

A COOL SHIP

USS FISKE



Story on
Page 4

DD/DDR 842 NEWSLETTER

Volume 28 - Number 3 - August 2012

Search for Shipmates Takes Top Priority Future of Fiske Association at Stake



President's Letter

President Gil Beyer

Well, I'm getting ready to cross off an item on my 'Bucket List'. By the time this hits your mailbox we'll be on our way to Amsterdam, Holland, where we'll follow the Rhine, Main and Danube Rivers all the way to Budapest, Hungary. We'll be back in Idaho in early September.

On a serious note, the primary reason that I've been thinking about this is because we have lost many shipmates over the past several months. When we left Milwaukee we began a concerted effort to update our roster and mailing lists. Our roster which had shown over 600 in January now has 571 names as of May. That number will probably change as we chase down address changes. Our Honor Roll has grown almost daily. In this age of email, cellphones and Internet, it's amazing how quickly we lose track of each other. We are actively looking for volunteers to assist us in our effort to increase membership; if you are willing and able, please contact James Rapson for an updated list of those "Lost at Sea".

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One more item: Our long awaited "Fiske Tales" - a compilation of sea stories from several of our shipmates - is much closer to being print-ready. We have stories from the 1940's, the '50's, the '60's,

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1st Major Battle of Revolutionary War Won by Patriots

Reunion Report From Jeff Kovite,
Secretary and Reunion Host

Charleston is a uniquely walkable city, a grid of streets at the end of a peninsula that runs northwest to southeast.

The Ashley River runs along the southern border of the city and merges with the Cooper River on the north side, to empty into the Atlantic Ocean.

A short trip over the Cooper River on the beautiful Arthur Ravenel Bridge leads to Patriots Point and the Medal of Honor Museum, which is on the *USS YORKTOWN*.

A few miles from Patriots Point is our earliest coastal defense, Fort Moultrie on Sullivan's Island, where American troops faced down a siege by Redcoats and won the first major victory of the Revolutionary War.

The city of Charleston and the entire state of South Carolina were critical to our victory over the British.

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From the Editor's Desk



Sandie Siciliano,
ETN2/USNR 1975-1980

Dear Shipmates,

Writing this column is never easy. Sometimes I sit for hours trying to think about a subject that is germane to our service on the Fiske, to the Navy, and our roles as American citizens and civilians.

In a time when our nation is sadly divided, when vitriolic dialogue appears to be taking the place of civility and grace, and I see a decline in American pride, I have to ask myself, "what is a patriot?" One would think that those who fight and die for our country are patriots - and indeed they are - but patriotism is much more than that.

Beginning with our founding fathers, this country rose from the farms and fields and backwoods to become the greatest nation on earth. Compared to thousands of years of history in Europe and Asia, ours has been, and still is, an experiment in democracy. Now, 236 years later, confronted with challenges greater and more dangerous than we have ever known, it calls to all who are patriots to support this great country in every way possible. Our history has been one with a solid work ethic. Hard work, entrepreneurial spirit, and "can do" attitudes got us where we are.

We have also been the most generous nation in history - giving away national fortunes to assist other countries in need - and welcoming those who flee to our shores for a better life. All paid for by hard work in the private sector, and the blood and treasure of our military.

Regardless of our individuality, patriotism is believing in the American Dream, in respecting what our flag represents, and expressing feelings of brotherhood for a common purpose. Overtly, it can be a lump in your throat and a tear in your eye when you see a loved one come home from the battle field - or ecstasy - as when we landed a man on the moon, or sent space shuttles to the International Space Station. Along with that, cherishing the privilege of casting our votes to elect those who would represent us in our local, state and federal governments. As patriots, when we served our country so many years ago, our duties during war and peace protected that privilege.

Our next newsletter will be released a few weeks after the national elections. That said, please exercise your privilege to vote.

Regardless of your party preference, listen with respect to the candidates, then make an informed and intelligent choice.

- Sandie



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Are You Moving?

Don't leave your Navy family behind! We don't want to lose track of you. Please let us know when you change your email, phone or home address by contacting anyone above.

Send Ship's Store orders
and "Fiske Mates" stories to:

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“Events of October 1962 indicated, as they had all through history, that control of the sea means security. Control of the seas can mean peace. Control of the seas can mean victory. The United States must control the seas if it is to protect your security....”

President John F. Kennedy,
6 June 1963,
on board USS Kitty Hawk



Notes from the Secretary

Jeff Kovite
SOG2 1959-1961

At the business meetings during our bi-annual reunions, the Association Secretary records the minutes, counts votes and performs other mundane, but important tasks. Between reunions, the primary responsibility is to keep an accurate record of our *Honor Roll of Deceased Shipmates*. The listing of those whose names have been added, in the order that we received notice, is to the right.

In James Rapson's *Treasurer's Report*, he describes the issues of losing shipmates and how we are trying to locate others who are not yet members.

Currently, the honor roll lists 166 of our shipmates who have gone to meet the "Great Boatswain"; you can view the complete Honor Roll at the Fiske website - www.fiske.com. Until then, I wish you fair winds and smooth sailing.

- Jeff

- James Horton, passed in 2001 (no other information about him)
- Robert L. Spotts, DKSAN, 1949-50
- Frank Schneider, TM3, 1954-56
- Raymond T. Higgins, GMM2, 1950-51; passed March 2011
- Milton Matkowski, SN, 1960-63; passed November 2009
- LeRoy Gunselman, QMSN, 1949-52
- Chuck King, FN, 1950-52; passed 2011
- Robert Dorava, MM2, 1959-62; passed April 2012
- Clyde F. Connor, Sr., SH, 1952-54
- James C. Jenkins, BM3, 1953-57; passed Oct 2009
- Harold (Johnny) Johnson, CS2, 1965-69; passed June 2011
- Marcus A. Arnheiter, LTJG, 1955
- Earl Plymale, 1947-52
- Donald M. Burroughs, ME3, 1955-56
- Jerry Broskin, FC3, 1949-53
- John A. Twomey, 1949-53; passed December 28, 2011
- John M. Beidler, RDSN, 1950-51; passed July 27, 2009
- Ernest A. Schumacher, SA, 1949

Reunioncon't from page 1

A pleasant boat ride across Charleston Harbor, guarding the entrance to the ocean, is Fort Sumter.

On April 12, 1861, citizens of Charleston gathered on rooftops to cheer their Confederate troops bombarding Fort Sumter and driving the Yankees from the south's most important shipping channel. It was the opening salvo to our country's most devastating war.

I'll delve more into the history of Charleston and South Carolina in subsequent newsletters; in the meantime, may you have fair winds and following seas,

- Jeff

Chaplain's Corner



W. Frank Stancil
GMG3 1959-1963

To preserve our "freedom", we must hold the American people to the spiritual foundations of our country. We must reaffirm our faith in Almighty God and constantly rekindle that spirit of humble reliance on Divine Guidance which inspired the founders of our country. It behooves us as a nation to arm our people in time of peril with the ageless weapons of moral and spiritual might, and to uphold and preserve, unimpaired, the spiritual heritage of America.

Will your anchor hold in the storms of life, When the clouds unfold their wings of strife?

When the strong tides lift and the cables strain, Will your anchor drift, or firm remain?

Remember: We worship a God who is greater than our greatest problem!

- Frank

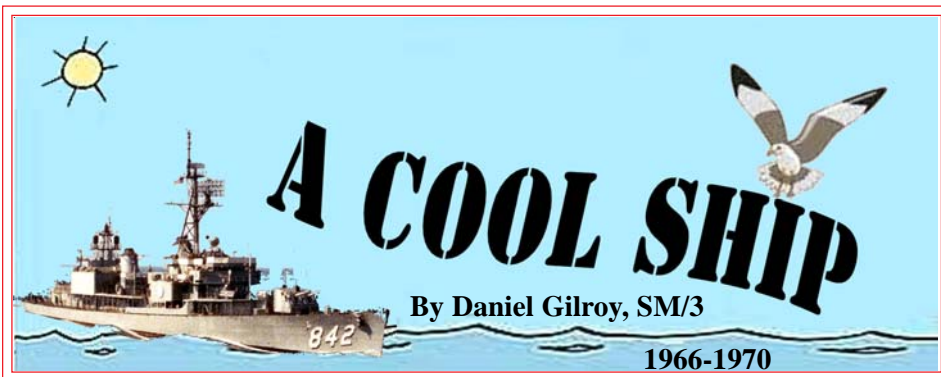


President's Letter.... con't from page 1

and the '70's. I'd like to have five to ten more by the middle of this winter. The goal is to have the finished product in hand for our reunion in Charleston. I know that there are more stories out there, so please send them in. I'll leave you with one final thought that comes from a Tom Clancy book about a cyber attack on the NYSE: *"If it isn't written down – it never happened."*

Until next time may we all have fair winds and following seas.

- Gil



Note: this story is a collaborative effort between Dan Gilroy and SM/1 Bob Mitchell

In January of 1968, Fiske entered the Boston naval Shipyard for an extensive four month overhaul. On May 6, 1968 Fiske completed her modernization and returned to Newport to prepare for refresher training at Guantanamo Bay, Cuba. That's where the story begins.

The signal gang's leading petty officer SM/1 Bob Mitchell was going to make sure that the signal bridge space was something to be proud of and that Guantanamo's training scores would be exceptional. I can recall that Bob was always looking for a better way to do things, and was therefore always open to suggestion.

The signal bridge shack was the best you had ever seen. From inside, you had a 360 degree view. Always a fresh pot of coffee. At times we boiled hotdogs in a second coffee pot, and somehow, bread and mustard was always available. This signal shack was well insulated and well heated for the cold weather. Therein lay the problem as we steamed toward the hot Cuban environment. With this well built insulated shack, how could we keep cool? As per Bob's instruction, the signal gang painted the roof of the signal shack white, which really helped in keeping the shack some what less hot. I can recall a conversation when someone jokingly suggested that the shack needed an air conditioner. The response was "yeah right, how is that going to work?"

We arrived at Guantanamo and spent the week training. That first Sunday there, I went to the Navy

Exchange and Commissary to look around. Son of a gun. They had a/c units for sale - something to think about as I remembered that previous joking conversation. I mentioned my discovery to Bob. Like I said, Bob was always open to suggestions and seemed quite interested in pursuing the idea of an air conditioned signal shack.

After some discussion, the signal gang agreed that cooling off the signal shack was a great idea and figured out the engineering of such an endeavor. All that was left to do was to purchase the a/c unit and somehow get it on board for the install. Next, where was the purchase money coming from? I thought that perhaps with the money I was making from the use of the signal bridge sewing machine, we could purchase a couple of picnic coolers. We would then all chip in and buy canned soda from the commissary and get ice from a supply division shipmate who wanted to be paid off in soda. We pooled our money and purchased forty cases of soda. The commissary delivered them to the ship, and for some reason I have never been able to figure out, the officer of the deck called for a working party to report to the gangway to receive supplies. The soda was delivered to the signal bridge and was stowed in a flag bag and a deck locker. The two picnic coolers were filled with soda and covered with ice. We put out the word that ice cold soda was for sale and business took off.

A few days later, while we were performing an underway maneuver, the captain called Bob to the starboard bridge wing.... *Gilroy, continued on page 7*

Fiske Mates



**Featuring Tommie Green
SD4 on board 1950-1951**

During the Korean War the Battle of Chosin was fought over some of the roughest terrain during some of the harshest winter weather conditions of the Korean War.

On 14 November, a cold front from Siberia descended over the Chosin Reservoir. As the temperature plunged, the intense cold created considerable danger of frostbite casualties and weapon malfunctions.

The UN forces at Chosin were also supported by one of the greatest concentrations of air power during the Korean War, in which the 1st Marine Air Wing and aircraft carriers from the US Navy Task Force 77 were able to launch 230 sorties daily to provide close air support during the battle. Tommie Green gives us his perspective:

"While I was on the FISKE, we got orders to join Task Force 77. It was a bad time out there. As I stood watch, top-side, on 40 mount, it was cold - cold - cold! I had never been that cold before, and have never been that cold since, but I made it. I was first loader on the forward mount. We knocked out a train as it came out of the mountain - blowing it up with the 5 inch forward mount."

This is Your Column!

Fiske Mates want to hear from you!

Send (or email) a photo and a short memory of your time aboard to "Editor" USS FISKE. We'll send you a token of our appreciation in return!



Government Matters

Forgotten Navy Vet is 1000th Buried with Dignity and Military Honors

On a rainy day in Portland, Oregon, active-duty military personnel, veterans, community members, and local leaders gathered to honor the life and service of **Navy Chief Petty Officer Stevenson Roy**. Few of those in attendance knew Roy. He passed away with no family and no place to call home. Despite Roy's challenges in life, the *Dignity Memorial Homeless Veterans Burial Program* ensured that his service to his country was remembered with full military honors. He was the 1,000th veteran to be served by this program.

Founded upon the belief that every veteran deserves a dignified and honorable burial, the Dignity Memorial Homeless Veterans Burial Program is a cooperative effort with funeral, cremation and cemetery service providers, the VFW, the U.S. Department of Veterans Affairs, local medical examiners, coroners, veterans advocates and veterans organizations.

Since its inception in 2000 the program has provided qualified homeless veterans with honorable burials in VA or state cemeteries.

Visit this website to learn more:
www.dignitymemorial.com

To receive a free Veterans Planning Guide, contact a Dignity Memorial provider near you or call toll-free 866-508-5834. A Dignity Memorial funeral professional will gladly deliver and review the guide with you, so you can take advantage of all the VA burial benefits you earned through your service.

- Editor



The Treasurer's Report



James R. Rapson
ENS/LTjg
1964-1967

It is always a pleasurable duty to be able to report good news to the Officers of the Association and to the Shipmates who rely upon us to do our best. The Association is in continued excellent financial condition thanks to your response to the annual call for dues payments. Through your efforts, we have a solid cash balance available, all bills to the Association have been paid on time and there are no outstanding obligations. The records for the prior year have been passed to the accountant and the financial report for December 31, 2011 has been compiled. The tax returns are filed with the Internal Revenue Service and the Annual Report has been filed with the State of New Jersey (our State of Incorporation).

That is the mundane part of this job as Treasurer but one that cannot be overlooked. Should any part of that annual cycle of information and detail be forgotten, then it is like having a small leak in the hull – unchecked it can lead to extreme circumstances – carefully monitored it will keep you afloat and safe for the future.

While mentioning the request for dues – several notes should be mentioned. First, the response has been very good as we average between 40-45% of the shipmates returning dues monies and many of those adding a contribution to help those who may be unable to pay dues. Second, we have the continuing problem of shipmates who are “*Lost At Sea*” as we are not notified when folks move and have a change of address. This also applies to those who receive information via the E-mail route. Thirdly, and this is the area that concerns us most, is that we receive notification that another shipmate has passed on to King Neptune’s Eternal Sea. Our ranks were reduced by nearly thirty (30) shipmates from the responses that we received between February and May. As these members cannot be replaced, we are going to have to look for the last groups who served aboard during the late 1970’s to continue the work of the Association.

In conjunction with those “*Lost At Sea*”, the list has been updated and is ready for the research phase. We would like to ask that any shipmate who would like to join in this effort to join the Crew. We are all volunteers, so if you have some free time, are computer savvy and enjoy the prospects of completing a search, we would welcome your assistance. Email me at jrrapson@cox.net. You may even know the “*Lost*” shipmate and be able to contact him directly. The more you get involved, the more your Association will prosper. I look forward to hearing from you!

Finally, the 14th Bi-Annual Reunion in Charleston, SC in September 2013 is closer than you think. It is just over the horizon from where we are now and not too early to start marking your calendars and making your plans. The Reunion Committee headed by our Secretary, Jeff Kovite, promises to bring an excellent package to you. As we did on the last Reunion, all hotel rooms will be booked directly with the hotel and our package will include all other functions of the Reunion. As we get closer to the Reunion date, more information will be available and the prices will be published to make your planning easier.

Until then, may you enjoy continued calm winds and following seas.

- James



Gilbert E. Beyer,
ETSN/ETR3 1960-1963

Ship's Log Entries....

Historian's Report



*A majestic ship was she,
that sailed the seven seas,
we were the crew
who saw it through,
and logged our history.*

As promised, in the last issue, here is the "rest of the story" about tattoos.

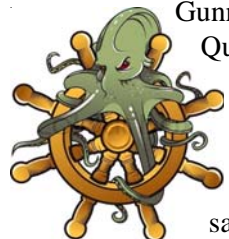
Picking up where we left off, and fresh out of Boot, many in the Company made a pilgrimage to a tattoo parlor to become "real sailors", and most had to be very drunk to go through with it.

There were the usual "Mom" and hearts with either an arrow or a knife in it. Since we were only paid about \$50 a month, most were small and simple outlines without much detail. I wasn't one of those that became a 'real sailor' at that time.



In October 1960 I reported to the FISKE and was assigned to the ET Gang. Our berthing compartment was aft on the starboard side of Mount 53's handling room. The next compartment forward was mostly Engineering personnel. Since there was only one washroom/head aft we all shared that facility. I distinctly remember a Machinist Mate that had, what to my naive eyes, was unique tattooing: He had a three bladed screw on each butt cheek.

This memory led me to do some research on tattoos and their meaning. It seems that it has long been appropriate to have your rate or specialty tattooed somewhere on your body. Boatswain Mates had anchors, Gunner's Mates had cannons, Quartermasters had a ship's helm; etc. Somehow, the Electronics Technician Helium Atom just didn't have the same panache.



Additional research led me to the meaning of some of the more traditional tattoos:

How many remember the bar question, "Are you a turtle?" The only way to answer that question legitimately is to say "You bet your ass I'm a turtle!" if you've crossed the equator on a ship at some point in your naval career. I became a turtle in 1970 on board the USS CORONADO, but didn't get the tattoo for many years after that.

If one crossed the International Date Line and sailed onward towards the Orient he had entered the *Realm of the Dragon* and that became another traditional seafarer's tattoo. A great number of WestPac sailors returned home from the waters off Viet Nam sporting a dragon somewhere on their person - especially if their ship made a port visit to Sasebo or the Philippines.



Another traditional tattoo is the Mariner's Star, which is usually a five pointed star with each segment divided to the center point much like a compass rose. It represents the North Star and will hopefully always lead you home.

Since we sailors are a superstitious lot some traditional tattoos are intended to ward off ill-fortune. Many 18th and 19th Century sailors had pig or duck feet tattooed on their legs so they wouldn't drown.

One more traditional tattoo and I'll close this history lesson down:

Does anyone remember seeing a shipmate with a swallow or two somewhere on their body? Well, traditionally each swallow represents 4000 or 5000 nautical miles (some dispute here on the distance required) sailed on ocean voyages.



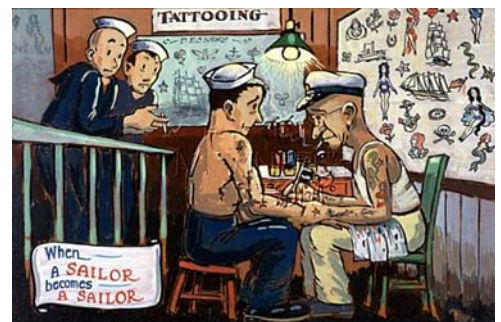
When I think about the fact that I made four Med Cruises during my career - including two transits of the Suez canal into the Red Sea and a couple of weeks in the Black Sea playing 'Chicken' with a Soviet cruiser - and one transit from Seattle to Norfolk, plus innumerable trips into Caribbean waters (*the Cuban Missile Crisis comes to mind*), I guesstimate that I should have about 6 swallows on me - using the higher number of miles covered. I have none at this time but who knows - maybe it will happen?

One last question - not tattoo related, but I found this tidbit while doing my research: Do you know why it became traditional for sailors to wear gold earrings?

Look for the answer in the next newsletter.

Until then, take care and fair winds to all.

- Gil

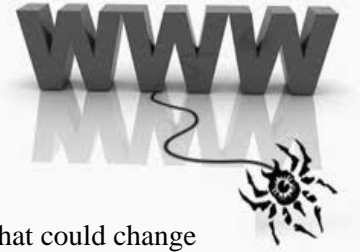




Steve Gilbert
YN3 1958-1960

What's Up with the Web?

with Web Master, Steve Gilbert



Have you ever heard of cloud computing? No, not the ones up in the sky. Have a lot of stuff on your PC? Would you be visibly shaken if it were lost? Cloud computing could be your answer.

Microsoft, Google, and others are aware that we often have several devices that we work with. Some of us have just a PC, while others have a PC, a Smart-phone, or a tablet PC, as well as the desire to share any and all of our information with friends and family. Here's where *Google-Docs* (soon to be *Google-drive*), and

Microsoft Sky-drive come in. What you get is a place to store your stuff, and a collection of programs that you would normally buy.

Microsoft and Google both provide a free word processing program, presentation program, spreadsheet programs, and several others.

Documents created on your PC can be opened and edited on your Smart-phone or Tablet. They can also be shared with friends and family. And you don't have to buy any of the programs.

Your files are not necessarily stored on your PC. They're up in a "cloud" at the Microsoft or Google web sites.

At the present time there is no charge for any of these programs. Of

course that could change in the future. For storing your data, Google gives you 5 gigabytes (5 billion characters) for free. And it's \$2.50 for up to 25 gigabytes per month.

To find out more, visit these places on the web by typing the complete address into the address bar of your browser:

For Microsoft Sky-drive:

windows.microsoft.com/en-US/skydrive/home

For Google:

Go to the google.com web site and click the *word documents* at the top of the screen.



- Steve



Gilroy, con't from page 4

and requested a can of coke. I remember Bob telling me that the captain wanted to pay for the soda but Bob refused to take the money. We did sell all of the soda and doubled our money. We then purchased the a/c unit and just carried it on up to the signal bridge, no questions asked, and installed it in the signal shack. An unseen problem cropped up. Everyone wanted to stay inside. Somehow we worked out the problem.

A few weeks later the XO came up to the signal bridge to check out the rumor of an a/c unit installed in the signal shack. He came in and savored the cool comfort and told me that it was against navy regulations to install such an appliance, and, not only that, the weight of the a/c unit would unbalance the ship. Are you kidding me? Jokingly, I told

the XO that we had not better have too many of ship's company stand on the other side of the ship at the same time. That comment didn't go over too well; however, as the conversation continued, I mentioned that the captain really enjoyed the soda that he requested and that was the end of the conversation. We never heard another thing about the soda or the installed a/c unit until one day, while being underway and taking on fuel, the oiler signalman via semaphore asked us if it was true that our signal shack was air conditioned. He wanted to confirm the rumor. Bob told him to use the big eyes and check it out and confirm the rumor himself, because through those 360 degree windows, you could see people inside drinking hot coffee on a terribly hot day with the doors closed!

I've often wondered if, on Friday June 5, 1980, as the Fiske was decommissioned in Philadelphia and turned over to the Turkish Navy and renamed TCG Piyalepasa, the signalmen gave out a big "woweeeeee".



Shipmates, if you've already read James Rapson's Treasurer's Report on page 5, you'll understand that the future of the *FISKE Association* depends on our membership.

Remember the friendly advice you were given as a seaman recruit to "never volunteer for anything"?

Well, we're asking you to ignore that and volunteer to help us locate lost shipmates. If you are willing to assist, please contact James at jrapson@cox.net, or call him at (401) 781-5879 for more details.

The updated "Lost at Sea" listing has been placed on the website (www.usssfiske.org) and will be printed again in the November newsletter.



- Editor



The Only Official Ship's Store for the USS FISKE DD/DDR-842 Association, Inc.



Ship's Store

1



Free History and Rules with every order.

Fiske Challenge Coins
Get Them While They Last!

This beautiful coin measures 1 5/8" between its crisscross edges. It is two-toned shiny and textured gold with silver/nickel highlights. The DD and DDR ship's patches are featured in full color (one on each side). Finished and sealed with an epoxy coating, the coin is contained within a clear poly envelope. Yours to treasure for years to come!

\$13.00 ea, or 2 for \$25.00

2



Ball Caps
\$12.00
Embroidered
Specify DD or DDR



3 Mouse Pad
\$10.00
8.5" x 9.5" x 3/8" thick



4 DD/DDR T-Shirts
Blue or Grey \$12.00
S, M, L, XL, XXL



5 Patches
DD or DDR
Large - \$7.00
Small \$5.00

USS FISKE PERSONALIZED MUG

6 Ceramic, Deeply Laser-Etched
Black, White, Cobalt Blue or Green
DD or DDR now available by special order
Fiske Logo with your name, rate, and dates



NEW ITEM - SUPPLIER DROP-SHIPS \$25

These are just a few items the we offer in ship's store. Please visit the website to see the entire catalog!

ORDER FORM

SPECIAL NOTE: Shipmates, Due to space constraints, the "Storekeeper's News" has been deleted from this issue. We are currently updating and taking inventory. If you reserved a Buck knife, no worries. they will be ordered from the manufacturer soon!

MissChopin@TampaBay.RR.com
(813) 920-6833

Sandra Ehlers Siciliano
ETN2 (USNR)

Personalized Mug: Name or Nickname Color: Rate: Years: DD (or) DDR * \$25.00
Item 7: Please print clearly to avoid errors

Item #	Quantity	Description	Color	Size	Price	Total

Shipping: Please help us keep it free! Contribute any amount here if you can, with our thanks: \$ _____

SHIP TO: Make checks payable to the USS Fiske Assoc., Inc.
Please print clearly to avoid errors!

TOTAL ENCLOSED: \$ _____

Name	Street Address
City	State Zip
Phone	Email Address:

MAIL TO: Sandra Siciliano, USS FISKE - Ship's Store Keeper - 6528 Steeplechase Dr. - Tampa, FL 33625

* Note: Fiske Logo is representative and may not be your configuration.