

WEEPING WILLIE

DER 397

2019 DER 397 JULY AUG SEPT NEWSLETTER

WHERE ARE OUR USS WILHOITE 397 SHIPMATES?

When I told Tom I would send this out, I did not know that I was going to have problems and couldn't type very well due to a nerve problem. My handwriting was even worse, so if you find mistakes please forgive me. I've been doing this a little at a time.

Anyway, my thoughts are very disappointing in that when I found out that we only had 24 in our Association, I was floored. Is there a reason why our shipmates are no longer interested in their beloved ship the USS Wilhoite. Is our dues too high?

Then I got a message that there is only 14 signed up for the reunion. Is it because it is being held with another destroyer? Some of us that are in our late 80's just can't attend a lot of things that we want to so we depend on those that are still young enough to keep going and let us old folks know/keep us in the know of what is happening.

Is it because you aren't getting a newsletter? For those that have a computer, Steve Gergens will put on website. If you don't want a newsletter, just one of us know and we will take your name off. Also if you want to just read on website, let us know. That will save postage. I know that you haven't had a newsletter since last September, so we'll try to get it going again if you want it.

Liz Kimball
sailingaway1987@gmail.com



Listed below are our Association Officers. If you need information, please feel free to contact one of them.

President: Tom Morrissey
Address: 3240 South 76th
Lincoln, NE 68506
Phone: 402-483-6889
Email: tommorri2010@hotmail.com

Vice President: Lee Robinson
2382 County Rd 207
Brookeland, TX 75931-5202
Phone: 409-698-9332
Email: bjr3645@sbcglobal.net

Treasurer: Please send to
Tom Morrissey-address above

Secretary: Bob Gray
3551 Valley Rd
Meridian, MS 39307
601-485-6021/595-2415
davdisabled@att.nett

Chaplain: John Caldwell
Address: 610 Saddle Ridge Ave
Durham, NC 27704-1237
Phone: 919-471-4513
Email: bcaldwell@nc.rr.com

Historian: Bill Endter
Address: 109 Larkspur Lane
Locust Grove, VA 22508
Phone: 703-323-8297
Email: eendter@cox.net

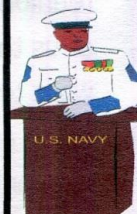
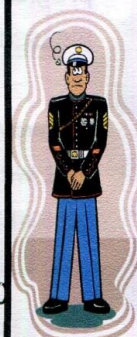
DUES PAID-2019

- Aittala Gene (21)
- Candor Ray
- Carlisle Fred
- Cramer Peter
- Cusato Paul
- Ercek Ron (21)
- Frederiksen Geri
- Gergens Steve
- Hagee Charles
- Hawes Eugene (22)
- Heller Richard
- Horch Linda
- Johnson Robert
- Kimball Elisabeth
- Knight James
- Mauldin John
- Morrissey Tom
- Parker David
- Payne Gary
- Payson Dave
- Rott Ray
- Scheeder Richard
- Shanahan John
- West (Doc) Bill
- Wiseman Leonard
- Worden Charles
- Yonkofski Ben

I CAN'T BELIEVE
THIS IS
ALL THE SHIPMATES
THAT HAVE HELPED
KEEP OUR
WONDERFUL
DESTROYER USS
WILHOITE 397
ALIVE! IF YOU
CARE PLEASE HELP
BY SENDING YOUR
DONATIONS (DUES)
TO TOM MORRISSEY
ACTING
TREASURER! IF
YOU FEEL THAT
YOU HAVE PAID,
PLEASE LET TOM
KNOW!

THE 2019 DUES IS
PAST DUE AND 2020
WILL BE DUE IN
SEPTEMBER \$25.00
PAYABLE TO
USS WILHOITE
% Tom Morrissey
3240 South 76th
Lincoln, NE 68506

OUR YEAR RUNS
FROM SEPTEMBER
THROUGH
AUGUST! THANKS
VERY MUCH FOR
JOINING OUR
ASSOCIATION AND
KEEPING THE NAME
USS WILHOITE
ALIVE.





This has been a very bad year for our USS Wilhoite. We lost our wonderful and hard working shipmate Frank Roche. He had served as Treasurer for a lot of years and did a great job, plus being formost recruiter of other shipmates. He worked tirelessly trying to keep our Association going so that our USS Wilhoite's name would stay active.

We also lost a wonderful and compasionate young lady, Addie Morrissey, the wife of our President Tom Morrissey. She loved the USS Wilhoite and was always friendly and outgoing to welcome new shipmates at our reunions. She will be sadly missed by all and especially me.

Tom would like to thank all of those that expressed sympathy for the loss of my lovely wife "Addie". This has been one of the hardest voyages that I can think of in my memory. I miss her a great deal. Thank you!

Then we lost Vicki Johnson, wife of Harvey Johnson. Harvey was Lt. XO and retired CO.

If any knows of any other passing shipmates, please let either Tom know or you can email me. My email is sailingaway1987@gmail.com. Or if you know of any shipmates that is sick, let us know.



**Let your hope keep you joyful and be patient in your troubles and pray all times.
Romans 12:12**

One Of These Five Ships Will Become The U.S. Navy's Next Frigate

The FFG(X) program is well underway as the Navy selects five vendors to fully conceptualize their designs before making a final pick in 2019.

By Tyler Rogoway February 17, 2018

- [The War Zone](#)



The Navy has moved forward with funding five potential designs that could fulfill its future guided missile frigate FFG(X) requirement. At least 20 of these vessels will be built, and as we have [discussed in detail before](#), the project is among the Navy's most important initiatives. Fielding a highly capable surface combatant that can pick up many missions currently being conducted by over-tasked and far more expensive destroyers will be essential to providing a more flexible and sustainable fleet in the decades to come.

[New Frigate Program Heats Up As U.S. Navy Says It Will Pay Nearly \\$1B Per Ship](#)
[7 Revolutionary Hardware Changes the US Navy Should Make in the Trump Era](#)
[The German Navy Decided To Return Their Bloated New Frigate To The Ship Store This Christmas](#)

[In a Blow to LCS, the US Navy Finally Admits it Needs a Real Frigate](#)
[Everything You Need To Know About The Royal Navy's New Type 26 Frigates](#)

The \$15M contracts were awarded to General Dynamics Bath Iron Works, Fincantieri Marine, Huntington Ingalls, Austal USA, and Lockheed Martin. The last two vendors currently build Littoral Combat Ships—the monohull Freedom class and the Independence class trimaran—for the U.S. Navy and both of their FFG(X) designs are based on those existing LCS platforms.

Huntington Ingalls will put forward a version of their Patrol Frigate concept based off the Coast Guard's Legend class National Security Cutter. Fincantieri Marine's design is based on the the Italian Fregata Europea Multi-Missione (FREMM) frigate. General Dynamics Bath Iron Works is proposing a modified variant of the F100 frigate, a Spanish design that is also in service with the Australian Navy.



Spanish F100 frigate alongside an US Arleigh Burke class destroyer.

All five entrants are based on mature platforms that already exist in one fashion or another. This lowers risk, development time, and cost. It's worth noting that some entrants are already closer in form to the Navy's requirements than others. Of the five being put forward, Bath Iron Works F100 class derivative—a ship that was already built for an Aegis system—seems to match the requirements very closely without major design revisions. It also helps that two close U.S. allies are already operating the type in separate configurations. Its elevated superstructure design also provides enhanced line-of-sight for its phased arrays radars, something the other competitors may have trouble integrating into their existing designs.



ONE OF FIVE SHIPS (cont)

Austal's FFG(X) design is based on their Independence class Littoral Combat Ship.

The plan is that the Navy will evaluate each design as it matures and will understand the various options each vendor proposes with their entrant and the projected costs that go along with them. Finalized proposals will be submitted in 2019 with a single-source contract being awarded in 2020.



General Dynamics Huntington Ingalls is basing their FFG(X) on their Patrol Frigate concept which is based on the Legend class cutter. You can see some of their past iterations on the design in [this video](#). The Navy is willing to spend roughly \$1B per ship, which should buy a very capable surface combatant. You can read all about this and the requirements set by the Navy for the FFG(X) in [this past article](#).



ONE OF FIVE SHIPS (cont)

25Fincantieri Marine FREMM Frigate.

It is worth noting that one contender was left out of this phase of the program, the U.S.-German consortium made up of Atlas USA and ThyssenKrupp Marine Systems. ThyssenKrupp is a key contractor on Germany's abortive [Type 125 frigates](#) that the German Navy [decided to reject](#) due to a slew of issues.

Weeks after we initially reported on the blunder the story made international headlines. It's not clear if the debacle had anything to do with the Navy leaving the team out of the FFG(X) tender. Being able to produce a frigate with minimal developmental and construction hiccups will be essential for fielding the first vessels by 2025



Lockheed's FFG(X) concept based on the Freedom class LCS. Note the redesigned superstructure to accommodate phased array radars.

As far as reforming one of the existing Littoral Combat Ship designs or the FFG(X) role, both Lockheed and Austal have high hopes that they can keep their LCS production lines open with FFG(X)s, especially seeing that the LCS production program [was curtailed](#) after a dismal record of meeting its goals.

Lockheed's Freedom class design may have a leg up on Austal's Independence class for the FFG(X) bid as [Saudi Arabia is ordering](#) a variant of the design that has a lot in common with the Navy's FFG(X) requirements—especially in the anti-air warfare capability department. This could offset developmental costs for the Navy to some degree, although the idea of sticking with the LCS jet boat concept—which is largely regarded as vulnerable to battle damage—in an even more bloated form may be a path the Navy avoids regardless of synergies in development costs and commonality.

There is no doubt that this is an exciting time for many of us who have pled for the Navy to field a proper frigate for years. With this in mind, the final 2019 selection can't come soon enough.

Navy Unveils 355 Ship Fleet Plan — But It'll All Change

The Navy thinks it will need at least \$40 billion a year to maintain its new fleet -- but admits that they haven't actually added it all up yet.

By Paul McLeary on March 22, 2019 at 8:49 AM

55 Comments

1501



The Navy plans to increase the lifespan of its destroyer fleet.

WASHINGTON: In a major departure from previous shipbuilding assessments, the Navy unveiled detailed plans to get to a 355-ship fleet two decades more quickly on Thursday. It also outlined a rough estimate of the \$40 billion a year it will cost to maintain that fleet, just five days before the service's posture hearings begin in the House and six days before the shipbuilding plan is debated in the Senate.

But this plan is clearly a stopgap measure until the Navy comes out with the real plan later this year, which CNO Adm. John Richardson has promised by the end of this year.

In its new [30-year shipbuilding plan](#), the Navy says it will kick off procurement of 55 new ships by 2024, while reaching 314 ships by fiscal 2024 and 355 ships

The ambitious plan faces plenty of obstacles, not the least of which is a tight schedule to begin putting its \$128 billion [Columbia-class nuclear submarines](#) into the water by 2031, fixing [ongoing issues](#) with its next-generation Ford-class aircraft carriers, integrating unmanned vessels into the fleet and introducing new classes of frigates and cruisers in the coming years

NAVY REVEALS 355 SHIP PLAN (cont)

In a clear signal to Congress, the Navy's top admiral warned last month that the shipbuilding plan is very much a work in progress. Richardson revealed [he is rethinking](#) the 355-ship concept from top to bottom, and promised a new plan by the end of the year that would likely yield a new number of ships.

"We want to make sure that we are moving forward in a very deliberate way," [he said in February](#), "so that we're not counting on something that hasn't been relatively proven. We also want to make sure we're moving fast so that we don't get disrupted or beaten."

The new study also revealed a rough estimate for how much a 355-ship fleet will cost to sustain. Initial, incomplete estimates put the cost at least \$40 billion a year.

But that \$40 billion, unsurprisingly, will surely change. The Navy admits that in arriving at that number, it left a lot on the table. "Equally important additional costs, but not yet included in the future estimate," include operations accounts, modernization and ordnance, which are "threat and technology driven," as well as infrastructure and training, aviation detachments, networks and cyber support, and other factors it does not name.

Protecting the Industrial Base

Underlying all of this proposed work is the shipbuilding and ship repair industrial base.

The report laments that over the past six decades, over a dozen defense-related new construction shipyards have closed, while another three left the defense industry, while only one new shipyard has opened. "We are at a level of fragility that, without consistent and continuous commitment to steady acquisition profiles as proposed in this plan the industrial base will continue to struggle and some elements may not recover from another 'boom/bust;' cycle," the report notes.

In order to help alleviate some of those constraints, the Pentagon [plans to spend millions](#) over the coming year shoring up the shipbuilding industrial base, though it has yet to detail its final plans for where that money will go.

The service also revealed Thursday that with the release of the fiscal 2021 budget it will roll out what it's calling Private Shipyard Optimization (PSO) initiative "for optimal placement of facilities and major equipment in each region. This includes an investment plan for infrastructure needed to support availability maintenance in support of a 355-ship Navy."

The Navy is working through plenty of issues, including extending the life spans of its DDG-51 Arleigh Burke-class destroyers in order to bump up the number of hulls it has without building new ships. In the fiscal 2020 budget, **released last week**, the service requested money to fund two new Ford-class carriers, while forgoing the mid-life refueling of the USS Harry S. Truman carrier. It also wants to add an extra Arleigh Burke-class destroyer and a third Virginia-class submarine in 2020.

The plan, however, drops to just two Arleigh Burkes a year in 2021 and 2022 compared to the previously planned purchase of three a year. It **also pushes the buy of two** amphibious San Antonio-class Flight II landing dock ships, known as LPDs, out past 2024 is part of a much wider reevaluation of naval warfare.

DO YOU KNOW THOMAS JEFFERSON?

Thomas Jefferson was a very remarkable man who started learning very early in life and never stopped.

At 5, began studying under his cousin'utor.

At 9, studied Latin, Greek and French.

At 14, studied classical literature and additional languages.

At 16, entered the College of William and Mary. Also could write in Greek with one hand while writing the same in Latin with the other.

At 19, studied Law for 5 years starting under George Wythe.

At 23, started his own law practice.

At 25, was elected to the Virginia House of Burgesses.

At 31, wrote the widely circulated "Summary View of the Rights of British America? And retired from his law practice.

At 32, was a Delegate to the Second Continental Congress.

At 33, wrote the Declaration of Independence.

At 33, took three years to revise Virginia's legal code and wrote a Public Education bill and a statute for Religious Freedom.

At 36, was elected the second Governor of Virginia succeeding Patrick Henry.

At 40, served in Congress for two years.

At 41, was the American minister to France and negotiated commercial treaties with European nations along with Ben Franklin and John Adams.

At 46, served as the first Secretary of State under George Washington. (Lost the rest)

fellow Wilhoite Shipmates

This has been quite the year to say the least. We lost our treasurer Frank Roche and we have been trying to recover from that episode. I will admit that I haven't been devoting 100% to the Wilhoite, but now will try to be much better.

At the present time I am in the process of assuming control of the checkbook. This is not to say that I want to have control in the future. Be thinking of who you would like to see be the treasurer for the foreseeable future. This goes also for the President and Vice President of the Association.

Our reunion for 2019 will be Boise Idaho. We are also trying something different, we are having a co reunion with the USS Finch. This should prove to be something new and will let us see how others run a reunion. Please plan to be there to share comradery with others who were on the same type of ship. I think that the agenda that Robert Piazza has put together should be educational as well as a good time.

I received a copy of Frank's death certificate in the mail today April 15, 2019 this should be the last hurdle to allow access to the Wilhoite Association checkbook.

Another item is that if you haven't paid your donation to the Wilhoite Association please do so. They are 25 dollars per year. You may send them to me at

USS Wilhoite Reunion Association

C/O Thomas M Morrissey

3240 S 76th St

Lincoln, NE 68506.

Smooth Sailing

Tom Morrissey

ONCE UPON A TIME

Margaret Hamilton, who was so perfectly evil as the "Wicked Witch of the West" in THE WIZARD OF OZ was once a Kingergarden teacher.

Humphrey slight lisp was a result of an injury he received during World WarII. While his ship was being shelled, a splinter lodged in his upper lip, ending it paralyzed.

Gene Hackman and Dustin Hoffman were voted least likely to succeed by their classmates at the Playhouse Acting School.

Robert Mitchum was once confined to a chain gang for seven day.

AS I GET OLDER I REALIZE:

- #1 - I talk to myself, because there are times I need expert advice.
- #2 - I consider "In Style" to be the clothes that still fit.
- #3 - I don't need anger management. I need people to stop pissing me off.
- #4 - My people skills are just fine. It's my tolerance for idiots that needs work.
- #5 - The biggest lie I tell myself is, "I don't need to write that down. I'll remember it."
- 6 - I have days when my life is just a tent away from a circus.
- #7 - These days, "on time" is when I get there.
- #8 - Even duct tape can't fix stupid - but it sure does muffle the sound.
- #9 - Wouldn't it be wonderful if we could put ourselves in the dryer for ten minutes, then come out wrinkle-free and three sizes smaller?
- #10 - Lately, I've noticed people my age are so much older than me.
- #11 - "Getting lucky" means walking into a room and remembering why I'm there.
- #12 - When I was a child, I thought nap time was punishment. Now it feels like a mini vacation.
- #13 - Some days I have no idea what I'm doing out of bed.
- #14 - I thought growing old would take longer
- #15 - Aging sure has slowed me down, but it hasn't shut me up.

PLEASE PLAN ON GOING TO BOISE, IDAHO AND SUPPORT YOUR WONDERFUL USS WILHOITE! I LOVE YOU ALL NOT AS A SHIPMATE, BUT AS A SPOUSE OF YOUR FORMER SHIPMATE WHO LOVED THE NAVY AND THE USS WILHOITE SO VERY MUCH.

GOD BLESS YOU, YOUR FAMILIES, OUR MILITARY SERVING ABROAD AND THEIR FAMILIES AND ABOVE ALL "GOD BLESS AMERICA"

USS Finch/USS Wilhoite Reunion Newsletter

BOISE, IDAHO

The last Finch reunion I hosted was in Las Vegas in September 2016. I thought that would be my last one. But here I am again looking to entertain my shipmates, but with a unique location! As you know we started a bit late in 2018 to try to put a reunion together. At one point we were going to join the USS Wilhoite for their reunion in Albuquerque, but that didn't pan out.

Well this year we are joining with Wilhoite for a reunion in Boise, ID! Why Boise? Because that's where I'm moving in April and I have good sources for a venue. The compelling reason is because I like putting these reunions together. The dates are set for **September 26th to 29th**!

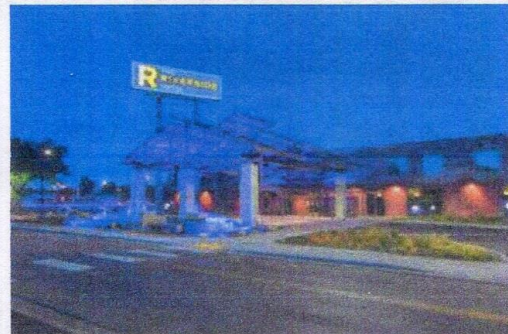
The Boise Visitor Bureau has been superb in helping me find hotels and things to do. We will be staying at the Riverside Hotel, which has newly renovated rooms, a great convention center, a restaurant and is close to down town Boise and many of our events. The best part is their room rates are very competitive at \$110 double occupancy plus \$10/room night, if you want a full breakfast.

Hotel Reservations

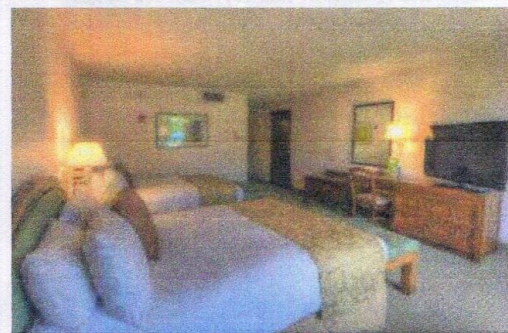
Please call **208-343-1871** and ask for the **USS Finch & Wilhoite Reunion group rate**. Reservations must be made no later than **Thursday, September 5, 2019**.

SEPTEMBER 26TH TO 29TH 2019

Reservations requested after this date will be accepted based upon availability and at the prevailing rate.



Guest Room



Saturday 28th

0900 Depart for Birds of Prey

Learn the basics about birds of prey with this up close presentation. Meet and learn about a new raptor at each presentation.

Learn about the ancient art of falconry as you go through our Arab falconry exhibit.



11:30 Depart for Warhawk WWII Air Museum & Lunch

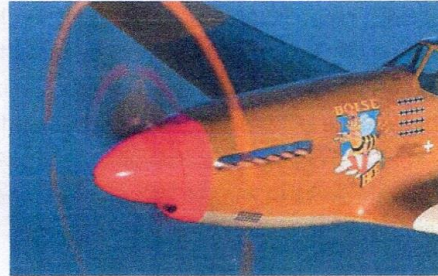


The Warhawk Air Museum was brought to life in 1989 by our co-founders John and Sue Paul as a place to preserve military aviation history. The museum has since become an educational destination for over 5,000 school-age children and 25,000 visitors each year. In 1986, Sue and John Paul moved to Boise, Idaho with two WWII era planes. When John began restoring a third plane in a hangar at the Caldwell Airport, people gathered to watch and witness the revival of history. Visitors began leaving boxes filled with WWII memorabilia, like uniforms and equipment, with notes attached that said, "Maybe you can do something with this." The Paul's knew they needed to preserve this history.

The museum began in that hangar at the Caldwell airport, but by 2000, there were so many donated pieces of history that they decided to relocate to Nampa.

In the ensuing 24 years, the museum has grown immensely. What started as a tribute to WWI/WWII veterans has expanded to include veterans' history from the Iraq War, Persian Gulf War, Vietnam War, Korean War and Cold War.

Throughout the museum, donations from community members are also on display to educate future generations about national and local history.



Families of local veterans and the veterans themselves have donated one-of-a-kind collections of uniforms, photos, medals, gear and written narratives describing battle experiences.



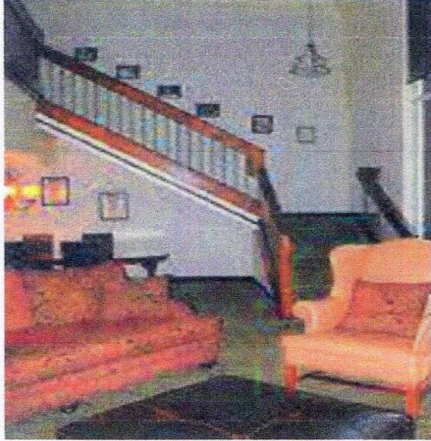
- 1500 Return to hotel
- 1600 Reunion Business Meeting
- 1830 Dinner at Riverside
- 22:00 Hospitality Room Closes

What's planned?

We have planned some exciting events for Friday and Saturday as well as our joint dinners both nights. This is the tentative agenda:

Thursday 26th Arrival and check in.

Hospitality room will be open from 5 pm to 10 pm



Friday 27th

09:30 Depart for Tour Idaho
State Capital



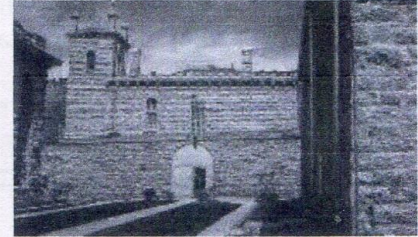
The dome of Idaho's State Capitol rises 208 feet into the Boise skyline, a classical architectural form prominent among the city's modern multi-story buildings and the landscape's rolling foothills. The Renaissance Revival Capitol is Idaho's most significant historic structure and a building that reflects the state's political, social, and economic history. The Renaissance Revival Capitol is Idaho's most significant historic structure and a building that reflects the state's political, social, and economic history.

Over 100 years since conception, the Capitol continues to function as the seat of Idaho's state government, currently housing the executive and legislative branches and numerous state offices, which occupy much of the approximately 111,600 square feet of usable space.

The Capitol and its surrounding grounds occupy two blocks of the urban grid, providing grounds proportional to the building's roughly 328-foot north and south facades and its depth of approximately 170 feet established by the east/west axis.

12:00 Lunch

14:00 Tour the State Penitentiary



The **Old Idaho Penitentiary State Historic Site** was a functional prison from 1872 to 1973 in the western United States, east of Boise, Idaho. The first building, also known as the **Territorial Prison**, was constructed in the Territory of Idaho in 1870; the territory was seven years old when the prison was built, a full two decades before statehood.

From its beginnings as a single cell house, the penitentiary grew to a complex of several distinctive buildings surrounded by a 17-foot-high (5.2 m) sandstone wall. The stone was quarried from the nearby ridges by the resident convicts, who also assisted in later constructions.^[3]

Over its 101 years of operation, the penitentiary received more than 13,000 inmates, with a maximum population of a little over 600. Two hundred and fifteen of the inmates were women. Two famous inmates were Harry Orchard and Lyda Southard. Orchard assassinated former Governor Frank Steunenberg in 1905 and Southard was known as Idaho's Lady Bluebeard for killing several of her husbands to collect upon their life insurance.^[4]

Serious riots occurred in 1952 (May 24),^{[5][6][7]} 1971 (August 10),^{[8][9][10]} and 1973 (March 7–8)^{[11][12]} over living conditions in the prison. The 416 resident inmates were moved to the new Idaho State Correctional Institution south of Boise and the Old Idaho Penitentiary was closed on December 3, 1973.^[13]

1630 Return to Hotel

1800 Spaghetti Dinner at the Riverside

22:00 Hospitality Room Closes

Sunday 29th

1100 Check out time is 11 am

Page 3

We are planning on hiring a bus for the two days of tours.

Boise International Airport is about 5 miles from the hotel and the hotel shuttle is available to take you to and from.

The next and final newsletter will include a signup sheet for the events. In the meantime, I would greatly appreciate your contacting me by phone 707-337-9700 or email at rwpiazza@comcast.net and letting me know if you plan attending and the number in your party. **I really need this info for planning purposes.**

Bob Piazza
Finch Reunion Chairman



Registration Form
USS Finch DE 328/USCGC Finch WDE 428 USS WILHOITE DE/DER 397
September 26-29, 2019 Reunion

Name: _____ Spouse/Guest: _____
Spouse/Guest: _____
Address: _____ City: _____
State: _____ Zip: _____
Phone: _____ E-mail: _____

Ship Affiliation: USS Finch _____ USS Wilhoite _____

Host Hotel: Riverside Hotel \$110.00/Night for up to two people.
Add \$10 per night for full breakfast the following morning for up to two people.
2900 W. Chinden Blvd.
Boise, ID 83714
208-343-1871

Reserve your room no later than Thursday, September 5, 2019.
Ask for special Finch/Wilhoite Reunion Rate.

Arrival Date: _____ Departure Date: _____
Will arrive by **car** or **air** (circle one)
Where will you be staying? Riverside Hotel _____ Other _____

The Total All Inclusive Cost (Not including room reservation); Registration, hospitality room, dinners, tours, bus and miscellaneous expenses: **\$130/person**
Enclosed is \$ _____ **Number** of people _____

DEADLINE FOR REGISTRATION IS August 2nd!

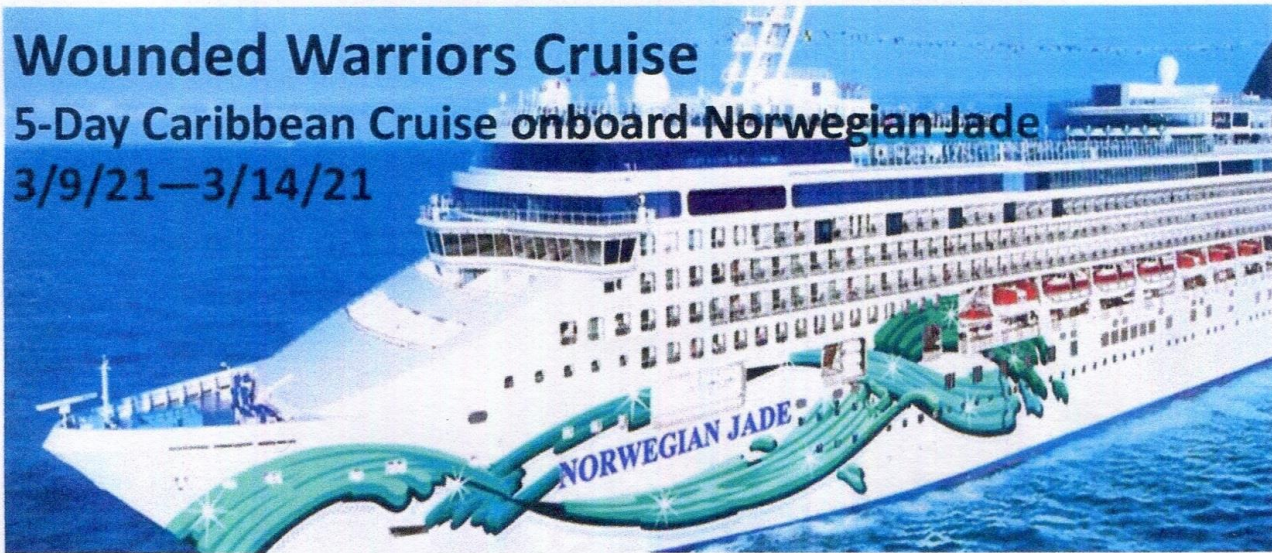
Make check payable to: **USS FINCH REUNION** Please send your check with this registration form to:

Bob Piazza
2203 Smeed Parkway
Caldwell, ID 83605
707-337-9700

Wounded Warriors Cruise

5-Day Caribbean Cruise onboard Norwegian Jade

3/9/21—3/14/21



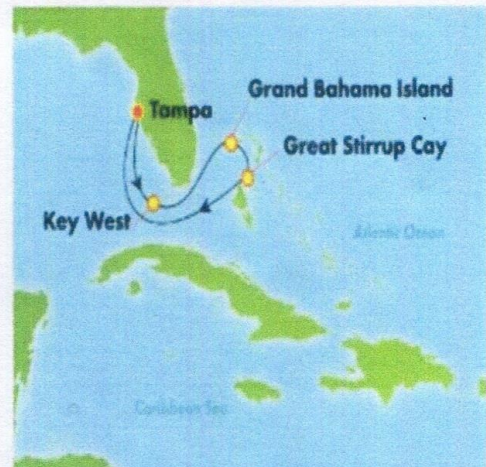
Head to the Southernmost tip of the United States to experience the island life the only way Key West can. Check out the bevy of shops, bars, and delectable dining along Duval Street or experience the abode of Ernest Hemingway. Before you go you'll know why the city motto is "One Human Family." In Freeport, make sure to stop by the Lucaya district to enjoy some quality time in the sun or a little shopping. For a little extra excitement, head to Deadman's Reef to find lively snorkeling spots. Then enjoy the island life at Great Stirrup Cay, Norwegian's exclusive island paradise. Snorkel under the crystal-clear waters or paddle across them in a kayak. Settle into the beautiful beaches before enjoying a delicious meal at Abaco Taco.

Things to Think About:

- Deposits are \$50/person if booked by 6/30/19
- Deposits are risk-free until your final payment date, 12/9/20
- Only rates are being held, not cabin numbers.
- Please reference 'Group A940238

Pricing: based on double occupancy

- Inside: \$339-369/person (Location)
- Oceanview: \$439-\$479 (Location)
- Balcony: \$709/person
- Taxes: \$150.47 per person
- NCF: \$210/person
- Beverage svc fee: \$99/person (Guest 1 and 2)
- Spec Dining Svc Fee: \$13.80/person (guest 1 and 2)



IsaacMaya

Group Specialist & Personal Cruise Consultant

Direct: 954-514-4543 Toll Free: 877-416-9722 ext. 44543

IMaya@ncl.com

