

# The PRIVATEER



Gustavus Conyngham  
1747—1819

Volume 17 Issue 4

The “Conny-Maru” and “Gus Boat”

October 2012

## 2013 Reunion

### 2013 Reunion

by: Dave Suckow, Reunion Chairman

Another 3 months have slipped by. The reunion is only 7 months away now. I hope New Orleans is on your schedule.

I've left in my comments from the last newsletter so everyone has an opportunity to get all the information needed to join us.

Sign up as early as possible. Remember the cut off date is April 19, 2013 and it will be a final date for the room rate listed..

The 2013 New Orleans reunion is Sunday May 19 through Thursday morning, May 23.

Hope you are planning on attending, so mark your calendar now. Chateau LeMoyne recommends that if you are traveling over 400 miles, to fly into New Orleans, as parking is at a premium. Here is the address and phone for the hotel:

**Chateau LeMoyne**  
**French Quarter**  
**301 Rue Dauphine**  
**New Orleans, LA 70112**  
**Ph: 504.581.1303**

[www.hi-chateau.com](http://www.hi-chateau.com)

The room rate is \$99.00 plus a current tax of 13% plus \$1.00 per night occupancy tax.

Parking is valet and is \$15.00 per day plus tax.

## Remembering Past DDG 17 Commanding Officers

USS CONYNGHAM's fourth Commanding Officer was Admiral Harry D. Train II, 1967-1968. Because he grew up in a Navy family, Train was imbued from childhood with the goal of attending the Naval Academy. His career as a midshipman included playing center on the football team that played a notable tie against West Point in 1948. After graduation in 1949, he served as a junior officer in the destroyer *Harold J. Ellison* (DD-864) in the Atlantic and Mediterranean and in the destroyer *Harry E. Hubbard* (DD-748), which was reactivated for Korean War service. After submarine school in 1951, Train served in the submarine *Wahoo* (SS-565), whose skippers, Dennis Wilkinson and Bill Anderson, both later commanded the *Nautilus* (SSN-571). After duty in 1957-58 on the Joint Staff, Train was executive officer of the submarine *Entemedor* (SS-340) and submarine placement officer in the Bureau of Naval Personnel. In 1962-64, after resisting Admiral Rickover's efforts to draft him into the nuclear program, he was commanding officer of the diesel submarine *Barbel* (SS-580). After that he was administrative aide to Secretary of the Navy Paul Nitze and developed a close working relationship with Nitze's EA, Elmo Zumwalt. Subsequently, Train commanded the destroyer *Conyngham* (DDG-17) in the Med, served briefly on the Second Fleet staff, and then was executive assistant to Admiral Thomas Moorer, during Moorer's duty as CNO and Chairman of the Joint Chiefs of Staff. As a flag officer, Train commanded Cruiser-Destroyer Flotilla Eight, headed the systems analysis division of OpNav, and was involved in Incidents at Sea negotiations with the Soviet Union. After service in 1974-76 as director of the Joint Staff, he spent two years as Commander Sixth Fleet, and then served from 1978 to 1982 as SACLant, CinCLant, and CinCLantFlt. Other items in the volume include his analysis of the 1982 Falklands War and discussion of his activities following retirement from the Navy. Included have been hiking the Appalachian Trail, running his own defense consulting firm, and serving in a variety of non-profit pursuits. Admiral Train is the son of the late Rear Admiral Harold C. Train and Mrs. Train of Washington, D.C. He is married to the former Catherine Kinnear of Chevy Chase, Maryland. Admiral Train and his wife, Catherine, have four daughters, including Rear Admiral Elizabeth L. Train.

Admiral Train attended our annual reunion in Norfolk, VA in 2001 and was the guest speaker.



Official portrait of Admiral  
Harry D. Train II,  
August 1982

**Editors note:** The above Based on seven interviews by Paul Stillwell, conducted from July 1986 to October 1996. The volume contains 534 pages of interview transcript plus a comprehensive index. The transcript is copyright 1997 by the U.S. Naval Institute; the interviewee has placed no restrictions on its use. <http://www.usni.org/heritage/train>

## Taps:

Thankfully, none to report in this issue.

*Eternal rest grant unto them, O Lord, And let the perpetual light shine upon them. May their souls and the souls of all faithful departed, through the mercy of God, rest in Peace, Amen*

## Reporting Aboard

### DDG 17

John Gosper MM3 86-89  
4516 Prince Albert Way  
Lexington, KY 40515-4748  
859-271-559  
J.gosper@insightbb.com

Mrs. Jo Anne Light,  
widow of Jack Light, ETR3,  
Email: jlny@hotmail.com

## Another Perspective

Among the best known quotes on war is William Tecumseh Sherman's observation that "War is hell." Here are some other opinions.

"I know not with what weapons World War III will be fought, but World War IV will be fought with sticks and stones."

*Albert Einstein*

"To be prepared for war is one of the most effectual means of preserving peace."

*George Washington*

"A doctor could make a million dollars if he could figure out a way to bring a boy into the world without a trigger finger."

*Arthur Miller*

"War hath no fury like a non-combatant."

*Charles Edward Montague*

## Letters from Shipmates:

### Frank Darlea EN3 63-65

It literally was "off to the races" for Marilyn Gellman and Frank Darlea. I, Marilyn, was a Grand Prize Winner in the "DuPont Get into Gear Sweepstakes" by mailing in only one entry. There were 13 prizes in this Sweepstakes, and more than 30,000 entries were received. I had hoped to win one of the \$50 Sears gift cards but instead won a trip for two to the NASCAR Race in Dover, Delaware held June 3, 2012.

The \$4,400 prize included airfare, hotel, \$750, American Express gift card, race tickets, transportation to and from the race, and a personal tour of the pit and garage. This was topped off by seeing Jeff Gordon in the Hospitality Tent, where we ate a delicious complimentary breakfast and lunch.

I had never seen a NASCAR race on TV or even heard of Jeff Gordon, Car 24. It was exciting to be with all the screaming, cheering fans. We sat almost at the top of the grandstand at turn 1. It was a hoot, and Frank and I loved it.

Marilyn Gellman



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## Letter from the President



This has been a weird year with no reunion, and like all of you, I miss getting together.

I spoke recently with Dave Suckow, who is coordinating the May 2013 Reunion, and as of early October, the hotel in New Orleans has already received reservations for 23 rooms, even though the reunion is still 7 months away. I take that as a good indicator that we will have excellent attendance, which always makes for a great reunion. More detail on the reunion is included in this issue of the PRIVATEER, as well as the registration sheet, so I urge you to get your rooms reserved and registrations in as soon as you can. New Orleans should be beautiful in the spring, and Dave is getting the city ready for our arrival.

I just read an article about Navy ship museums and the tremendous costs involved, not only in getting the vessel in place and refurbished, but the ongoing costs of maintenance. It seems that even in retirement, ships need constant attention, and after a period of time, need what almost amounts to an overhaul—even when not underway, the sea takes its toll on a ship. This puts into sharp perspective the ongoing efforts regarding the Charles F. Adams. Getting the ship off donation hold and in place in Jacksonville will be just the first of many hurdles to be overcome. Dave Douglas, our ship's representative to the ACVA, is keenly aware of these hurdles and the difficulties involved, and will keep us informed as to how the project is going.

Wishing all of you a great fall, winter and holiday season, and looking forward to seeing you in New Orleans.

Rich Greene

President, USS CONYNGHAM Association

P.S. For a good read, I would strongly recommend "The Admirals" by Walter Borneman. It is a great book about the four Fleet (five-star) Admirals—Leahy, King, Nimitz, and Halsey. It is a wonderful insight into their careers, and how they affected the conduct and outcome of WWII, and how they interacted with each other and with others such as Franklin D. Roosevelt and Douglas MacArthur.

## ACVA Update



I think it best to allow John O'Neil, Executive Director of JHNSA, to update you in the newsletter this time. I came away with three interesting comments he made in the attached documents. (1) they have reached their 2012 financial goal or will by January 2013. If you remember, the Goal was \$250,000 to hire admin and professional fund raisers. (2) They have apparently moved the mooring location from the bridge site to the "Old Ship Yards". This appears to be a good move as the new pier

at the bridge would have cost somewhere in the neighborhood of \$6,000,000 and the Old Ship Yards has a pier that just needs to be updated and revised for the Adams at a lower cost. And (3) They are expecting to take possession of the Adams in or around June of next year. This all looks like good news. O'Neil's and Dan Bean's further comments are attached.

Also, if you are planning on attending the October JHNSA gala event "Full Steam Ahead" you will find all the necessary information at [Adams2Jax.org](http://Adams2Jax.org).

David Douglas

CONYNGHAM Association – ACVA Ship's Rep.



## Letter from the Treasurer



Annual dues are \$17.00 per calendar year (January 1<sup>st</sup> through December 31<sup>st</sup>). As always, dues may be paid in advance at any time. To remain in good standing in accordance with our bylaws, dues for next year should be paid by the beginning of our 2013 reunion on May 19<sup>th</sup> in New Orleans.

If you are not sure when your membership expires and you receive the newsletter via the USPS, it is in the upper right corner of the mailing label. If you receive the newsletter via email, you can check your email heading and your dues expiration year should be in parentheses after your first name. If you still can't determine when they expire, drop me an email or call me and I will let you know immediately.

All dues payments should be sent directly to me at the following address:

**John Barone, 27 Tyler Terrace,  
Jewett City, CT 06351-1239.**

Please do not send cash or send dues to anyone other than myself. Personal checks or money orders should be made out to "USS CONYNGHAM Association".

Thanks,  
John Barone  
jbarone@ct.metrocast.net  
860-376-3500

## Letters from Shipmates

We all remember the picture of the sailor kissing the nurse on VJ Day in New York City. Well, doing some checking it turned out to be quite the picture and who was in the photo.

Check out [http://en.wikipedia.org/wiki/V-J\\_Day\\_in\\_Times\\_Square](http://en.wikipedia.org/wiki/V-J_Day_in_Times_Square) for the rest of the story. Well, **Bob and Sandy Tuxhorn MM3 63-65** were on a trip and cruise in the Mediterranean and came across the pose in a statue many feet high in Cannes, France.. They tried the same pose to compare the size. . Nice pose Bob and Sandy, hope you enjoyed your trip.



In August Eileen and I had the honor of Chuck and Susie Davis, Bob and Sandy Tuxhorn, and Warren Wilde pay a visit to Minnesota. They enjoyed themselves with us and Dave and Carol Walker (who live across the border in Wisconsin) to show them around the Twin Cities, visit our home town and the family farm in Menomonie, WI, see an old time town of Murphy's Landing, Fort Snelling and the Minnesota State Fair, plus eat at some great restaurants and of course just visit. Here are a few photos of their time here.



Susie, Eileen, Sandy,  
Chuck and Bob, and Warren  
leaving the Fair

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## Zumwalt Class Destroyer SITREP

The following is by [Rear Adm. Thomas Rowden](#), the director for the Navy's Surface Warfare Division.



Shipmates,

Recently, I mentioned my trips to Maine and Rhode Island to visit [Bath Iron Works \(BIW\)](#) and the [Raytheon](#) Facility. Both of these tours provided firsthand insight into the production of [ZUMWALT-class destroyer](#), and latest system testing. Though brief when previously mentioned, I now want to provide insight into the [DDG 1000 program](#), its current status, and notable highlights.

DDG 1000 culminates two decades of research and development, creating the next generation destroyer capable of defeating future threats. The revolutionary design of the ship itself reduces its signature and includes both active and passive self-defense systems, plus enhanced survivability features. The self-defense systems are built to defeat littoral submarine threats, next generation anti-ship cruise missiles, and small boats. Also, the USW suite is capable of in-stride mine avoidance. It will provide valuable lessons in advanced technology, which can be incorporated into other ship classes, and it will have optimal manning through Human Systems Integration. For example, the automation on DDG 1000 will allow most routine watchstanding to take place in only two locations – the Bridge and the double deck Ships Mission Center (SMC). The SMC will have the look and feel of an advanced command center with operations overseeing both ship missions and functions through multi-modal common display system workstations.

Physically, all three ships are under construction! [ZUMWALT \(DDG 1000\)](#) is more than 70% complete.

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## Contributions to PRIVATEER

News contributions to "The PRIVATEER" should be sent to: **The Privateer**, c/o David Suckow 1871 Silver Bell Rd. #103, Eagan, MN 55122-1180. Or to [editor-privateer@comcast.net](mailto:editor-privateer@comcast.net). Articles should be received by the 1st. of the issue month. **The PRIVATEER** is normally sent out in January, April, July and October. Articles will normally be printed as submitted. The editors and Association will not be liable for their accuracy.



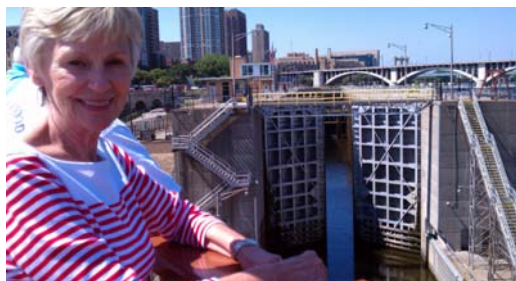
## Letters from Shipmates



Trying out some of the food on a stick, alligator sausage, corn on the cob and deep fried banana.



Everyone asking questions of Eileen's nephew Dean about the farm operations. Dean who along with a brother milk 80 some head of cattle twice daily and raise the crops to keep them fed on 1000 plus acres.



Shopping at the Mall of America, a visit to a Dam on the Mississippi, and Warren enjoying the "Belly Dancer" at one of the nice eateries we tried.

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# Naval History

## Dates to Remember



**October 6 (1884)** Naval War College established at Newport, Rhode island

**October 7 (2001)** Operation *Enduring Freedom* begins with carrier air strikes and ship and submarine Tomahawk strikes

**October 9 (1873)** U.S. Navy Institute established

**October 18 (1942)** Vice Adm. William F. Halsey Jr., relieves Vice Adm. Robert L. Ghormley as Commander, South Pacific Force, infusing new life in U.S. forces in the theater

**November 7 (1881)** Naval Advisory Board submits report recommending that new U.S. Navy ships be constructed of steel instead of iron

**November 12 (1942)** Battle of Guadalcanal begins

**November 13 (1942)** Loss of cruiser *Juneau* during the battle of Guadalcanal results in loss of the five Sullivan brothers

**November 28 (1775)** John Adams issues first naval regulations

**December 6 (1830)** U.S. Naval Observatory established in Washington D.C.

### Seventy First Anniversary

**December 7 (1941)** Japanese carrier planes attack Pearl Harbor,

**December 15 (1944)** William D. Leahy, Ernest J. King and Chester W. Nimitz are first flag officers to hold rank of fleet admiral

**December 18 (1972)** Mining and bombing of North Vietnam resume with Operation *Linebacker II*

## USS CONYNGHAMS AWARDS

Back in July I received an email from **Tom Buch SK1 67-68**. It was an unclassified report from Mar 2002 from the Department of the Navy. It is OPNAV NOTICE 1650 which shows a master list of unit awards and campaign medals.

Searching through the report, under “Unit Awards/Campaign Medals Awarded to Navy Ships” you will find the USS CONYNGHAM DDG 17 on pages 126 and 127 and the awards earned by the ship with some coded remarks.

Looking up the remarks, I came up with the following information. The dates are the dates that you had to be serving on board CONYNGHAM in order to merit these awards and campaign medals.

**Armed Forces Expeditionary Medal 17-JUN-1983 02-JUL-1983 (Lebanon)**

**Navy Expeditionary Service Medal** 10-APR-1987 23-JUL-1987 (Persian Gulf)

**Humanitarian Service Medal** 20-JUN-1976 27-JUL-1976 (Beirut, Lebanon Evacuation)

**Meritorious Unit Commendation** 17-MAY-1987 22-MAY-1987

**Navy "E" Ribbon** 01-OCT-1982 30-SEP-1983, 01-APR-1988 30-SEP-1989

**Coast Guard Meritorious Unit Commendation 01-NOV-1985 28-FEB-1986**

You can see OPNAV NOTICE 1650 on this website.

<http://www.usshorne.net/horne/images/ribbons/opnavnote1650.pdf>

You can also find other ships that you served on during your career to see those awards and medals earned.



## Armed Forces Expeditionary Medal



## Navy Expeditionary Service Medal



Humanitarian Service Medal



## Meritorious Unit Commendation



Navy "E" Ribbon (2 Awards)



## Coast Guard Meritorious Unit Commendation

## Letters from Shipmates

Neil Hines SK3 69-72

### **The Demise of Luetjens (DDG-28)**

**I received an email today from an impassioned sailor advising me that the German ship, Luetjens (DDG-28) an Adams class destroyer, was towed ashore where it was “slaughtered on the beach.”**

**I understood the feelings that this sailor expressed, and it made me start thinking, asking myself this question, why did I so easily understand?**

**The ship Luetjens is a German ship, not an American ship. So why would an American sailor care; why should it matter to me that this old ship was retired and done away with by scrapping it? I thought, why should I have feelings about such an event, I shouldn't, and yet I did.**

**This article made me remember the many times in my past, when I was an American sailor, and met with our German counterparts. It was when we did joint exercises together, as part of NATO training. It brought back memories of drinking “their beer” which was consumed at room temperature, and had alcohol content far above our American beer (I was drinking 3.2 in Norfolk).**

**Remembering those friendly days spent together, lifting glasses together, the singing of songs and grand times. We shared a brotherhood. That brotherhood, as well as drinking very strong beer yielded some humorous (later they would be humorous) outcomes. I remember in this spirit of brotherhood switching hats, at first, then entire uniforms.**

**It was during one of these friendly, brotherly drinking events that one of our sailors decided in his liberated state to exchange his American (United States of America) uniform for one of the German Naval uniforms. Yes and the law of bad luck happened. The German sailor, wearing our uniform ended up on our ship (we were berthed next to each other). Our American sailor went to the German ship. At reveille the next morning there were two very surprised sailors with hangovers.**

**Well the errors were corrected, and we were instructed (ordered) to stop exchanging any parts of our uniforms with the Germans.**

**But as I read about the demise of the German ship Luetjens (DDG-28) it brought back that memory, as well other good memories; so, why the sadness?**

**What people (non-sea going sailors) do not understand is the relationship between a sailor and his ship. I think that is the crux of the problem; one of misunderstanding. To a sailor his ship is everything, his life, his identity, his honor and his home away from home. His ship is important to him as is the place he was raised and the country in which he lives. It is home away from home, replacing home and country as they travel the seven seas, and other faraway lands.**

**So the demise of a naval ship, especially any Adams class DDG, is the destruction of our past memories. Not just ours, but ALL sailors who were fortunate enough to sail upon one. For it is our country's navy we served upon them. And being a member of the crew of a naval warship and the honor awarded us for doing so. We were blessed.**

**The death of the Luetjens is us looking at our own mortality; death to the memories of our past which we lived so many years ago.**

**The demise of a DDG ship also signifies our own humanity. It is a foreshadowing of our own demise, our destruction. It embodies our life and the shortness of it and its final reward, death.**

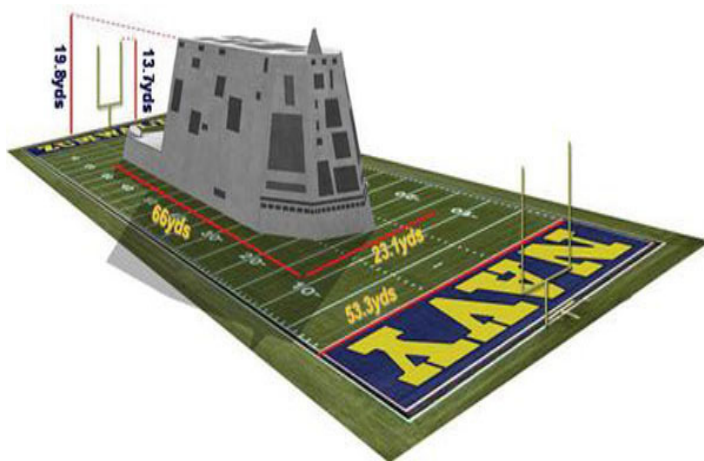


## Zumwalt Class Destroyer SITREP

Christening and Commissioning are set for FY13 and FY15, respectively, with a two-phase delivery for HM&E and Combat Systems scheduled for FY's 14 and 15. Following Developmental and Operational Testing, DDG 1000 will IOC in FY16.

[MICHAEL MONSOOR \(DDG 1001\)](#) is more than 30% complete with Sail Away in FY17. Additionally, fabrication of DDG 1002 began 4 April with Senator Collins and CNO commemorating the event; of note, SECNAV named the ship [LYNDON B JOHNSON](#) on 16 April. All three destroyers are meeting major construction and testing milestones to reach completion prior to arriving in their homeport of San Diego.

These ships are remarkable accomplishments of modern shipbuilding. In these ships you can see the teamwork between Sailors, civilians, and industry. Upon completion, the ZUMWALT class will be the largest destroyers ever built by the U.S. Navy. The total length will be 610 foot with an 81 foot beam, 27 foot draft, and a fully loaded displacement over 15,600 tons. By comparison to a football field, the composite deckhouse alone is 66 yards long, 23 yards wide, and almost 20 yards tall.



Physical size isn't the half of it, the engineering plant is very impressive, as well! The [Integrated Power System \(IPS\)](#) is an all-electric power plant that generates the ship's total distributable electric power while also converting this power for all ship loads, including propulsion, combat systems, and ship services. IPS's design is centered on two Main plus two Auxiliary Turbine Generators producing a total of 78mW electrical power... 58mW of which is available when the ship is at 20kts!

One of the underlying strengths of the ZUMWALT Class is its innovative IPS design. It provides resilient



combat power and extra margin for future capability growth within the ship, a critical attribute designed to help the Navy modernize elements of the ship's combat capability and adapt to changing fiscal, technological, or threat conditions.

Additionally, the ZUMWALT Class is the first combatant to introduce a Low Voltage Power System that features a highly survivable Integrated Fight Through Power (IFTP) system, which relies on new-to-the-Navy solid state Power Conversion Modules to achieve user-specific power demands. The IFTP architecture combines four electrically isolated zones (forward to aft) and two segregated longitudinal buses (port/starboard), with advanced Engineering Control System functionality that introduces single-operator control with unprecedented and reliable automated power management, fault isolation, and recovery features.

The shipboard crew of ~130 Officers and Sailors will be berthed in staterooms ranging from 1 to 4 person occupancy, with an integrated bathing facility with each and every stateroom. DDG 1000's crew screening and billeting process has already begun; the MPA and STO reported, while the Commanding Officer will be slated shortly. The remainder of the PRECOM crew for PCU ZUMWALT will continue to report through 2015.

Upon joining the Fleet, DDG 1000 will mark major advances in surface combatant capability. DDG 1000 is an optimally crewed, multi-mission surface combatant tailored for land attack and littoral dominance. ZUMWALT will provide offensive, distributed, and precision fires in support of forces ashore, and a credible forward naval presence operating

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## DD 371 History and News from WWII

In July just after the newsletter was sent out, I had some news about Woody and Winnie Williams. As I mentioned Winnie had been ill for a while, going from one problem to another, and of course that was putting a strain on Woody also. So the family got them set up in an assisted living home and both are doing much better, and adjusting to the smaller living conditions. Recently Winnie celebrated her birthday with a family get together and a birthday cake to top it off. We all wish her a belated "Happy Birthday " and hope they are doing OK.



Shipmate Joe Newton WT1 (DD-371) Added a new picture to his Facebook page, Joe keeps up with all the modern technology.



From "ALL HANDS" magazine October 1943.

### *What to Take With You on Trips to South Pacific:*

The Navy reaches out to include many little islands in the South Pacific. However, don't believe all those travel folders you have read— tropical paradise, cool Pacific breezes, romantic moonlight, lovely native dancing girls... Rather, anticipate a sweltering hell-hole, scorching, mosquito-laden breezes, rain, rain, rain, rain, rain, rain-and more rain!

Reports from that sector enumerate certain "**DO's** and **DON'T's**". **DON'T** bring too much clothing. Four suits should be ample; each person launders his own clothing as soon as he takes it off because they mold quickly when soiled. A small issue brush is available for washing clothes; some of the mud is very adhesive and cannot be removed by any of the usual methods (soaking, searing, and hoping).

**DON'T** stock up on soap, tooth paste, razor blades, etc. Towels are scarce, so **DO** bring three or four. Neither candy or gum are available, but remember to guard against the heat and ANTS! Cigarettes are available all along the line at sea-store prices, but **DO** bring a cigarette case because paper sacks get soggy with your constant sweat.

Travel lightly. **DON'T** bring fancy leather shaving cases, etc. The constant dampness ruins leather luggage, etc. **DO** bring a hand mirror of good quality. Cheap ones rust in a few days and are worthless. Wooden shower slipper are quite useful if you have room for them. **BE SURE** to bring a flashlight with extra bulbs and batteries. If you have a cigarette lighter, bring extra flints and fluid. Bring along your own cards, and if you bring a radio, be sure to bring female plugs and extension cord.

The most useful single article is a canteen. And a messkit is important. Marine shoes are very comfortable. A pair of light moccasins or tennis shoes are useful around the tent or camp and also to wear inside overshoes. The latter item is very important. The mud is slippery and pretty hard on shoes. A raincoat is essential. "You have never seen rain until you have been here and you will be drowned in 60 seconds without a raincoat."

**DO** bring along cotton cord or light line, a heavy knife (a small Boy Scout axe is 4.0).

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## JHNSA Letter: Full Steam Ahead



## FULL STEAM AHEAD!!



October 2012

Dear Friend of the Adams Project and Downtown Jacksonville:

Thank you for your support of our **successful "Seed Money" Campaign**. With your help we raised the funds to establish a Development Office and commence our Capital Campaign. **Well done!**

You know that we intend to bring the **USS CHARLES F. ADAMS (DDG-2)** home to Downtown Jacksonville and establish a celebration Navy Pier and an interactive Naval War Ship Museum – the only one in Florida – to tell the story of the historic Adams Class destroyers during the "Cold War," the life and times of her crew, and to educate our youth and citizens about our naval and maritime history. *Are you aware that this is only part of our mission?*

We are **also leading the way** to create a *major downtown destination* as part of the Mayoral and Civic Council call for a revitalized Downtown. *In addition* to the **Adams Museum**, the **Navy Pier** will **also** include an opportunity for the Jacksonville Maritime Heritage Center and a St John's River Keeper Educational Center to join us around a Riverfront Park on the beautiful St John's River at the "Old Ship Yards." *We can not do this in isolation.*

The Adam's Project will enhance the corridor along Bay Street, linking both sides of the St. John's River with entertainment venues such as Ever Bank Field, Bragan Field, Veterans Memorial Arena and the Florida Theater – as well as increasing visits to all Downtown restaurants, museums and hotels.

It will also complement further Bay Street and Riverfront development; including, Hotels, Shops and Residences.

We would like **you to continue to be part of the Adams Project** and help us complete our mission to 'Bring Home the Adams'; and, **also**, to support an inspirational, educational and enjoyable 'Museum Park' destination. This *Gift to Jacksonville* will provide revenue to the City and increase State and International tourism.

We are at **'turn-key' status**. With initial capital funding in place by this coming January, the Adams will arrive in Jacksonville - *on or about* June 2013. With follow-on capital funding, the Adams and Pier preparations will be completed for initial public visits - dockside - at the Navy Pier.

Our initial capital funding goal is \$1M in donations and collected pledges. With BAE Shipyard's donation of dry dock services, this will enable us to tow the Adams to Jacksonville for restoration. Our next objective will be to complete Adams and Pier preparations and welcome Jacksonville aboard in time for *our October 2013 GALA*.

*Our objectives are achievable.* Yes, we will need several lead gifts. *However*, **your** participation and **contributions**, even in **smaller sums**, will help launch the Adams and commence the 'Museum Park' destination. Community participation is very important! *Please seriously consider making a contribution today!*

**The Adam's will not arrive, nor will a 'Museum Park' be realized, without your help. We must come together in order to improve Downtown.**

Please review the enclosed 'Request for Donation' form and return it in the enclosed envelope. For more information, and /or to donate on - line, please go to: [Adams2Jax.org](http://Adams2Jax.org).

With our sincerest thanks and appreciation!

John E. O'Neil, Jr.  
Executive Director

Daniel K. Bean  
President

Jacksonville Historic Naval Ship Association (JHNSA) at The Jacksonville Landing • 501-C3 ID 06-1834542  
2 Independent Drive • Suite 144 • Jacksonville, FL 32202 • (904) 647-5177 • [www.Adams2Jax.org](http://www.Adams2Jax.org)



## Donation Form “BRING HOME THE ADAMS”



### FALL 2012 “BRING HOME THE ADAMS” CAMPAIGN DONATION FORM

The JHNSA is “Full Steam Ahead” to bring Home the USS Charles F. Adams [DDG2] Home to Jacksonville.  
In order to help the Capital Campaign, I would like to:

Make a donation in the amount of \_\_\_\_\_ today; and/or

Make a pledge in the amount of \_\_\_\_\_ due on/or before 1/ 31/13;

#### Donation

#### Recognition Gift

\$250	2012 Commemorative Adams Coin
\$500	Framed Print of USS Charles F Adams {DDG2}
\$1, 000	Engraved & Hand Painted, JHNSA Logo Bottle of Wine
\$2, 000	2 Captain’s Shirt (JHNSA Logo) & Commemorative Coin Box (5 coins)
\$5, 000	All of Above
\$10,000	Luxurious Leather Bridge Jacket with Custom designed JHNSA Logo

\_\_\_\_\_ Yes, I would like to receive recognition gift(s) for donation.

\_\_\_\_\_ I would like to meet with a representative of JHNSA to discuss how I might best be able to help the JHNSA ‘Bring Home the Adams’;

\_\_\_\_\_ I am very interested in the Adams Project but I need further information. Please have a representative contact me;

\_\_\_\_\_ I am interested in joining the JHNSA’s November 11 Veterans Day 2012 5K Run. Please go to Adams2Jax.org - for information and Sign Up.

\_\_\_\_\_ I will support The Adams Project by becoming a Sustaining JHNSA Member [\$125] Includes 20% Discount at JHNSA Visitor Center Store;

\_\_\_\_\_ I would like to be a volunteer at the Visitors Center at The Landing.

Name: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State/Zip: \_\_\_\_\_

For Check Donations - Please enclose your check [ # \_\_\_\_\_ ].

For Credit/Debit Card (Visa/Amex/MasterCard/Discover) Donations:

Card # \_\_\_\_\_; Name on Card \_\_\_\_\_; Exp. \_\_\_\_\_; Code \_\_\_\_\_

Or, Go to [WWW.ADAMS2Jax.org](http://WWW.ADAMS2Jax.org) and select DONATION for Credit / Debit Donations

In the absence of donation instructions donations will be used as directed by the JHNSA Board.  
The JHNSA is a 501- C3; ID 06-1834542

## 2013 Reunion

**Please, read-- this is important** When making your reservation with the hotel, mention the Association's name and dates of May 19th to 23rd for the reservation and rates to show on their computer. I have blocked 50 rooms so reserve your rooms as early as possible. I'm afraid that when they are booked we won't be able to get additional rooms.

**The cut off day for making your reservations is April 19, 2013 to secure the above rate.**

The reunion registration form is included in this newsletter and will be included in all the newsletters heading up to the reunion. As in the past, please complete the form as soon as you can, and mail back to me and John Barone, Association Treasurer. I know when you see the prices listed for attendance, there may be some "Sticker Shock". However, I believe we are getting a lot for our money, considering that New Orleans is a popular destination. As to accommodations, we are getting our rooms at more than \$50 per night lower than the hotel's standard rate and our parking rate is substantially (more than 40%) below their normal charge. We could have considered a hotel in an outlying area at a lower price, but I think we all want to be near the heart of New Orleans, so Chateau LeMoyne is a good value, in light of the location in the French Quarter, the ambience of the hotel itself, and its closeness to the many activities, restaurants, and other attractions. As to the registration fee (\$99.00 per person), it is up from prior reunions and is largely driven by the cost of our group meals. As you are all aware, fuel prices are at very high levels and this is affecting prices for everything that depends on transportation, including food. The hotel has raised its prices on meals since our initial discussions; **however**, they have not passed the full price increases on to us, and we are getting our welcoming dinner, banquet, and farewell breakfast at virtually 2011 prices. Registration includes those three group meals, our hospitality suite for the duration of the reunion, as well as our reunion booklet and name badges—not bad for less than \$100..

At this time, with the amount of activities available in the New Orleans area, our plans call for only one group tour, Monday, May 20th, to the National World War II Museum.

This should mean a lot to our DD 371 shipmates, so we are hoping for a good turnout from that group.

Looking forward to a great reunion, so come and enjoy the camaraderie of our Association, and the great city of New Orleans.

More information will be in future issues. Any questions before then please contact me at 651-226-6179, 651-681-1927 or dsuckow@comcast.net.

Dave Suckow

Note: As of October 5th we have 23 hotel rooms reserved. Remember we have only 50 rooms on hold. Sign up ASAP to assure you get one.

## The People and Culture of New Orleans

By Arnold R. Hirsch and Joseph Logsdon  
Department of History, University of New Orleans

Normally when tourists or first-time residents come to New Orleans, they have a difficult time understanding the city. It looks like no other place in the United States. The first puzzling impression usually comes from the appearance of the French Quarter near many of the city's hotels. It is more than just a few blocks of townhouses and cottages standing side-by-side, up against the sidewalk. The size of the district startles even those well traveled in the rest of the nation. Few visitors, moreover, are accustomed to such a mélange of people moving at all hours of the day and night in the very center of the city. They quickly learn that bars have no closing hour, that the food is spicy, and that the music is pulsating almost everywhere. And they may also take note that the locals talk funny but seldom have southern accents.

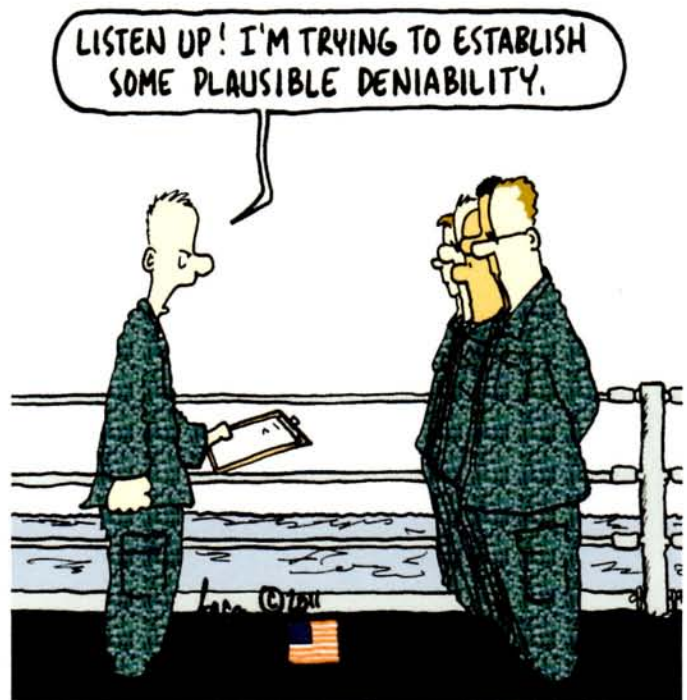
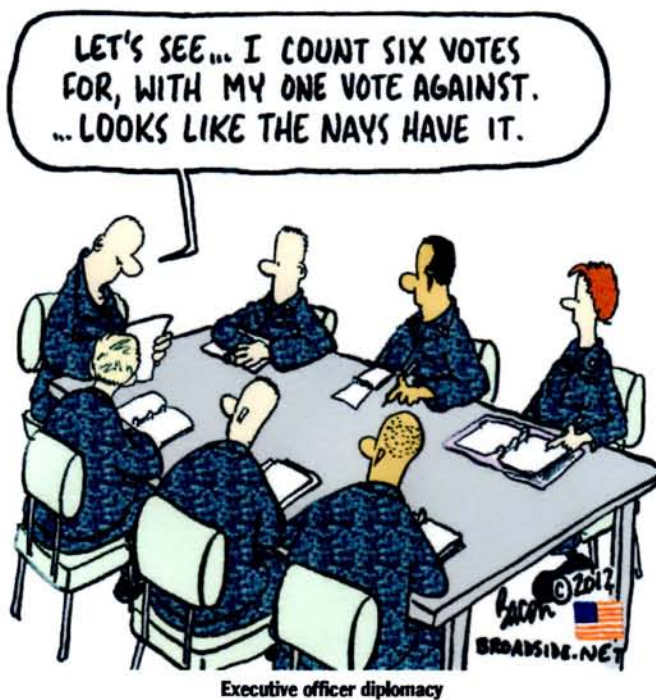
Even a prolonged stay brings no easy recognition or familiarity. Someone from a northern city might see something familiar like a Saint Patrick's Day parade, Italian fresh produce dealers, or some century-old Lutheran, Greek Orthodox and Jewish congregations. They would also recognize soul food restaurants, African American store-front churches, and the lilt of Spanish spoken in the streets.



Continued on page 19

## The Lighter Side

**Broadside** © by Jeff Bacon





## DDG 17 History

### 45 Years Ago (1967)

We have no recorded history in the Command Book for this time period.

### 35 Years Ago (1977)

During the ship's transit of the Atlantic Ocean, CONYNGHAM conducted extensive task group-oriented exercises. From 27 Sept to 28 Sept, the task group conducted a missile exercise in the VACAPES OPAREA, but surface and air traffic densities prevented missile firing by any of the participants. The remainder of the transit was devoted to anti-air warfare exercises, electronic warfare exercises, and ship maneuvering drills.

CONYNGHAM reported for duty to Commander U.S. Sixth Fleet on 8 October for her first port visit, Rota, Spain. 14 October departed Rota for task group operation in the western Mediterranean Sea, operating as a element of the U.S. Sixth Fleet, Task Force 60, Task Group 60.2, Task Unit 60.2.5. 23 October CONYNGHAM detached from carrier task group and proceeded in company of THOMAS C. HART to Alexandria, Egypt via the Gulf of Hammamet, where, on 24 October, CONYNGHAM sighted a Soviet "FOXTROT" class diesel-powered submarine. 27 October moored in Alexandria, Egypt. Visiting Cairo with tours of the Egyptian National Museum, the Sphinx and the Great Pyramid of Cheops. 31 October departing there and transited to Bizerte, Tunisia 7 November transited to anchorage at Soudha Bay, Crete, arriving on 9 November to rejoin Task Group 60.2. 10 and 11 November CONYNGHAM participated in a missile exercise in the Sea of Crete, successfully firing a missile

at a high-speed drone air target. Back in Soudha Bay CONYNGHAM underwent her first large-scale monthly logistics replenishment. 13 November for task group operations in the Ionian Sea. Successfully firing an ASROC at a submerged submarine and five days of intensive anti-submarine and anti-air warfare exercises, detached on 18 November to proceed to Venice, Italy for a port visit and upkeep period. 21 November started a two week port visit. Moored near Piazza San Marco. 5 December CONYNGHAM rejoined task group 60.2 in Soudha Bay, Crete again successfully firing a missile at a drone air target. 11 December another full-scale logistics replenishment CONYNGHAM proceeded to Naples, Italy for upkeep period during the Christmas holiday period, arriving on 15 December. With a tender period with USS YOSEMITE (AD 19) Leave and liberty period visiting Capri, Mount Vesuvius, Pompeii, with many of the crew going to Rome for the Christmas holiday. CONYNGHAM spent New Year's Eve alongside the mole in Naples, Italy.

**25 Years Ago (1987) Editor's note:** The last newsletter I only reported on the ships activities from the chronology. Which leaves out the explanation of what took place, which to this writer seems to be the purpose of the report. In the future I'll report from the narrative, if one is given in the Command Book.

So to back up a little, what was not mentioned, 7 September ended the leave and standdown period and quick preparations for the upcoming Boston trip on 17 September. Both trips to/from were also designated as Tiger cruises in which crewmembers had the opportunity to bring male family members and friends for the two day transit. During the inport visit to Boston, USS CONYNGHAM was one of five naval reps to help celebrate Constitution weekend with festivities including USS CONSTITUTION turnaround cruise, naturalization ceremony on board the USS CONSTITUTION, Navy League reception with Secretary of Defense Casper Weinberger, and a Constitution Ball. USS CONYNGHAM also conducted a dependents cruise on 29 September during a weapons off load in Yorktown, VA. The following day CONYNGHAM steamed to Moon Engineering to start an eighty-five day SRA. During October a ship's party was held at Busch Gardens with outstanding crew participation of over 300 crew and family members. In addition, a four man damage control team conducted a weekend training session on 15 October to the CONYNGHAM Reserve Unit located in Altoona, PA. STARK lessons learned as well as basic damage control concepts were covered. 2 November a Command Inspection by COMDESRON Two was held with only a 72 hours notice, passing with a satisfactory. 11 November an awards ceremony was conducted, on 12 November CDR David O. Rose relieved CDR Don. P. Pollard as Commanding Officer. Engineering Department worked extra hours to finish the SRA date on time as of 22 December. A Command Christmas party was held 10 December. 15 December, the Navtag team led by Operations Officer, LCDR Schmidle, took top honors at the quarterly DESRON TWO Navtag tournament. The ship sailed to Naval Station Norfolk on 22 December and commenced a holiday leave and standdown period. On 24 December, the ship was involved in a berth shift requiring mustering the remaining crew to man the modified Sea and Anchor Detail.



## Health Wire

This is a new section to be installed in each issue, a few medical tips you may or may not be aware of.

### health wire health wire health wire



► **Can skim milk cut stroke risk?** Possibly, according to a study of nearly 75,000 Swedish adults ages 45 and older published in the July 2012 issue of the journal *Stroke*. Researchers examined eating and drinking habits and found that those who ate the most low-fat dairy (about four servings per day) were 12 percent less likely to suffer a stroke over a 10-year period than those who ate no low-fat dairy products.

► **Strong body, strong mind.** In a recent study in the Archives of Internal Medicine, researchers analyzed 77 older women with self-reported memory problems and low scores on an objective assessment of cognitive function. They were assigned to one of three exercise regimens: lifting weights twice a week for an hour, walking outside or, as a control, doing balance and



stretching exercises. After six months the weight lifters performed better on memory and other mind tests than both the walkers and stretchers.

► **Aspirin vs. warfarin.** Neither offers an overall advantage over the other for preventing strokes or death among people with heart failure but a normal heart rhythm, according to the May 17, 2012, New England Journal of Medicine. Researchers followed 2,305 patients in 11 countries for up to six years who took either warfarin (*Coumadin* and

### health wire health wire health wire



generic) or a 325-milligram aspirin each day. Those who took warfarin appeared to have a slightly lower risk of ischemic strokes, but due to the increased risk of serious bleeding the researchers wrote that there was "no compelling reason" to use it over its less-expensive cousin.

► **Anxiety is common with arthritis.** Ditto for depression, according to a survey of

1,793 adults with arthritis and other rheumatic conditions published in *Arthritis Care & Research*. Thirty-one percent reported anxiety, 18 percent reported depression, and 15 percent said they had both conditions. Only half of those affected sought help in the past year.

► **Why people skip colonoscopies.** Fear of embarrassment or pain and the misconception that the exam could cause AIDS were the top three reasons cited for not getting a colonoscopy in a telephone survey of 454 ethnically diverse adults

ages 50 and older in three cities. The findings were published in the May/June 2012 issue of the *American Journal of Health Promotion*.

► **Taking antibiotics? Consider adding probiotics.** Varying doses of the good-for-you bacteria were linked with a 42 percent lower risk of antibiotic-associated diarrhea in a review of 63 studies in the May 9, 2012, *Journal of the American Medical Association*. More research is needed to determine which strains of probiotics help the most.

## 3 Quick Tips

**Rinse your melons.** Even though you don't eat the outside of tough-skinned produce like cantaloupes, mangoes, papayas, and watermelon, you should still wash it. That helps remove bacteria and pesticides that could otherwise get into the fruit when you slice into it. Use a vegetable brush to get into the grooves and crevices. Even bananas can benefit from a quick wash before you peel them.



**Another reason to work from home.** Residents of Texas who drove more than 15 miles to work exercised less, weighed more, and had higher blood pressure than those with shorter commutes, a recent study found. The authors surmised that longer commutes cut into possible workout time and increased stress due to traffic. If your employer offers telecommuting or an on-site gym, take advantage.



**Skip energy drinks and spare your pearly whites.** The high acidity of energy and sports drinks can cause serious tooth damage if they're consumed frequently, according to a recent study of 22 such drinks. Energy beverages such as Red Bull Sugar Free and Rockstar were especially acidic. Rinsing with water or chewing sugarless gum after drinking them may mitigate some of the damage, experts say.



## NOTICE

## NOTICE

## NOTICE

It is very important that all information requested be sent to the person requesting it. This will help make a better reunion.

Please print or type when filling out below form and mail to person listed in each section.

**John Barone, 27 Tyler Terr. Jewett City, CT 06351-1239**

Name: \_\_\_\_\_ Spouse or Guest Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_ Ship DD371 \_\_\_\_\_ DDG17 \_\_\_\_\_

Ship Board Rank/Rate & Years Served (i.e.; 63-66) \_\_\_\_\_

Registration: (ALL PRICES ARE PER PERSON)

Registration Fee, Per Person, includes hospitality Room drinks/snacks, Welcome Booklet, \$99.00 X \_\_\_\_\_ = \_\_\_\_\_  
name tags, and Sunday Evening Reception, Banquet Dinner and Farewell Breakfast.

2011 Association Dues (Shipmates only) (If not already paid) \$17.00 X \_\_\_\_\_ = \_\_\_\_\_

Tour #1: Monday, May 20, 2013, 9:00AM to 3:00PM The National World War II Museum \$59.00 X \_\_\_\_\_ = \_\_\_\_\_

**DD 371 shipmates only** (Free admission to WWII Museum) \$40.00 X \_\_\_\_\_ = \_\_\_\_\_

Tour of Museum includes: Solomon Victory Theater Featuring "Beyond All Boundaries" 4D movie, narrated and produced by Tom Hanks, hourly 10:00 to 4:00. Soda Shop Deli Lunch 12:00PM to 1:00PM, (see other side of page for lunch selections).  
2:00 PM start return rides to hotel,

Total Enclosed \$ \_\_\_\_\_

Make checks or money orders out to: USS CONYNGHAM ASSOCIATION

**cut here**

Please print or type when filling out below form and mail to:

**David Suckow, 1871 Silver Bell Rd #103, Eagan, MN 55122-1180**

Name \_\_\_\_\_ Spouse or Guest \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Ship: DD371 \_\_\_\_ DDG17 \_\_\_\_ Ship Board Rank/Rate, Yrs on Board (ie: 63-66) \_\_\_\_\_

Date of Arrival: \_\_\_\_\_ Driving: \_\_\_\_ or Flying: \_\_\_\_ Airline: \_\_\_\_\_ Flight# \_\_\_\_\_ Time: \_\_\_\_\_

Departure Date/Time \_\_\_\_\_

IMPORTANT: Are you attending the Farewell Breakfast? Yes \_\_\_\_ No \_\_\_\_ Number Attending: \_\_\_\_\_

IMPORTANT: 68-70 Shipmates, Are you attending, (need to know for reservations)

The Annual Captain Shafer's Dinner? Yes \_\_\_\_ No \_\_\_\_ Number Attending: \_\_\_\_\_

IMPORTANT: Plank Owners, Are you attending, (need to know for reservations)

The Annual Plank Owners Dinner? Yes \_\_\_\_ No \_\_\_\_ Number Attending: \_\_\_\_\_

Banquet Dinner: \_\_\_\_\_ Number Attending: \_\_\_\_\_

Tour #1 National World War II \_\_\_\_\_ Number Attending: \_\_\_\_\_

**Please see next page for Monday lunch and Wednesday Banquet Dinner selections and mark your choices**

Are you Driving or renting a car? Y \_\_\_\_ N \_\_\_\_ Can you help with transportation if needed? Y \_\_\_\_ N \_\_\_\_

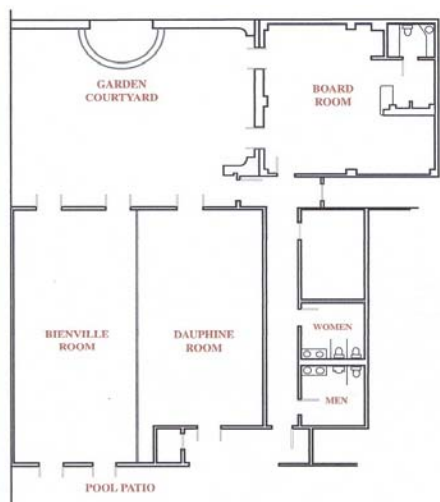
Name and phone number of someone to contact in the event of an emergency

**Please attach a list of any special dietary requirements .**





Banquet Room



Top Left, Court Yard

Top Right, Hospitality Room

Left Bottom and Center,  
Banquet Rooms

Bottom right, Rest Rooms



For our lunch at the WWII Museum

Please select one of the following for each person attending:

**Lunch at the World War II Museum:**

**1 Grilled Balsamic Marinated Vegetable Sandwich**

*Red Peppers, Basil Aioli and Goat Cheese Spread*

**2 Roasted Turkey and Muenster Cheese Sandwich**

*Avocado, Cucumber, Butter Lettuce and Herbed Mayonnaise*

**3 Sicilian Sandwich**

*Mortadella, Ham, Salami, Provolone Cheese, Artichoke Olive Salad*

***Sandwich Served on Sour Dough Bread***

**Number Attending #\_\_\_\_\_ Sandwich Selections #\_\_\_\_\_ # \_\_\_\_\_**

**When picking up sandwich you will have a choice of One**

***Potato Salad, Coleslaw, Pasta Salad or Zapp's Potato Chips***

**And a Choice of one**

***House-made Brownies, Cookies, or Fresh fruit***

**Plus**

***Bottle of Water***

**Banquet Dinner Selections**

**#1 Paddle Wheel Chicken**

*Herb-Marinated Chicken Breast*

**#2 Bourbon Street Ribeye**

*Grilled Ribeye Steak Topped with a Red Wine and Wild Mushroom Sauce*

**Number Attending \_\_\_\_\_ Dinner Selections Chicken\_\_\_\_\_ Ribeye\_\_\_\_\_**

The rest of your dinner will consist of:

***Salad***, of Fresh Mixed Greens, ***Soup***, Chicken and Sausage Gumbo, ***Entrée***, from above, with/***Fresh Medley of vegetables***, ***Roasted Garlic Mashed potatoes***, ***Assorted Rolls & Creamy Butter***, ***Freshly Brewed Regular & Decaf Coffee***, ***Iced Tea***, ***Dessert***, Pecan Pie or New Orleans Famous Bread Pudding

## Living up to the Motto: No One Left Behind

By Coach Collins, on July 28th, 2012

By Jim Emerson, staff writer

The motto of The Joint POW/MIA Accounting Command (JPAC) is “Until they are home.” Their mission is achieve an accounting of all unaccounted-for Americans from past conflicts. JPAC’s day-to-day operations involves researching case files, investigating leads, excavating sites and identifying Americans who were killed in action that were never brought home. JPAC teams often find themselves having to negotiate with America’s former enemies to bring back this [nation’s fallen warriors](#).

### Global Mission:

JPAC’s Headquarters is located at Joint Base Pearl Harbor-Hickam in Hawaii. They have detachments in South East Asian countries. Nevertheless, [their mission is global](#), so JPAC has 18 recovery teams that travel the world in search of and the recovery of remains. Each team consists of 10 to 14 specialists and is led by a leader. A forensic anthropologist, is also part of every team and is there when the teams excavate sights based on research of battle sites, unit records and recorded after action interviews. Once the site is located the team begins the search to recover the fallen warrior and any artifacts that may help in the identification process. This process may take 35 to 60 days depending on the location or environment the team has to deal with.

### Identification:

Once the remains and artifacts are found they are forwarded to JPAC’s Central Identification Laboratory for further analysis.

Then the waiting begins; it may take about six months for a positive identification. The JPAC averages about 6 recovery and identifications per month. Once the remains are identified they are handed over to the appropriate service Mortuary Affairs office where the warrior is returned to his family and a grateful nation.

George Washington said “*The willingness with which our young people are likely to serve in any war, no matter how justified, shall be directly proportional to how they perceive the Veterans of earlier wars were treated and appreciated by their nation.*” Along with the living we must never forget the brave souls who died in the service of this wonderful nation.

## The People and Culture of New Orleans

A southern visitor would see familiar colonnaded houses, catch a whiff of jasmine blossoms, and even find cornbread on some menus. But still most residents of the United States will still be puzzled by what they observe in New Orleans — their usual explanation is that New Orleans is a foreign place, more a European than an American city.

Editors Note:

Please see the January 2013 issue for the continuation of this article on New Orleans, LA

## What to Take With You

Leather watch straps “sweat” out in a very short time. Cloth type is much better, bring three or four. The climate is terrific on watches, so if you have two, bring the cheapest. Waterproof watch is best.

As for money, \$50 is ample... You can buy unique native work (although some of it is imported). They do have pay days there, even if they are a little late. But why worry, you’ll find out that a stick of gum will be worth more than a double-fin anytime!

—Reprinted from Muzzle Blast, Naval Air Gunners School, Hollywood, Fla.

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## [Zumwalt Class Destroyer SITREP](#)

independently or as an integral part of Naval, Joint, or Combined Expeditionary Strike Forces. Ultimately, DDG 1000 will provide significant capabilities to address deterrence posture requirements and the campaign plan needs of our Combatant Commanders. DDG 1000 will also help satisfy steady-state presence demands while, most importantly, supporting DoD’s Strategic Guidance and the Defense Secretary’s direction to sharpen the technological edge our naval forces which will serve in critical roles as envisioned by the Joint Operational Access and Air-Sea Battle Concepts.

I encourage you to read more about DDG 1000 in the Winter 2012 edition of [Surface Warfare Magazine](#) and in an upcoming edition of [Popular Science](#).

# The PRIVATEER

**c/o David Suckow**

1871 Silver Bell Rd. #103

Eagan, MN 55122-1180

**Change service and forwarding requested**

*Have a Nice Fall*



**Your Membership Expires on December 31↓**

**USS CONYNGHAM ASSOCIATION DD 371 - DDG 17**

# The PRIVATEER



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