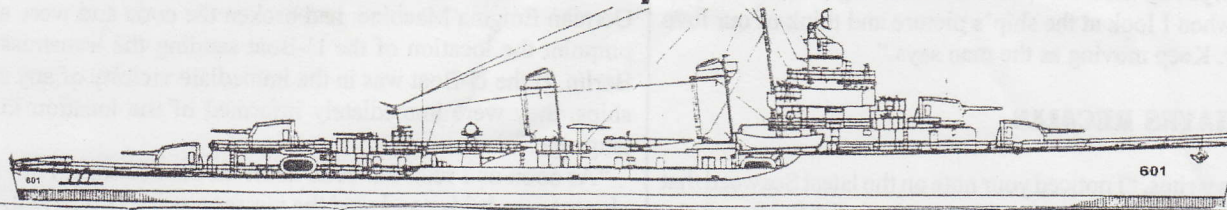


USS Champlin DD-601



Page 1

THE SEAWEED

Summer 2003

skivywaver@myrealbox.com

3480 State Route 5 & 20, Canandaigua, NY 14424-9778

www.usschamplin.com

2003 REUNION: NASHVILLE, TN 10/8-10/12/2003

Tempus is fugeting! (You remember ol' Tempus Fugit from your highschool Latin course, don't you? I thought so.) Let's get crackin' on sending in your reservations for the reunion just as soon as possible. Make your reservations at the hotel now, if you haven't already done so: Embassy Suites Airport/Opryland, 10 Central Blvd., Nashville, TN. Phone (615) 871-0033. Cost of rooms \$89.00. Specify "Champlin Reunion". Reservations for tours and Opryland must be received by September 1st. We must return unsold tickets to the Grand Ole Opry by September 5th, or pay for the tickets. Questions? Call Norman or Phyllis Prewitt at (816) 630-7272 or e-mail LILBITPBP@aol.com. Reservation form for the activities is on the cover page of this issue of The Seaweed. Complete it **NOW** and return to Norman Prewitt, 2049 Eastridge Drive, Excelsior Springs, MO 64024. Amongst those who have already signed up are: Dolsen, Gilbert, Gustin, Koster, Lerner, Medvedeff, Morton, Olson, Roseman, Styles, Suter, Tricarico and Valentine.

Here's a recap of the planned activities:

Wednesday, October 8th, 2003, - Arrival at the Embassy Suites - Airport - free shuttle, free parking. Registration - Hospitality Room will be open all afternoon/evening for an all around get-together.

Thursday, October 9th, 2003 - 9:00a.m. Professional guided tour of Nashville to include all major points of interest: Historic Second Avenue, State Capital, Music Row, Millionaire's Row, Bicentennial Mall, Vanderbilt University, Parthenon, etc. also included is admission into the Ryman Auditorium and the Country Music Hall of Fame.

Friday, October 10th, 2003 - 11:00 a.m. - 4:00 p.m. Tour of Southern Plantations, Presidential Estates, Nashville and Civil War History. Queen of the Tennessee Plantations, Belle Meade: renowned as a thoroughbred stud farm and nursery in the 19th century. Next the Stately manor of our 7th President, Andrew Jackson, favorite son of Tennessee. 'The Hermitage', the formal gardens, slave quarters, 1804. Final resting place of the President and his wife. (No food on this shorter tour- so make a sandwich at breakfast or take some fruit) We return in time for you to have dinner and rest to prepare for tonight. **Friday night:** pickup at 8:30 p.m., return 11:30 p.m. We have tickets for the second show at the Grand Ole Opry, their Birthday Bash Weekend promises to be an outstanding show. We have reserved 40 tickets - all that are available! So place your order early please. (Quoted prices on the

Order Form are contingent upon a minimum of 30 passengers)

Saturday, October 11th, Morning, 9:30 a.m., Annual Meeting of the USS Champlin Reunion Group. Rest of the day is on your own until the banquet. **Saturday Evening:** Annual Banquet. Banquet choices: Strip Loin, \$34.00; Chicken Marsala, \$33.00; Salmon, \$38.00. So there it is, mark this spot with pen or pencil while you go to the cover page and fill out that nifty reservation form. Go...go...go... **Now!**

Ok, ya got that done, welcome back and continue reading. . .

A NOTE OF THANKS

Rose Mary McPherson writes, "Just a note to tell you how much I enjoy every issue of the Seaweed. I read every line and a lot of it my husband had shared with me. Some of the friends I have made at the three reunions I was able to attend are mentioned from time to time and it brings back many pleasant memories.

"Thank you for remembering me, keep up the good work and Bless you all."

RAY DINKLOCKER RECALLS. . .

Raymond G. Dinklocker writes, "Somewhere along the time mention was made by the German sub's twenty-five to twenty-seven year old captain that there was no need to continue our firing at them as they were about to surrender as it was. I disagree with him and call him a liar, my memory goes back to the time when Captain Shaffer was hit and I had full left rudder on an order to hit the sub amidships with our cutter bow and I told the skipper we weren't going to make it because since the angle we were going to hit it would be a glancing blow; not head-on even with full steam ahead. Everything happened at once. The captain fell just inside the bridge's doorway, the rudder jammed and we were trying to connect central steering to take over, and one of the lookouts reported a torpedo wake either on the starboard or ports side, I forget, so they were sending a fair well gift from their stern tubes while we were trying to ram it. This has bothered me for a long time and since you are the Historian an insert at the action should be entered correctly. The German Captain at this time is not correct that they were surrendering, it was war and every means was to get the other guy. Now that's off my mind how have you been? I've got my aches and

pains like everybody else but I'm still breathing. I think of you fellows a lot when I look at the ship's picture and think of our love for each other. Keep moving as the man says."

CHARLIE HAYES RECALLS

Charles Hayes writes, "I noticed your note on the latest Seaweed that you had sent me, asking for some memories of life aboard the Champlin. You had asked specifically about the invasion of France.

"I was not aboard the Champlin on D-Day, having left her, I think, in November 1943.

"However, I do remember some times aboard the Champlin that I think you might find interesting.

I had hesitated to write before, because, being a late-comer to your group, I thought perhaps the experiences I had were already known to you from other earlier Champlin crew.

"Anyhow, here are a few things I remember from my time aboard the Champlin.

"In January 1943, the Champlin was at anchor in Casablanca. It was the usual hot day and we were all hanging around or working in our usual T-shirts, dungarees and worn-out shoes. Suddenly, the word came over the 'horn', 'All hands assemble on deck with white uniforms, white hats, shined shoes, etc., for inspection!', or words to that effect. We couldn't figure this out. We were sitting in the harbor with others ships, more or less hanging out, waiting for the liberty boat when it would be our turn to go ashore and all of a sudden, we are on inspection.

'Anyhow, all hands assembled on deck, passed inspection (mostly) and then we were told to stand at attention around the perimeter of the ship and that was that!

"After some time, we were told to stand at ease, but we still had to stay where we were.

"Unknown to us at this time, FDR and Churchill were having a conference in Casablanca where they decided on the invasion of Sicily.

"Suddenly, the word went out to stand at attention. I happened to be on the port side, forward and was able to see a motor launch approaching the ship. In the launch, plainly visible to those of us on the port side was President Roosevelt and Winston Churchill. As I recall, Churchill was talking and waving his arms around, while FDR sat next to him, not saying anything.

"The thing that frosted us was that we had been standing around in clean whites for about an hour and when they went by, they didn't so much as give us a glance. (But, they remembered to invite us to the invasion of Sicily!)

"I read the letter from Mr. Liolos regarding his desire to get some photos of the U-130. I was not aboard the Champlin when you had the encounter with the U-856, but I was there when we met the U-130 and I don't recall the Champlin ramming the sub.

"Here is what I remember about the U-130: I had the watch in the Radio Room at the time. All of our transmissions were in code, which were decoded by the officer who happened to have the duty at the time. All we copied was a meaningless jumble of letters.

"But, every once in awhile, an urgent message would come through in plain language. The letter "O" (Dah-Dah-Dah in Morse Code) would be repeated several time to alert the radioman.

Unknown to us "peons" at the time, the Allies had captured the German Enigma Machine, had broken the code and were able to pinpoint the location of the U-Boat sending the transmission to Berlin. If the U-Boat was in the immediate vicinity of any ship or ships, they were immediately informed of the location in plain language.

"As soon as I read our code name on the message, I got on the phone to the bridge and read the message as I was typing it. It was the usual urgent message: "Submarine, Longitude _____ Latitude _____ and was repeated again in case it was missed the first time.

"Of course, we went to general quarters as soon as the bridge got the message. Later, some of the guys said they had seen the sub on the surface, but it had disappeared by the time we got within range.

"All I recall about that meeting with the U-130 was that we spent all night dropping depth charges, with quiet times in between as the ship made patterns all around the area. (If you have a Sonarman who was aboard at the time, I'm sure he could tell you more.)

"I was on deck during this time and I don't recall ramming the sub. I didn't see any oil slick or debris in the area. At dawn, we returned to the convoy and I seem to remember that we had used up all of our depth charges.

"I didn't know the U-130 had been sunk until I read a report in a history book.

"I'm sure you remember "Dawn Alert" and "Dusk Alert". One of the reasons you didn't get much sleep on the Champlin: you would have the "dog watch", midnight to 0400. Then you would hit the sack and at 0500 you would hear, "Dawn Alert. Man your battle stations!" So, you had your one hours sleep for the day.

"My battle station was the emergency radio room, which was located on the lower deck in a small room with one light on the overhead and the bulkhead door had to be securely latched. When they fired the gun overhead, the light would go out and the noise was like sitting inside a drum. Stuck inside this little dark room, the ship could be going down for all I knew!. The VA gave me 10% for hearing loss, better than nothing!

"There was one particular Dawn Alert that stays in my memory.

"This particular morning, the seas were running very high. The lower deck was under water most of the time and I was told not to try to get to my emergency radio station as there was danger of being swept away by the high seas.

"So, I stood around by the aft gun and waited for the 'All Clear'. Alongside of me on the deck was a crew member who was the 'telephone talker', wearing a headset and microphone.

"The connector for the phone was on the bulkhead between the upper and lower decks. There was a ladder leading past the connector and next to the emergency radio room, which I would normally use to get to my station.

"I assumed that the telephone talker had leaned over the top deck to connect his phone. It would be easy to reach that way.

"After we secured, I heard the name of some crew member to report to his station. (I don't recall his name) After about the third time I heard the call, I got this sudden feeling and ran out on deck and looked over the side where the phone had been connected.

"The plug for the phone line was still there, but the line had been pulled out. I immediately passed the word and the call went out, 'Man Overboard' and everyone who was not on watch came

out on deck to look for him.

"The ship turned around and we looked around for a long time - at least an hour - but nobody was able to spot him. I don't remember his name, but perhaps someone else who was aboard can recall it. Anyway, it was a sad day on the Champlin.

"Bill, as I said at the start of this letter, you may have heard all of this before, but just in case, I decided to send it along to you."

JOE SZALAY WRITES

Joe Szalay reviews the best liberty spots and scenic spots visited during his nearly three years aboard the USS Champlin.

"#1, the best, and never to be equaled is. . . New York City, the grandest city in the world. The gateway to people who were seeking a new life, freedom, and an equal opportunity to build a new, and better life for themselves and their children. The Brooklyn Navy Yard, where the supply trucks with their cast iron wheels came to our dock, filled with fresh food, and best of all . . . ice cream. I think about how many of our troops, and shipmates throughout the world who did not have this wonderful treat.

Our ship nearly went around the world in WWII, and we had the privilege to stop in places memorable in song and story. Who remembers the musical Oklahoma on Broadway and the USO who gave us tickets to the show? How foolish that some of us would rather go down the corner bar and drink. The sailor, and his ship, the tough Tin Can Sailor, who tried to live up to their name. Sometimes it had disastrous results, but it is hard to tell a young man in his prime, exuberant years to slow down. Somehow he knew he was now a member of the select group who was the first in line of the big ships. Their duty was to draw enemy fire, and then to lay down a barrage of cannon fire to support our landing parties.

For a few cents a sailor could take the subway from Brooklyn Navy Yard to Times Square. In his uniform he felt like he was "King of the Hill" in the center of the most exciting town in the world. It was especially memorable as we were in New York City for VE Day. We were getting our ship ready to head for the Pacific war zone. How wonderful it was to see the grand lady standing in the harbor with her lamp held high. Also wonderful, as we came in, was Coney Island with that huge Ferris Wheel which could be seen from afar. Remember they took our torpedo tubes off, and put on the 40's. We knew we were going to be close to the shores of Japan when the time came to invade that country. People wonder why we dropped the A-bomb. If we didn't we would probably be laying under the ocean off the coast of Japan. They were killing our guys with their kamikaze raids on our ships in Buckner Bay, while they were starting to talk peace. I saw their shore batteries dug deep in the steep cliffs and hills where we would have a terrible time trying to take them out.

How about our jaunt down to the Carribean. People now pay big money for vacations in the many islands. Trinidad, where the calypso music had taken over our whole country. Even now I can remember the words to "Drinking Rum and Coca Cola" and occasionally mix myself the drink in summertime.

The R & R in Palermo and Capri Sicily where we climbed up the mountain in a cog railroad car. The stunning view at the top. The sparkling blue ocean, and we could see one of the Roman Emperor's

palace high on a cliff. Remember the song that was popular at that time, "On the Isle of Capri"? Beautiful music set to a beautiful place. Italy is beautiful and the Mediterranean Sea is magnificent if there isn't a war going on there. Gay Napoli, the volcano Vesuvius can be seen beyond the city. The ruins of Pompeii, where some of our guys came back to tell us about the erotic pictures on the walls. The organ grinders roaming the streets, and playing beautiful Italian songs as they strolled along, cranking their box manually. The lemonade and the cooked octopus they would sell on the street corners.

Ireland in winter where we stopped after bringing a convoy over. I didn't care much for drinking their beer warm. Ireland is called the Emerald Island. Even in winter their fields are a different colored green, and when I came home all our fields were dull brown.

Malta, where we were one of the ships that escorted President Roosevelt when they held a conference with Stalin.

The Azores where we took on fuel, and had a good time in town granted by our good Skipper. We enjoyed the Portugese beer and brandy which we did not get in the Mediterranean.

I better stop now because our grandkids will say, "Grandpa, you didn't do much in WWII but have a good time."

JACK EVANS RECALLS

"This is something I had heard or read about but never experienced until we in the radioshack were trying to raise Radio NSS (Naval radio station, Washington D.C.) just after the skipper had died. We needed to obtain instructions in regards to his death.

Our first attempt at contact resulted in our reaching Radio Guam. Now if you will remember, we were off the East coast just after we had engaged a German sub, so we were quite taken aback and although they said they would relay our message, we elected to try again. Our next try got us to Radio Panama and the next was Radio Honolulu. After this we heard a faint message suggesting we change to a lower frequency which we did and finally did reach NSS. This was my first experience with what they call radio wave skip and to me it seemed so amazing that we could have reached so far around the world.

"While we're talking about experiences in the radioshack, I recall a time when three of us were sitting in the radioshack writing letters while we were in port. I had mentioned that it seemed like it was getting warm in here and thought to myself that it would be something if the wastebasket which was not far from me was on fire. Don't ask me why I should have that but I looked and sure enough it was on fire. I quickly got up and while picking it up inverted it and plopped it back on deck and we left it there for a few minutes. After we felt it must be out, I was about to pick it up as one of the other guys who had wanted to use the LUX extinguisher on it initially decided to be sure everything was out. That was fun!! Papers coffee grounds and what all just flew all over. To make matters worse, the Communications Officer came in about that time since he'd heard that low throated whoosh those extinguishers make. Needless to say, we had some explaining to do.

"Bill you've sure been doing a great job on the Seaweed and I do

look forward to it's coming. Thanks!

GLEANED FROM THE CHAMPLIN WEB SITE

This from Jackie Greuling, E-Mail: JGluvsportz@aol.com Winthrop, MA. "Hello. My grandfather is Holger Greuling. I was searching for information on him, and found this site. I never got to know him. I wish I had. I know that he has passed on. If anyone has stories or pictures of him, Please email me. I would love to hear from you. Thank you!"

Joseph A. Ragusa sends his e-mail address, "itsme2186@yahoo.com"

Draikar comments, "Hi, You have a very well done page, a great tribute to the ones who served are country and to a real ship. I also have a page with a few NAVY ships at www.ships.cjb.net Keep up the good work. Draikar"

From Bob Brown <bbob@thebrowns.com>: "Just ran across your Champlin web site. I felt compelled to thank you for publishing such a nice site. I am a Navy vet but not of the era of the Champlin. I served in the USS Observation Island, EAG-154 and the USS Peregrine, AG-176. Your site is a very elegant tribute to all who served in the Champlin. Well done. Bob"

This sad item from Bill Rogers (BRogers22@msn.com): "Hi Bill, This is Bill Rogers, son of Owen D. Rogers. I want to inform you of Dad's death. He died yesterday, May 31, 2003, at the Hospice House in Vero Beach Fl. He died of lung cancer. He told you about his cancer when you and he talked. He battled his cancer for a year and a half. He was able to get up and about as late as last Monday. On Tuesday he never got out of bed. And for the most part he felt like doing a few things right up to this past week. Even with the strong pain drugs he had to take, his mind remained keen. His wife died two weeks ago and after that he went down hill fast. He really liked your contacts. I was very happy that you and I were able to link up so you and he could talk. Prior to your contact, Dad had lost a lot of his pride for his service, but after you and he talked he was again very proud of his service. Thanks for reaching out to Dad. I want to ask a favor. He told me he was going to send you a tape he made where he described his experiences aboard the Champlin. If he sent it to you would it be possible to make me a copy. I am very proud of his service in the Navy and I would like to keep a copy of the tape for his grandchildren. My address is William L. Rogers, 2139 Cornishville Road, Harrodsburg, Ky 40330 Thanks so much Bill." (Editors note: Owen did send me the tape mentioned above. I have returned it to Bill Rogers to assist in the translation. My poor hearing and Owen's rich southern accent prevented me from really understanding his story. We hope to have that story for you in the next Seaweed.)

And lastly, this from Jon Wessel: "I live in St. Paul Minnesota. My son was born 2 months ago and on Memorial Day we started a new family tradition of going to Fort Snelling National Cemetery and placing flowers on a grave site. Our hopes are for our son to realize what men and women gave up for the country he lives in. We found a seaman who died April 2nd, 1944. His name was Robert Wallace Salisbury. He was a Seaman 2nd class with the U.S. Navy. We are looking for any information we can get on him to keep in a scrapbook for my son, such as the ship he was on, his hometown,

where and how he died. Any help you can give me on web sites or places I can write for information would be greatly appreciated. Thank you for your time. Sincerely, Jon Wessel , JonDCW@aol.com"

GEORGE STYLES

George Styles writes, "As always, I enjoy reading the 'Seaweed'. You are doing a great job.

"I agree with Joe Szalay when he said too many of our shipmates are gone and more going. As one of the senior members of the crew, nearing 87, I would love to see more young people get involved.

"The letters from Brian Day, Jackie Greuling, Joe McFeron and George Liolios were great. I am so happy to learn that these young people still have the Champlin and her crew as part of their life. I think in the next issue of the 'Seaweed, we should extend an invitation to all the young people to attend our reunions. That way, they can meet and talk about their loved ones to the crew.

"On the bright side, my wife and I, just got to celebrate our 60th wedding anniversary. Our family gave us a surprise party. It was great.

"So much for now. Tell our members to take a minute and drop a line to a shipmate. It will really make their day bright."

(Editor's note: I feel this suggestion should be placed on the agenda of the annual meeting in October, so all attendees can express their views.)

ROSEMARY MCPHERSON

Rosemary McPherson writes, "Just a note to tell you how much I enjoy every issue of the Seaweed. I read every line and a lot of it my husband had shared with me. Some of the friends I have made at the three reunions I was able to attend are mentioned from time to time and it brings back many pleasant memories.

"Thank you for remembering me. Keep up the good work and bless you all."

JOE RAGUSA

Joe Ragusa recalls, "I invited Carl Racheck and Jim Reidy to my mother's house in New York City, right after all three of us came aboard Champlin. Some time ago, Jim Reidy called and reminded me that my Mom has served a new dish to them; boiled eggs in sauce!

"My battle station was in the mount #3 upper handling room, which was also the head. During the bombardment of Wake Island, I remember slipping on the damp deck and getting my hand and arm caught in the conveyor. Someone grabbed the shell I had been handling and tossed it overboard. I had my arm in a sling for several weeks. I remember Mr. Anastasion leaving Champlin in San Diego and telling me (in jest) that 'I am getting off this ship, your all crazy, and you, Ragusa, are the craziest of all'. He was a really a great guy - a great officer.

Joe remembers his basic training at Sampson Naval Training Station, his subsequent stay at Pier 92 then on to USS Champlin

REUNION GROUP NEWS

CHAMPLIN REFERENCES

Books:

Hitler's U-boat War, The Hunted 1942-1945, Clay Blair, Random House, Pg. 56.

Janes Fighting Ships of World War II, published 2001 by Random House Group, Ltd., Pg. 282

Operation Dragoon, William B. Breuer, Jove Books, Pg. 214.

The Battle of the Atlantic 1939-1943, Volume I, Samuel E.

Morison, Little, Brown & Co., Pages 357 and 358.

The Two Ocean War, Adm. Samuel E. Morison, Little, Brown & Co., Page 362.

U-Boats Destroyed, Paul Kemp, Arms & Armor, pgs. 107, 181.

United States Destroyer Operations in World War II, Theodore Roscoe, (1953) Naval Institute Press, pages 282, 302, 320, 321, 335, 375 and 545.

World War II Encyclopedia.

Magazines:

Sea Classics, Challenge Publications, Vol. 32 #9, March 1999, "Red Anzio" by Irwin J. Kappes.

Newspapers/Newsletters:

The Tin Can Sailor: Vol. 25, No. 1, page 3.

The Tin Can Sailor: Vol. 25, No. 4, page 32.

Internet:

<http://uboa.net/boats/u130.htm>

<http://uboa.net/boats/u856.htm>

www.usschamplin.com

www.destroyers.org (Tin Can Sailors Web Site)

www.ibiblio.org/hyperwar/USN/ships/DD/DD-601_Champlin.html

CHAMPLIN SHIP'S STORES

Baseball style cap, specify either navy blue with white lettering or white with navy blue lettering, "USS Champlin DD-601": \$10.00 including shipping. Also, 3" diameter cloth emblems (patches), navy blue and gold (can be sewn on ties, jackets, caps, etc.): \$3.00 including shipping. In stock. Order from Norman Prewitt, 2049 East Ridge Drive, Excelsior Springs, MO 64024-2869, (816) 630-7272.

Sweatshirt, T-shirt and light weight jacket with large action picture of the USS Champlin DD-601 at sea, imprinted in navy blue. Sweatshirt: \$15.00, T-shirt \$7.50 and Jacket \$19.00. In stock. Order from Robert E. McAfee, 817 Winters Street, West Palm Beach, FL 33405-4545 (561) 586-8389

Ship's Photos: Four different views, 8" X 10", glossy, black & white, photographs of the USS Champlin. \$5.00 each, including shipping and handling. Order from Norman Prewitt at the address above.

Ship's Color Print: Full color profiles of the USS Champlin, 24" x 12", framed and delivered for \$75.00. Select from two configurations (1) two-toned camouflage and (2) splotch pattern camouflage. Pictures of both configurations may be found on the website: www.destroyers.org To order by phone, call toll free 1-800-223-5535, Monday - Friday, 10 am - 4 pm Eastern time. Or

send a check directly to Tin Can Sailors, PO Box 100 Somerset, MA 02726.

GONE. . . TOO SOON

Jones, Robert, died 22 July, 2003

Rogers, Owen Denzil, died May 2003

CHANGING BERTHS

Finch, James D., 15115 Interlachen Dr. #1012, Silver Spring, MD (301) 598-5311

Glass, Mrs. Norman (Barbara), 10000 Columbia Avenue, Apt. 1211, Munster, IN 46321 (219) 934-0532

JOE BLACK INQUIRES

"In one of the issues of the 'Seaweed', you stated we are eligible for six battle stars. Could you please indicate which ribbons receive how many stars?

"I also served in the Korean War aboard the USS Boyd DD-544, but that is another area I am not concerned about as I have those ribbons.

"Look forward to seeing you in Nashville. Thanks in advance."
(Editor's note: I believe all six should appear on the European ribbon. I would appreciate your comments. . . and probably corrections).

MY VIEW

"We got to talk"! As a lad, I remember my father saying that on several occasions: it was never a positive experience. But that was then and this is now. What we need to talk about before and during the Annual Meeting at the Nashville reunion is the future of this organization and in particular what needs to be done, if anything, regarding reunions. This could be a very positive experience. For starters: Do we need a 4-5 day reunion? Do we need to have the reunion in October? Do we need organized tours requiring bus transportation? Could we make such arrangements for ourselves? Do we need a fancy banquet? With music for dancing? Should we consider smaller, shorter, more regional reunions lasting only a day or so that might appeal to shipmates who have not yet attended our annual reunions? Who will lead our next three reunions, and where will they be held? How can we control the costs of our reunions? We should talk about these things.

I suspect there are those who will say, "Why change anything that has worked so well for so long". That is certainly a legitimate question, and that needs to be discussed as well. However, I think we should also listen to those who have run reunions in the recent past to learn about the challenges they have encountered. We are living in a totally different situation than when the first reunions were held in the '80s. Times have changed - we may have to change with them. Let's talk.

Remember September 12th, Champlin Commissioning Date!

2003 USS CHAMPLIN REUNION REGISTRATION FORM

October 8 - 12, 2003

Make checks payable to: Champlin Reunion Group

Mail check and Registration Form to: Norman Prewitt, 2049 Eastridge Drive, Excelsior Springs, MO 64024

Hotel Reservations: make your own directly with the Embassy Suites Airport/Opryland (615) 871-0033

Oct. 9th Trip - City of Nashville. All points of Interest # _____ Cost \$40.00 = _____Oct. 10th Tour: Plantations - Estates - Civil War History # _____ Cost \$39.00 = _____Oct. 10th Grand Ole Opry Birthday Bash Show # _____ Cost \$37.00 = _____Oct. 11th Banquet: _____ Strip Loin \$34.00/ _____ Chicken \$33.00/ _____ Salmon \$38.00 = _____Write check and mail as soon as possible - absolutely before September. Please **print** names and address. **Total Check** = _____

Name: _____ Spouse or guest _____

Address: _____ Phone _____