

PATROL GUNBOAT ASSOCIATION

GUNBOAT RIDERS

<http://members.visi.net/~macs/index.html>
<http://www.onelist.com/community/gunboats>

VOLUME 3 - NUMBER 1

SPRING EDITION 2000

Terry W. McManuels 1673 Kilt Street, Virginia Beach, VA 23464 (757) 479-2261

SAINT LOUIS, 2000, SHERATON WEST PORT HOTEL

Here it is, the year 2000. The hotel has been selected, meals and tours set up, hats and cups designed and ordered and the pre-reunion newsletter written, edited, copied and mailed out with information and registration forms for the 2000 Saint Louis Reunion. Our third annual reunion will be hosted by the **Sheraton West Port Hotel, Lakeside Chalet** in Saint Louis, Missouri. This is a beautiful facility, clean and spacious rooms, excellent food and professional staff. The standard room rate for the hotel is \$159.00, the corporate rate is \$139.00. We will receive the special group rate of \$85.00. The dates for the 2000 reunion are from Wednesday August 9, through Sunday, August 13. The Cut-Off date for all hotel reservations is July 15th. The Cut-Off date for tours and other reservations is July 1st.

Reservations: All hotel and tour reservations after the cutoff date will be limited to a first come, first served basis. There is no question in my mind that reservations made after the cutoff dates will be subject to limited availability. Also remember, we have a very liberal cancellation policy. Better to reserve and cancel than to miss out on an activity.

2000 Reunion Prices: Our need for a first class hotel means we have to pay a few dollars more. If you have attended any of our previous reunions, you realize that we always stay at nice hotels. However, you should notice that this year the room rate is a couple dollars less than Washington, and the tour prices are substantially less. This is due in part to the fact that prices in Saint Louis are less, and in part, to the fact that we planned the tours without including meals as part of the cost. Overall, I believe that the prices are very reasonable this year.

The **Sheraton West Port Hotel** is located at 191 West Port Plaza, Saint Louis, MO 63146. The hotel is about 10 miles from Saint Louis Airport (Shuttle Service is available). If driving, take I-70 West to I-270 South. Exit at Dorsett Road. Turn left on Dorsett. Get in right lane, go one block, turn right on Progress Parkway. Proceed one mile on Progress Parkway to the stop light. Continue straight into West Port Plaza.

2000 Tour and Event Registration Forms: All information and registration forms are included with this newsletter. Simply fill in the blocks for the events that you wish to participate in, multiply the cost of each event by the number of people attending, fill in the appropriate blocks on the form and add up the total. Send me a check (made out to PGRA) for the total amount along with your completed registration form and you are all set.

REUNION NOTICE MAILED

Most of the contracts are now signed and planning for the third annual reunion in Saint Louis, Missouri is in the final stages. On January 20, 2000, I mailed out 585 newspaper and 65 magazine announcements with details on the 2000 reunion. If you don't see our announcement, please send me the address and, if possible, the number of readers (listed under circulation) of your local paper and I will add them to the data file. Our reunion notice generates new crewmembers who have not yet heard of our Association. If we are to survive, we must continue to grow and this is an easy way of finding former crewmembers.

COMMEMORATIVE BALL CAPS & COFFEE MUGS

Once again we will have ball caps and coffee mugs available at the reunion. The shipment of ball caps and coffee mugs will be sent directly to the hotel and will be available during registration. As usual, ball caps will be given to those shipmates who purchase \$20.00 in raffle tickets for the Saturday Night Raffle Drawing. Commemorative Coffee Mugs will be given to each crewmember during registration. I will have a limited number of extra mugs for sale at the Reunion for those who want more than one. The remaining hats and mugs will be available for sale on a first come, first serve basis after the Reunion.

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Patrol Gunboat Association

ADMIRAL ZUMWALT, HE CHANGED THE NAVY

As CNO, he improved the lot of sailors and their families.

Adm. Elmo R. Zumwalt Jr., age 79 at his death Sunday, became chief of naval operations three decades ago - the youngest man appointed to the post. His tenure, though bitterly controversial, had a positive impact on the service.

Zumwalt moved at flank speed to expand career opportunities for blacks and women. He also reduced traditional but outmoded differences between military and civilian life. Both actions angered old hands, including some former CNO's with powerful friends in high places.

Zumwalt was a fearless agent of change. Traditionally conservative, the sea service was the least racially desegregated branch of the armed forces. Zumwalt considered the Navy's record on race disgraceful.

He also inherited a personnel shortfall attributable in part to the difficult conditions of shipboard duty, which forces sailors to live and work in confined spaces while separated for lengthy periods from their families; in part to the unpopularity of U.S. involvement in the Vietnam War; and in part, Zumwalt was convinced, to personnel policies gratuitously demeaning and overly restrictive.

As CNO, he addressed the challenges with a series of "Z-Grams" - directives not welcomed by all hands. His many critics warned that he was going too far too fast. They forecast trouble. Their misgivings seemed confirmed when interracial tensions exploded on aircraft carriers Kitty Hawk and Constellation, mirroring life in America at large.

As a civilian, Zumwalt published his memoirs and was defeated in his bid for a U.S. Senate seat when he ran in Virginia as a Democrat against independent Harry F. Byrd Jr.

When Elmo R. Zumwalt III, the Admiral's older son, developed cancer traced to exposure to the Agent Orange defoliant, the Zumwalt family was again in the limelight. The Admiral had ordered the defoliant's use to deprive the enemy of cover; his son was a boat commander in Vietnam at the time.

The son, who died in 1990, didn't blame the father. The father defended the defoliant as essential to saving American lives in the combat zone.

Fame is transient. But Zumwalt's reforms altered the Navy's course, and necessarily so.

From the Editor: The above article was published in the Virginia Pilot on January 4, 2000. I had contacted Admiral Zumwalt prior to the 1999 reunion in Falls Church and requested he consider being our guest speaker, but unfortunately, our reunion was scheduled at the same time the Admiral planned to visit family. He did however take the time to write me a nice letter telling me how impressed he was with the Patrol Gunboats. I have carried him in the Data Base and on the mailing list as an Associate Member ever since. I truly regret that I will never again have the opportunity to sit down and have a cup of coffee with the Admiral and "Talk Navy" with him.

NEW MEMBERS IN FILE

Following is a list of new members that have been located since the last newsletter was published.

<u>Name</u>	<u>Ship</u>	<u>Contacted</u>
Bartlett, Jim	Graham County	03/01/2000
Bertelson, Donald A.	Graham County	12/12/1999
Bontrager, Merle M.	Grand Rapids	01/02/2000
Breyer, Jim	Honorary	03/07/2000
Campbell, Daniel	Marathon	01/01/2000
Davies, James E.	Gallup	01/30/2000
Dodson, Herbert C.	Welch	01/10/2000
Donaldson, Thomas E.	Green Bay	03/01/2000
Fronius, Anthony T.	Douglas	01/27/2000
Lyon, Edward T	Graham County	12/16/1999
Moore, Joe T.	Green Bay	01/08/2000
Mraz, Donald J.	Marathon	01/09/2000
Oates, Jesse L.	Grand Rapids	03/01/2000
Osborn, James N.	Marathon	12/12/1999
Phelan, Patrick M.	Chehalis	12/12/1999
Pidcoe, William L.	Tacoma	01/18/2000
Roberts, Paul	Antelope	12/20/1999
Speare, Daniel J.	Asheville	02/15/2000
Sproule, Sherman H.	Asheville	12/20/1999
Vogt, Ronald L.	Ready	01/03/2000
Witt, Greg	Gallup	12/22/2000
Zaleski, Peter	Graham County	02/14/2000

MOST INFLUENTIAL PERSON OF THE CENTURY

Time Magazine prepared a list of the 10 most influential people of the Century in each field to mark the end of the century. The 10 most influential scientists, politicians, entertainers, sports figures, musicians, artists, and industrialists. This month they published the 10 most influential people (overall) of the century. They named "the American GI" the most influential person of the century. It is the only one that is not a single individual. General Powell wrote the introduction to the award.

Colin Powell's Tribute to the American G.I.:

As Chairman of the Joint Chiefs of Staff, I referred to the men and women of the armed forces as "G.I.'s." It got me in trouble with some of my colleagues at the time. Several years earlier, the Army had officially excised the term as an unfavorable characterization derived from the designation "government issue." Sailors and Marines wanted to be known as Sailors and Marines. Airmen, notwithstanding their origins as a rib of the Army, wished to be called simply Airmen. Collectively, they were blandly referred to as "service members." I persisted in using G.I.'s and found I was in good company.

Newspapers and television shows used it all the time. The most famous and successful government education program was known as the G.I. Bill, and it still uses that title for a newer generation of veterans. When you added one of the most common boy's names to it, you got G.I. Joe, and the name of the most popular boy's toy ever, the G.I. Joe action figure. And let's not forget G.I. Jane.

G.I. is a World War II term that two generations later continues to conjure up the warmest and proudest memories of a noble war that pitted pure good against pure evil and good triumphed. The victors in that war were the American G.I.'s, the Willies and Joe's, the farmer from Iowa and the steelworker from Pittsburgh who stepped off a landing craft into the hell of Omaha Beach. The G.I. was the wisecracking kid Marine from Brooklyn who clawed his way up a deadly hill on a Pacific Island. He was a black fighter pilot escorting white bomber pilots over

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Patrol Gunboat Association

2000 50 / 50 DRAWING

At of press time, there have been \$584.00 in 50/50 tickets returned. If we do as well on ticket sales at the Saint Louis Reunion as we have done in previous years, the winner's share should again exceed the previous year. If you wish to purchase additional tickets, just drop a check in the mail to me for \$1.00 for each ticket or \$10.00 for 12 tickets, made out to PGRA. I will complete the stubs for you. It would help if you could send me return address labels for the stubs. Like last year, we will continue to sell tickets for the 50-50 drawing up until the day of the drawing. In 1998 we sold \$1120.00 in 50-50 tickets, making the total amount shared by the three winners \$560.00. In 1999 we sold \$1352.00 in 50-50 tickets. Ray Patin (PG-84) won the first prize, a check for \$338.00. The second place prize of \$202.80 went to Valentin Monsale (PG-95) and the third place prize, \$135.20, went to Toni Volk (PG-86). The remaining money from the 50-50 ticket sales is used to help pay for hospitality room expenses, entertainment, and other administrative costs associated with the reunion. The purchase of 50/50 tickets is a great way to support the Association. Not only does it provide support, it gives you an opportunity to cash in on big bucks at the same time. **Remember, you need not be present to win.** We will have our drawings for the 50/50 winners on Saturday evening following the Banquet Dinner and Raffle Table Drawing.



ASSOCIATION DUES STATUS

Most of you are aware of the fact that we started collecting Association dues shortly after the 1998 Peoria Illinois reunion. Our active membership has grown consistently since then. For those of you who weren't around in the beginning, I started this project in 1997. I remembered the names of three or four former Canon crewmembers, one from the Crockett and one from the Marathon. I had the phone number of only two former crewmembers plus the e-mail address of two additional shipmates. Since that time, we have grown by leaps and bounds. The Association went over six hundred active members just before the new year. We now have almost two thousand names in the data base and it continues to grow still.

At the 1998 Reunion Business Meeting, I explained some of the costs associated with our Association. These costs include the publication and mailing costs of the Association Newsletter, the annual press notification to the newspapers and magazines in my data base, the costs of the Association Web Site and the many administrative costs such as paper, ink cartridges and the cost of sending and receiving welcome aboard letters and packages. Those present at that first business meeting voted on and approved annual dues of \$20.00 for each member.

For Fiscal Year 1999 (1 October, 1998 - 30 September, 1999) we collected \$4,100.00 in Association dues. So far we have collected \$4,625.00 in FY 2000 dues. Advance dues collected for FY 2001 and FY 2002 total \$540.00 and \$40.00 respectively. A complete breakdown of all financial receipts and expenditures is available on request and copies will be available at the reunion. All financial information is sent on a quarterly basis to our Association Auditor, Richard Smoktunovich, our Historian David Donaldson and our Master of Ceremonies, Paul Bennett. Any member of the Association may request a copy of our annual report by contacting me directly.

REMEMBER, TWO DEADLINES

When you read the reservation forms, keep in mind that there are two separate deadlines for reservations. The deadline to receive the Association Group Rate at the hotel is **July 15, 2000**. These rates are good for room reservations from three days prior to, until three days following the reunion. After the July 15 cutoff date the hotel is under no obligation to honor these rates. In 1999 at Falls Church we had late arrivals with no reservations who ended up paying the going rate for their room (more than twice the group rate). Please make your reservations early.

The second deadline is for tours and meals. I must receive your registration form and check prior to **July 1, 2000** in order to complete the reservations for the tours and meals with the tour company and hotel. Any registrations received after the cutoff date will be subject to availability.

NEXT CNO, A GUNBOAT RIDER!

Adm. Vern Clark, a 32 year veteran with an unusual 10 commands under his belt, the latest as Commander-in-Chief of the Atlantic Fleet, has been nominated to the Navy's top post as Chief of Naval Operations. Defense Secretary William Cohen said Tuesday the nomination was sent to President Clinton "several weeks ago." It was not known why the nomination was not disclosed to the public earlier. Senate confirmation is expected by early this spring with a change of command ceremony in July, according to officials. Adm. Jay Johnson, who has served a maximum four-year term as CNO, has already announced plans to retire. Assuming there are no significant objections by the White House, Clark's nomination is expected to sail through to Congress, where it must be confirmed by the Senate.

"His recent tour in Washington came at a very challenging time," said one senior officer, recalling the decisions that had to be made during Middle East flare-ups and in Kosovo. He is highly regarded by our NATO allies who respect him."

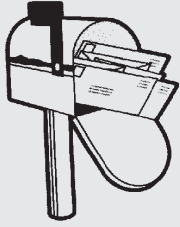
Clark started his career in destroyers, serving aboard the John W. Weeks and Gearing. Then as a Lieutenant, he moved to his first command as Commanding Officer of the Patrol Gunboat Grand Rapids. He subsequently commanded the Frigate McCloy, Destroyer Spruance, the Atlantic Fleet's Anti-Submarine Warfare Training Center, Destroyer Squadron 17, Destroyer Squadron Five, the Carrier Carl Vinson Battle Group/Cruiser Destroyer Group Three, the 2nd Fleet and the Atlantic Fleet.

Clark's shore assignments have taken him in and out of Norfolk on the staff of the Atlantic Fleet Surface Force and as the first commander of the ASW training group. His final shore assignment prior to being selected for flag rank was on the Joint Staff, where he was assigned in the Operations Directorate.

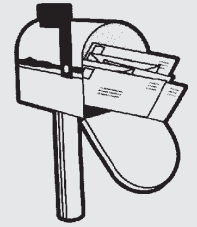
During that tour, he directed the Joint Staffs Crisis Action Team during operations Desert Shield and Desert Storm. His first Flag Officer tour was at the U.S. Transportation Command. Then, while commanding the Carl Vinson Battle Group, he deployed to the Arabian Gulf and later served a temporary assignment as Deputy Commander Joint Task Force Southwest Asia. He then served as Deputy and Chief of Staff for the Atlantic Fleet in Norfolk. Following selection to the three star rank of Vice Admiral, he took over command of the 2nd Fleet, returned to the Pentagon for the Joint Staff director's post, then came to the Atlantic Fleet last year.

From the Virginia Pilot, March 1, 2000

Patrol Gunboat Association



FROM THE MAILBAG



On this page, I want to print some of the comments that I have received from shipmates who either call or write to me. Due to space restrictions, I cannot include all of these comments. I will include those for which I have space in the current publishing period.

☐ **From Shipmate Stacey N. Kelsey {PG-90}:** I hope to attend the 2000 reunion and bring some pictures and other stuff that I still have, like my purple "D" Budweiser Plaque awarded to me by the crew when I transferred.

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Italy and Germany, proving that skin color had nothing to do with skill or courage. He was a native Japanese-American infantryman released from his own Country's concentration camp to join the fight. She was a nurse relieving the agony of a dying teenager. He was a petty officer standing on the edge of a heaving aircraft carrier with two signal paddles in his hands, helping guide a dive-bomber pilot back onto the deck. They were America.

They reflected our diverse origins. They were the embodiment of the American spirit of courage and dedication. They were truly a "people's army," going forth on a crusade to save democracy and freedom, to defeat tyrants, to save oppressed peoples and to make their families proud of them. They were the Private Ryan's, and they stood firm in the thin red line.

For most of those G.I.s, World War II was the adventure of their lifetime. Nothing they would ever do in the future would match their experiences as the warriors of democracy, saving the world from its own insanity. You can still see them in every Fourth of July color guard, their gait faltering but ever proud. Their forebears went by other names: doughboys, Yanks, buffalo soldiers, Johnny Reb, Rough Riders. But "G.I." will be forever lodged in the consciousness of our nation to apply to them all.

The G.I. carried the value system of the American people. The G.I.s were the surest guarantee of America's commitment. For more than 200 years, they answered the call to fight the nation's battles. They never went forth as mercenaries on the road to conquest. They went forth as reluctant warriors, as citizen soldiers. They were as gentle in victory as they were vicious in battle. I've had survivors of Nazi concentration camps tell me of the joy they experienced as the G.I.s liberated them: America had arrived!

I've had a wealthy Japanese businessman come into my office and tell me what it was like for him as a child in 1945 to await the arrival of the dreaded American beasts, and instead meet a smiling G.I. who gave him a Hershey bar. In thanks, the businessman was donating a large sum of money to the USO. After thanking him, I gave him as a souvenir a Hershey bar I had autographed. He took it and began to cry.

The 20th century can be called many things, but it was most certainly a century of war. The American G.I.s helped defeat fascism and communism. They came home in triumph from the ferocious battlefields of World Wars I and II. In Korea and Vietnam they fought just as bravely as any of their predecessor, but no triumphant receptions awaited them at home. They soldiered on through the twilight struggles of the cold war and showed what they were capable of in Desert Storm. The American people took them into their hearts again.

In this century hundreds of thousands of G.I.s died to bring to the beginning of the 21st century the victory of democracy as the ascendant political system on the face of the earth. The G.I.s were willing to travel far away and give their lives, if necessary, to secure the rights and freedoms of others. Only a nation such as ours, based on a firm moral foundation, could make such a request of its citizens. And the G.I.s wanted nothing more than to get the job done and then return home safely.

All they asked for in repayment from those they freed was the opportunity to help them become part of the world of democracy-and just

enough land to bury their fallen comrades, beneath simple white crosses and Stars of David. The volunteer G.I.s of today stand watch in Korea, the Persian Gulf, Europe and the dangerous terrain of the Balkans. We must never see them as mere hirelings, off in a corner of our society. They are our best, and we owe them our full support and our sincerest thanks. As this century closes, we look back to identify the great leaders and personalities of the past 100 years. We do so in a world still troubled, but full of promise.

That promise was gained by the young men and women of America who fought and died for freedom. Near the top of any listing of the most important people of the 20th century must stand, in singular honor, the American G.I.

Colin Powell

CREW ROSTERS

Our Historian Dave Donaldson provided the following information on original ships personnel rosters.

Crew Rosters from 1939 through 1971 are available at the National Archives and Records Administration in College Park, MD.

Rosters from 1972 through 1975 are available at the Navy Personnel Command in Millington, TN.

Rosters from 1976 through 1987 are available at the Enlisted Personnel Management Center in New Orleans, LA.

Volunteers who are within traveling distance of any of these locations and would be willing to assist in gathering information on former crewmembers should contact Dave at (503) 693-7010 for guidance and coordination. The Association will reimburse you for expenses if you desire.

The Supreme Commander

Following are names of **Patrol Gunboat Shipmates** that have met the Supreme Commander since the last edition of "Gunboat Riders". As this information is made available, I will include it in the following newsletter.

<u>Shipmate:</u>	<u>Ship:</u>	<u>Departed</u>
Doyle Boman	Crockett (PG-88)	02/17/2000
Charles A. Dodd	CCR-3	Unknown
Elmo R. Zumwalt	Honorary	01/02/2000

Patrol Gunboat Association

2000 Patrol Gunboat Association Reunion Itinerary

Wednesday, August 9, 2000

- 12:00 Hospitality Room opens and remains open until noon, Sunday.
3:00 Arrival and Registration, 3:00 pm until 7:00 pm, dinner and evening on your own. Today would be a great time to visit some of the local attractions or just relax and visit in the hospitality room.

Thursday, August 10, 2000

- 7:30 Arrival and registration until 8:30.
8:45 Board bus for Grant's Farm and Anheuser Busch Tour.
9:00 Bus departs for our narrated riding tour of Grant's Farm, the showcase estate of the Busch family. Upon arrival at the farm which is located on land once farmed by Ulysses S. Grant, the train will take you to the Bauernhof area (a European-style stable and barn surrounding a brick courtyard) to see a collection of carriages and trophies. Here, you can enjoy a light lunch (**on your own**) and a complimentary sample of the world-famous product. You'll take a very short (5 minutes) train ride back to the main entrance and then walk to your motor coach and the Clydesdale stables. You're sure to enjoy a visit with these "gentle giants" as they romp in the nearby pasture. From Grant's Farm, your tour will continue to the south part of the city of St. Louis and the Anheuser-Busch Brewery complex and neighborhood. Your motor coach will drive through the Souldard neighborhood, established first by the French, then German and Eastern European immigrants. At the conclusion of the tour, enjoy a complimentary sample in the Brewery Hospitality Room.

- 4:00 Return to Hotel.

Tour Price \$18.00 per person, includes transportation, guide, reservations and taxes, lunch is "on your own".

Registration schedule will be posted in the Hospitality Room, dinner on your own.

- 7:00 Enjoy light snacks and beverages during the **free** Wine and Cheese Reception hosted by the Sheraton West Port Hotel in the Association Hospitality Room.

Friday, August 11, 2000

- 7:30 Arrival and registration until 8:30.
8:45 Board bus for Saint Louis City Tour, Union Station, The Arch and New Cathedral.
9:00 Our bus will depart the hotel and your narrated riding tour will begin. Your guide will share with you historical facts about St. Louis and point out significant sights as you travel toward Laclede's Landing and the Mississippi Riverfront. You will ride through this restored area and see original cobblestone streets, the Eads Bridge and the Mighty Mississippi before disembarking at the Arch grounds. The tour includes a tram ticket to the top of the Arch, soaring 630 feet above the ground. (If you do not wish to take the tram, you may watch an interesting film on the construction of the Arch). Next, you'll ride through downtown and the civic center of St. Louis. A stop will be made at Union Station. An architectural treasure and an historic landmark, it was recently transformed into a festive marketplace with specialty shops, entertainment and restaurants. (Lunch is available here on you own.) After lunch, your tour will continue to the New Cathedral of St. Louis. The interior contains one of the largest and most beautiful displays, of mosaic art in the Western Hemisphere, covering domed ceilings, wall panels and arches.

- 4:00 Return to hotel.

Tour Price \$24.00 per person, includes transportation, guide, reservations and taxes. Lunch is available on your own at Union Station.

Registration schedule will be posted in the Hospitality Room.

- 6:00 Attitude Adjustment Hour, Cash Bar
7:00 Friday Night Buffet Dinner (Casual Attire). Following dinner, enjoy some quiet time with your shipmates in the casual atmosphere of the hotel banquet room.

Saturday, August 12, 2000

- 7:00 Registration schedule will be posted in Hospitality Room.
9:00 Business Meeting until 11:00. Location will be posted in the Hospitality Room.
12:00 After lunch on your own, board bus for the Historic Saint Charles tour. Our bus will depart the hotel and your narrated riding tour will begin. St. Charles is on the banks of the Missouri River and is a city that has been welcoming visitors since 1769. The nine block National Register Historic District, with its brick streets, gas lights and charming restored buildings, is the site for over 75 one-of-a-kind antique, craft and gift shops, plus a variety of quaint restaurants and wineries. You may also wish to take a tour of the Old Capitol Buildings (Missouri's first), dating back to 1821 (\$2.00 per person) or visit the recently opened Miniature World Museum (\$4.00 per person).

- 4:00 Return to hotel.

Tour price \$14.00 per person, includes transportation, guide, reservations and taxes.

- 6:00 Attitude adjustment hour / cash bar.
7:00 Third annual Patrol Gunboat Reunion Banquet Dinner, followed by raffle ticket drawing.
9:00 Drawing of 50/50 ticket winners. Entertainment and dancing.

Sunday, August 13, 2000

- Farewells and Departures.
12:00 Hospitality Room closes.

Patrol Gunboat Association

2000 SAINT LOUIS, MISSOURI - REUNION

Following is this years hotel information for Saint Louis, Missouri

Place: Sheraton West Port Hotel
191 West Port Plaza
St. Louis, MO 63146
Tel (314) 434-5010
(800) 822-3535

Date: Wednesday, August 9, 2000
To: Sunday, August 13, 2000
(check-in time is 4:00pm ,
checkout time is 12:00 Noon.)

Bell Captain can arrange to check baggage for guests arriving early

Patrol Gunboat Association Guest Room Rates are \$85.00 per night for all Standard Rooms.

Note: Association Rate must be requested at the time reservations are made.

Rates are subject to all current local taxes. Free guest parking is provided. Motor home parking is provided at no charge for registered guests. There are no hookups available, no dumping of gray water.

ALL HOTEL RESERVATIONS MUST BE RECEIVED BY THE SHERATON WEST PORT HOTEL BY JULY 15, 2000, TO ENSURE AVAILABILITY. THE ENCLOSED RESERVATION CARD SHOULD BE USED OR RESERVATIONS CAN BE MADE BY CALLING THE HOTEL AND CONFIRMING THE FIRST NIGHT WITH A MAJOR CREDIT CARD.

All Meal Reservations and Tour Reservations must be made with the enclosed Reservation Form and forwarded to: Patrol Gunboat Association, c/o Terry W. McManuels, 1673 Kilt Street, Virginia Beach, VA 23464 by no later than July 1, 2000.

FRIDAY EVENING BUFFET

Seafood Pasta Salad

Caesar Salad with Garlic Croutons

Carved Prime Rib with Horseradish Mousse

Sauteed Breast of Chicken with Dijon Sauce

Wild Rice Palif

Vegetable Stir Fry

Warm Rolls and Butter

Chef's Desert Table including French Pastries, Fruit Tarts,

Assorted Cakes and Pies

Coffee, Decaffeinated Coffee and Tea

Total Price including Tax \$31.00

Children's Price: \$17.00

SATURDAY EVENING BANQUET

Menu 1:

Caesar Salad, Tossed Tableside

Chicken Mudega

(Hand Breaded, Char Broiled, Topped with Onions, Mushrooms, Bacon and Cheese)

Dauphinoise Potatoes

Chef's Choice of Vegetables

Warm Rolls and Butter

Tiramisu

Coffee, Decaffeinated Coffee and Tea

Total Price including Tax \$29.00

SATURDAY EVENING BANQUET

Menu 2:

Caesar Salad, Tossed Tableside

**Seared Pacific Salmon
(with Potato Crust)**

Dauphinoise Potatoes

Chef's Choice of Vegetables

Warm Rolls and Butter

Tiramisu

Coffee, Decaffeinated Coffee and Tea

Total Price including Tax \$31.00

SATURDAY EVENING BANQUET

Children's Menu:

Caesar Salad, Tossed Tableside

Chicken Fingers

French Fried Potatoes

Chef's Choice of Vegetables

Warm Rolls and Butter

Tiramisu

Assorted Beverages

Total Price including Tax \$17.00

MEALS FOR SPECIAL DIETARY NEEDS AVAILABLE ON REQUEST.