



Radar Picket Ships

YAGRGRAM #28

Spring 2003

C/O Harry Miller, 230 West Forest Ave. Pawtucket, RI 02860-3318 (401) 724-7278 e-mail YAGR@MSN.COM

PENSACOLA

YAGR'S 8th Reunion

YAGR'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.

If you have any problems making your reservation ask to talk to Irene Beck.

If you are flying into Pensacola, the hotel has a free shuttle that will pick you up at the airport and take you to the hotel. There is a direct phone line at the airport you can use to call and have the shuttle come and pick you up.

**You must make your room reservation by
April 15, 2003 to receive this rate!!!!**

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/>

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.

Checks.

When sending checks, you do not have to write more than one check. You can total up all items and just write one check.

This will be beneficial to both of us as YAGR'S is charged a transaction fee when we go over a certain number of transactions, and it will save you from writing multiple checks.

50/50 RAFFLE

To fund our exhibit on the Battleship Massachusetts
Have you sent in your 50/50 raffle tickets yet?

Don't put it off any longer as they must reach me by May 1, 2003. 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.

If you decide not to take any tickets, please return them 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:

Newport, RI 2002:	Roy Wagner (AGR-14)	\$1,214.00
San Diego, CA 2001:	Roland Cote (AGR-10)	\$1,216.50
Minneapolis, MN 2000:	Mike Smith (AGR-12)	\$819.00

Thanks to all of you who have sent in your tickets!

Spouses / Guests Reunion Functions

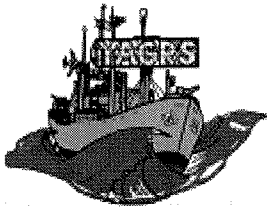
Remember that on Saturday morning while the crewmen are having their meeting, the spouses/guests are invited to attend a breakfast buffet.

After we eat, we will have our hat contest. Just decorate a hat so that it somehow reflects your home State. We will have a parade of States. Be sure your State is included.

Finally, we will have our Penny Social raffle. We ask that each spouse/guest brings an item to raffle off. There is no need to spend a lot of money on an item. Just bring something you think others would enjoy winning. Each spouse/guest will receive free tickets for the raffle. No tickets will be sold. It is not a money making event. It is just a way for us to enjoy our Saturday morning and get to know one another a little better.

If all goes well, the meeting and the breakfast will get over at the same time. Usually, however, we are having such a good time that we run beyond the crewmen's meeting.

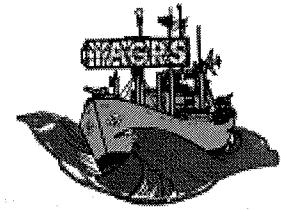
See you in Pensacola!



YAGR'S Exhibit

Onboard the Battleship Massachusetts

Fall River, MA



January, 17, 18, 19, 2003

During some of the coldest temperatures we have seen in Fall River, MA and on the battleship in a few years Roland Cote (AGR-10), Jack Floyd (AGR-11, YR-65), Tom Giardina (AGR-3), Harry Miller (AGR-11, YR-65), and Al Nannini (AGR-15) worked on our exhibit on the Battleship Massachusetts.

We now have two more displays in our exhibit. One is of the 10 ships plaques we were able to get our hands on. The other is of the commissioning pennants from the USS Guardian AGR-1 and USS Interpreter AGR-14 and ship ensign of the USS Investigator AGR-9, all of which were lowered upon decommissioning. The only thing that has to be done for us to say these displays are 100% complete is to paint the brackets that the displays are mounted to. This will have to wait until the temperature allows us to paint.

Jack was able to get onboard Saturday afternoon in answer to our call for help on the electrical problem we are having with the history of radar display. He did some preliminary testing. While nothing seemed out of the ordinary, he will do some more work to see what can be done.

We had hoped to start the refinishing of the desk and joiner door that will be used in the radar room we will be erecting but lack of manpower forced us to schedule this for a later date.



Upcoming Projects And Work

When the compartment we have set up as a shop warms up a little, we can start to fabricate the display case for the 2 Liberty Ship models. Also we are in the process of laying out the signs that will go along with the display.

The drawings of the proposed radar room have been submitted to and approved by the ship's curator. This step took numerous talks and 3 meetings to review and revise the concept; but I think I can safely say that this will be a very unique display. We have most of the material onboard and if all goes well we hope to start on it during our next work weekend.



Help Wanted!

We would like to have a few more men who would like to volunteer to work on our exhibit.

We normally have 8 men who work on the ship on the weekends. Usually 4 of us will spend the whole weekend on board while the other 4 are only able to work on the Saturday.

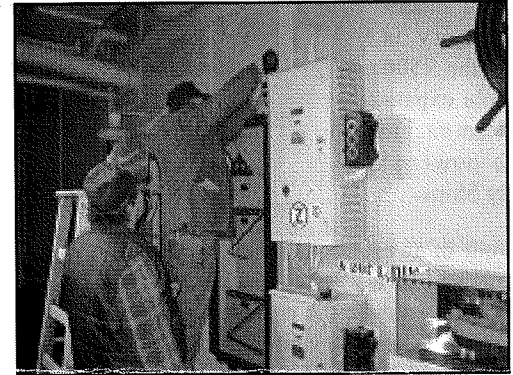
For those of us who spend the whole weekend onboard, the ship puts in the Admiral's staff state rooms.

While most of our work is done on the weekends, we do go onboard on week days a few times a month.

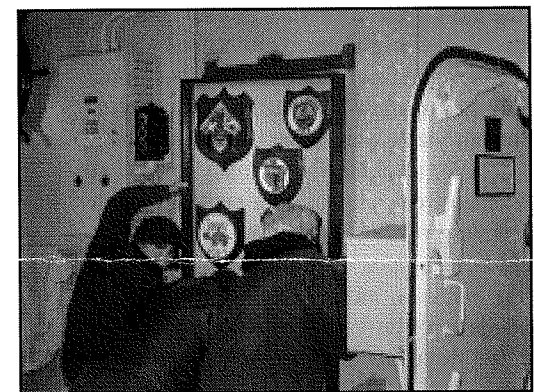
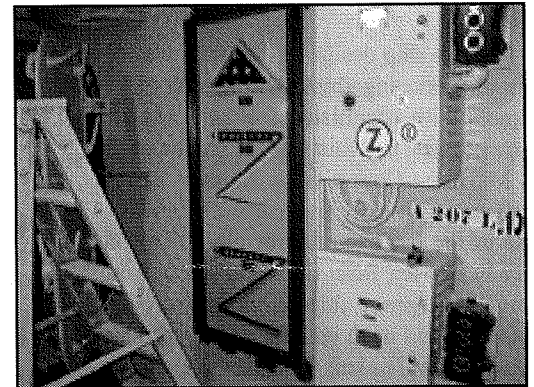
So if you would like to put some time in, we can arrange for you to work during the week or weekends.

You do not have to be a skilled craftsman (although it would help if you are). What we need are men who would like to join us and help as needed so that we can complete our projects in a timely manner. As a note, we do not kill ourselves work wise. We know our limitations.

At this time we are planning a work weekend sometime in late March or early April.



Roland (on ladder) and Tom installing display of commissioning pennants and ensign.



Roland, Tom and Al installing plaque display.

e-mail messages.

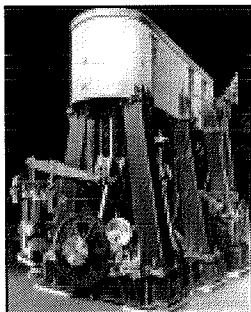
As a reminder, when you send me an e-mail message, please put something in the subject area that indicates it is coming from someone associated with YAGR'S.



Triple Expansion Steam Engine



One of the most dramatic stories in steamship history is that of the 2500 HP triple expansion steam engine which powered Liberty Ships.



Built in awesome numbers, the Liberty Ship engine was a massive machine. Weighing 237,000 pounds, the engine was 21 feet long and 19 feet tall. Imagine a piston and its rod weighing 4,900 pounds moving 4 feet up and down 76 times every minute. That's what the low pressure piston did when steaming full speed!

Modern ship design at that time was capable of producing ships with speeds of 15-16 knots with propulsion from diesels and steam turbines, and this was the choice of the U.S Maritime Commission. Convoy speed, however, was mostly limited to 11 knots because of the large number of older ships already in service from the 1930's. Powering the new emergency ships with high powered turbines would have created serious production problems. The lengthy and costly machining of the reduction gears and turbine blades for the more desired turbines limited their use to naval and high speed merchant ships. Equipment and factory trained personnel were simply not available in sufficient numbers. American yards were already fully committed. Smaller machine shops, many located at a distance from shipbuilding centers, which had never previously made marine engines, could be equipped to build simpler reciprocating engines, and simplified production methods could be employed. The commission decided, therefore, on the triple expansion engine.

It has been calculated that about 3,259 engines were built. Each engine cost approximately \$100,000 to manufacture. Twenty machine shops manufactured the engines in the USA, four in Canada, and twelve in the British Isles. These powered 2,710 Liberty Ships, 60 U.S. built Oceans, 354 Canadian built North Sands, Victories and Canadians. An amazing production rate of one a day was

achieved by one company alone in November 1943. Eventually with interchangeable engine parts made by 35 manufacturers worldwide, spares were readily available. Repairers in many ports as well as several navies operating the engines kept plentiful stocks of the interchangeable parts on hand.

The widespread and rapid construction of these engines was dramatic, but the basic design and subsequent quality control in building the engines emerges as the most outstanding part of the whole program. The engines were ruggedly dependable. They justified their choice of this obsolete power plant, which contributed to the ultimate success of the emergency wartime shipbuilding programs. These ships made victory possible for the Allies at a time when it was otherwise seriously in doubt.

Propulsion of the vessel is by a single screw driven by a direct acting, condensing, cylinder, triple expansion, reciprocating, double acting, steam engine, operating normally at 76 revolutions per minute. It was supplied with steam at 220 pounds gauge pressure and 440 degrees Fahrenheit temperature at the throttle by two oil fired boilers. The engine is designed to exhaust at 26 inches vacuum to a surface condenser bolted to the back columns of the engine. The term 'triple expansion' refers to the fact that steam is fed in turn to the three cylinders, one after the other. The cylinders are named High Pressure (24 inches diameter), Intermediate Pressure (37 Inches diameter) and Low Pressure (70

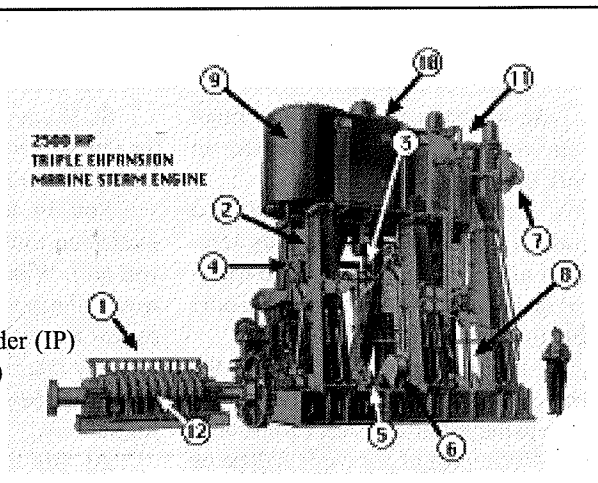
inches diameter), and all have a stroke of 46 inches. The cylinders and their associated valve chests are bolted together forming a unit block. The cylinder arrangement from forward to aft is as follows: high Pressure, intermediate pressure, and low pressure. The direction of rotation of the engine, looking forward, is clockwise.

Boiler pressure steam is supplied first to the high pressure cylinder via its valve, and is then exhausted through the same valve to the intermediate valve and cylinder. From there, the steam passes directly into the low pressure valve and cylinder. The cylinders become progressively larger, but even though there is a drop in steam pressure through each successive cylinder, the work done by each cylinder is therefore the same. Exhausting to a vacuum ensures that the maximum possible expansion takes place in the low pressure cylinder.

The main steam pipe is 8 inches in diameter and the exhaust pipe is 25 inches in diameter. To permit admitting high pressure steam to the various cylinders, a bypass steering valve is bolted to the throttle valve, pipe connections made to the intermediate and low pressure cylinders as well as the reversing engine.

The thrust bearing is bolted to the ship's tank tops, and transmits longitudinal forces derived from the propeller to the ship itself, and not the crankshaft of the engine.

1. Thrust bearing
2. Crosshead guide
3. Value link
4. Cross head
5. Eccentrics
6. Crank throw
7. Throttle valve
8. Connecting rod
9. Low pressure cylinder (LP)
10. Intermediate pressure cylinder (IP)
11. High pressure cylinder (HP)
12. Thrust block



**Your reunion registration
must reach me by April 1, 2003**

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

If anyone has special needs, please let me know!

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



Pass It along!

We are always looking for sea stories to publish in the YAGRGRAMS. If you feel you have something of interest, send it in.

We hope that you will take this opportunity to send in any articles that relate to your time spent on the radar picket ships. And, as a side benefit, you just might hear from some of your former shipmates who decide to get in touch with you and talk about old times. This has happened on more than one occasion.



John Wrafter (AGR-1, 1957- 58)

Dear Shipmates,
Here are write ups of several events that occurred on the Guardian in the 1957-58 period of my stint. You may note that I have taken poetic license with some of the excerpts. In several I have given names and dates which I made up, not having remembered the actual. I have also given Guardian credit for being the "best" or "only" in several instances which was strictly "my judgement."

The crew's mess occasionally served rabbit which I identified at the wardroom table as chicken for the benefit of a couple of officers who were squeamish about eating rabbit. Awfully small bones for chicken!

Reilly RDC had a unique ability to create historical logs which were required to be kept in Combat Information Center, but were neglected. Knowing they were on the check list of upcoming inspections, Reilly would create the logs. I remember one such occasion as Reilly created an historical log. He would take a new log book, make the pages dog-eared, make erasures of ink entries which were prohibited but which he provided as fodder for the inspectors findings, pour coffee on some pages and dry it off, throw the log book on the deck and stomp on it and all kinds of imaginative things to make the log look like something in use over a long period of time.

On one occasion, bags of flour in the storeroom became infested with weevils which I learned resisted boiling and freezing temperatures. I asked the commissary man what we could do and he replied, "We'll make bread with caraway seeds." Guardian won a prize for the best caraway seed bread in the fleet. At least, it was the crunchiest. You may recall Guardian also had the best Navy bean soup in the fleet.



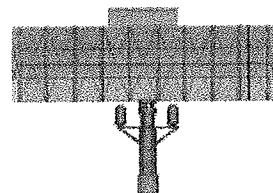
Ed McGrath (AGR-7, 1957-62)

One mid-watch as I was sending a log reg out, I heard an SOS coming across the 500 KC's circuit. It was coming from the Greek freighter Guam Pioneer which was sinking. I forwarded the SOS to the Coast Guard and they in turn broadcast it to all shipping. The USS Watchman AGR-16 was close enough and so rescued the ship's crew. Seeing that we were heading for port, we were ordered to meet with the Watchman and take off the survivors and take them into port with us. Once onboard we cleaned them up, fed them and made them as comfortable as possible. Once in port the Coast Guard checked out our logs in regards to the SOS and informed us that if not for the Picket no one would have heard the SOS from the Guam Pioneer.

Crewmen Located

1,787 Located

31 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.





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

**Two new hat/lapel pins are now available
USS Protector AGR-11 and
USS Tracer AGR-15**

The YAGR'S logo, USS SKYWATCHER AGR-3, USS LOCATOR YAGR-6, USS PROTECTOR AGR-11 and USS TRACER AGR-15 ship emblem hat/lapel pins are in color and are 1 inch in diameter.

Harvard Square 7oz. long sleeve denim shirt with double needle tailoring, button down collar, seven wood tone buttons and a left chest pocket. It has a silhouette of a picket ship with your ship's name and hull number embroidered on it.

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

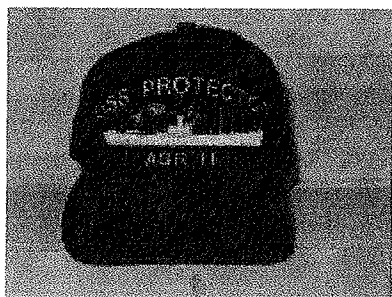
Hat specialty devices AG, BM, BT, DC, DK, GM, IC, EM, EN, ET, HM, *HT, MM, MR, MS, QM, RD, RM, SH, SK, SM, YN, are on hand, but in a limited quantity. As I run out of them I will then have to order more. This could take up to 6 weeks to receive. Specify device desired.

*New Shipfitter Rating

Please Note: All Orders must reach me by **April 1, 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.

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.**

This will be your last chance to place an order before the reunion!



ITEM	EACH		QUANTITY		SUB TOTAL
HAT HULL # _____	\$19.00	X		=	
DENIM SHIRT HULL # _____	S, M, L, XL \$33.00	X		=	
SIZE _____	XXL \$35.00	X		=	
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		=	
USS PROTECTOR AGR-11 HAT/LAPEL PIN	\$4.50	X		=	
USS TRACER AGR-15 HAT/LAPEL PIN	\$4.50	X		=	
SKYWATCHER AGR-3 LOCATOR YAGR-6 HAT/LAPEL PINS	BOTH PINS \$8.00	X		=	
PROTECTOR AGR-11 TRACER AGR-15 HAT/LAPEL PINS	BOTH PINS \$8.00	X		=	
RADAR PICKET SHIP PIN 1-1/2" LONG	\$4.50	X		=	
PO1, PO2, PO3 CROW FOR HAT PO _____	\$4.50	X		=	
HAT SPECIALTY DEVICE SPECIFY DEVICE _____	\$4.75	X		=	
MAKE CHECKS OUT TO YAGR'S SHIPPING IS INCLUDED			TOTAL		\$ _____
YOUR NAME					