



NEWSLETTER

2nd Issue 26th Year

01 March 2018

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Association's Web Site:
www.greatsitkin.org

From the President: So, the Groundhog has seen his shadow, and there is six more weeks of winter. Now if you look at the calendar; technically, spring doesn't start for six more weeks. So much for the groundhog!

If you have been following the progress of our new house, closing will be on the 23rd of February. We are looking forward to getting out of this so-called "luxury apartment," and you will have to write down another new home address for us. Not bad! Three different addresses within a year.

It was brought to my attention by Ron Zimmerman that we haven't had a coffee pot at the last five or six reunions. That many you ask? After purchasing a new K-cup type to reduce unused coffee, burning up coffeepots, and throwing out at least 4 slightly used Mr. Coffees, and a 16 cup coffeepot have been found in the possession of our illustrious treasurer. So you may find them on sale in the ship's store.....CHEAP!

2018 Reunion: Sept. 19 - Sept. 23

It's only eight months until our reunion in Columbus, Georgia. Start saving your money! Ron has a great itinerary scheduled for us. One more newsletter is coming out in June before we get together again. As the song by The Happenings goes, "See You in September!"

New finds:

Robert E. "Bob" Duck, LTJG, '64

David A. Ohms, MM2, '70 - '73

Martin "(Wooden) Shoes" Ottow, EM2, '60 - '62

Charles Stephanski, WO2, '69 - '72

Roscoe T. Westfall, GMG3, '67 - '69

Welcome aboard, Shipmates!

Jim Dunno, President

Vice President's Words of Wisdom: I can't wait for spring and am really looking forward to our reunion in Columbus, Georgia! Right now, I'm working on the 2017 reunion pictures.

Our current membership is 72 paid members. Sadly, John Kelly is no longer with us. He will be missed!

Tom Stachelski, Vice President

Secretary Report: Greetings Shipmates and Family!

It's time to begin thinking about new, elected officers at our next reunion in September.

FYI: I WILL NOT BE RUNNING FOR SECRETARY IN 2018. More to follow in the June newsletter. Please begin thinking about this now.

Reporting from the west coast: We need more rain and snow. The U.S. has had a lot of weather devastation. Whatever we can do, please extend prayers and a helping hand to all. Hope to see you at the next reunion.

Joseph Rios, Secretary

Greetings from Repair 3: As we head into another year, I find it hard to believe it has been 47 years since I served on the USS Great Sitkin. That was at the closing of her career as a Navy fighting ship. Many of our still active members served on her while I was in elementary school. My point here is that we are all continuing on our journey toward the Staff of the Supreme Commander. The sobering fact is that we will be losing members who have been coming to reunions for over 25 years. It really hit a lot of us hard when we lost our Shipmate, John Kelly, a few weeks ago. John and Betsy were very close to Mary and me. "We will miss you, John, but trust the fact that we will resume the watch in your absence."

For me, with John's departure from the crew, it renews the need for us, the crew of the USS Great Sitkin, to meet on a regular basis until the last man can come no more. What we have as a reunion association is the envy of any Sailor I have on my "Friend List." Let's not take it for granted. The Great Sitkin is long gone, and someday, so will us.

Part of my duties in Repair 3 is to manage the Ship's Store. We still have lots of good Great Sitkin gear available, as listed in the newsletter. A new item being offered is Challenge Coins. We had hoped to have them at the Buffalo reunion last year, but the supplier got the dates mixed up. We will be handing them out in September at the Georgia reunion. We were going to mail

them to everyone who was at the Buffalo reunion; however, I am still trying to come up with an economical way to send them.

I'm getting ready to head to the Panama Canal this Wednesday with my maritime fire training group to work with the canal authority fire department. Besides the fact that the Great Sitkin made several trips through the canal, that fact is not lost on me. Even 47 years later, I'm still able to use the talents and skills I learned as a Damage Controlman in Repair 3. Uncle Sam, your training dollars paid off in this old Chief's life!

And to close, a nautical joke: "Why does the Norwegian Navy have bar codes on the sides of their ships? So when they come back to port, they can Scandinavian!"

Happy Sailing!

George Kaiser, Treasurer

The Chaplain's Corner: "Good Day to all of you."

I hope this finds all of you doing well. The flu has been terrible this year. Fortunately, Patsy and I have missed it so far. I have been washing my hands a lot and wiping down door knobs when our granddaughters leave.

I will have to say that the economy is doing well, and I like the looks of my 401(k). Jobs are out there for people who want to work. I'm so glad to be retired.

I am sorry to report I lost my oldest

brother back on Oct.16, 2017. He was 86 years old. He was an old Navy veteran. He was a 2nd Class BT on the USS Keppler (DD-765). He served during the Korean Conflict. He had been in a nursing home for about 18 months. I spent most of my mornings with him. I sure do miss him.

We just received word that John Kelly passed away unexpectedly at his home on February 6th. What a great loss to Betsy and their family. We always enjoyed being around them at the reunions. We will sure miss John!

We were very sad to hear of the passing of Jimmy Carlson. He was a great guy and fun to be around. He loved coming to the Sitkin reunions. Our prayers and thoughts go out to Walter & Eleanor.

Psalms 116:15 says "Precious in the sight of the LORD is the death of his saints."

It's time to say good bye.

Let's keep those families in our prayers that have lost a loved one who sailed aboard the Great Sitkin.

May the Lord Bless and Keep You.

Honor Roll Update:

Richard G. Hopkins, LT, '65 - '67
John J. Kelly Jr. SN, '51 - '55
James George Pixomatis, SN, '51 - '55

Mark Rucker, Chaplain

2018 Sitkin Reunion Update: It is getting closer to that time of year when we

begin thinking of attending the reunion in Columbus, GA. Look over the information sheets in the newsletter. It really spells out what we will be doing and when. All the contracts are in place and the schedules set. All we need is for our members to get their hotel reservations made and their registration forms sent in.

We will be doing something new this year. The daily morning breakfast buffet will be in a room adjoining the Hospitality Room, including the farewell breakfast. It will be nice to have just our group for breakfast every day. This will give everyone lots of time to chat and meet new people.

It is not too early to make your hotel reservations or send in your registration forms. Early registration helps us make sure we have enough buses for the tours. See you in Georgia!

Ron & Sally Zimmerman, Reunion Hosts

Comments from the Editor: Our sincere sympathy goes to the Carlson and Kelly families. Walter & Eleanor Carlson lost both sons in 2017. Their son, Jimmy loved coming to the reunions. Their younger son, Gary, really enjoyed the NYC/New Jersey reunion in 2016.

Betsy Kelly lost her husband, John, recently. Mike & I met the Carlson's and Kelly's at the first 1993 reunion. We have been enjoying the Sitkin Reunions together since the beginning. Everyone thought of John as their best friend. Sad, very sad for both families and all the Sitkin people we have lost.

Dorothy Hodnichak, Editor



The above photo was shown in the November 2017 newsletter. It is the USS Great Sitkin (AE-17) alongside another ship.

Domenick Indelicato, EMFN '51 - '55, identified the unnamed ship as the **USS Wrangell (AE-12)**, a sister ship that relieved the Sitkin in Gibraltar.



Eventually, she was decommissioned and placed on reserve at Orange, TX. Acquired by the US Navy in 1951, the USS Wrangell was converted to an *Ammunition Ship* at Newport News Shipbuilding & Drydock Co.

USS Wrangell (AE-12) earned three battle stars for her World War II service and another five battle stars for her performance in the Vietnam War.

The USS Wrangell (AE-12) was laid down in 1944 as **SS Midnight**, a Maritime Commission type (C2-S-AJ1) hull at North Carolina Shipbuilding Co., Wilmington, North Carolina.

The Oil and Water King

The Oil and Water King was the boiler technician (BT) in charge of the ship's water for drinking, laundry, cooking, etc. and the tests of fuel oil and boiler water that help keep the ship's power plant running smoothly and efficiently. Sea water has to be distilled to a very low salt level, almost "0" content. One grain of salt inside a boiler tube is like a bullet. It sticks on a tube and tube burnouts cause a boiler to be shut down. When the ship is steaming hard, it will use more steam (water). This sometimes will cause "water hours." All fresh water is turned off by the Oil King except for the galley. The laundry crew uses salt water to wash and rinse the clothing. (OUCH)!

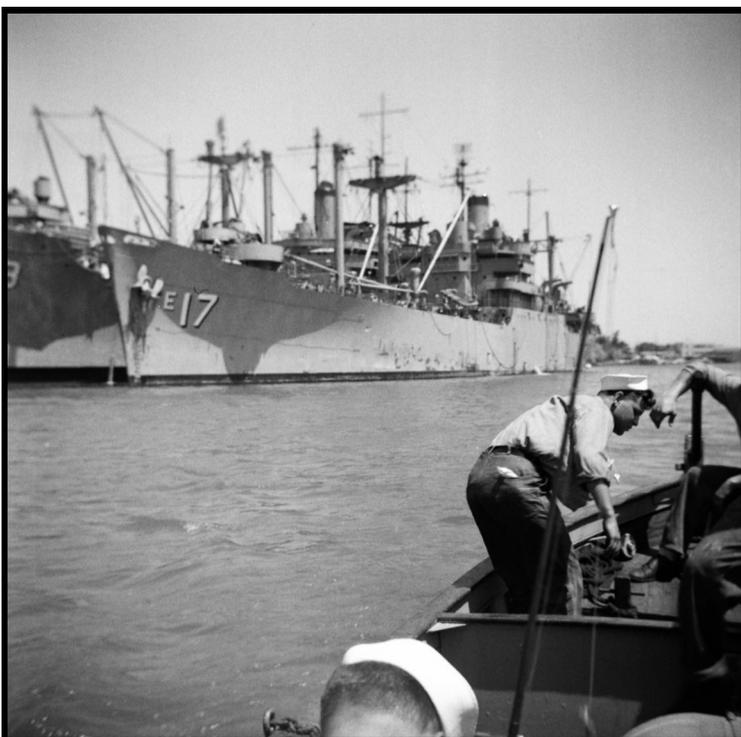
Officers sometimes would come behind me and "turn the water back on." I would then remove the valve wheels so they could not do this.....unless they were smart and used a wrench to turn it back on! To measure all water for purity, there were certain chemicals to be used. One chemical requires the use of a certain amount of "gran-alcohol" which was obtained from the Captain, who kept it locked in a safe. The Oil King would have to go to the Captain and make a request, then sign for it.

I remember on occasion, I would "drop a beaker." It would break, therefore, losing the alcohol. I had to take the broken container back to the Captain, along with a new one for a refill. The skipper was no dummy! He just smiled and said, "This is the last one." Do you have any idea how many mixed drinks you can make with 200 proof alcohols? Quite a lot because an eye-dropper half full would cause a buzz!

As the Oil King, you must periodically make inspections of ALL the fuel tanks on the ship. This required all oil to be transferred to other tanks, the cover removed, and a large attic-type fan to blow fresh air inside to vent it out. The Oil King must then "crawl" inside to inspect using a non-spark flash light. Fuel tanks have a series of large holes in the steel plates inside. They spread one on each end to one in the center to retard the sudden shift of oil as the ship moves up and down and crossways in the water to keep it from going over or down. They are "cold damp." Someone should be at the entrance to monitor you. Sometimes a small rope is attached to find you. Of course, the "smoking lamp" was out!

There were a lot of things going on in the "old" ships of that era. I would think the "modern Navy" has ways to do it now that are much safer and quicker. A lot of responsibility goes with the job, and there are no cutting corners. Lives depend on the Oil King doing his job. It is a job not many folks wanted and for that matter, even knew what the "King" did. Good-to-be-the-King!

Contributed by James (Jay Bird) Bryant, BT2, '57 - '61



USS Great Sitkin (AE-17) Mid 50's



FN Philip Carpenter, BM3 Cono Delia, BM3 Patty Alaperti - 1954



USS *Great Sitkin* (AE 17) is left behind as USS *Lester* (DE-1022) pulls away after an underway replenishment of ammunition. 5 May 1962 (place unknown). (U.S.N. photo, "*All Hands*" magazine October 1962)



A SITKIN TALE

By: Alexander K. Paszly, LT
Aboard the USS Great Sitkin (AE-17) '63 - '65

A ship such as the Great Sitkin without her crew is nothing but a cold steel hulk. It's the crew that makes it a warm, vibrant living thing. When deployed on such a ship, men living and working together for months on end develop bonds of friendship which can be as strong as family. If you ever watched the TV series, "MASH," about a field hospital staff working together during the Korean Conflict, you will remember the pranks people played on each other for laughs which broke up the boredom and helped pass the time. Well, I can recall many pranks we all played on each other. Here is one that was played on me:

One day, while deployed in the Mediterranean, I was called to the Bridge. Captain English informed me that our sister ship, an "oiler," had to conduct its quarterly Engineering and Damage Control drills. Since our Engineering Department could not spare an officer, (at least that is what our Chief Engineering Officer, Dick Hatfield told him), he selected me (the ship's Supply Officer) to conduct and grade the drills. He said I was more than qualified, given my previous tour as Boiler and Main Engine Division Officer on the USS MIDWAY (CVA-41). Since it was the end of the quarter, the oiler had to conduct the drills in the next 24 hours. I was to get ready since we were meeting the oiler within the hour, and I was to be "high-lined" to the oiler ASAP.

You can guess my apprehension, not only of being high-lined, but knowing quite well what the reaction of the oiler's CO and XO would be when they saw me. When I hit the deck, the XO was there waiting for me. First thing he said was, "You're a Supply Officer. We need an Engineering Officer to conduct the drills." It was obvious that Captain English had not cleared my visit with either the CO or the XO. Within minutes, I found myself in the ship's Wardroom under interrogation. Both the CO and XO were very unhappy, but had little choice. The GREAT SITKIN was already over the horizon, and they had less than 24 hours to conduct their quarterly drills.

We started the drills with "Setting of Condition Zebra." Every Sailor knows what this means. You have a given fixed period of time to completely "button up the ship" against a nuclear, biological or chemical attack. This means that all openings, doors, hatches, and vents must be secured airtight against such an attack. When the time for Setting Condition Zebra passed, I started my inspection. Apparently the word had gotten around that a Supply Officer was conducting the drills. Well, I did not disappoint. I flunked them on the first drill.

Again, I was back in the Wardroom with the CO and XO to explain why I had flunked them. After I pointed out the number and location of hatches and vents left unsecured, they could not say much. Sooo, they sent me down to the Enlisted Dining Hall to address the crew while they looked on. Essentially, I gave the crew my engineering background and qualifications and explained that I was going to run these drills "by the book" and grade them properly. I said they would be making a mistake if they assumed that they could get by with less than the strict requirements measured in the drill.

I told the CO and XO that I would forget about the first drill and start again with Setting of Condition Zebra. We conducted damage control drills through the afternoon and engineering drills through the night. The engineering drills included a one-hour Full Power Run and a four-hour Economy Run. These engineering drills are very demanding and designed to see if the main engines meet the minimum performance requirements. For the Full Power Run, you bring the ship's speed (RPMs) up to full power and run for a full hour to settle out the engineering plant. Then you run the drill for a total of one hour while monitoring the plant and taking required readings. The Economy Run is similar. You run the ship at its designated economy RPMs for a full hour and run the test for an additional four hours. Apparently my meeting with the crew was successful because all the drills went smoothly and successfully.

We finished all the drills and grading just at sunrise and the ship passed everything. Both the CO and XO appeared satisfied and thanked me for my help. The GREAT SITKIN was in sight, preparing to come alongside. Soon, I was sitting in the high-line transfer chair and being put over the side. Everything seemed to be going smoothly until I got halfway between the two ships. For some reason, the transfer lines stopped, and I hung there for what seemed a lifetime. Then to my consternation, the chair began to sink toward the water. I tried to lift my feet but could not keep them out of the water. To say I was scared is an understatement. I didn't know what was happening as I hung there with my feet dipping into the water. Finally the lines tightened, and I was brought alongside the SITKIN, over the rails and safely deposited on the deck.

A SITKIN TALE (Continued)

I recall there were more onlookers than usual observing the high-line transfer. I began to sense that the semi-dunking in the transfer was designed by the Deck crew, namely Ken Carlson and Buddy Love. The messenger met me as I got out of the chair and told me that the Captain wanted to see me on the Bridge. When I went to the Bridge, Captain English gave me a MSG of appreciation from the oiler's CO and presented me with a clean pair of under drawers.



USS Great Sitkin (AE-17)



USS Great Sitkin (AE-17), 1962



USS Great Sitkin (AE-17) underway off Charleston Navy Yard, Charleston, S.C., 15 August 1945, a few days after commissioning and a few days before completion of conversion.

US National Archives, RG-19-LCM, Photo #19-N-87473, a US Navy Bureau of Ships photo now in the collections of the US National Archives.

1959 - 1960 Sitkin Sailors



**HMC John Tilley, YN3 Frank Zimmerman
YN3 Richard Tedington, YN3 Clifford Baldwin
SN Thomas Purdy, HM3 James Cupler
PN3 Leandro Rios-Rivera**



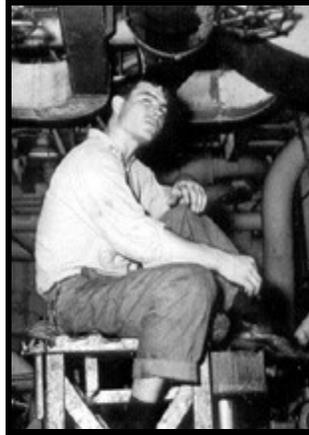
**YN3 Frank Zimmerman, QM2 Jerry Krauss
YNC Chuck Davis**



**MM2 John Bisbing
FN Julian Lewis**



**BT3 Richard Patch
BT3 Keith Wiese**



BT2 Charles Romine



EM2 James Dittmar



SM3 James Weisman



BMC Stephen Chmura



**BT3 Gary Schroeder
FN Jack Newkirk
"Cleaning watersides"**



**LTJG Stoeffler in
"Biscutter" - Palma**



BT2 James Bryant



LTJG Harry Walther



SN Richard McGregor



**GM1 Paul Laporte, GMC Bill Beeman
FT1 Henry O'Leary**

U.S.S. GREAT SITKIN (AE-17)
Care Fleet Post Office
New York, New York

20 July 1960

MEMORANDUM TO THE OFFICERS AND MEN OF GREAT SITKIN

1. This will possibly be my last trip at sea as your Commanding Officer since I am scheduled to be relieved of command of this fine old lady about the middle of August.
2. Before we dock and the memories of this last cruise Operation Lantflex, are just that, I want each and every member of the Ship's Company to know that your performance the past forty or so days has been outstanding. The hours have been long, the work hard and at times tedious. But, you proved one thing - that while the combatants float we can provide them with ammunition day after day, - week after week. That's our job and GREAT SITKIN can do it best.
3. During this cruise I have received several messages from our superiors which I have either passed on personally or had placed in the Plan of the Day. These come addressed to me but that is just for brevity. These messages in reality are addressed to each individual aboard whose individual interest, enthusiasm, and hard work made the whole effort - and the whole effort was demonstrated - the best.
4. During this period 35 replenishments were made without a hitch. In addition during Lantflex the ship cruised 8600 nautical miles. We were first ship to report schedule completed on both market days. I think this is a record of which we can be proud. The only casualty of our cruise was the new movie screen which unfortunately ripped while being used in a dual purpose of movie screen and studding sail to add an extra knot to hasten us to N. 1.
5. In my new command if ever the opportunity presents itself to obtain ammunition, and there is a choice, naturally I'll say, "Make mine GREAT SITKIN".

Edgar E. Stebbins
EDGAR E. STEBBINS
Captain, U. S. Navy
Commanding

Distribution:

ALL BULLETIN BOARDS

Sept. 4, 1959 - August 12, 1960



USS Great Sitkin (AE-17) Association - Ship's Store Order Form



Name: _____ Phone: _____
 Address: _____ City, State, Zip: _____

Ship's Ball Caps \$15 each
 Blue Solid Back: Blue

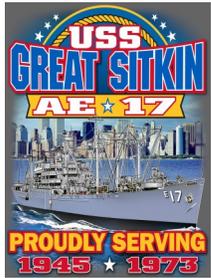
Ball Caps - \$15 each All Blue Note: Where sizes are indicated, please circle the size/sizes you want.

USS Great Sitkin Ball Caps (solid back) Quantity: _____
 USS Great Sitkin AE17 Ball Caps (solid back) Quantity: _____



Polo Shirts
 Men's and Ladies
 Navy blue, Grey, Pink **\$25 each**
 (Navy blue not shown)

Shirts: Sizes
 USS Great Sitkin Polo Shirts - Blue - \$25 M L XL XXL Quantity: _____
 USS Great Sitkin Polo Shirts - Gray - \$25 M L XL XXL Quantity: _____
 USS Great Sitkin Polo Shirts - Pink - \$25 S M L XL Quantity: _____
 USS Great Sitkin Ship's Picture T-Shirt - \$18 S M L XL XXL Quantity: _____
 USS Great Sitkin Ship's Picture Sweatshirt \$25 L XL XXL Quantity: _____



Ship's Picture Shirts
T-Shirts \$18 each
Sweat Shirts \$25 each
 Back of shirt has picture,
 Front has Ship's patch design

Jacket/Hoodie:
 USS Great Sitkin All Weather Hooded Zip-Front Jacket - Blue
 (Note: Jackets are on special order) \$45 M L XL XXL Quantity: _____
Aluminum water bottles: \$10 Quantity: _____



All Weather Jacket
 Navy Blue, \$45 each
 (Jackets are Special Order)



Aluminum Water Bottle
\$10 each

All prices include postage.
 Please make check or money order out to **USS Great Sitkin (AE-17) Association**
 All orders should be sent to: **USS Great Sitkin Association**
 c/o George Kaiser
 311 Oak Lane
 Glenolden, PA 19036

Note: **DO NOT** include your "Dues" payment in with your Ship Store Order
 They need to be separate checks or money orders.

Questions about Ship's Store items can be E-mailed to: ae17dc3@verizon.net

USS Great Sitkin (AE-17) Association Active Membership: Active Member status in the USS Great Sitkin (AE-17) Association is open to all crew members. Dues are \$20.00 per year and are used to cover the cost of the newsletters, website hosting, domain name, administrative and other expenses. The membership year is 1 January through 31 December. Membership cards will be issued to all crew members paying dues and will identify the individual by name, expiration date and number of years of Active Membership.

Payment of dues is not required to participate in any official function of the Association but is required for being an Active Member. Notices pertaining to dues will be posted on the website and in the newsletters. Active Members must have their dues paid prior to the annual meeting each year in order to retain their status and eligibility to vote.

To become an Active Member of the USS Great Sitkin (AE-17) Association, please complete the application form below and send it along with a check made payable to:

USS Great Sitkin (AE-17) Association, c/o George Kaiser, 311 W. Oak Lane, Glenolden, PA 19036

USS Great Sitkin (AE1-17) Association Active Member Application & Renewal Form

Name: _____ E-Mail: _____
 Address: _____ Phone: _____
 City, State, Zip: _____
 Dates Served Aboard: _____ Application Date: _____ [] New [] Renewal
 Amount Submitted: \$ _____ [] 2018 YR (\$20.00) [] 2019 YR (\$20.00) [] 2020 YR (\$20.00)
 [] Please send me a copy of the Constitution and Bylaws.
 Comments: _____

Signature: _____

September 19 - 23 Itinerary

Wednesday, September 19th

- Registration—Noon 'til ?? - Welcome Reception - 6:00 - 7:00 p.m.

Thursday, September 20th Andersonville & Port Columbus:

- Depart hotel at 8:00 a.m. for Andersonville
- Tour Andersonville National Historic Site & National POW/MIA Memorial, conduct Honor Ceremony at National Cemetery.
- Board buses at 11:30 a.m. - Lunch at Yoders (included w/tour)
- Board buses at 1:15 p.m. for trip to Port Columbus
- Tour Port Columbus National Civil War Naval Museum
- Return to Hotel at 5:00 p.m.
- BBQ on patio off the Hospitality Room 6:00 p.m. to ??? Typical backyard BBQ fare.

Friday, September 21st Fort Benning & National Infantry Museum:

- Depart hotel at 8:30 a.m. for Fort Benning. Tour includes lunch at the base mess hall (Enlisted Dining Facility) with the Soldiers. Tour of National Infantry Museum. Return to hotel (approximately) 5:00 p.m.

Saturday, September 22nd Annual Business Meeting - Annual Dinner Banquet

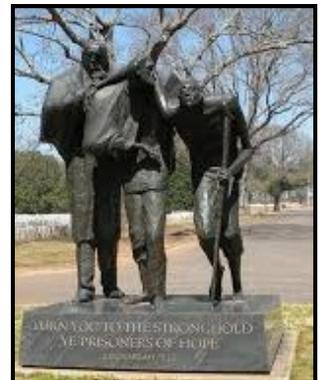
- Annual Business Meeting in Hospitality Room at 9:00 a.m. Election of Officers
- Free time from close of meeting to approximately 5:30 p.m.
- Annual Dinner Banquet: 5:30 - 6:30 p.m. Photos & Cocktails 6:30 - 7:30 p.m. Banquet 7:30 - 11:00 p.m. Entertainment by Sonny D

Sunday, September 23rd Farewell Breakfast:

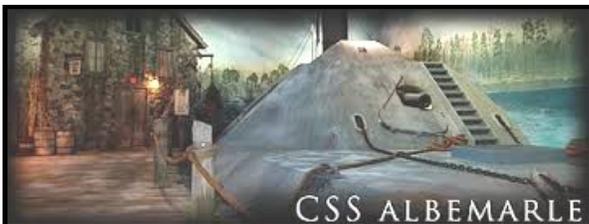
- Farewell Breakfast 6:00 - 8:00 a.m. Time to say "so-long" 'til next year!



Andersonville Prison & National
Prisoner of War Museum



Port Columbus



MANEUVER CENTER OF EXCELLENCE, FORT BENNING, GEORGIA

Fort Benning Army Training Center
Ranger School and Museum



Columbus, Georgia Reunion
September 19th thru the 23rd, 2018



Headquarters

Hilton Garden Inn
1500 Bradley Lake Blvd.
Columbus, Georgia 31904

Reservations: 1-706-660-1000
Event Code: USSSIT
Name: USS Great Sitkin

Hotel Amenities:

On-site restaurant for breakfast & dinner
Indoor Heated Pool & Jacuzzi
Fitness Center
Complimentary on-site parking
Complimentary wireless internet
Refrigerator, microwave & Keurg coffee maker in all guest rooms
Three outdoor patios - two overlooking their beautiful Lake
Walking trails

Hotel Accommodations:

\$121.00 per night + taxes, double occupancy, includes buffet breakfast.

Rates good 3 days prior and 3 days after the reunion.

Check in: 3:00 p.m. Check out: Noon

Columbus Metropolitan Airport (Code: CSG)

Located close to Columbus, Georgia - Free Airport Shuttle. Airport is approximately six miles to Hilton Garden Inn. (15 minute ride)



RESERVATION CUTOFF DATE IS:
SUNDAY, AUGUST 26th!

**USS Great Sitkin (AE-17) Association
2018 Reunion Registration - Columbus, Georgia
September 19th thru 23rd, 2018**

Crew Member's Name and Age at Reunion Date

Years Served Aboard the Sitkin

Home Address

Home Phone and Cell Number (for reunion)

E-mail Address

Name(s) of Others Attending Reunion

***“Reunion Package”
Welcome Reception,
Tour Andersonville Civil War Prison Camp, National POW Museum
and Port Columbus National Civil War Naval Museum
Tour Fort Benning and National Infantry Museum
Barbeque and Pool Party
Annual Banquet (Sit-down dinner) Choice of (Please select number of meals):***

_____ Chicken Marsala _____ Beef Tenderloin Medallions _____ Pork Calvados

w/Music by Sonny D

_____ 1 Person \$125.00 _____ 2 People \$250.00 _____ 3 People \$375.00

Total Amount Enclosed: _____ Signature: _____

Make checks payable to: USS Great Sitkin (AE-17) Association

Mail Registration form and payment to:

Ron Zimmerman Sr.
474 SW Prater Ave.
Port Saint Lucie, FL 34953

Questions: Please call Ron at: 772-342-3439

Please do not include membership dues payment in with your reunion payment. Thank you!

Deadline for submission: Monday, August 27, 2018

Please note: The tours and events are booked and paid a month in advance. Any cancellations before the deadline will be refunded.