

USS Caliente (AO-53) Association



PIPELINE

June 2012

President's message

By Pat Hurton

Hope the year is going well for all of you. Looks like the unusual weather is still happening, but the devastating part seems to have calmed down. Although as I write this, Duluth, Minn., is experiencing severe rain causing tremendous flooding, the Northeast is suffering from extremely high temperatures and high humidity and Florida is also having some very heavy rainfall. Here in Chico the temperature normally runs between 90F and 100F at this time of the year and yet we never seem to make the news, nor does the Palm Springs to Phoenix corridor. Amazing what high humidity does to high temperature. One hundred degrees is hot regardless of where you are, but when combined with humidity over 90 per cent it turns into a potential killer rather than just uncomfortable.

Planning is still in process for the Albuquerque reunion, but I need more input. On the reunion overview pages (pages 9 and 10) I have added a comment regarding tours. My current thinking is to have a bus/walking tour on Friday and an open Saturday. To confirm that this is your desire I do need a response even if you've responded earlier. There is a price differential from what I presented before and I need your input. I realize that in these hard economic times cost is a consideration for all of us. That is why I have shown the differences between the "take your own approach" vs. the "let us help you approach." If anyone has any other suggestions I would welcome them.

Norm Street has asked me to bring up the eventual disposition of all USS Caliente memorabilia. Norm and I think that a "formal" institution (college, university library etc.) could be an appropriate



Chris Mueller BM2, 1968-1972, sent this picture of the USS Iowa (BB-61) being moved to its new home at Berth 87 in San Pedro, Calif., on June 9. The Iowa opens as a museum on July 7.



**Albuquerque Reunion agenda, registration
found on pages 9, 10 and 11**



repository. We would contact an appropriate place and work with them for the preservation of the USS Caliente history and memories. If any of you have back issues (prior to the last three years) of the Pipeline I would appreciate your forwarding a .pdf or jpeg copy as I have some but believe that this would be something of interest to students who are doing historical research. Most of the Pipelines have contained personal interest stories that should be preserved. Please make any suggestions you have to Norm or myself. We will discuss them at the Albuquerque business meeting.

Not surprisingly I didn't receive many comments regarding my impassioned plea regarding planning the future of the USS Caliente Association. I guess I really didn't expect much but am still disappointed that there appears to be no successors to myself or Norm. I am willing to continue as treasurer as the job is not that much effort. I may also be willing to take over the website as I have never attempted that before and, with Norm's help, could probably keep it going. I am not going to continue as president. Without a president, the rest of the association would be like having a chicken "with it's head cut off" running around, interesting, but not of much use. Please give it some thought and we will discuss it in Albuquerque.

Please remember to continue provide Karl with pictures, articles, anything for inclusion in the Pipeline. Remember it may be familiar to you but it's probably of interest to a lot of the association members. The Pipelines have provided a fascinating history of experiences and stories and we hope to continue that.

Please remember to include your email address in written correspondence as it's easier than snail mail.

Now that the longest day of the year has passed us by and summer is formally underway I hope you all have a great summer.

Welcome Aboard:

We have two new members.

William Hatzell, who lives with his wife Barbara, in Colorado Springs, Colo.. was a CS2 when he was aboard the Cal from 1965-1968

William H. Felshaw King, who lives with his wife Mary, in Kaysville, Utah, was an Ensign when he was aboard the Cal in 1958.

In Memoriam:

We are sorry to note the passing of several shipmates, including some about whom we have been belatedly informed.

Sanford Joseph Aamodt, born Oct. 17, 1931 died Nov. 8, 2010. He resided in Martinez, Calif. At age 20, Stan enlisted in the Navy and served on the Cal from 1952 to 1953 as an SA. After he left the Navy, he worked in the maintenance department of Diablo Valley College for 28 years. He is survived by children Cathy Aamodt of Alamo, Calif., Diane Cornwell (Steve) of Martinez, Calif. Steven Aamodt of Martine, Calif., sister Katherine Holiweger of Moorhead, Minn., and two grandsons.

Thomas G. Allevi, born Oct. 25, 1950 died Jun 1, 2009, after a courageous battle with cancer.

Tommy served on the Cal fin 1970 as an SN. He is survived by his sister Cindy Halbert (Bart) and niece Brittani Halbert, all of Raleigh, N.C.

Alman Brooks Brown, born June 12, 1936, died April 24, 2012. Alman served on the Cal from 1960 to 1962. He was married to Oma Jan on Dec. 31, 1959, just after he re-enlisted to ensure his “shipping-over” bonus and the guarantee of a school he wanted. Of course, he didn’t get the promised school but did get the Cal on which he served as an EM1. Alman and Jan lived in Virginia Beach, Va.

Kenneth Lynn Brown, born April 5, 1930, died March 4, 2012, in Reno, Nev. Ken served on the Cal during the Korean war from 1951 to 1954 as a BT2. He retired in 1986 after many years as a Honda motorcycle dealer. He is survived by his wife Lita, whom he married in 1956, sons Darrol (Susan) and Kevin (Kreisten), sister Eleanor, brother Cecil, a granddaughter and four step-grandchildren.

Ronald Lee Jarman, born Nov. 12, 1933, died May 14, 2012. Ron was married to Nancy on Nov. 15, 1958. He is survived by Nancy and their two sons, Scott and Tracy, 15 grandchildren and 5 great grandchildren. Ron served on the Cal during the Korean Conflict from 1952 to 1954 as a DCFN. Ron and Nancy lived in Springville, Iowa.

Howard W. Rogers, (Capt., USN, ret.) died June 27, 2011, in West Chester, Penn. Howard served on the Cal from early 1965 to mid 1966 as an LTJG. Andrew Rogers, who notified us of



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



The Pipeline is the official quarterly newsletter of the USS Caliente Association. It is a place to share your memories. Please send them via e-mail to seitzao53@gmail.com or by regular mail to Karl Seitz, 1212 30th St. South, Birmingham, AL 35205-1910.

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

Association dues are \$10 per year due Jan. 1, payable by Jan. 15. Checks should be made out to The USS Caliente Association and mailed to Pat Hurton, 156 Greenfield Drive, Chico, CA 95973-0185.

his father's passing, believes the Caliente was his first ship in a naval career that lasted until 1988. The senior Rogers retired from Lockheed Martin in 2009. Andrew wrote that his father saved Pipelines and had a Caliente plaque on his Navy "souvenir wall."

Austin Roger Suneson, born July 21, 1921, died March 28, 2012, in Knoxville, Tenn. He served on the Cal during World War II, 1944-45, as an EN and was very proud of being a crewmember, spending many hours telling sea stories. Austin is survived by his wife of 68 years, Joan, children Glenn (Linda) of Prattville, Ala., Bradley (Starr) of Knoxville, Linda Barringer (Don) of Knoxville, five grandchildren and ten great-grandchildren.

Editor's message

By Karl Seitz

As can be seen elsewhere in this Pipeline, contributions have picked up since last I wrote. I even have in hand a picture for the next issue and material about a Caliente connection to the Japanese attack on Pearl Harbor that will be used in December. But more is needed.

Rummage through your old pictures and mementoes to see what memories surface that you would like to share with your shipmates. Then write them down and send the result, including pictures, to me at the postal or e-mail address on page 3. Such memories may well cause others to remember and share related information. An example can be found elsewhere in this issue where Richard Irwin's memory about the Cuban Missile Crisis sparked one of my own.

Those of you who are attending the reunion in Albuquerque, listen to your shipmates' memories and urge those who really catch your attention to share those memories with the readers of the Pipeline. It will make this publication stronger.

A little housekeeping. Every time I send out a Pipeline, I get a few back because somebody has moved or changed e-mail address without telling me and Pat. I'm usually able to track down these individuals, but that takes extra effort and expense, not to mention delaying delivery of the Pipeline to them.

Please, if you are receiving the mailed version of the Pipeline, let me and Pat know when you move. If you change e-mail addresses, also let us know. Those who have done so, I thank you.

A response to the March Pipeline

By Miguel F. Ronquillo, RD2

1957-1961

Some years ago, when we enlisted in the U.S. Navy and ended up being assigned to the USS Caliente (AO-53), we were all young virile men full of vigor, stamina and esprit de corps.



A reminder if you are on Facebook, Jack Hughes has created a Facebook group for former crew members of the USS Caliente (AO-53) and their families.

In time, age caught up with all of us. Our joints and bones now creak and groan. We prefer to sit at home watching our favorite game on the tube or looking out the window at the clouds in the sky, waiting for the sun to set on our lives.

Today, most veterans prefer to socialize at the club house canteen during meetings or at the banquet/dances that are held periodically. When asked to participate in club or post activities, the usual "I do not have time to do it" excuse is used and they walk away.

That is where the problem is. Not only with our association (USS Caliente), but with all veteran organizations. As an active member of our local American Legion and Veterans of Foreign Wars, I have seen our membership dwindle from active clubs, to one where some members must take two posts in order to keep the group alive and I do not think it is going to improve.

The passing of most of our members to "Post Everlasting" is the biggest cause of our decline. Those of us that still remain attempt to cope with the situation by trying to recruit those veterans that are coming home from the recent wars. ***But young veterans are more interested in jobs, marriage, starting a family, catching up with life.***

Who wants to join a club full of old white-haired veterans. It is unfortunate, but it seems that is a way of life. Unless the younger veterans take the torch and run with it, we will disappear completely and be remembered only in some vague and forgotten internet webpage.

Reading the last issue of the Pipeline, it appears we are headed in that direction. The once gung-ho members who took the leadership role and made our organization what it has been, are now tired and want out. So now the younger members of the group must step forth and take the bull by the horns.

So who shall it be, that is the question? Will the remaining members take over or sit by the window and watch the world go by. Are we destined to go the same way the USS Caliente (AO-53) did, to the proverbial scrap heap?

The hull of the Caliente was resurrected by whoever bought it, as a beer can, maybe a bicycle, or possibly a car. Unfortunately we as humans do not have that luxury! However, in time even beer cans, bicycles and cars go back to the earth from which they came, it is inevitable.

Memories

Suez picture triggers memories of his last cruise

By James Coope, S1c

1946-1947

I know it's about time I take the effort to give my memory a jog and the March issue of Pipeline with Rich Heaton's picture of the Caliente in the Suez Canal brought back the last cruise, coming home to get discharged.

I believe Rich was the QM the whole time I served on the Cal. In fact, I remember asking a QM if he was taking a discharge and he answered that he was staying in the Navy "instead of going home to the coal mines." Rich?

As to the date, I believe if Rich goes over his notes, we went through the Suez around the end of September, beginning of October, because I was discharged in November. When I got off the

Cal in Norfolk, they sent me to Ocean Air Base to use up my last month, November 1947.

Interesting picture and it does show the five-incher and the 40s on the upper well deck. I had the one 40 and two three-inchers in the bow. Also, if I remember, our captain took no chances and had fire hoses fully charged in case anyone tried to board the ship. We had spent the first night on Great Bitter Lake and finished the second day.

One memory involves where the banks were about 10 feet away. At one spot, Brits manned bunkers. We asked what they were doing and they said they were keeping Jewish people from entering Palestine. We threw candy and cigarettes (some entered the canal, weak arms!)

Tangiers was a great liberty port. I had a pair of boots made. They were measured and made the same day. Visited the usual spot young kids visit and the next day was laughable. When we hit port, the first thing we got on board was fresh oranges to take as many as we wanted. Well, the next day of liberty there was a line in front of sick bay and the first question the corpman asked was "How many oranges did you have?" "Come back tomorrow." What a relief.

As to the Cal making trips to Bahrain for oil. On the first trip in '46, we were not allowed on the beach because we were infidels, according to a man on the end of the loading pier. There was nothing there but swimming, and no one could. The best part I remember was two or three cold beers were given (on the dock under a wooden roof). I had mine and the butcher didn't drink so he gave them to me. Slept like a baby that night.

Going up to the Gulf, we had liberty in Singapore and we were invited to the English E.M. Club. Met a crew of Aussies who asked if we would like a steak. It was a great steak and french fries. I never made it back the second time. On the way back we stopped at Ceylon — not a good liberty port.

On our second trip, we hit Ras Tanura, Saudi Arabia, which is near Bahrain, and we were allowed to go swimming off the beach. That is until the jellyfish (man-of-war) hit us. No beer if I remember correctly.

As to my time aboard the Cal, it was great. Some names I remember, in no particular order were Harold Tavener GM2, or back GM, Robert Rivers GM3 (I took his place as GM striker), Bradley the exec, Larry Goode from Cincinnati who worked out on the fantail upper deck to be a boxer. Jack Murray Store 1st, who was staying in. He came from Kansas City, same as Rivers (Rivers was killed in a car accident when he was discharged). I remember Commander Bradley because I didn't know better and I asked him for the gun opening. I heard about it from the gun lieutenant, but I don't remember his name. He was pissed that I went over his head.

Lastly, after leaving Tangiers, we went first to Norfolk to pick up a new skipper [probably D.F. Crick]. We then set off for Philly (no liberty I remember). The old captain set Sea and Anchor detail forever (I was on the phone), but the new captain (a commander) set it as soon as we were underway and to everyone's surprise set the watch about 10 minutes underway. So instead of going forward, I headed to the bridge for my duty as a helmsman.

I took over and in about 10 minutes the captain ordered a new heading that had a 20 degree turn on the rudder. I put it to the new heading and was ordered to straight ahead. The problem was we had a steering casualty and the rudder remained at 20 degrees right. Well, all hell broke loose. After I called the casualty, the captain ordered left engine ahead full, right engine back full

and I swear I said, "No, the other way." He and I are probably the only ones who heard it. Here is where I think Rich Heaton might remember because he and someone ran to the fantail to man the rudder manually. I was told to set my indicator to midship and they fixed the problem.

Now we get away from Virginia Beach and were heading out to sea and my watch ended. I turned the helm to the next watch and I caught hell later when the captain mentioned to him that he should learn from "me" how to steer. The ground swells were a real pain, but I was not on the helm when we hit them and the captain didn't notice I had the same problem. At this writing, I can't remember his name, but he was pissed at me because I didn't steady the helm and he said that I was getting off and he had to live with the new captain. Laugh now, but

Some of the ports we hit: Guam, the Marianes, New Caladonia, Manila, Sasebo, San Fran (that's where a ship picture I have was taken), Pearl Harbor (they sent me to fire-fighting school, low man on totem pole), San Pedro (dry dock) and Okinawa.

This convoy to Panama Canal wasn't a movie

By Richard (Spider) Irwin, DC3

January 1962 - March 1963

I was aboard the Caliente when the Cuban missile crisis started.

We were in Long Beach. I was getting ready to head to San Diego for the weekend when we were told all leaves and liberties were cancelled. We all watched the president on television.

Next thing we knew, we were on our way to San Diego to be part of a convoy heading to the Panama Canal. I had only seen convoys in the movies, but here we were right in the middle of one. I had never seen so many ships.

The Caliente topped off these ships 24 hours a day until we reached the Canal Zone. I remember one LST coming alongside. It was loaded with trucks, tanks and a lot of Marines who thought it was funny to deride us. Actually they flipped us off.

Those Marines thought they were heading into Cuba and they were ready. Once we reached Panama, the Caliente stayed on the Pacific side while the main force went to the other side.

The pier was covered by armed guards and they were very alert. Even though the world could end in a couple hours, they gave us liberty and told us to keep quiet about everything.

On the way home I spent my 22nd birthday at sea.



Convoy was invisible to them

By Karl Seitz, PN2

November 1961 - July 1964

Piggy-backing on Spider's memory. I was the Operations Department yeoman at the time of the Cuban missile crisis and normally didn't stand watches while underway. But our heightened

condition put me in the rotation for phone watch on the bridge, an extension of my duties on sea-and-anchor detail and condition one-alpha.

About two days out of Balboa, Canal Zone, radar detected a ship heading directly for the heart of the convoy. First our escorting destroyers and then other ships tried every means they had to communicate with the ship.

Nothing worked, and soon every ship in the convoy was scattering to get out of the way of a large commercial tanker that didn't deviate a single degree from its course as it plowed through our convoy's previous position as if its crew didn't even know we were there.

New members write Caliente rescued two fishermen

By William H. Felshaw King, ENS
July 1958 to November 1958

I joined the Caliente in Subic Bay in July 1958.

While in Long Beach, the crew rescued two fishermen who had been in the water for some time. I was just going forward for breakfast and saw two naked men being hoisted over the side. I was unaware at that moment that they had just been rescued.

I finished my active duty on the Ponchatoula (AO-148), where I was transferred to play basketball for COMSERVPAC. I remained active in the reserve and retired as a commander. I later changed my designator to JAG.

I still practice law and my wife, Mary, is a retired high school teacher. We have three children and 10 grandchildren.

Remember running aground in New Zealand

By William F. Hatzel, CS2
1965 to 1968

I remember the time the Caliente ran aground in Auckland, New Zealand. It gave us more time to visit New Zealand! The time on Caliente was always something to remember.

Find yourself and your shipmates

A reminder that Clyde and Lori Goodhue have digitized the microfilm of the USS Caliente Muster Roll for the period of Oct 1943 through 1970.

Clyde has offered to provide a DVD of the muster roll to any member who wants one for \$40.

He can be contacted at:

Clyde Goodhue

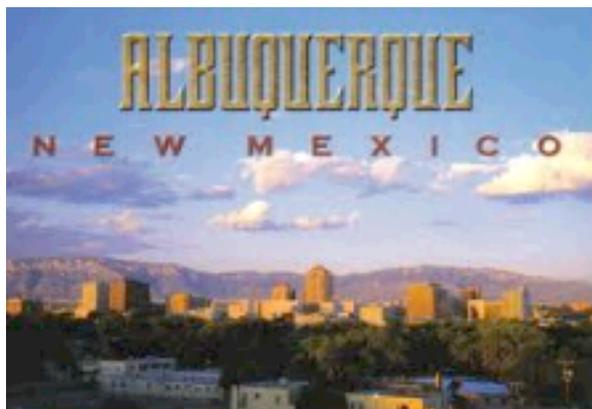
45 Oakwood Drive

Hyde Park, VT 05655

(C) 802-760-0350

(H) 802-888-7669

Email: goodhue11@myfairpoint.net



USS Caliente (AO-53) 18th Reunion The Marriott, Albuquerque, New Mexico 27 through 29 September 2012

Reservations can now be made at the Marriott, Albuquerque for our 18th reunion. As you can see from the above pictures Albuquerque is situated in a beautiful area and offers many wonderful sight-seeing and other activities. The annual Albuquerque balloon festival starts shortly after our reunion on Saturday Oct 6. I understand that the balloons start to arrive before that time and we may in able to see some of them.

To reserve your room call Marriott reservations at 1-800-334-2086. The room rate is \$99.00 per night plus 13% state and local taxes providing excellent rooms at less than \$112.00. The room rate will be good for two days prior to the 27th and two days after the 29th. Cancellation policy for reservations is 48 hours prior to day of arrival. Reservations must be made by midnight Sept. 13, 2012.

Please make your reservations as soon as possible as I have only guaranteed a certain number of rooms and to ensure that everyone who wants to attend gets the same low rate I must have advance notice if I need to increase the guaranteed number of rooms.

There are a couple of tours that you may be interested in. One is a walking tour of historic old town Albuquerque and costs \$10.00 per person. The tour takes about 75 minutes and has very professional guides. A second possible tour is a trolley tour of Albuquerque. It costs \$25.00 per person and takes about 85 minutes. You can arrange either of these tours on your own or, if there is enough interest, I can possibly arrange a group tour. The sign-up sheet has a box for you to indicate your interest.

There are other tours available in Albuquerque involving historical route 66 or you may visit Santa Fe (about an hour away from Albuquerque) or take a longer trip to Taos (about two hours away). Both Taos and Santa Fe provide excellent historical points of interest.

The majority of persons who have responded so far have indicated that a trolley tour is the best option. We have found a tour company that can accommodate various size groups that will provide us with a driving tour of Route 66 and a brief walking tour of the historic Albuquerque. The cost depends on the type of transportation necessary and runs from \$39.00 per person to \$53.00 per person. I would arrange this tour for Friday Sept. 28 from 12:30 PM until 4:00 PM. Please indicate your desire on the sign-up sheet. I need to determine the numbers almost immediately to complete the planning so even if you have responded previously please confirm again.

AGENDA FOR THE REUNION

Thursday, Sept 27 (rooms and room locations to be provided at a later date)

- a) Hotel check-in – there is shuttle service from the Albuquerque airport to the Marriott costing \$26.00 round trip per person
- b) 3:00 PM until 600 PM – reception in the hospitality room

Friday, Sept 28

- a) 7:30 AM – 9:30 AM; Continental breakfast – hospitality room
- b) Free time rest of day

Saturday, Sep 29

- a) 7:30 AM – 9:30 AM; Continental breakfast – hospitality room
- b) 9:00 AM – Annual business meeting – hospitality room
- c) Free time until evening
- d) 6:00 PM – 7:00 PM – No host cocktails in banquet room
- e) 7:00 PM – ??? – Banquet dinner followed by music (hopefully including our Singing Lieutenants) and dancing to a DJ

Sunday, Sep 30

- a) 7:30 AM – 9:30 AM; Continental breakfast – hospitality room
- b) Farewells and goodbyes. The hospitality room will close at noon

If you have any suggestions to improve the reunion please don't hesitate to make them. The reunion is for your enjoyment and we try to improve as we go.



PLEASE RETURN THIS SIGN-UP SHEET (ASAP) TO:

Pat Hurton
156 Greenfield Drive
Chico, CA 95973-0185
Phone (530)343-4060
Email: gigandpat@digitalpath.net

Shipmate Name: _____

Spouse or Guest Name: _____

Street address: _____

City: _____ State: _____ Zip: _____

Tel: _____ Yrs on Cal 19__ to 19__ Rate/Rank on Cal _____

Email address _____

Registration Fee: No of attendees: _____ x \$150.00 per person _____

Are you interested in having a pre-organized walking or trolley tour? _____ Yes _____ No

Are you interested in the Route 66 and Albuquerque tour? _____ Yes _____ No

The details of the banquet dinner are still being developed but I believe there will be two choices available (ie meat and fish or meat and chicken). Please indicate your choice (the item with the least number of sign ups will be deleted). Indicate by checking the appropriate box.

Meat: Filet _____ or Prime Rib _____

Fish: Seared Ahi Tuna _____ or Smoked Salmon _____

Chicken: Chicken Rosemary (grilled) _____ or Chicken Piccata _____

Please remember that I am still developing the details of this reunion and that the menu may change. By providing an email address it will make it easier for me to either get your opinion or inform you of my dictatorial choice