

REUNION 2011



*September
9-12*



WELCOME TO SARGO REUNION 2011

We are very fortunate to have been shipmates on a submarine that provided many rewards and challenges. During those times on board, we developed lasting relationships. Even within our close knit submarine community, Sargo sailors and friends enjoy an even greater bond that has been made stronger over the last two decades at twelve formal reunions. Our reunions have spanned the country and have brought together the Sargo family from far and wide to rekindle and strengthen those bonds. We hope you enjoy Reunion 2011. We have a wide array of activities planned with enough time in between to relax and reminisce.

We hope that Sargo Reunion 2011 - New England - will be one of the best ever.

Homeport Seekonk, MA

Our homeport is the Hampton Inn in Seekonk, MA. We chose this location due to its central location to all our events and a short walking distance to many restaurants and other attractions.

1030 Fall River Ave, Seekonk, MA 02771
(508) 336-9000



Hospitality Room

Our hospitality room is located just off the hotel lobby. The first person there each day can get the room opened by the hotel desk clerk. The last person out should get the desk clerk to lock the room.

Foxwoods Resort and Casino

In 1986 the Mashantucket Pequot Tribal Nation opened the original high-stakes bingo hall. Today Foxwoods comprises six casinos that offer more than 6,200 slot machines and an incredible 380 tables for 17 different types of table games, including 100 for poker. There's a luxurious, high-tech Race Book, as well as the world's largest bingo hall.



The Mashantucket Pequots are an Eastern Woodland people with their traditional homelands in what is now known as Southeastern Connecticut having endured centuries of conflict, survival and continuity on and around one of America's oldest Indian reservations, established in 1666. The fox stands as a vigilant reminder of the turbulent times when the Pequot adopted the name, which remains today, The Fox People, as the first native people within the borders of the continental United States to suffer an attempted genocide by Puritan Colonists in 1637, the repatriation of the Pequots is an unprecedented story of restoration exhibited in detail at the Tribe's world-class Museum and Research Center. Today the Mashantucket Pequot Tribal Nation owns one of the largest resort casinos in the world, Foxwoods Resort Casino, along with several other economic ventures including the Lake of Isles Golf Course, a joint-venture partnership establishing the MGM Grand at Foxwoods, The Spa at Norwich Inn and Foxwoods Development Company dedicated to world-class resort development throughout the United States and Caribbean. Altogether, the Mashantucket Pequot Tribal Nation remains one of the State of Connecticut's highest tax payers and largest employers. Likewise, the Tribe provides significant financial contributions to state and local non-profit organizations that support neighboring communities.

USS Nautilus and Submarine Force Museum



The Submarine Force Museum.

Submarines have fascinated people from Alexander the Great to the Beatles, from Jules Verne to John Holland. You'll find out why when you visit the nation's finest displays and collections of America's submarine heritage. The Submarine Force Museum, located on the Thames River in Groton, Connecticut, maintains the world's finest collection of submarine artifacts. It is the only submarine museum operated by the United States Navy, and as such is the primary repository for artifacts, documents and photographs relating to U.S. Submarine Force history. The museum traces the development of the "Silent Service" from David Bushnell's Turtle, used in the Revolutionary War, to the Ohio and Virginia class submarines.

Originally established as "The Submarine Library" by Electric Boat Division of General Dynamics Corporation in 1955, the Submarine Force Library and Museum soon gained respect for its archival and research value. In April 1964, the entire collection was donated to the Navy and relocated to the Naval Submarine Base, New London, Groton, CT. The name "Submarine Force Library and Museum" was officially adopted in 1969.

The museum's collections include more than 33,000 artifacts, 20,000 significant documents and 30,000 photographs. With so many holdings, the displays change frequently and a return visit will be a new experience. The 6,000 volume reference and research library is a world-renowned collection relative to the history of U.S. submarines and is open to anyone looking for information on submarines or submarine history.

NAUTILUS' construction was made possible by the successful development of a nuclear propulsion plant by a group of scientists and engineers at the Naval Reactors Branch of the Atomic Energy Commission, under the leadership of Captain Hyman G. Rickover, USN.

In July of 1951, Congress authorized construction of the world's first nuclear powered submarine. On December 12th of that year, the Navy Department announced that she would be the sixth ship of the fleet to bear the name NAUTILUS. Her keel was laid by President Harry S. Truman at the Electric Boat Shipyard in Groton, Connecticut on June 14, 1952.

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After nearly 18 months of construction, NAUTILUS was launched on January 21, 1954 with First Lady Mamie Eisenhower breaking the traditional bottle of champagne across NAUTILUS' bow as she slid down the ways into the Thames River. Eight months later, on September 30, 1954, NAUTILUS became the first commissioned nuclear powered ship in the United States Navy.

BATTLESHIP COVE FALL RIVER , MASSACHUSETTS



Live history at Battleship Cove! You will experience life firsthand aboard a Navy warship in WWII. You explore the Submarine Lionfish, and crank the handwheels on Big Mamie's 40-mm guns as you imagine how it knocked enemy planes from the sky. You'll sail through the Cold War on USS Joseph P.

Kennedy, Jr. and learn how the ship's unmanned helicopter hunted Soviet submarines or climb on board a high-speed missile corvette that the Soviets designed to fight us.

As a die-hard naval history buff, a casual enthusiast of military hardware, or just an inquisitive visitor, you'll have much to discover at Battleship Cove!

The Battleship Massachusetts was built in Quincy, Massachusetts at the Fore River Shipyard of the Bethlehem Steel Corporation. The ship was launched on September 23, 1941 and holds the record as the heaviest ship ever launched in Quincy. "Big Mamie", as her crew knew her, was delivered to the Boston Navy Yard in April 1942 and commissioned the following month.

Following her shakedown period Battleship Massachusetts went into action on November 8, 1942 as part of Operation Torch, the invasion of North Africa. While cruising off the city of Casablanca, Morocco, the Battleship engaged in a gun duel with the unfinished French battleship Jean Bart, moored at a Casablanca pier. In this battle, Massachusetts fired the first American 16" projectile in anger of World War II. Five hits from Big Mamie silenced the enemy battleship, and other 16" shells from Battleship Massachusetts helped sink two destroyers, two merchant ships, a floating dry-dock, and heavily damaged buildings and docks in Casablanca.

The Destroyer Joseph P. Kennedy, Jr., known by her crew as the "Joey P.," was laid down April 2, 1945, by the Bethlehem Steel Company at the Fore River Shipyard in Quincy, MA. Launched on July 26, 1945, and commissioned on December 15, 1945, she was completed in only 8 months, reflective of the fast pace of shipbuilding during the last year of WWII.

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Homeported in nearby Newport, RI, Kennedy spent the next 27 years performing countless duties. Following commissioning, she spent the rest of the decade conducting training exercises in the Atlantic and Caribbean, and executed peacekeeping duties as a member of the Sixth Fleet in the Mediterranean. On February 3, 1951, she joined the carrier task force attacking North Korean positions. In May of that year she stood off Wonsan, North Korea, using her 5" guns for nearly a month of continuous bombardment duty. Kennedy left the war zone and arrived back in the States in August 1951, and for the next several years she completed several Sixth Fleet tours of duty, midshipmen cruises, and joint NATO maneuvers.

In early 1961 she operated in the Caribbean, assisting with the first Mercury space flights. She arrived at New York Naval Shipyard in July for renovation under the FRAM I (Fleet Rehabilitation and Modernization) program. This conversion afforded her new anti-submarine gear, a helicopter hangar and flight deck, and other improvements designed to extend her useful life. Following a post-refit shakedown cruise, she returned to Newport in September 1962 to embark President John F. Kennedy for his observation of that year's America's Cup Races.

In October Kennedy was dispatched to the Caribbean to participate in the naval blockade of Cuba. It was here on October 26 that Kennedy stopped and boarded the Greek freighter Marucla, suspected of ferrying missile components to Cuba.

From the early 1960s until her decommissioning in 1973, Kennedy again performed innumerable duties, including her role as a recovery vessel during the Gemini space program. She was stricken from the Naval Register of Ships in 1973 and acquired by Battleship Cove in 1974. In Spring 2000, Kennedy was towed to Rhode Island sound to portray herself and her sister ship John R. Pierce (DD753) in the Kevin Costner film entitled Thirteen Days, which recreated the events surrounding the Cuban Missile Crisis.

A National Historic Landmark, USS Joseph P. Kennedy, Jr. is home to the Admiral Arleigh Burke National Destroyermen's Museum and serves as the official memorial to Bay State citizens who gave their lives during the Korean and Vietnam Wars.

USS Lionfish, a Balao-class submarine, was laid down on 15 December 1942, launched on 7 November 1943, and commissioned on 1 November 1944. Her first captain was LCDR Edward D. Spruance, son of the famous World War II admiral, Raymond Spruance.

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After completing her shakedown cruise off of New England, she headed to the Pacific and commenced her first war patrol in Japanese waters on 1 April 1945. Ten days later, she dodged two torpedoes fired at her by a Japanese submarine and on 1 May destroyed a Japanese schooner with her deck guns. After a rendezvous with the submarine Ray, she transported B-29 survivors to Saipan and then made her way to Midway Island for replenishment.

On 2 June she started her second war patrol, and on 10 July she fired torpedoes at a surfaced Japanese submarine, after which Lionfish's crew heard explosions and observed smoke through their periscope. She subsequently fired on two more Japanese submarines and ended her second and last war patrol performing lifeguard duty (the rescue of downed fliers) off the coast of Japan. When hostilities ended on 15 August she headed for San Francisco and was decommissioned at Mare Island Navy Yard on 16 January 1946. Lionfish was recommissioned on 31 January 1951, and headed for the East Coast for training cruises. After participating in NATO exercises and a Mediterranean cruise, she returned to the East Coast and was decommissioned at the Boston Navy Yard on 15 December 1953.

In 1960, the venerable submarine was called to duty again, this time serving as a reserve training submarine at Providence, Rhode Island. In 1971, she was stricken from the Navy Register, and in 1973, she was unveiled for permanent display as a memorial at Battleship Cove, where she has evolved into one of the museum's most popular exhibits and a revered monument to all submariners.

The Fall River (CA-131) was launched on August 13, 1944 by New York Shipbuilding Corporation in Camden, New Jersey. The ship was sponsored by Mrs. Alexander C. Murray, wife of the mayor of Fall River. Fall River was commissioned on July 1, 1945, with Captain D. S. Crawford in command.

On October 31, 1945, Fall River arrived at Norfolk, out of which she sailed in experimental development operations until January 31, 1946. The cruiser was assigned to JTF 1, organized to conduct Operation Crossroads, atomic weapons tests in the Marshall Islands in the summer of 1946. To prepare for this duty, Fall River sailed to San Pedro, California, where from February 16 to March 6 she was altered to provide flagship accommodations. Arriving at Pearl Harbor on March 17, she embarked Rear Admiral F. G. Fahrion, commander of the target vessel's group for the tests, and with she sailed in the Marshalls between May 21 and September 14.

After west coast training, Fall River served a tour of duty in the Far East as flagship of Cruiser Division 1 from January 12 to June 17, 1947. She returned to Puget Sound Navy Yard, where she was placed out of commission in reserve on October 31, 1947.

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The bow of Fall River now graces the entrance to Battleship Cove in Fall River, MA. It remains as a testament to those brave cruiser sailors who defend our country.

PT Boats. As designed, the PT boat's primary mission was for advanced base operations in foreign countries, and to defend coastal waters from capital ships, but additional missions were assumed throughout the course of World War II. For example, one PT boat dueled a Nazi shore artillery during the June 6 Normandy invasion, and two others captured the fleeing Italian naval staff off Sicily in 1943.

The Higgins and Elco Boat companies built a majority of United States PT Boats. Designs varied, but these boats were generally 80' in length and carried a beam (width) of 20'. Typical armaments included four torpedoes and an assortment of 40 mm, 37 mm, 20 mm, and .50 caliber machine guns, depth charges, and rocket launchers. Three Packard Marine gasoline engines powered the boats to a top speed of 45 knots.

At the end of World War II, the expense of returning PT boats to the United States from overseas was considered prohibitive, so most boats were stripped of useful materials and burned. Despite the paucity of remaining boats, and the dwindling number of surviving PT veterans, these legendary vessels continue to captivate the imagination of history enthusiasts worldwide.

Corvette Hiddensee. Originally commissioned by the East German People's Navy as the Rudolf Eglehofer, the Hiddensee is a Tarantul I class corvette built at the Petrovsky Shipyard, located near the Soviet city of St. Petersburg (formerly Leningrad). The world's only exhibited example of a Soviet-built missile corvette, Hiddensee was designed to oppose any naval threat to the East German Coast, and to fulfill this mission carried long-range STYX anti-ship missiles and an array of defensive weapons designed to ensure her own survivability.

HAUTE CUISINE ABOARD THE BATTLESHIP

Our Day at Battleship Cove will be capped by a buffet dinner in the wardroom of the Battleship Massachusetts. The CAPTAIN'S BUFFET includes: Fresh fruit salad with sherbet or family-style homemade soup; stuffed filet of sole; baked Virginia ham; fried chicken; sweet & sour kielbasa with peppers & onions; oven roasted potatoes; deluxe mixed vegetables; cranberry sauce; relish tray; soft rolls with butter; apple pie à la mode; and choice of beverage.

NEWPORT and the CLAMBAKE



Newport, RI has long been the playground of the rich and famous. In the 19th century, it became a popular summer retreat for the wealthy escaping the hot humid weather in the large industrial cities of the Northeast. They built their magnificent mansions and brought along their extravagant yachts and boats. The legacy of this era abounds throughout Newport even today.

Newport conveys a city with a distinct nautical past, and which for many years was the pride and center of American yachting as the home for America's Cup races.

Whoever nicknamed Rhode Island - The Ocean State - must have been thinking of Newport when it was done. Newport lives and breathes the Ocean. On our trip to the clambake you'll experience a bit of the vibrant harbor area and the Gilded Age of Newport Mansions and soak up the stunning views on Ocean Drive. Newport RI is in a class of its own and your gateway to all of New England.

Our trip from the hotel will take us over the Mount Hope Bridge. The bridge takes us from the mainland to Aquidneck Island, the island where Newport is located.

Situated on the southern end of Aquidneck Island and founded in 1639 Newport quickly became an important seaport with trading routes to the West Indies. Its years as a major seaport ended with the British blockade in 1776 and the subsequent almost leveling of the town by the soldiers. In the 19th century Newport once again attracted attention, but this time as a vacation refuge for the social elite. Many of the attractions stem from that gilded age.

THE NEWPORT MANSIONS were affectionately called "summer cottages" by the original owners because they were only used 6-12 weeks of the year during the summer season. These are 70 and 80 room houses and showpieces right down to the last beam of timber - or marble.

The most popular Mansions are The Breakers, Marble House, and The Elms. But to experience something different visit The Astors' Beechwood, where visitors are literally treated like a guest by role-playing hosts.

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THE TEN MILE OCEAN DRIVE

Ocean Drive is a 10-mile route that starts on Bellevue Avenue where the old mansions are and follows Ocean Avenue around a rocky peninsula with fishing coves, swimming beaches, and public parks. Ocean Avenue is probably the most scenic in New England with magnificent houses on rocky necks amidst the backdrop of a windy Atlantic Ocean. Brenton State Park is a halfway point on Newport RI Ocean Drive, with the strong ocean breeze; you can often see many people flying kites there. Past Brenton Point is Hammersmith Farm (prior home of John Auchincloss, stepfather of Jackie Kennedy, and summer getaway for President Kennedy).

THE CLAMBAKE AT "JOHNNY'S"

The Atlantic Beach Club (affectionately called the "ABC" or "Johnny's" by the locals) is located just off Easton's Beach in Newport.



It has been an Aquidneck Island institution since the late 1920's (the exact date is lost to history), beginning its long and storied journey as a simple roadside stand, opened by Johnny Kallas and his uncle. During Prohibition, Johnny's Middletown Spa and its three secluded booths (with curtains drawn for privacy) quickly became a favorite for bathers, businessmen, sweethearts, as well as the occasional bootlegger.

Newport was in its heyday, a virtual summer paradise for both wealthy and commoners alike, its magnificent beaches lined with boardwalks, merry-go-rounds, carousels, and picnic groves. Thousands of vacationers arrived daily - by bus, train trolley and excursion boat, from such faraway places as New York and Fall River, to enjoy Newport's glittering attractions, famous the world over.

Then, on September 21st 1938, the face of Newport and Aquidneck Island was forever changed.

Roaring in on the high tide, with an advance warning, the infamous 1938 Hurricane destroyed all that was once the Newport seashore. Packing winds in excess of 120 mph and preceded by a powerful tidal wave, the hurricane pounded the beaches and low-lying areas for over two hours, devastating almost everything in its path. Johnny's Middle town Spa was swept off its foundation, eventually coming to rest over 500 feet away-in the middle of the reservoir across the street.

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Rhode Island and Johnny began the long and costly job of rebuilding and, in the late 1938, Johnny's reopened for business featuring 13 booths, a counter and a small kitchen. The grand Newport boardwalk was never replaced but visitors and locals continued to flock to Johnny's- a place for friends to meet.

On August 31st 1954, Newport and Johnny's once again experienced the unthinkable. Hurricane Carol, with a force rivaling the 1938 storm, came ashore with a massive surge and winds of 115 mph. In one hour, Carol destroyed 3,800 homes, sank or damaged 2,000 boats and yachts, and leveled almost all of the island's powered and telephone lines. The hurricane left in its wake over \$200 million in property damage in Rhode Island alone, and electrical service was cut off for over six days. Johnny's was totally demolished, with some sections swept almost a half-mile up the road.

After another arduous reconstruction project, Johnny's opened again for business with a brand-new structure, this time anchored to a solid 5 foot thick foundation, designed to withstand the strongest storm.

In 1960, the old Middletown Spa became known as Johnny's House of Seafood in recognition of the plentiful seafood dinners and homemade quahog (clam) chowder for which it was famous.

On September 12th 1960, Hurricane Donna arrived as an unwelcomed guest, attempting to disrupt operations with its 90+ mph winds, but this time Johnny's weathered the storm and Aquidneck Island escaped with only moderate damage to boats, piers, trees and rooftops.

Peter and Harry Kyriakedes bought Johnny's House of Seafood from John Kallias in October 1977 with a commitment to continue the tradition of excellent food served in a friendly atmosphere.

In September of 1985, Hurricane Gloria knocked down the Johnny's signs, a Newport landmark, but the restaurant experienced little damage. Hurricane Bob raced up the Eastern Seaboard in August 1991, depositing 2 1/2 feet of water, sand and debris on the dining room floors but Johnny's reopened for business five days later, never missing a beat!

In 1992, Peter and Harry purchased the property adjacent to Johnny's, an old watering hole formerly known as "The 7 Seas Restaurant & Lounge". The building was quickly transformed into an American-style restaurant named The Atlantic Beach Club which became a favorite of discriminating diners.

Within two years, it became obvious that our valued patrons would be best served by combining both restaurants into one newly renovated facility. The aptly renamed Johnny's Atlantic Beach Club opened in 1996. In January 2001, Peter and Harry decided to level the existing building and create a two story facility which would now house a larger banquet facility to accommodate over 250 people and in May 2002, after only four and a half months of intense construction, the all-new state of the art restaurant and "Pavilion" opened for business.

USS SARGO REUNIONS

- 2011 – Providence, RI
- 2009 – San Antonio, TX
- 2007 – South Lake Tahoe, CA
- 2005 – Jacksonville Beach, FL
- 2003 – Branson, MO
- 2001 – San Diego (Old Town), CA
- 1999 – Williamsburg, VA
- 1997 – Bangor, WA
- 1995 – New Orleans, LA
- 1993 – St. Augustine, FL
- 1991 – Vallejo, CA
- 1990 – Benicia, CA

Schedule, Logistics, Transportation and Local Steaming

Schedule: See the schedule insert for the details of the reunion program.

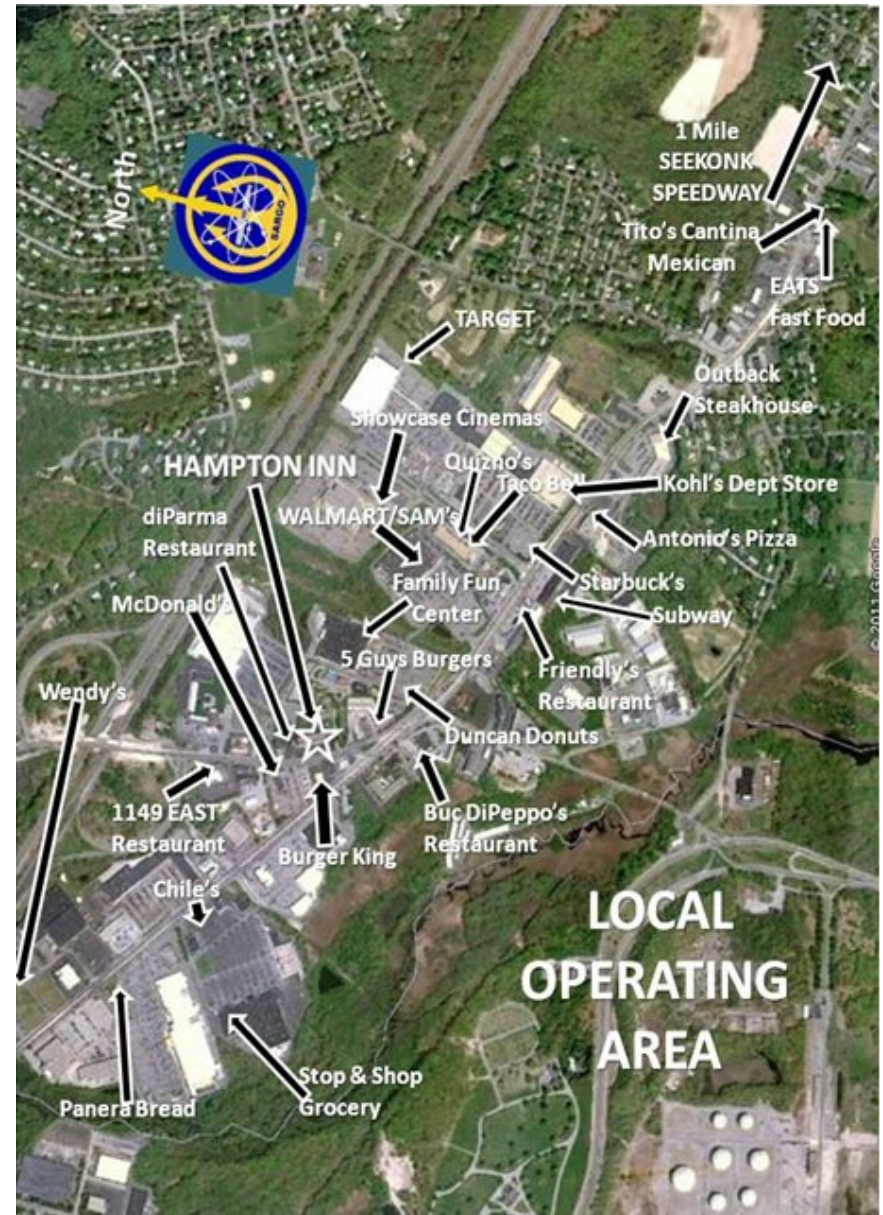
Transportation: Please check the separate, enclosed transportation schedule for bus trips to our events.

Driving? - Maps will be available for those who desire to drive to the events.

OPAREAS – See the maps on the back cover of this booklet.

**Where will the Reunion be in
2013?**

***Come to the Sargo Association
Meeting during the Reunion to Vote***



SARGO REUNION 2011 OPAREA

