



Radars Picket Ships

YAGRGRAM #27

Winter 2002

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Pensacola, Florida



R'S will be holding its 8th reunion in Pensacola, FL on Thursday May 15, Friday May 16 and Saturday May 17, 2003.

The host hotel will be the

Holiday Inn, University Mall

7200 Plantation Rd.

Pensacola, FL 32504

National Reservation Line 1-800-465-4329

Tell them you are with YAGR'S and give them the 3 digit code of "YAG".

Or you can call the hotel direct at 850-474-0100.

Our room rate is \$63.00 per night.

Reunion Registration Fee

Dues paying members and their spouses/guests -

the cost is \$70.00 per person

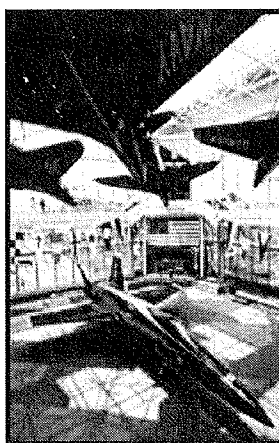
Non - dues paying members and their spouses/guests -

the cost is \$80.00 per person

**A confirmation of received payment will be sent to you.
If you do not receive one in a timely manner, please get
in touch with me.**

Daily schedule of reunion

**The hospitality room will be kept open as much as possible
all three days.**



Thursday May 15, 2003

Check into hotel and hospitality room to pick up your reunion packet

Friday May 16, 2003

Group tour of the Air Museum located at NAS Pensacola, followed by lunch at the Mustin Beach Officers Club.

Saturday morning May 17, 2003

Crewmens business meeting in the morning. While we are doing this, the spouses/guests will have their breakfast/penny social.

Saturday night May 17, 2003

Our farewell banquet at the hotel. The dress for the evening; men usually wear a suit, a sport jacket or your uniform if you prefer; for the women a dress or suit.

Pre-Reunion Tour

Wednesday May 14, 2003

Depart hotel at 9:30 AM for a tour of historic Pensacola Village; then on to a Pensacola Beach restaurant for lunch. After lunch we will bus to the Gulf Islands Seashore and a visit to Fort Pickens, (a 30 minute tour will be given by a park ranger at the fort), then on to the Veterans Memorial Park. We should be back at the hotel by 3:30 PM.

The cost for this tour is \$42.00 per person (lunch included) and is not part of the reunion registration fee.

Pensacola Visitors Center

Information on the Pensacola area is available by contacting the Pensacola Visitors Center

1401 E. Gregory St.

Pensacola, FL 32501

1-800-874-1234

their web page is

<http://www.visitpensacola.com/>

50/50 RAFFLE

We will once again be holding a 50/50 raffle to help fund our exhibit on the Battleship Massachusetts.

The tickets are \$1.00 each or a book of 6 tickets for \$5.00.

Please return the ticket stubs (this is the tear off section that your name and address is on) along with your check made out to YAGR'S by May 1, 2003.

Please return any unused tickets so that they will be available to those who want additional ones. If you want extra books of tickets, let me know and I will get them right out to you.

The winning ticket will be drawn at the Pensacola reunion. You do not have to be present to win.

The previous winners were

2002: Roy Wagner (AGR-14) \$1,214.00

2001: Roland Cote (AGR-10) \$1,216.50

2000: Mike Smith (AGR-12) \$819.00

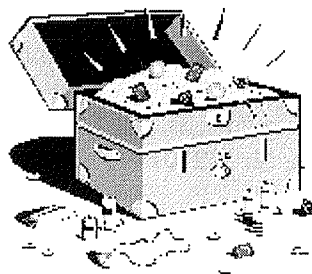
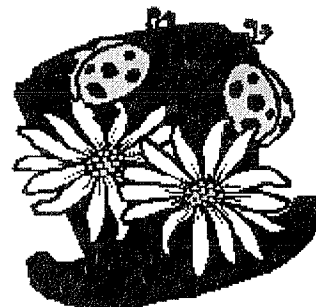


Spouses / Guests Reunion Functions



All spouses/guests are invited to join us at the Saturday morning breakfast and penny social. The cost is included in the registration fee. This is a great way for the spouses/guests to meet one another while at the reunion.

We will also have a hat contest at this year's reunion. The theme is "My Home State". Just show on a hat what it is that makes your home State unique. Be sure your State is represented in the contest. It's all for fun; so even if you are not artistic you can have a good time. Who knows. You might even win.



As usual we ask each spouse/guest to bring an inexpensive item to be raffled off. Bring something that you would like to win. There will be no additional cost to you. Raffle tickets will be provided free-of-charge. Hopefully you will win something. But even if you don't, you'll get to meet some great people.

We'll see you in Pensacola.

YAGR'S Exhibit Onboard the Battleship Massachusetts Fall River, MA

October 25, 26, 27, 2002

Don Batty (AGR-9), Roland Cote (AGR-10), Tom Giardina (AGR-3), John Hemminger (AGR-2), Harry Miller (AGR-11, YR-65), and Al Nannini (AGR-15) spent time onboard the Battleship Massachusetts.

Don, Roland, John and Al could only work on Saturday the 26th due to other commitments.

We split up into two groups. One group fabricated 2 display cases for our displays of the ships plaques and commissioning pennants and flags. We were not able to get them painted due to time considerations and cold weather, but Roland came through and took them home to paint. All we have to do now is install them on the bulkheads.

The cold weather is a factor in anything we do on the ship. While most of the ship is heated, we are working in an area where the public does not go and this area is not heated.

The second group worked on an exhibit that the ship is putting together: "Women in the Military." We cut out a section of the forward bulkhead in our exhibit area to install the second door for access to this new exhibit area, then cut and welded the door into the opening. Once again time worked against us, so Roland and Harry have since gone back and finished up the work including the painting.

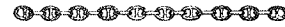
Upcoming Projects And Work

We have the material for the display case for the 2 Liberty ship models we had made. These models plus the signs (they still have to be made) will give the general public a good idea of what the radar picket ships were like before they were converted.



We are also in the process of gathering up all the equipment and fixtures we will need for the radar room display. The building and setting up of this display is a major undertaking but nevertheless we should be starting in the very near future. The Battleship Massachusetts has the desk, phones, and other miscellaneous items. I am sure we will have to work on these items to get them in shape. Also the ship has located and moved a radar repeater and a plotting board into our work area so that we can start to refinish them. If any ET's or RD's would like to assist in this project, please get in touch with me as we would like to power up the repeater.

The area in which we will be building the radar room is approximately 10 feet by 12 feet, so as you can tell it is no where near the size of the shipboard radar room. But we should be able to set up a display that will mimic what the radar room looked like. We plan to get a couple of manikins to help give the feel that the equipment and radar room are being manned and used.



We do have a problem with the history of radar display. The lighting for this display has proved to be unreliable. We have done a couple of things as a stop gap, but I think we will have to replace all the lighting fixtures that are used to backlight the graphics.



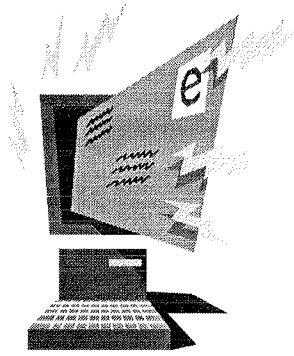
A few final notes in regard to our exhibit. We have noticed that as the visitors touring the ship step into our display area their reaction is one of astonishment, as our exhibit area is so much different than the others on the ship. Watching them and especially the kids view the displays and hearing the questions they ask is quite gratifying. We now know that the general public (at least those who see our exhibit) will come away with somewhat of a knowledge of our ships.

If anyone would like to volunteer to work on the ship, please get in touch with me.

While most of our work is done on the weekends, we do go onboard during the week. When we work on the weekends we usually have 4 or 5 men who will stay onboard the whole weekend. The ship puts us up in the Admirals staff state rooms. We can arrange for you to work during the week or weekends. At this time we are planing a work weekend sometime around mid-January.



John Hemminger, Al Nannini, Don Batty, Tom Giardina



E-MAIL

Due to a problem I had with my computer, all e-mail addresses and messages were lost. During the period of late September to mid October, I was not able to receive or send messages. If you sent me an e-mail in this time frame, I did not get it. I still have the same address yagr@msn.com. Also when

you send an e-mail to me, in the subject area, please have your ship's name, YAGR'S or something else to indicate it is coming from a YAGR'S member.

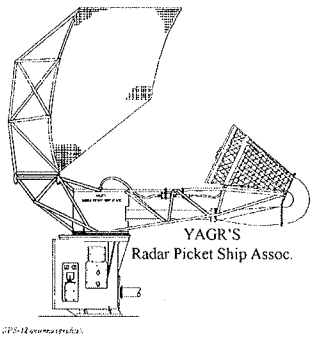
YAGRGRAMS By e-mail

Sending out YAGRGRAMS by e-mail has not worked out as I had hoped as there were not enough crewmen who signed up to receive it. Maybe at a later date we v try again.

RADAR PICKET SHIP WEB PAGES

At this time there are 6 web sites set up for the Radar Picket Ships. These sites are done by former crewmen and YAGR'S has no say on their content. It is hoped that the webmasters will use common courtesy by receiving permission and giving credit for the information, pictures or graphics that they get from other web sites.

SPS-12 Naval Radar



The SPS-12 naval radar is an L-band air search radar, in effect an improved SPS-6 with greater capability. Indeed, it was originally described as SPS-6 redesigned to withstand a 70kt (vs 60 kt wind load). Total weight was about 4600 pounds, compared to 2550 for SPS-6B antenna, weights being 550

and 990 pounds respectively. Although the 500 kW peak power did not rise, SPS-12 could produce long, 4-microsecond pulses at a higher peak rate (PRF 300 vs 150) to achieve better range performance, an alternative mode being 1-microsecond pulse and a PRF of 600. The PRF could be varied as an antijam measure. Coverage was similar to that of SPS-6B: a 3.3° x 30° beam rotating at 2.5-15 rpm.

First delivered in September 1953, SPS-12 replaced SPS-6 in some large units. Advanced versions were proposed several times during the 1950s: first a 2 MW version with a high-gain (24db, 7.3° x 24°) SPA-21 antenna; then in 1956 two 25' x 8' antennas with a 2.2° x 60° beam were built for the missile cruiser Boston and a YAGR, but they were never installed. At that time the improved

SPS-12 was to have had a 24' X 7.3', 3.1° X 30° antenna rather than the original 17' x 6' type, with PRFs of 150 and 600, for a 90 per cent probability of detection on a jet bomber at 100nm, service SPS-12 performance being only 55-65nm, or 75-90 with a new 2MW transmitter. The 25' x 8' antenna was to be able to achieve the latter level of performance at 700MW, and 100-

135nm with a new 2MW power tube - which, like the new antenna, never materialized. The improved set, in stabilized f was expected to combine with CXR backup for SPS-39. SPS-12A, an SPS-12 with field changes, was never produced, and -12B was assigned but later canceled. SPS-12C was a standard -12 modified by the addition of an RCA parametric amplifier in its receiver-transmitter.

two 25' x 8' antennas with a 2.2° x 60° beam were built for the missile cruiser Boston and a YAGR but were never installed

RCA built a total of 139 SPS-12s in the United States; others were manufactured under license in Italy, and in 1981 this radar was far more common in Canadian and Italian than in US service. The SPS-501 radar of the newest Canadian escorts, of the Iroquois class, consists of a Dutch LW-03 antenna combined with an SPS-12 transmitter.

Information from Naval Radar by Norman Friedman

June 1, 2002 - May 31, 2003

YAGR'S Dues

Dues are being accepted for the above year

Dues are \$17.00 the first year you pay your dues 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 not paid.

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.

Make checks payable to YAGR'S



Let Us Know!

Is a Move In Your Future????

If you are planing a move, please let us know what your new address and phone number will be. We have lost track of 4 former crewmen since the last YAGRGRAM went out because they failed to do so.

YAGR'S

8th Annual Reunion

Pensacola, FL

May 15, 16, 17, 2003

Reunion Registration

\$70.00 Per Person (Dues Paying Member And Spouse/Guest)

\$80.00 Per Person (Non-Dues Paying Member And Spouse/Guest)

Please Return As Soon As Possible, But No Later Than April 1, 2003

Name _____

Name Of Spouse/Guest _____

Ship Served On _____ Date On Board _____ Rate _____

Ship Served On _____ Date On Board _____ Rate _____

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

YAGR'S Pre-Reunion Tour

Wednesday May 14, 2003

9:30 am to 3:30 pm (approx.)

Cost is \$42.00 per person

Names of people going on tour

Reunion Shirts

Only available to those going to the reunion!

At the San Diego reunion it was suggested that we have reunion shirts available at future reunions. We had them for sale at the Newport, RI reunion and they went over big.

The shirt being offered this year is a navy blue colored golf-style shirt with a 5-colored YAGR'S logo on the left breast. It also has Pensacola, FL 2003 on it. **We will not have these shirts for sale at the reunion.**

If you would like to order a shirt/shirts, please return the order form to me by April 1, 2003. The cost of these shirts is \$18.00 (XXL shirt add \$2.00.)

Please note the cost is more than last year because they will have to be shipped to Pensacola, FL. Last year we did not have any shipping cost.

The shirts will be given to you at the reunion.

S	M	L	XL	QTY.	EACH	SUB-TOTAL
					X \$18.00	= \$ _____
			XXL		X \$20.00	= \$ _____
					TOTAL	= \$ _____

Registration for Reunion

Number Of People Attending _____ X \$70.00 = \$ _____ TOTAL ITEM \$ _____

Dues paying members and guest

Number Of People Attending _____ X \$80.00 = \$ _____ TOTAL ITEM \$ _____

Non-dues paying members and guests

Pre-reunion Tour

Number Of People Going On Tour _____ X \$42.00 = \$ _____ TOTAL ITEM \$ _____

Golf Shirts

Total From Above Form _____ TOTAL ITEM \$ _____

For those going to the reunion only!!!!

TOTAL PAYMENT \$ _____

NAME _____

Make check payable to YAGR'S

RETURN AS SOON AS POSSIBLE BUT NO LATER THAN APRIL 1, 2003



The liberty that almost wasn't

Phil Hinman (AGR-3, 1954-56)

While serving aboard the USS Skywatcher (YAGR-3) we had a contest to design the Ship's emblem. My design won. It was an animated drawing of a turtle with a radar antenna on its back, sleeves rolled up with a white hat. The winning prize was a couple of cartons of sea-store cigarettes.

I painted the emblem on a 4' x 8' sheet of metal that was fastened to Ship's stack. (I believe Capt. Anto got in trouble for putting it on the stack) After the sheet metal was welded to the stack, I was elected to touch up the weld spots. We were on station, rising along at about 6 knots on a beautiful calm day. I happened to glance in the distance at something that caught my eye but didn't pay it any attention. Within minutes I saw an aircraft just off the water, heading straight amidships. I saw a red emblem and thought it was Russian, but it turned out to be the (new) Canadian red oak leaf. The pilot pulled her up and over the ship and as he banked I saw him thumb his nose at us. The OD was yelling at the look-outs because they didn't see him and our radar never picked him up.

Roe V. Karstetter (AGR-13, 1962-1964)

As you know, the picket ships were not very much for liberty ports. Typically it was 30 or 40 days out on station and maybe, if we were lucky, 12 to 15 days in port. Perhaps this was good for the married men, better than West Pac, but not very good for the young single sailors.

In early 1964, we had just been relieved from the northernmost station. Good old Station One - that was the Interdictor's home while I was aboard. Only once did we draw Station Three. Just relieved, we were heading for a few days liberty in Portland, Oregon, a rare occasion for us. Nearly everyone on board was happy and looking forward to a liberty port other than San Francisco.

We had barely started in the direction of Portland when the antenna drive motor for our surface search radar bought the farm. All of a sudden, things did not look good at all. Without navigational radar, we could not cross the bar at Astoria and navigate up the Columbia River. Unfortunately, the ship did not carry a spare and there was not enough time for an airdrop. Naturally, the crew was disappointed.

After looking the sorry situation over, and after many if's and maybe's, I figured what the hell, it just might work. I had a small bracket made that would secure to the base of the antenna pedestal with large U-bolts. Then I put out the word, "You guys want to go to Portland, fine. I need a half or three-quarter

horsepower, 120-volt AC motor with the pulley on it." Needless to say, the crew went to work. The only motor on board that would work was the one on the engineer's washing machine. In a matter of minutes, we had the motor in our hands. I had some good techs working with me and the support of the entire ship. By mounting a V-belt type pulley on the shaft of the burned out motor, we could drive the entire system. In short order, the radar system was back up and we could synchronize information and all.

With our jury-rigged motor, we crossed the bar at Astoria, went up the Columbia River to Portland, back down, and continued on to San Francisco where we got a new motor. The crew enjoyed a nice liberty that almost wasn't. I was extremely proud of my techs and the way the whole crew was pulling together for a liberty in Portland. An outstanding joint effort.

It was kind of funny in some ways. Here we were with all our modern and powerful radar and radio equipment and we were steaming with a motor off the engineer's washing machine driving our surface search radar. My crew and others got a "well done" from Capt. G. L. Henry. He used the words, "utilizing a motor of unknown origin." He didn't want to call it the engineer's washing machine motor. Doesn't sound too military does it. However, back in those days, we were running on short money, and sometimes short-handed; and jury rigging was not uncommon.

Crewmen Located

1,756 Located

17 former crewmen have been added to our list since the last YAGRGRAM went out. If you have any information on former crewmen, get in touch with me.





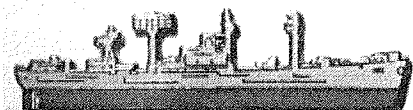
Orders for hats and denim shirts will be taken with the next YAGRGRAM. Remember we will only be ordering hats and shirts twice a year.

YAGR'S logo pin (1 inch) in color.

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.

Lapel/hat pin silhouette of a picket ship in color that is 1-1/2 inches long.



Hat specialty devices AG, BM, BT, DC, DK, GM, IC, EM, EN, ET, HM, *HT, MM, MR, MS, QM, RD, RM, SH, SK, SM, YN, 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.

*New Shipfitter Rating

Please Note: All Orders must reach me by **February 5, 2003**. 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.

If you have placed an order for an item and you have not received it yet, please get in touch with me.

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. These proceeds will be used to obtain other ship emblems.**

ITEM	EACH	QUANTITY	SUB TOTAL
HAT HULL# _____	\$9.00	NOT AVAILABLE	=
DENIM SHIRT HULL# _____	\$33.00	NOT AVAILABLE	=
SIZE _____	\$35.00	AVAILABLE	=
YAGR'S LOGO HAT/LAPEL PIN	\$4.50	X	=
USS SKYWATCHER AGR-3 HAT/LAPEL PIN	\$4.50	X	=
USS LOCATOR YAGR-6 HAT/LAPEL PIN	\$4.50	X	=
SKYWATCHER AGR-3 LOCATOR YAGR-6 HAT/LAPEL PINS	BOTH PINS \$8.00	X	=
PO1, PO2, PO3 CROW FOR HAT PO _____	\$4.50	X	=
HAT SPECIALTY DEVICE SPECIFY DEVICE _____	\$4.75	X	=
RADAR PICKET SHIP PIN 1-1/2" LONG	\$4.50	X	=
MAKE CHECKS OUT TO YAGR'S SHIPPING IS INCLUDED			TOTAL \$ _____
YOUR NAME _____			