



Radar Picket Ships

YAGRGRAM #22

Fall 2001

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YAGR'S 7th Reunion

Location: Newport, RI
Dates: Tuesday May 28, Wednesday May 29
and Thursday May 30, 2002
Hotel: Best Western Mainstay
151 Admiral Kalbus Rd.
Newport, RI 02640
877-545-5550 (TOLL FREE NUMBER)
Room rate: \$68.00 per night

We are expecting a larger than normal turnout for this reunion. Make your hotel reservations now. Be sure to mention you are part of the YAGR'S reunion when you make your reservation.

Reunion Registration

Dues paying members and their spouses/guests - the cost will be \$75.00 per person

Non dues paying members and their spouses/guests - the cost will be \$85.00 per person

Reunion Schedule

The reunion format will be the same as the past 6 reunions. The hospitality room has soda, beer, wine, drinks and light snacks and will be kept open as much as possible.

Tuesday May 28 will be for checking in at the hotel and our hospitality room to pick up your reunion packet.

Wednesday May 29 We will board buses for transport to the Battleship Massachusetts located in Fall River, MA. Once onboard the ship, we will dedicate our exhibit. You will be free to tour the Battleship and other vessels located at Battleship Cove. We will be served lunch on the Battleship.

Thursday May 30 morning We will hold our business meeting the morning. While we are doing this, our spouses/guests will have their breakfast/penny social. **Thursday night** we will depart the hotel by bus for our farewell banquet. The dress for this evening: men usually wear a suit or sport jacket, women a dress or suit.



Newport, RI

A Note To Our Handicapped Members

The hospitality room we have at the hotel is located on the second floor and there is no elevator to reach this floor. Also to gain access to the battleship a steep brow (gangway) will have to be negotiated to reach the main deck. Also our exhibit is located on the second deck of the battleship. To reach it you will have to descend a steep ladder to reach the second deck.

If you have any questions, please get in touch with me.

Send Out A Reunion Notice

If your local newspaper has a column that features reunions and events or if you belong to any organization that sends out magazines or newsletters, please send them a notice that we will be holding our reunion in Newport, RI on the 28th, 29th, and 30th of May, 2002.





Dedication

As suggested in the last YAGRGRAM the wearing of uniforms would be appropriate at the dedication of our exhibit on the Battleship Massachusetts. This suggestion was brought up at the San Diego reunion. The response has been positive, and is only an option. The uniform will be dress blues with ribbons. We don't expect you to run out and buy a uniform. We do ask that you wear appropriate attire to the dedication. Dockers and a sport shirt is fine but no tank tops or cut off jeans. For the women, remember you will be going up and down ladders (stairways) so wear comfortable shoes.

Pre-reunion tour

On Monday May 27 we will once again offer a pre-reunion tour. The cost of this tour is \$39.00. **It does not include lunch.** We will need at least 30 people to set this tour up. If we do not, it will be canceled and your money will be returned.

Tour Information

Step Back in Time to Plymouth, Massachusetts

Experience a day in the 17th century. Our tour guide will narrate enroute. We begin the tour by visiting Plimoth Plantation, an authentically re-created living museum where skilled interpreters portray historic characters from the days of the Pilgrims. From here we travel on to see the reproduction of the Mayflower and view Plymouth Rock. Enjoy free time to shop in Plymouth, have lunch, or perhaps visit the Cranberry World Visitors Center.

Spouses/Guests Saturday Morning Function

Food

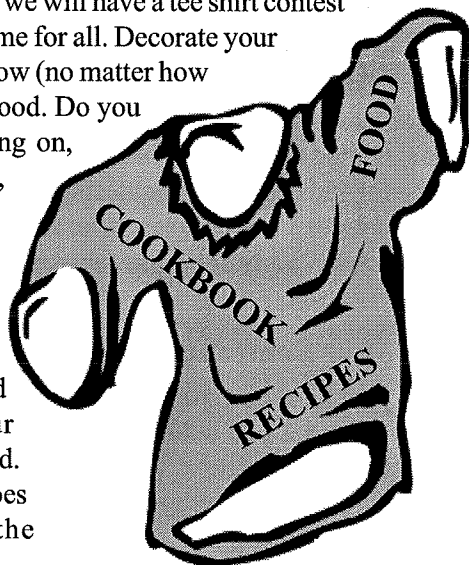
Prizes

And Fun

Recipes For Cookbook

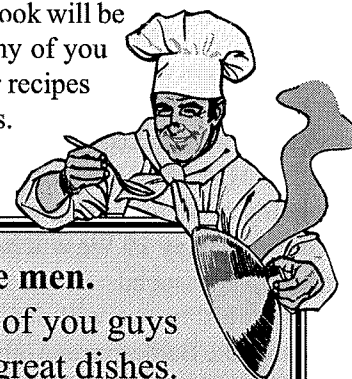
All of the spouses/guests are invited to the Saturday morning breakfast/penny social that is held while the men are at their meeting. For those of you who have not been before, we ask each of the spouses/guests to bring an inexpensive item to be raffled off. These items should cost no more than a few dollars and, yes, homemade craft items are certainly most welcome. This breakfast and raffle costs you nothing as the cost is part of your registration fee.

Just a reminder, we will have a tee shirt contest also. This is a fun time for all. Decorate your tee shirt that somehow (no matter how loosely) relates to food. Do you notice a theme going on, Tee shirts with food, cookbook and recipes? You don't have to be an artist. None of us are. You have 7 months to come up with a good idea. Let your imagination run wild. As the old saying goes "The more the merrier".



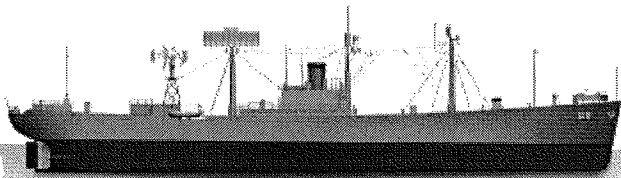
Do you have a favorite recipe? Each part of the country has its own unique style of cooking. We would like each of the ladies to write down 1 or 2 of their favorite recipes. We will assemble them into a cookbook and make them available to our members. Be certain they can be easily read and that all ingredients and instructions are accurate. Include your name, which will be included in the recipe book. Also include your phone number (will not be published).

At this time with the number of recipes we have, the cookbook will be very thin. We need as many of you as possible to send in your recipes to make the book a success.



A note to the men.

We know that a lot of you guys can whip up some great dishes. Send in your receipts to be included in the cookbook!!! Please pass this on to your wife.



Radar Picket Ship Exhibit

USS Massachusetts
Fall River, MA

Onboard Work

The painting of our exhibit space is scheduled to be completed by October 19, 2001. This date was pushed up due to a few problems we had. While we hoped to have the painting completed well before that date, it will not affect us as far as the dedication is concerned.

Roland Cote (AGR-10, 1960-62) and Harry Miller (AGR-11, 1962-64, YR-65, 1964-65) have been busy doing odds and ends on the ship to keep things moving along.

We plan to have 7 men onboard the ship the weekend of October 19th to start re-installing all of our displays.

Off Site Work Going On

YR-65 Model

Bill Simcox (AGR-4, 1960-61) will have the model of the YR-65 at the Newport reunion.

Ship Plaques

Lee Doyel (AGR-15, 1960-62) has refurbished the ships emblems (9 of them) he was working on.

Needed For Exhibit

At this time we are still looking for the following items for the exhibit on the Massachusetts.

Cigarette Lighters

AGR 1, 6, 16.

YAGR 2, 4, 9, 10, 11, 13, 14, 15

Pictures that show the ships in rough seas or covered with ice. Time is running short so please check to see if you have any of the above items so that we can include them in our exhibit.

Information Wanted

We would like to get information on the radar systems that were in use onboard the ships. What is especially needed is technical manuals, course books, schematics, etc. Anything you send is returned to you if you request that it be returned. **It is very important that we get this information as soon as possible!**

Model Maker Wanted

Experienced model maker needed. We need someone who has worked on resin ships models and with scratch building experience. I have located a company that makes Liberty Ship models in the 1/350 scale. The model is of a standard Liberty Ship (Z-ECS-S-C1). What we need is a person to take this model and convert it into the Boxed Aircraft type (Z-ECS-S-C5) configuration. To do this your scratch building capabilities will have to be used. YAGR'S will supply all the materials.

If you feel you can be of help, get in touch with me and we can discuss the details.



If you would like to build this ship model for yourself, you can purchase it at: Commander Series Models, Inc.

551 Wegman Rd.
Rochester, NY 14624
1-888-476-6744

web site www.commanderseries.com/ships.htm

At this time they only have a few in stock but expect to have more on hand by the beginning of 2002. The list price for this model is \$170.00, but we can get it for \$85.00, If you order let them know that you are with YAGR'S (Radar Picket Ship Assoc.).

Are You Moving ?

If a move is in your future or you have moved recently, send us a message with your new address and phone number so that we can keep in touch. Doing so will ensure that you will continue to receive your YAGRGRAM

We have lost track of 5 more members since the last YAGRGRAM because they did not keep us informed.



**Pre-reunion Tour
Monday May 27, 2002
Tour of Plymouth Rock And
Plimouth Plantions
\$39.00 per person**

Names of people going on tour

NOTE: If you are going on the tour, please include the tour fee with your reunion registration.

Number people _____ X \$39.00= \$ _____

7th Annual Reunion

Newport, RI

May 28, 29, 30, 2002

Reunion Registration

\$75.00 Per Person (Dues Paying Member And Spouse/Guest)

\$85.00 Per Person (Non-Dues Paying Member And Spouse/Guest)

Please Return As Soon As Possible, But No Later Than April 18, 2002

Name _____

Name Of Spouse/Guest _____

Ship Served On _____ Date On Board _____ Rate _____

Ship Served On _____ Date On Board _____ Rate _____

Number Of People Attending _____ X \$75.00 = \$ _____ Enclosed \$ _____
Dues paying members and guest

Number Of People Attending _____ X \$85.00 = \$ _____ Enclosed \$ _____
Non-dues paying dues members and guests

Make All Checks Payable To YAGR'S

This information will be used for your name tags. Use the name you want printed on your name tag

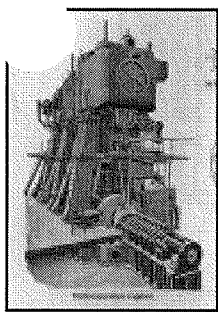
Liberty Ship

The information listed below was given to me by Tom Patterson who served on the USS Guardian AGR-1 as XO and CO in 1954-56. Tom is Chairman of the Board of the National Liberty Ship Memorial. It was he who determined that the SS Jeremiah O'Brien was the best ved Liberty ship in the reserve fleet and managed to keep her from being scrapped. The O'Brien operates out of San Francisco, CA. If you like to volunteer time on the ship or would like to get the sailing schedules you can call 415-441-3101

DESIGN DEVELOPMENT

Original British Design See Fig. 5

The Liberty Ship evolved from a standard cargo type vessel prepared for the United Kingdom's ship construction program during the war hostilities in 1939. That design in turn was based on an old time-proven British tramp ship. The original British Liberty design was a flush decker of riveted construction, closed shelter deck type with 5 hatches and a deadweight of 10,000 tons. A major feature of these coal-fired ships was the No. 3 hatch which was located between the bridge house and amidships machinery space. This arrangement was to accommodate coal bunkers in part of No. 3 hatch. Officer Accommodations were amidships and in the bridgehouse while those for the crew were located aft. Cargo holds were serviced by eight 5 ton and two 10 ton booms and one 40 ton heavy lift boom.



The 2500 HP steam propulsion machinery was a 3 cylinder triple-expansion type arranged to operate on saturated steam with provisions for future conversion after the war to superheat steam at 750°F. Three coal-fired scotch type boilers were installed. Service speed was 11 knots.

OCEAN CLASS Design for Great Britain

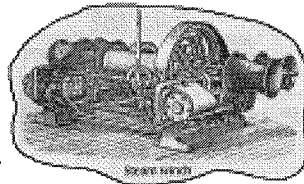
In mid 1941 the British contracted for construction of 60 British Liberty ships to be built in U.S. shipyards under the Lend Lease Act. The original design was modified to provide for all welded construction and utilization of equipment of U.S. manufacture. All other design features were retained including coal-fired boilers and these 60 vessels were designated "OCEAN CLASS".

American Liberty Ship Design

The naval architect firm of Gibbs and Cox retained as design agent by the U.S. Maritime Commission in 1941 to modify the British design for a standard type suitable for mass production in U.S. shipyards. This became the EC2-S-C1 Type LIBERTY SHIP. ("E" for

Emergency, "C" for Cargo, and "2" designating size.). President Franklin D. Roosevelt in approving the design and plans in 1941 dubbed them "Ugly Ducklings". Hull scantlings were changed from closed shelter deck to full scantling with increase in deadweight. The British hull form as a flush decker with raked stern and cruiser stern was retained except for introduction of a contra-guide stern and rudder and addition of a bulwark on the upper deck, oil fired boilers were incorporated of the cross drum, sectional header, straight tube type fitted with superheat. Internal decks and compartmentation were the same except for incorporation of deep tanks in No.1 Hold and elimination of cross bunkers for coal in No.3 Hold. The superstructures were combined into one house amidships for accommodation of all officers, crew and navigation.

Cargo gear with steam winches was maintained for increasing capacity of heavy lift at No. 2 hatch to 50 tons and adding a 15 ton (later a 30 ton) heavy lift at No. 4 hatch.



CONSTRUCTION PROGRAM

The construction of the 60 "OCEAN CLASS" vessels with coal fired scotch boilers commenced in mid 1941. Two contracts under the Lend Lease Act were awarded to build sixty of these vessels for the United Kingdom. Thirty ships were built by the Todd-Bath Shipbuilding Corp. of South Portland, Maine (which later built the S.S. JEREMIAH O'BRIEN) and thirty by Kaiser Shipyard in Richmond, California. Upon U.S. entry into World War II in December 1941 the Liberty Ship (American Liberty Ship design with oil-fired boilers) became the standard model for a massive emergency shipbuilding program authorized by President Franklin D. Roosevelt. The objective of the program was to build ships at a faster rate than enemy submarines could sink them.

Existing shipyards were expanded and

new shipyards were set up on Atlantic, Gulf and Pacific Coasts. A total of 18 yards with 210 slipways took on contracts to build Liberties. Between December 1941 and late 1945 2751 of these vessels were built, the largest number of a single class ever built. Standardized design and detail working plans were used by all yards, and the construction program was managed by the U.S. Maritime Commission. The average cost in 1943 of a complete Liberty Ship was about \$1,750,000. The first Liberty Ship, the S.S. PATRICK HENRY, was built by Bethlehem Steel Shipbuilding Division yard at Fairfield, Maryland and delivered on Feb. 7, 1942. The last Liberty Ship was the S.S. ALBERT M. BOE built by New England Shipbuilding Corporation of South Portland, Maine and was delivered Oct. 30, 1945. Record building times were established by many shipyards of which the fastest was Kaiser's Permanente Yard No. 2 in Richmond, California where the S.S. ROBERT E. PEARY took only 4 days, 15 hours and 30 minutes from keel laying through launch. Welded construction of course contributed greatly to reduction in construction period due in part to the new prefabrication and sub-assembly techniques possibly only with welding. From a productivity viewpoint however total man-hours per ship for such record times exceeded those of established and experienced shipyards which averaged about 60 days per ship. By 1945 this time improved to an average of about 30 days per ship which is a significant improvement over the S.S. PATRICK HENRY'S building period of 245 days considered normal for prewar production rates. Extensive training programs were set up for shipyard workers recruited from all parts of the nation. In many of the yards as high as 85% of the workers were inexperienced in shipbuilding work. Due to wartime shortage of male workers a sizable percentage were women who were dubbed "Rosie the Riveter".

National Liberty Ship Memorial
Fort Mason Center Bldg. A
San Francisco, CA 94123
Call (415) 441-3101

Navy Expeditionary

National Defense

Armed Forces Expeditionary

Awards And Service Medals

With the last YAGRGRAM I had a list of ships and dates that were awarded the Armed Forces Expeditionary Medal and the Navy Expeditionary Medal. This list and dates were obtained off the internet. I do not know how up-to-date it is.

I heard from Tom Ellsworth (USS Protector AGR-11, 1962-65) who served on her at the time of the Cuban Missile Crisis. He reminded me that the Protector (ship I served on) was awarded the Armed Forces Expeditionary Medal for the Cuban Missile crisis. While I knew of this, I did not publish it as it was not listed on what I saw on the internet.

As I run across more information, I will get it out to you. If any of you have information that can be backed up with a document get in touch with me. If it comes from an official location, I will put the word out.

Something that was not passed along in the last YAGRGRAM is that the National Defense Service Medal was awarded for Honorable active military service for the dates that follow.

June 27, 1950 - July 27, 1954

January 1, 1961 - August 14, 1974.

E-Mail

With all of the junk mail and virus going around, I am very select on what I open. As you all know just looking at the e-mail address does not in most cases tell who you are.

When you send a message, in the subject location please identify yourself by using your ship's name or hull number or even just have YAGR'S. Doing so will enable me to know that the message is from a member of the Association. Also in your message make sure you let me know who you are by closing with your full name.

This will be a great help and a time saver.

YAGR'S Web Page

<http://members.tripod.com/~YAGRS/index.html>

Note: when you go to access the web site, the Letters YAGRS are in capital letters.

Wayne Kite (AGR-2, 1955-58)

After the Lookout was commissioned in Charleston, SC we set sail for Newport, RI. We had to moor at a buoy in Narragansett Bay as this was before the pier at Davisville was finished. As the ship approached our assigned buoy, we stopped to put the whaleboat over with three crewmen in it. Two of these men would get onto the buoy to receive a line from the ship. As the ship approached the buoy, its speed was misjudged and it hit the buoy. Luckily the two crewmen could see what was about to happen and they jumped into the water. They weren't hurt and were picked up by the whaleboat. But the ship's screw hit the and took a chunk out of it.

anyway, we had to head back to Charleston for repairs. It was a long slow trip back as we could only make about 6 knots. Well we got to Charleston, got a new screw, and returned to Newport again, but with no problems this time.

YAGR'S Dues

This may be the last YAGRGRAM some of you will receive. The cost of putting it out is not keeping pace with the dues that are coming in. These YAGRGRAM'S are a massive drain on the bank account when they are sent out. The last one that went out cost over \$1,300 to get to you.

Dues has been kept at \$15.00 since YAGR'S was formed and I see no reason to raise the dues. We are trying to keep as many of you on our mailing list as possible, but we can only do so much with the funds available. If this is a financial burden to you, please get in touch with me and I'm sure something can be worked out. We want to keep all of you involved in one way or another with the Association.

Dues are \$17.00 the first year and \$15.00 each following year. If you have paid your dues, there will be a date above your name on the mailing label. If there is no date your dues are now due.

If you have paid your dues and there is not a date on the label or you have not received your membership card and your updated list of former crewmen from your ship/ships, please get in touch with me.

YAGR'S

1,552 Located

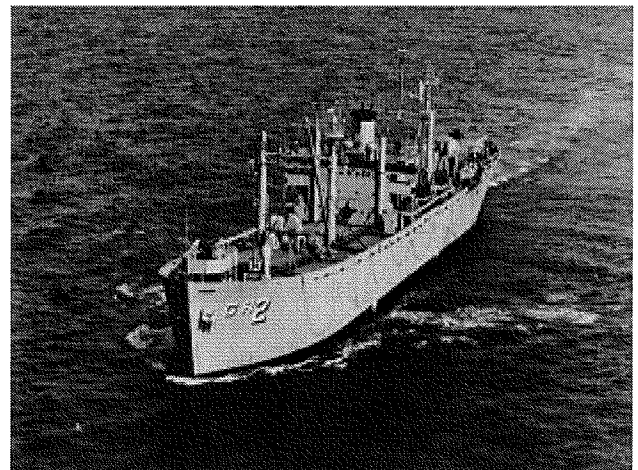
If you have any information on any former crewmen, please get it to me and I'll try to locate them. If you know of someone, get in touch with them and let them know that an organization has been formed for the Radar Picket Ships.

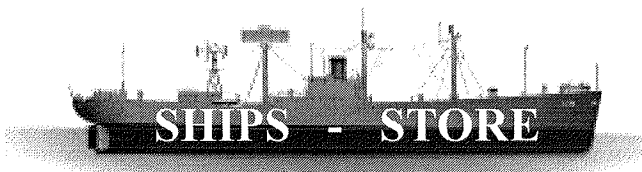
YAGRGRAM'S

Do you have any information or any sea stories that you think others might enjoy reading about. If you do pass them along.



Photo from Dennis King (AGR-2, 1955-57)





All images are approximately 3/4 size of original.



Hats are available again. We have found another supplier. The hats will have the ship silhouette embroidered directly onto the hat. Our old supplier had it on a patch that was sewn onto the hat.

The USS SKYWATCHER AGR-3 and USS LOCATOR YAGR-6 ship emblem hat/lapel pins are in color and are 1 inch in diameter. These emblem pins are the first in a series that we hope to have available. As a note about the ship emblem pins, **I have been told by a lot of you that you would buy pins for ships other than your own. If these pins do not sell, others will not be available!**

Hat speciality devices BT, ET, MM, RD, RM are on hand, but in a limited quantity. As I run out of them I will then have to order more. This could take up to 6 weeks to receive. Specify device desired.

The following hat speciality device pins can be ordered but can take up to 6 weeks to receive. Specify device desired.

AG	DK	GM	IC	PC	SK
BM	EM	HM	MR	QM	SM
DC	EN	*HT	MS	SH	YN

*New Shipfitter Rating

ITEM	EACH	QUANTITY	SUB TOTAL
LAPEL PIN ARMED FORCES EXPEDITIONARY	\$5.00	X	=
LAPEL PIN NAVY EXPEDITIONARY	\$5.00	X	=
FULL SIZE MEDAL ARMED FORCES EXPEDITIONARY	\$9.00	X	=
FULL SIZE MEDAL NAVY EXPEDITIONARY	\$9.00	X	=
YAGR'S LOGO HAT/LAPEL PIN	\$4.25	X	=
USS SKYWATCHER AGR-3 HAT/LAPEL PIN	\$4.25	X	=
USS LOCATOR YAGR-6 HAT/LAPEL PIN	\$4.25	X	=
SKYWATCHER AGR-3 LOCATOR YAGR-6 HAT/LAPEL PINS	BOTH PINS FOR \$8.00	X	=
PO 3, PO 2, PO 1 CROW FOR HAT SPECIFY CROW PO _____	\$4.25	X	=
HAT SPECIALITY DEVICE SPECIFY DEVICE _____	\$4.50	X	=
HAT HULL # _____	\$18.50	X	=
16 OZ. TRAVEL COFFEE MUG WITH YAGR'S LOGO	\$10.00	X	=
Make checks out to YAGR'S SHIPPING IS INCLUDED			TOTAL \$ _____

The lapel pins are 5/8 inch long and in color.

YAGR'S logo pin is a new larger size pin (1 inch) than the previous one sold.

Please Note: Orders for hats, medals and specialty devices must reach me by **November 5, 2001**. This is when orders will be placed with the suppliers. It can take up to six weeks after that for you to receive your order.

The proceeds of items sold from the Ships Store will go towards the future expansion and upkeep of our exhibit onboard the Battleship Massachusetts. The only exceptions will be for the Ship emblem pins and these proceeds will be used to obtain other ship emblems.

Thanks to everyone who sent me information in regards to a new hat supplier.