



Tripolitan

NEWSLETTER



MARCH 2002

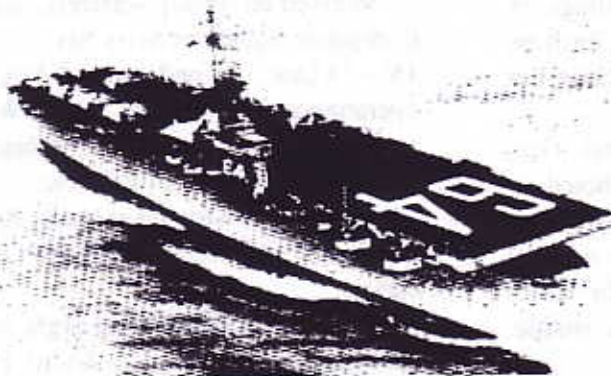


Crash Landing on the Tripoli -- 1/20/44

The above photo, provided by "T" Shipmate Willard Gosnell, shows a D-14 (FM-1) of C.A.S.U. #5 crash landing on the flight deck of the Tripoli in January of 1944. The plane cracked its' landing gear on impact of the landing.

**Tripoli
Postcard
Created
in early
1950's**

Return
address
listed as
FPO, N.Y.



Our appreciation to Tripoli shipmate, Vic Aloisio, for providing a copy of a Tripoli Postcard, created in the early 1950's.



Going ashore, again, in Mobile

Mobile, Alabama has been selected for the 2002 Tripoli Group Reunion, and Reunion Coordinator, Paul Long, has recently returned from a visit there to make the arrangements. His observations about Mobile today are as follows:

Seeing our old Home Port of Mobile, Alabama again is like running into a shipmate buddy you haven't seen, for 47 years, at the Tripoli Reunion. Yeah, we've both changed -- we've both seen good times and bad times since we last got together ---but the fondness and the memories are still there. Downtown Mobile, our retreat from the "Travelling T" back when we had our Liberty cards in our pockets, is a new town, and yet, still the same in many ways. There's the ship canal, with freighters, and a variety of vessels

(continued on page 7)

Tripoli Reunion 2002

Thursday, Oct. 10 to Saturday, Oct. 12, 2002

Mobile, Alabama

Reservations: Lafayette Plaza Hotel

301 Government St., Mobile, Ala., 36602

1-800-692-6662

(Mention that you are with the USS Tripoli Group when calling)

Single or double room---\$62.00 plus tax---includes breakfast buffet for two. (Reg. rate is \$79.00+tax.)

A block of 20 rooms has been set aside for 3 days before and 3 days after the reunion, at the \$62.00 rate, but those rooms must be reserved ASAP as they may not be available near the Reunion date.

First class rated hotel in the heart of the downtown historic district---near the ship channel, and within walking distance of tourist attractions and restaurants. Historic District Trolley stops near hotel--25 cents to ride the loop.

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Summary of Reunion Activities Scheduled

Thur., 10/10 --- Check in. Get acquainted with ship mates and spouses in the Hospitality Room. Stroll the Historic area. Ride the trolley. Enjoy dinner at downtown restaurants.

Fri. 10/11 --- 9:00 A.M. --Bus trip to Pensacola, Fl. with admission to the Pensacola Naval Air Museum. See Naval Aviation history come to life. Lunch on your own at the QB Bar Cafe, and then a scenic trip back through the gulf shore area. \$20.00 per person. 6:30 P.M. ----- The crazy and notorious White Elephant Auction. Wine and cheese provided. (Will Jim McHenry be able to buy back his trousers? Be there for this next exciting episode!!!).

Sat., 10/12 --- 9:00 A.M. -----Bus trip to beautiful Dauphin Island (also called "Massacre Island"). Includes a tour of the fascinating aquatic nature Estuarium and the Living Marsh Boardwalk, and then, back through the quaint fishing village of Bayou La Batre---Forrest Gump country. Lunch on your own. Wind up with a visit to the Battleship USS Alabama. \$34.00 per person.

7:30 P.M. ----- Reunion Banquet and Mardi Gras Party --- (cash bar opens 6:30 P.M.). Choice of Sliced Round of Beef or Chicken Monterey at the Banquet. Then, Mobile --- the home of the original Mardi Gras-----will treat us to a colorful mini-celebration with music, costumes, and a parade. Not to be missed! \$29.00 per person.

Sun., 10/13 ----- Checkout (Reunion Reservation form enclosed with this issue of the Newsletter.)

Mobile Airport Shuttle Information

Those who plan to fly in to the October Reunion should call the Mobile Bay Limousine and Bus Service, in advance, to make a reservation for transportation to the Hotel, on the date of arrival, and, also, for transportation back to the Airport for their departure date. The telephone number is: 334-633-5693. The fee is \$25.00 each (\$15.00 each for two or more). Advise them of your flight numbers and arrival and departure times. Plan for adequate time for security checks for departure flight. They will provide you with information about pick-up locations and times.

A Chronology of the Tripoli in WWII

(This is the first, in a series of articles about the History of the Tripoli during WWII, provided by Tripoli ship-mate Max Edelstein)

1943 -- 31 October -- Tripoli placed in Commission by Capt. J. D. Barner, USN, and turned over the command to Capt. Wendell Switzer, USN, of Topeka, Kansas.

1 -- 24 Nov. -- Moored at Naval Air Station, Astoria, Or.

25 Nov. -- 1 Dec. --- Underway for Puget Sound, Wash.

1 Dec. -- In Puget Sound for deperming, degaussing, trial runs, loading ammunition, structural firing tests, and Compass and RDF Calibration.

1 -- 8 Dec. -- Underway for San Diego, Calif., via Naval Air Station, Alameda, to take on gasoline and aviation stores.

8 Dec. -- Task Unit 14.5.2 dissolved. Reported to Commander, Fleet Air Forces West Coast and to CDR, Operational Training Command, Pacific, for duty and shakedown training.

8 -- 10 Dec. -- Moored at Naval Air Station, San Diego.

10 -- 13 Dec. -- Conducting shakedown exercises in operating areas, Southern Sector, Western Sea Frontier.

13 -- 15 Dec. -- Moored at Naval Air Station, San Diego ---received on board --officers, men, and aircraft of Composite Squadron Sixty Six.

15 -- 24 Dec. -- Conducting flight operations in operating areas, Southern Sector, Western Sea Frontier, as operational training for ship and squadron, in company with USS Williamson.

24 -- 26 Dec. -- Moored at Naval Air Station, San Diego, Composite Squadron Sixty-Six detached and disembarked.

26 -- 28 Dec. -- Conducting flight operations for carrier qualification of Torpedo Sqdn. 19 in operating area, Southern Sector, Western Sea Frontier, in company with USS Williamson.

(Continued in next issue)



This year's Tripoli Reunion, in Mobile, will bring back many memories for the "T" shipmates of the early and late 50's. Mobile was the Tripoli's home port for many of those years and was our symbol of a return home from our travels to many parts of the world. It has been over 40 years since the ship was de-commissioned in Mobile, but her memories will remain forever.

U.S.S. Tripoli Group

Chairman -----Luther Royds
1019 Gorman St., Philadelphia, Pa., 19116
(215-673-7742)

Steering Committee -- Victor Aloisio, Luther Royds, James McHenry, Lowell Mercier, Robert Herlihy, Paul Long, Bob Terry, Neil Robinson, Bill Atkinson, John O'Halloran

Treasurer and Member Info Coordinator-----
Neil Robinson
88 Goddard Dr., DeBary, Fl., 32713
(386-668-1086)

E-Mail: NRobinson4@cfl.rr.com

Membership Comm. -Paul Long, Martin Stahl
Reunion Coordinator - Paul Long, Committee-
Luther Royds, Lowell Mercier, Donald Mills, Henry Wegner, Carmen Robinson, Jim McHenry

TRIPOLITAN EDITOR ----- Robert Herlihy,
207 Sabin St., Apt#42., Putnam, Conn., 06260
E-Mail: r.j.herlihy@snet.net

PUBLICATION EDITOR: William Atkinson
11172 Pioneer Rd., Portland, MI., 48875-9514
E-mail: watkinson@power-net.net

Tripolitan Newsletter is distributed to members of the Tripoli Group, who served aboard the Aircraft Carrier U.S.S. Tripoli, CVE-64. Member annual contributions of \$10.00 support the Newsletter and Group activities. Contributions should be mailed to Neil Robinson, 88 Goddard Dr., DeBary, Fl., 32713 (Checks payable to: Neil Robinson)



FROM THE DECK LOG

By Bill Atkinson

The Deck Log is the only complete official record of the ship during her commission. All significant items, whether pertaining to the ship's personnel, material, operations, or state of readiness, are entered in the Deck Log. When reading a Deck Log, it is interesting to note there are a large number of watches with only one entry, such as: 8 -- 12 Moored as before, or 20 -- 24 Steaming as before. It is, also, interesting to see what an OOD may single out as being significant. Two such entries were: Friday, 1 February 1952, during the 8 -- 12 watch of Lt. T.D. Keller, "0912 -- Received 52 Gallons of ice cream from Reme Ice Cream Company, Brooklyn, N.Y.". Not to be outdone, LTJG S. E. Eppner entered on the 12 -- 16 "1430 -- Received 20 cartons of Tolet Preparations from Mennan Company, Shipper's # F5803.

"T" Officers of the 1950's

(Continued from December 2001 Issue)

Following is a list of officers who served aboard the Tripoli during the 1950's: LtJg Robert C. Brand, Damage Control, '53, Lt. Victor Brockmann, 1st Lt. '57-'58, LCDR David Butler, Operations, '52, CWO3 Rufus R. Canon, Auxiliaries, '57-'58, WO1 Robert Carson, '57, LtJg George Catlett, Jr., Med. Off., '52, CDR. Marian Clark, '56-'57, WO1 William Coffey, Stores Mess, '58, LtJg Edward Comingore, O/I Div. Officer, '53, Lt. Otho Crowl, '56-'57, LtJg Lucian Cuprak, Dental Officer, '52-'53, Lt. Gilbert Cutler, '52-'53, Lt. Lawrence Day, '56-'57, LtJg Wayne Dippner, Asst. 1st Lt., '52, Ens. Jeron Donalds, A-Div. Asst., '58, Ens. D. Dowder, '55, LtJg Albert Dredge, Asst. Supply, '52, Capt. Earl Eastwood, C.O., '56, Ens. Allen Emrich, Asst. to DC, '52-'53, LtJg. Stephen E. Eppner, Personnel, '52-'53, LtJg D. L. Fanjoy, 1st Div. J.O., '53-'54, LtJg. G. E. Fanning, 2nd Div., '53, WO1 Paul J. Faust, Ship Bosn, '58, LCDR. L. R. Fickes, Aviation, '55, LtJg. H. Force, 1st Division Officer, '54-'55. (Continued in next issue)

Presentations made at 8/53 "T" Personnel Inspection

Captain Lucas presented Good Conduct awards to the following personnel at an 8/53 Personnel Inspection: S.H. Michaels, CSC (4th award), P.F. Breher, MMC (4th award), C.J. Roundtree, DKC (3rd award), S. Esguerra, SD3 (2nd award) H. G. McGee, DC3 (1st award), and G.L. Smith, BMSN (1st award).

HAPPY BIRTHDAY

January

- 1 - Thurmond K. Sorrow
- 4 - Ralph Wethli
- 6 - Donald Prohaska
- 6 - Charles Milnor
- 7 - Kenneth Palovitz
- 7 - Charles Rubling
- 8 - Carlisle Cooper
- 12-Michael O'Brien
- 12-Frederick Kratz
- 13-Lewis Delano
- 14-Joseph Preechtl
- 15-Russ Denaro
- 15-Hassel Browning
- 16-John Harrison
- 17-Lee Kinsey
- 20-Herb Frymark
- 22-Joseph Misek
- 23-Robert Robbins
- 24-L. Bellavance
- 25-L.B. Cooley
- 25-Joseph P. Campanaro
- 26-Howard Marschhauser
- 26-Joseph M. Smith III
- 26-Robert H. Oswald
- 27-Patrick Pica
- 27-Joseph P. Boorujy
- 29-Fernand Villeneuve
- 30-George S. Doolittle
- 30-Edward Comingore

March

- 4 - Joseph Hanly
- 7 - Stanley Tryzbiak
- 7 - Robert Gallicchio
- 8 - Kenneth Bihler
- 8 - Donald Ravenelle
- 10-Victor Falbo
- 11-Sheldon Flowers
- 11-Claude Rutherford
- 12-Domer Long
- 13-Elmer Odgaard
- 14-Marvin Bordelon
- 15-Joseph Petrunic
- 16-Joseph Parker
- 18-Charles Hobbs
- 18-William Morris
- 19-Kenneth Neal
- 20-Gordon Bolick

February

- 1- Louis Garms
- 1 - John Motika
- 1 - Alfred Lowe
- 6 - Paul Long
- 7 - Albert Parham
- 9- Clarence Bilbo
- 9 - William Turner
- 9 - Richard Braun
- 10-Dale Brimble
- 11-Frank Schaible, jr.
- 12-Benny Beiso
- 15-Bob Terry
- 16-Bennie Cloud
- 17-Casper Bailey
- 18-John Semritc
- 22-William Atkinson
- 24-Carl Peterson
- 24-Eugene Lavan
- 25-Elmer Salo
- 25-Richard Janisch
- 26-George Knowles
- 26-Maurice Thomas
- 26-Leopold Lozier



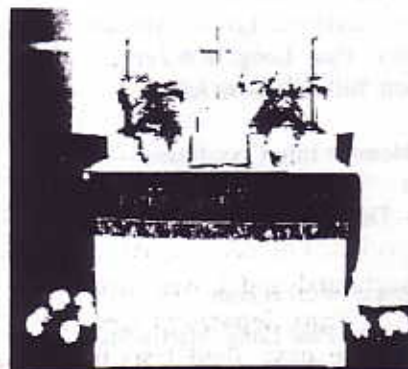
- 21-John McDonald
- 21-Joseph Bacigalupo
- 23-Lenning Perry
- 24-Raymond Heyer
- 25-Herbert Wistrand
- 26-Jack Greene
- 26-Donald Norbet
- 27-Richard Baker
- 27-Ralph McDaniel
- 27-Parker Kinney
- 27-John O'Brien
- 28-Jack Lucy
- 28-Karl Schmitz
- 29-John Macy, Jr.
- 30-Hobson Lewis
- 31-Alvis Jenkins
- 31-James Green

Tripoli Chaplain Asa Jones



Chaplain Asa W. Jones, Lt. USN, (at left) reported to the MST S Office, in Mobile, Al., in March of 1958. His duty was to alternate between the USS Tripoli TCVU-64 and the USS Corregidor TCVU

58 on trips to Europe. On his first trip, aboard the Tripoli, he interviewed each man and revealed some interesting facts. 151 of the 258 Officers and men aboard were single, 79% were 30 years of age, or younger, 51.8% between 19 and 22. 113 men were of Protestant denominations (34-Baptist, 36-Methodist 11-Lutheran, 11-Presbyterian, and 8-Episcopal), and 68 were Catholic. Only six men indicated they had no church preference.



The Pilot's Ready Room, just below the flight deck, was utilized for religious services. Over 43% of the personnel, aboard the Tripoli, attended Divine Services on Easter, 1958, while at sea.

With the newly painted white altar, shown above, adorned with blooming lilies, the men had the services of an assigned Chaplain for the first time in nearly 3 years. Our appreciation to shipmate Bill Atkinson for providing the photos and information.

I remember the "T" --by H. Scotti GMM1 (4/53)

On October 19, 1951, when 5 sailors were detailed for the USS Tripoli---I was one of them. We arrived on the carrier and were certain it would take at least 6 months to get it ready for re-commissioning. We were wrong---on 5 January 1952 the ship was re-commissioned, and in February made a trip to Lisbon, Portugal. There are many shipmates who remember those early days as everyone really "turned -to" to get the old "T" in shape for a new era of service.



SHIPMATE NEWS

Ed. Note: This is the 12th in a series of articles, by R. Warren Smith, on his personal history aboard the Tripoli in WWII.

In 1945 the pilot candidate barrel was at the bottom, and we saw many teenagers flying some awesome airplanes, with some very frightening results. Shortly before I left the ship, we put out to sea around 0730 on a Monday and were back at Ford Island before 1600 the same day, with a full load of wrecked airplanes. It was enough to give me gray hair. Since the ship wasn't armed with torpedoes, it was obvious that sooner or later the torpedo gang would be drafted to another ship as replacements. The CTMV was transferred off and I was told I wasn't a candidate to replace him, as I had no formal Torpedo School in my record. (The fact that I was only 21 years old might have had something to do with that, also.) So, naturally, I applied for Advanced Torpedo School and pleaded my case before the Air Officer. This was granted and I received orders to depart on 12 March 1945, to Advanced Torpedo School, San Diego. I was given 45 days delayed orders (not to count as leave) and a lot of things happened after that, but that's another story. (It included marrying the girl I met in 1943, at the Tacoma USO). Upon completion of school, I was assigned to NAS Oak Harbor Whidbey Island, Washington, and I was there when the war ended. I immediately requested discharge, as my original reserve enlistment had expired on 7 May 1944. This was granted and I was discharged at Puget Sound Navy Yard Separation Center on 24 September 1945. The next (and last) time I saw the Tripoli was around the mid-1950's when I was working on a Flying Boat test Program in San Diego and she came into port.

Tripoli Informational Handbook

Many of you have sent "Thank you Notes" for the USS Tripoli Informational Handbook, which was sent to each shipmate. I hope you have enjoyed the data that is in it, and that it aroused many great memories for you. If you find any errors, or missing data, please send me the data so that I may update the data base. This year the cost of the Handbook has risen to \$4.33, which covered the printing and postage, and is a little more than we estimated. The past year's voluntary dues (due in Nov.) came from 14% of our active members. (Neil Robinson-Treas.)

Tripoli Pilots in the 50's

During the 1950's era, the Tripoli was acting as an aircraft transport vessel, and was under the command of the Military Sea Transportation Service (MSTS). However, CVE regulations required that certain officers on board a CVE had to be aviators. This was because the decisions they made could impact the lives of the pilots flying off the ship. This requirement was maintained, even though the Tripoli was a non-operating carrier. Officers, required to be pilots, included the CO, the XO, the Navigator, the Operations Officer, the O-Div. Officer, and the OI Div. Officer. The requirements of aviators, that served on board ship, and were in a flying status, included that they fly at least 4 hours per month to maintain their proficiency and to obtain their flight pay. A Quarterly Report of the hours they flew was sent to Headquarters, Bureau of Aeronautics so they could maintain their flight status. The aviators on the "T" would get in their flight time while the ship was in port (at some foreign ports or U.S. ports). Some of the flight locations included Floyd Bennett Naval Air Station in New York, the Naval Air Station in New Orleans, and Brindisi, Italy. Some of the aircraft flown by the "T" pilots included the SBD (Dauntless Dive Bomber), the F6F Hellcat Fighter, and the F4U Corsair. Information recorded for each flight included: Day-month-year, Aircraft model, Bureau No., Type of Flight, Duration of flight, No. of Landings, and Remarks. Two current members of our Tripoli Group that served as "T" Officer/Pilots are Tom Keller and Ed Comingore. Our appreciation to Ed Comingore for this information.



TAPS



- Lee Fox-----7/98
- Albert Freker-----12/12/01
- Patsy Rosamomda-----9/2/94
- Donald Shilinglaw---
- Arthur Sonis-----9/1/01
- Charles Spurgin---
- John Williamson-----1/30/00



Welcome Aboard to our New Shipmates

<u>Name</u>	<u>Served Aboard</u>	<u>Division</u>
George T. Anton	'53	A-Div. Officer
Fred Barr	4/53--2/54	
William A. Coffey	6/57-12/58	S
Cullie E. Davidson	11/57--'58	Eng.
Nathanel Dominick	5/58-Decomm.	O/R

T Group 9th Reunion Photo Booklet provides wonderful memories

The Tripoli Group would like to extend their appreciation to Hank and Mary Wegner for an excellent job in the production of the 9th Reunion Photo Booklet. Also, to Lowell Clark and the others who provided photos for the booklet. It will certainly provide wonderful memories of our Philadelphia Reunion in 2001.

Tripoli on the World Wide Web

Tripoli shipmate, Bill Platt, of Los Angeles, Calif., has created, and manages a web site, on the Internet, which includes pictures and information about the "Travelling T". The web address is "50snavy.org". A photo of the Tripoli appears on the main page of the web site, which also includes photos and information about other Navy Ships, a section about Las Vegas and Fort Lauderdale, various news articles about the navy in the 50's, and a live web cam shot in West Los Angeles.

ECSAA 2001 Reunion Video available

A video of the Escort Carrier Sailors and Airmen Association 2001 Reunion, at Washington, D.C., is available for viewing. The video was produced by Al Lowe of our Tripoli Group. Contact Luther Royds, at his address shown on page 3, of this issue, for information on Obtaining the video.

Musical Hits from 1943

"As Time Goes By"--Rudy Vallee, "In the Mood"--Glen Miller, "Paper Doll"--Mills Brothers, "That Old Black Magic"---Glen Miller, "You'll Never Know"--Dick James, "I've Heard that song before"--Harry James, "Brazil"--Xavier Cugat.



OOD Station on Tripoli Hangar Deck

The above photo shows the OOD Station, on the Tripoli Hangar Deck. It brings back memories of our departures for liberty or leave, and the many In-Port Watches we stood during our time aboard the "T". Some of the watches included OOD, JOOD, Messengers, Gateway Sentry, Fantail, PPO, and Duty Officers or Personnel in the various Divisions aboard ship.

8/14/43 Edition of "Tripoli Tripe" Newsletter lists shipmates on board (Continued from 12/01 Issue)---

Robert M. Diehl, TM1c, Burton G. Douglas, TM3c, Edward S. Eagan, F1c, Curtis L. Etherton, MM1c, Gerald L. Foster, CY, Joseph N. Gasaway, MoMM2c, Leland L. Gilman, RM1c, George H. Glick, BM2c, David A. Grant, MM1c, James F. Griggin, S1c, Harold G. Hansen, BM2c, Roland C. Hall, Jr., TM2c, Harlan M. Hansen, BM2c, Alfred F. Heyl, EM3c, William J. Hoey, SF3c, John J. Howard, CY, Paul V. Hunt, MM2c, Edward Hutchinson, CMM, Fred E. Hurst, MM2c, Carl J. Jelsema, S2c, Olen J. Johnson, TM3c, Edward Jonas, S1c, John F. Keegan, MM1c, George A. Knoll, Jr., Y2c, Howard W. Knudsen, Y3c (listing continued in next issue).

Going ashore, again, in Mobile

(Continued from Page 1)

gliding by on the waterway, so close to the Water Street Docks, you'd think you could reach out and touch them. Over on the Bay---out of touch, but still within sight---is the mighty Battleship USS Alabama. Like the rest of us, she is no longer active in the Navy, but has a lot of tales to tell her visitors. The city's "main drag" of Government Street still houses the Courthouse and the Federal Building, but not as you remembered it: the modernistic glass enclosed structure, called the Government Center, wasn't even imagined back in the 50's. Here, too, on the corner of old Royal Street is another fascinating new comer, the Gulf Coast Exploreum, with hands-on science exhibits and a gigantic IMAX Theatre where the 2-Storey high movie screen literally engulfs you in the action. Walk half a block on down Royal and there is the Mobile City Museum, celebrating the Tricentennial year since Mobile's founding. You can walk through the city's 300 year history on each floor. (Particularly impressive is an actual walk through a slave ship----if you want, you can even try on some shackles!) If you didn't know it, Mobile Bay was where Admiral Farragut "damned the torpedoes". A lot of fun is on a floor dedicated to the CSS (I said CSS) Alabama which marauded yankee shipping during the Civil War, and the Tale of its' Skipper, Admiral Raphael Semmes, a Mobile native, who led a heroic life and died a rather ignoble death (See it, yourself to find out!) You'll relive the movie palaces of the '30's, WWII shipyard workers, the urban blight of the 50's, and --- believe it or not---Mobile has a place in the history of baseball, too: Ever hear of a guy named Hank Aaron? Learn about it all and a lot more at the City Museum. Now walk on down Royal Street where it bends to the right and you find yourself strolling along the gas-light street lamps that lead to Fort Conde, a replica of the original 18th Century Fortress. Today, the Fort is a Visitors Center manned by a staff, decked out in period costumes, telling visitors about the sights and events of the City. Although my memory is a little hazy, I felt old Dauphin Street must have been the location of Joe Palughi's Tavern, where we used to hang out for scuttlebutt and suds. Hate to tell you this, but it is gone. I stopped in at Derry's Olde Tyme

Cafe, which I suspected might have been the former site of Joe's and talked to the Manager. Even though he was no youngster, he couldn't recall such a place. (Made me feel ancient!) Dauphin Street suffered, like all of downtown Mobile, from the flight to the suburbs, and the rise of the shopping malls. The old Victorian-era iron facade buildings, that lined the narrow street, fell into disrepair and decay after WWII. But, thanks to recent restoration efforts, by Main Street Mobile, some vibrant signs of life can again be seen along its' sidewalks. Restaurants, Pubs, boutiques, and specialty shops are springing up, and more face-lifting is underway where boarded-up shops still exist. Maybe the faint echoes of Joe's Tavern will be heard again. Come to the Tripoli's Tenth Reunion, this year, and you will stay in the heart of this historic district, where you can stroll through 300 years of the city we use to call "home". (Or, if you don't feel like strolling, ride the trolley to see the sights. It only costs a quarter!)

Ship's Store

Moneyclip with knife--\$11.00, Tie clip--\$6.00, Tripoli Pin -- \$6.00, Letter Opener--\$7.00, White Tripoli Caps (S, XL)--\$11.00, Tripoli License Plate Frame ----\$12.00, Money Clip (Tiger)---\$6.00, Money Clip (Ship)---\$6.00, Keytag (Tiger)-----\$6.00, Military Belt and Buckle (tiger or Ship)--\$11.50, Buckle only--\$6.00.

Note: An order form for Tripoli Golf shirts is enclosed with this newsletter.

Luther Royds has requested that these be ordered as soon as possible, so he can place an order for them soon (minimum order quantities required for these).

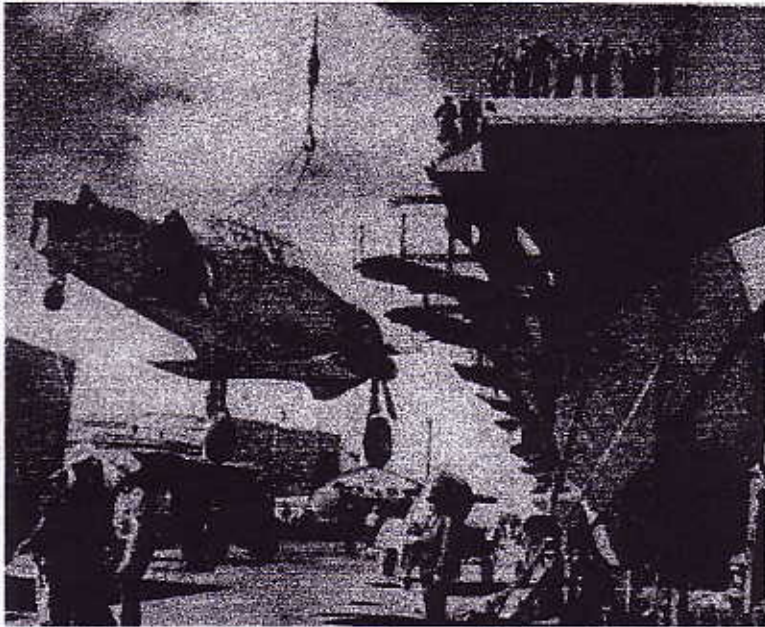
Money back guarantee on all items.

Send requests to Luther Royds, 1019 Gorman St., Philadelphia, Pa., 19116.

Checks payable to: Luther Royds.

Tripoli News Items -- 1955

Captain Earl R. Eastwold took command of the Tripoli in August of 1955, replacing Captain James A. Thomas. Captain Eastwold was born in Canova, South Dakota, but was a resident of LeRoy, Minn. at that time. He graduated from the U.S. Naval Academy in 1932. The "T"s travels in 1955 included: Baltimore, Md. to Norfolk, Va., to Mobile, Alabama in January---Mobile to Key West, Fla., to Lisbon, Portugal, to Bremerhaven, Germany in February.-----Bremerhaven to Belfast, Ireland, to Mobile in March---Mobile to Lisbon in April.



Tripoli offloads aircraft in Aarhus

The above photo appeared in an Aarhus, Denmark newspaper in May of 1952. The Tripoli left Port Newark, N.J. on 5/10/52 and proceeded to Copenhagen before the visit to Aarhus on 5/27. It was the "T's" 3rd Atlantic crossing since her re-commissioning on 1/5/52. The Skipper of the Tripoli, at that time, was Captain R.N. Sharpe and the Executive Officer was CDR G.W. Smith.



Tripoli Signal Flags

A Tripoli Quartermaster is shown, above, selecting signal flags, during a cruise in the late 50's. The US Navy utilizes international signal flags for communication purposes. Examples are shown below. Bill Atkinson provided the photo.



(Flag for number 6)



(Flag for No or Negative)

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U.S.S TRIPOLI (CVE 64) GROUP
Luther Royds, Chairman
1019 Gorman St.
Philadelphia, Pa., 19116

USS Tripoli CVE-64

2002 Reunion Activities Reservation Form

Friday, October 11, 2002-- 9:00 A.M. --Bus Trip to Pensacola, Florida, with Admission to the Pensacola Naval Air Museum--\$20.00 per person X__=\$__

Saturday, October 12, 2002 --9:00 A.M. -- Bus trip to Dauphin Island, Acquatic Nature Estuarium, Living Marsh Boardwalk, Bayou La Barte Village, and Battleship Alabama---\$34.00 per person X__=\$__

6:30 P.M. __ Reunion Banquet and Mardi Gras Party--
\$29.00 per person X__=\$__

Total=\$__

Entree: Beef__ Chicken__

Shipmate Name/address_____

(Make check payable to "Neil Robinson" and mail to 88 Goddard Drive, DeBary, Fl., 32713)



Tripoli Golf Shirt Order Form

----Anvil Cotton Deluxe Jersey, with, or without pocket
---Color: White or Ash, Sizes -- S, M, L, XL, 2XL or 3XL
---100% preshrunk extra heavyweight cotton, left chest pocket, knit collar, welt cuffs, clean-finished three button box placket, woodtone buttons, double needle bottom hem.



Order

Size__ Quantity__ Color__ Pocket__ No Pocket__

Size__ Quantity__ Color__ Pocket__ No Pocket__

Size__ Quantity__ Color__ Pocket__ No Pocket__

Size__ Quantity__ Color__ Pocket__ No Pocket__

Number Ordered__ X \$20.00 Each = \$__.

Pick up at Reunion?__ Ship to you?__ (add \$3.50 each if shipped)

Shipmate name/address:_____

(Make check payable to "Luther Royds" and mail to 1019 Gorman St., Philadelphia, Pa., 19116)