



USS SHANGRI-LA Reunion Association

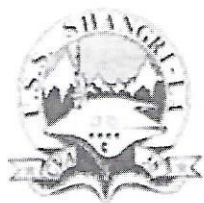
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*NOVEMBER 2021*





## 2021 Reunion

Ahoy Crew, So much to say and limited space...here we go. As most of you have already heard Joe Renteria passed away from Covid complications the end of October. Joe left his mark on the world in his 104 years of life. It was an honor and a privilege to have him attend our reunion this year. It is also so sad that he will not be with us anymore. Where and when he contracted the Covid is really a non-issue now as nobody can accurately know that. I personally just feel honored and blessed to have made his acquaintance even if for only the short time at our reunion. I am sure he would have been a fantastic ship/mate had any of us served with him. Sail On Joe!!

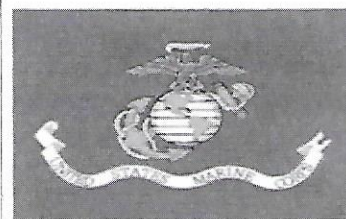
Other than pouring rain and wind, broken down buses, inoperative air conditioning units at the hotel, food warmers that malfunctioned right at the beginning of our Plank/Owners Banquet...and tours cancelled by our would have been vendors, and of course over/flow hotel rooms for some of us, I believe most of us had a relatively good time. If I could have foreseen any of these hiccups believe me I would have addressed them soon enough to get them 'right' but they all blindsided me.

Of course, the final 'blow' came after we all got home and found out about the Covid 'event'. 42 of our folks (at least) did test positive. Some cases both husband and wife....some cases just husband or wife....some cases neither husband or wife....with no real rhyme or reason. Most were vaccinated, some were not. Still, that was not 100% indicative as to who contacted it and who did not. Some were hospitalized, some were not. Most recovered pretty well, some are still fighting long/haul symptoms. I won't name any of these folks and situations to keep everyone's business private. I wish I could have done anything to keep this from happening, but I don't know what I would have/could have done to change the outcome.

I thank all of you folks who attended and put up with the hiccups that occurred, and I hope you had a relatively good time. Our reunion for Bismarck, N.D. is still on for Aug. 21 - Aug. 26 and I really hope to see a lot of you there.

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## From the President

A Huge Thank You to Al & Gwen Miller for all their hard work to plan & pull off a great reunion. Our Memorial Service was held in the hotel & aboard the Battleship North Carolina BB-55 in Wilmington, NC. We also had the Ladies Auxiliary dinner & auction, an event always enjoyed by all attendees. We toured the local waterways on the Eco Tour with lunch at Wick-ed Tuna. The live shows were great too. A great time was had by all. The Beach Cove Hotel is also a facility that has units privately owned and are considered condos, so many people came on the weekend to enjoy the beach. Unfortunately, we had the bad luck to have Covid show its presence among our reunion attendees. Following the reunion, we had 42 attendees out of 165 who tested positive, including myself. Two members had to be hospitalized with our Sec/Treas Chuck Hull still recovering at home. He is doing much better. One of our members, who spoke at our banquet, Joe Renteria, returned to San Diego and was hospitalized and succumbed on 26 September. He was 104 years young & an absolute joy to talk to. Coming to one of our reunions was the last item on his bucket list. He will be missed. Rest in Peace Shipmate. Here's a glimpse of Joe on one of our tours: <https://www.youtube.com/watch?v=Rqdi5HpdBm&t=88s>

Unfortunately, we will never know exactly how or who spread the virus. An employee?, a condo owner?, someone at one of our tour venues?. Who knows??

As many of you already know, the 2022 reunion will be held in Bismarck, N D on 8/21 to 8/26. The 2023 reunion site is in the process of looking for a place

## Annual Dues

Annual dues in the amount of \$20 are due. If you haven't already, please send your dues to:

**USS Shangri-La Reunion Association**  
**PO Box 1367**  
**Aliquippa, PA 15001**

## Secretary—Treasurer

Everyone, I'm doing fine; been home since Nov. 4, after being in the hospital for 27 days and 20 days in a rehab facility to get my strength back. I started coughing on Tuesday after the reunion; tested positive on Thursday and went to the ER on Saturday and was told I had COVID Pneumonia, and was admitted. I have continued therapy at home (PT and OT), walk with a walker and am slowly getting better. I am still on 4 liters of oxygen. Ruth tested positive, but she just had symptoms of a cold.

The gun raffle brought us \$1310. John Lyons donated fees of making of the gun, he didn't charge us anything for his time or for materials and parts for the gun., thank you John. The gun was won by Julie Hull Hunter. I don't know about the men's 50/50 raffle, I was not told about how much was made or what was paid out, everything was kept by the ladies auxiliary. I have a few 2021 rosters left, they are \$10, including postage. Merry Christmas and a Happy and Healthy New Year to every one.  
Chuck Hull

## Ladies Auxiliary

### LETTER FROM AUXILIARY TREASURER/ SHIP'S STORE MANAGER

Auxiliary dues remain at \$5.00 per year or \$50.00 for Lifetime Membership.

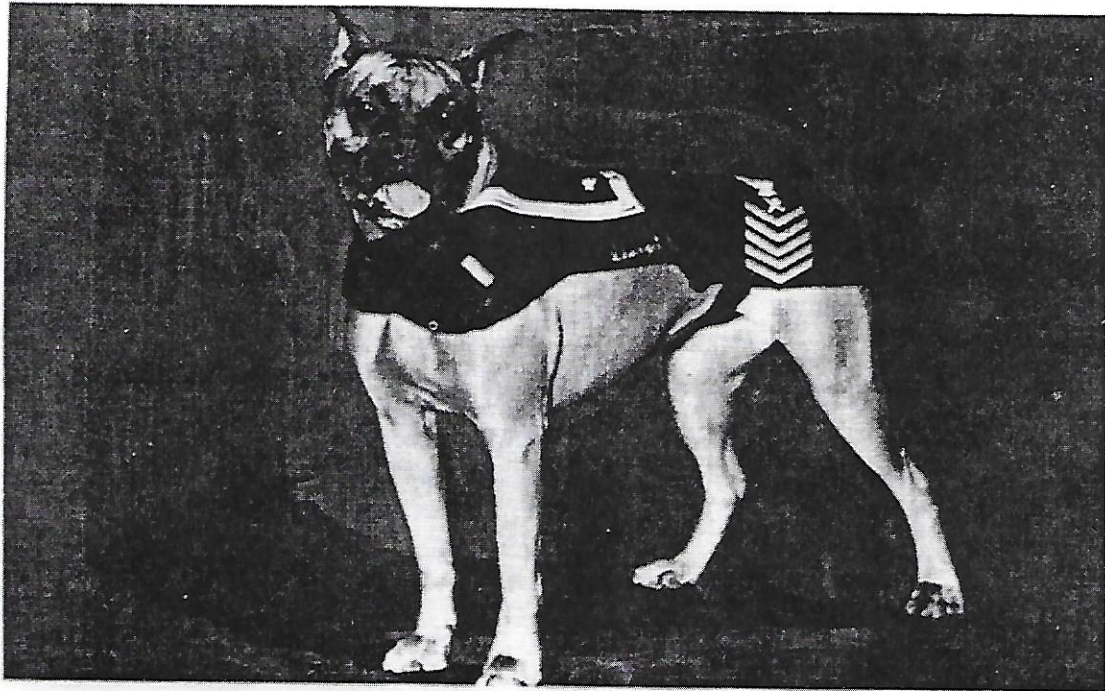
The Ship's Store is still open and ships out merchandise weekly. The Face Masks have been selling well. Over 250 sold to date! All other items are available. The shipping price will have to go up by the next Reunion as the Post Office has increased rates. Get your orders in now for the summer!

Please let me know of items you are interested in.





# YOKUSAN



YOKUSAN - BOXER MASCOT OF USS SHANGRI-LA



YOKUSAN, 16 MONTH OLD Boxer mascot of the ship, appeared at the recommissioning program in full dress blues with her master's daughter, Barbara Jackson. Forrest Jackson, SH2, is the ship's tailor.

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"BUT I DON'T THINK IT'S LEGAL TO PAY OFF IN DOG BISCUITS."





This article, entitled **ESSEX CLASS AIRCRAFT CARRIERS, Still Around After 47 years**, by T. L. Piper, from an unknown publication, was found in the SHANGRI-LA file at the Navy Historical Center in Washington, D.C. It mentions a possible transfer of SHANGRI-LA to the Royal Navy. (???)

Sailing daily in the Gulf of Mexico is the sole active survivor of the world's most prolific class of Fleet Aircraft Carrier. The USS *Lexington* (AVT16) continues to serve as the US Navy's training carrier, 47 years after she was first commissioned in 1943. Conceived in 1939, when plans were formulated for a single vessel to utilize the remaining 20,000 tons available under the London Naval Treaty, the US Navy chose a design based on the existing and successful *Yorktown* (CV 5). The resulting ship displaced 27,000 tons and was heavier than the *Yorktown* class, but lighter than the *Saratoga* (CV 3) for the same length.

The design was similar to *Yorktown's*, in that the flight deck and hangar were built on top of the hull and were not load bearing structures. The flight deck was constructed of wooden planks, with only very light armour plating, and was 886 ft long and 90 ft wide, with a gallery deck suspended beneath containing aircrew living quarters and ready rooms.

The 580 ft by 70 ft hangar was ventilated by

The machinery installation was compact, and consisted of two Babcock and Wilcox boilers and one set of turbines to each of the four propeller shafts. Geared turbines were fitted into the first five units, the remainder having direct drive. The 150,000 SHP produced drove the ships at 33 knots, and they proved very economical steamers, having the exceptional endurance of over 20,000 miles at 15 kts; the same installation in the *Alaska* class battlecruisers proved most uneconomic. US industrial capacity produced

in carrier procedures and technology a number of the ships were subjected to a myriad of reconstruction programmes in the 1950s, the units modified being fitted with the British invented angled flight deck, steam catapults and mirror loading aids. In addition the ships were fitted with a sealed 'hurricane bow', hull bulges to improve stability, the island structure remodelled and streamlined and a new deck edge folding elevator fitted on the starboard side aft. The four 5in twin mounts were removed to provide more aircraft parking

Another *Essex* class carrier, the *Valley Forge*, seen here (1960) entering the US base at Rota, Spain, was one of those designated a support carrier with an air wing equipped primarily for anti-submarine warfare. The CVS, as the support carriers were known, did not undergo so extensive a modernisation.



The Carrier *Lexington* in 1958 while still operating as an attack carrier before she was designated a training carrier in 1962.

large openings which could be closed by roller doors, the prime requirement being the ability to warm up aircraft engines to allow faster aircraft launch times. The flight deck was served by three aircraft lifts, two on the centre line, and one on the port deck edge which could be folded upwards to allow transit of the Panama Canal. To enable aircraft to be recovered if the rear of the flight deck was damaged in action, the design provided for six arrestor wires near the bow to effect recovery with the ship going full astern. This feature was fitted in only the first few ships and then deleted. Two hydraulic catapults were eventually fitted to launch over the bows and the first two ships had a hangar catapult installed to launch aircraft direct from the hangar at 90° to the ship's axis.

The hull was 820 ft long, 93 ft wide with a full load draft of 30 ft, the class being divided into two distinct groups, 10 short hull, with only one 40 mm mounting in the bows, and 13 long hull with a much fuller bow form to accommodate two mountings. The ships were completed with 12 5in 38 calibre dual purpose guns, eight in the ubiquitous twin mounts, and over 100 20 and 40mm AA guns.

some remarkable building times for such large ships, one unit the *Franklin* (CV 13) being completed in only 13 months.

The class proved able to absorb considerable battle damage, two ships, *Intrepid* (CV 11) and *Lexington* (CV 16) being torpedoed and the majority of the remainder being hit by Kamikaze's, the *Franklin* (CV 13) suffering 724 dead and 265 wounded after serious bomb damage. Outstanding damage control procedures resulted in not one ship being lost, although most required long periods in dock to repair the damage.

Of the 26 units ordered before or during WW II, two were cancelled, five completed just after the war and one, *Oriskany* (CV 34), was completed in 1950 as the prototype SCB 27A conversion.

With the cessation of hostilities, most of the class were reduced to the reserve, so that by the outbreak of the Korean War only four were active, and these were quickly deployed to cover operations there, until relieved by newly refitted and modernised units from the reserve. The brunt of all US Navy carrier operations during the Korean war were from *Essex* class carriers.

To keep pace with the rapid improvements

space. Nine units served unmodernised as helicopter assault ships or aircraft transports until they were scrapped.

Once modified the ships split into two distinct groups, those used for anti submarine operations and designated CVS and those that remained as attack carriers CVA. The class served on through the 1960s with a few of the CVS modernised under the FRAM II (Fleet Rehabilitation and Modernisation) programme with bow sonar domes, stern anchors and improved electronics. The class served throughout the Vietnam war where one unit, *Oriskany* (CVA 34), suffered a major fire with 44 dead and a long period in dock to repair the damage.

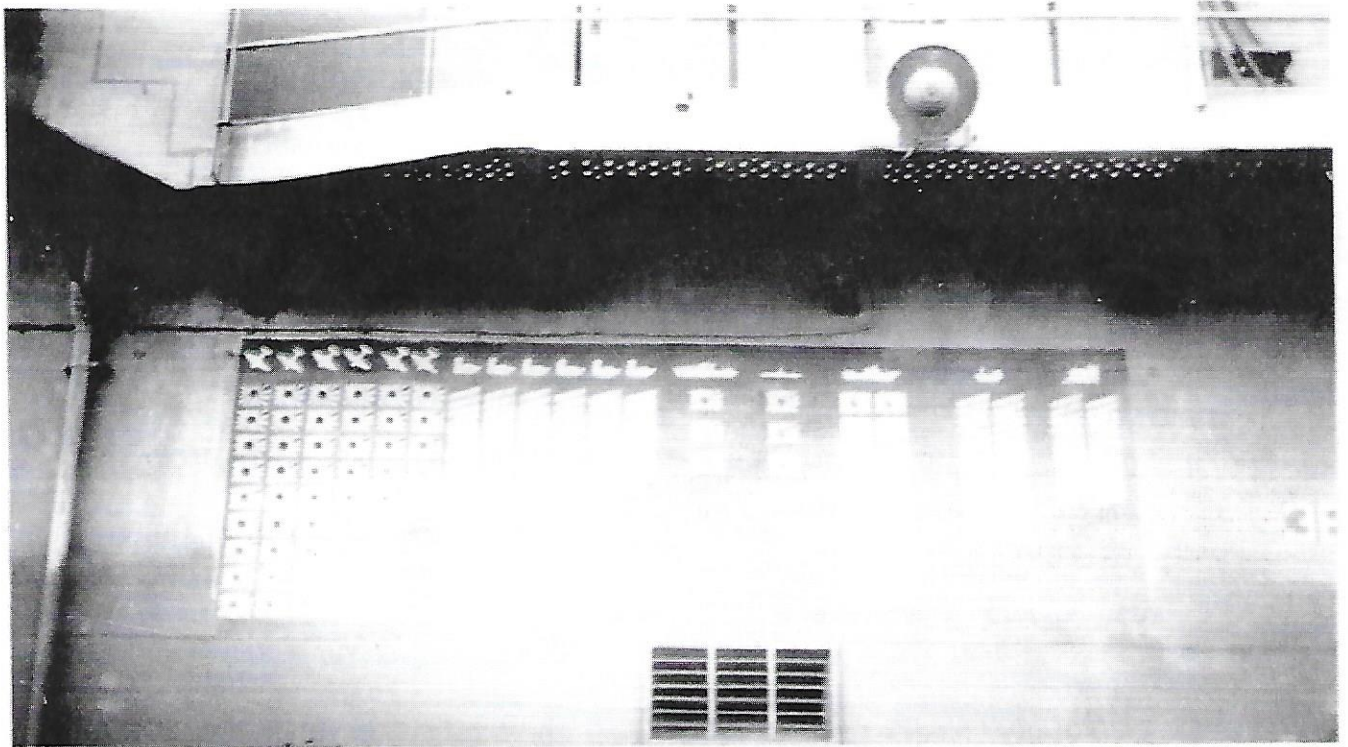
A plan was drawn up during the 1960s for a further reconstruction programme to combat serious hull stress caused by the rough weather in the Arctic where the class began to operate, and this included a new flight deck, to act as a full hull structural member. However the inability safely to carry the high performance F4 Phantom fighter and rising costs precluded further active service, and except for *Lexington* (AVT 16), the remainder had been taken out of service by 1976.

None was ever sold to other countries, although *Shangri La* (CV38) was earmarked for transfer to the Royal Navy in 1966 after the cancellation of CVA 01.

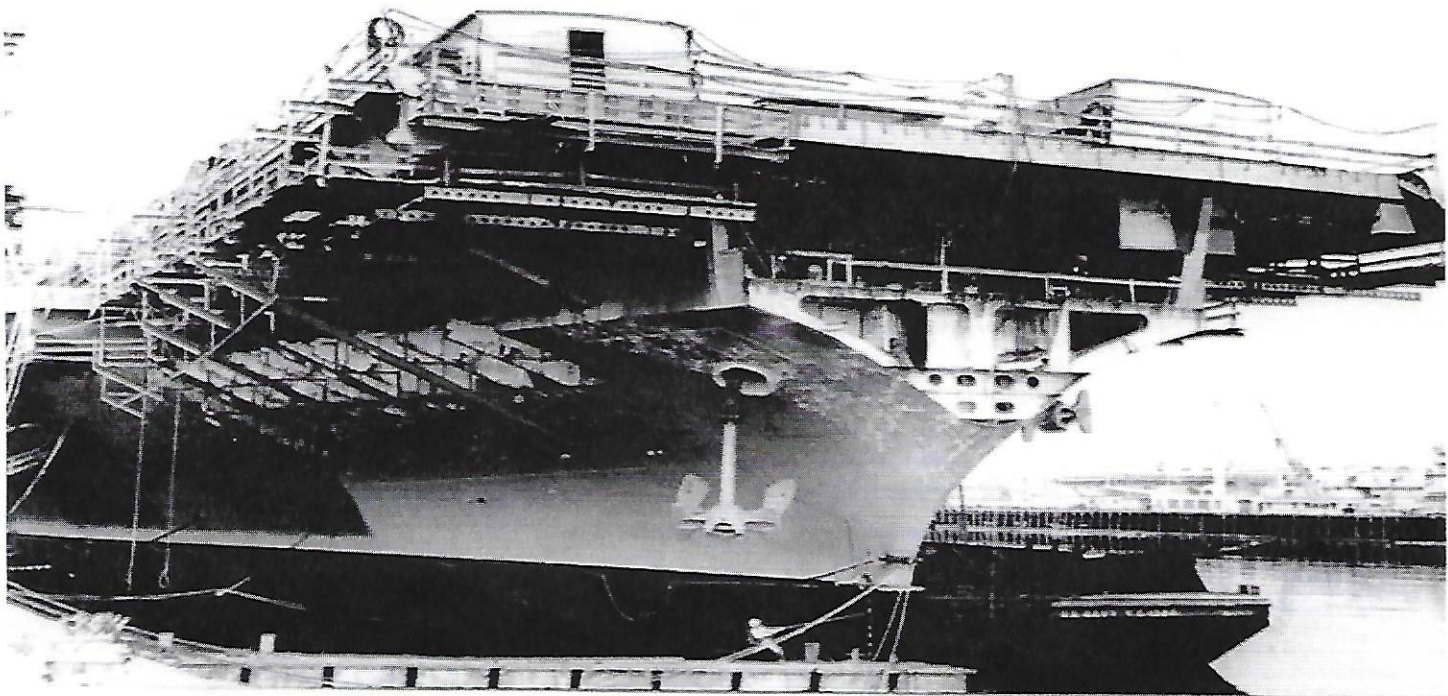
At the present time, four ships remain in reserve. *Intrepid* serves as an aviation museum ship in New York and *Lexington* continues as a training ship, home ported at Corpus Christi Texas. Plans to replace her with *Coral Sea* (CV 43) have been dropped and indeed she underwent a recent \$85m overhaul which should see her reach 50 in 1993.

(Since this article was written it now appears that the *Lexington's* refit will not be completed and she will be a victim of US defence cuts. It is expected she will be replaced next year by the carrier *Forrestal* (CV 59). - Editor)





SHANGRI-LA island scoreboard—1945



NYS-11420 PUGET SOUND NAVAL SHIPYARD 24 June 1964  
USS SHANGRI LA (CVA 38) Bow removal to show integrity to installation  
of new Bow Enclosure.



## SHIP'S STORE

New items in the store are: black T-Shirts for the men, V-Neck shirts for the Ladies and Flag Beach Towels. Sales were good! Thanks to all who shopped.

Suggestions for future items were: Red T-shirts, Henley in navy blue, long sleeved T-shirt in navy and shirts with T-wick or wet/dry material.

Other item was license plate holder. Minimum order in plastic is 200. Metal ones would be \$15-\$20.

Please let me know your preference on these or any other suggestions.

Debra Clark



### NEW ITEM

#### Covid Face Mask

Face masks are adjustable behind the ear, navy with **USS SHANGRI-LA CV- CVA- CVS** and ship silhouette. They are washable and antibacterial. \$7 each includes postage.

(Masks are not yet on the ship's store order form. Order directly from Debra Clark at address below.)

Debra Clark,  
Store Manager  
Shang38store@hotmail.com  
814-587-2122  
P.O. Box 103  
Conneautville, PA 16406-0103



# USS SHANGRI-LA AUXILIARY SHIP'S STORE 10/2021

		NAME	
		ADD	
		E-MAIL	PHONE
TOTAL	PRICE	ITEM DESCRIPTION	CHECK OR CIRCLE SIZE/COLOR
	\$4	BUMPER STICKER_____	OR BUMPER MAGNET_____ 3"x11"
	\$5	DECAL LOGO -INSIDE WINDOW 3'	
	\$7	FACE MASK, NAVY, GOLD SHIP'S NAME AND SOLHOUETTE	
	\$16	LOGO, WOODEN ORNAMENT 3 1/4"	
	4/\$1	POSTCARDS B/W CV38	
	\$5	PATCH-- LOGO EMBROIDERED 4"	
	\$4	ROCKER PATCH-- USS SHANGRI-LA EMBROIDERED	
	\$3	SLATE COASTER, LOGO	
	\$6	TIE OR HAT PIN-- LOGO	
	\$15	TOTE, DOCUMENT, CANVAS 15 1/2" X 15 1/2" EMBROIDERED	NAVY_____ OR WHITE_____
	\$17	TOTE, SIDE POCKET, CANVAS 12"H X 12"W X 6 1/2" D, STONE_____	
	\$15	VISOR, CLOTH, EMBROIDERED, VELCRO	NAVY_____ OR WHITE_____
	\$14	BALL CAP, NAVY, EMBROIDERED, CLOTH, ADJUSTABLE	LOW PROFILE
	\$14	BALL CAP, NAVY, EMBROIDERED, CLOTH, ADJUSTABLE	CV_____ CVA_____ CVS_____
	\$14	BALL CAP, NAVY, EMBROIDERED, CLOTH, ADJUSTABLE	-DATE 1944-1971
	\$24	HENLEY, 2 BUTTON, EMBROIDERED	S,M,L,XL LIMITED -CHECK AVAILABILITY
	\$26	2XL_____ 3XL_____	MAROON_____ OR LIGHT BLUE_____
	\$14	T-SHIRT W/POCKET, LOGO, NAVY_____	WHITE_____ BLACK_____ S_____ M_____ L_____ XL_____
	\$16	SAME IN 2XL_____ 3XL_____	
	\$29	GOLF SHIRT W/POCKET, EMBROIDERED	NAVY_____ WHITE_____ S_____ M_____ L_____ XL_____
	\$31	SAME IN 2XL_____ 3XL_____	
	\$36	JACKET LT. WT. NYLON, LINED, EMBROIDERED	NAVY_____ M_____ L_____ XL_____
	\$38	SAME IN 2XL_____ 3XL_____	
	\$51	TEAM JACKET W/HOOD, NYLON W/FLEECE LINING, EMBROIDERED	S_____ M_____ L_____ XL_____
	\$53	SAME IN 2XL_____ 3XL_____	
	\$27	MEN'S DENIM, LONG SLEEVE W/POCKET, EMBROIDERED, LT BLUE	S_____ M_____ L_____ XL_____
	\$29	SAME IN 2XL_____	
	\$18	LADIES V-NECK, EMB: CARIBBEAN BLUE_____	GREY_____ HOT PINK_____ NAVY_____ WHITE_____
	\$22	3XL_____ BRIGHT PINK_____	HEATHER GREY_____ NAVY_____ ROYAL BLUE_____
	\$11	LADIES T-SHIRT, EMBROIDERED	LT. PINK_____ DK. PINK_____ LT. BLUE_____ S_____ M_____ L_____ XL_____ 2XL_____ 3XL_____
	\$27	LADIES DENIM LONG SLEEVE, EMBROIDERED	LT. BLUE_____ M_____ L_____ XL_____
	\$29	SAME IN 2XL_____ 3XL_____	
	\$45	LADIES NYLON JACKET W/ROLL UP HOOD, NAVY/GREY	S_____ M_____ L_____ XL_____
	\$48	SAME IN 2XL_____ 3XL_____	
PLEASE ADD THE FOLLOWING FOR PACKAGE/SHIPPING:			
	\$1-\$22=\$6	\$23-\$50=\$9	\$51-\$80=\$12 OVER \$81=\$16
PAYMENT (CHECK OR MONEY ORDER ONLY)MADE OUT TO: USS SHANGRI-LA AUXILIARY			
SEND TO: DEBRA CLARK, PO BOX 103, CONNEAUTVILLE, PA 16406-0103			
TOTAL COST		E-MAIL QUESTIONS TO: SHANG38STORE@HOTMAIL.COM	