the "Wee Vee" undertook a total of six brief "in and out" practice trips which lasted until August 30, when she entered the local dry dock for a final check preparatory to her reentering the war. Every kind of training drill imaginable would be run on both the men and machinery during that time and in the end, The "Wee Vee" would be an organized fighting unit.

TAKEN FROM 'THE MOUNTAIN STATE BATTLESHIP' USS WEST VIRGINIA,
BY: MYRON J. SMITH, JR.



USS Lexington -
Corpus Christi, Texas



Corpus Christi, Texas
Padre Island

Recently we have received many notices of departed husbands and wives. Some how this seems to make one feel that he or she would not have a good time or be welcomed at the reunion without their spouse. This could not be further from the truth, we have all become such great friends that you would be surely missed. Those who have only attended 1 or 2 reunions or none at all, may not feel this but believe me the feeling catches on and stays, think about it, what will you be doing if you don't attend? If you feel you don't want to do it alone, bring an offspring or relative or even a friend, but don't let us miss both of you.

We have some good Discount offers from some of the Airlines. When making your Reservation, you must include the Authorization number for the USS West Virginia Reunion. The numbers are as follows:

American Airlines -----Authorization #-A19H2AP-----1-800-433-1790

Continental Airlines-----Authorization #-U179ZZ-----1-800-525-1700

Southwest Airlines-----Authorization #-J7021-----1-800-433-5368

Best Discounts are given when booked at least 60days in advance. Make sure you use our group-authorization number when booking. See You In Corpus Christi.

We are in need of a few bartenders to work the hospitality room. The hours are very limited. You might be asked possibly to work 3 or 4 hours at a time. When you volunteer for this position it will help us carry on. We could also use a couple of ladies to handle our raffles. Please let me know if you would take on one of these jobs. Thank you, Joe

Trying to save on expenses for everyone , we are taking on the job that the Armed Forces Reunion Inc. did, at least for this one time.

We are going to attempt to recruit the SSBN West Virginia, plus the wives, children, grand children, relatives and friends of BB48 shipmates.

FROM AN ARTICLE FOUND IN NAVY TIMES:

The last of the old bell-bottom dungarees were issued to recruits last year. In the past each recruit was given a pair of dungarees and three and three sets of new military uniforms. From the date on, enlisted version of the working uniform, similar in fit to the wash khakis worn by officers and chiefs at sea.

Recruits have been issued the dungarees in the past in order to use up the stockpile. The new straight-leg dark blue pants, with permanent creases, and the light blue shirts, are both 65/35 percent polyester/cotton mix. The uniforms have deep pockets and name tapes are embroidered on instead of stenciled.

SCHEDULE FOR USS WEST VIRGINIA REUNION, OCT 16-20,2002

STAYING AT THE OMNI HOTEL, CORPUS CHRISTI, TEXAS

WED. OCT 16:

1-6 P.M Reunion registration, Hospitality room # 305 and small stores open.
Dinner on your own.

THUR. OCT 17:

8 a.m. to 5 p.m. Reunion Registration Room #305
9 a.m. load bus for King Ranch tour.
10 a.m. begin tour and BBQ lunch, King Ranch
3:30 p.m. load bus to return to Hotel
Dinner on your own
6 p.m. Hospitality room #305 open registration and small stores

FRI. OCT 18:

8 a.m. Registration. Room #305
9:30 a.m. Load bus for USS Lexington tour
12:45 p.m. Lunch on your own.
2:30 p.m. Tour Texas State Aquarium. One block from USS Lexington
4:00 p.m. Load bus for return to hotel
Dinner on your own
6:30 p.m. Hospitality room #305 and small stores

SAT, OCT 19

9 a.m. Load bus for tour and lunch at the Ingleside Naval Station.
10 a.m. Begin tour, lunch at the enlisted mens mess hall
2 p.m. Load bus to return to hotel.
5 p.m. Memorial Services
6 p.m. Cocktails-cash bar
7 p.m. Dinner
8:30 p.m. Entertainment

SUN OCT 20;

8 a.m. informal church service
8:30 a.m. Farewell breakfast, business meeting, prize raffles
After breakfast-Hospitality room #305 and small stores till noon.

PLEASE BRING ITEMS OF INTEREST TO MEN & WOMEN TO BE RAFFLED.

Try to have your local paper print this notice as a community service.
USS West Virginia Reunion, Corpus Christi Texas. Oct 16-20
Contact: Joe Variot----4564 Cedar River Rd, Mancelona, Michigan 49659—Phone:231-584-2280—e-mail: margot@avci.net--Also contact your VFW, Amvets, Am. Legion, Fleet Reserve, etc. to print this notice in their paper, we may get to some who do not know we exist. Thanks: Joe

Reunion Activity Registration Form

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to USS West Virginia Reunion in the form of check or money order (no credit cards or phone reservations accepted). Your canceled check will serve as your confirmation. All registration forms and payments must be received by mail on or before 25 Sept. 2002. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. *****

Office use Only
 Check# _____ Date received _____

Cut off Date: Sept 25, 2002

Tours	Price Per	No. Of People	Total
Thurs: King Ranch Tour w/camp house lunch	34.00		
Friday: USS Lexington W/movie 2 trips			
Friday: Texas State Aquarium Combined	28.00		
Saturday: Naval Station Ingleside W/lunch	16.00		
Saturday Banquet (Please select your entrée) 8 oz Filet of sirloin-Potatoes -veg-rolls-desert	28.00		
Marianted Chicken Breast-Potatoes-veg-rolls-desert	24.00		
Sunday: Farewell Breakfast, business meeting			
Plated breakfast, eggs, potatoes, bacon, biscuits, juice	13.00		
Registration Fee: Includes administrative, hospitality room expenses, and Entertainment.	25.00		

Total Amount Payable to USS west Virginia Reunion Total

Please Print:
 Name (for name tags) _____
 Division _____ Years on Board 19 ____ -19 ____
 Spouse Name _____
 Guest Names _____
 Street Address _____
 City, St. and Zip _____ Ph. Number _____
 Arrival Date _____ Departure Date _____

Full refunds will be sent for the above-mentioned activities if cancellation is received by 1 Oct. 2002 Dinner Sat Oct 19 must be cancelled by 1 Oct. 2002 After that date, refund amt. will depend on vendor policies and/or the resale of tickets. Call (231)584-2280 to cancel reunion activities.

USS WEST VIRGINIA

October 16 - October 20, 2002
CUT-OFF DATE: September 25, 2002
Hotel Rate: Single-\$80.00/Double-\$80.00
Triple-\$80.00/Quad-\$80.00

RESERVATIONS RECEIVED AFTER CUT-OFF DATE WILL BE ACCEPTED AT PREVAILING RACK RATES ON SPACE AVAILABLE BASIS

HOTEL CHECK-IN TIME 3:00PM - CHECK-OUT TIME 12 NOON

OMNI CORPUS CHRISTI HOTEL
MARINA TOWER
707 NORTH SHORELINE BOULEVARD
CORPUS CHRISTI, TX 78401
(361) 887-1600

Name(s) _____

Special Requests:

Company Name _____

_____ Wheelchair accessible room

Address _____

_____ Hearing impaired

City, State, Zip _____

_____ Visually impaired

Work Phone // _____

Other (please Specify)

Home Phone // _____

Accommodations:

Number of Rooms	Single	Double	Triple	Quad

Sharing Room With _____

Room Type (circle): King DBL/DBL

Preference (circle):

Smoking Non-Smoking
(Accommodations is based on availability)

Special Requests _____
(Type of accommodation is based on availability)

Method of Arrival: Fly _____ Drive _____

I will arrive on _____ I will depart on _____

Arrival Time: _____

GUARANTEE:

All Reservations must be guaranteed as follows:

BILL TO CREDIT CARD - Please fill in American Express, Diner's Club, Master Card, Visa, Discover Card number, name of cardholder and expiration date on the space provided:

Cardholder's Name: _____

Card Number: _____

Expiration Date: _____
Month/Year

In the event you are unable to cancel this reservation within 72 hours of the arrival date, a charge equal to one night's room rate will be assessed on the credit card above, or the advance deposit forfeited.

Signature: _____

Print Name: _____

How To Make Reservations

ALL HOTEL ROOMS MUST BE RESERVED BY SEPTEMBER 25, 2002 TO INSURE GROUP RATE

FAX to Omni Corpus Christi Hotel at (361) 886-3593 or
MAIL to Omni Corpus Christi Hotel, Attn: Reservations Dept.
900 N. Shoreline Blvd.
Corpus Christi, TX 78401
361-887-1600

OR CALL 1-800-THE-OMNI For Reservations

USS West Virginia BB 48

REUNION ASSOCIATION

C/O JOSEPH VARIOT
4564 CEDAR RIVER RD
MANCELONA, MI. 49659

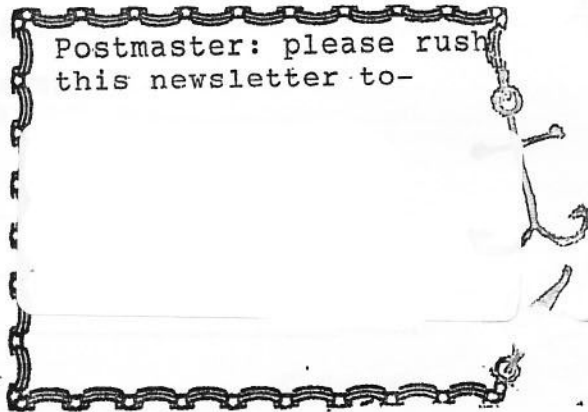
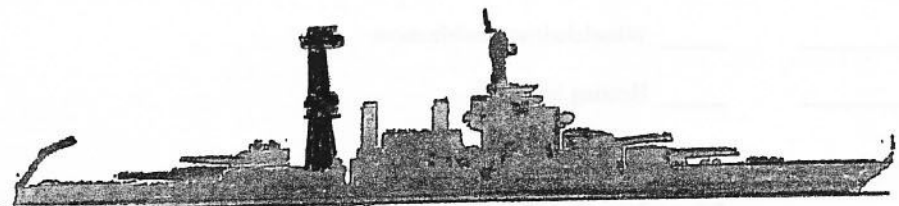
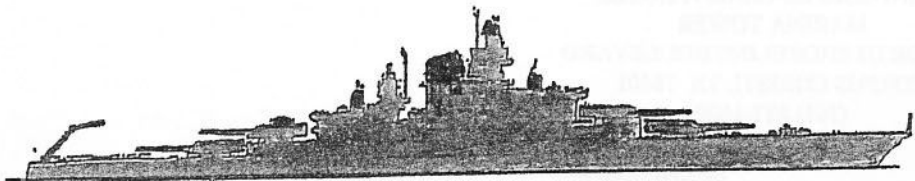


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Visit the Web site-www.usswestvirginia.org

FIRST CLASS MAIL

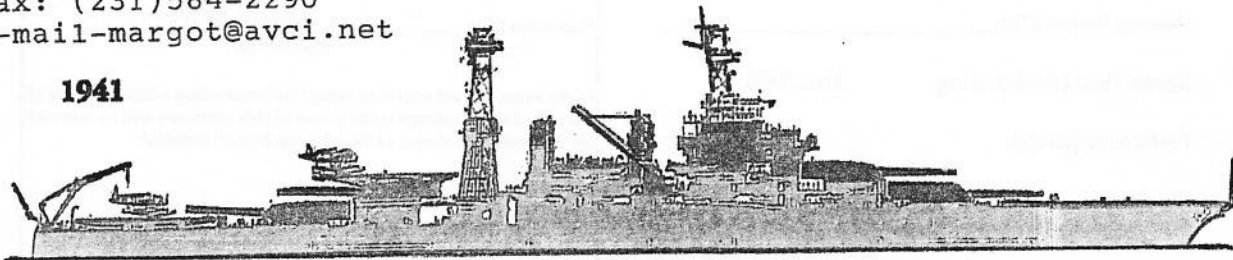
Date Orientated Material



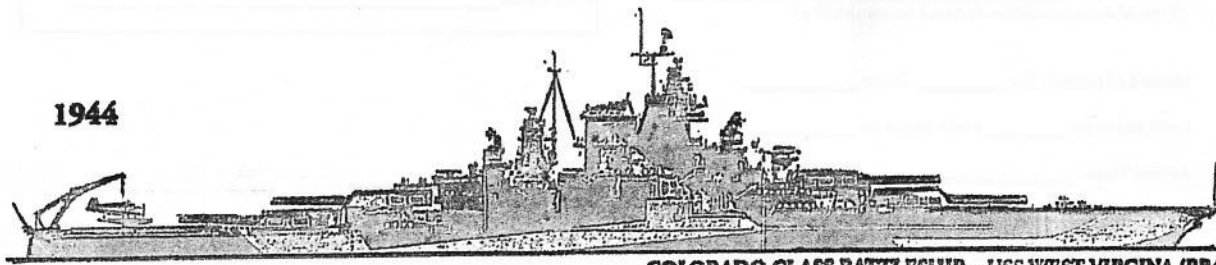
Tele: (231) 584-2280
Fax: (231) 584-2290
e-mail-margot@avci.net

**COLORADO CLASS BATTLESHIP - USS WEST VIRGINA (BB48)
AS OUTFITTED IN THE WINTER OF 1941**

1941



1944



**COLORADO CLASS BATTLESHIP - USS WEST VIRGINA (BB48)
AS OUTFITTED IN THE SUMMER OF 1944**