

OFFICIAL PUBLICATION OF THE
U.S.S. WEST VIRGINIA REUNION ASSOC.

Editor: Robert "Geezil" Kronberger

*Transferred to the
Supreme Commander-in-Chief
Of The Universe*

Our Departed Shipmates

Reider Peterson
David Rasmussen
Earl Harshberger
Curtis Mikkeson
S. Ted Tiffamy
Comelis Morris
James W. Dowling
Glen Stiltner
W.E. De Witt
Francis J. Luckish
Merlyn G. Buffington
Cornelius Guinn
Glen A. Holmes
Merlin L. Barcus
Earl Bonner
Thomas R. Eddy
Babrilla Kirkendal
Louis P. Smith
Gaylord Pierce

*"Eternal rest grant unto them and let perpetual light
shine upon them and may they rest in peace"*



Scuttlebutt.....Soundings

GENERALLY SPEAKING

The 23rd reunion is history now and we are now in the planning stage of the next assemblage of the "SHIP'S COMPANY" in Norfolk, Virginia on the 25th-29th of September, 1996. The Holiday Inn, Executive Center, 5655 Greenwich Road, Virginia Beach, Virginia. The rooms have a guaranteed rate of \$63.00, single or double. More information on the 24th reunion will be contained in the next issue of the "MOUNTAINEER".

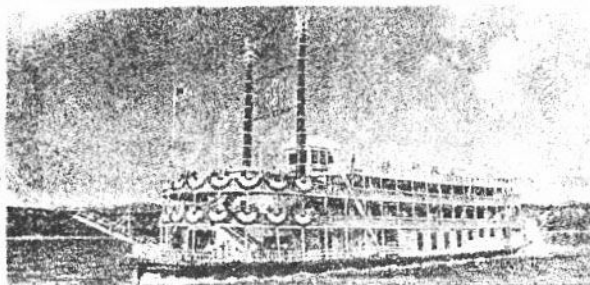
REPORT ON BRANSON

The crew started arriving at the Settle Inn on the 15th of August, 1995 and what a great crew it was. We had an extra large room for provided to us to use for Hospitality, general lounging, sea story swappings, small stores and general get-to-gethers. The W. Va. registration desk and information desk was located just outside the "Crews Lounge". We had great shows planned for us such as; The Lawrence Welk Show, The Shoji Tabuchi Theater, The Box Car Willie Show, (Box Car Willie gave our crew a great welcome), and The Wayne Newton Show.

"THE WEST VIRGINIA CREW GOES TO SEA AGAIN"

On thursday We all boarded the Brand New Showboat "BRANSON BELLE". It was a beautiful paddle wheeler that cruised the waters of Table Lake. We had a great lunch, served with great efficiency. The entertainment was great with a talented staff of singers, dancers and musicians. Stan Trachta, our #1 Marine was pressed into service as a straight man and Stu Hedley Played the part of an over-sized Dolly Parton. Bob Gallup was our only case of sea-sickness. The trip. on the Branson Belle took us all back to the time when showboats were once famous.

BRANSON BELLE---



Scuttlebutt Soundings (Cont).

THE BANQUET

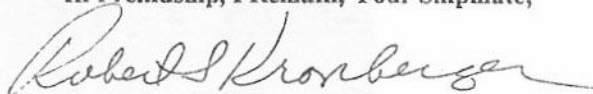
Saturday night 218 Shipmates and guests met in the spacious main ballroom for dinner. The Evening festivities began with the blessings by Shipmate Jim Downing, followed by the Pledge of Allegiance to our Flag and then on to Dinner. Following dinner we had our memorial bell ringing ceremony for our departed shipmates by Shipmates Jim Downing, Stu Hedley and Wallie Morgan. We were especially pleased that Shipmate Joseph Variot and his lady were there on their honeymoon. We wished them Fair Winds and Following Seas. There were a few birthdays and anniversaries remembered. We then had our drawing for the beautiful Afgan made and donated by Dorothy Pedersen. Dorothy was not with us this reunion as she was on the binnicle list due to hip surgery. We all missed her.

We were reminded that many of our shipmates were unable to be with us this year as there were several VJ Day celerations taking place at the same time as ou reunion. Jim Downing again led us in prayer and then the banquet became a dance hall.

THE BUSINESS MEETING

Sunday Morning found us at a well attended Church Service held in our recreation room. The servive was conducted by Jim Downing and one of his guests. After Church Services, we all adjourned to main dinning room for breakfast followed by our annual business meeting. The main topic of discussion was where to have our 1997 Reunion. The crew selected Seattle Washington as the number one choice, followed by a close second place North Central America (Minnesota, Iowa and Wisconsin). The Third choice was San Francisco, California. Virginia Fiske of Armed Forces Reunions spoke and answered questions regarding reunion sites. Bob Gallup spoke to us on the Navy Memorial at Washington, DC. Mr. Douglas Sikes, of Turner Publishing Company spoke to us concerning a quality history book that they plan to publish on the USS West Virginia. Special thank you notations were made to the Adams Family for the Table Decorations, Lou Adams, Harry Fessler, Wallie and Bea Morgan for helping in the Hospitality Room and to Marion Kronberger for all her yeomen duties,

In Freindship, I Remain, Your Shipmate;



Robert/Geezil/or Scratch Kronberger

AN ODDITY OF DECEMBER 7, 1941

There were many individual incidents recorded because of the action of December 7, 1941, but the experience of Dean Grant Darrow on the USS WEST VIRGINIA is unique.

Darrow, a Firecontrolman Third Class, was dressing at his locker getting ready to go ashore on liberty with the intention of buying Christmas presents when, in his words, "All Hell broke loose." He was blown from his battle station on an anti-aircraft director into the water and landed near the liberty launch that he had intended to board just minutes before the bombs hit.

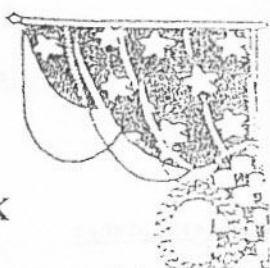
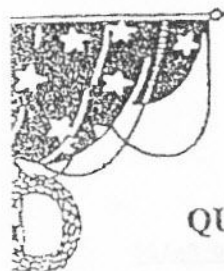
Darrow woke up in the hospital, where he was told that a small piece of shrapnel had made a hole in his back, but that it had healed while he was unconscious. Within a few days he was assigned to a destroyer and shipped out with a convoy. By Christmas he was having physical problems, dizziness; weak spells, and problems after exertion. Finally he was sent to the hospital ship SOLACE where his appendix was removed to take care of his problems. But the problems persisted, and a series of X-rays were taken to try to see what was causing his heart to act up.

The X-rays showed a bullet in his heart.

From the ship Darrow was sent to the Naval Hospital at Mare Island California where Lt.Cdr. E. F. Holman, a heart specialist took over. At that time heart surgery was rare. The missile removed from his heart was a 7.7MM armor-piercing machine gun bullet. The operation by LtCdr. C. C. Myers was a success.

Darrow was discharged from the Navy following his recovery and worked for Sperry Gyroscope for 34 years as an engineer. He died in California on December 15, 1991.

Dean Darrow carried that bullet in his heart for over four months, and lived to tell the story.



QUARTERMASTER'S NOTEBOOK

SHIP'S COMPANY REPORTING FOR DUTY AT THE 24TH REUNION
August 16, 17, 18, 19, 20, 1995, Branson Missouri

ADAMS, Luther (6A)	DUNCAN, George (Ships Sec.)
AIELLO, Nicholas (4th)	DVORAK, Martin, (B)
AKIN, Martin (11th)	EISWORTH Ray (B)
ALBERS, Ray (CS)	FALCONER, John (CR)
ANDERSON, Dennis (R)	FARMER, John "Bob" (1st/N)
ANDERSON, Roger (F)	FESSLER, Harry (6B)
ANDRELLETTI, Andy (H)	FOWLER, Charles (CR)
BALBINOT, Lou 6th/CY	FRANKLIN, Jack (6A)
BARDIN, Mike (C R)	FRAVOR, Dale (E)
BARR, Cliff (4th)	GACKLE, George, (S)
BATCHELOR, Ralph (B)	GALVIN, Pat (7th)
BATES, Tom	GECI, George, (6th)
BEAUDREAU, Bob (6B/VG)	GOBBEO, Rudolph (6B)
BELLOWS, Jim (5th)	GUARINO, Lou (6th)
BOBICK, Arnold (B)	HASSLY, Bill (3rd)
BOYD, A.E. (L/4th)	HAIRELL, S.F. "Muscles" (A)
BOYD, Tom (S)	Hall, Richard (7th)
BRAY, Raymond (R)	HAMMOND, Harry (4th)
BROWN, James (3rd)	HANNIBAL, Nick (B)
BROWN, John, (CY)	HAYNES, Giles "Sandy" (E)
BROWN, Owen (M)	HEDLEY, Stu, (3rd)
CAMM, Jim (6th/R)	HOLUP, Andrew (E)
CAOLO, Mike (VG)	HUFFMAN, Ross (E)
CARLSON, Cliff (M)	JONES, Robert (1st)
CEWE, Robert (6B)	KADER, Lewis (S)
CHILDRESS, Marvin (4th)	KINNAMAN, Joseph (S)
CHRISTY, Robert (E)	KRONBERGER, Robert (B)
CRUMPLER, Charles (CR)	LANANE, Tom (6/M)
DIXON, Bryan (E)	LARSON, Lauren (11th)
DOWNING, Jim (PostOffice)	LEMLEY, Harlan (3rd)

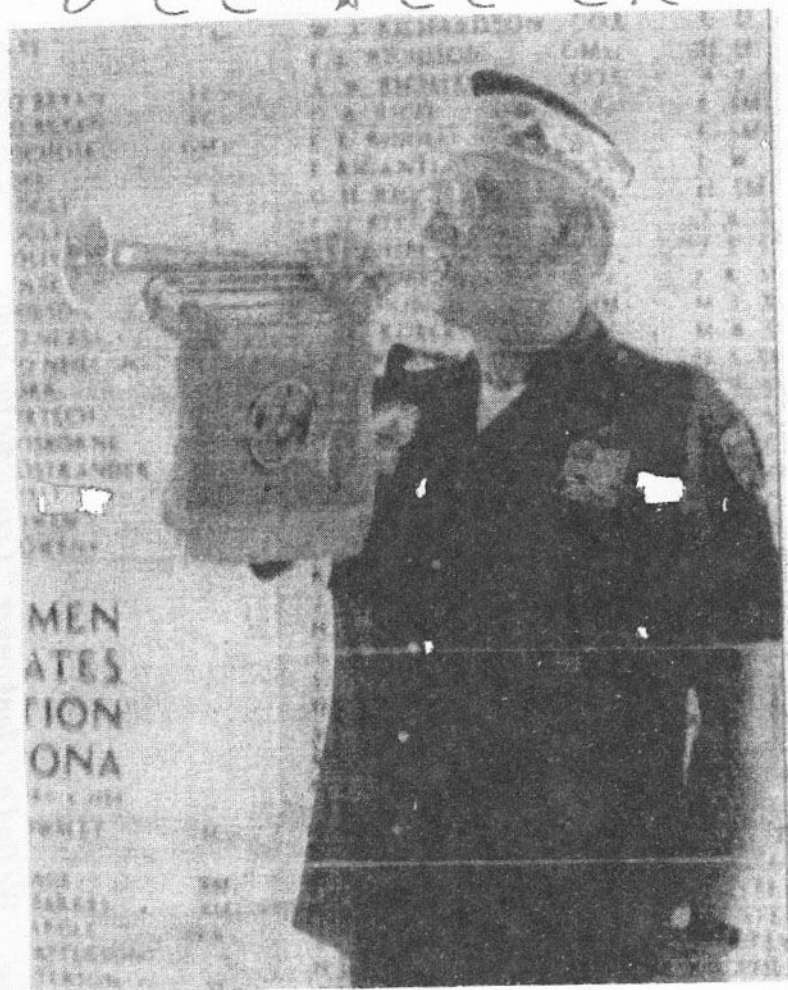


QUARTERMASTER'S NOTEBOOK (Cont.)

LePRE, Barney, (B)
LUTZ, Ken (E)
McCOMAS, Bill (E)
McCULLOUGH, Robert (S)
McNALLY, James (CS)
MILEKOVICH, George (R)
MILLER, Dick (F)
MITCHELL, Paul (5th/L)
MORGAN, Wallie (N)
NAMBO, JOE (VG)
NORMAN, Walter (7th)
O'NEILL, Jack (N)
ODOM, Archie (CS/FLAG)
PASSOTH, Fred (F/FLAG)
PLAISANCE, Jemy (7th)
POLING, Earl (3rd)
RAICHE, John (7th)
REECE, Jim (E)
RSISTAD, Tony (4th)
RELLERGERT, Al (4th)
RICHARDS, Robert (7th)
RIGGS, E.E. "Gene" (7th)
RINEBARGER, Carl (N)
RITTINGER, Clarence (5th)
ROBERTS, Earnest (2nd)
ROSS, Robert (Log Room)
SALMINEN, Leslie (E)
SCOTT, Howard, (S) Plankowner
SEIBOLD, Don (A,B,E,M.)
SIMS, R.T., "Bob"
STEFFEY, G.W. (S)
STEVENS, John (E)
STRAUSBAUGH, Ray (F)
TELLIS, Albert (7th)
TOTTEN, Harold (B)
TRACHTA, Stan (7th)
VARIOT, Joe (5th)
WAINWRIGHT, Ben (VG)
WARNER, Don (F)
WIGGS, Alton (7th)
WILKINS, Don (1st)
WYMASTER, George (F)
CARNEY, Doris
GALLUP, Bob
LAMPE, Ed
MIKKELSON, Rae
PETERSON, Kay

"Shipmates Forever"

STEPHER J J



FROM THE "HAWAII NAVY NEWS" One of the many veterans attending the VJ Day commemorations is Dick Fiske (our own Sgt. Field Music), a former Marine bugler stationed aboard the USS West Virginia (BB 48) when the war began. Fiske now volunteers his time at the Arizona Memorial Visitors Center. Each year Dick places a wreath at the Rememberance Garden in behalf of the "USS West Virginia Reunion Association.

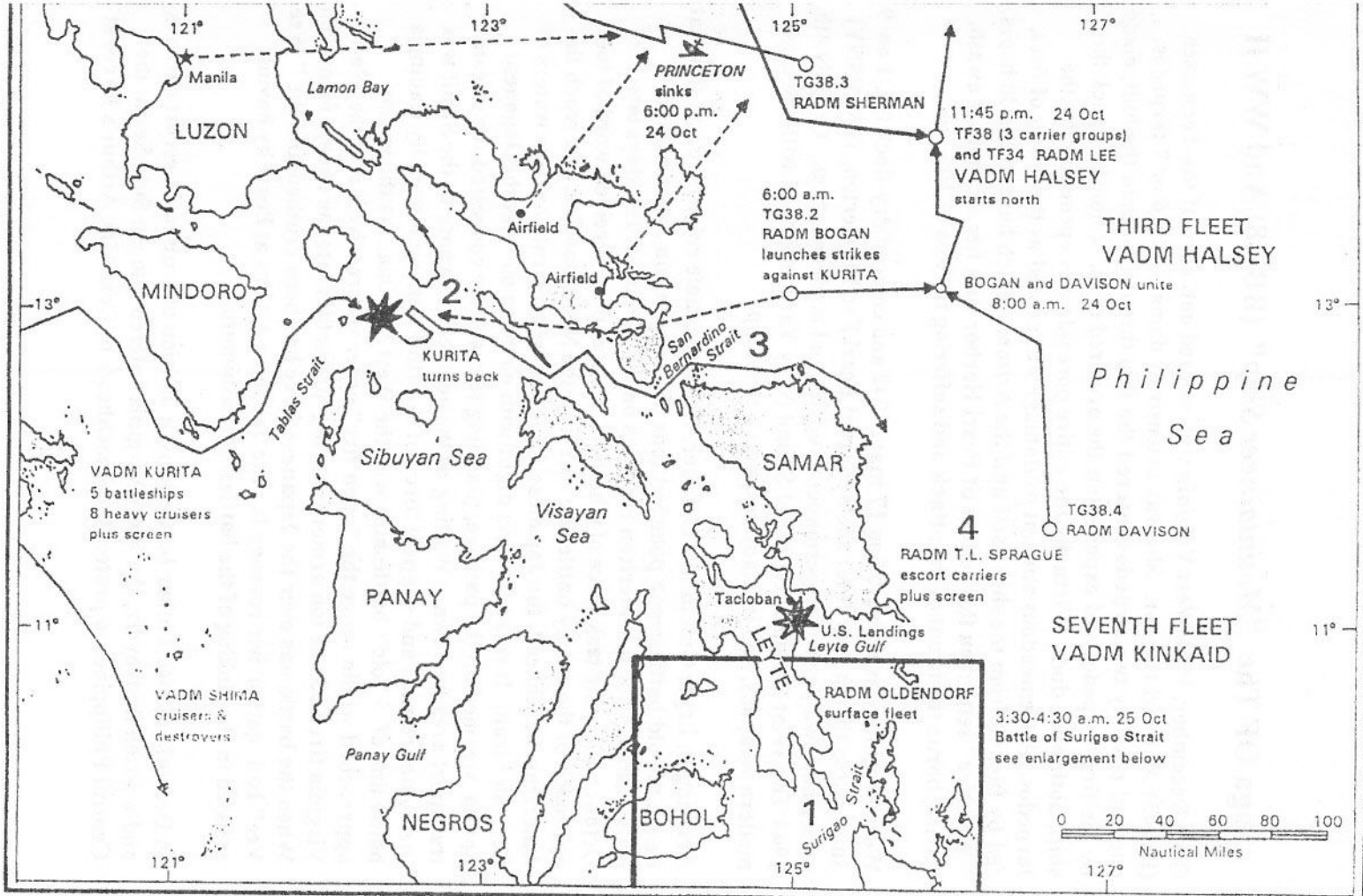
Saga OF The "*Mountaineer Ship*" (BB-48) And WW II

On 7 December, 1941 West Virginia was moored outboard of the Tennessee (BB-43) At Pearl Harbor. She was extensively damaged by 6 or 7 torpedos, one and possibly two torpedos entered the ship through holes in the hull, made by the first torpedos and exploded on the armored deck. 2 bombs struck the ship, both were duds. Virtually the entire port side was opened up by the torpedos. A tremendous amount of damage was caused as the result of fires, fed by fuel oil from the ship itself and the Arizona, which burned for 30 hours. "Wee Vee" settled on the bottom of Pearl Harbor with her main deck awash, having borne the brunt of the attack and suffering the loss of 105 men.

West Virginia was refloated on 17 may, 1942 and entered dry-dock No. 1 on 9, June. Less than a year later she departed Pearl For Bremerton, WA (PSNY) under her own power for permanent repairs and modernization. On July 4th, 1944 The West Virginia left Puget Sound Navy Yard equipped with the most modern weapons, and in many respects a new ship.

Arriving in Leyte Gulf in late October, flying the same colors she had flown at Pearl, the old battlewagon pounded tons of explosives on Japanese shore installations prior to American landings on the island. A few days later, on October 20th, the task force of which W. Va was part, received word of the approach of the enemy battle line through the Mindanao Sea. To reach the American Beachhead, the Japanese force had to penetrate narrow waters of Surigao Strait. It was a starless night with no moon out that the Japanese flotilla steamed up the passage, planning to reach the congested American transport area by dawn. Waiting at the northern entrance to the Strait was the bombardment and support force of the 7th Fleet, and proudly leading a battle line of 6 "old" battleships was the West Virginia. As the enemy approached within range the "open fire" order was received, and the West Virginia fired 93 one ton armor piercing projectiles into the enemy formation. When the battle was over the Japanese force had been crushed and the "Wee Vee" had gotten her revenge for the Japanese actions at Pearl by having assisted in the sinking of the battleship Yashimoro.

In December, with 2 other battleships, a division of cruisers, 6 escort carriers and a dozen destroyers, the West Virginia entered into the Sulu Sea in the Central Philippines to protect the beachhead of Gen. Mac Arthur's forces at



Manila
Luzon

Lamon Bay

PRINCESTON
sinks
6:00 p.m.
24 Oct

TG38.3
RADM SHERMAN

11:45 p.m. 24 Oct
TF38 (3 carrier groups)
and TF34 RADM LEE
VADM HALSEY
starts north

THIRD FLEET
VADM HALSEY

6:00 a.m.
TG38.2
RADM BOGAN
launches strikes
against KURITA

BOGAN and DAVISON unite
8:00 a.m. 24 Oct

13°

Philippine
Sea

VADM KURITA
5 battleships
8 heavy cruisers
plus screen

KURITA
turns back

Tables Strait

Sibuyan Sea

San Bernardino Strait

SAMAR

Visayan Sea

4
RADM T.L. SPRAGUE
escort carriers
plus screen

11°

SEVENTH FLEET
VADM KINKAID

VADM SHIMA
cruisers &
destroyers

PANAY

Tacloban
U.S. Landings
Leyte Gulf

Panay Gulf

1
RADM OLDENDORF
surface fleet

3:30-4:30 a.m. 25 Oct
Battle of Surigao Strait
see enlargement below

NEGROS

BOHOL

Surigao Strait

0 20 40 60 80 100
Nautical Miles

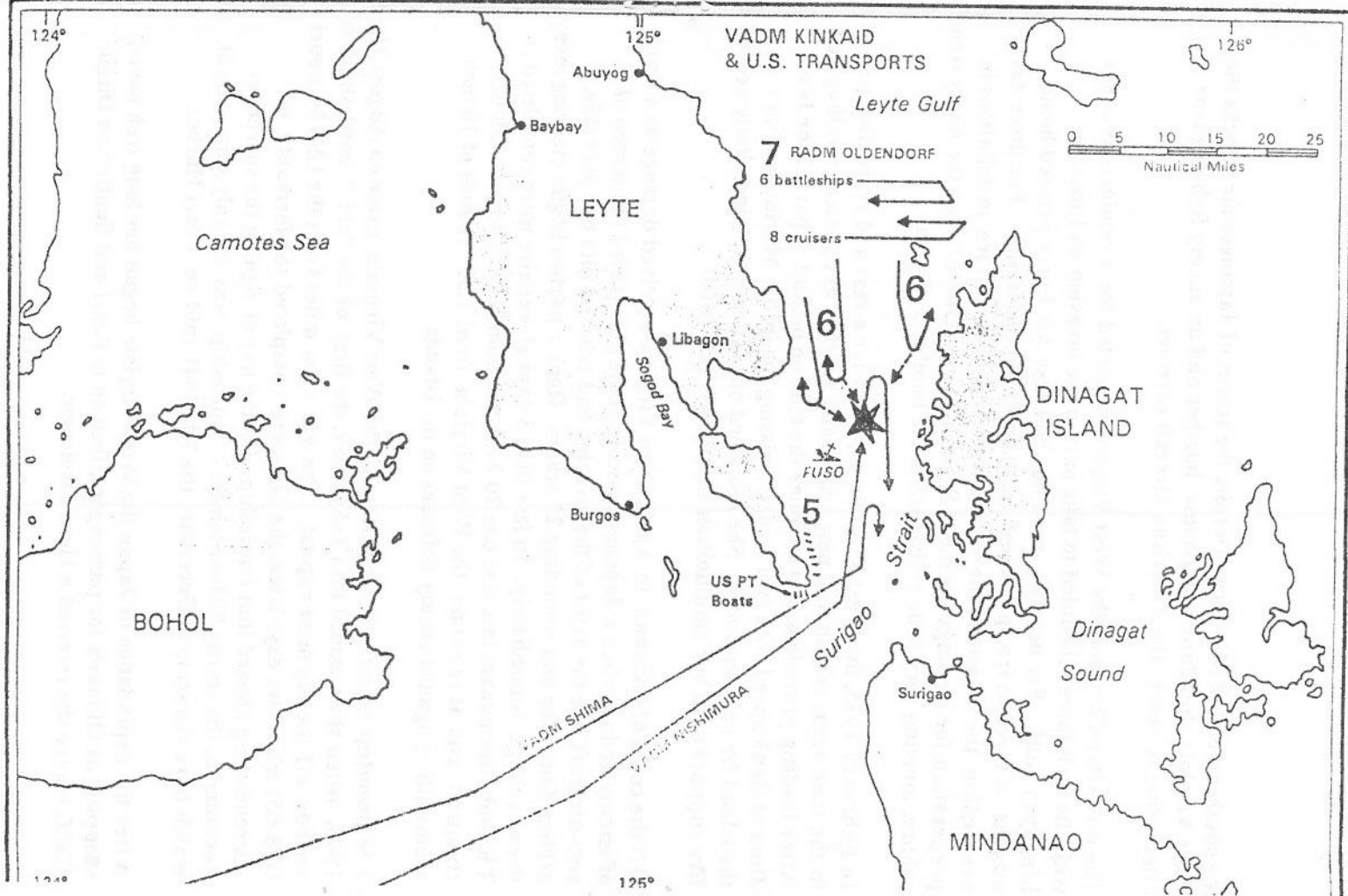
127°

121°

123°

125°

127°



the southern end of Mindora. Despite the scores of Japanese air attacks the West Virginia shot down a Japanese bomber and an enemy fighter plane attempting to reach the American aircraft carriers.

The day after Christmas the West Virginia departed for a rendezvous at sea with the task force scheduled to take part in the invasion on Luzon, at Lingayen Gulf. For nearly a week the Japanese Air Force pressed home attacks on force as it approached the main Phillipine Island. For three days preceeding the invasion, the West Virginia pounded shore installations in preperation for landings by the U.S. Sixth Army. On "L" Day the Army went ashore, meeting very little resistance in the bombarded area.

In February 1945, the West Virginia departed for a rest and recreation period in the rear area, only to find new orders and another assignment awaiting her. After loading provisions and supplies she took on oil and departed for Iwo Jima at flank speed with two escorts, missing the initial Marine landings on the island by only one hour. She remained on station supplying vitally needed fire support until her ammunition supply was exhausted.

Off the coast of Okinawa in April, West Virginia received damage as a result of enemy action when a Japanese suicide plane penetrated the screen of anti-aircraft fire the night of the invasion and crashed into her port side, killing four men and wounding 23 others. Repair parties began clearing away the wreckage immediately. In less than 3 days all repairs were completed. The only permanant loss was one 20 MM gun mount. During the Okinawa conquest and at Ie Shima the West Virginia fired 1,300 rounds of 16 inch ammunition against enemy defenses on the islands.

The proudest moment in the history of the West Virginia came on August 31, 1945, when she steamed into Tokyo Bay, the first of the "old" battleships to anchor off the Japanese capital. She was a few miles from the USS Missouri (BB-63) when two days later, the Japanese completed the formality of surrendering aboard that battleship. On the day of signing the surrender documents, the sturdy "Mountaineer" battleship was the only ship present which bore the scars of December the 7th, 1941 raid on Pearl Harbor.

After the capitulation of Japan the West Virginia began her long trek home, stopping at Okinawa for passengers, then on to Pearl and finally San Diego, Calif. where she received a Hero's welcome.

"Do You Remember When"
Sampling Of Items From The 1941 Menu
of
BLACK CAT CAFE
 Honolulu, Hawaii

Breakfast Dishes

Hot Cakes.....	\$.10
Waffle.....	.15
Oatmeal.....	.15
Corn Flakes.....	.15
Ham, Bacon or Sausage & eggs, Buttered Toast and Hash Browns.....	.35
Poached eggs on toast.....	.30
Egg & tomato scramble.....	.30
Oyster omelette.....	.45
Hard boiled egg, pickled egg, or raw egg.....	.05

24-Hour Specials

Breaded Veal Cutlet.....	.35
Roast Turkey with dressing....	.50
½ Fried Chicken with bacon....	.60
Roast Pork & applesauce.....	.40
Swiss Steak & brown gravy.....	.25
Corned Beef & cabbage.....	.30
Spaghetti & meatballs.....	.25
Hot Fork or beef sandwich.....	.25

Steaks, Chops and other meats

Porterhouse & mushrooms:.....	1.00
T-Bone.....	.60
Rib steak.....	.40
Hamburger .30.with onions.....	.35
Liver & onions .30.with bacon.	.35

Fish & Sea Foods

½ doz. Fresh Frozen Oysters, Fried, stewed or raw.....	.35
Fried Shrimps on toast.....	.35
Fried Ulua, tartar sauce.....	.30

Salads

Fruit salad with whipped cream.....	.25
Crab.....	.50
Shrimp.....	.35
Potato.....	.15
Alligator Pear (Avocado).....	.10

Cold Meats with Potato Salad

Boiled Ham.....	\$.35
Assorted cold cuts.....	.35
Pig's foot.....	.20
Sardines.....	.25

Soups

Chicken.....	.20
Corn Chowder.....	.20
Vegetable.....	.20
Turtle.....	.20

Sandwiches

(Any sandwich under .20 - on
toast .05 extra) Potato salad
with any sandwich .10

Black Cat Special.....	.20
Bacon & Egg.....	.20
Cold ham.....	.10
Bacon & tomato.....	.20
Hamburger.....	.15
Hamburger & cheese.....	.20
Peanut butter.....	.10
Club House.....	.50
Denver.....	.25
Barbecued Beef.....	.15
Hot dog.....	.10

Desserts

Strawberry shortcake with whipped cream.....	.20
Pies (per cut).....	.10
Fie a la mode.....	.15
Brown bobbles.....	.05
Ice Cream.....	.10
Banana Split.....	.25

Drinks

Buttermilk.....	.10
Milk (second glass .05).....	.10
Postum.....	.10
Ovaltine.....	.10
Milk Shakes.....	.15
Malted Milks.....	.20
Coca Cola & other sodas.....	.10
with meals.....	.05

(Bulletin Board continued)

A new commemorative catalog, "From Pearl Harbor to VJ Day," featuring a collection of books, posters, video and film relating to World War II is available, free of charge, from National Archives, NEPF, Washington DC, 20408.

Personnel Inquiries

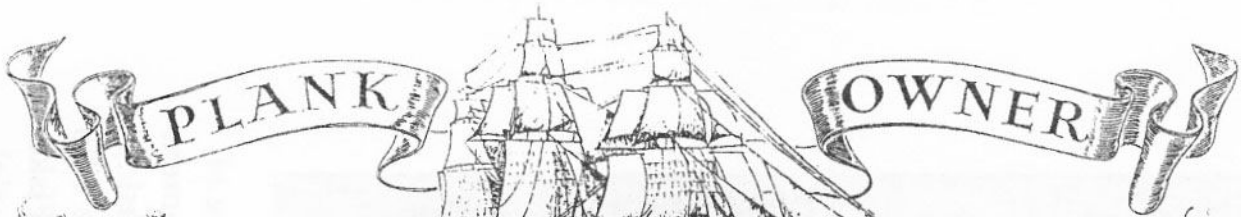
Cheryl A. Diedrick, 114 Weisbrook Lane, Carterville IL 62918 is seeking information about her father, William George Potter. Shipmate Potter was a Gunners Mate and was aboard the West Virginia in 1944. Mr. Potter is now deceased.

Shipmate "Bob" Farmer is seeking shipmates of the thirties, especially 1932 to 1936: Bill Echard, Sea 1/c, 1st Div.; Bill Duncan (from Iowa) Ships Cook 3/c; W.L. Scranton, Sea 1/c, 1st Div.; and Franco Carlos Anthony Bonomici, Sea 1/c, 1st Div. If any one can help Shipmate Farmer locate these old buddies he will be forever grateful. He may be reached at 2960 Arizona Ave., Los Alamos, New Mexico, 87544. His telephone number is (505) 662 3325.

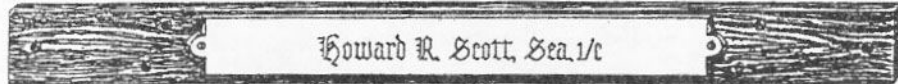
your reunion co-ordinator is in need of the address of George Milekovich, R Div., 1944. Shipmate George was at the reunion in Branson, but he left no address. We do not have his address on file, but we wish to keep in touch with him and get him on our roster.

Request From The North Central States Group

The gang from Minnesota would like for the "Mountaineers" to consider Bloomington MN for our 1998 reunion. Here is what they say about Bloomington: Close to the International Airport and downtown Minneapolis and Saint Paul. Convenient to dinner teaters, Mississippi Riverboat cruises, golf courses, casinos, major league sports and the "Mall of America". The Mall features many department stores, 400 specialty stores, Knott's Camp Snoopy with its 23 rides and the Ford Theater. It is the largest Mall in the USA. They would love to introduce the "Wee Vee" crew to North Central America.



To all Sailors wherever ye may be: and to all SALTS, SEA LAWYERS, SWABS, LAND LUBBERS,
 SQUARE-KNOT ADMIRALS, GUM DECKERS, AND ALL THE OTHER ASSORTED SCAVENGERS OF THE SEVEN SEAS Greetings:
 AND BE IT KNOWN: By all ye earthly mortals who may be distinguished and honored by this sailor's presence: That



WAS AN HONORED MEMBER OF THE FIRST AND MOST ILLUSTRIOUS CREW WHICH DISTINGUISHED ITSELF FOREVER WHEN IT
 Commissioned the **USS West Virginia BB-48** And, for this Good
 AND SUFFICIENT REASON, IS ENTITLED BY THE LAWS OF THE SEA, TO ALL THE RIGHTS AND PRIVILEGES OF A PLANK OWNER



BE IT FURTHER UNDERSTOOD: That this sailor is entitled also to a clear and
 unencumbered title to a single plank in the deck of the aforementioned illustrious unit
 THIS FINAL, ACCURATE SELECTION WILL BE MADE IN ORDER OF SENIORITY
 according to the treasured, honorable records contained in *Drury Jones' Log Book*
 DISOBEY THESE ORDERS UNDER EXTREME PENALTY OF MY DISPLEASURE

Commissioned 1 December 1923



Thomas Bear ^{USN} Commanding

We find a "Plankowner" Certificate for Scotty

TASK FORCE 48 BULLETIN BOARD

Task Force 16, April 18, 1942

If you participated in the famous Halsey-Doolittle raid on Tokyo as a member of Task Force 16 you may receive the "Special Secretary of the Navy" Certificate commemorating your participation by writing S. J. Kirk, Head, Awards and Special Projects Branch, Department of the Navy, CNO, 2000 Navy Pentagon, Washington, DC 20350-2000.

Turner Publishing Co.

The Turner Publishing Company of Paducah, Kentucky is in the process of publishing a quality history book on the USS West Virginia (BB 48) and I believe that Mr. Douglas Sikes, the publishing consultant, will be contacting our membership in quest of biographies.

Battleship USS West Virginia BB-48 Museum

Clyde Lathey of the museum extends an invitation to "*ALL HANDS*" to visit this fine museum in Parkersburg, WV. The address is 921 Emerson Avenue. 26104. The telephone number there is (304) 485 7148. Clyde would be happy to hear from you. Remember if you have any memorabilia that you would like to donate, they would love to have it.

Bibliographies Available

The Navy Department Library has compiled a series of ten bibliographies detailing the Navy's role in shaping the events of World War II. The first two cover the attack on Pearl Harbor and the Battle of Wake Island, and include both books and articles. Copies of the bibliographies may be requested from : Naval Historical Center, Navy Department Library, Building 44, Washington Navy Yard, Washington DC, 20374-0571.

Burial At Sea Program

Burial at sea is not just an ancient tradition practiced by mariners of old. It is a means of final disposition of cremated or intact remains that is offered to and still utilized by active duty members, retirees, and honorably discharged veterans of all branches of the United States military. The Bureau of Medicine and Surgery's Decedent Affairs Program administers the Navy's Burial At Sea program.

Burial at sea services are performed on Naval vessels and aircraft while deployed

on official maneuvers. Therefore,

it's impossible for the family to be present, but the family will be notified by the commanding officer of that vessel of the date, time, longitude, and latitude of the committal service. Following the services at sea, the flag that accompanied the cremains or remains will be returned to the next-of-kin if he or she wishes to receive it.

Deceased individuals eligible for this program are (1) members and retirees of the uniformed services; (2) veterans discharged under honorable conditions; (3) U.S. civilian marine personnel of the Military Sealift Command; and (4) dependents of members, retirees and veterans of the uniformed services.

Arrangements for burial at sea can not be made in advance of death. However, individuals may indicate their desire in writing or the person responsible for the disposition of the remains may authorize it. Upon death, the next-of-kin or person responsible for burial arrangements should contact the nearest Office of Medical Affairs (usually located at a naval hospital or naval medical clinic), which will coordinate the arrangements. See the accompanying chart which lists

the Coordinators and the major East and West Coast Ports of Embarkation for a Burial At Sea.

There is no expense in connection with a Burial At Sea, except that the person making the arrangements is responsible for preparation of the remains and transportation to the port of the vessel designated to perform the

ceremony. This can be costly, though, if the nearest Navy vessel is located hundreds of miles from the place of death.

The U.S. Coast Guard also conducts Burials At Sea. The Coast Guard's mission

provides more flexibility and availability of vessels to accommodate the burial, and when mission and weather permit, civilians are allowed to attend the service at sea. The expense of delivering remains to the point of embarkation on board a vessel must be borne by the decedent's estate. Information concerning documentation required and assignment of available craft may be obtained by contacting the nearest U.S. Coast Guard facility commanding officer or the U.S. Coast Guard Pay and Personnel Center in Topeka, Kansas, 1-800-772-8724 or 913-295-2661 or U.S. Coast Guard Headquarters, Retired Affairs, 1-202-267-2257.

Memorial Markers and Plots

Even when an eligible veteran is buried at sea, an application should be made to the VA for a memorial headstone. By erecting a memorial stone or marker in a national cemetery, the eligibility of the surviving spouse for burial in a national cemetery is sustained. A VA memorial may also be erected in a private cemetery, but the cost of placing it there must be borne by spouse or next-of-kin.

For information pertaining to

Burial At Sea Coordinators and Major Ports of Embarkation

East Coast Ports
Norfolk, VA
Naval Medical Center
Portsmouth, VA 23708-5100
ATTN: CODE 0210C
(804) 398-5573/5585

Jacksonville, FL
Naval Hospital Branch Clinic
Naval Station Mayport, FL 3222
(904) 270-5303/5305

Newport, RI
Naval Hospital (Code 35)
Newport, RI 02841-5003
(401) 841-4128

West Coast Ports
San Diego, CA
Naval Medical Center
San Diego, CA 92134-5000
ATTN: CODE 22-BAS
(619) 532-8323

San Francisco, CA
Naval Medical Center
Oakland, CA 94627-5000
ATTN: CODE 31K-DA
(510) 633-5692

Long Beach, CA
Branch Medical Center
Long Beach, CA 90822
ATTN: CODE 105-BAS
(310) 521-4332

Bremerton, WA
Naval Hospital
Bremerton, WA 98312-5008
ATTN: CODE 015-DA
(206) 478-9388/9303

Hawaii
Navy Liaison Unit
Tripler Army Medical Center
Tripler AMC, HI 96859-5000
(808) 433-6611

For more information about this program you may call the Naval Office Medical/Dental Affairs, Mortuary Affairs Branch, Great Lakes, IL, at 800-876-1131, ext. 628 or 629.

death/burials of Navy/Marine personnel, write: Casualty Assistance Branch BUPERS, #2 Navy Annex, Nav Department, Washington, D.C. 2037 (ATTN: Code 662 (for retirees) or Cod 663 (for active duty)). Call 1-800-255-8950 for retiree information or 1-800-368-3202 for active duty information (1-800-572-2126 inside VA).

MAKING THE WEST VIRGINIA ROSTER WORK WITH US

The West Virginia Reunion Association understands that, for scheduling purposes, our shipmates must receive all reunion information in a timely manner, therefore we send all our mail first class. This makes it imperative that our muster list current and up-to-date. In order to help us keep the costs down as we publish class issues of "MOUNTAINEER", it is important for you and us to understand that in address changes, one of the following actions may be taken by the U.S. Postal Service. Your mail is either forwarded to your new address; it may be returned to us with the new address on a yellow label, or it could also be returned to us as undeliverable. If the Mountaineer is forwarded to you after your address has been changed without notification to us, it becomes impossible for us to be aware that your address is not current. Eventually the forwarding order will expire, and so, unless you tell us, we cannot assure that you promptly receive association mail destined for you. If we receive mail back with the correction label affixed, we will make the address changes to our records and re-mail the package to you. No matter what the reason, incorrect addresses and returned mail is costly. If a piece of mail is returned to us as undeliverable, that's postage, printing, paper, envelope, labels and time wasted. If a piece of mail comes back with an address correction label, it doubles the costs as every thing must be done for a second time; if it is forwarded to you and we are not made aware of it, we must only assume that it reached you in a timely manner, but as I said earlier, the forwarding order will eventually expire. When we get a piece of mail returned to us as un-deliverable we will attempt to locate you. If we can locate you the material will be re-mailed to you. If you are not located, your name must be removed from our mailing list. At the present time we have a mailing list that consists of approximately 1100 names and addresses of our shipmates, their widows and associates. During the production of the "MOUNTAINEER" we will have invested \$1.08 for each copy that we produce, as that is what it will cost to print, assemble, label, mail and other incidentals connected with the news-letter. For the two issues of the "MOUNTAINEER" this reunion year we estimate the cost will be about \$2376.00 plus an estimated \$216.00 for re-mailing returned news-letters, bringing the projected yearly expenditure for news-letters to be \$2992.00. The funding of the 1996 "MOUNTAINEER" will be made possible by using the income derived from the 1995 reunion registration overages of \$1278.00, a profit of \$1680.22 was realized from the sales of small stores and this years hospitality room donations. This income aided by \$1561.00 by the Booster List contributions and other donations during 1995. This combined revenue provided the reunion association with an operating capital of \$4519.22. The increases in charges for postage and and the ones expected for printing in 1996 will probably cause the production rates of the "MOUNTAINEER" to rise to an estimated expenditure to about \$3,500.00, this will leave us with an available working budget of about \$1020.00 for other items such as postage and donations (wreaths for Pearl Harbor Remembrance Garden, San Diego Navy Memorial and the Navy Memorial at our Nations Capital). As our organization does not desire to invoke a dues assessment in order to provide the revenue to maintain our financial status, this is the way we must operate to keep our organization alive and viable. Because of the present business concepts we must maintain a cash balance of at least \$4000.00 to cover reunion guarantees and the necessary up-front money to make pre- reunion purchases. What this all amounts to is: PLEASE KEEP US ADVISED OF YOUR CURRENT MAILING ADDRESS. We wish to see that every shipmate or his family that desires a copy of the "MOUNTAINEER" gets one. If you do not desire to receive the news-letter let us know. With your help we can keep an up-dated mailing roster.

**USS WEST VIRGINIA REUNION ASSOCIATION
FINANCIAL REPORT-OCTOBER 31, 1995**

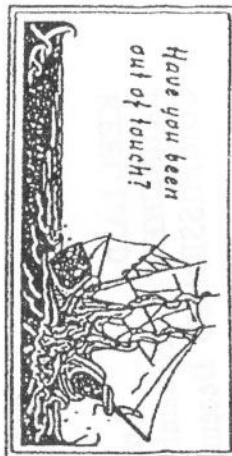
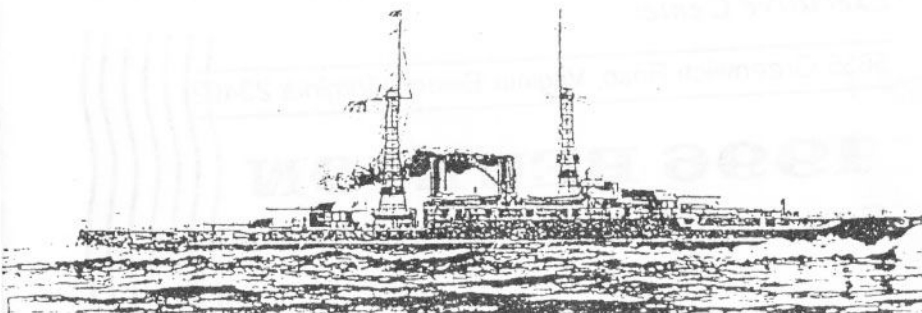
CASH BALANCE, 12-31-94		\$6954.31	
MUSTER LIST FUND	\$6954.31		
SUPPORT & REVENUE:			
Booster List & Donations	\$1561.00		
Small Stores (Mail Order)	\$ 703.00		
Reunion Registrations	\$2628.00		
Reunion Receipts			
(Hospitality & Small Stores)	<u>\$1680.22</u>		
	\$6572.22	+ \$6572.22	\$13526.53

EXPENSES:

Reunion Expend (Band)	\$ 950.00		
(Table Decorations, Tips, Etc)	\$ 400.00		
Small Stores Purchases	\$2152.25		
Postage (News Ltrs. & Mail)	\$1154.39		
News Letters (Printing)	\$1348.23		
Donations (wreaths- San Diego & Remembrance Garden-Pearl Harbor)	<u>\$ 260.00</u>		
	\$6264.87		<u>-\$6264.87</u>

CASH BALANCE 10-31-95		\$7261.66
NET GAIN 1995		\$ 307.35

Robert S. Kronberger
Robert S. Kronberger
 Co-Ordinator



IMPORTANT !
**In order to serve
 you better, we
 must have your
 current address**

TO UPDATE THE WEST VIRGINIA ROSTER WE WOULD LIKE THE
 FOLLOWING CURRENT DATA

-----Cut Here-----

Name _____ Rate/Rank Abd. W. Va _____

Dates Served Aboard _____ Division _____

Were you aboard Dec. 7, 1941 _____ Nickname/Alias _____

Address _____

Zip Code _____ Telephone _____



NORFOLK
VIRGINIA BEACH

THE 1996 LIBERTY PORT OF CALL

Within 15 Minutes Of:
Naval Bases
MacArthur Memorial
Harbor Cruises



- 336 Guest Rooms
- Full Service Restaurant
- Meeting/Banquet Facilities
- Hospitality Suites
- Indoor/Outdoor Pools
- Sauna/Jacuzzi
- Free Airport Shuttle
- Reunion Friendly Service



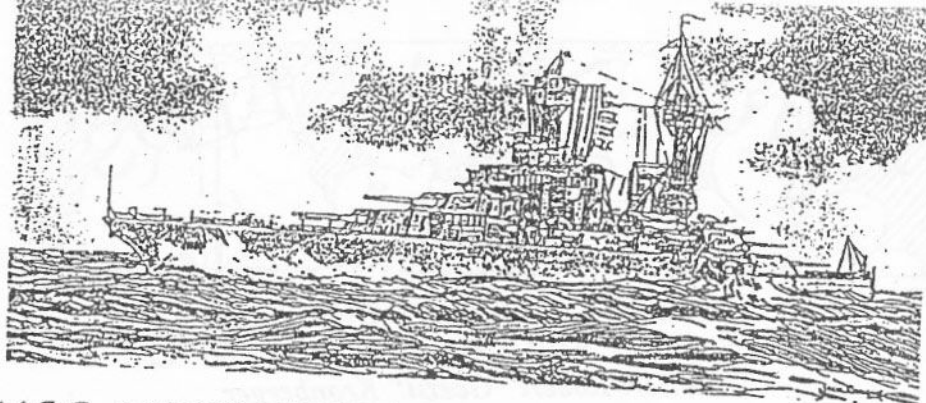
(804) 499-4400

Holiday [★]Inn
Executive Center

5655 Greenwich Road, Virginia Beach, Virginia 23462

1996 REUNION
September 25th-29th, 1996





U.S.S WEST VIRGINIA REUNION ASSOCIATION

C/O Robert S. Kronberger, Post Office Box 442, Big Bear City, CA 92314-0442

To Shipmate:

Visit the U.S.S. West Virginia (BB-3) Museum
921 Emerson Ave. Parkersburg, W. Va. 26104

