

THE MAGOFFIN MESSENGER

The Newsletter of USS Magoffin (APA-199)

Veteran's Association

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(800) 621-5950

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To all of our shipmates and
Their loved ones

Merry Christmas
And
A Happy New Year

May 2007 bring you health,
happiness and contentment.

President's Message

Magoffin Crewmembers,
You did it! I am pleased to be able to tell you that as today our education fund at Morehead State University is \$30,389. I want to thank all of you for your donations over the last few months. Your generosity will be deeply appreciated by the students of Magoffin County High School. A special thanks to our Secretary, Tom Haglage, for his efforts in setting up the scholarship with the staff of Morehead State.

L.G. and Cyndi Duncan are putting together the makings of a wonderful experience in Colorado Springs. If you have never experienced a reunion with shipmates from the Magoffin let me assure you that you will have memories of comradeship that will last a lifetime.

Happy Holidays,
Mike Stein
President

Editor's Note

In a very short time we will meet in Colorado Springs for our reunion. I would ask that you think about items for the auction. Our auction is a big part of every reunion, and our auction crew is 4.0. Terry Bryant, the widow of Eddie Bryant who served on the "Maggie" from 58-60 has donated a coffee cup with the ships' logo and an ashtray that was "STOLEN FROM THE CPOQ". These are going to be great Magoffin mementos for some lucky bidder.

To add to Mike's "Auction" information, we will also have a Magoffin mechanical pencil which was donated by Merilee Brown of Warren, Maine and a commemorative USS Magoffin coin designed by Robert Perry and minted by Dr. Frederick Drew of Bremerton, WA. Robert Drew also designed the famous 1964 Beatles coin.

Webguy



*The Magoffin Messenger is a quarterly publication for and by the members of the USS Magoffin Veterans Association. This newsletter as well as a wealth of other USS Magoffin information and history can be found at:
www.ussmagoffin.org*

**Remember when...
Woolwine served in Navy during World War II and
Korean War**

By Gene Morrell

Note - this article first appeared in the "NEWS MESSENGER" in Montgomery County Virginia and is used with permission

When Ted Woolwine was a teenager, he dreamed about joining the Navy, about seeing the world and about having adventures.

Ultimately, Woolwine, now 89 years old and living in Christiansburg, led a life that was beyond anything he could have imagined when he was growing up in Cambria.

He sailed into ports of call around the world and served in the Navy in the Pacific Theater during World War II and during the Korean War.

"I was born in Cambria on March 9, 1917," Woolwine said. "As time passed and I grew up, I developed a desire to see the world and to join the Navy, even though I had never seen the ocean or been further away from home than Roanoke."

"My parents [Jacob A. Woolwine and Elizabeth Linkous Woolwine] wouldn't sign for me to go into the Navy at 17 years of age, so I had to wait until I turned 18," Woolwine said. "Then, I did go to Roanoke to join."

"No one wanted me to join, but I had to do it because of my desire to see the world. Most of my friends advised me not to join, saying that this was a tough job and I would be sorry for my decision," Woolwine said. "My statement to them was, 'There are 105,000 people in the Navy, and if they can stand it, so can I.'"

"On Nov. 7, 1935, I enlisted in the Navy. I was sent to Richmond to be sworn in and then sent to Norfolk for boot camp," Woolwine said. "I had three months of training and was shipped out on the USS J. Fred Talbott, a destroyer."

He received on-the-job training in the ship's boiler room, learning how to maintain and operate the oil-burning boilers which provided steam power for the ship. "Boy, was it hot down there," Woolwine said.

"You had metal floors and metal walls that just drew in the heat. I could walk from here to there," Woolwine said, indicating a distance of a few feet, "and you could track me by the sweat I'd leave on the floor."

"It was hard work, but we used to toast bread on the boiler and we'd make coffee, lots of coffee!" he said.

"I remember when I was first getting started, I thought I'd impress my new shipmates down in the boiler room and show them I was industrious, so I decided to clean out the coffee pot," Woolwine said. "I used baking soda to clean it, and it did clean it! I thought those boys were going to throw me overboard! You see, it was a big old aluminum pot, and the coffee tasted like baking soda until that strong coffee built up the right amount of coating inside the pot again."

He was assigned to the USS Talbott from March to May 1936 and was then assigned to a battleship, the USS Arkansas, from May 1936 to February 1939. "I saw a lot of ocean and many countries in Europe and others in the Mediterranean. On my last trip on the Arkansas, we came home to Norfolk," he said.

"I only had a few months to go on my enlistment when I got a chance to see China and other Pacific countries, so I agreed to extend my enlistment by two years and was transferred to the USS Chaumont, a troop and personnel transport ship," Woolwine said.

"We ran from Norfolk to Shanghai, China, and back to carry troops for replacements on our ships throughout the Pacific," he said. He was assigned to the Chaumont from March 1939 to May 1941.

In June 1941, he was assigned to another transport ship, the USS Markab,

and he was assigned to the Markab on Dec. 7, 1941, when Japan launched its sneak attack on Pearl Harbor, Hawaii, and the U.S. entered World War II.

Woolwine remembers his ship was near Greenland when they got the news that the U.S. was at war. The ship then headed through the Panama Canal, up the coast to the naval yard at San Francisco, Calif., and then on to the Pacific Theater where he was assigned throughout the war.

"Prior to the end of my enlistment, we were at war," Woolwine said, and when the war began, "we were in for the duration," he said, meaning those in service when the war started would stay in service until the war ended.

Woolwine remained assigned to the Markab until March 1944 and was then **reassigned to the USS Magoffin, another transport ship, from January 1945 to August 1945**. During the war, Woolwine and his shipmates made voyages throughout the Pacific Theater as they transported soldiers and marines to Guam, Okinawa, the Philippines and other battle sites.

Woolwine does not remember the ships he was on being attacked or hit by enemy fire, but he said, "When we got into a battle zone, I was down below in the boiler room. They dogged [tightened] the hatches down, and you couldn't get out. Besides, we stayed too busy anyway to worry about the ship getting hit."

He explained the hatches were tightened down as part of the compartmentalizing of the ship. That is, if one part of the ship was hit and was taking on water, it could be sealed off to help prevent the ship from possibly sinking and to prevent other sections of the ship from being flooded or damaged.

"So, I was down there [in the boiler room] when we were in a battle zone," he said. The transport ship would approach islands where fighting was going on and drop anchor while the replacement troops were going ashore. During this time, those aboard the ship were potential targets for enemy planes, ships or guns on shore.

When the ship was out of the combat zone, the hatches were opened, and Woolwine and those down below could come up back up on deck. "We worked fours on and four hours off," he said. "And back then, when you were off, you didn't have any TV to watch or radio to listen to," Woolwine said. "When I was off duty, I'd eat, sleep and play poker - a lot of poker! It passed the time. I won some and I lost some, but I knew when to quit. I'd always limit myself to so much money, and if I lost that, I'd just quit playing."

The war in Europe ended in May 1945 when Germany unconditionally surrendered to the U.S. and its allies, and the war in the Pacific ended when Japan unconditionally surrendered in August 1945. "When the war was over, I had about 10 years in the Navy, so I made the decision to stay for 10 more years so I could retire after 20 years and draw retirement pay for the rest of my life," he said.

After the war was over, Woolwine was assigned to the USS Franklin D. Roosevelt, an aircraft carrier, from June 1946 to July 1949, and then was assigned to Williamsport, Penn., as a Navy recruiter.

The Korean War began in June 1950. "We were running up and down the coast of Korea, and the ship was firing at targets on the coast with its 10- or 12-inch guns. They could fire 20 miles or so," Woolwine said.

A truce was signed in July 1953 to end the fighting and following the Korean War, from September 1953 to May 1954, Woolwine was assigned to another aircraft carrier, the USS Wasp, which undertook a world cruise while Woolwine was on-board. The ship started out in Hampton Roads and ended up in San Diego, Calif., and in between, Woolwine - the young man who a few years before was living in Cambria and had never ventured beyond Roanoke - got to visit the Straits of Gibraltar,

Continued on page 3

the Arctic Ocean, the Red Sea, Japan and a host of other ports in between." "I've been all over the world," Woolwine said, "except down south to Australia and New Zealand."

"I've even been to a place where they only have one hour of daylight - the North Pole," he said. And quickly remembering that the Christmas season is close at hand, Woolwine added, "No, I didn't see Santa Claus at the North Pole! They turned the lights off so we couldn't see him!"

After 20 years of service, Woolwine retired from the Navy in May 1955 with the rank of chief petty officer. The medals he was awarded for his service included the Navy Good Conduct Medal, Navy China Service Medal, American Defense Medal, American Campaign Medal, Asiatic-Pacific Campaign Medal, Navy World War II Occupation Medal, National Defense Service Medal, Korean Service Medal, United Nations Korean Service Medal and World War II Victory Medal.

Woolwine's two brothers (both of whom are now deceased) also served in World War II. Joe Woolwine was assigned to the Third Army in the European Theater, and Lewis "Tip" Woolwine served in the Navy in the Pacific Theater. Woolwine's brother-in-law, Charles Akers (who married Woolwine's sister Lorraine) also served in the Army during World War II.

Aboard ship in war at age 18

By Amanda Gire

The Shawnee, OK News Star

He was only a teenager in Shawnee Junior High when the bombs fell and a devastating blow was delivered to Pearl Harbor on Dec. 7, 1941, but Frank Kennon later would fulfill his patriotic duty and join the Navy at the age of 17.

Kennon credits going into the war for his successes in his career as a football coach and in life. He said it was an interesting way to spend life at the ages of 17 and 18.

"It's hard to relate to those at 17 years old today, because of where I was at that age," Kennon said.

When he learned of what happened at Pearl Harbor, he was on his way home from Calvary Baptist Church with his mother and father. As they walked home, someone told them what had happened.

"I didn't know where Pearl Harbor was and I didn't fully understand what was happening or the meaning of war," Kennon said.

Before he decided to join, Kennon said he would go to the movies and see the news reels. Members of his Shawnee football team joined the Marines and the Navy.

"You felt like you weren't being patriotic if you didn't go," he said. "I don't think people today know what patriotism is."

When Kennon turned 17 he chose to join the Navy because it was the thing to do and the United States was at war.

He, along with two friends from Shawnee, traveled to Oklahoma City to enlist, but the young men needed parents' signatures.

The parents of Kennon's two friends immediately said no and wouldn't sign the release, but Kennon was able to bargain with his mother and father.

Kennon's father said he would sign if Frank would go back to school after the war. His mother said, if he promised not to get a tattoo, she would sign, too.

The time came for Kennon to leave Shawnee and go to boot camp in Farragut, Idaho. He hadn't been farther west than El Reno, so he wasn't sure what to expect.

"As we went around the curve by OBU, I thought, 'Where are you going?'" he said.

He didn't know anyone on the bus, and it would be a long time before he saw anyone he recognized.

While in Farragut for boot camp training from May to July 1944, he helped two men from Arkansas learn how to swim, which would help him while living aboard ship.

The two men were in the bakery. "I always had something to eat," he said. Because of he was so young, Kennon wasn't sent overseas after boot camp, but was sent to precommissioning school in Seattle, Wash.

"That was not what I wanted to hear," Kennon said. "I told them the reason I joined was so I didn't have to go to school."

The next stop in his Navy career was Astoria, Ore., to board the **USS Magoffin**, a troop ship. It transported troops from one destination to the next for invasions. On the ship, Kennon was a gunner's mate for a quad 40mm on the front of the ship. Kennon was the youngest sailor on the ship, so many of the crew members looked after him. "I didn't know what to expect," he said. "It was boring to me." He said he was glad he was so young without a family and responsibility at home. "I don't know how those guys with families did it," Kennon said.

Kennon's first invasion was at Okinawa. The attack would come on the day after Kennon's 18th birthday. The night before the attack, Kennon and his crew circled the island.

In the early morning hours of April 1, 1945, the United States landed troops to take over the island, which was 400 miles south of Japan. When the United States would bomb Japan, it would use Okinawa as a landing spot to refuel. "If we had tried to invade Japan, we would have lost hundreds of thousands of troops," he said.

Just before the invasion began, Kennon had made contact with a close friend from Shawnee -- Penn Kirkpatrick, a Marine who was being deployed on Okinawa for the attack. The last thing Penn said to his friend was, "I'll see you in Shawnee." Kirkpatrick was killed in the invasion.

A few days later, Kennon wrote his mother and said he had run into Penn. Kennon's mother responded with the news of Penn's death. To this day, Kennon places flowers on Kirkpatrick's grave.

For the next 18 months, the **USS Magoffin** toured the South Pacific to move troops to multiple islands in the area. Kennon always wrote to his mother with news of his travels and how the war was going.

In 1945, while docked at Pearl Harbor, they heard the announcement that the war was over. Kennon was excited, because he had leave that night.

"I thought, 'Oh boy, I'll get to go to town because I had leave,'" Kennon said, but he was disappointed when all leave was canceled. "If they had let us go, we would have torn up Pearl Harbor worse than when it had been bombed."

Despite the war's end, Kennon's duties weren't finished. He had to make trips to bring the troops back to the United States. Just three weeks after the war was declared over, Kennon and the other crew members were in Tokyo on a street car. Kennon said all the Japanese people got out of the way of the U.S. soldiers. "They didn't know what we were going to do, and we didn't know what they were going to do," he said.

While the USS Magoffin was out at sea, the crew hit a typhoon. It took five to seven days for the ship to find the eye of the storm. The ship rolled from side to side, while many of the items on board were tossed all over the ship. "It was scarier than the war," he said.

After returning from the war, Kennon went back to school and played football for two more years at the ages of 19 and 20. Since he was older and bigger than the other players, he received a football scholarship. "The luckiest thing that happened to me was the war," he said.

Kennon later coached football at Shawnee High School from 1964 to 1971.

"A lot of good things happened while I was coaching football," he said.

Frank is a long time member of the Magoffin Veteran's Association.

The American Blue Jacket's White Hat

by Bob 'Dex' Armstrong

The old trusty raghat was the worldwide symbol of what we were. It was the hallmark of the cocky, lighthearted American blue-jacket... The good guys of the sea... Slayers of iron monsters and evil naval power dragons. The men who poured forth from naval warships flying the internationally recognized symbol of freedom to ratchet up the pace of life in sleepy seaports.

The telltale symbol of the American sailor was the hat. It was traditionally worn in a variety of ways... Over one eye... Parked above the bridge of the nose... Cocked to one side or worn perched on the back of the head. This total lack of uniformity was taken by the navy's appointed nannies, the United States Marine Corps, as a nose-thumbing gesture directed at good order, discipline and the foundations of civilized society. The United States Marine Corps has difficulty understanding that there are men in our armed forces who are not totally enamored with dressing up like an organ grinders monkey, marching in step and singing a hymn about spending eternity pulling some kind of watch on the streets of paradise.

His 'screw it all' attitude is the hallmark of American sailors... Or let's say, "It used to be".

So do yourself a favor... Rent the video Sand Pebbles with Steve McQueen or The Last Detail with Jack Nicholson and take a good look at the way an American white hat should be worn... Better yet, watch the entire Victory At Sea series and look at the way the greatest generation wore their hats. Let's call it 'war-winner' style. What idiot jaybird came up with that toilet hopper look of the present day white hat? You know the one... The perfectly round bidet bowl with the rolled lip? It looks stupid... Looks like someone threaded his head and screwed a porcelain birdbath on the bastard.

The Navy's elite honor guard looks silly with their perfectly symmetrical tankless toilet hats. Honor Guards are mostly composed of shore duty ballet-trained show ponies. They wear braided tassels on their shoulders that represent nothing but the fact that they have learned dance step routines and rifle tricks like baton twirlers... It doesn't have a damn thing to do with seagoing sailing. They are certainly not a model for emulation by saltwater bluejackets.

Who was responsible for this travesty, this senseless dickering with one of the finest national symbols of a justifiable proud naval force? When is naval leadership going to quite monkeying in the world of silly fashion statement and get the hell back to saltwater sailing?

It is an unfortunate fact that the decisions involving the raghats uniform and the imposition of unwanted unnecessary change are officers, who never wore the white hat long enough to form the affection for it that we did... And lace pantied fashion designers whose only connection with sea service or the military is hawking senseless unnecessary change at the expense of tradition founded in blood sacrifice. This shipmates, is a crying bloody shame, a sad commentary on present day leadership who spend one helluva lot of their time wondering about morale.

If some ranking admiral with influence and a set of deepwater cajones, would send out a directive to the effect that the days of Betty Crocker bowl bluejacket headgear had come to 'all stop' and that the naval establishment would be returning to the World War II winner look, he would become an overnight hero.

Mr. Admiral, sir... Do it soon... Authorize wings in the hats again... Not only authorize it, gahdammit, encourage it... It would be a very meaningful gift to your sailors.

At some point this spring around Memorial Day, the nation is scheduled to dedicate the World War II Memorial. The United States Naval Ceremonial Guard will be present at many of the festivities. Make them look like real sailors and not like clueless, fresh out of boot camp shore duty jaybirds.

I have been to a number of ceremonial functions where these hybrid almost weird folks appear... They look like choreographed circus ponies wearing those silly, stupid looking ceramic spittoon bonnets.

Always some old barnacle encrusted veteran seadog whispers under his breath, "What in the hell is that, and where in God's name did they come up with those gahdam clown hats?"

Admiral, allow sailors the freedom to imitate and follow the traditions of previous generations of sailors. We're not Grenadier guards, Rockettes, the Copenhagen Ballet... We're sailors... United States Navy.

I'll bet that every time Admiral Arleigh Burke looks down from his cloud conning bridge in Paradise and gets a load of those baptismal font hats, he damn near launches his lunch.

The powers that be in our naval hierarchy, have had to cut down, reduce and eliminate much of what was once the heart and core of our naval establishment. Parts and components that once had 'Made in the USA' stamped all over them are no longer available within the continental limits of the USA. We have become very 'overseas' dependent. At one point, we were informed that the Army's fashion statement desk-bound fashion generals had decided to put the entire Army in black beanies made in Red China... Red China, the outfit that poured over the Yalu River and slaughtered Americans... The folks who supplied our enemies weapons in the Viet-Nam War... The folks that still supply our enemies weapons, medium and long range missiles, intelligence and sophisticated training... If the short memory monkeys who force uniform change had had their way, our entire Army would be sporting black beanies made by Communist slave labor... Beat that.

Force manpower levels require the extortion payment of recruitment, reenlistment and specialty retention bribes that amount to tens of thousands of dollars. Sad, when you think that all the bastards promised us, was tough training, rough duty and the opportunity to earn Dolphins, if we could measure up... If we were good enough... Man enough. Nobody tucked any wampum in our jumper pockets or kissed us in the vicinity of our bellbottom gussets.

Give'em back their white hats with the wings... Return to the days when the fleet turned a blind eye to the eccentricities of individual expression... The days when our sailors were the happy-go-lucky lads of a single naval force. When raghats worn at cocky angles told the less fortunate of the planet that the rollicking American bluejackets had dropped anchor or put their lines over... And, that the sealanes of the world were safe and secure. They were kept so, by those wonderful men who wore their headgear with a decided list and sporting wings.

Thanks to Sam Rubin for sending in this article.

Editor's Note - The fleet will soon be changing over to a whole new type of working uniform. The blue digital BDU (Battle Dress uniform) will be phased in over the next two years. This "camouflage" style clothing will replace dungarees and for the most part coveralls. These new uniforms will be standard for all rates and ranks from E-1 to O-10.

A new "All year" uniform has also been proposed. It consists of black trousers, Khaki shirt and black garrison cap.

Many of the comments on the internet say that the new BDU is a good thing but there are very few kudo's for the new dress uniform.

Magoffin Gear Available

Order Form

Name _____

Street Address _____

City _____ State _____ Zip _____

Phone Nr _____ Email _____

Item name _____ **Quantity** _____ **Subtotal** _____

Magoffin ball caps \$15.00 ea

Lapel Pins \$ 4.50 ea

Magoffin t-shirts \$15.00 ea

S M L XL XXL XXXL

Circle the sizes and show amounts

Prices include shipping costs _____ **Total** _____

**Send checks to: USS MAGOFFIN ASSOCIATION
SHIP'S STORE
104 214TH. N.E.
SAMMAMISH, WA 98074**

"T" Shirt Front



Hat

Pin



Welcome Aboard

Welcome aboard to the following new members -

Kit Birkett. Kit was an RM-3 in OPS and was aboard from 1961 through 1963. He currently lives in Poway, California.



TAPS

William A. Kershner

William Kershner passed away on October 19th, 2006 at his home in Upland, California where he had lived for 37 years. Born on September 8, 1922 in Dayton, Ohio He was 84 years old. After graduating from Madeira High School outside Cincinnati in 1940, he enter the U.S. Navy. A veteran of World War Two, he took part in eight major landings and was a Pearl Harbor survivor aboard the USS Tennessee. He received his honorable discharge as a Chief Boatswains Mate in 1946. Bill served on the USS Magoffin in 1944 and 1945.

He was married to his wife, Wilma, for 55 years and they had three children, Michael, Deborah and Scott. They had three grandchildren. William was a Mechanical Engineer and General Manager of Huffy Bicycle until he retired. He was very active in Upland Host Lions club and served as its president for two years. Bill was an association member and attended the reunion in San Diego.

Don't forget!

The 2007 Reunion will be at the Academy Hotel in Colorado Springs, Colorado. The dates for the reunion will be September 5th through the 9th, 2007. The hotel offers a Restaurant, Lounge, Free High Speed Internet, Indoor Heated Pool, 24-hour Fitness Center, On-Site Rental Car, Complimentary Colorado Springs Airport shuttle, and Pet are allowed. More information to follow in next newsletter! Can't wait? Go to <http://www.theacademyhotel.com/>. Our hosts, L.G. and Cindi Duncan promise that there will be a lot of interesting outings, great camaraderie and a fantastic banquet.

Roster of the Membership of the USS Magoffin Veteran's Association with expiration date

Alonzo	Aguilar	06	Lawrence	Wolf	06	Jesse	Wilkinson	07
Tom	Baker	06	Paul	Andress	07	Thomas	Williamson	07
Clifford	Barrick	06	Clyde	Alexander	07	James	Wilson	07
John	Barry	06	Willis	Anson	07	Leslie	Wilson	07
D. A.	Beals	06	Bill	Berglin	07	Howard	Wood	07
Phil	Berker	06	Kit	Birkett	07	Robert	Youngs	07
Bill	Betz Jr.	06	Rolland	Bispo	07	Craig	Anderson	08
Charles	Cassidy	06	Jimmy D.	Charlton	07	Leo	Ayers	08
Wayne	Chapman	06	F.E. Bud	Church	07	Terry	Barta	08
Pettis O.	Clayton	06	John	Crowley	07	Merble	Bellin	08
Arthur	Corral	06	Michael	Dejarnette	07	Raymond	Cheely	08
Kenneth	Duttarer	06	James A.	DeWitt	07	Mac	Christy	08
Francis J.	Fitzpatrick	06	L.G.	Duncan	07	Don	Culpepper	08
Richard	Gehrich	06	Jeff	Eagon	07	Harold	Drugan	08
Jim	Gillivan	06	James	Earven	07	Daryl	Elliff	08
Larry	Guenther	06	Joe E.	Flanagan	07	Lester	Gideon	08
Phillip F.	Hearn	06	Robert	Foster	07	Jack W.	Hagg	08
Jack	Heiken	06	M. Allan	Frank	07	Joseph	Hogard	08
James	Housley	06	Al	Gaskill	07	Jerry	Lopez	08
Guy	Johnson	06	Hugh	Griffith Jr.	07	Harold	McElroy	08
Roy	Jones	06	Pasquale.	Guido	07	Bruce	Melsha	08
Sheldon	Jones	06	David W.	Hammond	07	Robert	O'Brien	08
Terry	Key	06	Don	Hellmann	07	Donald D.	Ogburn	08
Robert	King	06	Paul	Houze	07	Albert	Oliveria	08
Ed	Kopczynski	06	Carl E.	Jennings	07	Robert	Olson	08
Keith	Kyle	06	Wilma	Kershner	07	Russ	Osborne	08
Thomas	Lovett	06	Wendell	Lackner	07	Wallace	Shropshire	08
Robert	Marcus	06	Erwin	Langlo	07	John G.	Spiese	08
Carl	McCann	06	Herald	Lowther	07	Ray	Spinks	08
Thomas	McCants	06	William	Lutz Jr.	07	Bill	Stutzman	08
Richard	McDonald	06	Terry	Mackey	07	Jim	Taylor	08
Fred	Miller	06	William	McIntyre	07	Harlan	Truxillo	08
Tom	Moore	06	Jerry	Mihlbach	07	John	Tull	08
James	Mozis	06	Wesley	Neal	07	Terrence	Little	08
Robert	O'Brien	06	Michael	O'Hara	07	Floyd	Carper, Jr.	09
Pat	Patterson MD	06	Donald E	Pavey	07	Thomas R.	Cota	09
John J.	Pearce	06	Charles	Phipps	07	Dick	Dickenson	09
Ralph D.	Raily	06	Al	Poortvliet	07	Paul H.	Goguen	09
William	Ring	06	Daniel	Rech	07	John	Masters	09
Ellis	Roth	06	EE	Renfro	07	David	Moore	09
William	Schulz	06	Merval	Rhodes	07	Jack	Tyson	09
Don	Schirmer	06	Emmon	Rogers	07	Ray	Furlow	10
Harold	Skow	06	Sam	Rubin	07	Jack L.	Johnson	10
Fred	Small	06	James	Saeugling	07	Louis	Noll	10
Michael P.	Stein	06	Ross C.	Sakers Jr.	07	Mike	Riley	10
Mark	Strohman	06	Ronald	Shreffler	07	Claude	Rubeling	10
Thomas	Tessar	06	Ralph	Springer	07	Pat	Savage	10
William	Tracy	06	Gerald	Swanson	07	Michael G	Stevens	10
Ted	Vonasek	06	Wayne	Swary	07	Don	Hummel	11
Eugene	Walker	06	Bill	Wall	07			
Thomas A	Ward	06	Richard	Wall	07			

Life Members

John	(Jane)	Adams
Pete	(Evelyn)	Agostini
Eddie	(Terry)	Bryant
Junior	(Carol)	Carey
Robert	(Rita)	Dixon
James	(Celeste)	Graves
Phillip	(Tessie)	Gronvold
Lawson	(Edwynne)	Honor
Lawson	(Marylou)	Jardine
Jackson		Johnson
William	(Wilma)	Kershner
Billy Joe	(Keta Wood)	Logson
Jerry		Montgomery
Harold	(Carol)	McElroy
Tom		Nass
Joseph	(Marilyn)	Petruzzi
Richard	(Wilma)	Phares
John	(Charlene)	Pope
Luke	(Betty)	Raich
Harold	(Macky)	Reece
Wilton	(Wilma)	Schanzenbach
Thomas	(Donna)	Tessar
Charles	(Judy)	Unetl
James R.		Wright

A Long Distance Assist and Reunion

Art Corral is a Scout Master who had to shepherd his troop from California to Auckland, New Zealand, a place he didn't know well. Art did have a friend in New Zealand - Mike Riley! Mike and Art had met at the Magoffin Reunion in San Diego.

When Art mentioned to Mike, via email, that he and the troop were going to be in Auckland, he thought maybe Mike might stop by and say hello. Instead he and the troop were met by Mike at the airport and Mike made a point of checking in with them everyday they were there.

Art said that Mike got along with everyone and made them feel like they were family. When Art mentioned it, Mike said that since they both had served on the Magoffin they were family!

It is nice to know that there are people who feel that way and will go out of their way to help a shipmate.

**Magoffin Veterans' Association
Bank Balance - Year to Date**

BALANCE 01/01/06	\$ 15,744.49
CASH RECEIPTS	
Dues	\$1,925.00
Ship Store	718.06
Reunion	20,643.00
Scholarship Fund	<u>2175.00</u>
Total Receipts	\$ 25,461.06

CHECK DISBURSEMENTS

Postage	(\$165.33)
Office Supplies	(19.30)
Telephone (800)	(29.50)
Shipstore	(283.37)
Reunion Expenses	(20,520.88)
Morehead Transfer	(5403.11)
Newsletter	(846.88)
Scholarship	<u>(1,000.00)</u>
Total Disbursements	(\$28,268.37)

ENDING BALANCE **\$ 12,937.18**

(Broken Down as Follows)

Education Fund 01/01/06	\$ 4,293.11
Disbursement (May 2006)	(1,000.00)
Transferred Moorehead St	(5403.11)
Receipts - Reunion	1,600.00
Donations Jan-Dec 2006	<u>575.00</u>

Education Ending Balance \$ 65.00

General Operating Fund \$ 12,827.18

Renew Your Membership!

Name _____

Address _____

City _____

State _____ Zip _____

E-mail address _____

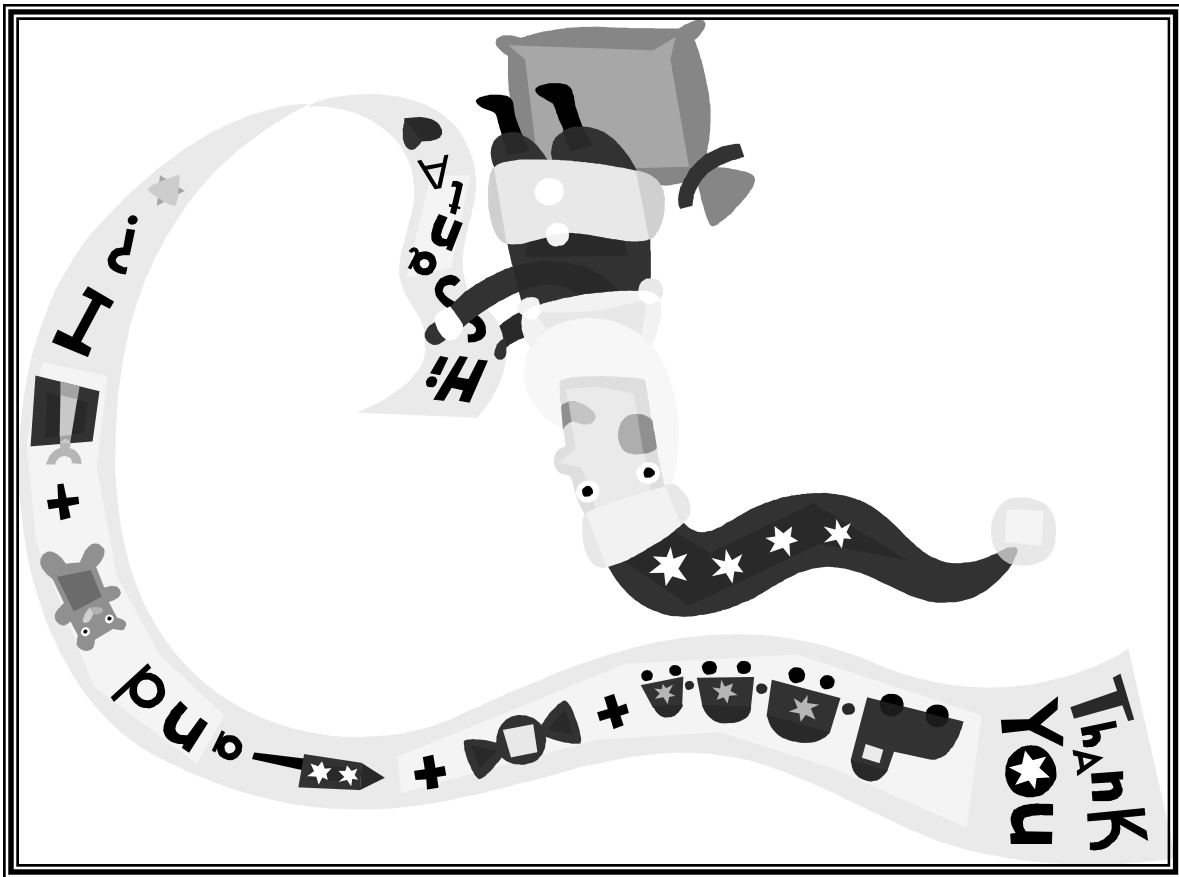
Phone number (____) _____

Dues are \$10.00 per year.

Please make checks payable to - USS Magoffin Association

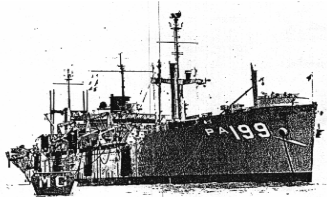
Please mail dues to:

**USS MAGOFFIN ASSOCIATION
Mr. Joe Beninato, Treasurer
61 Sunrise Drive - Edison, NJ 08817**



USS Magoffin (APA-199)
Veterans Association

Terry Little, Editor
1914 Irvin Cobb Road
Murray, KY 42071



“No beach beyond our reach”

Defending America - WWII, Korea, Cold War, Viet Nam