

**USS Providence Association
CL-82/CLG-6**

USS PROVIDENCE NEWSLETTER

November 2020





USS Providence (CL82-CLG6) Association Newsletter

“A Tradition of Honor”

<http://www.usssprovidence.org>

Facebook: [uss providence clg-6](https://www.facebook.com/ussprovidenceclg6)

November 2020

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SEA STORIES

We are always accepting “sea stories” from the members. If you have a story, recollections, pictures, etc., please send to Jim Chryst at 34 Snyder Hollow Rd, New Providence, Pa. 17560, or the above email address. As you will note, from previous publications and the Facebook page, many shipmates have contributed memories that tweak our thoughts. Some of the photos are not of the highest quality, due to the age of the pictures and film used in those days, however they are great to recall our many fond memories of PROV.

We are also looking for volunteers to assist the Officers of the Association. If you have experience with computers, mainly excel and word, please contact Jim Chryst for further information. Our data base needs attention with continued updates and personnel changes. We have over 800 names in the data base of personnel who served on Providence since 1945.

PROVIDENCE REUNIONS

5/1/89	Virginia Beach, VA
9/1/90	Sarasota, FL
5/1/92	Covington, KY
10/1/93	Philadelphia, PA
5/1/95 ***	Providence, RI
10/1/96	San Diego, CA
5/1/98	St. Petersburg, FL
10/1/99	Covington, KY
5/1/2001	Kansas City, MO
9/1/2002	Las Vegas, NV
5/1/2004	Buffalo, NY
9/1/2005	Phoenix, AZ
9/1/2007	Covington, KY
4/29/2009	Newport, RI
10/6/2010	San Diego, CA
5/2/2012	Washington, DC
10/8/2014	San Diego, CA
9/27/2017	Buffalo, NY
10/9/2019	San Antonio, TX
2022	Charleston, SC
***50 th anniversary of Commissioning	

FROM THE BRIDGE



Reunion update:

Originally, we had planned our next reunion during October 2021 in Charleston, SC. However, due to the outbreak of the Coronavirus, we elected to be cautious and postpone the reunion until 2022. At this time I am not certain if it will be in April/May or October 2022.

When you consider how we conduct reunions; with the hospitality suite, tours, group dinners, and air travel, the risk of an infection is considerable. Our primary consideration is for the health and safety of our members, their families and guests.

Hopefully we will curb the spread of the Corona disease with a reliable vaccine and life will return to somewhat normal, but we're not certain what the new normal will be. In the meantime, thank you for your understanding and support.

During the Business Meeting at the Buffalo reunion, we elected to conduct reunions every two years. With that in mind, I anticipate we will have a reunion in San Diego in 2024, followed by another reunion in Buffalo (CLG-4) or Norfolk in 2026 (subject to change). After that we will mostly likely be a website, Facebook and magazine organization – time will tell.

Our Facebook page (uss providence clg-6) continues to expand and we currently have 357 members. There are many sea stories and private photos submitted by our shipmates from 1945 to the present day. I encourage you to reminisce on our "page", which is a private site, available only to shipmates and their families. Sam Villa and Jim Chryst monitor the page which requires applicants to proof that they served on PROVIDENCE, such as division or family member, prior to approval. A Salute to Chaplain Dave Franclemont (67-70) for establishing the Facebook page. See article in this publication about him, entitled "Why did I join the Navy?"

Don't forget to check our Webpage (www.ussprovidence.org) which is maintained for many years now, by none other then Sam Villa FTM-3, 68-72. See Sam's article further back in the magazine.

MEMBERSHIP DUES

Please take a moment to review the roster/membership listing further back in this magazine. I have reduced the information, by listing only name and date of membership expiration. Please bring your dues current so you continue to receive the magazine. Your membership dues help

MEMBERSHIP DUES

support our Website, Facebook page, Memorial displays, Memorial plaques, Agent Orange information, deck log information, operational reports for 1966-67-68-72-73 and many other bits and pieces PROVIDENCE history for your use with Veteran's Organizations. You can also use the change/membership form to provide names of shipmates whom you want us to contact for potential membership. We, as an organization, exist to keep shipmates connected. So, we all need to become recruiters to keep the Association viable. See roster page for further information regarding dues expiration.

Our oldest crewmember is Kenneth Lyon, who will be 100 in July 2021. He was a plank owner on CL-82, and served in 1945 and 1946 as a Radioman third-class. A quick story: PROVIDENCE was awaiting transit thru the Panama Canal in August 1945, when Kenneth received the message in the radio shack that WWII had ended and PROVIDENCE was ordered to proceed with all haste to New York harbor. "The jubilation throughout the ship was incredible, and it was the first time in memory that you could see lights at sea after years of darken ship". He served on a DE in 1943 and 1944, and was then assigned to the light cruiser MARBLEHEAD CL-12, which patrolled the North Atlantic shipping lanes for five months in 1944 and then participated in the allied invasion of southern France in July of that year. It is noteworthy that BOS'N Craft served aboard MARBLEHEAD at that time and was Kenneth's shipmate. Jim Cozine chronicled a wonderful article on the MARBLEHEAD, from the time she was heavily damaged in the Java Sea until returning to Brooklyn for a refit. This article is available upon request.



Photo taken on Veteran's Day 2020

HOW THE NAVY GOT ITS FLAG

By: Captain A. E. Barrett, USN (Ret)
Taken from Naval Proceedings July 1989

My boss was the Deputy Chief of Naval Operations for Administration, Vice Admiral George L. Russell, former Judge Advocate General, who had been Flag Secretary for four-years under Fleet Admiral Ernest King. Admiral Russell was the acknowledged expert on the paperwork jungle of Washington. One day in 1959 he called me into his office to address a letter the CNO (Admiral Arleigh Burke) received from a Mary Miles, wanting to know why the Navy did not have a flag like the other services.

There was no background information in our file on the Navy flag. I knew I would need a sketch of a proposed flag to accompany any forwarding recommendation. OPNAV graphics referred me to the Army Heraldic Section. They forwarded a package that had to go thru a "chop list" of many divisions within the Navy Department. Each division added more eyes for review. At this time I was thinking, "We got along without a Navy flag for 200 years and two world wars and we don't need a flag now".

As it turns out, Mary Miles was Rear Admiral Milton E. "Mary" Miles, USN, Commandant Third Naval District. His short letter to the CNO stated that, on numerous occasions, when flags were massed at official function to represent the Navy, he used the Navy infantry flag from the standard flag bag to represent the Navy. He requested that a suitable Navy flag be made available for these occasions. On the bottom half of the letter, Admiral Burke has scrawled in his famous green pencil, "Let's do it, B". It took quite a while to get this project thru the channels.

When I returned the completed project to my boss, Admiral Russell, he said, "You'll have to learn how to expedite these things". He was making a point that the Navy should be open to new ideas and keep routine correspondence from getting tangled in the Washington bureaucracy. He told me that "Mary Miles was the bravest Naval Officer of WWII". He got his nick-name at the Naval Academy. After a silent film star of the 1920's. As head of the U.S. Naval Group, China, during WWII, he ran Chinese guerrillas behind Japanese lines; operated a weather service for U.S. aviators; and controlled great stretches of Chinese coastlines, thanks to some cooperating pirates.

The CNO approved the official Navy flag design with one minor correction: "The Marine Corps already as a flag and I run a blue water Navy. Take the shoreline off the design".

"Mary Miles", the bravest Naval officer in WWII was the irritator; Admiral Russell, the expeditor, with help from Admiral Burke; the Army's Heraldic Division, were the experts; and the OPNAV section, the mechanic. And, that is how the Navy got its flag. The official date the Navy flag was adopted was 24 April 1959.

Admiral Milton "Mary" Miles retired as a Vice-Admiral. He was buried at Arlington National Cemetery in March 1961, after serving 41 years in the Navy, including WWI, WWII and the Cold War.



Navy Infantry Flag used prior to 1959



Official Navy Flag used after 24 April 1959



Marine Corps Flag adopted 18 January 1939



Union Jack or "Jack" is flown on the Jack Staff on the bow of ships when not underway. Adopted 4 July 1960

TALES FROM THE REUNION – SAN ANTONIO, 2019

Hopefully of you will remember the past two magazines and the articles on brothers who served on PROVIDENCE. There was also a picture of Dwight Troutman and Vic Troutman, named "Brothers NO, last name YES"

Well, we have another "Brothers NO, last name YES" Gilbert Wulff and William Wulff. Below is an email exchange between the two Wulff's' who have never met.



Bill Wulff getting his crow
"tacked on" in Ops Office.

Aurora, IL Today

Fm: Bill Wulff Oct 4-2020 -- Good Afternoon Gilbert:

My apologies to you for not writing sooner. This is what happens when we do not answer our incoming emails right away.

First -- I noted that you were on the Ships Roster to attend the reunion in San Antonio last Fall -- but, you were not able to attend. The reunion was THE BEST -- not my personal feelings toward San Antonio or TEXAS -- but, our reunion was wonderful. This was my third reunion -- and, I could KICK MYSELF big time -- for not attending the reunion in Washington, DC and others.

Gilbert -- my WULFF family -- is from basically Chicago. My relatives have the history, on our side of the Wulff's, coming from Germany -- "off the boat" -- settling on the north side of Chicago, near Wrigley Field. My paternal great-grandfather was a Mason -- I was always told that he had twin sons (I am a twin as well) and a daughter, who we believe moved to California -- no one knows where she "landed there".

When I studied my Wulff family in Chicago. my great-grandfather's spouse actually had 8 or 9 children but only my grandfather and his sister lived to maturity. The Wulff's meaning my grandfather Alfred Joseph, was not a big talker, so some of the family history is lost. Prior to my dad's passing, my mom knew more about his/WULFF family then dad did.

Gilbert -- I wish you well -- I am thinking you were part of FLAG Division -- you served in the 1970's ?? and, in what area?

I was able to spend almost three years on board '66-'69 and a Yeoman in the ships OPERATIONS OFFICE, located on Main Deck -- all the lazy YEOMAN like Jim Chryst and Joe Luszcz would "hang out" in the OPS OFFICE -- as they did not want to work for Mother Rice (YNCS). (Teasing Jim and Joe.)

What MORE can I say?

Bill Wulff



Gilbert Now

Gilbert then

Bill,

Thanks for your response.

I was really looking forward to attending the reunion. And I believe I was one of the first to make reservations. But as life goes, things changed and I sadly had to cancel. I'm happy everyone had a great time and I enjoyed seeing the pictures on Facebook.

I've always been intrigued with my Wulff genealogy so I had to ask about yours. My family migrated from Denmark in 1874. I have done intensive research on this for a long time. So many stories had been passed down about my Great-Grandfather's life in Denmark and his life in the US. I know a lot to be fact, but I have learned a lot were aggrandized. Moving across the country after migrating, he settled in Memphis, TN about 1924. My father left Memphis during WWII and joined the Marine Corps at the age of 16. Of course he altered his birth date to join. He saw combat on Iwo Jima, Tinian and Saipan.

After the war he was recalled for Korea where he once again saw combat. The war was hard for him. He relived the war nearly nightly in his dreams until his passing in 1993. After Korea, he settled in Dallas where I was born.

In 1970, at the age of 17, not doing well in school and kind of getting wild, I told my dad that I wanted to join the Marine Corps. His words, "Son, there's no way in hell I will sign for you to join the Marine Corps. I've been through enough sh--t for you and your brother both. I will sign for you for the Navy or Air Force but not the Marine Corps". I think he thought he was saving my life because Vietnam was hot and heavy at that time.

So the USN it was. The PROVIDENCE was my first ship. I reported onboard at the end of August 1970. M Division, #1 Eng. Room. I was onboard for the 1972' WESTPAC deployment and was transferred to the USS OUELLET FF-1077 out of Pearl in December of 1972.

My brother was already station in Pearl with the command of DESRON 33. The OUELLET was in the DESRON 33 squadron.

My brother served 30 yrs. in the Navy. Retired WO4. 1963-1993.

By the way, I made my dad proud. He saved my life and I still came out with a Combat Action Ribbon.

Best Wishes, Gilbert

LETTERS FROM THE CREW

Tim Jones

My name is Tim Jones, I was stationed on the PROVIDENCE from 1962-1965 and was an MM-3 stationed in the forward engine room. Thanks to Jim Chryst for all his work putting together the reunions and the newsletters. Thank you for putting a picture of the PROVIDENCE on the cover of the last magazine: it brought back a lot of memories.

In 1964, while visiting Saigon, it took it took us 4 ½ hours to get up the river, as we were expecting the Viet Cong to do something to the ship. The Marines were patrolling back and forth on the deck and sailors in rubber rafts were keeping an eye on the ship. The following morning, after being turned around, the Admiral was returning to the ship in his helo, when they came under fire. The Admiral gave orders to get underway and it only took two hours to get to sea. At that speed, the wake we made damaged several villages along the river.

Fawn Weightman

Jim, thank you for the red cap. My Jim would have worn it with great pride as PROVIDENCE was his favorite ship. Sorry I could not write sooner, but I have been ill for several years and lost my ability to write. I am now 93 years young, but still have mind enough to live alone and do most work around the house.

Jim, please take my name off the listing of sailors, as I was not in the Navy. I sent money in memory of Jim. Enclosed check is for a cap donation. Thank you again. My 17 years as wife and mother of 4 was enjoyable and blessed.

You all will not be forgotten. My Jim passed March 26, 1998. Other CL-82 sailors and friends who passed:

Doc Savage	10/26/1997
Bill Hale	10/28/2004
Ray Lape	7/1/2015

Sincerely Fawn W.

Note: Fawn has been an ardent supporter of the PROVIDENCE Association for many years and she is an "Associate" member in honor of her deceased husband James Weightman.

SHIP'S STORE UPDATE, David and Anna Abdouch:

We wanted to remind our shipmates that our ship's store items have expended and hope that you would take a look at the items we've selected for members of the USS PROVIDENCE Association. These items are of good quality and wear. Price of each item includes shipping. We've accommodated requests on some clothing items that include hoodies and long or short sleeve jerseys with our ship's logo (same as the hat). Within the past week we have a shipment of PROVIDENCE shoulder patches. See inside, back cover.

If you have any requests for additional items, we will research and let you know if the item is practical, from the standpoint of cost and shipping.

Again, we anticipate that you'll take advantage of our Ship's Store and keep a remembrance of the USS PROVIDENCE with you and your family.

Stay safe and take care shipmates. As always, Thank you for your continued support.

John Greathouse:

I am enclosing dues for two-years. I am also enclosing several items for our Ship's display.

The picture below is of six officers on deck that were all members of the Sigma Alpha Epsilon Fraternity from all over the country. That Fraternity was the only one founded in the "Antebellum South". Its national headquarters, the Levere Memorial Temple was established on the campus of Northwestern University in Evanston, IL in 1929.

In the picture below, I am on the far left and next to me is Dorsey (Mac) McCray. Sorry, but my memory prevents me from identifying the other four officers. This picture was taken during our WESTPAC deployment late 1962 or early 1963.



I am also enclosing a picture of our basketball team which was undefeated and won the 1962 7th Fleet Holiday Tournament. The newsletter and other articles bring back some great memories.

Best regards – John Greathouse.



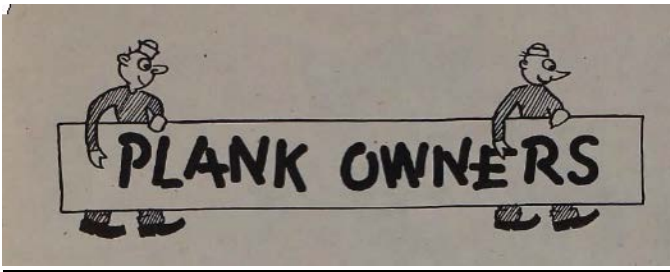
John Greathouse was the coach of the Championship team of 1962.

Top row: Vice ADM Moorer; B Ansevics, PFC; J. Cook, EM3; J. Taylor, SN; A. Hammons, HN; R. Gonzales, L/CPL; T Chenault, EM3; Coach Greathouse; Captain Shupper.

Bottom row kneeling: C. Horn, MM3; D. Quigley, CPL; L. Giles, SN; H Mallare, CPL; H. Lyons, L/CPL; J. Young, SN.

Not pictured, W. C. Forties, SK2, Manager of the team.

L/CPL, USMC Gonzales was selected to the 7th Fleet All-Star Team.



This is third in a series of Plank Owners from CLG-6
The two previous were Bill McCubbin and C. J. Weichold

Robbie Robertson, USMC, 59-61

"I was born in Camden, NJ on January 1, 1940 and raised in Pennsauken, NJ which is just North of Camden. I enlisted in the USMC Reserves on January 16, 1957, which entailed 6 months of active duty including "Boot Camp" and 7½ years of active reserve duty. I decided to reenlist while in boot camp and got my choice of duty stations and selected Sea Duty. This brought me to Boston, the Providence and my bride."

On PROVIDENCE, the Marines comprised the nucleus of the Landing Party, which was the primary mission of any Marines aboard any capital naval vessel. We also provided the Interior Guard for security and ceremony. By tradition, from the days of John Paul Jones, we provided the orderlies for the Captain and Executive Officer plus the Captain's driver. (During the times that the Providence served as the Flag Ship, the Flag Marines were provided by the flag organization, not the ship's Company). We also guarded the Missile House. While not on duty we practiced close order drill, trained in various aspects of infantry warfare to keep our skills sharp and up to current doctrine, and performed cleaning and ship's maintenance tasks as directed. For General Quarters our stations were on damage control teams or in the Main Battery Plotting Room. Conveniently, this space was accessed through a scuttle located in the Marine compartment. We operated the brig whenever the Captain ordered someone to be confined, and of course, took our turn on mess duty in the Chief's Mess.

I started out as the Captain's driver during pre and post-commissioning. My mistake was that I felt like since I was in such an exalted position, I could just sit around all day and not do any work. I was rudely awakened when the "Gunny" put me back on the regular watch schedule

I have many happy memories of my time in Providence, but this is the story I always tell when trying to describe the leadership of Captain Veth and the state of morale aboard the ship. One day while cruising up the West coast of Mexico, the 1MC came alive with the announcement that a "large Sea Turtle" was passing down the port side. Now, we were used to the Captain having these things announced so that anyone above decks could get a glimpse of the whale or turtle or whatever. On this occasion, though, about 5 seconds after the announcement of the turtle, the Captain himself came on and he excitedly yelled, "It's not one Sea Turtle, It's two Sea Turtles and they appear to be mating", upon which he gave the order to bring the ship around 360° to give everyone time to get topside to see this phenomenon. I don't believe there was a man-jack among us that wouldn't have taken a bullet for that man.



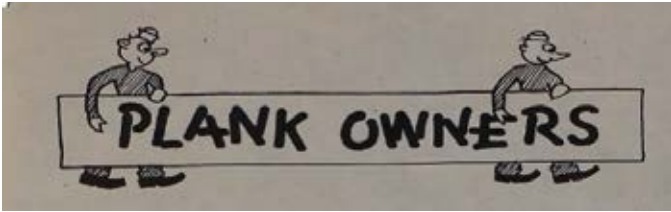
After my tour of duty in the Providence, I was transferred to Marine Corps Base Quantico, VA where, in January 1962, I attended the Optical Instrument Repair Course in the Ordinance School which was part of the Marine Corps Schools command. The field was concerned with all types of optical instruments such as binoculars, artillery fire control, tank fire control, etc. I was retained as an instructor until October 1965 when I attended Officer Candidate School, receiving a commission as a Second Lieutenant through the Meritorious NCO program.

I then attended Naval Aviation flight training in Pensacola, FL, attaining my wings in April 1967. I was designated as a helicopter pilot and, I was sent to I Corps in Vietnam flying the UH-34D. During my standard 12 month and 20 day tour I was mainly stationed at Phu Bai which was 50 miles North of Da Nang and 10 miles South of Hue. My entire tour was served in VMA-331, "The Ugly Angels".

We also spent time embarked on the USS Princeton LPH-5 and the Iwo Jima, LPH-2. It was during this time that I saw the PROVIDENCE on station off the DMZ, one day as we were flying back to the ship. I called Mustang on the radio and explained that I was a plank owner and asked if I could do a touch and go on the fantail where I spent so much free time while I was a member of the ship's crew. I was told, "Wait one" which, of course took a lot longer than, "one". Finally, the fellow that I was on with came back and told me that the Admiral was inbound and they couldn't risk having a fouled deck if I had a problem. I reluctantly accepted that explanation even though I still wonder where the Admiral really was at the time.

Returning to the world, I was sent to MCAS New River in Jacksonville, NC where I flew the CH-53B and then accepted an offer to be the OIC of the MCAS Cherry Point, NC Search and Rescue Branch flying the UH-34D and the HH-1K, rescue model, Huey. In 1971 I transitioned into jet airplanes and learned how to fly the A-4 Skyhawk.

Following my training in the A-4 I was transferred to MCAS Beaufort, SC and joined VMA-331, a Squadron flying the A-4E and then the A-4M models of the A-4. After a year there I returned to Vietnam, this time at Bien Hoa Air Base which was 20 miles NE of Saigon. I was OIC of Marine Air Base Squadron-12 (Fwd) and also flew combat missions with VMA-211, The "Wake Island Avengers" in the A-4E. I was there from August 1972 until the cease fire went into effect on January 28, 1973, when we returned to MCAS Iwakuni, Japan.



In July 1973 I returned to MCAS Beaufort and rejoined my old squadron where I served as the Aircraft Maintenance Officer for 2 years. I was then transferred to the air station proper where I assumed the duties as Commanding Officer of Station Operations and Maintenance Squadron. This was followed by becoming the Commanding Officer of Headquarters and Headquarters Squadron. After relinquishing command of H&HS I assumed the duties as MCAS Beaufort Airfield Operations Officer. I retired from the Marine Corps on March 1, 1979.

Following my Marine Corps career, I attained a degree in nursing and worked as a Registered Nurse for 21 years before retiring in 2004.

I met my wife at a dance at the YMCA in Charlestown, MA while we were still in pre-commissioning in 1959. We celebrated 61 years of marriage in June. We have two daughters, 5 grands and 6 greats.

I have had many rewarding jobs and experiences in my lifetime and have been proud of what I was able to accomplish; but I say this with all sincerity, I was never prouder or happier than when I was a member of the PROVIDENCE crew. The morale of our ship under the stewardship of Captain Veth was as high as any organization that I was ever part of. I can honestly say that my time in Mustang was the highlight of my life.



Circa - 1959



Today

From all Hands magazine December 1961

Landing party: Like many combat ships, USS PROVIDENCE CLG-6 carries a landing party or group of Marines and regular crew members, trained for ground force operations. The PROVIDENCE landing party is composed of five officers and 106 enlisted men plus 43 Marines.

The Navymen of the landing party don't claim to be infantry experts. This duty is secondary. They perform and train for it, in addition to their regular shipboard jobs. The men don't even boast of being "the best darn landing party in the Navy".

The 111 Navy men who serve in the cruiser's landing party recently spent a week at Pendleton undergoing individual combat training to learn so of the basics.

Although the landing party would not normally participate in a major shore effort, the training should enable the men to handle various military duties ashore such as civil disorders or disaster relief. The landing party sailors received hand-to-hand combat, hiking and obstacle course skills.



PROVIDENCE Sailors, landing party climb

“SHANGRILA REVISITED” OR “THEN AND NOW”

By: R. E. Stephens, JO-3 65-67

- A trip to the Far East
- An obvious bucket list
- The ultimate vacation
- Exotic destinations
- Lands of beauty and mystery.

Well, you get the idea. I mean, who wouldn't want to visit some of the most beautiful cities in Southeast Asia and experience the history and culture that await you. Hawaii, Japan, the Philippines, Taiwan, Malaysia, Singapore and Hong Kong. So, just what would it cost to go back some 50 years later???

I visited them all in 1966-1967 as part of my Naval deployment aboard PROVIDENCE.

My transportation was covered. We could eat and sleep aboard ship. We could drink on the cheap at EM clubs.

As we left San Diego for our new homeport of Yokosuka, Japan, the first stop was Honolulu, Hawaii. We saw all the sights – Diamond Head, the Punch Bowl, the ARIZONA and the Dole pineapple fields (off limits was Hotel St.).

Today air fare Chicago-Honolulu is \$1,300 (all air fares are based on Chicago as origin city as it's my home or record). Expect to pay up to \$370 per night at a hotel near Waikiki Beach.

Next stop Yokosuka, where we docked. But, the vacationer would have to fly Chicago-Tokyo for \$2,200. And based at the Tokyo Hilton for \$300 nightly, you could see the same sights. I did like My Fuji, Tokyo Tower, the Buddha of Kamakura, and a somber visit to the Peace (ground zero) Museum in Hiroshima.

We made several visits to the Philippines; Cebu, Manila and Subic Bay. Air fare nowadays – Chicago to Manila \$1,800, and expect to pay \$250 per night in that exotic city. Some great memories in Cebu, where a visit from an American warship was a rare occurrence. Girls on the dock threw stone wrapped telephone numbers up to the main deck, and several of ship's company would roll their hats and send them frisbee-like to waiting recipients on the pier. We have great stories, many hard to describe to a civilian. When leaving Subic (Olongapo) there were descriptions like “She could do what?!?”

Does Kuala Lumpur (Malaysia) should like a fantastic place to go? It was for the Flagship. I've spoken to many Navy Veterans, who patrolled the South China Sea, and very few ever had the privilege or want to go. It's so worth it! Chicago to Kuala Lumpur \$2,900; room at the Hilton only \$150

I had heard all the stories and couldn't wait. We were finally headed to Hong Kong, after a lengthy spell on the Vietnam gun-line. Ahh, the jewel of the Orient, tailor made suits, shirts and boots for me. Tiger Balm Gardens, the floating restaurants of Aberdeen. A ferry ride to Kowloon on the Star Ferry. All in all, a far east must see. And to do so – Chicago to Hong Kong \$1,900. The Hilton \$190 nightly.

On to my favorite liberty port of them all, Taipei, Taiwan. A picturesque island with (in my personal and up-close opinion), the most beautiful women in all of WESTPAC. So much to see and do there. Believe me, the natives are friendly. Had to save room for an unforgettable massage. Today the air-fare to

this slice of paradise is \$1,950, and a week at the Hilton will set you back \$1,500 (\$250 per night).

In 1967 we sailed south to 000 latitude and 106 longitude where we crossed the equator. Becoming a shellback in those days were much more painful than what those endure in current day crossings. We all have the pictures and memories of that great Naval tradition and the King Neptune ritual. Talk about a hazing! I still carry my shellback card and enjoy comparing notes with others that do too.

Singapore was a great destination and well-deserved liberty port. One of the most expensive cities in the world to live. Clean and modern, even then. Most impressive. Singapore is both a city and state. Check out the Esplanade, Fort Canning Hill, Botanic Gardens and the famous Raffles Hotel. And while there, enjoy sipping a Singapore Sling (handover alert). Fly there for around \$2,500 and stay at the Raffles for \$300 per night.

Nowadays when friends of mine are touting the different cruisers they've been on (Norwegian, Carnival and Royal Caribbean, I regale them with my unforgettable 2-year Far East cruise circa 66-67.

Could I afford it all today? Air fare \$14,550. Hotels \$14,770. Not including food, excursions, attractions and souvenirs, etc.

Yeah, join the Navy and see the world, and I did it all on my skimpy E-4 pay grade.

THE PULLED RICKSHAW



Contrary to general belief, the oriental rickshaw was not invented by the Japanese nor Chinese. A U.S. Marine (aboard Commodore Perry's fleet) noticed the lack of horse-drawn vehicles in Yokohama, so around 1869 he invented the pulled, two-wheeled rickshaw to transport his invalid wife.

The first known rickshaws were invented in France in the late 17th century to fulfill unmet demand for public transportation. These vehicles were called “vinaigrettes” for their resemblance to the handcarts used by vinegar sellers. They were fully-enclosed, two-wheeled carriages with space for one, and usually were moved by two people; one holding the bar in front and one pushing from behind.

Jim Chryst took his first rickshaw ride in Hong Kong from HMS TAMAR to the China Fleet Club in 1967.

DECK LOG: USS PROVIDENCE CLG-6

Date Sunday 1 January 1967 at Yokosuka, Japan

Traditionally, the first deck log entry of the new year is poetic on Navy ships. The Quartermaster of the Watch and the Officer of the Deck confer upon what to put in the official log. Below is the 1967 version.

00-04 watch

Here in Japan we lie moored to berth ten,
While shipmates in Yokosuka spend their yen.

Theirs is a happy lot on this the New Year.
Ours is a sober one next to the pier.

Moored to port with standard lines double
Here's hoping our men stay out of trouble.

With wires made fast both fore and aft -
I'd asked for a stand-by... and been told I was draft.

Readiness condition six is set on Seventh Fleet's home,
As I while away hours writing this poem.

Our ship's material condition is that of "Yoke"-
I'd prefer to be elsewhere... and that's no joke!

Boiler one's on the line so I'm told,
As over at base clubs our men act bold.

Generators one and two are doing the work,
While we on watch no duties can shirk.

Miscellaneous services from the pier we receive,
We'd rather be ashore ...that you can believe!

SOPA is ComDesRon nine on REEVES nearby;
Oh, how slowly the New Year's minutes fly.

Ships present include BLUE, MARS and CARTER HALL,
How nice it would be ashore...having a ball!

Tradition and Regs require this log in a verse,
It kept us from boredom ...it could have been worse.

As this watch ends I shed not a tear,
I only wish men everywhere... a Happy New Year!

OOD Robert S. Saunders, LTJG, USNR
Quartermaster unknown

1 January 1960

00-04

USS PROVIDENCE this New Year's Day

Is moored as before in splendid array

Of bright yuletide lights beaming holiday cheer
Over Boston Naval Shipyard and all the ships here.

Standard mooring lines port side to pier eleven, our berth.
Most of the crew is ashore, while over the earth

Man rings out the old and with new slate again
Hopes for peace in the world, good will toward all men.

Condition "Yoke" has been set for the night,
All services now come from the beach forthright.

Alongside to starboard, YD-205 Floating Crane,
CO of MACON is SOPA, Captain Whitaker by name.

Many ships this clear night we're able to see.
There's DEWEY, number 14 DLG, PERRY DD-844.

Now resting in drydock, and furthermore
USS FOREST SHERMAN DD-931 nestles
to pier number seven. Varied other vessels
of the U.S. LANT Fleet we regard
plus craft of the district and those of the yard.

Last thought not least in the distance there
By Holmes called "the meteor of the Ocean Air"

Old Ironsides – a symbol to U.S. Navy men
Of the freedom and honor willed to us to defend.

L. W. HICKS, LTJG, USNR.

1 January 1960 - 04-08 – Moored as before.

R.T.A. BREDDERMAN, LTJG, USNR

HOW WELL DO YOU KNOW "NAVY LINGO"?

There are a number of phrases that only Navy personnel would know. So, here is your chance to reach back in the memory banks with a few answers.

- What is:
1. Fruit salad
 2. Scrambled eggs
 3. SOPA
 4. RHIP
 5. Scuttlebutt
 6. Ropeyarn Sunday
 7. Gedunk ribbon
 8. Sea bat
 9. Mail buoy watch
 10. MIDRATS
 11. Field Day
 12. Butt kit

There may be more than one answer. Check next page.



WHO WAS THE YOUNGEST COMMISSIONED OFFICER TO SERVE ON PROVIDENCE?

After some research of old cruiser books and the data base, regarding the subject, it appears that **Jim Cozine** was the youngest commissioned officer (Ensign) to serve on PROVIDENCE.

Born	10 November 1940
ENS commission date	25 August 1961
	Age 20, 9 ½ months
LTJG commission date	25 February 1963
	Age 22, 3 ½ months
LT commission date	1 March 1965
	Age 24, 3 ½ months

It all came about because Jim was enrolled at Cal Maritime, that had a year-round schedule and he finished in three-years, door-to-door. The current program is four years.



Captain Shupper pinning the LTJG boards on Jim during the ceremony on the PROVIDENCE bridge.

Jim is responsible for the tracking of our "lost" shipmates, by using special computer programs to search out potential members. He also provides the data base manager with obituary information. In addition, he has compiled a history of BOS'N Craft from the time he entered the service thru his retirement off PROVIDENCE during January 1970. He also authored the following articles:

Yokosuka Liberty Port "A Sailor's Dream"
Navy Coffee "Tarry Black and Hot as Hell"
Olongapo, P.I. "The Last Great Liberty Port"
"Liberty Cuffs in Dress Blues"

All articles are available upon request and have appeared in previous newsletters.

Jim Chryst:

Although I was not the youngest Petty Officer, by any means, I was fortunate enough to advance from Seaman to Second Class YN in a four-month period. I had taken the test for YN-3, passed but the promotion date was delayed until December 1967. During that time, I took the test for YN-2, passed, with an immediate advancement in April 1968. So I went from Seaman to 2nd class in a four-month period. During the Vietnam War, the Navy was waiving the time-in-rate period.

Answers to questions from page 8 "NAVY LINGO"

1. Ribbons on uniform
2. Gold oakleaf braid on trim of CDR, CAPT, ADM covers
3. SOPA – Senior Officer Present Afloat
4. RHIP – Rate/Rank has its privileges
5. Water fountain and/or gossip
6. No work Sunday or holiday routine
7. National Defense Ribbon
8. Usually in a box on fantail for a boo-camper to discover, before being wacked in the rear with a broom
9. Use binocular on bow to "look for a mail buoy". Usually assigned to a boot-camper
10. Wonderful food on mess decks around the midnight hour, and lots of clack coffee to wash down the tasty morsels
11. Clean the ship
12. Cylinder ash tray usually mounted on bulkhead or some other place.

How many did you get right without peaking? It's fun to recall some of our language from the past.

AGENT ORANGE INFO

Many shipmates are being diagnosed with various cancers relating to AO exposure. Since the Government has declared benefit to the "Blue Water Navy" the process is somewhat less difficult than previous applications.

PROVIDENCE was qualified, with the following exposures:

- Saigon River 3-days during port visit – January 1964.
- Son Huong (Perfume River, Hue) February 1, 1968
- Cua Viet River during August 1972

Type 2 diabetes. The institute of Medicine of the National Academy of Sciences published a report in 2000, and updated same in 2002 and 2004. They found evidence of an association between exposure to herbicides and type 2 diabetes. Veterans who were potentially exposed o AO or other herbicides during military service do not have to prove a connection between their diabetes and service to be eligible to receive VA health care and disability compensation. You may want to check with your local Veteran's Affairs Office for further information.

AO chemicals were in the water near Danang, and our ship made its drinking water through distillation/evaporation of seawater that was contaminated. The ship's water was converted from the seawater and was completed by the evaporators. The "evaps" were operated by steam, so they were fairly successful in removing bacteria in the water, however the "evaps" had little effect on the AO chemical contamination in the seawater that was processed into drinking water, coffee, bug juice, powered eggs, etc.



FIRST NON-NURSING WOMAN TO SERVE



At age 20, Loretta Perfectus Walsh (1896–1925) engaged in a four-year enlistment in the U.S. Navy, becoming the first active-duty Navy woman, the first woman to enlist in the Navy, and the first woman to serve in any of the armed forces in a non-nurse occupation. On March 19, 1917, the Navy Department authorized enrollment of women in Naval Reserve with ratings of yeoman, radio electrician, or other essential ratings, becoming the first branch of the United States armed forces to allow enlistment by women in a non-nursing capacity. Walsh subsequently became the first woman Navy petty officer when she was sworn in as Chief Yeoman on March 21, 1917. Twelve days after Walsh was sworn in as Chief Yeoman, President Woodrow Wilson went before the U.S. Congress late on April 2 to ask for a declaration of war, which Congress did on April 6, 1917.

In 1917, women had served in the United States military only as nurses since 1901. However, despite their uniforms, Army and Navy nurses were civilian employees with few benefits. For example, women lacked "relative ranks" and insignia, retirement pension, disability pension if injured in the line of duty. On enlisting in the Navy in early 1917, Walsh became a Yeoman (F), commonly called Yeomanettes. Yeomanettes primarily served in clerical positions. As a non-nurse, Walsh was the first of 13,000 World War I yeoman females entitled to receive the same benefits and responsibilities as men, including identical pay

When the armistice was signed on November 11, 1918, there were 11,275 yeomanettes in the Navy and 300 "Marinettes" in the Marine Corps. Walsh and other female yeomen, all of whom held enlisted ranks, continued in service during the first months after the Armistice was signed. However, as a result of the post-World War I Naval reductions, the number of Yeomen (F) declined steadily, reaching just under four thousand by the end of July 1919, when Walsh and the remaining Yeomen (F) were all released from active duty.

Walsh continued on inactive reserve status, receiving modest retainer pay, until the end of her four-year enlistment on March 17, 1921.

Notably, both men and women were earning \$28.75 per month -ne instance of equal pay for both genders. Women who became yeomanettes were also given the same benefits as me of comparable rank-another unique feature for that period in history.

Yeoman Walsh fell victim to influenza (Spanish flu) in the fall of 1918, later contracting tuberculosis. She died on August 6, 1925 at the age of 29 in Olyphant, PA and is buried in the Holy Cross cemetery in Blakely, PA.



Yeoman (F) uniforms:



Yeoman Jim Chryst surrounded by Yeomanettes

CL-82 NEWS

You may recall the article in the last magazine, where the *PROVIDENCE* ran aground in Egypt. The article was written by Cromwell Smith RD-3.



Our magazine was published in early April; he sent me the below email on April 15; and he passed away on May 2.

Hi Jim,

I have just received my hard copy of the *Providence* Newsletter and thoroughly enjoyed and appreciated it very much. I was surprised and flattered to see so much of my material in it. I particularly enjoyed reading the story about the trip to Rome. The thing I remember most was the trip to and from Naples in the back of a 6x6 army truck. The trip up was interesting for I did not realize how hard the fighting must have been from Salerno and Anzio to Rome.

As I remember it, we were billeted in what was formerly a *Luftwaffe* rest center, and was very ornate and well outfitted. There is one memory that sticks in my mind. While wandering the streets of Rome, we discovered a very nice-looking hotel, the *Excelsior* and decided that we would stop in for a drink. We were quickly notified that this was an exclusive bar, reserved for field grade officers and above and were summarily escorted out.

I was also interested that two/three sets of brothers (one being the twin Crawford brothers) served on the *Providence* simultaneously. My twin brother and I enlisted in the Navy together, and have Service Numbers on digit apart. We went through boot camp together, but were not allowed to serve together. He went to the Pacific and I went to the Atlantic.

I was interested in reading about the underage sailor who served on the *Providence*. Since it has been 76 years I believe that the statute of limitations has expired, so this is a "Now it can be told story". One fact that I intended to mention but omitted; Paul Powell, Scott and I all enlisted in the Navy at the Naval Recruiting Office in Jackson MS, the capital of the state. Paul was only sixteen at the time and his mother signed the consent paper (if one were seventeen one needed parental consent to sign up for a "kiddie" cruise in the Navy) because she knew that he was too young and would not be accepted. We needed a proof of birth date so we went to the

state capitol, the hall of records and obtained copies of our birth certificates. Of course Paul's showed that he was only 16. No matter how much he talked, he could not convince the clerk to certify him to be 17. I noticed a stack of blank birth certificates on a counter, so I laid my papers down on top of them. When I picked up my stack of papers, a couple of these just "happened" to stick to my papers. We then went to the public library and used a typewriter where I decoded the significant numbers and prepared Paul a birth certificate that made him 17. In 1944 the Navy, being in the middle of the Pacific Campaign, and expecting the invasion of Japan, was not too particular about what they would accept as proof of age; therefore Paul "made the cut." We served together through boot camp and the *Providence* up to the time we were discharged. I do not know where he is now. He returned to the Mississippi Delta and Sunflower, MS, and I moved on to my family in New Orleans. I have never heard from him since though I have searched the internet.

I could never figure why the *Providence*, after having so much damage after the affair in Egypt, was selected for conversion. There were several newer CL's. I know that some of the later "modified" Cleveland's (one was the *Fargo*) that had only one superstructure. Maybe they were not satisfactory for conversion. Maybe it was selected because it was configured as a Flag cruiser and had one addition level in the forward superstructure, a flag bridge and admiral quarters.

I should have explained the second picture better. After leaving the *Providence* I returned to New Orleans, finished high school and received an Electrical Engineer Degree from Tulane University. Between my junior year and my senior year, the Korean War started. I was concerned that I might have my education interrupted by being recalled to the USN. A friend learned that the USAF, being in dire need of officers, offered a special deal. If one were a WWII vet, was studying a technical degree, and would attend summer camp following graduation, he could earn a commission in the USAFR. I signed up. During the period I also volunteered for navigator training. Six days after I graduated in June 1951, the summer camp requirement was omitted and I reported to the USAF as a communications officer. After a deployment to Southern Mines with the 137th Fighter-Bomber Wing, I entered N/B training. I volunteered for and flew fifty missions as a N/B low level night intruder in B-26 with the 37th Bomb Squadron. Upon my return, I was assigned to the 310th Bomb Wing (L/Jet) and flew B47s as a nuclear navigator/ bombardier, doing one nuclear deployment to the UK, I left the USAF and started the beginning of a 48-year engineering career retiring in 2003. I was invited to a Dining Out with the 37th to relate sea stories about flying with the 37th in Korea.

Well I have taken too much of your time so I shall close now. Thanks for the recognition.

C.O. Smith RdM 3/c *USS Providence* 1945-46

TAPS



Cromwell Orrick C.O. Smith, Jr. November 8, 1926 - May 2, 2020 San Diego Cromwell Orrick Smith, Jr. (C.O.) was born in Moorhead Mississippi on November 8, 1926

He is survived by his wife of 65 years Joanan. His career began when he left high school in 1944 at the age of 17 and joined the U. S. Navy. He rose to the rank of RDM3c (Radarman Third Class) and after having served 14 months of sea duty on the cruisers USS Savannah and USS Providence (9 months in the European Theater) was honorably discharged in 1946.

After his discharge he returned to New Orleans, LA, where he completed high school and then earned a BS of Electrical Engineering from Tulane University of Louisiana. Having enrolled in the ROTC, he was commissioned at graduation on 1 June and was called to active duty six days later on 6 June 1951. His initial assignment was with the 125th Fighter Bomber Squadron, 137th Fighter Bomber Wing, at what is now England AFB. While in the USAF he completed Navigator/Bombardier training and was rated as an AOB (AFSC 1525E). He flew a 50 mission Korean combat tour with the 37th Bomb Squadron. He was instrumental in the installation of the TALOS fire control system on heavy and light cruisers and conducted sea trials on the cruisers USS Galveston and USS Little Rock.

Other members of the crew that have passed since the reunion in San Antonio:

Donnie Bastin	BMCS	CL-82
Anthony Brinza		CLG-6
Richard Cain		CLG-6
Rene Gonzales		CL-82
Don Gray	LTJG	CLG-6
Jerry Hart	LTJG	CLG-6
Darren Harper	CDR	CLG-6
Wesley Jacobs		CLG-6
Matthew Kass	CDR	CLG-6
Robert (Skip) MacLeod	LTJG	CLG-6
William Medlin	LCDR	CLG-6
Donald Noblett	LT	CLG-6
Thomas (Fred) O'Donnell	LT	CLG-6
Charles Prai		CLG-6
Donald Rawson		CLG-6
Ramon Robinson	USMC (PO)*	CL-82
Ashley Ronald (AR) Smith		CLG-6
Richard Strentton		CLG-6

Lawrence Vatter		CLG-6
Darrol Veronie		CLG-6
Phillip Yeutter	Captain	CLG-6

The above are all shipmates know to the editor. If you are aware of a shipmate who has passed please let us know.

*Note: Ramon Robinson was a plank owner.



- Bill McCubbin recovering from stroke
- Harold Trosper's wife recovering from stroke.
- Harry Bennert, who is in a nursing home in Maine with Dementia.
- Todd Montgomery recovering from heart surgery.
- Tim Jones recovering from neck surgery.
- Vic Muzio

If you aware are of other shipmates, please keep them in your prayers and notify us if there are any illness.

THE VOICE OF THE PROVIDENCE



Ray Saunders, SI, broadcasts the news.

From "All Hands" January 1948.

Ray Saunders, Seaman, first class, broadcasts daily over the "Providence Broadcasting Company" network aboard the light cruiser USS PROVIDENCE, now operating in the Mediterranean theater.

The USS PROVIDENCE, flagship of RADM George C Dyer, claims to be the only cruiser in the U.S. Fleet that operates a radio system, that not only sends broadcasts throughout the ship by means of an amplifier system, but also radiocasts to the immediate ships in its task force.

The main purpose of the "PBC" studio is to entertain the crew during their free periods, and while the ship is beyond range of stateside radio to give up-to-date news.

During the 1966-68 deployment, "KPRO" was the radio station for entertainment and was manned by the JO's in X Div.

USS PROVIDENCE MEMORIAL DISPLAY CASES

As you know, we have displays on board the USS LITTLE ROCK CLG-4 in Buffalo, NY and the USS SALEM CA-124, at Quincy, MA, where the PROVIDENCE was built. In the near future the Buffalo Naval Park is considering a joint display room on LITTLE ROCK, featuring the OKLAHOMA CITY and PROVIDENCE entitled "Sister Ships". At present, this is in the planning stage and we will need to review on site to determine the size of the room and the artifacts from each ship. I anticipate that we will need at least one more display case and additional space for models of CL-82 and CLG-6.



The cases are refreshed each year with new, donated artifacts



USS PROVIDENCE MEMORIAL DISPLAY CASES



To name a few of the many items we have in our display cases.

Silver napkin rings, Admiral's Quarters – Capt. Phillip Yeutter
PROVIDENCE military awards

Officer's wives' receipt book – Capt. Jim Lowe (Niski)

Brass PROVIDENCE plaque – Bob Stephens

Teak plank memorial to Bos'n Craft – Les Manning

Blue Jacket manual from WWII – Dick Zweber

Homeward bound pennant 1968 – Bill Wulff

Combination lock for shipmate lockers – Jim Chryst

Clock from Captain's Gig

40mm saluting battery brass casing – Ron Cook

6-inch powder casing ash tray – Capt. Phil Yeutter

Deck planking from USS CONSTITUTION – Paul Huelette

Marines at Parade Rest photo – Dan Barnicle, USMC

PROVIDENCE tile – Amy Hollyfield

CL-82 photo of "Nip and Tuck"

Teak deck from CLG-6

Boat Handling Manual

Pictures of CLG-6 and CL-82

CLG-6 ash tray – Amy Hollyfield

7th FLT band pic – Bob Grindle

CLG-6 plaque – Vic Muzio

Crossing line certificates

CLG-6 and CL-82 lighters

Match book cover CLG-6/CL-82



USS PROVIDENCE MEMORIAL DISPLAY CASES

After our last reunion in Buffalo, Jim Chryst worked with Admiral Sam Cox (keynote speaker), Director of the Navy History and Heritage Command and the Museum of the Pacific War, Fredericksburg, TX to obtain additional PROVIDENCE assets, mainly from the pilot house. See pictures below of the glass port hole covers and blast covers, voice tubes, 1-MC speaker, sound-powered phoneboxes and the engine revolution indicator.



WHY DID I JOIN THE NAVY?

By Dave Franclemont, BM-3 67-70



Seeing my reflection in the Vietnam Wall.



Days on PROV

I grew up in a small country town of 3,800 in western NY. Upon graduation from Vocational High School in 1966, I had no idea where my life's walk would take me. I was determined to join the service and serve my country, but my parents would not sign an early enlistment waiver, so I decided to enter the workforce until I was 18 and then revisit my options. I went to work at F.W. Woolworth Co and entered management training.

One day after my 18th birthday, I woke up, got dressed for work, and decided that on my lunch hour I would visit the local Navy/Marine recruiting station and sign up. Upon entering I saw an empty desk with a "GYSGT Harris" placard. Across the room there was another desk occupied by a "BMCM Kimmel". He had a very determined look on his face and was motioning me to "Sit down here recruit, what can I do for you today?" I was thinking of the John Wayne movie "In Harm's Way" and was feeling a little nervous, as I sat in a well-worn chair. Chief Kimmel asked if I was interested in the Navy as a possible career, to which I blurted out "you bet, I wanna go to Vietnam." I was ready to sign on the dotted line for 20 years but the Chief suggested I enlist for 4-6 year first to see if I liked the Navy.

After work I went home and informed my parents that I had joined the Navy and was leaving the following week for boot camp at Great Lakes. I was the first of four children to enlist and my mother was heartbroken that her "number 2 child" was off to war. My father could not understand why I had not joined the Army as he had in WWII. The following week I was sworn-in and was off on a bus ride to boot camp. About two weeks into training, we were asked if any of us had a musical background. That's when I learned about "volunteering". With time in the band in high school and summers in the town, volunteer fire company Drum and Bugle Corps, I was suddenly in the Great Lakes Recruit, Drum and Bugle Team and traveling to weekend events.

Upon graduation from boot camp in October 1967, I reported aboard PROVIDENCE in Yokosuka. After just a few weeks in 3rd Division, I decided the deck force was where I belonged and a Boatswain's Mate life was for me. While on the gunline, I was a member of the loading crew in the 6" turret and spent many days 4 hours on, 4 hours off. In between visits to the gunline and in-port Yokosuka, I learned many boat

coxswain skills, underway refueling and stores replenishment duties and other valuable lessons in training me to be a BM-3.

One of the things that will stay in my mind forever is getting underway from Yokosuka in January 1968 and heading to the gun-line. After a week or so, we were pulled off the line, prior to a scheduled port visit to Hong Kong, and were steaming toward Subic Bay for refueling, rearming, and reprovisioning. The USS PUEBLO had been hijacked and we were ordered to head to the Sea of Japan to join the ENTERPRISE task force in hope of reclaiming the hijacked ship. In early February we were ordered back to the Tonkin Gulf, when the TET offensive broke out in Vietnam. PROVIDENCE supported the First MARDIV, Army 1st Cav, and the ARVN around the city of Hue. Our close-in support was helpful in the retaking of the Citadel. By the time we returned to Yokosuka, we spent 49 days at sea, with 23 UNREPS and fired 7,994 rounds of 5" and 6" ammo.

OK CITY relieved PROVIDENCE in Nov 1968 and we proceed home via Australia, New Zealand, and Tahiti.

In March 1970 I reported to the REEVES DLG-24 in Bath, Maine. In September 1970 REEVES departed Maine for our new home-port at Pearl Harbor. In June 1971 REEVES was deployed in the Tonkin Gulf and returned to Pearl in December, when I was separated from Active duty. Three of my shipmates were separated at the same time and we all decided to move to Portland, OR, where we all met and married local girls.

In December 1976 I was missing the security of military life, and decided to re-enlist and finish my 20 years in the Navy and then retire. My next assignment was USS McCLOY FF-1038, in the deck division, and homeported in Norfolk, VA. Due to family issues, I left our MED cruise on the McCLOY and had to leave the Navy, and was honorably discharged a second time in September 1978.

In the early 80's I accepted the Lord as my Savior and was licensed and ordained as a Pentecostal Minister. I remained in Virginia for the next 35 years happily married to my present wife of 32 years and in 2012 retired from a Corporate Logistics Manager position with an international marine transmission company.

We moved to Maine in February 2012 to be close to my wife's elderly parents. Since then, I've joined the VFW, am a life-member of the DAV, and also a life member of VVAA. I am presently the State of Maine American Legion Post 30 Chaplain and American Legion District 6 (Knox County) Chaplain. I participate in numerous veteran salutes and events including parades, wreath laying and have spoken at high school veterans' program, and officiated military honors funerals. In October 2019, I was asked to visit Washington, D.C. through the Honor Flight Network. For those of you who are not aware of this program, I encourage you to contact your local Honor Flight Network representative. It is a once-a-lifetime experience.

I am proud to serve as your Chaplain for the Association. Recently I have a new calling, where I visit the sick and disabled veterans in hospitals and nursing home in my local area. Looking back, I do not regret anything that has happened in my life's walk. Did the Navy make a difference? Yes, Yes it did. God Bless America. Chaplain Dave



So much has happened since the last issue of the Providence magazine was published. If ever there was a time we needed to lean on our faith... it is now. Today, we see the pandemic in every part of our lives and we turn to various sources trying to find the answers. And no matter where we look, there are no answers. Scientists, Doctors, Experts, Politicians, all come to us with what they hope is the answer. But the disease rages on. Let us look to the one true God for the answers. "For I know the plans I have for you, declares the Lord" (Jeremiah 29:11) We need to have faith that our God has a plan and is in control. If ever there were a time when our eyes could be drawn away from Christ toward the waves of fear and doubt, right now is such a time! And if ever our trust should instead be fixed on Christ and His omnipotence, right now is such a time.

Our safety as we see it is tied up with how consistently and thoroughly we wash our hands, how conscientiously we maintain our social distance, how deliberately we sequester ourselves from public life. But that's not where our safety comes from. That's not how our health is maintained. Yes, each of these disciplines is important in a time of pandemic. And as stated, adhering to them is not just an exercise in self-protection; it's how we best do our part in the present circumstances. But our faith is not fixed in these practices. They are not the ultimate means by which we're kept safe. There is one God in heaven who is King and Lord of all. There is one God in heaven to whom every entity in this universe is subject. Even now in this pandemic, let us give thanks to God for being in control of all circumstances.

1 Thessalonians 5:18 tells us "In every thing give thanks, for this is the will of God in Christ Jesus concerning you." When the Bible says in every thing give thanks to God, it means we should be thankful to him in the good times as well as the bad times. It is not easy to thank God in midst of a pandemic like what we are experiencing today. Thousands of people have died, millions are infected and fighting for their lives and billions are in isolation, locked down in their homes for days on end. You may ask: What is there to give thanks to God for?

Regardless of how difficult our circumstances may be, we can find reasons to thank God every day. We can be thankful that all things work together for our good if we belong to Him. We can be thankful that God's grace is sufficient to sustain us in every circumstance. We can be thankful that nothing can separate us from God's love. We can be thankful that God even supports us spiritually when trials produce difficulty in our life. There is literally endless reasons to be thankful, even in the current pandemic.

God is sovereign and is in control of the situation of the earth. He allowed the Corona Virus for a reason. He will put an end to it when his purpose is accomplished. "For I know the plans I have for you, declares the Lord", I say again to you. Give thanks to Him daily, have faith in Him always, and leave your fears and doubt at His feet.

God Bless you and God Bless the USA
Chaplain Dave

PROVIDENCE SCHOLARSHIP PROGRAM

During the Ship's Company Meeting at the 2019 USS Providence Association Reunion at San Antonio, a proposal was adopted to establish a scholarship program to assist its members' children, grandchildren, and great grandchildren who plan to continue their education in college or vocational school programs. A three-member scholarship committee was established as well as \$1200 of initial contributions to the program. The three-member committee is Jim Lowe (Niski), Phil Zeigler, and Gary Cheever. The scholarship program will be administered by the USS Providence Association Scholarship Committee who will select a recipient from applicants annually and award \$1000 to the student. Details concerning the scholarship program and the application form can be found on the USS Providence Association website (ussprovidence.org). If you do not have access to a computer, please contact Jim Chryst for the application package. The scholarship program shall be funded through contributions from the Association's members and the general public. Continuation of the scholarship program will be contingent upon sufficient funding required to support the program. Contributions can be sent to the Treasurer of the USS Providence Association with a stipulation that it be applied to the scholarship fund.

Questions regarding the Scholarship Program and/or to receive the application, please contact:

THE USS PROVIDENCE ASSOCIATION SCHOLARSHIP PROGRAM

Jim Chryst

34 Snyder Hollow Rd.

New Providence, Pa. 17560 cell 973-222-5499

jchryst@embarqmail.com

THE PROGRAM

The USS PROVIDENCE Association has established a scholarship program to assist its member's children, grandchildren, and great grandchildren who plan to continue their education in college or vocational-technical school programs. The scholarship program is administered by the USS PROVIDENCE ASSOCIATION Scholarship Committee. Awards are granted without regard to race, color, creed, religion, sexual orientation, gender, disability or national origin.

ELIGIBILITY

Applicants to the USS PROVIDENCE ASSOCIATION Program must be-

Current member's children, grandchildren, or great grandchildren age 24 or under.

*Children, grandchildren and great grandchildren are defined as natural and legally adopted children or stepchildren.

High school seniors or graduates who plan to enroll or students who are already enrolled in full-time undergraduate study at an accredited two-year or four-year college, university, or vocation-technical school for the entire upcoming year.

AWARDS

If selected as a recipient, the student will receive a \$1,000.00 award. One (1) award will be granted each year. An award may be used for a bachelor's degree or associate degree earned, whichever occurs first. Awards are for undergraduate study only.

FUNDING

Funds for the scholarship program shall be generated by members of the USS PROVIDENCE ASSOCIATION and by donations from the general public. Continuation of the program is dependent on sufficient funding available for scholarship awards.

PROVIDENCE SCHOLARSHIP PROGRAM

APPLICATION

Interested students must complete the application and mail it along with a current, complete transcript of grades to the President of the PROVIDENCE ASSOCIATION postmarked no later than June 30th of the year in which the student plans to enroll. The President shall forward it to the Scholarship Committee for review. Grade reports are not acceptable. Online transcripts must display student name, grade, and credit hours earned for each course, and term in which each course was taken. Applicants will receive acknowledgment of receipt of their application. If an acknowledgment card is not received within three weeks, applicants may contact the President of the USS PROVIDENCE ASSOCIATION to verify that the application has been received.

Applicants are responsible for gathering and submitting all necessary information. Applicants are evaluated on the information supplied; therefore, answer all questions as completely as possible. Incomplete applications will not be evaluated. All information received is considered confidential and is reviewed only by the Scholarship Committee.

SELECTION OF RECIPIENTS

Scholarship recipients are selected on the basis of academic record, demonstrated leadership and participation in school and community activities, honors, work experience, statement of goals and aspirations, unusual personal or family circumstances, and outside appraisal. Financial need is not considered.

Selection of recipients is made by the USS PROVIDENCE ASSOCIATION SCHOLARSHIP COMMITTEE. In no instance does any officer or member of THE ASSOCIATION play a part in the selection. All applicants agree to accept the decision as final.

Applicants will be notified in August. Not all applicants to the program will be selected as recipients. Students may reapply to the program each year they meet eligibility requirements.

PAYMENT OF SCHOLARSHIPS

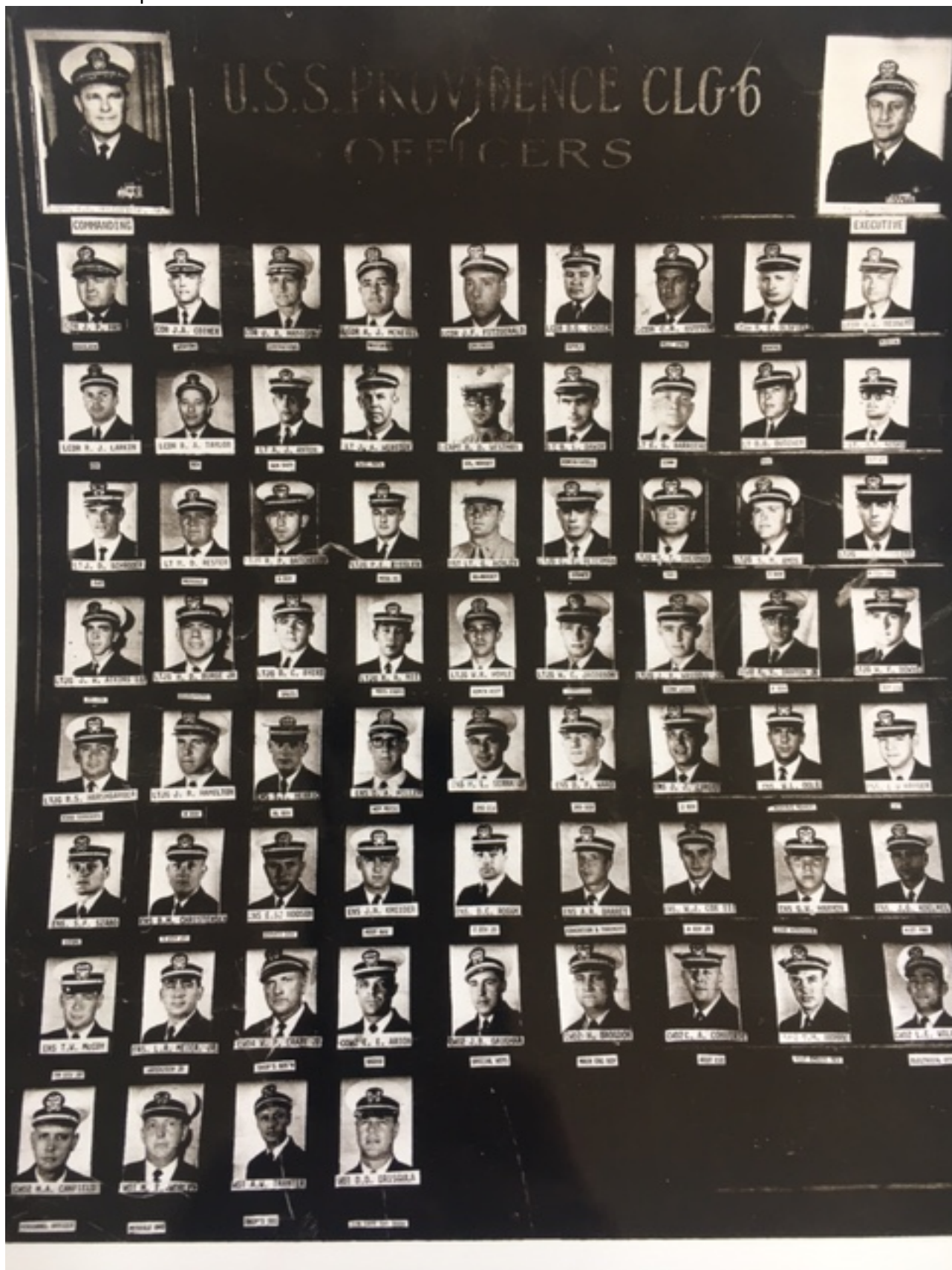
The USS PROVIDENCE ASSOCIATION processes the scholarship for payment. Payment is made to the recipient by August 30th in the year of the award. A check is mailed to the recipient's School Financial Aid Office and is made payable to the student.

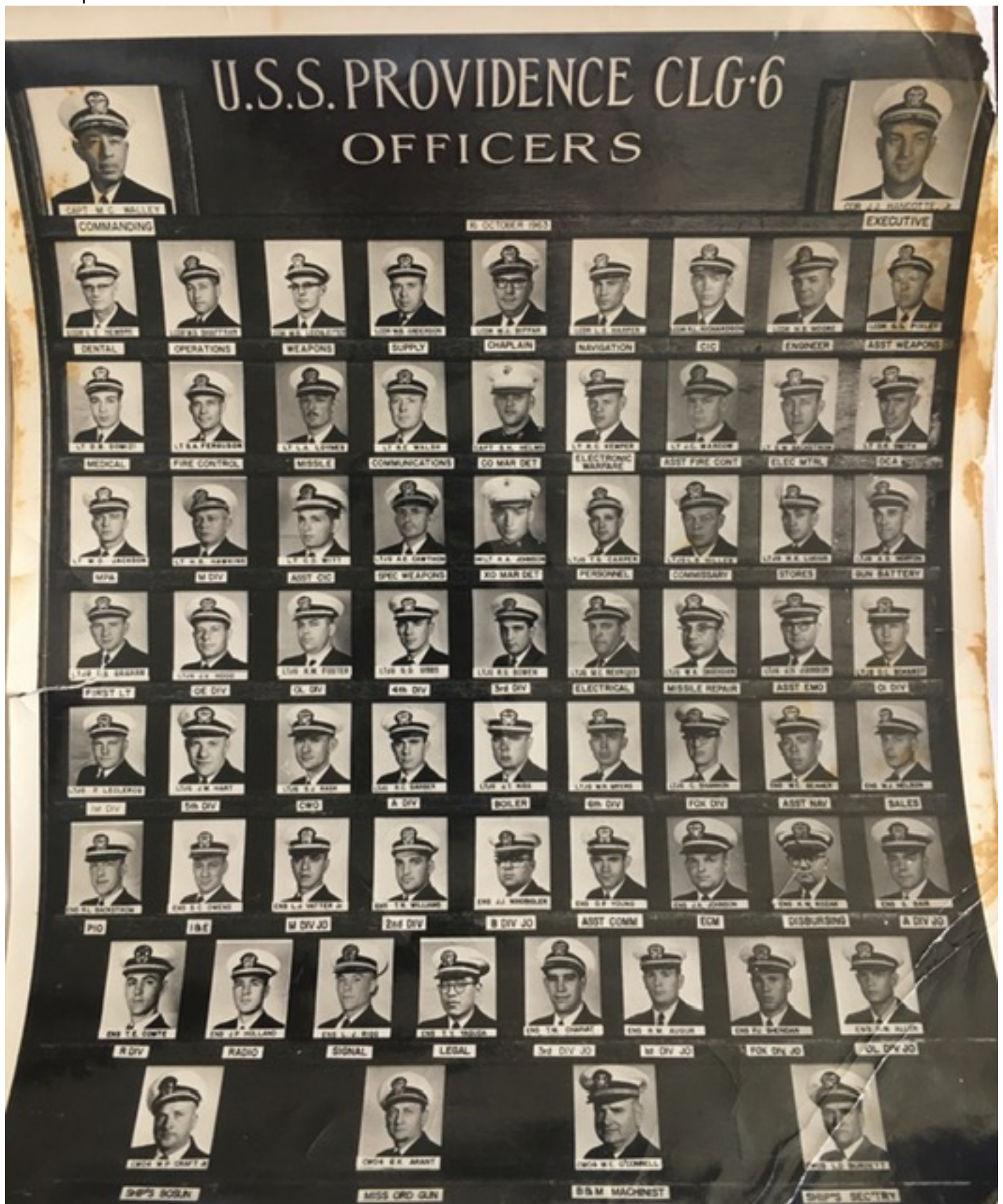
OBLIGATIONS

Recipients have no obligations to the USS PROVIDENCE ASSOCIATION. They are, however, required to notify the Association of any changes in address, school enrollment, or other relevant information and to send a complete transcript when requested.

REVISIONS

The USS PROVIDENCE ASSOCIATION reserves the right to review the conditions and procedures of this scholarship program and to make changes at any time including termination of the program.





2020 ROSTER of Paid

Membership New members since the last reunion in San Antonio in **bold**. PO is for Plank Owner

		DUES	
NAME		EXPIRATION	
ABDOUCH, David		2025	
ALTREE, John		2021	
AMOS, Steve		2023	
ARMSTRONG, John D.		2021	
ARMSTRONG, Ray L	CL-82	N/A	
ARNOLD, David		2023	
BADEN, Joe		2022	
BAILEY, Richard		2021	
BAKKEN, Lowell		2021	
BARBOOKLES, James		2025	
BARNETT, Robert		2021	
BATAEFF, John		2022	
BECHTOLD, Robert		2021	
BECKER, Ronald		2021	
BEIDELMAN, Ray		2024	
BELVIN, Houston		2019	
BENNERT, Harry		2020	
BLACKSON, Marc		2022	
BLANKS, Al	CL-82	N/A	
BOLTON, Alan		2022	
BOSLEY, Walt		2021	
BOYD, Henry Allen	CLG-6 PO	2024	
BOZEMAN, George		2020	
BRADSHER, Robert		2021	
BRANDSETH, Robert		2020	
BREDDERMAN, Rudolf	CLG-6 PO	2021	
BROOKS, Art		2021	
BROWN, John		2021	
BROWN, Walter (Skip)		2019	
BURGE, Jr., David		2024	
BURTON, Harvey		2021	
BUTLER, Jack	CLG-6 PO	2021	
BYERS, Harry		2020	
CANFIELD, Al		2020	
CAPPA, Ron		2020	
CARPENTER, Robert		2020	
CAYWOOD, Cliff		2021	
CESTER, Don		2023	
CHACON, William		2021	
CHAMBERS, Ken		2023	
CHASE, Allan		2020	
CHEEK, Art	CL-82, USMC	N/A	
CHEEVER, Gary		2022	
CHRYST, Jim		2025	
COBERLY, Andrew		2021	
COE, Gary		2021	
COLLIER, Bob		2022	
COLLINS, Derry		2021	
COMTE, Tom		2022	
CONNELLY, Allan		2020	

		DUES	
NAME		EXPIRATION	
COOK, Michael		2021	
COOK, Ron		2020	
COSGROVE, Hank		2021	
COTTER, Paul		2021	
COZINE, Jim		2025	
CRAIG, Steven		2021	
CRATER, Don		2021	
CRAWFORD, Arthur		2021	
CRAWFORD, David		2020	
CRAWFORD, Gerald		2022	
CROMWELL, Robert		2020	
CROSSMAN, Richard		2020	
CULLEY, Randy		2023	
DAVIS, Dan	USMC	2023	
DAWDY, Benny		2021	
DEARIE, Wayne		2021	
DEE, Joe	CL-82	N/A	
DELMONTE, Jim		2020	
DeNURE, Bill		2020	
DIEMAND, Kim	USMC	2022	
DILLON, Paul		2021	
DOXTATOR, Carl		2021	
DuBOCE, Mike		2020	
DUFFEY, Dennis		2022	
DURR, Raleigh		2021	
DUTCHER, David		2023	
EDWARDS, Robert		2021	
EGGERSDORFER, Tim,		2021	
ERDNER, Tom		2023	
ESKIN, Bernard	CL-82 PO	N/A	
FARMER, Joe	CLG-6 PO	2021	
FARRAR, Walter		2021	
FEDORYS, Paul		2019	
FEURER, SR., Walter	CL-82	N/A	
FRANCLEMONT, David		2021	
FRANKLIN, G. Wayne		2020	
FRIEND, Lawrence		2022	
GENTNER, Joe		2020	
George, Joseph		2020	
GIBBS, George		2021	
GODSIL, Leonard		2021	
GOLDSMITH, Al		2020	
GOODWORTH, Ron		2020	
GOSS, Robert		2021	
GRAYTON, Abraham	CLG-6 PO	2023	
GREATHOUSE, John		2020	
GREENWALT, Bill		2022	
GRIESER, Robert		2021	
GRINDLE, Robert (Boomer)		2020	
HAGERTY, Carroll	CL-82	N/A	
HALL, Louis		2020	
HAYS, Phil		2020	
HICKS, Laurence		2026	

		DUES	
NAME		EXPIRATION	
HINKLE, Edwin		2021	
HOCKING, Fred		2021	
HOLECEK, Harold		2022	
HOLLEY, John		2021	
HOLLYFIELD, Amy		2021	
JOHNSON, Creighton		2020	
JOHNSON, Dave		2021	
JOHNSON, John		2021	
JOHNSON, Terry		2021	
JONES, Tim		2021	
JOYNER, Mike		2019	
KEERAN, James		2020	
KENNARD, John		2021	
KITCHENS, Kyle		2023	
KNOLL, David		2021	
KOELMEL, Jim		2020	
KOZAK, Joe		2020	
KREHBIEL, Greg		2020	
KURTZ, Larry		2022	
LAMPPA, Carl		2021	
LANE, Robert		2020	
LEE, Robert		2022	
LEPPER, Monty		2020	
LESTER, Allen		2021	
LOBUE, Sam		2021	
LONG, James		2020	
LOUVIERE, Chris		2020	
LOWE, (Niski) James		2022	
LUNG, Charles (Bud)		2022	
LUSZCZ, Joe		2021	
LYNE, Chris		2021	
LYNN, Theodore	CLG-6 PO	2020	
LYON, Ken	CL-82 PO	N/A	
MacBRIDE, John		2020	
MacFEELEY, William		2021	
MAHAFFEY, Charles		2020	
MAHER, Thomas	CL-82	N/A	
MANGIAPANE, Russ		2022	
MANNING, Les		2020	
MAPES, Barry		2022	
Markiewicz, Joseph		2020	
MARKOWSKI, Joseph	CL-82	N/A	
MARTELL, Jim		2020	
MARTIN, David		2019	
MASON, Clyde		2021	
McALEER, David		2020	
McBRYDE, Walter		2020	
McCUBBIN, Bill	CLG-6 PO	2021	
McGOUGH, Patrick	CL-82	N/A	
McVEIGH, Michael		2023	
MEIER, Lou		2020	
MODESETT, Phillip		2020	
MONTGOMERY, Todd		2021	
MORETON, Fred		2020	

2020 ROSTER of paid

membership New members

since the last reunion in San

Antonio in **bold**.

PO is for Plank Owner

		DUES	
NAME		EXPIRATION	
MORRIS, Steve		2021	
MUZIO, Vic		2020	
MYERS, Bill		2020	
MYERS, Robert		2021	
NEIDIG, Les		2022	
NELSON, William		2020	
NORDGREN, Don		2022	
OBLASNEY, Frank	CL-82	N/A	
OLIVER, Earl		2020	
O'MALLEY, Patrick		2023	
OSREDKAR, Tony Associate	USMC	2022	
OSREDKAR, Florian (Ozzie)		2022	
PAGLIARO, Ken		2022	
PAGLIARO, Ron		2021	
PAPE, Eugene		2021	
PARTRIDGE, Gary		2020	
PENNY, Robert		2021	
PERNO, Frank		2023	
PETTIT, John		2020	
PIERCE, James		2020	
PILGER, Allan		2021	
POOLE, Leo	USMC	2020	
PORTICE, Bill		2020	
PRINSEN, Edwin		2021	
PRYOR, Roger		2020	
QUERCIAGROSSA, Louis		2022	
QUIGLEY, William		2020	
RANDALL, James		2021	
REA, Roland		2021	
REIGHLEY, Jack		2020	
ROBERTSON, Rob	USMC PO	2022	
RUBAN, James	CL-82	N/A	
RUNNING, Brad		2021	
RYAN, Jay		2020	
SAENZ, Samuel		2020	
SARNO, George		2020	
SAYLOR, Robert		2020	
SCHETROMPF, Blair	CL-82	N/A	
SCHIMMEL, Steve		2022	
SCHMELZER, John		2021	
SCHMIDT, Allen		2021	
SCHREIER, Ed		2020	
SCHUSTER, Robert		2019	
SEIFERS, Robert		2021	
SERRA, H. Lawrence		2020	
SHADWICK, Steve		2020	

NAME

SHAW, George		2020	
SHIVELY, Wayne		2020	
SILVA, Gregory		2022	
SIMON, Joe		2020	
SPENCER, Chuck		2020	
SPRANKLE, Herb, Sr		2021	
STANG, Jon		2024	
STEENBURG, Charles		2020	
STEPHENS, James		2020	
STEPHENS, R. E.		2025	
STUBITS, Joseph	CL-82	N/A	
SULLIVAN, Charles	USMC	2021	
SUTTON, Robert		2020	
SUTTON, Ronald		2022	
TAYLOR, Bruce		2022	
TETI Vince		2022	
THOMPSON, a. Keith	USMC	2021	
TLUMACH, Hilary	CLG-6 PO	2021	
TROSCLAIR, John		2020	
TROSPER, Harold		2022	
TROUTMAN, Dwight		2023	
TROUTMAN, Victor		2023	
TRUJILLO, George		2021	
UHLINGER, Thomas		2021	
UTTERBACK, Kent		2020	
VALADE, Larry		2021	
VALESE, Anthony		2021	
VAUTOUR, Arthur		2022	
VELISHEK, Frank		2021	
VELLEGAS, Robert		2022	
VILLA, Sam		2025	
VOELKER, Rodney		2021	
WALTERS, John		2021	
WARD, David		2020	
WATERMAN, Robbie		2024	
WEGENER, John		2021	
WEICHOLD, C. J.	PO	2022	
WEIN, Robert		2020	
WEIGHTMAN, Fawn	CL-82		
	Associate	N/A	
WEIKING, Robert		2021	
WILKESON, Wayne		2021	
WILLIAMS, J.R.		2021	
WILLIAMSON, James	USMC PO	2019	
WINDBIGLER, John		2020	
WINTERS, Ronnie		2020	
WOODY, Gene		2020	
WRIGHT, Kenneth		2020	
WULFF, Gilbert		2020	
WULFF, William		2025	
YOHANAN, Robert		2020	
ZEIGLER, Phil		2020	
ZWEBER, Richard		2021	

DUES

EXPIRATION

Currently we have 255 dues-paying members broken down as follows:

CL-82 Sailors	13
CL-82 Marines	1
CLG-6 Sailors	232
CLG-6 Marines	7
Associate Members	<u>2</u>
Total	255

Included in above are plank owners:

CL-82	2
CLG-6	11

We have 28 new members since the last reunion, however we have lost more than gained, either thru passing or expired membership. It is essential that you review your dues expiration and bring membership up to date for the 2021 calendar year.

SHIPMATE

Shipmate is an honorable word that is earned, not give. Being called shipmate is the highest compliment one can earn in his/her life.

Shipmate is a word equal to none in the English language. It is filled with courage, love, hate, duty, honor and country. It is a bond forged in storms, adversity and victory.

Shipmates are formed at sea, on a ship, with a Captain of character who causes a can-do spirit to pass down the line; Captain to Executive Officer, to Division Officers, to Chiefs, to Petty Officers, to Crew. No matter what year you were on PROVIDENCE, we are shipmates forever.

SOME SAILOR THOUGHTS: You can spend two years on PROVIDENCE and never visit every nook and cranny, or even every major space aboard. Yet, you know your shipmates.

When the need arises, the nearest head is always the one which is secured for a field day.

Never walk between the projector and the movie screen after the flick has started on the mess decks.

A guy who doesn't share a care package from home is not a good shipmate.

When transiting at sea, the ship's chronometer is advanced at 0200, which makes for a shorter night. When going in the opposite direction the chronometer is retarded at 1400, which extends the work day. Not sure about that one?!?



Hello, my name is Sam Villa and I am the Providence Association Webmaster and one of the Administrators of the Providence Facebook; I came aboard Providence in April 1968 just months after the Pueblo Incident. I had just completed Fire Control Technician Training at Mare Island, CA and caught up with the ship at Yokosuka, Japan. As I reported aboard, I was told that we were going to sea very soon because two typhoons were approaching. And so I learned about sea sickness and the “dry heaves.” I served aboard Providence from April 1968 till October 1972 and served under seven Commanding Officers.

In 1999, Jack Reighley the Providence Association Secretary at the time found me on the internet and asked me to join the Association and to come to the reunions. I told him that I was unable to attend and I asked if there was anything else I could do to help out. He stated that they needed a website and so I volunteered and the rest is history. My 4.5

years aboard Providence gave me much background on developing and managing the website. I received all those ribbons and medals while aboard Providence. (2 of the medals are commemorative)



Since 1999, I have really enjoyed being the keeper of the USS Providence Association website and will continue for many more years to come.

The website has allowed us all to share sea stories and experiences with each other. The website and facebook has also brought old friends together and allowed us to make new ones as well. We all shared a moment in history aboard the warship Providence; we have a bond.

Here's the Navy's Sailor's Creed: I am a United States Sailor. I will support and defend the Constitution of the United States of America and I will obey the orders of those appointed over me. I represent the fighting spirit of the Navy and those who have gone before me to defend freedom and democracy around the world. And that we did. S.V.

USS PROVIDENCE MEMBERSHIP AND CHANGE STATUS FORM

NAME _____ SPOUSE _____

ADDRESS _____

PHONE: CELL _____ LAND LINE _____

EMAIL ADDRESS _____

CL-82 _____ CLG-6 _____ RATE/RANK ON SHIP _____ HIGHEST RATE/RANK ATTAINED _____

DIVISION _____ DATES ON BOARD _____

YEARLY DUES \$25 OR 2 YEARS IN ONE PAYMENT \$45 _____

ADDITIONAL CONTRIBUTION TO WEBSITE, DISPLAY CASES, OR MEMORIAL PLAQUE _____
(CIRCLE ONE OR MORE OF ABOVE)

OTHER SHIPMATES WE MAY CONTACT

NAME _____

(First, middle initial, surname)

LAST KNOWN STATE OR ADDRESS _____

AGE _____ HULL NUMBER 82 OR 6 _____

VOLUNTEER DATA: IF YOU WISH TO VOLUNTEER FOR A POSITION IN THE ASSOCIATION

CIVILIAN EXPERIENCE _____

VOLUNTEER SERVICE EXPERIENCE _____

RECRUITING _____ REUNIONS _____ NEWSLETTER _____ SHIP'S STORE _____

BOARD ADVISOR _____ OFFICER _____ SOCIAL MEDIA ASSISTANCE (MONITORING) _____

WEBSITE ASSISTANCE _____ OTHER _____

SEND FORM AND CHECK TO:

USS PROVIDENCE ASSOCIATION
C/O DAVID ABDOUCH
127 AMBERWOOD DR
WALNUT, CA 91789

USE THIS FORM FOR ANY CHANGE OF ADDRESS, CELL PHONE, ETC.

**THE NAVY MAKES IT'S MARK ON A COMMUNITY or
THE NAME PROVIDENCE**

Many Rhode Islanders as well as most bluejackets are under the impression that WWII was responsible for bringing the Navy into a prominent position in the life of the state. The war did focus attention on activities of the Navy but actually, Rhode Island has been associated with the Navy since Revolutionary days. In fact, it can truly be said that Rhode Island is "The Birthplace of the American Navy."

The Sloop of War "Katy" was commissioned by the Colony of Rhode Island soon after the Battles of Lexington and Concord and was actually the first fighting ship of this nation. In 1775 the "Katy" was also the first ship to fire a gun at a British naval ship. This action, which resulted in the destruction of the British vessel, took place off Conanicut Island in Narragansett Bay. In 1776 the colonies declared their independence and subsequently authorized the first navy of our country.

The organization of a navy was brought about by the militant unrelenting, insistence of the sea-minded Rhode Islanders. The plan submitted to the Continental Congress to form a naval force was titled "The Rhode Island Plan". The "Katy" was sailed to Philadelphia where she was sold to the Continental Congress to become a part of the first naval fleet of our country. She was then renamed the Sloop of War "PROVIDENCE". This pugnacious little ship took 16 prizes in 1776 and more, later, under the command of LT John Paul Jones. It is interesting to note that the "PROVIDENCE" was the first command of the gallant and heroic Jones, who was commissioned command officer of the "PROVIDENCE" while the sloop was in Narragansett Bay.

From Our Navy magazine, November 1955



"Katy" "PROVIDENCE" Oil painting by W. Nowland Van Powell, U.S. Naval Art Collection.

The "Katy" or shall we say "PROVIDENCE" was a commercial raider, armed with twelve, 4-pounders, and fourteen rail-side swivel guns, with a crew of six officers, 22 seamen, and 26 Marines. She was sixty-five feet in length and had a twenty-foot beam. She participated in the capture of New Providence and Nassau in the Bahamas, as well as many British merchantmen and two men-of-war before being trapped in the Penobscot River, Maine and burned to avoid capture on 14 August 1779. She was the last survivor of the original Continental Navy of 1775.

The second PROVIDENCE was a frigate of 28 guns, built at Providence, RI. She was launched in May of 1776 and blockaded at the Providence River for more than a year. PROVIDENCE ran the blockade, damaging two British warships and successfully escaped. She then launched a career of commercial raiding with great success, and as part of Commodore Wipple's squadron engaged in the defense of Charleston for nearly 5 months. PROVIDENCE was captured when Charleston fell on 12 May 1780, and served in the Royal Navy. So, for a time, there were two PROVIDENCES' roving the seas.

The third PROVIDENCE was originally built as a light cruiser, CL-82 and was placed in commission at the Boston Navy Yard on 15 May 1945. CL-82 had several training cruises and stopped at Guantanamo Bay, Cuba. Many of crew remarked that "when the Japanese heard the PROVIDENCE was headed to the Pacific, they decided to surrender" She made several Mediterranean cruises before being placed in the reserve fleet on 14 June 1949.

The CLG-6 conversion started in 1953, was halted for a time, and then recommenced on 1 June 1957 and was re-commissioned on 7 September 1959 to serve as FIRST and SEVENTH Fleet Flagship. CLG-6 was decommissioned in August 1973, reclassified CG-6 in July 1975, stricken from the Naval record 31 July 1978 and sold for scrap on 31 July 1980.



John Paul Jones

“SCRAPPING A GREAT SHIP” FATE OF THE PROVIDENCE

A ship inspection report from the winning bid of the National Steel Company in the early 80’s includes the following:

“This vessel is almost identical to the “Galveston”, with the missile launch area aft made of structural steel, aluminum and many hydraulic pumps. We should allow approximately 20 tons additional for aluminum. Anchor and chain on board. Engine rooms are complete, other than some small miscellaneous pumps and valves have been removed. Machine shop completely removed.

Estimated breakdown:

500 tons of non-ferrous at \$800 per ton	\$400,000
8500 tons scrap at \$75 per ton	\$637,000
750 tons of armor plate at \$150 per ton	\$112,000
Useable	<u>\$ 50,000</u>
Total estimated recoverable	\$1,199,000

Expenses:

Dismantling 10,000 tons at \$40 per ton	\$400,000
Tow from Bremerton to Terminal Island, CA	\$120,000
Insurance	\$ 10,000
Interest	<u>\$ 50,000</u>
Total expense	\$580,000
National Steel Company, bid not to exceed	\$600,000

A few artifacts of PROVIDENCE remain in Military parks throughout the country, most notably:

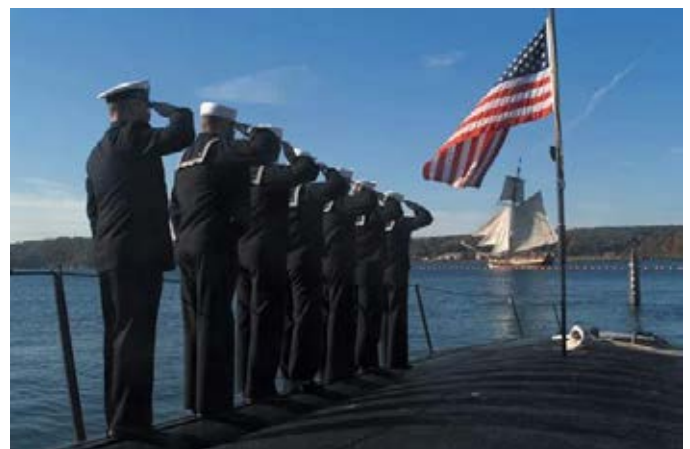
- The Pilot House is intact at the National Museum of the Pacific War, Fredericksburg TX.
- One ship’s anchor is at the Waterfront Naval Park, Omaha, NE.
- A portion of a 6-inch barrel is at the Los Angeles Maritime Museum, San Pedro, CA.
- Miscellaneous artifacts on board USS LITTLE ROCK CLG-4, Buffalo, NY.



Last pictures of PROVIDENCE



The ship-name PROVIDENCE lives on with the Submarine SSN-719, a Los Angeles class attack sub still in commission. She was laid down in 1982, commissioned on 27 July 1985 and is still patrolling the under-water terrain. The sub PROVIDENCE has received many military awards for her service during Operation Desert Storm and Iraqi Freedom, when she launched cruise missiles. She is due for decommissioning in 2022 or 2023.



Sub PROVIDENCE saluting the Sloop PROVIDENCE

It is anticipated that there will always be a PROVIDENCE in the Navy, similar to the ENTERPRISE and other important ships of the Naval Service and fleet readiness.

SHIP'S STORE



Marine red and Navy blue – \$22.00 Delivered



Decals 5" \$3.00 each, Delivered

Coffee mugs have same design as above.
 \$6.00 each 4 for \$20.00
 Call for shipping cost.



Double sided – \$ 8.00 Delivered



Patches 5" – \$10.00 each, Delivered



PROVIDENCE pins - 1 inch – \$4.00 Delivered



PROVIDENCE pens. – \$5.00 Delivered



Golf shirts – \$42.00 Delivered
 Add \$4 for sizes XXL or larger.



Short sleeves – \$38.00 Delivered
 Long sleeves – \$40.00 Delivered
 Add \$4.00 for XXL or larger



PROVIDENCE Shoulder Patch
 \$10.00 Delivered

Hoodie Sweatshirt - \$48.00
 Crew-neck Sweatshirt - \$32.00

Please make check to:
 USS PROVIDENCE Association
 Send to:
 David Abdouch
 127 Amberwood Dr
 Walnut, CA 91789-2463
 Phone 909-573-6227

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34 SNYDER HOLLOW RD
NEW PROVIDENCE, PA 17560

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