



Steve Gann invites you to the 2017 Reunion in Oklahoma City

APRIL 2017

Our 2017 reunion will be in Oklahoma City, Oklahoma October 4 to 7 2017. This will be our first reunion in the Midwest since Branson in 2011 and our first ever for Oklahoma. Our shipmate hosting the reunion is Master Chief Fire Controlman Steve Gann. He was aboard Hubbard as an FTG3 1954 to 1956. The reason he is having it in October rather than our usual April-June timeframe is to avoid possible travel problems due to tornadoes. The hotel is the Sheraton Oklahoma City Downtown Hotel at 1 North Broadway Ave in downtown Oklahoma City. <https://www.starwoodmeeting.com/Book/USSHarryHubbardReunion> is the website to book a room. The phone number is (405) 235-2780. The special rate of \$120 per night includes breakfast for two.. There are lots of attractions and restaurants near the hotel, a couple of blocks from the Bricktown Entertainment District. Steve does not like to put pen to paper and so has asked me to write these words and extend a welcome on his behalf. After the last reunion, Steve's wife Pat suffered a stroke and now requires continuing care. Steve's email is opposed2it@cox.net and phone numbers are (405) 840-0941 (home) and (405) 203-0664 (cell) (Central Time Zone). If there is enough interest, Steve will set up tee times for golf. If you are interested give him a call. Make a note to bring something local or nautical or Navy or whimsical to donate for the Silent Auction, an important part of reunion funding. Thanks to Steve for volunteering and hosting the reunion.

The hospitality room will open at noon on Wednesday October 4 and remain open until 1800. Shipmates can pick up their reunion packets in the hospitality room. The packets include the appropriate tickets as well as information handouts and other goodies to be determined. The hospitality room will be open Thursday, Friday and Saturday from 0900 to 1800 except that it will be closed during the memorial service and business meeting on Saturday. The registration for the hospitality suite of \$20 per person includes soft drinks, beer, wine, liquor, mixers and snacks. Shipmates will also be socializing over breakfast at the hotel as breakfast is included for two with each room registration. And dinner is always good for catching up with friends and swapping sea stories and memories of times both aboard and ashore.

Thursday there will be a tour for those who choose that option. See the promotional sheet that follows on page 2. It is an all-day tour from 8:30 to 5:30 with lunch included and an accompanying guide providing narration. This is the only tour being offered. However, a number of attractions in downtown Oklahoma City are within walking distance or a short taxi ride. The hospitality room will open at 9 a.m. and remain open until 6 p.m. The routine Friday is much the same except that there will be a free 14-passenger minibus shuttle available from 0900 to 1800 for those wishing to visit or revisit nearby attractions and restaurants.

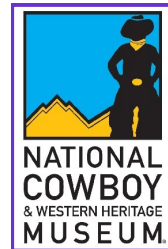
Saturday is a busy day. As noted the hospitality suite is open 0900-1800 but closed during memorial service and business meeting. The memorial service will be at Myriad Gardens at 1300. The business meeting will be at the hotel at 1430, location to be determined. You can walk your beverage from the hospitality suite to the meeting if necessary. We will have some important business in voting on approval of an Executive Committee and to talk about future reunions. If you would like to host one, bring your proposal to the meeting and you will be warmly welcomed and cheered. Silent Auction closes at end of the business meeting. The reunion banquet is Saturday at 1800 in the hotel. The dinner includes salad with choice of two dressings, dinner rolls and desert with tea and coffee. The three choices for the entrée are baked salmon with lemon dill sauce, chicken marsala and London broil. Indicate choices on the registration form. *Dick Oliver*

**Attractions Of Oklahoma City:
National Cowboy & Western Heritage Museum,
National Bombing Memorial & Museum,
Cattlemen's Steakhouse & Myriad Gardens
October 5, 2017**

Harry E. Hubbard Reunion

TOUR INCLUDES:

- Transportation on Red Carpet deluxe Van Hool Motor Coach equipped with TV/Video, kneeling entrance, free Wi-Fi and smooth, smooth ride and will depart from your hotel at 8:30am and return at around 5:30pm.
- Oklahoma City National Memorial & Museum in memory of the 168 lives lost in the April 19, 1995 bombing. A survivor of the bombing will share his experience with your group. Each of the 168 lives lost is represented by a chair made of bronze, stone, and glass. The memorial has a reflecting pool and the Survivor Tree, an American elm dating back to 1927 that miraculously withstood the blast.
- The National Cowboy & Western Heritage Museum, formerly the Cowboy Hall Of Fame with amazing exhibits and displays that include a 33 foot statue of Buffalo Bill and works by Frederic Remington and Charles Russell. It also has James Earl Fraser's famous 18 foot statue, "The End Of The Trail" plus a John Wayne exhibit and much, much more
- Myriad Botanical Gardens and Crystal Bridge Tropical Conservatory. The 224 foot long and seven stories high conservatory is a cylinder 70 foot in diameter and has beautiful flowers and fauna.
- Lunch at the famous Cattlemen's Steakhouse named one of the top ten steakhouses in the nation. There is a steak named after former president George H. W. Bush who enjoyed a meal at this iconic restaurant.



COST PER PERSON
\$95



6405 N Meridian
Oklahoma City, OK 73116
405-722-1992

**Tour Escort
for Entire
Day**

USS HARRY E. HUBBARD DD-748 REUNION

Oklahoma City OK October 4 to 7 2017

Registration:

NAME _____

SPOUSE OR GUEST(S) NAME(S) _____

STREET _____

CITY, STATE, ZIP _____

Would you prefer receipt by mail or by email? If by email indicate email address _____

Thursday's all day city bus tour _____ person(s) at \$95 each = \$ _____

Registration and hospitality suite _____ adults at \$20 per person = \$ _____

Saturday's banquet

_____ Chicken Marsala at \$35 each = \$ _____

_____ Baked Salmon at \$35 each = \$ _____

_____ Beef: London Broil at \$35 each = \$ _____

Name tags (Engraved plastic with magnetic attachment) at \$6 each = \$ _____

Name as you would like it on name tag _____

Rank/rate and years on board on name tag (optional) _____

Name of spouse/guest on name tag _____

Add additional names for name tags, if any, on separate piece of paper

Total Enclosed \$ _____

Please make checks payable to: Steve Gann, with HUBBARD Reunion on the memo line

Send this filled-out page and your check to:

Steve Gann
4301 Rankin Road
Oklahoma City OK 73120-8025

Responses needed by September 1 if ordering name tags and September 15 otherwise

The Editor's Notebook

Mailing address for the newsletter is USS Harry E. Hubbard (DD-748) Reunion Association, PO Box 918, St. Petersburg FL 33731-0918. The editor of the *Herald* is Richard E. (Dick) Oliver, same address, or dd748@mac.com, cell phone (727) 363-3059 (Eastern Time Zone). Our website is managed by Al Eisenbraun, email DD748@msn.com or home phone (360) 572-0075 (Pacific Time Zone) Note that this is an email change for Al . . . Steve Gann is the host for the 2017 reunion in Oklahoma City. Contact info in preceding sections . . . Also in this issue page 8 is a description of our ship store items. Joyce Davis jdavis@mncable.net (651) 295-0012 (Central Time Zone) manages the store and fills mail orders.. Note that this is a new phone number as she and Jim Renneker have discontinued their landline. . . I find that I am too busy to keep up with Facebook. If there is anything I need to know or need for the newsletter please send it to me in an email or regular mail. At some point I mistakenly clicked on LinkedIn and keep getting automatic emails asking me to do something or other. I unsubscribed that. Lastly I get a couple of emails a week that are obviously spam and may contain viruses. I delete them. If sent by a shipmate, I try to advise him that he has a compromised computer and should take action to change his password and clean up downloads and files. These programs send emails to everybody in your address book. The emails invite you to click on some embedded program and often contain words like – You've got to try it, I couldn't believe it, Oprah says it works, etc . . . Apologies to FT2 Daniel Talbott 1960-61 who was shown in the San Diego attendee list as David instead of Daniel . . . Thanks to the following for donations to this newsletter: GM3 Julian Dove 51-55; SF3 Harold Kimball 45-46; and, BT2 Ronald B. Morefield 66-69. *Dick Oliver*

Welcome Aboard

SK3 Henry E. Coger 1953-56 Fredericksburg TX; NCCS(SW) Dale R. Embree ((YN1) 1969 Sun Valley NV; BM2 Warren J. Neuerburg 1962-65 Newkirk OK; and, BM3 Donald C. Riederer 1954-56 Lockport NY.

Taps

"There is a port of no return, where ships may ride at anchor for a little space, and then, some starless night, the cable slips, leaving an eddy at the mooring place . . . Gulls, veer no longer. Sailor, rest your oar. No tangled wreckage will be washed ashore." The poem *Lost Harbor* is by Leslie Nelson Jennings

Plankowner SM1 Louis R. Aguiar 1944-46 2/7/17 Concord CA; EN3 Tommie H. Chavis 1951-55 9/11/16 Lexington SC; SK1 David P. Clark 1966-69 3/19/16 Edmond OK; CDR Hershell J. Cotton (SK3) 1954-56 4/25/15 Grand Blanc MI; GMGC Carl E. Dotson (GMG1) 1961-66 8/29/16 Sandpoint ID; EM3 Jerry L. Garnett 1951-53 2/12/17 Midland TX; LTjg David Glaser 1952-54 8/20/16 Wagoner OK; DK3 Russell E. Gray 1952-53 2/7/17 Diamond Bar CA; SN Herbert E. Griffie 1968-9 12/28/16 DeWitt AR; SFM3 Robert M. Knowles 1963-64 1/27/17 Soddy Daisy TN; Capt Roy E. McCoy (Cdr) Commanding Officer 10/6/67 to 5/14/69 7/26/16 Coronado CA; SK2 Jesse B. Newman (SK3) 1951-53 10/11/16 Dallesport WA; PNSN Lloyd A. Olson 1949 2/25/16 Ft. Scott KS; BT2 John W. Orren 1966-68 6/19/16 Covington TN; BTFN Charles D. Roach 1950-54 10/17/16 Talladega AL; RD2 Kenneth E. Shove 1951-54 9/10/16 St. Marys KS; RM3 Tommy Ray Thompson (SA) 1965-66 5/5/13 Fort Madison IA; RD1 Richard H. Wright 1951-54 3/9/16 League City TX; and, PNCS Howard E. Zechel (PN1) 1956-57 7/27/16 La Mesa CA.

SM1 Louis R. Aguiar When Al Eisenbraun took over the memorial pages for our website he subsequently found out that some names were in error. Several years ago Al was contacted by a grandson of our shipmate who indicated that his grandfather Louis Aguiar was in fact alive and living in California. February 7 Al got a message from the grandson that his grandfather had indeed actually passed away that date in Concord California. Mr. Aguiar enlisted in the Navy Jan. 10 1942 in San Francisco and was in the Navy two years before joining the commissioning crew of USS Harry E. Hubbard July 22, 1944 at Naval Training Station Norfolk. He came aboard as a Signalman Second Class. He was promoted to Signalman First Class aboard Hubbard and was still aboard when our crew list record ends July 1 1946. The last 18 pages of our records obtained from National Archives are blank and so do not extend all the way to decommissioning. Louis, according to his grandson, was born Nov. 28, 1923 in Oakland California.

Lost Contact, Return Mail: FN Wilford S. Mitchell 1961-65 Muskegon MI

Executive Committee Update

In the last newsletter shipmates were asked to vote for or against the formation of an executive committee. That vote total was 31 for and 1 against. Shipmates were asked whether they would be willing to have their name placed in nomination to serve. Six answered in the affirmative. The proposal was that there would be another vote and the top five vote getters would constitute the committee. When I advised the six of their possible selection pending a vote, one of the six volunteered to be an alternate member and leave the remaining five to be the committee. This eliminates the need for another vote. The proposal was that the executive committee would take effect when voted on by the membership attending the Oklahoma City reunion. Subject to that conditional acceptance, I suggested to the six that they commence thinking about and planning how they would operate following their selection. The six who indicated their willingness to serve are in alphabetical order: EN3 Donald R. Dedon of Louisiana, aboard 1966 to 1968; ME3 Vern D. Fairchild of Nebraska, aboard 1955 to 1957; CDR James P. Kelly of California, aboard 1966 to 1968 as a LTjg; MM2 Douglas Leland of Missouri, aboard 1966 to 1969; LTjg Russell F. Miller of Nebraska, aboard 1965 to 1967; and, BT3 Wayne C. Sundberg of Colorado, aboard 1961 to 1962. Vern Fairchild asked that he be selected as an alternate member, taking part in discussions and meetings but not voting unless a vacancy develops in the committee.

Keeping up with the Shipmates

Shipmates RM2 Tom Stalcup (59-63) and SN Larry Witcher (65) are ham radio enthusiasts. If you are also, send me your call and other info and I will relay to them. . . In general we do not like to put the email addresses or mailing addresses of shipmates in the newsletter as the newsletter is posted on our website and we have no control over who might access that information. It might result in hacks or worse. I know I get it all the time. Be careful not to click on any enclosures or provide info to email senders whom you do not know and trust. . . . GMG3 Walt Abbott (59-63) and Linda have moved from Washington state to Gilbert Arizona after some years of being seasonal migrants. YN2 Bernard (Robie) Robinson (64-65) and "Admiral" Becki have gone the other route, putting their motor vessel Worth Waiting 4 up for sale and moving ashore in LaConner WA. They were living aboard their boat in Mexico and cruising up and down the coast. LTjg Norman Emmerich (56-57) has moved from Georgia to Avon Lake, Ohio. Thanks to these shipmates for updating their addresses. We will doubtless get a lot of other address changes and lost contact reports when this newsletter goes out in the mail. . . *Dick*

Association Financial Report

Balance 8/1/16 (<i>Herald</i> Aug. 2016)	\$4320.10
Domain name, 5 years	-\$68.05
Replenish postage account	-\$50.00
Printing April 2017 newsletter	-\$273.47
Donations to newsletter	\$160.00
Postage for newsletter	-\$235.20
Get well, sympathy cards & postage	-\$100.00
Envelopes for newsletter	-\$12.83
Balance 4/1/17	\$3740.55

Ship Store Financial Report

Balance 7/7/16 (<i>Herald</i> Aug. 2016)	\$752.94
Sales by Mail	\$141.00
Purchases for store sale	-\$108.00
Purchases for sale at reunion	-\$351.00
Shipping	-\$56.61
Supplies	-\$19.50
Balance (3/14/17)	\$358.83

Tars and Gripes. . .During the Korean War shipmates produced a newspaper aboard ship "Tars and Gripes." The name was patterned after the official military newspaper "Stars and Stripes." I have parts of two issues. One is Vol. 1 Number 8, dated 12 August 1951, seven pages on rough white 8x13 paper printed one side probably using stencils and a mimeograph machine. The other issue is Volume 1, Number 10, dated 2 September 1951. I have six pages and half of a seventh page. Actually the pages are not numbered so I am not sure if either issue is missing any additional pages. Officer Advisor was LTjg Patrick A. Blackledge, Chaplain was LTjg John L. Moran and co-editors were YNSN Jim Harrigan and SA Bruce Kellner. Jim and Bruce were later promoted to YN3. Sports editors were SN Charles Rottiers and SHSN Pete Petinak. Feature contributors were TEM2 Vernon Cage, SDG2 Arthur Humphrey, MM3 (later MML2) George Cumming, DKSJN T. Grant Woodward, SHSN Jerry Heintzberger, FN Bill Scott, SHSN Billy Bales, YNSN (later YN3) Frank Riley and SA Joe Gish. Joe Gish and Bill Scott do not appear in our compiled roster. The papers contain press reports perhaps copied in the radio room and a mix of features and local items. The 8/12 issue mentions the 23rd meeting of the cease fire talks but the 9/2 issue tells of fierce fighting around Bloody Ridge near Yanggu on the central front. A squabble over a proposed Air Force installation in President Truman's home county in Missouri was delaying passage of the military construction bill. There was a heat wave in Texas. A Pacific Security Treaty was to be signed in San Francisco. Letters to the Editor took up the questions of "Why is there always or nearly always a shortage of either forks or spoons in the chow line?" and "Do we get one or two out of three liberties in Yokosuka, and are there overnight liberties?" The Bulletin Board had a lot of notes about personnel inspection, overnight liberty passes, rest camp parties, upcoming "ship's trip book", sightseeing in Tokyo and a missing pie in the cake locker. Movie reviews included *Born Yesterday* with Judy Holliday and *All About Eve* with Anne Baxter, Celeste Holm and George Sanders. There were profiles of FC2 Robert Couchman and of SOC Edward J. Polasek, who was forever filling in his crew in the Sonar Shack on the activities of his four children. There were poems by Joe Gish and Arthur Humphrey, which we will print in a future issue.

Our Future Reunions. . .I would urge you to attend the reunion in 2017 and not wait for a later date as we might not have many more of these reunions and we are all getting older. We are scheduled for Newport, Rhode Island for 2018 and details are pending as this is being written. SM1 Ron Petrie and his wife Pat are moving to a new residence and Ron continues to deal with the aftereffects of lymphoma related to Agent Orange exposure. We would welcome any shipmate who wishes to volunteer to assist with a reunion or to host one in the future and we pledge complete support and a guarantee that neither host nor co-host will be out of pocket on expenses. If we have no offers on the table it will be up to the shipmates at the reunion and our executive committee to come up with a reunion decision. Jim Kelly was on a recent cruise in which planners were pitching cruise ships as a reunion location. That is a possibility, as is having a reunion jointly with a sister ship such as the USS Samuel N. Moore DD-747 or having our meeting while attending the annual Tin Can Sailors reunion. It would be good to have a New England location for a reunion as we have not been north of Baltimore on the East Coast. I note that some reunions are being held in the Buffalo/Lockport/Niagara Falls area. My wife Natalie and I were recently on a vacation to the Canadian side of the falls and it was very nice but not sure if that would be feasible and how to arrange it. The bridge and the checkpoint were bottlenecks and that was before borders became an issue. Shipmates might need passports. I have not spent any time in Buffalo and so cannot comment on its desirability. As I was writing this newsletter I received some emails asking why not return to the upper Midwest for a reunion?

Our Past Reunions. . .The first Hubbard reunion was no-frills in a small town, Cape Girardeau, Missouri, and one could make a case for returning to a simpler concept easier to manage and focused on shipmates telling sea stories that might or might not be true. The questions would be whether the ladies would come and whether air connections would be a problem. The next reunions were held in or near towns of volunteer hosts - Atlanta 1990, Baton Rouge 1991, Las Vegas 1992, Chicago 1993, St. Louis 1994, Asheville 1995, San Diego 1996, Chattanooga 1997, Tacoma 1998, Minneapolis 1999, Mobile 2000 and Omaha 2001. I broke the pattern in that I had volunteered to hold one in my home city St. Petersburg FL but found the prices too high for the preferred April/May timeframe and so with the permission of the shipmates moved it to Nashville for 2002. Then we were in Houston 2003 and Arlington VA 2004. Arlington was our first venture with a reunion planner, later repeated with planner assists in Albuquerque 2006 and 2010, Branson 2011 and Baton Rouge 2014. Other reunions were in Ontario CA 2005, Jacksonville FL 2007, Baltimore 2008, Green Bay 2009, Seattle 2012, Virginia Beach 2013, Charleston SC 2015 and San Diego 2016. I have hosted four. Those were

Nashville, Jacksonville, Virginia Beach and Baton Rouge. Mikey Peters (Albuquerque), John Kraft (Green Bay, Branson), Tom Cunningham (San Diego, Ontario) and Jim Minard (Arlington, Seattle) have each hosted two. If you would like to volunteer, those of us who have done it will be glad to assist in any way. As noted you will not be out of pocket for any expenses.

YNC Stubbs . . . LTjg Blaine Huntsman reported aboard 7/26/58 as a recent graduate of the University of Utah and served aboard until 6/26/61. He died November 8, 2012. He had been writing a recollection of his Navy service aboard Hubbard. His wife sent us a copy of the completed portion with the notation that the Navy portion was part of a larger work which was to be published by the University of Utah. The memoir is filled with recollections of his CO's, the Ops boss and other shipmates. I quoted from the memoir in the February 2013 *Herald*. That extract centered on a cigar-chomping Chief Yeoman named "Stubbs." I have not found any record of YNC Stubbs or of any chief named Stubbs. I figured it might be a nickname. He is referred to as processing orders and handling classified and official correspondence, certainly a yeoman's job. As far as I can tell there was no chief yeoman attached to the ship when he reported aboard, but our records could be in error. It is a mystery. Moreover, rereading the narrative I find it so entertaining that I am making it available to any shipmate who asks. I can send it either by email or by regular mail. It is 13 pages single-spaced. It does contain some salty language and is not for those easily offended. If anyone can enlighten me on the identity of Chief Stubbs I would appreciate it.

Destroyer Command is the title of an article that appeared in the magazine *Sea Classics* January 1969 featuring DD-748 and its skipper during Naval Gunfire Support ops (NGFS). A copy of the article was sent to me by STG2 Rob Cavanagh (1966-69) with a note reading in part: "USS Hubbard was my home for all of my four year enlisted time. Ken Baxter STG2 and I were the only ones left in ASW Div when USS Hubbard met her demise. The last days were strange with only Ken and me in a small compartment the size of a camp trailer that used to hold as many as 15 sonar and torpedo men. I took this magazine. . . with me as I left the Hubbard in October 1969, plus my helmet, and a great foul weather jacket/coat I was issued when we were sent to Korea. That's it. The mighty Hubbard was impotent after the cruise of 1969. Not good, as the propulsion system was not dependable even for weekend cruises with the Naval reserves anymore. Yes, Hubbard did do some weekend cruises. Maybe four or five with a skeleton crew of Hubbard sailors. Then came a time when we could not get underway. Reserves were disappointed tied up to the pier; their whole weekend of Naval training. Sad ending to a once very powerful ship. The USS Hubbard was able to shoot down attacking Kamikazes in WWII at Okinawa, was the 'fastest guns in West Pac, Vietnam.' I do miss her. Dammit, she got old and died, just like a family member. I miss her." The magazine article that Rob so revered does not reproduce very well but if anyone wants a copy I will try to get you one. Let me know.

EM2 Jerry Garnett 1951-53: I am 85 years old but I remember there being a submarine involved in the attack on the USS Walke (DD-723) June 12 1951 during the Korean Conflict. We had the division doctor on board the Hubbard and he was transferred to Walke to treat the injured. I was on a work detail on the fantail of our ship. We were receiving the dead from the Walke to be transferred later to the USS Helena, a cruiser, . . . At the time Hubbard had two motor whale boats. Those of us on the fantail saw the submarine. After sighting the submarine we went to General Quarters for the next 72 hours. The Hubbard along with other ships in our division set off depth charges and I saw the oil slick later. Walke was able to get underway slowly and we escorted her to dry docks in Sasebo, Japan. [Ed. Note: Jerry died Feb. 12, 2017 before this went to press. Also note that some shipmates indicate the dead were transferred to the battleship USS New Jersey.]

World War II Operations. The following was in the program at the recommissioning ceremony October 27, 1950 and is quoted as written. "During World War II the HUBBARD first engaged the enemy at Okinawa where she spent time on radar picket station and anti-submarine and anti-aircraft screen. During numerous attacks she destroyed four enemy aircraft and assisted in the destruction of a fifth. The HUBBARD was the first ship to come alongside the U.S.S. EVANS (DD-552), . . . badly damaged due to a battle against fifty enemy planes, and rendered fire fighting, damage control and medical assistance for an hour and a half. In escorting the U.S.S. BARRY (APD-29) into Kerama Rhetto, after participation in salvage operations on her, the HUBBARD shot down two Japanese torpedo planes, suffering no damage to herself. A few days later she shot down two more planes, one of them only fifty yards from the ship. After the Okinawa Campaign the HUBBARD remained there and was cast into the role of an AGC for the Commodore.

"Her post-war activities were with the Seventh Fleet, leading it through the Japanese mine fields at the entrance of the Yellow Sea. Later she joined Task Force 71 in Jinsen, Korea, and thence to Chinkai, Korea to assist the Commander Destroyer Squadron 64 in the demilitarization of the Japanese Naval Base there. At 0815 the 28th of March 1946 the HUBBARD proudly led Destroyer Squadron 21 under the Golden Gate Bridge, ending an action packed fourteen months of overseas duty."

Hubbard Ship Store

The mailing address is:

Joyce Davis
PO Box 328
Warroad MN 56763-0328

Tel: (651) 295-0012

jdavis@mncable.net



The baseball cap and other clothing items feature the port bow profile view of our ship, inset showing detail below. It is in white on the blue items and in black on the white and gray items. Baseball cap has a hard bill. The golf shirt has blue edging on the collar, three buttons and no pocket. The t-shirt has no pocket. In the photo below Dick is wearing a white golf shirt (also termed a polo shirt) and his wife Natalie is wearing a blue t-shirt. Sweatshirts and hoodies have the same logo as the golf shirt and t-shirt. The decal is five and a half inches square, shown here affixed to a car window. Display is Vietnam Veteran version. Please specify service era when ordering. Production of a challenge coin is being considered. The challenge coin design shown below is 1.75" diameter and would be cast in brass. Reverse has Navy seal.

Item	Specify	Prices and Sizes
White golf shirt	Ladies or men	S=\$25 M,L=\$26 XL=\$27 2XL=\$28
Blue T-shirts		S,M,L,XL=\$16 2XL=\$17 3XL=\$18
Blue baseball cap		\$16
License plate holder		\$3
Sweatshirts	Gray, white, Navy	S,M,L,XL=\$30 2XL=\$31 3XL=\$32
Hoodie sweatshirts	Gray, white, Navy	S,M,L,XL=\$35 2XL=\$36 3XL=\$37
Hubbard decal	WWII,Korea,Cold War, Vietnam	\$8

Add shipping cost: \$4 for small order, \$6.50 for medium order, \$10 for large order

