

USS Caliente (AO-53) Association



PIPELINE

March 2009

President's message

By Pat Hurton

Hello shipmates,

I hope you all had an enjoyable holiday season and that everything is well with you and your family. I first want to thank Karl Seitz for putting forth a tremendous amount of effort to publish the December Pipeline. It was Karl's first and required a huge effort to put together the email list and mailing list from the various software programs they had previously been kept in. Karl has taken on an extremely important task to the Association members and deserves all our accolades for the first issue. His initial



USS Caliente dragon boat heads for victory at Haohsiung, Taiwan, in June 1958. This picture is from rower Miguel Ronquillo. His story of the race can be found starting on page 5, followed by Jake's Kanzelmeyer's version of the same event along with his boat crew picture.

output has shown his background as a newspaper editor to be extremely useful in all aspects of the publication. I hope all hands appreciate the effort it takes to put together a Pipeline and realize that without the dedication and effort the publisher puts forth we would not have such an informative Pipeline. Thanks again, Karl.

We have a contract with the Hilton Hotel Minneapolis/St. Paul Airport, Mall of America for the 2009 reunion. We have rooms blocked at a \$109 per night. This is an excellent rate for an excellent hotel. The Bloomington, Minnesota convention bureau manager tells me we made an outstanding choice. If you are reserving a room, just mention that you are with the USS Caliente Association. If you have any problems, please let me know immediately.

The hospitality suite will be in one of the hotels conference rooms and will be large enough to host all hands for the reception to be held on Thursday, Oct. 1. Hors d'oeuvres will be provided as well as refreshments, although you will be able to bring your own. The present intent is to have coffee and rolls available for Friday, Saturday and Sunday AM in the Hospitality room. The present outline of events is available on the Caliente website.

By the way, Norm Street would welcome anybody who desires to pick up the responsibility for maintaining the website. Norm has set it up but would greatly appreciate any help. Surely one of our crew members is computer literate and would love a "toy to play with." Remember we only are as good as our volunteers. The first step is the hardest, but once you take it you find that the fall is not so great and becomes very rewarding after you get the positive feedback from other members.

My present efforts, along with Norm Street, are to finalize the events for the Minneapolis reunion including the cost. The goal is to keep the price at \$140 per person. We have a wide range of personal situations in our membership and our goal is to have as many members attend the reunion as possible. There is no requirement to pay for anything you do not wish to attend. If the past year has presented a financial struggle for you and you wish to attend the reunion, please contact me at (530)343-4060 or email me at gigandpat@digitalpath.net and we will try to do everything possible to allow you to attend. We have had excellent feedback from persons who have attended for the first time and we wish to continue to expand the list of members who attend.

Having a father who was born in Ireland, my next task is to have a great St. Patrick's Day. I hope you all have one too! Until recently, I never saw green beer in Ireland. It is hard to make Guinness stout green. Much easier with a lager, which is a less popular beer for the Irish. I don't suppose any of you sailors have partaken of a "Black and Tan." Harp's and Guinness mixed. It's not green but will make you green if you partake too much.

Hope winter doesn't last too long for those of you in the parts of the country that get snow.

Welcome Aboard to our new members:

James Briggs, who lives with his wife Arlene in Houston, Texas, was an RD3 when he served on the Cal from 1965-1966.

Gary Benson, who lives with his wife Kathy in San Luis Obispo, CA, was an MM3 when he served on the Cal from 1972-1973.

Steve Brown, who lives in Pensacola, FL, was an SK3 when he served on the Cal from 1964-1965.

Don Chamley, who lives with his wife Joy in Egan, SD, was an RM3 when he served on the Cal from 1959-1963.

Carl Fay, who lives with his wife Betty in Chelmsford, MA, was an IC2 when he served on the Cal from 1969-1971.

Anthony Farina, who lives with his wife Patricia in Cape Coral, FL, was an EM2 when he served on the Cal from 1971-1972.

Ed Foster, who lives with his wife Jane in Merion, PA, was a LTJG when he served on the Cal from 1972-1973.

Glenn Hamann, who lives with his wife Coral in Rothbury, MI, was a QMC when he served on the Cal from 1972-1973.

Frank Hanson, who lives with his wife Judy in St. Paul, MN, was an ETR3 when he served on the Cal from 1970-1972.

Larry Hastings, who lives with his wife Carol in Bowen, IL, was an SN when he served on the Cal from 1967-1971.

John Housley, who lives with his wife Sara in Sandy Hook, MS, was an SN when he served on the Cal from 1969-1972.

William Kairawicz, who lives with his wife Charlene in Hudson, FL, was an FN when he served on the Cal from 1967-1971.

Steve Leger, who lives with his wife Terry in Sacramento, CA, was a BT2 when he served on the Cal from 1969-1972.

Bob Matthews, who lives with his wife Carolyn in Sacramento, CA, was an RD3 when he served on the Cal from 1962-1963.

Robert Monroe, who lives with his wife Linda in Reedsport, OR, was an SF2 when he served on the Cal from 1966-1968.

Louis Pambianco, who lives with his wife Pauline in Eynon, PA, was a SN when he served on the Cal from 1969-1971.

Dixon Reed, who lives in Rogue River, OR, was a DC3 when he served on the Cal from 1964-1967.



USS Caliente Association
President: Pat Hurton
Vice President: Norm Street
Secretary: Red Ward
Pipeline Editor: Karl Seitz



The Pipeline is the official quarterly newsletter of the USS Caliente Association. It is a place to share your memories. Please send them via e-mail to seitza053@gmail.com or by regular mail to Karl Seitz, 1212 30th St. South, Birmingham, AL 35205-1910.

Masthead picture of USS Caliente (AO-53) used with permission of Dan Davis.

Association dues are \$10 per year due Jan. 1, payable by Jan. 15. Checks should be made out to The USS Caliente Association and mailed to Pat Hurton, 14075 Kelsey Drive, Chico, CA 95973-9262.

Visit Norm Street's Caliente Website at www.usscalienteao-53.com/index.htm

Bill Sorenson, who lives in Yolo, CA, was an MR2 when he served on the Cal from 1966-1968.

Leon Tarpley, who lives with his wife Peggy in Crane, TX, was a CS3 when he served on the Cal from 1959-1962.

Lynn Vanderham, who lives with his wife Pat in Miami, OK, was an HMC when he served on the Cal from 1960-1962.

Gary Zinck Sr, who lives with his wife Kathy in Jamestown, ND, was an SN when he served on the Cal from 1968-1971.

Thomas Zmyslinski, who lives with his wife Nancy in Blacklick, OH, was an SK3 when he served on the Cal from 1970-1971.

In Memoriam:

We are sad to note the passing of our shipmates and a spouse:

Christine Daum, 72, wife of Harold Daum, passed away Feb. 23, 2009, at an Edwardsville, IL, nursing home. Harold served on the Cal as a MM1 from 1961 to 1965. In addition to her husband, Chris is survived by daughters Billie Hanna, Sheryl Johnson and Debra Grant; sons Christopher Willings, Michael Willings and Kevin Daum; 13 grandchildren, nine great grandchildren, three brothers and four sisters

R.C. (John) Duncan, 80, served as a EM1 on the Cal from 1950 to 1953, as part of a naval career that included service during World War II, Korea and Vietnam. John passed away on Jan. 30, 2009. Survivors include his wife, Joyce, of Cartersville, GA, daughters, Kathy Olalde and Carol Burks, stepchildren, Deborah C. Hitt, Rebecca S. Watts and Martin Smith, nine grandchildren, two great grandchildren, a brother and a sister.

Herbert L. Hotaling, 65, served as a BM3 on the Cal from 1963 to 1965. Herb spent 26 years as a corrections officer at Attica Correctional Facility, NY, retiring in 1999. Herb passed away on Jan. 4, 2009. He is survived by his wife of 27 years, Kathy. He is also survived by his daughters Jami Sessa, Jacki O'Connor, Jodi Reyes as well as five grandchildren.

Arthur T. Lewis, 77, served as a LTJG on the Cal from 1954 to 1956. Afterward he had a successful civil engineering career working on the design, construction and operation of railroads around the world. Tom passed away Sept. 4, 2008 after a six-month struggle against cerebral vasculitis. He is survived by his wife, Angelica Forti-Lewis of Oakland, CA; children Sam, Izzy, Russell, Rebecca, Margaret, and Buffy; stepchildren, Livia and Daniel, as well as 11 grandchildren.

Irving M. Wiltse, 76, served as a LT on the Cal from 1961 to 1962. Irv joined the Navy as an aviation cadet in 1952, receiving his wings in 1954. He retired with the rank of commander in 1980, having flown during the Vietnam War with VFA 65 and then served as executive and commanding officer on several ships and shore stations. Irv passed away Jan. 5, 2009, in Sierra Vista, AZ., after an extended illness. He is survived by wife Helga Trapp Wiltse, children Wendy and Matthew, Helga's children, Heidi Carr Lehnig and John W. Carr II, five grandchildren, a great grandchild and a sister.

Our condolences are extended to all of these families.

Editor's message

By Karl Seitz

Pipeline Editor

Thanks to all who have shared memories of the Caliente with me since the last edition of the Pipeline. You've put me a position that every editor seeks. There is not only enough material to fill up the newsletter you are now reading, but more is available to provide a start on the next edition.

This doesn't mean you should stop sending me your memories. To the contrary, the Pipeline needs all the material you can provide. The more I receive, the better the Pipeline can be.

I would especially like to have more pictures, with or without stories to go with them. For those who wish to send them via e-mail, a few guidelines. Please scan the photo at 150 dpi or higher; 300 dpi is preferred to provide the best reproduction for the print version of the Pipeline. And be sure the file you send to me is at this higher resolution. Apparently some computer programs default the resolution to a lesser value when they save the file. Jpeg format is preferred. For those who lack scanning capability, please send copies of photos, not originals.

Pictures and stories should be sent via e-mail to seitzao53@gmail.com or via the U.S. Postal Service to Karl Seitz, 1212 30th St. South, Birmingham, AL 35205-1910.

Correction: Most electronic copies of the December Pipeline misidentified the nationality of the sailors who partied with Ed Fordyce and Dale Hunt at Subic Bay. They were British. Incidentally, we are still looking for identifications of the other Caliente sailors in the EM Club picture.

That's all from me for this issue. Enjoy what your shipmates have provided in the rest of the Pipeline.

Memories

Dragon boat crew brought home the golden dragon

By Miguel F. Ronquillo, RD2

1958-1961

The day after I reported aboard the USS Caliente in March 1958, it left Long Beach Harbor heading 270 degrees into the blue Pacific Ocean. So began my first cruise to WestPac and what a ride it was.

Being from Arizona, I was only accustomed to the wide expanses of the Great Sonoran Desert and solid ground under my feet. Once I overcame my three-day bout with sea sickness, I soon considered myself an old salt, proclaiming that if it was too rough for fish, it would be too rough for me.

After a port call in Hawaii, the Caliente headed west into the South China Sea, where we rendezvoused with several elements of Task Force 77. In time we completed numerous underway replenishments and visited ports in Japan, Hong Kong and the Philippine Islands. In early June, we entered the narrow channel leading into the Kaohsiung, Taiwan, harbor. The narrow channel with only a few feet to spare on both port and starboard was an eye opening experience. Looking at cannon and machine guns pointed at you from the numerous caves in the walls of the cliffs, gave everyone a very eerie, uncomfortable feeling.

Once anchored in the harbor, everyone settled down to doing ship's business. The calm was interrupted by the boatswain's shrill whistle sounding. It announced over the PA, that volunteers for a dragon boat crew were being recruited to participate in a Duanwu Jie Festival race.

Being in a gung-ho mood, I ran down to the quarterdeck and signed up. Two days later and with no practice, the 20 man crew was taken by liberty boat to the starting point on the Ai he River, where we were first introduced to our dragon boat, which was decorated in the usual Taiwanese custom. It did not look very sea worthy.

Now paddling a dragon boat was a new experience for all of us. However, in the best tradition of the United States Navy, we took the race to task. When the starting gong sounded, our very unseaman like start soon gave way to something which would have made Admiral Nimitz proud. Working together by listening to the coxswain's bellowing a cadence, he set a very frantic rowing pace.

By the time we were half way down the course, we were running neck and neck with the other boats

and went on to finish with almost three boat lengths ahead of everyone. We beat out three dragon boats, two manned by Taiwanese crews and another by a destroyer crew who came in second.

After the race we followed proper victory protocol and threw our coxswain into the river, hoping that he would not catch anything, for it was not the cleanest of rivers.

The trophy was a small golden colored dragon, which we hoisted high for the rest of the crew to see as we returned to the Cal. The coxswain went directly to Sick Bay, to ascertain if he had contacted an infectious or contagious disease. The crew of the victorious dragon boat had been granted a 72-hour pass.

For many months afterwards, I could see the trophy in the captain's cabin. My cleaning station was the starboard captain's deck, and when I was polishing the brass on the cabin port holes I could see it on a book shelf.

When we left Koahsiung, we never returned to that port again. However two cruises later we returned to the Formosa Straits and steamed up and down the waterway for almost 30 days during the Quemoy conflict. But that is another story.

Right incentive was needed to complete team

By G. L. (Jake) Kanzelmeyer, SFM2

1956-1959

The invite came for the ship to enter the dragon boat race. The plan of the day invited those interested to sign up. There were a few of us who did, but there didn't seem to be much interest. Needing 20 men to row, we were quite a few short. We were told that anyone on the team that was on



This picture of the USS Caliente's 1958 Dragon Boat Crew was provided by Jake Kanzelmeyer. Jake also provided the identifications. Miguel Ronquillo says he is not in the picture. First Row: Garamoni PNSN, L.F. Williams EM3, Tony Quenga SN, J. Turnbaugh SN, Gilmore MM3, Brown SN. Second Row: D.Forest SN, Haggard SN, McGrady FN, R.H. Morris EMFN, Bryant SN, Ritchie SN, Johnson SN, Stevens FN. Third Row: ENS J.F. Reid (tillerman), E.P. Froedge SFM2, W.B. Wilson BM3, Thomas MM3, Ledbetter SN, Al Sellars SN, Jake Kanzelmeyer SFM2, ENS Buscher (coxswain).

restriction, should we win, would be taken off restriction. After that we had plenty of men sign up.

Never having seen the boat, we went over to have a practice. The boat was a 20-man canoe. Ten seats with two men each, tillerman and coxswain, 22 men in all.

We finally got in three practices and were able to get our stroke down. Then we were told who we were matched against. It was the destroyer nest and the Nationalist Chinese Army team. The Army team had never been beaten.

We lined up on the $\frac{5}{8}$ mile course and the start was signaled. The Army team got a good start and pulled ahead by more than a boat length but as big and strong as the men on our team were, we picked up speed quickly. When we reached the finish line, we had picked up the stroke cadence and were $1\frac{1}{2}$ lengths ahead of the Army boat.

Needless to say, there was a celebration in Kaoshiung that night. The men were off restriction. What excitement and memories.

More from Jake Kanzelmeyer:

Johnny Freeman and I finished Metalsmith A school and reported to the Caliente in '56. We were departed Long Beach in June. Our first stop was the Marshall Islands and Operation "Redwing." We witnessed the nuclear tests and were station ship for several weeks at Bikini Atoll, visiting Kwagelen and Aniwetok. R Division was responsible for monitoring the radiation levels on the ship.

I made four rounds to WestPac. and was aboard when the "Bonne Homme Richard" collided with us and caused quite a bit of damage to our ship. It was a night fueling operation and could have been a disaster beyond description, but due to a lot of good tough sailors and luck on our side, no one was hurt seriously. Tough includes well trained and intelligent, too.

Why my stripes weren't red

By John Allen Coleman, MM3

1960-1964

In 1960, in transit to Yokohama, Japan, I went topside near the smokestacks to work on my tan, thinking that I would turn brown like I did back home in Louisiana. Well, I fell asleep to awaken to huge blisters down to my waist. Having heard a rumor that doing damage to your body was a court-martial offense, I went to the evaporators in hopes that I could hide and sweat it out undetected. When I started bleeding a lot, I got scared enough to go to Sick Bay. Upon examination they determined that I had to be evacuated to a hospital. They high-lined me to a destroyer that was refueling.

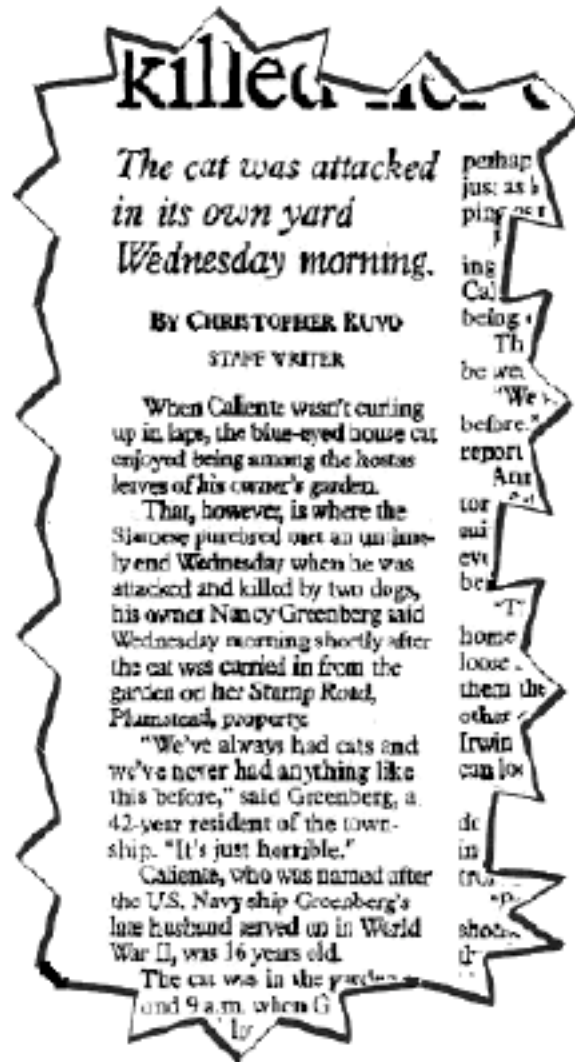
The destroyer transported me to an aircraft carrier we had refueled recently. I rode the high-line again. I think it was either the Coral Sea or the Midway. At the time I was paying more attention to the high-line than to the destination. I spent seven days in their hospital's ICU burn unit. Meanwhile, the Caliente had gone on to Hong Kong.

Upon release in the port of either Yokohama or Yokosuka, I was put on a Japanese airliner bound for Hong Kong. I'll never forget that; my first airplane ride and the first time I was ever served dog soup.

Before my injury, I had been transferred from deck to engineering. I had not yet changed the stripes on my uniform to fireman's stripes. Whoever packed my duffle got a jumper that still had seaman's stripes. When I boarded ship, I was questioned by Chief Warrant Officer Lorenzo Hanna as to why I wasn't wearing fireman's stripes. I told him my situation and he let me pass.

Later, he approached me and asked if I had learned my lesson. I assured him that I had. He said there would be no further disciplinary action — but to get those stripes changed *IMMEDIATELY!*

Nancy M. Greenberg sent a clipping from the Doylestown (PA) Intelligencer about the death of her late husband's cat, Caliente, who was named after the ship. The Siamese cat was killed by two loose dogs who attacked him in the Greenberg garden in Plumstead, PA. Ben Greenberg, who died in 2000, was a LTJG during his service on the Caliente from its commissioning in 1943 until 1945. Among those with whom he served were Joe Benziger, Dr. Bradford, John Creedon, Bob LeGacy, Francis Murphy and Pappy Nichols. Ben was very involved with the original Caliente reunions.



When an old man was needed, Pappy was there

By John J. Creedon, QM1

1943-1945

Mrs. Elvin B. Nichols will be 100 years old on May 14. Her husband was called "Pappy" aboard the Caliente, probably because "Elvin" didn't sound like a real sailor's name, but more importantly because in the 1943-45 time frame he was one of the oldest of the crew — in his mid-thirties — an old man. Pappy was executive officer for most of the time I was on the Caliente and took the ship into Tokyo after the war. He attended a number of the Caliente reunions starting in 1989 but passed away a number of years ago. He gave me the commission penant that was flying when the Caliente went into Tokyo Harbor, which I have flown on my backyard flag pole until it got too beat-up.

I recall one funny incident when Frank Long at a young age became Caliente's Captain. We were fueling at sea a large aircraft carrier and Frank was on the bridge. The carrier's captain seemed concerned about who was commanding the Caliente and shouted over to speak to our captain. Frank tried to make him understand that he was captain but the carrier's captain didn't accept such a young man was in charge of the ship. Finally, Frank gave up and summoned Pappy Nichols to the bridge. Pappy looked old enough to be captain, which satisfied the carrier's captain and we continued fueling peacefully.

Mrs. Nichols attended the Caliente reunions with her husband when they were probably both in their early 80s and they were a delightful couple. On board the Caliente, Pappy loved to smoke big cigars when the smoking lamp did not prohibit it and he still enjoyed cigars at our reunions.

A collision at sea and a missing storekeeper

By Herb Dorsey, LTJG
1963-1965

As Snoopy would say, "It was a dark and stormy night" No, actually it was a beautiful sunny day and that is part of the story. When the ships collided (and those of us on deck could see the inevitable about to happen as if it were slow motion), General Quarters was sounded. As I vaguely recall, the Nereus anchor struck our *starboard* aft gun mount and ripped a hole in the sickbay immediately below. It was all over pretty quickly since the fast response of the deck crew to abort the Unrep prevented any really serious consequences. What I remember most from the incident, while not as accurately as I might wish, is "the rest of the story"(as Paul Harvey used to say):

When General Quarters was rescinded, an "All Hands" muster was taken to assure there were no casualties, man overboards, etc. Supply came up a man short and I think it was "Tom," the ship's store entrepreneur. My heart racing, I asked the division if anyone had seen him and unfortunately received the chilling reply, "He told me an hour or so ago that he was going to take a nap in the sun in one of the gun mounts."

Heart stopping news to be sure! However, while I can't remember the time lag, Tom soon appeared, bleary eyed from his nap in the *port* aft gun mount.

One other Caliente anecdote of note under the "it's a small world" category:

After my active duty tour at SUPSHIPS Lorain, I returned to civilian life in the Baltimore/Washington area, primarily as a management consultant. When my firm completed working on a project designing the Management Information System for the Federal Highway Administration, they asked me to transfer to another project at China Lake Naval Ordnance Test Center, California in June 1969.

When I arrived for an interview, I was pleasantly surprised to find that Captain Mel Etheridge was the commanding officer. I called his office to see if there were any "weekend warrior" billets available on base, since I had been a drilling reservist for the interim years since completion of active duty. Captain Etheridge was gracious in immediately accepting my call and taking the time to talk with me about China Lake and memories of the Caliente. I will always remember his kindness.

Needless to say, my prospective employers were stunned that this visitor could just walk in and have a 10-minute friendly chat with the C.O.; but of course, that was due to Captain Etheridge's benevolence, not any special attributes of mine. I was thrilled to see in a previous Pipeline that he has joined the association. Fortunately, I had just met Carol, my wife of 38+ years, and I decided to take a job as IT Manager of George Washington Medical Center instead of moving to the high desert of China Lake.

I stayed in the Active Reserves, as executive officer of Ships Supply Officer Division 5-4, until March of 1973. I then returned to active duty as a Public Health Service Officer, retiring in September 1999.

A 48-hour liberty remembered

By James (Jim) Davis BT3
June 1956 Dec. 1958

This a story of seven sailors left ashore in Japan for seven days. Uniform of the day was "whites." And I have the original travel orders to back this up.

As I recall, in early September 1957, the Caliente was in Yokosuka, Japan. B Division was asked to work 12-hour shifts and forego any liberty most of one week until we had overhauled two or three of the ships four boilers. The carrot offered to get us to do this was that after all boilers were overhauled and back in commission, we would get a "48-hour" liberty, which was unheard of in Japan.

So we voted to do this so we could get the 48-hour liberties. After the boilers were back in commission half of B Division went on liberty and other half had to wait until the first half came back.

I was assigned to the second half and our liberty started on Sept. 13 and we were to report back at 0800 hours on Sept. 15, 1957. The Caliente was ordered to sea on Sept. 14 leaving seven B Division sailors ashore.

So we (five of the seven) reported to receiving station in Yokosuka when we found out the ship sailed, which was what you were supposed to do. The other two waited until later in the day to report in so their names were on separate travel orders.

After spending the day (Sept. 15) in the receiving station we were told that the ship was on its way to Sasebo so we were sent the next day to a Naval Air station to board a plane to fly south to an Air Force base to await transportation to Sasebo. When we got to the Air Force base there was not any transportation to Sasebo until the next day (Sept. 17). After spending the night at the Air Force base we were taken by sea plane to Sasebo where we landed in Sasebo Bay.

After checking into the receiving station, we were told the ship had been diverted to Kobe and there was not any military transportation to Kobe, so we had a choice of paying for our own transportation or waiting until the ship went to a port that had military transportation available. We elected to wait because most of us were broke. So we sat in Sasebo until the morning of Sept. 20 when we found out the ship was heading back to Yokosuka. So that day we went by bus back to the Air Force base for a plane flight back to Yokosuka.

The bus trip was only about 90 miles but it took us more than four hours. The plane was sitting on the runway waiting for us to board and before we could get our seat belts buckled, it took off. We got back to Yokosuka late on the night of Sept. 20. On Sept., 21, 1957, after three plane rides, one bus ride and seven days, we reported back to the Caliente.

On the travel orders that I have access to were Harvey Haynes, George Holland, Donald Newman, Serge Urling and myself. The other two were traveling under separate orders and they were Harvey Turnage and a BT1 whose name has escaped me.

New members write

NYC policeman retires to Florida

By Anthony Farina, EM2

1971-1972

After leaving the Navy in 1972, I worked in the New York City VA Hospital as a medical equipment repairman. In January 1973, the City of New York lifted a hiring freeze and I was appointed to the NYC PD. After 23½ years, I retired as a sergeant. Two years later, I moved to Florida, became a substitute teacher and joined a greyhound rescue group.

In 1985, I married Patricia; three years later, I became a father when my daughter Lisa was born. She is currently attending college to be a teacher.

As for a pastimes and hobbies, I took up the humbling game of golf ten years ago, help my brother keep his sailboat running and volunteer my time in local politics. In January, I was installed as the vice president of the local civic association.

As for a Caliente memory, all these achievements would not have been possible without the understanding and compassion of one person, who I have the utmost respect for, that I served under. Thank you for your words of advice.

Had to sink a boat

By Frank Theodore Hanson, ETR3

1970-1972

One interesting memory is the time I had to sink a Filipino boat while in dock at Olongopo City - Subic Bay. They were tied up to our side at the pier trying to steal from our ship.

Another memory: We lost a radioman to leukemia while aboard. Cannot remember his exact name.

Numerous good memories with Bob Legg, our religious lay leader aboard the Caliente, while in Sasebo, Japan, with the missionary. Fun in Taipei, Taiwan, and also shopping in Hong Kong and Singapore.

We refueled more than 200 ships on a 10-month extended tour.

A career in medical electronics

By Carl Fay, IC2

1969-1971

After four years in the Navy, I attended the University of Massachusetts at Lowell. I became an electronic engineer and worked in the medical electronics industry for 35 years. I worked for the same company but the name changed through acquisition and/or being sold. For most of the early part of my career, I developed hardware and software to test all types of semiconductor devices (from diodes to microprocessors and everything in between). My specialty for the last 15 years was flat panel displays (LCD, plasma, OLED, EL) used in all types of medical monitoring and diagnostic equipment. Traveling regularly to the Far East and Europe for product and supplier evaluations.

My wife Betty (who I met while stationed on the USS Kilauea AE-26 in '68 and '69 in Boston) is a teacher, working with special needs children. We have a daughter, Melissa, a son, Jarrett, and two grandchildren, Christopher and Sarah. We live in Chelmsford, MA, which is about 30 miles north of Boston. We bought our home in 1974 and are still in it.

I retired in April 2007. We purchased a winter home in Anderson, SC. Anderson is near Lake Hartwell so I can fish, fish and fish. I also started to play golf and just love it. My other hobby is listening to a collecting '50s, '60s and country music.