

THE TIN CAN SAILOR

Summer 2023



Board Members

PRESIDENT

Terry L. Miller - DD-836

P.O. Box 100,
Somerset, MA 02726

VICE PRESIDENT

Roger Novak - DDE-847, DDE-837

9239 Palm Island Circle
North Fort Myers, FL 33903

TREASURER

Kenneth Millett, DD-796, DD-868

P.O. Box 100,
Somerset, MA 02726

DIRECTOR

Ed Taicsich - DD-970

590 Greenview Lane
Wheeling, IL 60090

DIRECTOR

Meghan Rathbun

PO Box 100
Somerset, MA 02726

DIRECTOR

Hugh Doyle - APA-212, DE-1087,

LPH-12, FF-1076
27 Indian Hill Circle
Middletown, RI 02842

EDITOR

Jessica Jalbert

P.O. Box 100
Somerset, MA 02726
tcseditor@destroyers.org

CORPORATE OFFICE

P.O. Box 100, Somerset, MA 02726
508-677-0515
Fax: 508-676-9740

Tin Can Sailors reserves the right to edit submitted copy for clarity, length, accuracy and style. Tin Can Sailors is not responsible for the accuracy of articles submitted for publication. Many stories are personal accounts and are not possible to confirm all facts. Therefore, we rely on the author to research each submission.

How to contact the Tin Can Sailors Office

Our office hours are 10 a.m. to
4 p.m., Eastern time, Monday
through Friday.

Phones

(508) 677-0515

Fax (508) 676-9740

E-Mail: tcs@destroyers.org

On the Cover



*Launching of the DSV
Limiting Factor.
Photo credited to
Parks Stephenson.*

Navy Quote

Events of October 1962 indicated, as they had all through history, that control of the seas means security. Control of the seas can mean peace. Control of the seas can mean victory. The United States must control the seas if it is to protect your security...

President John F. Kennedy,

Scan the code below with the camera of your cell phone, and it will bring you to the Tin Can Sailors website.



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AT THE HELM

TERRY MILLER
President

I know this issue looks somewhat different from the previous two issues. We are having to do some belt-tightening which I will get to in a moment. The printer of this issue saves us a few thousand dollars over the previous printer and is local to our headquarters so the copies held in reserve for other purposes don't have to be shipped. If you've ever picked up a case of copy paper, you know that paper is heavy.

We hardly use the toll-free numbers now that most people have cell phones so to save nearly a hundred dollars each month we are discontinuing 833-DESVETS, and will be phasing out 877-TINCANS, and 800-223-5535.

As I said last time and as a reminder, if you are a member of another veteran organization such as VFW, American Legion, AMVETS, VVA, or your ship association, bring this magazine to your next meeting to show off our new look. Call the office and they will send you materials to give to prospective members. You can make a difference. Don't forget.

I have been asked on occasion whether our magazine is copyrighted. It is but we generally allow articles and stories to be shared as long as the copyright statement is included. That would be:

Copyright 2023 (or whatever the year was)

Tin Can Sailors, Inc.

Used with Permission. To obtain permission, contact the TCS office (tcs@tincans.org) or me (terry@tincans.org).

But some items may not be shared so do ask before using anything from The Tin Can Sailor Magazine.

We have more than 5,000 books, many Navy-related magazines, charts, drawings, prints, paintings, posters, and more photos than we can count. And it's open to the public. From novels and histories to things like Damage Control Books, they are available to look at, read, or photocopy provided copyrights are observed.

We can't copyright or trademark the name Tin Can Sailors because it has become generic. We know of at least four unrelated Tin Can Sailors Facebook pages so be sure to use the links (tcs@tincans.org) or (terry@tincans.org) if you're not sure.

As always, this magazine is about you, the destroyer veterans. We know you have stories to tell because we all do whenever we get together with other destroyer vets. We may be able to print them in the magazine. All submitted stories will be added to the archives for your ship. Try to keep them clean because some members share them with family, but we are not going to cut portions out or share them outside our membership. Your story is your story.

Finally, I hate to end on a negative note, but the fact is that we need to increase our revenue. Expenses have gone up a lot while the number of paying members have decreased. 25% of our members are Life Members whose dedication to Tin Can Sailors was and is greatly appreciated but an unforeseen problem is that as our aging membership naturally declines, there are fewer dues-paying members to provide the necessary income for operations. And although membership revenues decline, expenses keep increasing. Non-profit organizations are always somewhat hand-to-mouth as we know, but in this post-COVID time of cutting back on expenses by so many Veterans, additional revenues become absolutely necessary. So we ask you to visit the <https://www.destroyers.org/donate/> button on our website or help us out however you can.

So, give us those stories you tell your buddies. You know how much you love to hear them. We'll all love to read yours, too. And don't forget recruiting. We need new members all the time.

Fair Winds and Following Seas.

NAUTICAL CHALLENGE



1. What is the semi enclosed compartment from which maneuvers are directed when underway?
2. What is normally the highest structure above the main deck?
3. How are spaces in the Navy ship identified?
4. How are the decks above the main mast numbered?
Below deck?
5. What is the collective term applied to officer's living quarters on board a Navy ship?

See page 55 for answers.

The Wreck of the USS Johnston (DD-557)

Part I

The story of the discovery and analysis of the wreck of USS *Johnston* is a long one; therefore, it is broken into two parts. Part I tells the story of the effort to find the wreck. Part II will relate the story that the wreck itself has to tell and how that story sheds new light on the last battle for *Johnston*, her commander and crew.

On 25 October 1944 in the Philippine Sea off the eastern coast of Samar Island, a powerful Japanese surface force comprised of 4 battleships (including *Yamato*, the largest battleship ever constructed), 8 cruisers and 11 destroyers surprised an American task unit providing support for General MacArthur's invasion of Leyte Island. The American unit, TU 77.4.3 (call sign "Taffy 3"), was comprised of 6 escort aircraft carriers protected by a screen of 3 destroyers (DDs) and 4 destroyer escorts (DEs). When the enemy's presence was announced by long-range salvos falling in the midst of the carrier formation, CDR Ernest E. Evans, Commanding Officer of the USS *Johnston* (DD-557), immediately and without orders turned his destroyer directly toward the vanguard of the overwhelming enemy force with no thought other than to draw the enemy's attention away from the carriers and onto his ship. For the next three hours, CDR Evans and *Johnston* would consistently act as a spoiler to the Japanese plan of attack, despite both captain and ship being grievously wounded at the outset by none other than *Yamato*. Because of the ferocious defense put up by *Johnston* and a few of the other Taffy 3 "tin cans," the Japanese force found themselves unable, despite their overwhelming firepower, to press their advantage. As a result, they abandoned their plan to obliterate Taffy 3 and push through to destroy MacArthur's invasion force. Both CDR Evans and *Johnston* paid the ultimate price for their effort but it was not until a quarter-century later that the true punishment that the ship received during the battle could be analyzed and *Johnston's* heroic efforts fully appreciated.

In May 2019, Vulcan, Inc., operating from the R/V *Petrel*, received returns from an apparent debris field on the sidescan sonar carried by the ship's Remus 6000 Autonomous Underwater Vehicle (AUV). The debris was spread across an approximate 600m x 250m trail, oriented in a northwest-to-southeast direction, at a depth of approximately 6200m on a downhill slope at the western edge of the Philippine Trench. Despite the fact that the debris field was below the rated depth for their Argus 6000 Remotely Operated Vehicle (ROV), Vulcan managed to image about half of the debris field before the gradually increasing depth created too much risk for the ROV to continue. Close to the deepest part of their dive, they came across a track furrowed out of the bottom



Hull number on starboard bow. Photo credited to Parks Stephenson.

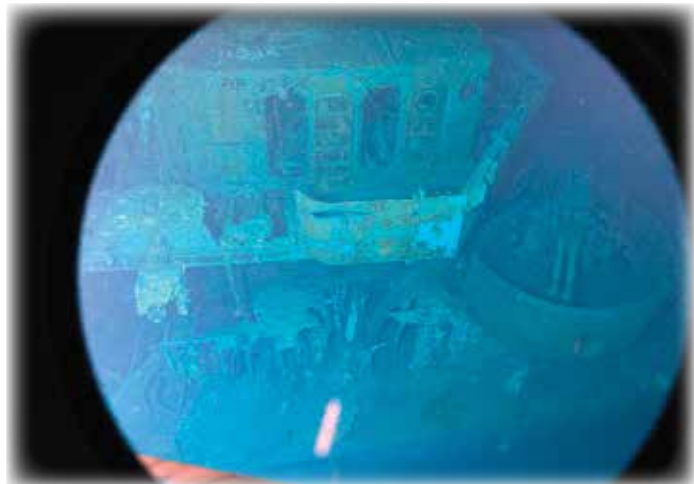
that suggested a larger portion of the ship has slid eastward and further downslope. The ROV imagery revealed multiple torn, shattered and burned artifacts scattered haphazardly across the ocean floor. Many artifacts were so badly damaged that they could not be immediately identified, but those that could were typical of a *Fletcher*-class destroyer. Only two *Fletcher*-class DDs were lost in this area, USS *Hoel* (DD-533) and USS *Johnston*. The Vulcan team believed that the remains belonged to *Johnston* – primarily because of the location and the lack of camouflage paint (Measure 31/1D) known to have been sported by *Hoel* – but the discovery of a mount captain's blast shield attached to the remains of a sheared-off 5"/38 mount top was a feature known in the photographic record more for *Hoel* than *Johnston*. When Vulcan announced their find in October 2019, they acknowledged this seemingly contradictory evidence by identifying the debris site as tentatively coming from *Johnston*.

Vulcan's public announcement about finding *Johnston's* probable resting place fortuitously coincided with planning for Caladan Oceanic's "Ring of Fire" expedition in 2020. In addition to surveying Challenger Deep and other trenches along the western edge of the Pacific Plate, Caladan founder/owner Victor Vescovo (CDR, USN, Ret.) wanted to expand

Continued on page 5 — see WRECK

on the Full Ocean Depth (FOD) capability of his submersible, the Triton Submarines-built DSV *Limiting Factor*, by including into the schedule a search for any shipwrecks in the vicinity of his planned survey dives. The ships lost during the Battle off Samar were already a prime candidate because of their proximity to a planned dive in the Emden Deep of the Philippine Trench. Vulcan's discovery of *Johnston's* debris field – along with their concurrent discovery of the wrecks of the USS *St. Lo* (CVE-63) and Japanese cruiser *Chokai*, lost during the same battle – in that same general area was enough to solidify the decision to concentrate on the Samar wrecks.

The worldwide outbreak of the COVID-19 virus in early 2020 created some logistical difficulties for the “Ring of Fire” expedition, with one impact being the postponement of planned dives in the Emden Deep until the following year and along with that, the Samar wreck exploration dives. This actually turned out to be a blessing in disguise because it gave this author additional time to bring additional research and new tools into the effort to determine where to dive to find the wreck. I worked with colleague Robert Lundgren to identify the general search area through a refining of the 1944 battle's track charts. One of the more important tools used to select potential diving locations was a detailed bathymetric map of the ocean bottom in the general search area, generated by the uniquely-powerful Kongsberg EM124 multibeam echo sounder aboard the Caladan research ship DSSV *Pressure Drop* as she transited the area in the summer of 2020. Victor personally flew me to the Fletcher-class USS *Kidd* (DD-661) Museum in Baton Rouge, LA, where I found the clues needed to identify much of the debris found by Vulcan and confirm that it did, indeed, come from *Johnston*. We knew also from the analysis that all the artifacts in the debris field, with the possible exception of the foremast and stacks, came from the stern section of the ship. But where was the bow section? Would it be torn into small pieces like



Starboard side superstructure, including pilot house/bridge wing/Mount 41/CO inport cabin. Photo credited to Parks Stephenson.



Photo taken of USS Johnston in 1943. Naval History and Heritage Command photo.

the stern? What would we find if we managed to pick up the trail that Vulcan initially found? Regardless of what we might expect from our analysis, Victor was determined to find the bow, or at least a portion of it, with the 557 hull number still discernable.

Following successful scientific dives in the Emden Deep in March 2021, the expedition pivoted to the search for the *Johnston* wreck. My recommendations for the primary and secondary dive locations were developed by cross-checking the publicly-announced depth of Vulcan's debris field (6220m) with the bathymetric map and battle track charts. The first two dives failed to find any trace of the wreck, but toward the end of the third dive, with Victor at the controls of the *Limiting Factor* (colloquially known by its initials, LF) and Triton's Shane Eigler as observer, the remains of *Johnston's* Emergency Steering Room, first imaged in 2019, was seen. At that point, Victor knew that he had to continue eastward toward the Trench to find where the furrowed track cut across the debris trail. With batteries expiring from the demand put on them by the long dive, Victor headed deeper, not knowing if he would find anything before he lost battery power to his thrusters. More importantly, he had no idea of what he would find.

On the surface, I was following the dive at the acoustic receiver with interest. Receiving the pre-arranged call, “At *Johnston*,” meant that the LF had come across Vulcan's debris site. The wait to hear the next expected call, “At bow,” seemed to take forever. Not knowing *where* in the debris field the LF happened across gave no guarantee that the submersible's crew would find the furrowed track and besides, they were at the end of their endurance and were scheduled to ascend at any time. But finally, “At bow” was received and the control room exploded with relief. Using acoustic text, I asked Victor, “Did you find the number?” The seconds seemed like minutes before Victor responded, “557 very clear.” But then after a heartbeat, he followed that with, “Front 2/3 of ship intact.” As the imagery would eventually reveal, this mind-

Continued on page 6 — see WRECK

blowing news was actually an understatement.

At first sight, the main body of the *Johnston* wreck appeared as if the ship was still underway. She sits completely upright, buried in the bottom up to her waterline with a hint of a bow wave. Victor had found and then followed the long furrow that cut across the debris field, running east toward the edge of the Trench. Approximately 300m down the trail, *Johnston's* sharp prow sliced its way out of the darkness, pointing directly at him, her white hull number 557 on the starboard bow brightly reflecting LF's lights. Victor and Shane did not have time to celebrate the moment, however, as they had only a few minutes to perform a quick survey before LF's thrusters and lights consumed the remainder of his dwindling battery power.

The main body had slid "backward" down the slope, upright with bow pointing uphill, until coming to a stop at 6469m. Torn deck plating pushed against the aft end of the wreck suggests that they acted as a kind of speed brake, slowing and stopping the hull's descent before it slid further into the 9000m-deep Trench. The depth of the furrow roughly equals the ship's lightship draft, so when the wreck finally came to a stop, the hull below the waterline was almost completely covered. Contrary to what one might expect from the hull sliding backward down the slope, the sediment had piled up before the stem and then fell away to just below the waterline along the bow, in much a similar manner as a bow wave...thereby completing the illusion of a ship underway.

Even more striking, though, were *Johnston's* armament. Both of her forward 5"/38 gun mounts, along with her Mk 37 gun director atop the pilot house, are still in place and trained to starboard, as though still engaging her enemies. Both sets of quintuple Mark 14/15 torpedo tube launchers are damaged but their empty tubes confirm that they had already well served their purpose. *Johnston's* 40mm and 20mm guns are pointing in different directions and elevations, as though the ship was surrounded by her enemies at the end. Shell holes pepper her hull and superstructure, testifying to the

intensity of the fight. Not only does the ship appear like she is still underway, but also forever defiant.

Johnston represents the intensity of her last battle, but her fierce presence is in stark contrast to her surrounding environment. At almost 6500m, the world is peaceful and still. The only indication of life are burrowed tracks in the soft sediment. No current has significantly disturbed the site since 1944; in fact, the sediment kicked up by Victor's thrusters during that first look remained suspended in the water when we returned to survey the wreck the following day. *Johnston* has all the appearance of a restless warrior who refuses to succumb to an eternal rest.

A closer look, however, reveals the awful punishment she took. The ship appears largely intact until about frame 136 (roughly the space between her Midship and Aft Deck Houses), after which her hull structure ends abruptly. The No. 1 stack is torn in two, the No. 2 stack is missing completely. The foremast is missing (major artifacts from the stern, along with both stack remnants and the foremast were previously imaged in the debris field). The deckhouses above both boiler rooms look to have been blown apart from within. All the deckhouses show evidence of having burned fiercely during the surface battle. The forward port 40mm gun mount is completely pulverized. Numerous shell holes of various sizes penetrate the hull, decks, superstructure, deckhouses and weapon mounts throughout the entire length of the wreck. It would take 3 months' worth of dedicated analysis of the imagery to categorize all of the distinguishable shell hits, assign them to firing ships and determine where to place them in the *Johnston* story.

Originally, the *Pressure Drop's* schedule allocated only three dives for the search of the *Johnston* wreck. The difficulty in finding the wreck prompted Victor to add one additional dive to properly survey the wreck. The author was given the privilege of that task and spent the time at the wreck taking more than 500 images on his own camera to add to the imagery being captured by the LF's high-definition cameras. Every detail was important. As important as it was to locate the wreck, it was even more important to capture as much information possible about the wreck for the analysis effort that would immediately follow the dives. The *Johnston* debris field and the main body of the wreck together constituted what was essentially the last surviving eyewitness to the ship's final hours and we needed to listen carefully to the story that the wreck had to tell. As the LF left the wreck, Harry James's "It's Been a Long, Long Time" played inside the submersible, a signal to the wreck that she has not been forgotten.

The story continues in Part II, where the analysis of the wreck reveals the true extent to which CDR Evans and *Johnston* fulfilled their duty in protecting Taffy 3 from destruction by one of the most powerful surface actions groups ever assembled.



The divers on Johnston: (L to R) Shane Eigler, Victor Vescovo, Parks Stephenson. Photo credit Caladan Oceanic.

-- Your Money at Work --

Tin Can Sailors supports the historic Destroyer Museum Ships throughout the nation by issuing annual grant money to fund necessary maintenance and repair work.

The grant funds come from our member donations as well as contributions from TCS supporting organizations. Museum ships identify priority needs and submit proposals to TCS for analysis, vetting and approval.

To date we have provided more than \$2,500,000 to support these iconic vessels which bear heroic witness to our country's navy and sailors.

Below are samples of recent and ongoing projects.

Tin Can Sailors Grant-funded Projects Replica Depth Charges for The Sullivans Buffalo and Erie County Naval and Military Park

By Bill Abbott

As the caretakers given the privilege of maintaining our historic fleet of combat-veteran warships, we are eager to share the stories of their service. Few things connect with our guests better than the physical representations of the devices used to fight those battles and ultimately win those wars. Without the generous grants from the Tin Can Sailors Association, this would be a far more challenging undertaking. A case in point is the funding they provided for us to purchase replica depth-charges for The *Sullivans* otherwise empty racks. With those munitions in place, we can now explain their use as well as help our visiting guests to understand the dangers our sailors endured every day at sea. Below is an image of the depth-charge racks stocked as they would have been, ready to face the perils lurking below:



Dear Editor,

MAIL CALL

We tin can sailors are in a unique position to recognize America's true heroes. We who served on U.S. destroyers are in a unique position to recognize their personal contribution to the American legacy. The names assigned to the destroyer we served in represented a life cut short by some historic event providing the freedoms we enjoy today.

The name on the hull of your duty station was the name of a young person in the twenty-year age group with all of life's expectations waiting to be lived. A call to duty demanded their very breath of life be forfeited, benefiting the Nation's future and fellow man.

We who survived to live a full and rich life, have an inherent duty to honor our fellow man, telling their story to the future generations of Americans. We destroyer sailors have an opportunity to tell their story.

My service, some 68 years ago, was on the USS *Hamner* (DD-718), named after Navy Lt. Henry Rawlins Hamner. He was a Gunnery Officer assigned to the USS *Howorth* (DD-592), who on 6 April 1945, off the coast of Okinawa, drew enemy fire from an Imperial Japanese aircraft, and was credited with saving the *Howorth* and her crew from destruction.

Before these American heroes' feats are no longer remembered and honored, passing into the dust of America's history, let us the survivor's of their heroism, tell their story.

Del Mancuso DK2 1955-58

USS *Hamner* (DD-718)

BULL SESSIONS

Dear Fellow Tin Can Sailors,

Many of you have probably attended a bull session sometime in the past but because of the Covid pandemic over the past 2 years, bull sessions have either been cancelled or have had low attendance.

Tin Can Sailors is looking for a few good sailors to step up and help. We are looking for people to host bull sessions in various parts of the country.

Please contact the office if you are interested in assisting us.

Roger Novak
Vice President
Tin Can Sailors

USS *Earl K. Olsen* (DE-765)

1944-1972

Naval History and Heritage Command

Earl Kenneth Olsen, born on 2 July 1903 in Brooklyn, NY., graduated with the U.S. Naval Academy Class of 1926. After varied duty afloat and ashore, he was ordered to the heavy cruiser *Pensacola* (CA-24) on 9 February 1939. Lt. Cmdr. Olsen was serving as engineering officer during the night battle of Tassafaronga, off Guadalcanal, 30 November-1 December 1942. When a torpedo hit flooded the engine room, he coolly and efficiently directed evacuation of survivors. Attempting to carry another officer to safety, he himself succumbed to smoke and toxic gases. Olsen was posthumously awarded the Navy Cross.

(DE-765: displacement 1,240; length 306'0"; beam 36'8"; draft 8'9"; speed 21 knots; complement 186; armament 3 3-inch, 2 40 millimeter, 10 20 millimeter, 3 21-inch torpedo tubes, 8 depth charge projectors, 1 depth charge projector (Hedgehog), 2 depth charge tracks; class Cannon)



Earl K. Olsen (DE-765) was laid down on 9 March 1943 at Tampa, Florida, by the Tampa Shipbuilding Co., launched 13 February 1944; sponsored by Mrs. H. E. Olsen, mother of Lt. Cmdr. Olsen; and commissioned 10 April 1944,

Lt. Cmdr. Winfield F. DeLong, USNR, in command.

After serving as school ship for the Fleet Sound School at Key West (24 June to 13 August 1944), Earl K. Olsen sailed to Casco Bay, Maine, for refresher training before reporting to Boston on 24 August, for convoy duty. Between 28 August 1944 and 24 May 1945, she made six voyages escorting convoys between Boston, New York, and United Kingdom ports. On the fifth voyage the convoy sailed for Southampton, England. USAT J. W. McAndrew and the French aircraft carrier *Beam* collided on 13 March in a violent storm. Earl K. Olsen rescued two men and escorted the two stricken ships into Ponta Delgada, Azores, for emergency repairs while Earl K. Olsen rejoined her convoy.

At the close of the war in Europe in the spring of 1945, Earl K. Olsen sailed from New York on 8 June 1945 to join the Pacific Fleet, training at Guantanamo Bay, Cuba, during her passage to Pearl Harbor, Territory of Hawaii. She arrived at her destination on 19 July. Heading west again on 6 August, she escorted ships to island ports and arrived at Manila, Philippine Islands, on 3 September. The same day she commenced the first of four voyages to escort tank landing ships (LST) to Yokohama, Japan, supporting the operations to occupy the erstwhile enemy's homeland, and then operated in the Philippines until 9 January 1946.

Earl K. Olsen returned to San Pedro, Calif., on 24 February



1946, and sailed on 10 March for Norfolk, arriving the 26th. On 11 April she got underway for Green Cove Springs, FL., arriving on the 13th, to decommission. She was placed out of commission in reserve, on 17 June 1946.

Assigned to Naval Reserve duty on 13 December 1946, Earl K. Olsen was towed to Tampa and served with reduced complement. Recommissioned on 21 November 1950, six months after the start of hostilities in Korea, she reached Charleston, SC., her new home port, on 7 January 1951. With her complement increased, she continued to train Naval Reservists, but with a larger cruising range, visiting the Caribbean, France, Spain, and Portugal two summers, 1951 and 1955. From 18 July 1953, she continued Reserve training duty out of Philadelphia, punctuated by fleet exercises. Reporting for inactivation on 23 November 1957, Earl K. Olsen was placed out of commission in reserve again, 25 February 1958, at Philadelphia.

Stricken from the Naval Vessel Register on 1 August 1972, ex-Earl K. Olsen was sold on 28 September 1973 to Boston Metals Corp., for scrapping, which took place at the firm's Curtis Bay, Maryland, yard, subsequently (1974-1976).

Updated, Robert J. Cressman

23 February 2022



Commissioning Invitation courtesy of Charlene Fosselman.

MAIL CALL



Dear Editor,

I read with interest the story about the chase of the SS *Santa Maria* written by Tom Ardecki who was on the USS *Robert L. Wilson* (DDE-847). Like Tom, I quit school at 17. My plan was to work for my uncle and live in another town. My parents shot that idea down quickly and since there weren't any jobs that interested me in my town, I decided to enlist in the Navy.

I ended up in Great Lakes in January and I distinctly remember how frigid it was. There was so much snow, we were limited to where we could drill outside. I wanted to be on a sub, but since I didn't graduate from high school, they wouldn't guarantee me a school I wanted.

I ended up in Key West and since I arrived later, I trained as a mess cook for a week. I wanted to transfer to stay as a cook, but ended up taking an Electronic Training class which led me into becoming a torpedoman. I ended up on the USS *Damato* (DDE-871) which was the sister ship to the *Wilson* with whom we chased the SS *Santa Maria*.

We got underway from San Juan and were on the chase for 6 or 7 days but it seemed like forever. We crossed the equator at 00000 latitude and 40 degrees 30'00" longitude and began training to board the *Santa Maria* if needed.

It was taken by Portuguese rebels and there were 90 Americans on board that needed rescue. I was part of the boarding party and trained by shooting a BAR and a .50 caliber off the fantail. We used fifty-five-gallon drums and five gallon paint cans as targets. The *Santa Maria* went to a port in Brazil as we blocked the bay, the rebels agreed to let the Americans go.

I remember Brazil as being the poorest country I was ever in. They told us not to eat or drink anything that was not in a sealed container.

Since we obviously didn't have time to do our shellback initiation when we crossed the equator, we did it on the way back. I remember the day before the christening, us pollywogs could harass the shellbacks, but we were reluctant to do so. The initiation was quite memorable as we crawled through tied laundry bags, garbage and fuel oil with the shellbacks pushing our heads down if they got too high. We then had to kiss the fat, hairy belly of King Neptune.

The *Damato* also spent time in the North Atlantic and I remember the seas could get quite violent. I remember this one instance when a depth charge broke loose and was rolling on the deck in heavy seas. This is the first and only time I defied orders. Our division officer came to me and told me I was going to go out and bring it in. He opened the hatch and said that they were going to tie a rope to me to get it. As we were discussing this, a wave came across and slammed the hatch shut, which could have hurt us badly or killed us. I just remember him saying "Do you know how much paperwork I will need to fill out if that goes over the side?" I was wondering how much paperwork he would have to fill out if I went over the side!

I remember telling him that he was heavier than me so maybe he should do it. We did not retrieve the depth charge, but I was worried he was going to put me in the hedgehog locker chipping paint. Fortunately, I was given shore patrol when we return and that was a cool assignment.

I got married in the Fall of 1962 and was told by a shipmate that we were heading out in two days. I left Pennsylvania for Norfolk and little did I know that we would eventually be headed to Cuba to blockade the island during the Cuban Missile Crisis. That story is for another Mail Call.

Donald Harnish TM2

USS *Damato* (DDE-871)

CRUISE DESTINATIONS

Dear Fellow Tin Can Sailors:

It has been a few years since we offered a cruise package for our members to participate in.

I am conducting a survey to find out if we want to continue to offer this event every other year and where you would be interested in sailing to.

Please respond to the office with your thoughts.

Roger Novak
Vice President
Tin Can Sailors

Leave a Legacy

"Sure, I'd like to give, but I want to be careful. I might need my money later." That is a common thought. We want to be generous to our important causes today, but we don't want to be caught short tomorrow.

Have you considered including the Museum Ships and other Navy organizations in your will or estate plan? With a simple adjustment to your will, these historical ships can be a part or full beneficiary of an asset such as a 401(k). You keep and have access to all your money for your lifetime. If you need it, it's there for you and your family. You can feel secure. The gift only happens after your expenses are covered.

Estate giving is not just for the wealthy. Gifts of all sizes make a difference. And, giving via your estate plan can pass more of your money to your family and favorite causes by reducing the impact of estate taxes. Consult your tax advisor or an attorney to learn how making a bequest to charity may actually benefit your family after you're gone. Options like changing the beneficiary on an asset are generally free of any cost to you.

Meeting the USS *Bache* (DD-470)

By John P. Walker

As with each issue of your Tin Can Sailor magazine, I read the Winter 2023 edition with great interest. To my surprise, there was an article that I was somewhat involved with and has always kept my interest. It was the article *Why Was the USS Bache (DD-740) in Greece?* First, I am probably not the only person to point out a typo in that the hull number for the *Bache* is 470, not 740.

My involvement with the USS *Bache* began in the Fall of 1967. I reported aboard the USS *Vogelgesang* (DD-862) as a QMSA fresh out of boot camp and QM "A" School. We started our 1967-68 Med Cruise in November 1967. Our ship was the flag ship of ComDesRon 32 with the Commodore/Capt. Davis and his staff embarked. The USS *Bache* (DD-470) and her sister ship, the USS *Beale* (DD-471) along with several other destroyers (that I cannot remember the names of) made up DesRon 32. The *Bache* and *Beale* stood out in my mind in that they were so old, they still had weapon alfa and hedge hogs and they didn't have an inboard passage. You had to go out on the weather deck to go from one section of the ship to another.

On the nine-day passage across the Atlantic, ComDesRon 32 had all the ships visually send their 0800, 1200, and 2000 position reports to his staff. The QM of the watch would plot the reports. Once out of the range for Loran, the positions were by celestial and dead reckoning. All the positions were usually in a tight group, except for the *Bache*'s. Their position would be off by themselves. Once their position was even off the plotting sheet in use and another plotting sheet had to be used to plot their position. It became a point of amusement for us QM's. Of course, we were not privy to the thoughts of the DesRon32's staff or even our ship's officers.

Our first liberty port was Sete, France on 4 December 1967. Along with us was the USS *Bache*. I had the 0400-0800 QM watch. Our XO/navigator had laid out the proposed course, basically paralleling the French coast, to be off the entrance of the harbor early in the morning. The coastline was low without much definition, but I, still a QMSA, was able to keep the plot along the proposed course by radar.

In the morning when we tied up to the quay in the harbor, the *Bache* tied up out board of us. Our leading quartermaster, QM2 Hartman and several of us were



USS *Bache* (DD-470) aground just outside the harbor of Rhodes, Greece, circa February 1968. *Bache* was blown ashore by gale force winds on 6 February 1968. There were no personnel casualties, but the ship was damaged beyond economical repair. Official U.S. Navy Photograph.

talking to their leading quartermaster, a QM1 and others across the two bridge wings. I heard the QM1 say he was glad we were leading the way into Sete, because he didn't know where they were. Could just have been making small talk or maybe blowing smoke, but as we surmised from their position plots crossing the Atlantic, we believed him.

On 6 February 1968, we were at fleet anchorage in Souda Bay, Crete, when in the evening, we QM's were ordered to the chart house to break out charts. The word had come in that the *Bache* was on the rocks in Rhoads, Greece. We steamed at 32 knots through the night and sure enough at first light, there she was. Real close to the beach, and listing to one side, looking forlorn with no activity visible on her decks. We were told that when the crew abandoned ship, they just checked into the beachfront hotels. The *Vogelgesang* stayed on site three days, salvaging what we could and off-loading their ammunition.

But the interesting story follows. The carrier arrived shortly after, and in those three days, a preliminary inquest was held onboard the carrier. One of our QM's, QM John Ratcliff, was accompanied by the DesRon32 staff to the inquest. He sat in the rear and listened but had no other action. But he did tell us back aboard the *Vogelgesang* what transpired.

Continued on page 11 — see BACHE

What he told us, in a court of law would be considered “hearsay” and would not be admissible. But this is what QM3 Ratcliff told us was said in the inquest: 1) As the storm was making up, the harbor master advised the *Bache* CO to get underway because the anchorage was unprotected (as the chart in your article shows) and the bottom was not a good holding ground; 2) the CO chose not to follow the harbor master’s recommendation because he had a liberty party ashore; 3) a junior QM took bearings and recorded them in the bearing log in an appropriate manner during his watch; 4) the QM1 relieved the junior QM for the evening meal and if he took any bearings, did not record them in the bearing log; 5) when the *Bache* CO realized the anchor was not holding, dropped the second anchor, but it failed to hold also; 6) the Navy divers reported they could see where the first anchor was initially dropped and could follow it by the drag marks to where it finally rested; and, 7) the second anchor rested directly under the bow of the *Bache* with all of its anchor chain directly on top of the anchor. And that is the extent of what we were told by QM3 Ratcliff.

As an aside, the word on the mess deck is that our CO hoped to recover the motor whale boat from the *Bache* because ours was an older model that had the coxswain stand in the stern and steer with a tiller. Whereas, the *Bache* had a newer model motor whale boat with a mid-ship console where the coxswain steered. However, the *Bache*’s motor whale boat was left on the beach when the ship was abandoned, and some Greeks had completely stripped it before our sailors had a chance to claim it. No luck there.

I do so enjoy my affiliation with the Tin Can Sailor Association and look forward to reading the quarterly magazine. I even pass the magazine along to a veteran’s home, especially hoping a tin can sailor will find it and also enjoy it before it is passed around to other veterans.



USS Vogelgesang (DD-862)

MAIL CALL

Dear Editor,



I just got to read my Winter 2023 *Tin Can Sailor* magazine. And lo and behold they were celebrating the USS *Richard E. Kraus*’ (DD-849) 5” 285 rounds delivered to the VC on 5 April 1965. My GQ station was in Mt. 52. We had to get out on deck about five times just to deep-six the 5” powder cans so we could still train the mount. So, after reading this article that I was actually involved in brought me to thinking of another event on board the *Kraus*.

Naples, Italy has limited mooring docks or quay so they require you to Mediterranean Moor. On board the USS *Richard E. Kraus*, we were getting a few days of R&R in Naples. Some of the crew stayed in Naples, while a lot went up to Rome. In the Med, you are on port and starboard liberty. Half on, and half off.

We were approaching our moorage spot and starting to back down and let the port anchor go. We had about five shots of chain out (15 fathoms = a shot) and then made ready of the starboard anchor to be dropped. The officer on deck said to let the starboard anchor go and we did. We finished backing down closer to our dock and everything looked good. Now comes the problem.

After a few days of liberty, we were getting ready to depart Naples. As we shortened up the anchor chains to a short stay of only about a shot, I noticed a perfect overhand knot in the two anchor chains. I took the phones from my seaman and called the bridge requesting our skipper, Capt. Robert L. Scott. I explained the problem and I didn’t really need the headphones to hear him. The whale boat was already in the sea and anchor position, so it only had to be lowered down to the main deck and being the ship’s coxswain, I made up a crew of eight.

We were able to get the port anchor chain’s detachable link on board the whale boat. We secured both ends with line and then broke down the link and untied the overhand knot. When completed, the chains were separated and we began winching them up on the wildcat and down into their chain lockers, port then starboard. All’s good that ends good.

Mark Searle

USS *Richard E. Kraus* (DD-849) BM3 1965-1967

USS *New Jersey* (BB-62) BM2 1968-1969

The Italian Navy – Interwar years to 1945

By Terry Miller

USS *George K. MacKenzie* (DD-836)

Italy is one of the most sea-focused of all countries, being as it is, a large peninsula with the Mediterranean Sea on three sides plus two large islands which of course are surrounded by water. For comparison, Florida has about 86,787 square miles of land area while Italy has 116,348 square miles. Florida's coastline is 825 miles. Italy's coastline, including Sardinia and Sicily, is 4,723 miles long. This makes Italy the dominant landmass in the Mediterranean Sea. Algeria and Libya are much larger but neither has a navy to speak of. Both were prewar colonies in North Africa and were then dependent on their imperial masters for defense, France for Algeria and Italy for Libya. In fact, neither country was likely to be a takeover target which meant that the Italian Navy, or the Regia Marina, had little need for ships in the open ocean. Rather the Regia Marina's domain was the regional blue water of the Mediterranean.

This greatly influenced Italian ship design. What determined ship types, sizes, and armament was what the other European potentially rival powers were doing, primarily the British and the French.

For example, Italy's *Esploratori* (Scout in English) classes, the *Mirabello*, *Leone*, and *Navigatori*, were of 1920s and 1930s construction and were large, in size they were somewhere between destroyers and light cruisers. Being older and well past true wartime usefulness, they were mostly used for coastal defense. One, the *Carlo Alberto Racchia* was lost in the Black Sea to a mine in 1920, during Allied intervention during the Russian Revolution. In 1938, *Mirabello* and the *Augusto Riboty* were reclassified as destroyers from *Esploratori*. The remaining ships had their torpedoes removed to allow additional depth charges and anti-aircraft guns and were assigned to convoy escort duties.



The Italian destroyer Maestrale, unknown date. Public Domain.

Carlo Mirabello was lost while escorting a convoy in 1941. The *Esploratori* were reclassified as *caccia-torpedinieri*

Among potential enemies, the British Royal Navy was the largest and most powerful navy in the world before World War II with Italy as its closest competitor. However, within the confines of the Med, the Italians dominated because while the Royal Navy had responsibilities in several other areas of the world and only in Gibraltar, Malta, Cyprus, and the area around the Suez Canal did they have a need to provide supplies and protection. Italian areas included Libya and the Horn of Africa, which was reached through the Suez Canal which was controlled by the British. Italy relied on British ship designers like Thornycroft for designs but construction was domestic.

French influence convinced the Regia Marina to build smaller, faster ships with more limited firepower. They also ordered the *Capitani Romani* Class that some historians call destroyers but they were officially light cruisers and only four were completed. They are not included here.

Italy also had a few ships from defeated enemies in the First World War plus one that they acquired from Britain while it was still under construction.

Most Italian classes were small with only a few ships as they continually experimented with sizes and the limitations of the London Treaty of 1930. They built faster ships to match the French and larger ships to keep up with the British. But they were not ready when Hitler decided the time was right to invade Poland and started World War II.

Continued on page 13 — see INTERWAR



Nicolò Zeno at anchor, 1 January 1940 One of 12 Navigatori-class destroyers built in the late 1920s.



Artigliere unknown date. One of nineteen Soldati-class destroyers. Public Domain.

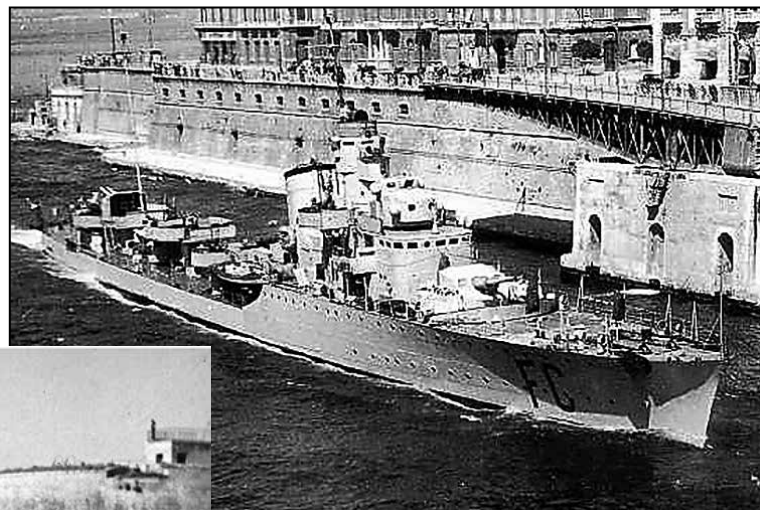
Italy had no aircraft carriers in service but two were under construction. They were never completed.

In all, the Regia Marina had a total of seventy-one destroyers including ships captured from other countries. However, forty-three of them were sunk during the war. Fifteen more were captured or scuttled by the Germans after Italy capitulated in 1943. Only thirteen survived the war.

Details of the ships will be available on our website later.



Italian Destroyer Nazario Sauro at Tarant, taken in 1934. By Aldo Fraccaroli - Giorgio Parodi. Public Domain photograph.



The destroyer Fuciliere in the navigable channel of Taranto.

In addition to tours at sea, she served as an independent yeoman at Naval Station Sigonella, Sicily; alongside the U.S. Army's 101st Airborne and 82nd Airborne Division in Afghanistan; and attended the Air Force Senior Enlisted Academy at Maxwell Air Force Base. She returned to Sigonella in 2014 to serve as the

military personnel office and command career counselor at the Navy Supply Fleet Logistics Center.

In 2016, she was selected to the Command Senior Chief program and earned her master's degree in science. She also attended the Command Master Chief course in Newport, Rhode Island. After completing the course, she became the first woman to serve as Halsey's command master chief. Miller has also previously served as the command master chief for U.S. 5th Fleet's Task Force 55, responsible for U.S. Navy surface forces operating in the Middle East.

Multinational forces under CMF operate in the Red Sea, Gulf of Aden, Northern Arabian Sea, Gulf of Oman, Arabian Gulf and Indian Ocean. CMF is the largest multinational naval partnership in the world and helps ensure maritime security and stability across approximately 3.2 million square miles of international waters in the Middle East encompassing some of the world's most important shipping lanes.



First Woman Selected as CMF's Next Senior Enlisted Leader

19 March 2023

From Combined Maritime Forces Public Affairs

MANAMA, Bahrain - On March 19, Combined Maritime Forces (CMF) announced the selection of the first woman to serve as the senior enlisted leader for the 38-nation naval partnership led by the commander of U.S. Naval Forces Central Command (NAVCENT) in Bahrain.

NAVCENT Command Master Chief Celina Miller was selected as the next senior enlisted leader to replace U.S. Marine Corps Sgt. Maj. Cortez Brown in May. Brown has filled the role since August 2021.

When Miller assumes the role, she will be the first woman to hold the position.

Miller enlisted in the U.S. Navy in 1998. Over the course of more than 24 years of service, Miller has served aboard ships USS *Shippingport* (ARDM-4), USS *Ashland* (LSD-48), USS *Tortuga* (LSD-49) and USS *Halsey* (DDG-97).

AUSPICIOUS START TO NAVY DUTY

By Richard Anthony

In November 1957, I had just been commissioned an ensign. My initial orders were to the USS *Bache* (DD-470) which was enroute to the 6th Fleet. I joined the ship in Taranto, Italy on November 29th.

Bache was an original *Fletcher*-class, having entered service in late 1942. She was battle-scarred from the western Pacific, a victim of a kamikaze attack. She had been mothballed shortly after World War II and subsequently given some ASW upgrades in the early 1950s and recommissioned as a DDE. *Bache* was narrower and shorter than the *Sumner* and *Gearing*-class clones and was seriously deficient in a major respect as she had no midships passageway for easy crew movement. The ship handled like a bucking bronco in stormy seas. Without the benefit of a hurricane bow which allowed a ship to ride over bigger waves, we bored through them. Turning to come about in heavy seas was a chore to be borne by all. With the added weight of radars and other equipment topside, she tended to suffer some extreme rolls to the point you could almost walk on the bulkheads as easily as the deck.

Being at my GQ battle station in the Mark 37-gun direction, I could almost touch the sea in an extremely heavy roll as we came about trying to maintain station following the carrier. The carrier often left us to steam independently in stormy weather, as we couldn't keep up in any case.

The *Bache* was a used-up shell of her former self. When seas or spray used to roll over the bridge, the forward bridge provided little cover for the watchstanders. It was cold and with the leaking overhead, we were always wet and frozen at the end of a watch. Where the deckhouse joined the hull, water running down the main deck would come into after officers' quarters and flood my rack. After my mattress dried out, with an impending sea, I moved to the midships torpedo room to get respite. Water sloshed back and forth in the officers' mess as well. To move forward to the pilothouse or officers' mess, except in calm seas, we had to get up to the 0-1 level through the torpedo room and make our way forward or aft holding on to a line and avoiding a myriad of obstacles in darkened ship and rough seas.

We had constant problems with producing enough water for the boiler and crew needs. There was a leak in a fuel tank and one night a fairly large piece of the deck failed and fell into main control with a sailor falling with it. We had an unscheduled trip to the tender in Naples for quick repairs. Water leaked into our dry stores and we suffered the loss of all our toilet paper. We had to beg support from our sister ships with little support and lots of laughs. One even sent us a Sears catalog. Our surface radar was constantly inoperative, and



we had a civilian tech on board to try to keep it operational. It was out of commission when we drifted aground. We were blind electronically. I distinctly remember going over anchor watch procedures with my chief bosun and watchstanders before the storm.

Since boarding the ship, we had visited Sete, France, where we were not welcome because of political persuasions of the locals. We transited to Beaulieu, France for the Christmas holiday. Several of the crew had dinner at the palace in Monte Carlo. I visited the casino, but it was too expensive for my wallet. I think I had one meal ashore of fish head stew and French fries and simply went back to the ship. I think I was still in culture shock adjusting to the real navy.

On the night of the sinking, I was relaxing back in after officers' quarters and felt the first bump as we hit the breakwater. The weapons officer from his top rack asked what was that? I said we are aground! I had spent all my junior years on boats on the ocean and knew what the feeling of grounding was. Somehow, we made our way forward between the waves which were washing over the 0-1 level. The order to abandon ship was given and we started pulling life rafts down where and when we could and then dragging them around to where there was cover over the main deck next to the galley. We took knives from the galley and cut the tops off the rafts so the crew could get on and move over so others could board. It also provided open egress when they hit the shoreline and possibly flip over in the surf. This was all borne out in the official investigation.

The difficulty in boarding the rafts was the result of the sea rising and falling about 20 feet between swells. Timing the jump was critical. The miracle was that no lives were lost.

I was a rookie with no naval experience. I had a brief interview with Admiral Isaac Kidd aboard the USS

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Theodore Roosevelt (CVN-71) regarding my extraordinary participation in evacuating the crew and other observations. He wanted me to go regular Navy as I had a bright future ahead.

I remained with the ship on salvage detail until the second storm hit on February 18th. I had no idea why I was given that assignment with no relevant experience. The whole crew was promptly evacuated and reassigned.

I never saw any member of the crew, including officers again. I lost all my gear except my sword, some working khakis and my boondockers. I bought a camera aboard the *Rosy* to take some pictures of the wreck. That was it.

Making it back to the States, Admiral Kidd had me assigned to a great new ship, the *USS Semmes* (DDG-18). All the original *Fletchers* were retired very quickly thereafter. Material fatigue and technology had made them totally obsolete. In my humble opinion, part of the responsibility for this sinking was the Navy itself for not thinking far enough ahead in replacing the original *Fletchers*.

PS – I have fitness reports and some information from the inquest and court martials in support. I can be reached at richardcanthony@gmail.com



MAIL CALL



Dear Editor,

As a long time member of TCS, I've enjoyed reading the magazine each quarter with the various stories from fellow tin can vets as well as Mail Call.

I find it necessary to make a few remarks due to the current organizational changes that seem to be occurring, including the ongoing debate regarding this organization's name. I served in *USS Stoddard* (DD-566), *USS Bausell* (DD-85), and *USS New Jersey* (BB-62) during the years 1966-1969, separating from active duty as a PN3. I made two WestPac cruises (DD-566 and BB-62) and saw combat on

both ships. Both of these vessels received the NUC for our service during those respective tours of duty.

So to begin with, I simply don't see the need to radically change what is an overwhelmingly accepted moniker for destroyer veterans (that being Tin Can Sailors). My suggestion would have been "Tin Can Sailors – A National Association of Destroyer Veterans." That's inclusive, is it not? While the size and weight of the current class of destroyer/frigate has certainly changed, their basic role has ultimately stayed very similar in many respects to the "tin cans" of years past.

As for the inclusion of the Cruiser Association into our organization, I would have welcomed that also. Apparently, there are reasons that this did not occur, but this brings up another point – all things have their time and place. Everything in life has a cycle, whether up or down, and our organization is no different. That doesn't mean you wholesale change everything; maybe adjust things somewhat to suit the time and needs.

For example, as a member of the *USS Stoddard* Alumni, when our last crew member passes on, so too will that particular reunion group. This is simply the way things operate. It is called "stability", something I see lacking with today's crop of younger adults. From what I'm reading, almost all military veteran groups are having retention issues whether it be from natural attrition or lack of interest, it's hard to say. It's very much like the active military, but for obviously different reasons.

I continue to support two destroyer and one battleship reunion group, whether I'm able to attend their events or not. Back in the 80s when memberships were growing and we had crews from World War II, Korea, and Vietnam in all three groups, things looked rosy, and the reunions were well attended. But time passes and so does the older membership. Also, the current climate with younger veterans is a different one than for the older vets – their interest in joining these types of groups is perhaps somewhat subdued. I know it took me awhile after the separation and later discharge to find interest in joining a veteran's organization. This, I believe, is something that comes with age and interest.

Lastly, while I certainly enjoyed the change to the current size and makeup of the Winter 2023 issue, I'm wondering why, if printing costs are increasing – that the old format was not continued? Just a personal preference – getting the TCS magazine was much like getting a local newspaper, only much more interesting!

Sincerely,

Henry (Hank) Strub PN3
USS Stoddard (DD-566) 1966-68
USS Bausell (DD-845) 1968
USS New Jersey (BB-62) 1968-69

SCUTTLEBUTT MAIL CALL



Dear Editor,

I just got my Winter 2023 issue of *The Tin Can Sailor*. Outstanding! I served on the USS *Robert L. Wilson* (DD-847) from 1966 to 1970. I was a quartermaster. I am sending you a short story that will give you a chuckle.

My ship went to New York City for Fleet Week. Since I came from Long Island, it was great to go home; a great home homecooked meal and spending time with my family. When it was time to go back to the ship, my mother, sister, brother, grandmother and neighbors all wanted to see the ship. We drove into the city and I took them aboard.

I was surprised at how much Granny was enjoying herself. I took them up to the bridge and explained what I did and down to the chart house and then asked where did they want to go? We have charts for the whole world. We went by the galley and introduced them to the cooks who told us to go on down to the mess decks. They all got coffee or tea. The cook brought down special cookies for my grandmother and family, who were very impressed.

As they were getting ready to leave, Grandma had to go thank the cooks. As Granny and my family were leaving, the quarterdeck rang the ship's bell and announced over the speaker system, "Grandma departing." She thought it was just great.

When she passed away, I told my family that I had a special story to tell. Taking a small brass bell with me I went up and told the story and at the end, I rang the bell in her honor and said, "Grandma Departing." My family thought it was great and that Grandma was smiling and I explained why they rang the ship's bell.

Charles A. Huettnar
USS *Robert L. Wilson* (DD-847)

Dear Editor,

First of all, I want to congratulate you for becoming Executive Director and also the new Tin Can Sailor magazine. Thank you for the picture of the USS *Hyman* (DD-732). It's a great picture of our ship. I was on the *Hyman* for four years as a BT2 in the forward fire room. The *Hyman* was a great ship and I was glad to be one of the shipmates. We sailed all over the world.

Thank you and God bless,

Calvin Lawrence
USS *Hyman* (DD-732)

Dear Editor,

In response to a Mail Call regarding Tin Can Sailors, Tin Can Navy, Tin Can Destroyers. There are people who have asked if we received sub pay or hazardous duty pay for being on a tin can. As for being in engine rooms and auxiliary gang, there is always a challenge to keep things going, but we always managed.

I was also assigned to the whale boats. I was on the USS *Taylor* (DD-468), home port Pearl Harbor, Com Crew DesPac, Pineapple Fleet which included USS *Fletcher* (DD-445), USS *O'Bannon* (DD-450), and USS *Jenkins* (DD-447).

There is a big difference between a *Fletcher*-class tin can and an *Arleigh Burke*-class guided missile destroyer. I think they should be light cruisers.

I had the pleasure of visiting the USS *Stethem* (DDG-63) at Pascaguola Shipyard and it was surely much larger than a tin can. The crews' quarters have large bunks with air conditioning and of course, the large gas turbine engines compared to 600# steam engines.

Anyway, with all this BS going around, a tin can sailor is a tin can sailor, no matter what.

Enclosed is a picture on my jacket showing my Tin Can Navy patch.

Sincerely,

Donald Hildreth EN3/c
USS *Taylor* (DD-468) 1961-1964



Dear Friends,

On behalf of the USS *Yorktown* Foundation and Patriots Point Naval and Maritime Museum, thank you very much to Tin Can Sailors and Thomas J. Peltin Destroyer Museum Grant Program for the individual donations of \$585.00. This gift will be used for projects on the USS *Laffey*. Patriots Point is on track to welcome over 300,000 visitors this year, and the generous support from Tin Can Sailors allows the museum to provide a first-rate experience for our guests and our community onboard the USS *Laffey*.

We are so grateful to the Tin Can Sailors for your continued and transformative support. Thank you for your endorsement of and enthusiasm for Patriots Point's mission to honor our veterans and educate future generations on the valuable lessons of patriotism, military history, and leadership. Thank you for all you do for our community.

Best regards,

Allison Hunt
Executive Director

Dear Editor,

Early 1953, off the east coast of North Korea, my ship, the USS *Owen* (DD-536) was doing blockade and escort duty with Task Force 95. Our job was to destroy enemy installations such as rail lines and tracks being used to supply the enemy facing our United Nations forces.

The U.S. Navy had a policy of rewarding every member of the crew \$50 if the ship came under enemy fire at least five times in any given month. The clincher to this was that the ship could not begin the gun fire, it had to wait for the enemy to shoot first in order to receive the money.

Here it was, the last day of the month and we had been fired upon only four times. Our commanding officer began steering the ship close to the enemy shore with no result from enemy batteries. He went around again steering closer to the enemy shoreline with no results. He then steered the ship really close to the shoreline and the enemy batteries opened up with water spouts surrounding our ship by near misses.

The entire crew of officers and men jumped for joy for the \$50 they had just earned. Not withstanding the fact that the near misses might have damaged the ship and killed personnel. War is crazy.

Yours truly,

Louis F. Clavell
Sonarman 3rd Class

Dear Editor,

I was anxious to join the Navy during my senior year of high school. So, at 17-years old I joined the Navy Reserve in Seattle, Washington on 1 February 1954. At that time, we were required to sign for the two-week boot camp the Reserves had instead of the weekend drill. We met at the Reserve Center on Tuesday nights for two hours. I was also working six nights a week at a grocery store at the time.

About April I found out the regular Navy had a three-month waiting list. So, I headed to the recruiting office and started my enlistment. After being fully accepted, I went back to the Reserve Center and explained my situation and asked if I could quit. They said no problem, just turn in your uniforms. I now had that one night off. Two days before the reserve boot camp started, I received a call from the Reserve Center saying I had to go to the reserve boot camp. I am 18 and Uncle Sam's Navy says I have to go, then I must go.

I went back to the Reserve Center to get a sea bag and off I go. We piled on an old DC3 for a 12-hour flight to NTC San Diego and two weeks of boot camp stuff. Then it's back on to a charter DC3 for the 12-hour flight home. I am in my dress blues with my sea bag on my shoulder and the first words out of my mother's mouth are, "The recruiter called, you need to call him right away." I called him and his first words are, "Are you ready to go?" Four days later I am off for another 12 weeks and three days. That was 11 weeks of training and a

week and three days of processing. The upside was that there were no surprises in regular boot camp.

With 20 years of active duty and 14 years of sea duty, there may be more stories to come.

Sincerely,

EMCM Donald Johnson USN (Ret.)

Dear Editor,

I joined the Navy in June 1956 and went to boot camp in San Diego and EM School also in San Diego. After school I was sent to the USS *Preston* (DD-795) out of Long Beach, California. I spent 3 ½ years on the *Preston* and made 2nd class EM.

I made three WestPac cruises. I crossed the 180 meridian and the equator. I went through the initiation, had no air conditioning on the ship, sat four hours on watch in the forward engine room. It was so hot, the safety's on the fire extinguishers were popping off. I slept topside on the steel deck with a blanket for a mattress. I showered on the fantail because we were on water hours. We lost one sailor over the side because of rain and soap on the deck.

We did not have an inside passageway, so when we got off midwatch, we had to go aft on the 01 level. It would be dark and wet from sea spray. If you happened to go over the side, you would not be missed until quarters the next morning. If you made it, you would only get one and half hours sleep anyway. The watch was from midnight to 0400.

I was an engineer on the liberty and we would make a run to the beach every hour on the hour for 24 hours straight; not much sleep again. I was in two bad storms. One storm we lost everything topside; all the life lines, whale boat, combination ladder, refueling hoses, depth charges, and garbage cans. We ate sandwiches and apples all three meals for three days and also stood our watches.

I was discharged in June 1960. I came home so proud to have served in the U.S. Navy only to find out I could not join the Legion. I was in between Korea and Vietnam and not eligible to join. I have a friend whose son was in the National Guard and was the chaplain in Legion's Honor Guard and he never left town. Another friend was in the Legion because his father was in World War II.

I got a letter the other day from the Commander of the Legion telling me I could now join. After missing the parties, dances, bbq's, and friends for 63 years, I'm ok now. I bet you can guess where I told him where to put his paperwork. I have money to burn now, but my fire has gone out. What a slap in the face.

I have always wanted to let off steam about this matter and after reading the last TCS Mail Call it dawned on me to write the Editor. I have always been gung-ho about the military, but I'm to the point where I don't want a military funeral, flag folding, taps, etc. I'm 85 years-old, so I think about things like that.

Raymond Pecolar EM2
USS *Preston* (DD-795)

MAIL CALL

Dear Editor,

I'm little behind in my reading, but I finally got the Fall edition and found an article of interest and feel, as one old newscaster used to say in the beginning of his special newscast, "And now the rest of the story."

Fast forward 19 years from 1945 to 1964. I left the USS *Hollister* (DD-788) and was assigned to shore duty at the Naval Air Station, Patuxent River, Maryland. During that four year tour of duty, I had gotten married and had a child just about the same time as my orders back to sea duty came in. However, it was not to a ship. It was to a 10-square mile island in the Pacific known as ChiChi Jima, the largest, most accessible island in the Bonin Island group along with Muko Jima and Haha Jima, the subject of the Mail call island talked about in the last issue of *The Tin Can Sailor*.

Not too many years after the surrender, the islanders, many of whom had been moved to Japan, petitioned the United States government to be allowed to return to their homes on ChiChi Jima. Permission was granted to help the returning natives get resettled, the Navy saw some strategic advantage, so soon the U.S. facility, ChiChi Jima was born. Besides the normal administrative staff, there were a few Seabee ratings to run the power plant and the fresh and waste water systems. There was also a Navy doctor. A small detachment of Marines was also assigned to provide security.

It was an interesting two and a half years, mostly quiet except during typhoon season. Housing was adequate and there was a small commissary/exchange.

And yes, it was the island that future President George H.W. Bush was shot down, but rescued by an U.S. submarine that was patrolling the area. I jokingly say that the future president and I had a similar experience – we both landed in the water. The difference was notable. I arrived in a seaplane which was the primary source for supplies and incoming and outgoing personnel.

Sincerely,

Edward M. Gundersen
CWO3, SC USN (Ret.)
(Formerly a Yeoman)

Dear Editor,

Congratulations and Bravo Zulu on the new magazine format.

I would hope that all who have served or are serving on a U.S. Navy destroyer would be proud to be called a tin can sailor. We earned that proud designation by being tossed around like a tin can in medium to heavy seas for days on end on any of the oceans that we sail.

After boot camp (CO 254-57) and Sonar "A" School (Class 560-68), I reported to the USS *Cushing* (DD-797) in

May 1958. The ship was undergoing a yard overhaul and had been moved from dry dock to a pier for completion.

Upon completion of the overhaul, we went out for sea trials. Early on the second morning in heavy fog, we received an urgent message about two ships that had collided. Upon arrival at the scene, we discovered that the USS *Collett* (DD-730) who was also conducting sea trails, had indeed collided with the USS *Ammen* (DD-527) who was headed south on her way to San Diego to be decommissioned. It was not a pretty sight for someone on his first time at sea.

We pulled alongside the *Ammen* to render aid. The *Collett* had punched a hole in the *Ammen's* hull and was taking on water. We transferred pumps to her and remained alongside until help arrived.

The *Ammen* was taken under tow back to Long Beach and we were ordered to return to port. The *Ammen* entered dry dock, stern first with very little free board.

After giving many first-hand reports of what we saw, we continued and completed our sea trials. Next it was on to San Diego for underway training. Everybody knows how much fun that period of time is.

After getting a passing grade, we sailed to Seal Beach for a full load of ammo in preparation for a WestPac deployment.

Finally, with everything ready and a lot of goodbyes, we set sail for my first WestPac cruise. Once we were underway, we joined up with the rest of DesDev 192, as part of Destroyer Squadron 19 (the Greyhound Squadron). The other members were: USS *Prichett* (DD-561), USS *Cowell* (DD-547), and USS *Dennis J. Buckley* (DD-808).

A little further on, we joined up with the USS *Cook* (DE-1083), USS *Tulare* (AKA-112), USS *Bayfield* (APA-33), USS *Renville* (APA-27), USS *Pickaway* (APA-222), and USS *Hamul* (AD-20) to enter Pearl Harbor.

After our visit, the gators headed their way, the *Hamul* headed her way and the tin cans headed for Midway Island. From there we all headed for Yokosuka, Japan.

The day before we entered port was payday and I received \$60.00 in MPC (military payment certificates) also known as Monopoly money. It was very colorful as each denomination was a different color. At that time, we were not allowed to carry the green back dollar into Japan.

The night before entering my first foreign port, I decided to get into a poker game in IC Plot to increase my fortune. It did not take me long to find out that I was not a card shark. Thank goodness my leading PO, SOQ 1st Class Bob Neeley was in the game. Well, in due fashion, I proceeded to lose my \$60.00. I felt horrible. My first visit to a foreign port and I was broke. I didn't sleep much that night.

The next morning you could smell Yokosuka and the bum boats were passing down our sides throwing packets of advertisements for the various destinations for us to visit ashore. Before going to my special sea and anchor detail, my 1st class came up and handed me my \$60.00. Apparently,

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after I left the game, he asked everyone who had won money from me to give it back to be returned to me. Along with returning the money to me was a stern warning... "I don't want to catch you gambling ever again."

Well, long story short, I enjoyed my first liberty overseas and to this day, I am not a gambler, with the exception of a football pool now and then.

R.L. Furrer

USS *Cushing* (DD-797)

USS *Philip* (DD-498)

USS *Marshall* (DD-676)

USS *Buck* (DD-761)

USS *Bradley* (FF-1041)

Dear Editor,

I really enjoy the new look of The Tin Can Sailor, very professional looking. The format change to the slick magazine style is a vast improvement over the half-page newspaper style of the former issues. It is much more readable with the continuity on the following page. Printing many Mail Call letters is a good idea. I enjoy reading the first-hand accounts of the sea stories. Receiving the issue in the actual season on the cover is to be commended. I realize the tremendous effort required to produce the long sought goal. Keep up the good work and please don't drop the Tin Can Sailor name.

My Navy years were spent on the USS *English* (DD-696) from 1962-1964. I joined the Navy Reserve in my senior year of high school because the draft was very much a factor, and I wanted to join the Navy. My uncle enlisted at the beginning of World War II and spent 26 years in the Navy serving mainly on destroyers.

A number of years ago, I searched the internet to see if there was a website for the *English* and there was none. I was interested in building a website for it since I had a lot of photos I had taken while on board. I designed it and put it online at www.solarbright.com/ussenglish. Being my first website, I was very pleased with it and have had nice reviews as well.

Photography and writing are two of my passions and in the past, I wrote stories for my hometown newspaper. The editor could not get enough of my stories and talked me into publishing a book with the stories. In 2017, it was completed and he even put it on Amazon. The editor has been after me for more stories, but there is only so much I can write as we moved from the area. I offered him some stories of my experiences on board *English* as it was during the Cuban blockade (we were one of the first ships there) and a great six-month Med cruise. He has been asking for those, so I'll have to get some written to keep him happy.

My wife and I grew up in a small city of 4,000 people and moved from the cold in 1970 to our home here in Largo, Florida. We love to travel and since Covid, our travel has

stopped for now. We hope that perhaps later in the year it can continue as there are still so many places in the world we would love to visit.

Thanks again for thinking of us tin can sailors. It's a name I'm very proud to have been a part of during my life.

Regards,

John W. Wirth

Dear Editor,

I'm sure most veterans have been thanked for their service. I know I have by young checkout people in stores, waitresses in restaurants, and people in the street. I had a moving thank you a while back that really stuck with me.

Being a Korean War vet myself, I meet six mornings a week with eight or ten other vets at my local McDonald's for coffee and a bull session.

Recently, as I was leaving McDonald's, a couple coming in at the same time, saw my TCS hat and asked if I was a veteran. I told her I was a Korean War vet. She took my hand and thanked me for my service. In turn, I thanked her for her support. She wouldn't let go of my hand and said I didn't understand. She said it us Americans who liberated her from Germany. She was a Holocaust survivor!

Needless to say, I was humbled and deeply honored to be greeted by this individual that American armed forces had freed from a concentration camp. A proud vet, indeed.

Paul McGee MM2/c

USS *Philip* (DD/DE-498)

USS *Fechter* (DDR-870)

USS *Gurke* (DD-783)

Dear Editor,

Thank you so much for including my sword story in the Fall 2022 issue. It meant a lot to me. But after reading it, your readers might ask how a LST officer's story managed to get into your magazine. I should have included some background information when I sent you the story. Here is the background:

The LST was actually my second tour of duty. After earning my commission from the 8th class of the Midshipmen's School at Columbia University in October 1942, my first assignment was as a plankowner of the USS *Stevens* (DD-479) and served aboard her as her torpedo officer and assistant gunnery officer for almost two years.

During that time, I earned five Battle Stars and a Combat Action Ribbon. Then, I was rotated and became a plankowner (again) of LST 871 as her Executive Officer and navigator. Subsequently, I assumed command of the ship. Practically my entire naval career was in the far reaches of the Pacific Theater.

Again, my thanks.

Cordially,

Leroy Fadem

Proud to Serve as a Tin Can Sailor

By Gerald Bailey

After reading *Drills and More Drills* by John Jeffers, I thought I should write about some of my tin can experience. If the huge hole in the ground John Jeffers saw when he arrived at Hunters Point, San Francisco Naval Shipyard was Dry Dock No. 2, my destroyer home from October 1959 to March 1963, USS *Hamner* (DD-718) had just vacated it in August of 1962, and was undergoing sea trials after a FRAM 1 during October and November 1962 operating from berth 56 SFNS.

My Navy enlistment wasn't inspired by major world events, or any thought on my part of serving my country. I was living in Lincoln, Nebraska, going from one sales job to another after flunking out of Nebraska Wesleyan College the previous year.

A lifetime friend from Guide Rock, Nebraska, was attending the University of Nebraska studying engineering and suggested we join the Navy. Larry, a year younger than me, grew up on farms south of Guide Rock. We both attended Guide Rock High School after attending different one room country schools in our grade school years. My only family history of recent service in the military was an uncle I didn't know that was killed in World War II and was buried in France. So, Larry's suggestion we join the Navy was a left field surprise. I said, "Let's do it."

We contacted a recruiter, who suggested we could sign up on the "Buddy Plan." We would serve together during boot camp and our first posting. After we signed up, we were scheduled to report to Omaha, Nebraska for our physicals. Larry failed his physical. Since we were on the Buddy Plan, I could have opted out but I decided to go on by myself. It is one of the best decisions I made in my life.

I was soon on an airplane to Denver, to Los Angeles, and on to San Diego. Flying into Los Angeles, I was rewarded

with my first view of an ocean. At this point, I had visited three states, Nebraska, Iowa, and Kansas.

I arrived at United States Naval Training Center, San Diego, California, late in the evening. I was given a blanket and a bunk. I then received a warm welcome and started boot camp on 24 March 1959 as a member of Company 59-150. Our Company Commander, H. Bridgeman GMC, selected me to serve as his Master at Arms.

The good benefits were early morning chow with short lines and no standing for morning inspections. The bad part was being responsible for readying our berth area for inspection. During testing, they determined I was eligible for several career paths and I chose electrician.

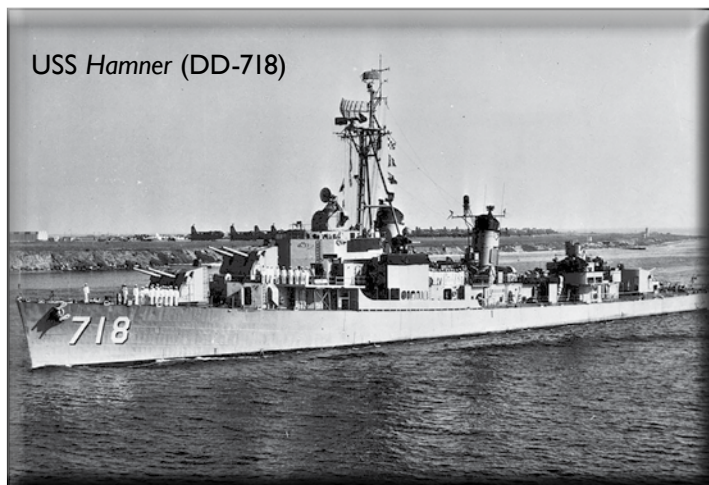
After boot camp, I reported to EM-A School, still at U.S. Naval Training Center. From EM-A School, I was selected for MPO School. I was trained to show movies for the ship's crew. After schools, I was ordered to report to the USS *Hamner* (DD-718) in San Diego mid-October 1959. The *Hamner* would be home until March 1963.

I was welcomed aboard the ship, and the electrical crew, by Robert Zobel EMC. I considered Chief Zobel one of the best bosses I ever worked for during my work life. Chief Zobel and I continued a friendship until his death in May 2005.

Choosing the electricians mate rate was another good decision. The knowledge gained in EM-A School and ship board experience was an asset for the rest of my working career. I had a varied career working as an electrician, TV service tech, maintenance supt., plant engineer, and finished as a field engineer, installing and servicing bakery equipment all over the USA and world. I visited 49 states and 37 countries. Some of the countries were while aboard the USS *Hamner*.

After my first week at sea aboard the *Hamner*, I had to learn to walk on land again; the ground wasn't where I thought it was. I never experienced sea-sickness, however, there were times after being in the mess hall at sea I wanted some fresh air. We made several underway training trips operating in the sea around San Diego over the next couple of months.

In January 1960, we departed San Diego for Pearl Harbor to begin the first of my two WestPac cruises. From Pearl Harbor, we visited the usual ports, Midway Island, Yokosuka, Kobe, Sasebo, and Hong Kong. Departing Hong Kong 2 April 1960, we along with USS *Wiltsie* (DD-716), USS *Chevalier* (DDR-805), and the USS *Morton* (DD-948) escorted the USS *Bon Homme Richard* (CVA-31) to Bombay, India. Arrived Bombay 11 April 1960 and departed 16



USS *Hamner* (DD-718)

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April 1960. This group were the first military ships to visit Bombay since World War II. After leaving Bombay, en route to Singapore, we headed south and crossed the equator, with the usual hazing of pollywogs, we were now all shellbacks. Leaving Singapore with stops in Yokosuka, Midway, and Pearl Harbor, we arrived back in San Diego, our homeport ending my first WestPac cruise on 31 May 1960.

The *Hammer* spent the next 10 months operating out of San Diego Harbor on training missions, and gunnery practice off San Clemente Island. Some of us were sent to local schools for training such as firefighting and sea disaster survival skills. Many took leave and all enjoyed liberty in and around San Diego.

In March of 1961, we began making preparations for my second WestPac cruise. We departed San Diego 3 April 1961 for Pearl Harbor. We visited many of the same ports; Pearl Harbor, Midway, Hong Kong, Sasebo, and Yokosuka. No stops in Singapore or Bombay this cruise. We did add Guam, Subic Bay, Philippine Islands, and Kaohsiung, Taiwan. We spent several weeks on Taiwan Strait patrol.

At some point during the cruise, Captain Stewart painted the 3rd hash mark in the form of a gold E for Engineering Excellence. During my time aboard the USS *Hammer*, we also earned multiple battle efficiency white E's. After multiple visits to Yokosuka during June, July, August, and September, we returned to Hong Kong. Departing Hong Kong on 12 September 1961 we returned to San Diego via the northern route arriving San Diego Harbor on 28 September 1961.

The *Hammer* operated out of San Diego for the remainder of 1961 performing gunnery practice, other sea drills with lots of man your battle stations, keeping the crew sharp.

On 2 January 1962, we departed San Diego and headed to San Francisco for a scheduled FRAM. Arriving in San Francisco area and passing under the Golden Gate Bridge into San Francisco Bay on 3 January 1962. We were moored at San Francisco Naval Shipyard to begin the FRAM overhaul. We moved to dry dock #2 on 8 March 1962 until 1 August 1962.

My time, along with the other shipboard electricians, was spent monitoring the work by Shop 51, the SFNS crew performing the electrical work for the FRAM overhaul. This included new, higher capacity generators, solid-state regulators, and installing all new wiring above the main deck. Chief Zobel kept us busy doing other electrical maintenance Ship 51 wouldn't be doing. Cleaning up pump and blower motors; replacing motor bearings, pump and blower bearings; also check and repairing below decks lighting.

My personal life gained new responsibilities. I met, and in early October 1962 married, the woman I will spend the remainder of my life with. After a short honeymoon trip to



the Los Angeles area, I returned to the ship, and learned in my absence Chief Zobel had accepted a new posting as an instructor at Mare Island Naval Station. With no chief or first class electrician aboard, Lt. Franklin assigned me, a second class petty officer, to lead the ship electricians through the final stages of the overhaul and during after-FRAM sea trials. Through the remainder of October and November, we conducted sea trials returning to SFNS to correct any issues discovered. After everything checked out, we departed San Francisco and returned to San Diego with a short trip to Seattle, Washington.

We continued to operate out of San Diego for the next few months, conducting training, gunnery practice, using our new upgrades for ASW training and other exercises. Just prior to departing San Francisco, a first class electrician came aboard, so I was relieved of lead responsibilities for the trip to San Diego. In San Diego, a chief electrician came aboard, so the ship electrical shop was fully staffed. I departed the USS *Hammer* and received an Honorable Discharge 23 March 1963.

I treasure my time aboard the USS *Hammer* (DD-718). I still believe a *Gearing*-class destroyer is the best way to experience ocean travel and see the world.

MAIL CALL

Dear Tin Can Sailors,

On behalf of the USS *Orleck* (DD-886) and the Jacksonville Historic Naval Ship Association, thank you very much for the generous donation. We are grateful for the support!

Very respectfully,

Daniel Bean, Capt. USN (Ret.)
President, JHNSA

By the Numbers

By Al Pilz

I had a call today from Russ McKlveen, a close friend of many years. He was in the Navy, aboard one of those huge aircraft carriers. Friends on that score, but sort of peculiar because most destroyer guys usually don't show a lot of respect to big ship people. There is kind of an informal hierarchy in the Navy, and it goes both ways. Up and down, down and up...but underneath, of course, we are all sailors together.

Russ attended a big honor, the christening of a new namesake carrier to replace the one on which he had served for many years; the christening of the new USS *John F. Kennedy* (CVN-79). He was proud to have been there...and I was also honored to think that he thought of me during that great moment for him. We occasionally josh about our various Navy experiences, some good, some not so good.

My first experience that I recall in the Navy was as an only child with probably a somewhat sheltered upbringing, thrust into the world of community living and discipline. It wasn't unpleasant, but it was a very unsettling experience and maybe not the easiest introduction to adult life. Needless to say, I survived, but some of that clings to me forever.

The first ship I was assigned to was a destroyer, small, fast, tough and not very comfortable for the men that manned her. She was numbered DD-850, named for John Kennedy's older brother, Joseph Kennedy, who lost his life on a secret mission in Europe during World War II. Our cruise on the *Kennedy* was a training cruise. We were to do the requisite gun drills and



The USS John F. Kennedy (CVN-79), ready for the Christening Ceremony. Photo courtesy of Tommy Trampp.

war games in waters near Cuba and then cross the Atlantic to visit various European ports. The drills went fine but the port visits changed remarkably when the Korean War broke out. We did cross the Atlantic and we did visit Cherbourg, France before being recalled Stateside for possible rotation to Korea.

Cherbourg was my first time in a foreign port or country. I was really excited about that and hoped to see much of the French countryside because I had heard it was so superior to the listless prairies of Illinois.

As it turned out, we spent most of the time in a dark bar listening to the pontifications of a midshipman and an aspiring law student named Register. Yes, we nicknamed him "Cash",

but his monologue pontifications were very uninteresting to me. I think we finally broke away and did a quick trip to Paris but full enjoyment of that city had to wait for many years later. That night, the schedule changed, and we were given orders for war.

Our ship's hasty recall meant another trip to Cuba and more drills. Short-handed and pretty green, we actually got pretty proficient with the 5" 3/8's, our main gun mounts. Nevertheless, we were told to spruce up the ship and get her ready for deployment to the Pacific. Part of that was to get her into fresh paint and



Caroline Bouvier Kennedy, President John F. Kennedy's daughter and the ship's sponsor, christens the future aircraft carrier USS John F. Kennedy (CVN-79), 7 December 2019. U.S. Navy photo by Mass Communication Specialist 3rd Class Samuel Lee Pederson.

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see NUMBERS*

look bright and ready. That meant a lot of scraping and chipping of old paint and getting her neat and proper.

On what was almost my last assignment on the *Kennedy*, I was dropped over the side on a plank (called a stage) under the flare of the bow and given orders to paint and redo the ship's identification number: 850. It was sort of a special thing, and I was pleased to be assigned to do it. Paint it I did, being very careful with shadow outline of the number and happy to see the large white numbers that would announce our arrivals and departures. A young sailor given authorship of a great ship of history and history to be.

It was nice during the afternoon as I wielded the brush, but then evening came. I think I had been forgotten, hidden under the flare of the bow. Maybe I was supposed to climb the rope and hand over hand back up to the deck. I started, but the flare of the bow was too much, and I just wasn't able to match muscle to the task. It was hopeless; I was stuck, helpless, under the flare where no one could see me. I called for help, but by that time chow call had happened and no one was around to hear my plea. As you can imagine, I was feeling pretty abandoned, and lost and no help was coming. Maybe I was destined to hang there on that rope and plank for all night and maybe in the early morning when our ship broke from buoy and headed to sea and to the Pacific and Korea. I would just be logged as missing at quarters and presumed lost at sea. Not a very fitting end.

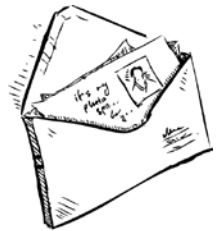
Finally, someone looked over the bow and asked what the hell I was doing down there. The savior summoned the first division first class boson, called "Boats" by the division guys. He came, looked over and said, "What are you doing there, Sonny?" I told him I wanted up, and he laughed and said OK. This man, to my eyes, had shoulders about the size of a football field, reached over for the dangling rope holding the stage. He said grab a hold of the rope and don't let go. Then he heaved the rope easily, hand over hand, up to the deck, stage and all, including me. That's the kind of men you find in the Navy.

That was my introduction to the real navy. There were other destroyers after that, many cruises, many ports, and in recent years many shipmates that have passed. The *Kennedy* is now a museum ship in Massachusetts. She has been modified since I first knew her, but up front (they say forward in the Navy) under the flare of the bow, there are still some large white letters with black shadow outline that say DD-850. Those numbers have seen a lot and a bit of a young boy has been there with them all the way.



The USS Joseph P. Kennedy, Jr. (DD-850), Underway in Narragansett Bay, June 1969. Photo by PH1 F. W. Gotaoco.

MAIL CALL



Dear Editor,


The USS *Manley* (DD-940) slipped into the crescent moon bay of St. Tropez, France and dropped anchor. As soon as we anchored, there were ski boats zipping around the *Manley* while we were eating noon chow. Somebody yelled, "She's naked!" It seemed like 50 sailors fit through the starboard side door at the same time.

We found a tourist map (which I still have) and decided to hike to the nude beach. After about an hour of walking and not really knowing where we were going, we turned back to St. Tropez.

We found a sidewalk café with cold beer. St. Tropez is very expensive on a sailor's pay. BMW convertibles were taxi cabs. Everything was top dollar. Everyone from officers down to enlisted men were broke. The crew sent word to Captain Smith we might as well go back to sea.

The USS *Manley* 1977 Med Cruise is something I will never forget. It was the chance of a lifetime and I would not trade it for anything. I met some great guys and I still keep in touch with many of them, especially R Division crew.

Charles Cooper
Engineman 2nd Class
USS *Manley* (DD-940)
July 1977-November 1978



Many ship associations or members choose to make donations in the names of deceased members or others whom the members wish to honor. You may specify that the donation go directly to a specific ship or to the Tin Can Sailor Association.

Tributes

James Pitney in memory of Henry James Garland
Martha Dutton is loving memory of Henry J. Garland
Dann & Kayleen Gwyn in memory of Edward Eckert. We love and miss you!
Andrea Murphy in memory of Edward Eckert
R. Bruce & Jeanette Smith in memory of Edward John Eckert
Thomas Schade & Deborah Grover in memory of James Garland
Roger Schierkolk in memory of William Schierkolk
USS Compton (DD-705) Assn. in memory of Boyd Crannell
Loren Kiner in memory Ralph McPherran Kiner
Dennis Hershberger in memory of Jay Hershberger
Tin Can Sailors of Goose Creek, SC in memory of their late shipmate, Richard Ashcroft, MM2 USN
Carolyn Eckert in memory of her husband, Edward Eckert
S. Victor & Esther Mazza in memory of Edward Eckert
Parnell & Barbara Murphy in memory of Edward Eckert
USS Gainard (DD-706) Assoc. in memory of their shipmates who served on this great ship
USS Compton Assn. in memory of John Phelps
Patti McGraw in memory of Navy veteran Robert Lee Varnes
USS Mullany (DD-528) Reunion Group in memory of all their deceased shipmates
Patty Reece in memory of David Garcia who served during Vietnam and in honor of Lauren Newsome currently serving
USS Balch/Porterfield Assn. in honor and memory of all who served on the USS Balch (DD-363) and USS Porterfield (DD-682)
Linda Eaton in memory of Francis A. Bardsley, Jr.
Larry & Rosemary Feeney in memory of Francis A. Bardsley, Jr.
Priscilla A. Parker in memory of her husband Donald Parker, USS Charles R. Ware (DD-865)
The Barker Family in memory of Gordon Barker
The Rossetto Family in memory of John J. Rossetto, USS Power (DD-839) 1967-1961
John C. Butler Arizona Chapter DESA in memory of Hank Trieckel, USS Cross (DE-448)
Mr. & Mrs. Cramm in memory of Henry J. Garland
Brenda Grover and Robert Moyle in memory of Henry J. Garland
Lois Connolly in memory of Henry J. Garland
Rita Daly in memory of Edward Eckert
Francis Hansen in honor of all who served aboard USS John W. Weeks (DD-701)
Edmund Houlihan in memory of his father, Seabee Edmund Houlihan who served in WWII in the Pacific
Capt. John M. Zeb USN (Ret) & Karen J. Zeb in memory of QMCM Mario Libardoni USN (Ret):
Farwell to a good friend and shipmate
Kathleen DiDonato in memory of her husband, Alfred E. DiDonato, USS John Hood (DD-655),
a sailor to the end
Stephen Mydosh in honor of his father, Frank E. Mydosh USS Smalley (DD-565) Korea
USS Compton (DD-705) Assn. in memory of their shipmate, Plank Owner John Koos

Saved by a FRAM Conversion

By Frank Deering EM3 USNR

USS *McDermott* (DD-677)

It was the beginning of Thanksgiving week in the year of 1952, when the USS *McDermott* (DD-677) was on "Formosa Patrol". Steaming in the shallow waters between the island of Formosa (now called Taiwan) and mainland communist China, when the "Sea God's" became angry. Down to 50% fuel, we called for a refueling at sea. By the time a tanker got out to us, the swells became much too high for her to safely get alongside us for refueling. We were informed that a full blown typhoon had formed and to head for Okinawa at low turns to conserve our fuel.

In the four days through Thanksgiving, we were hit by the full force of the typhoon with huge swells and ship rolls reaching and exceeding 45 degrees. Our bow would dive into a trough and the nearly 100 ft. swell would break over our bridge, while our stern looked to the sky and our twin screws thought that they were airplane propellers. During this period, our cooks were unable to keep any food on the ranges, so meals were dry bread with round slices of cold cuts, named by sailors after an organ from a male horse.

There is only one negative to the great *Fletcher*-class of Destroyers as compared to the later *Sumner*-class and *Gearing*-class of Destroyers; No mid-ship passageway!! This made it very difficult for the snipes (engineering personal), who bunked below bank aft, to travel forward to stand their watches in the engine and firerooms. Under those conditions the main deck was awash like a submerging submarine, totally impossible to use. I had a mid watch (2400-0400) in the forward engine room, on what turned out to be the worst night of the typhoon. Emerging from a rear hatch, I had to read the sea and time my climb up the ladder to the 01 level. There, a lifeline was already strung over the torpedo tubes and forward to the stacks behind the bridge. This put me just above the main deck hatch, port side to the engine room, which is normally left open. Because of the typhoon, it now had to be kept shut! Now, again, read the sea, and at the right instant, scurry down the ladder to the main deck hatch of the engine room. Open the hatch, drop partway down the ladder, and reach up to close the hatch before the uninvited sea joined me in the engine room. I now relieved the (2000-2400) electrician on the switchboard, who had to reverse the route I just took to get back aft to his bunk. It's called "standing a watch", but was impossible to stand without holding on to something for support under these sea conditions.

Besides watching the electrical switchboard and trying to record my hourly log, there was something else I kept one eye on. It was a mechanical device attached to the bulkhead at center that looked like a protractor. It scaled from "0" at the center to 90° right and left (port starboard). The needle at "0" was on a bearing and had a weighted tail that held gravity like a plumb bob. As the seas got more violent during the night, I started seeing some rolls exceeding 45° on this gauge. Suddenly, there was a huge roll to port and just as my



eye caught the arrow at 65°, there was a loud "bang" and the ship was violently thrust back towards an even keel. My heart that was approaching my throat, returned to my chest, and I thought I heard the machinist mate on the throttle talking to God. When I was relieved from watch and returned back aft to my bunk, I was unable to go to sleep. In the morning a boiler tender that bunked near me, told me that during the big roll last night, sea water entered the forward stack and put a boiler out. He also said that the big roll was logged at 67°. Later that morning, two buddies of mine said, "Let's go up to the 01 level for some fresh air and look things over". I agreed, but first I should outline the changes to the ship from the FRAM conversion at the Long Beach, California shipyard before this deployment.

FRAM Conversion: The inboard facing rear 5"-38 gun turret was removed and replaced with a Mark V radar control tower for controlling the new 3"-50's. The 20mm and 40mm guns both port and starboard fore and aft were removed. They were replaced twin 3"-50's also port and starboard fore and aft, radar controlled. Since the new 3"-50's were open turret, a semi-circle of heavy armor plating was built around them to protect the gunners. The center of the shield protruded to the deck line of the ship. Also, some aluminum was used in the super structure to lighten the weight.

We made our way in the still rough seas to the 01 level, and using the safety line, went forward the the 3"-50 turret portside above the engine room. We were stunned to see that the center of the radius of the steel armor plate was crushed in (hydro-formed) about 5-8 inches.

After three more days heading east towards Okinawa, while the typhoon was heading west towards the mainland, we reached the island. Our fuel was down to 15%. On the Sunday after Thanksgiving, in the safety of Okinawa Island, we finally had our Thanksgiving dinner with all the usual trimmings. It was our first fully cooked meal in five days. This occasion became imbedded in my memory and bits of its have leaked out on every Thanksgiving since.

Now, seventy years later, it is still my firm conviction that the USS *McDermut* with all its crew survived that 67° roll, and I'm alive to write this story, because of the FRAM Conversion!

In Today's Navy

USS *Arleigh Burke* (DDG-51) Receives Service Life Extension

14 March 2023

From Naval Surface Force Atlantic Public Affairs

NAVAL STATION NORFOLK, VA. - OPNAV N96 recently approved a five-year service life extension for USS *Arleigh Burke* (DDG-51).

First-in-class *Arleigh Burke*'s estimated service life was 35 years, expected to expire in FY 2026, but efforts began early last year to request additional service time for the ship. The approval extension carries the ship out through FY 2031 now, when the ship will be 40 years old.

According to Rear Adm. Brendan McLane, commander, Naval Surface Force Atlantic, the extension is a testament to the success of the DDG-51 program as a whole and is an example of the Navy's enduring relationship with industry partners.

"DDG-51's are the best warships in history. They demonstrate that there are no limits to what we can accomplish with a strong American Navy-industrial partnership," McLane said. "*Arleigh Burke*-class destroyers

are the backbone of the Navy's surface fleet and critical to the Nation and the Navy today and long into the future."

A DDG modernization program is underway to provide a comprehensive mid-life upgrade that will ensure the DDG-51 class possesses the latest long-range fires and terminal defense capabilities. The modernization changes are also being introduced to new construction ships to increase the baseline capabilities of the newest ships in the class, and to provide commonality between new construction ships and modernized in-service ships. The goal of the DDG modernization effort is to increase warfighting capabilities and drive commonality, which enable these ships to remain relevant, to their service life, against current and future threats.

After 30 years in Norfolk, VA., *Arleigh Burke* shifted homeports to Rota, Spain, on March 26, 2021, to be forward-deployed in U.S. Sixth Fleet. The ship arrived at Naval Station Rota on April 11, 2021, and is on its third patrol.

SURFLANT mans, trains and equips assigned surface forces and shore activities, ensuring a capable force for conducting prompt and sustained operations in support of United States national interests. The SURFLANT force is composed of nearly 80 ships, 17 pre-commissioning units, and more than 30 shore commands.



The Carbine

By Doug Skeen

On 14 January 1954, DesDiv 182 left Sasebo, Japan bound for Newport, Rhode Island, this destroyer division's homeport. DesDiv 182 consisted of the four destroyers, USS *Ammen* (DD-527), USS *Cogswell* (DD-651), USS *Ingersoll* (DD-652), and USS *Knapp* (DD-653). The *Ammen* was the flagship and the ship on which I spent my entire four-year hitch. I was a gunner's mate 2nd class in charge of the armory, pyrotechnics and ordering parts and supplies for the gunnery division.

We had orders to return to the States via Singapore, Ceylon (Sri Lanka), the Red Sea, Suez Canal, the Mediterranean Sea, and the Atlantic Ocean. After a three-day stop at Hong Kong, we headed south for Newport.

As the weather and the ocean started to get warmer, we started seeing sea creatures that we had never seen before. Fins cut through the water, larges balls of sea snakes thrashing and rolling over and over. We were used to seeing flying fish but not in these numbers. On most mornings, we would find two or three of the most unlucky flying fish that had glided onto the fantail of our ship and was unable to flip back over the side. One day my boss, Helmandollar, says "the captain wants a carbine and some ammo brought up to him in his sea cabin." Our skipper was Charles Browning from Kentucky. He was a good skipper and had been on the *Ammen* for a long time.

I told Helmandollar that I had reservations about taking a carbine to him because I knew we were going into the Navy yard when we got back to the States for an overhaul and I knew when someone saw that gun it would "disappear". Nobody wants an M-1 rifle, but everyone would like to have a carbine.

Helmandollar said "Well, he is the skipper, so when you take him the gun, take the logbook and ask him to sign it out, just like anyone else." I agreed that was a great idea. He replied, "Yeah, that's why I'm 1st GM and you are a 2nd GM." So much for that.

I arrived on the bridge with the carbine, a 15-round magazine and lots of ammo. I asked him to sign the log and



he did. For days on end, we heard him shooting. First from one side of the bridge and then the other.

The commodore had his special chair on the bridge that was off limits to everyone. He liked to go up and sit in his chair and enjoy the peace and tranquility, but after the skipper got the carbine, the peace and tranquility was over. In later years, I heard that the carbine created a small rift between the two of them.

On our way to Singapore, we took a small detour to cross the equator, so all of us polliwogs could become shellbacks. After kissing the belly with a little help of Neptune's baby (a chief torpedo man with a big, fat, hair belly covered with some foul-smelling black grease) and then having to crawl through a silk target sleeve filled with the last three days of garbage from the mess hall and a few hard whacks on the butt with a piece of fire hose, we all became shellbacks.

We spent three days in Singapore and it was the hottest weather we had ever been in. I kept a fire hose trained on the door to the pyrotechnics locker on the main deck trying to cool it off some. But it didn't do much good. Excessive heat causes gunpowder to deteriorate.

Gunfire on the bridge was still going on as we traversed the Straits of Malacca. But as we entered the Indian Ocean, the shooting stopped for a few days.

I told Helmandollar that I wanted my gun back and how did he think I should approach this touchy subject? "Easy," said Helmandollar, "Just knock on his door and tell him you hadn't hear him shooting lately and did he need some more ammo? He will either give you the gun back or ask for more ammo." I thought that sounded like a great idea. He looked at me knowingly and said, "Yeah, that is why I'm 1st class and you are 2nd class." I thought to myself, yes, but you have been in the Navy four years longer than I have.

Anyway, up to the captain's sea cabin I went and knocked on the door. He opened the door and I said in my best voice of confidence, "Sir, I haven't heard you shooting lately and I



Continued on page 28 — see CARBINE

wondered if you need more ammo?" He didn't say a word. He just handed me the gun and I quickly said, "Thank you, Sir. I will check it back in for you." I hauled butt out of there with my beloved carbine.

The rest of the trip was pretty uneventful until we reached Bermuda. This would be our last stop before docking at Fall River, Massachusetts, to end our world cruise. We docked at a pier next to the Naval Air Station with the *Knapp* alongside us.

About 10:00 PM, a semi-frantic message came from the air base office to send shore patrol to the enlisted men's club. It seemed there was some kind of altercation between the sailors from the two ships. This is not that unusual. We are not enemies with sailors from the *Knapp*, in fact we know most of them.

It seems that some windows were broken out and some tables and chairs were demolished in the disagreement. After everybody was herded back to the ships and peace again prevailed, we got a message from the base commander to leave at first light and don't ever return.

At first light, we were steaming out of the harbor. Next stop, Fall River, where we were greeted by a Navy band for our return after eight months and many tales to tell.



MAIL CALL

Dear Editor,

I was on the throttle in the after engine room when our 5" guns began to go off. The skipper came over the intercom telling us they were enemy planes. We weren't too worried because the 5" shells could go a long way. But then the 40 mm guns started going off and then the 20 calibers.

The skipper began to scream over the intercom that it was a suicide plane and he began to give instructions to both engine rooms for various maneuvers. Then he screamed that the suicide plane was on fire and he could see the pilot and he was going to hit in the after stack. That's where I was sitting!

Then the pilot abruptly pulled up as he had spotted the

baby carrier we were escorting. He made it to the carrier deck and crashed. Many of the sailors saw they were going to be hit and jumped overboard into the ocean. It's a miracle I'm alive today.

After the USS *Fullam's* (DD-474) collision with the USS *Noa* (DD-841) off the coast of Peleliu, we went into dry dock for repair of our bow.

The *Fullam* returned to the U.S. for major overhaul. All aboard ship were granted thirty days leave. I booked passage on a train called the "City of San Francisco". It was considered a marvel at the time because it could travel from San Francisco to Chicago in 48 hours, non-stop.

There were so many service men aboard (soldiers, sailors, Marines, etc.) that there were not enough seats to go around and as a consequence many of us had to sleep in awkward positions and when awake we would have to adjust our bodies to stand then sit.

One time, when the conductor made his rounds, I got up and sat in his seat. When he returned, he chewed me out for sitting in his seat. I tried to explain it was only while he was making his rounds, but he would have none of it. He did not like servicemen.

There was another sailor who, like me, was from Minneapolis. We kept asking the conductor if we should transfer to another train in Kansas City. He said no we would go to Chicago and then transfer to Minneapolis. In Kansas City, a new conductor came aboard and went through the train checking tickets. When he came to me and my friend, he said we should have transferred in Kansas City.

Neither of us had enough money to buy a ticket to Minneapolis. I gave my friend part of the money I had so he could add that to what he had and bought a ticket to Minneapolis and home.

I spent the night at the YMCA. The next morning, I went to the Red Cross, got coffee, a sweet roll and borrowed \$11.00 for a train ticket home. I had lost three of the five day shore leave and was unhappy. I wrote the president of the Santa Fe Railroad to vent my frustration and forgot about it. About two months later I received a letter aboard the ship in the Pacific. It was a letter from the president of the Santa Fe Railroad apologizing for what happened and a check for \$11.00 to reimburse me.

According to the contract I signed with the Red Cross, it said the purpose of loan was for sleeper to Seattle. The purpose of the loan was for a ticket to my home in Minneapolis. The Navy paid for my train ride back to San Francisco where I would board the *Fullam* for another year of duty in the Pacific. I don't know why Bremerton, Washington was written in the contract.

Lloyd Nelson
USS *Fullam* (DD-474)

From Sub School to a Tin Can

By Paul Macko EM2

In 1967, after boot camp at Great Lakes, Illinois, I was excited to be heading to New London, Connecticut for basic submarine school. I had heard all of my older brother's sea stories from his days under the oceans on the USS *Trout* (SS-566). What an adventure! Remember "All sea stories are true; and some of them actually happened." This sounded like the life for me.

At New London, a vision problem required me to submit a request for a waiver from BU Med. I was classed up and began the eight weeks of training. The waiver would take some time for approval, I was told, so I applied myself diligently and was doing well (#2 in the class) when in week 7, I received my orders to the nuclear submarine USS *Sam Bayburd* (SSBN-636), homeported in Charleston, South Carolina.

The very next day, my waiver request came back "Denied". I was unfit for submarine duty. I was devastated to say the least and I had three and a half years left to serve in the Navy. My dream to serve on a submarine had just been squashed. I was immediately out of sub school and sent to the mess hall to unload trucks to feed chow to all my recent classmates who were graduating. A very humbling experience.

After a few weeks of mess duty, I received orders for the USS *Noa* (DD-841). The *Noa* was on a Med cruise. I flew from McGuire AFB in New Jersey to Rota, Spain. After arriving in Rota, I was told that the *Noa* was not there, and no one knew where she was. While at Rota in transit, my wallet was stolen. I now had no ID and no money.

In a few days I was flown to Naples, Italy to meet the *Noa*. "No *Noa*." After a few days swabbing decks in a transit barracks in Naples, (remember, I am still a non-rated boot) I was flown to Souda Bay, Crete where I met the *Noa*.

What the hell! The *Noa* was an old World War II *Gearing*-class destroyer that was commissioned before I was born. A far cry from a brand-new nuclear-powered submarine. As I was a non-rated boot with red stripes, I was considered a "snipe". I was assigned to "R" (Repair) Division of the Engineering Department as an Electrician's Mate striker because I had some experience with electricity.

I stood my underway watches in the forward and after engineer rooms and in port as the sounding and security watch. Since I was an "open air snipe" (not assigned to a specific engine room or fire room) my duties took me all around the ship. I met the crew of the *Noa* rather quickly.



What a great bunch of guys they were!

We completed the 1967 Med cruise after stops at Piraeus, Greece where I visited Athens and Valletta, Malta (the capital and a great liberty port). In fact, we revisited Valletta later in the cruise. We also visited Taranto, Italy; Palma, (the capital of the Spanish island of Mallorca); Naples, Italy (homeport of the Mediterranean fleet); Civitavecchia, Italy (only one hour from Rome); Theoule, France (on the French Riviera) where we participated in a ceremony honoring Allied veterans of World War II; and finally, Tunis (the capital city of Tunisia) located in North Africa. The *Noa* then steamed through the Straits of Gibraltar into the Atlantic Ocean and home to Mayport, Florida.

After the 1967 Med cruise, the *Noa* went into the yards in Charleston, South Carolina while I went to Electrician's Mate "A" School back at Great Lakes. Not bad duty since I was from Chicago and was the only guy in class that had any sea duty (an old salt).

When I returned to the *Noa* after "A" School, and the yard period, we were off to Gitmo with liberty calls in Puerto Rico, The Virgin Islands, and Ocho Rios, Jamaica.

At the end of January 1969, we steamed for WestPac with stops in Panama, San Diego, Pearl Harbor, Midway Island, and Yokosuka, Japan (where I was able to visit Osaka and Tokyo) before our orders took us to Vietnam for plane guard, shore bombardment, and ASW duties among other things.

Between trips to and from the gunline and operational areas off of Vietnam, the *Noa* visited Kaohsiung, Taiwan,

Continued on page 31 — see SUB SCHOOL

Destroyer History Notebook

The Switch to Five-Inch Guns

By Terry Miller

USS *George K. MacKenzie* (DD-836)

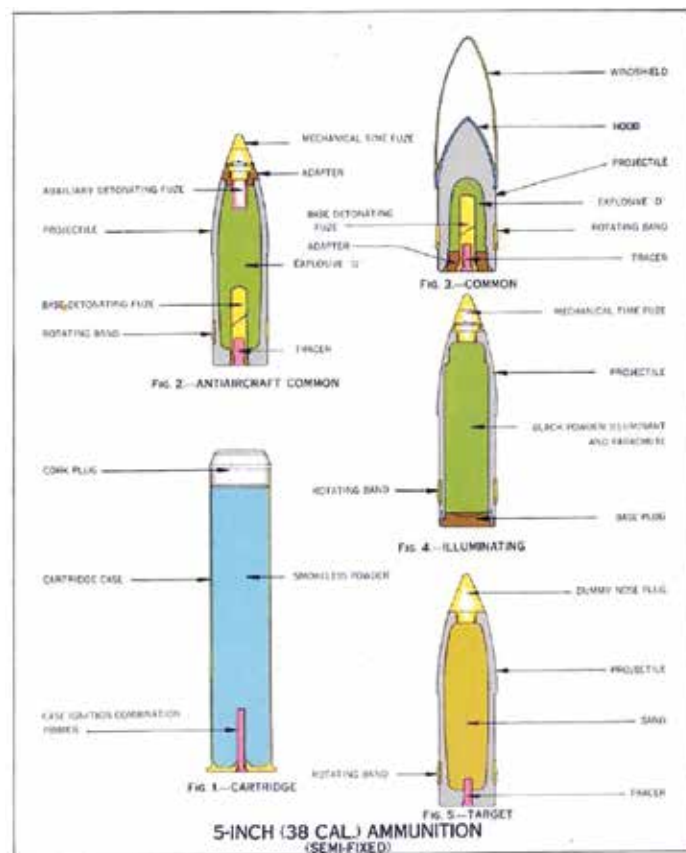
While destroyers came about because of torpedoes or rather the small, fast boats that could deliver those weapons on target, torpedo boat destroyers relied on guns to combat the smaller torpedo boats. Torpedo boat destroyer was an unwieldy name and was soon shortened to destroyer. And in the earliest destroyers, the main armament for that purpose was the naval rifle which had long before replaced the cannon as the main battery in naval gunfire. Smooth-bore cannons had been effective but lacked accuracy and range. Rifled barrels in the big guns provided for both. First produced for the Spanish-American War, the 4-inch, 40-cal. Mark 7 (M1898) was the standard from before the Spanish-American War to 1910. By then the Mark 8 had been produced but limited to only 12 guns and served primarily as a test base for research.

The Mark 9 was introduced in 1911 and became the standard for the First World War as submarine deck guns and cruiser secondary batteries as well as on destroyers. The Mark 10 was ordered in 1915 with a sliding vertical breech block and nickel steel construction but there are no records showing it was ever installed anywhere. After the War, the Navy decided to use only the Mark 9 guns on destroyers and in 1921 ships that still had the older 4-inch, 40-cal. guns were refitted with the Mark 9s.

The ammunition for the 4-inch was a fixed round with a 33-pound projectile attached to the case which carried a 14.5-pound smokeless powder charge. The range was 18,000 yards (9 miles) and the gun was designed for only a 20-degree elevation. Barrel life was rated at 400-500 rounds although the chrome steel barrels were rated at 600 rounds before barrel replacement was needed.

The advent of combat aircraft brought about the necessity to increase the elevation. The 5-inch, 38-cal. Dual-Purpose single mount was introduced with the USS *Farragut* (DD-348) commissioning in 1934. An open, twin-barrel version of the 5-inch was used as manually-operated secondary batteries on some cruisers. Enclosed mount 5-inch/25-cal. guns on older battleships were replaced with the 5-inch/38 which were based on the older 5-inch/25-cal. design.

The prewar classes of *Sims*, *Benson*, and *Gleaves* were designed for five single 5-inch/38-cal mounts but only four were installed to account for the added weight of other ordnance and equipment. They were also in enclosed



Cutaway sketch of 5"/38 (12.7 cm) semi-fixed ammunition. Bureau of Ordnance Ammunition Pamphlet No. 4 photo.

mounts for splinter protection. The *Fletcher*-class had five mounts but the *Allen M. Sumner*, *Robert H. Smith*, and *Gearing*-classes had three twin mount 5-inch/38-cal. guns for increased firepower with less weight increase. The projectile and powder canister were semi-fixed because they were loaded separately and forced together by the rammer only as it moved them into the barrel. This made for easier storage and handling than the fixed 4-inch rounds.

Postwar destroyers beginning with the *Forrest Sherman* Class replaced the 5-inch/38 with the automated 5-inch/54 single mount which could sustain a higher firing rate while increasing range and accuracy. It also reduced the manpower requirement for naval gunfire operations by having fewer persons in the mount. It also increased the rate of fire in AA mode by not having to fully depress the barrel to be loaded.

The current *Arleigh Burke*-class has only one single mount but is equipped with the 5-inch/62-cal. rapid-fire gun as are the *Ticonderoga*-class cruisers. This gun has a barrel 310-inches long with a 13-mile range using standard rounds and a nearly 21-mile range using the EX-175 extended range round. Other specialty ammunitions are either in service or in testing. While our UK allies use much the

Continued on page 31 — see GUNS

same nomenclature, it is interesting to note that what we in America call rapid-fire, are in Britain referred to as quick-fire.

The 1934 change from the 4-inch projectile's 33 pounds to the average 5-inch weight of 55 pounds did not change the maximum range but did allow for a 40% greater explosive force on impact and a corresponding increase in damage to the target. The change to a dual-purpose gun allowed for a range of elevation of up to 80 degrees.

While both Germany and Japan had proximity fuzes on bombs in World War II, only the Allies used the proximity fuzes in artillery. The effectiveness of these so-called "Variable Time" or VT Fuzes was a closely-held secret during the war but will be the topic of the next Notebook article.



5"/38 caliber open mount gun aboard the USS Shaw (DD-373) in 1942. In addition to destroyers, the open-single mount was also installed on some civilian merchant ships but operated by U.S. Navy or Marine Corps gun crews. National Archives photo.

SUB SCHOOL — cont. from page 29

Hong Kong, and Subic Bay, Philippines (where I got to visit Manila). There was also a liberty call in Acapulco, Mexico before transiting the Panama Canal (with liberty) again and heading back to Mayport.

In 1970, the *Noa* made its first of three cruises to the Middle East. After crossing the equator, with initiations. All of us shellbacks stopped in Recife, Brazil for some great liberty. We steamed across the Atlantic, stopped at Luanda (the capital of Angola) and then south around the Cape of Good Hope and into the Indian Ocean.

While operating on this Mid East cruise, we visited Lourenco Marques, the capital of Mozambique; Mombasa, Kenya (where some of us went on safari); the Seychelles and the Mauritius Islands; Bahran (on the Persian Gulf); Djibouti (on the Horn of Africa); Madras and Bombay, India and Gambia and Senegal (on the west coast of Africa) before crossing the equator against at 0° longitude and 0° latitude (becoming emerald shellbacks). In November 1970, the *Noa* returned to the United States.

I think, all in all, I've visited about 30 different countries or more while serving on the USS *Noa*.

The best day of my entire naval service was the day I was thrown out of sub school and entered the "tin can" navy.

The *Noa* still has outstanding annual reunions attended by many of my old shipmates and their young wives. All are some of the finest people I have ever had the pleasure of knowing.

I consider it a special honor to be a tin can sailor and a member of the National Association of Destroyer Veterans.



That Good Navy Chow!

PORK CHOP SUEY

Portion: Approx. 8 ounces chop suey.
Approx. 6 ounces rice.

Ingredients

Pork, bone-in, or	35 pounds
Pork, boneless	25 pounds
Meat Stock or water	(Approx. 1 gallon)
Salt	6 ounces (Approx. ¾ cup)
Pepper	¼ ounce (Approx. ¾ tablespoon)
Onions, thinly sliced	4 pounds (1 gallon)
Celery, cut in strips	8 pound (2 gallons)
Cornstarch	11 ounces (Approx. 1 pint)
Bean sprouts	13pounds, 4 ounces (2 No. 10 cans)
Soy sauce	(Approx. 1 pint)
Rice, cooked	27 pounds (Approx. 4 gallons)

Cut meat into cubes or strips 1 x ½ x 1/i inch. Cook until browned. Cover with stock or water. Add salt and pepper. Let simmer 1 hour. Add onions and celery to meat. Continue cooking 30 minutes. Make a smooth paste of cornstarch and part of water from sprouts. Drain liquid from meat and vegetables. Stir cornstarch into hot liquid. Add cooked meat, bean sprouts and soy sauce. Cook until thickened. Serve chop suey on cooked rice.

Variation

Beef or Veal Chop Suey

Beef or veal may be used in place of pork. Cook meat in 1 pound (1 pint) fat until browned.

Source: The Cookbook of the United States Navy, Revised 1944. Which can be found in the Tin Can Sailors Library (Not for Sale)

“Emergency Stop! Wilkes Aground”

The Lucky Ship

By Thomas R. Palchak

From the Vault
Published July 2008

A sobriquet reveals a lot about a ship. It can tell us about her offensive power, the personality of her crew, even her fortunes and/or misfortunes on the high seas. For officers and crew who served on the USS *Wilkes* (DD-441), the moniker “The Lucky Ship” was a testament to her ability to take the fight to the enemy — ten battle stars earned — yet survive World War II relatively unscathed. And fight she did. Following her commissioning in Boston Navy Yard on 22 April 1941, her officers and crew served honorably and valiantly in the North Atlantic, North African Campaign, and the Pacific Theater. It was off the coast of Newfoundland in February 1942, however, that tragedy befell the destroyer and two other navy ships in what amounted to one of the most serious catastrophes in naval history. Here is the story of the USS *Wilkes*, USS *Pollux* (AKS-2), and USS *Truxtun* (DD-229) on that fateful day, 18 February 1942.

On 5 January, the *Wilkes* left Casco Bay with three other destroyers, the *Madison* (DD-425), *Roper* (DD-147), and *Sturtevant* (DD-130). The four ships left Casco escorting convoy HX 169 to Great Britain. There were 35 ships in the convoy. A speed of nine knots made these supply vessels tempting targets for lurking U-Boats. Weather was nasty and bitter cold. A raging snow storm, gale-force winds, and huge damaging waves lashed and battered the ships. They sustained quite a bit of damage to bulkheads and ladders, but nothing very serious. Almost constant rolling and pitching made it hard to eat, and cooks had a tough time cooking chow.

Suddenly, the call to general quarters was sounded. The *Sturtevant* picked up sound contacts and dropped depth charges, no results. The *Wilkes* sustained sea damage to her radio antenna for TBS. When British escorts relieved the convoy on the 18th, the four DDs left for Londonderry. The “W” was the first U.S. warship in the harbor in World War II. They took on fuel and much needed supplies. Liberty was granted but short-lived for on 25 January, they were escorting another convoy, ON-59, after relieving British escorts. Following a sound contact and responding with depth charges, the “W” got no results, but hung around trying to pick up contact again. Still no luck. They rejoined the convoy and arrived safely in Argentina.

On 8 February, the *Wilkes* was back in Boston in dry dock for repairs to a damaged screw. She was moored at the navy yard’s pier #6, West, alongside the USS *Knight* (DD-633). The *Wilkes* was underway at 0800 on February 15 on another convoy escorting the USSR ice breaker *Kraisin*. The *Truxtun* followed later due to a delay in the Navy Yard. At 1500, the *Kraisin* left the formation, and the *Wilkes* picked



The third USS Wilkes, hull number DD-441, was a Benson-class destroyer with a reputation for being lucky during her early deployments in the North African Campaign. Her luck ran thin when, along with the destroyer Truxtun and the cargo ship Pollux, she ran aground on 18 February 1942 during a severe winter storm off Newfoundland. The Wilkes was able to extricate herself from the rocky shoal but the other two ships and more than 200 lives were lost.

up the *Pollux* outside of Casco Bay. The *Truxtun* joined the convoy on the 16th. The *Wilkes* was patrolling to starboard of the *Pollux*, the *Truxtun* was to port, using zigzag plan #26, a normal plan convoys used at that time. The *Wilkes* was the flagship and responsible for plotting the convoy’s course.

Winter in the North Atlantic is a cruel world unto itself. Gale-force winds, very high waves, ice floes, and crippling thick fog can induce stress and anxiety on the most seasoned sailor. Combine this with rigidity in following a prescribed plot, inaccurate charts, unavailability of navigational aids, and the cast of characters were in place for the start of a tragic play.

The *Truxtun* was a World War I type, a vintage four piper. She had radar, but it only worked in the ahead position. It had sound equipment as well as TBS. The *Pollux* was a general stores and issue ship, commissioned 8 May 1941 in the Brooklyn Navy Yard. She was a converted merchant ship (formerly the *Comet*), a C2F type. Like the *Pollux*, she had no radar. According to the *Wilkes* log, weather grew progressively worse. Visibility was reduced to less than 10,000 yards, and snowfall was extremely heavy. A violent storm was brewing and by 1415 on the evening of 17 February, visibility decreased to less than 5,000 yards. Snowfall increased, and the weather was more violent than ever. Mother Nature revealed her wrath and would be unforgiving of the slightest error from the crew.

The formation steered a course 069 degrees true, speed reduced to 15 knots. At 2000, the course changed again to 047 degrees true. The intensifying storm unleashed its vicious rage, its waves bashing against hulls and completely submerging the bows of the now constantly rolling ships. At 0100 on the 18th, the *Wilkes* took an RDF bearing on Cape Race. No results. At 0130, she exchanged calls with the *Pollux*. At 0205, she again took an RDF bearing on Cape Race. Still

Continued on page 33 — see AGROUND

no results. She changed course at 0355 to 070 degrees true. From that time to 0400, the convoy battled elements of the furious storm. In a few hours, its guardians would be fighting for their lives on ragged shoals around the Newfoundland coast. The stage was set for a catastrophic disaster.

Lt. William Smyth was OOD for the midwatch. The navigator was on the bridge, and at 0403, an RDF bearing was taken for Cape Race. No results. At 0405 radar reported objects bearing 190 degrees true, distance 3500 yards. Captain John Kelsey reported to the bridge.

Radar reported other objects at 340 degrees true, distance 12,000 yards. At 0409, the depth suddenly plummeted to just 15 fathoms. As the calamity continued to unfurl, the crew heard the lasting words, "Emergency Stop! *Wilkes* aground! All engines back emergency astern."

The *Wilkes* was grounded off the southwest corner of Lawn Head, Newfoundland. At 0421, she dropped her port anchor with 30 fathoms of chain. At 0430, the first communication from damage control reported the forward holds were flooded. At 0432, the order was given to reverse all engines in an attempt to back clear. Her engines ran intermittently until the ship backed clear of the beach. At 0445, the order was given to shift all movable gear from forward aft. The crew began to pump overboard fuel oil in the forward tanks. At 0520 an additional 60 fathoms of anchor chain was walked out.

During this time, the crew worked nonstop at a fever rate to save the ship. Men, soaked with freezing sea water and fuel oil, worked continuously on decks as slick as sheet ice.

Miraculously by 0709, the *Wilkes* was clear of the beach, damaged, but safe. Her nightmare was just beginning though. Shortly after 0410 the *Wilkes* identified a searchlight around the point on her starboard hand as belonging to the *Pollux*, aground on Lawn's Point.

The *Truxtun* was called on TBS with no success. She had gone aground and managed to reverse engines soon enough to break free. In the torment of the storm, she backed right into a jagged reef. A short time later, Captain Kelsey received a message from the *Truxtun*. "We are on the rocks, Dog tanks holed. Both props useless and rudder out of whack. Am abandoning ship." She did not give her position. Actually she was wrecked in Chamber's Cove off the Burin Peninsula.

The *Wilkes* didn't leave the scene. From 1200–1600, steaming at various courses and speeds she tried to float life rafts down to the *Pollux*, all missed. The *Pollux* and the *Truxtun* tried to get men ashore in inflatable rafts. The blizzard made rescue nearly impossible.

Incredibly, one sailor from the *Truxtun* managed to reach Iron Spring Mine in St. Lawrence, Newfoundland. All work in the mine stopped, and people of Lawn rushed to the scene. They performed countless acts of gallantry to save dozens of frozen, injured, and oil drenched sailors. In the small town of Lawn, eight fishermen rescued more than 140 sailors from an icy grave beneath the waves. Risking nothing less than their very lives and using whatever means possible to bring men ashore, the eight men worked non-stop throughout the night and into the next day. Against overwhelming odds and no hope of additional assistance, fishermen of Lawn used

USS Truxtun (DD-229)



ropes, sleds, poles, other implements of their trade, and sheer brute labor to effect an amazing rescue. Without their unselfish assistance, many more would have died. Sadly over 203 American sailors perished, coming to their eternal rest at the bottom of the North Atlantic Ocean.

It was a disaster. The *Pollux* and *Truxtun* were lost. The *Wilkes* was badly damaged, but lived to fight another day. There was tremendous loss of life. The *Truxtun* lost eight officers, including her CO and XO, and 102 enlisted, a total of 110. The *Pollux* lost 92 of her crew and passengers, plus one ship's officer. The *Wilkes* tried to help, but adverse weather conditions prevented any hope of rescue. At 1152, the *Pollux* started to break up, but some men were still getting ashore. At 1540, the *Wilkes* set a course for Argentina. Her ordeal had ended.

A Board-of-Inquiry completed its investigation on 19 March 1942 and recommended disciplinary action (general courts martial) be taken against *Wilkes* officers Webb, Kelsey, Turney, Barrett, Smyth, and Grindley. The navigator, Lt. Grindley, had to share responsibility for the grounding. They also found many officers and men of the *Pollux* and *Truxtun* showed extraordinary valor and recommended they receive medals and letters of commendation, which they did.

My father MM1 Edward B. Palchak of Trafford, Pennsylvania, served with honor on the *Wilkes* during the Newfoundland grounding. He loved being a destroyer veteran and serving his country in the navy. He loved his shipmates and always looked forward to *Wilkes* reunions. This article is dedicated to the officers and crew of the *Wilkes*, *Truxtun*, and *Pollux*, and to the citizens of St. Lawrence, Newfoundland who went above and beyond the call of duty in carrying out one of the most difficult rescues ever attempted. God bless them all.

Note: I deeply appreciate the permission and approval from Mr. Floren James of the Wilkes Association for information I found in their book "The Lucky Ship". I also used material from the 4 October 2007 edition of "The Epoch Times". I am indebted for countless offers of assistance from many survivors of the three ships and from the friendly people of St. Lawrence, Newfoundland. The photographs in the article are courtesy of the Wilkes Association, the U.S. Navy Historical Center, and the personal collection of Mr. Wayne Rowsell, who provided the original photographs taken on 18 February 1942 by Ena Farrell Edwards. Thank you all. Thomas R. Palchak, Lemont, PA,

Spotlight on the Active Fleet

Navy Partners with Army to Build a Landing Beach

24 March 2023

From Lt. (jg) Michael Schwing

Joint Expeditionary Base Little Creek-Fort Story, VA. The Army and Navy got together on March 21 and 22 for a Joint Logistics Over-the-Shore (JLOTS) tactical exercise at Fort Story that provided some key training opportunities.

Assault Craft Unit TWO (ACU2) and the Eleventh Transportation Battalion conducted a Joint Logistics Over-the-Shore (JLOTS) tactical exercise on March 20 and 21 at Fort Story that provided some key training opportunities.

Another involved learning to drive the Load Handling System (LHS) tactical trucks in the sand, and getting the vehicle unstuck a few times.

ACU2 Commanding Officer, Cmdr. John Hoy said the focus of the exercise was to increase cohesion between the Army and Navy. Hoy said with differing priorities, communicating intent became paramount. The Army, for example, prioritized keeping the bilges dry on the LHS. The Navy prioritized monitoring tidal depth. That diminishing tidal depth became a challenge when loading the LCM with vehicles and controlling weight distribution. Hoy said with a few more similar training evolutions, this will become a seamless operation.

Those tactics ranged from setting up an armed perimeter, grounding the LCM to the sandbar, and expeditious deployment of vehicles over the shore. One such vehicle was the bulldozer, which helped free a few LHS trucks from the sand. The bulldozer was the one vehicle both branches praised for its unrivaled versatility, having also pushed an LCM off a sandbar. This was particularly noteworthy as ACU2 recently took possession of the bulldozers from Amphibious Construction Battalion TWO (ACB2).

On March 21, Commanding General of the XVIII Airborne and Fort Bragg, Lt. Gen. Christopher Donahue, boarded a Modular Causeway System ferry from the beach and was given a brief on that day's amphibious operations. Upon his return to shore, he presented challenge coins to three deserving soldiers. In a show of solidarity, he also requested a group photo with the Navy.



Sailors from Assault Craft Unit TWO (ACU2) work to remove a stuck Load Handling System (LHS) tactical truck from the shore with a bulldozer as part of their Joint Logistics Over-the-Shore (JLOTS) training with the U.S. Army at Fort Story, March 21, 2023. U.S. Navy photo by Lt. j.g. Michael F. Schwing.

USS Carl Vinson Completes Tailored Ship's Training Availability/Final Evaluation Problem

07 April 2023

From Petty Officer 2nd Class Jeffrey Kempton,

USS Carl Vinson (CVN 70) Public Affairs

PACIFIC OCEAN – *Nimitz*-class aircraft carrier USS *Carl Vinson* (CVN-70) completed Tailored Ship's Training Availability/Final Evaluation Problem (TSTA/FEP) while out to sea in the 3rd Fleet area of operations, Apr. 4.

TSTA/FEP is a multi-phase training assessment of the crew's operating proficiency.

"TSTA/FEP is a way for us to show our ability to train ourselves," said Lt. Cmdr. Kamille Pizarro, *Vinson's* training officer. "During deployment, we'll be out there without any outside help, so we have to make sure that we are staying proficient with the people we have."

As part of TSTA/FEP, embarked members of Afloat Training Group (ATG) assessed *Vinson's* ability to integrate with Carrier Strike Group ONE and Carrier Air Wing TWO. ATG also evaluated *Vinson's* proficiency during damage control and warfighting evolutions to include shipboard firefighting, simulated man overboard and abandon ship drills, mass casualty evolutions, replenishments-at-sea, administrative reviews and flight operations.

"It was good to get the air wing involved in flight deck familiarization," said Master Chief Aviation Boatswain's Mate Jacob Gardner, air department's training team lead. "They already knew the ship really well, and I was impressed by their knowledge."

During TSTA/FEP, ATG assessed the various training teams' ability to work together and handle situations as one multi-faceted unit, coordinated by the Integrated Training Team (ITT).

Organizing and deconflicting the schedule was managed by the ITT coordinator.

We were, in a sense, managing it [the training availability]," said Pizarro, "but really, it was our training team members on the deckplates alongside our Sailors that made everything happen."

There are twelve training teams aboard *Vinson*, and each one had a role to play during TSTA/FEP. Among the largest training teams are air department training team, propulsion plant drill team and the damage control training team (DCTT). DCTT is responsible for training *Vinson* Sailors to fight casualties that threaten the safety and structural integrity of the ship, such as fires and flooding.

"Regardless of certification events or assessments, I always train my team exactly the same way," said Chief Damage Controlman Jason Anderson, the DCTT coordinator. "That way, even when we are being assessed, it is already muscle memory. They do it exactly the way they have already been trained to, and they are going to be successful every time." *Vinson's* completion of TSTA/FEP allows the ship and crew

Continued on page 35 — see CARL VINSON

to complete The Basic Phase and transition to the Advanced/Integrated Phase.

“We really showcased what we are capable of and then some,” said Pizarro. “The resilience and mental toughness of our Sailors is something that you have to see to believe. The way the ship comes together is indescribable.”

The ship will next undergo Group Sail as the flagship for CSG-1 and alongside CVW-2 and Destroyer Squadron ONE. Later this year, the *Vinson* Carrier Strike Group will conduct Composite Unit Training Exercise (COMPTUEX) as the final part of the Integrated Phase of the Optimized Fleet Response Plan.

The efficacy of *Vinson*’s training teams, as proven by the crew’s performance during TSTA/FEP, will set the foundation for the ship’s continued success as they approach their upcoming deployment to the 7th Fleet area of operations.



Unmanned Surface Vessel Transits Strait of Hormuz with U.S. Coast Guard

19 April 2023

From U.S. Naval Forces Central Command Public Affairs

MANAMA, Bahrain - An unmanned surface vessel from U.S. 5th Fleet transited the Strait of Hormuz with two U.S. Coast Guard cutters, April 19, demonstrating the continued operational integration of unmanned and artificial intelligence systems by U.S. maritime forces in the Middle East.

USCGC *Charles Moulthrop* (WPC-1141) and USCGC *John Scheuerman* (WPC-1146) transited one of the world’s most strategically important straits with an L3 Harris Arabian Fox MAST-13 unmanned surface vessel. The three vessels sailed south from the Arabian Gulf and through the narrow Strait of Hormuz before entering the Gulf of Oman.

“I am proud to be a part of this great partnership between the U.S. Coast Guard and Navy in the Middle East. We often work side-by-side as one team with a common

mission to provide security and safeguard the seas,” said Lt. Trent Moon, John Scheuerman’s commanding officer.

U.S. 5th Fleet established a unit called Task Force 59 in September 2021 to integrate unmanned systems and artificial intelligence into regional maritime operations. Since its launch, the task force has deployed a suite of new unmanned systems from operational hubs in Jordan and Bahrain.

In December, Task Force 59 launched an Aerovel Flexrotor unmanned aerial vehicle from USCGC *Emlen Tunnell* (WPC-1145) while operating in the Arabian Gulf. The launch marked Task Force 59’s first from a U.S. Coast Guard vessel at the time.

“We are on the cutting-edge of integrating advanced unmanned technology into our maritime patrols. Our crews are excited to help lead these efforts with our Navy counterparts,” said Lt. Cmdr. Stephen Hills, Charles Moulthrop’s commanding officer.

U.S. 5th Fleet is leading regional efforts to increase vigilance in surrounding waters that include more than 5,000 miles of coastline from the Suez Canal, around the Arabian Peninsula, through the Strait of Hormuz and into the Arabian Gulf. The integration of unmanned platforms and sensors alongside crewed ships from the United States and regional partners enhances this capability.

The two Coast Guard cutters and Arabian Fox transited the Strait of Hormuz while operating in support of the International Maritime Security Construct, an 11-nation coalition led by the United States that focuses on maritime operations near key waterways in the Middle East.



USCGC *Charles Moulthrop* (WPC-1141) and USCGC *John Scheuerman* (WPC-1146) transit the Strait of Hormuz with an L3 Harris Arabian Fox MAST-13 unmanned surface vessel, April 19, 2023.

NOW HEAR THIS

In our effort to reach younger veterans, we ask all members to consider the sons and daughters of family and friends who are serving or have served in today’s Navy. Involve your kids and grandkids and ask them if they know of sailors among their own circle of friends and neighbors. We can send an information packet to them if we have their name and mailing address. Tin Can Sailors/DesVets is your organization.

Help it to grow.

The Tin Can Sailors Radio Net

History



In April 1992, a member of Tin Can Sailors wrote an article in the TCS newspaper suggesting that it might be an idea to organize amateur radio operators who were Tin Can Sailors. Bill Plage (W4DQT) in Atlanta, GA responded to the call and contacted some known TCS hams and organized a net. The first session was held August 9, 1992 on its current operating frequency of 14.255 MHz. at 2100Z with Bill as its first Net Control Station (NCS).

Net Schedule

The primary net meets every Sunday at 2000Z on 14.255 MHz.

There is also a Wednesday morning nets on 7.2450 MHz immediately following the Navy Club Net at 0900 Eastern time.

Request to Join:

Any inquiries or requests to have a net number assigned can be addressed to Jerry N8YN with a SASE (Business size Number 10 and two units of postage). We would like a little bio info from the applicant such as destroyers served on and when. There are no dues of the radio net. WB4KW will provide the members with a net roster and ships served on in Microsoft Excel via E-Mail upon request

These requests can be made to:

E-Mail: WB4KW@aol.com

Or: Jerry L Huffman, N8YN

2057 Apel Rd.

Franklin Furnace, OH. 45629

E-Mail: yncs_n8yn@yahoo.com

Presently there is only one Net control left WB4KW Glen who runs the 20 & 40 Meter Sessions, and also maintains the Roster.

We have a Net Yeomen: N8YN Jerry E-Mail: yncs_n8yn@yahoo.com Jerry takes care of new member, and SK notifications! Jerry is the Ships office!

NAMESAKE

Daniel Judson Callaghan

Naval History and Heritage Command

Born in San Francisco, California, 26 July 1890, Daniel Judson Callaghan graduated from the Naval Academy in 1911. His prewar service included command of *Truxtun* (Destroyer No. 14), staff duty afloat and ashore, and duty as naval aide to the president. He commanded USS *San Francisco* (CA-38) from May 1941 to May 1942, then served as chief of staff to Commander, South Pacific area and South Pacific Force. Rear Admiral Callaghan was killed in action in the bitter Naval Battle of Guadalcanal 13 November 1942 while commanding forces that helped turn back a far stronger Japanese fleet. He posthumously received the Congressional Medal of Honor for extraordinary heroism during the action in which he gave his life.

The USS *Callaghan* (DD-792) was launched 1 August 1943, by Bethlehem Steel Co., San Pedro, California; sponsored by Mrs. D. J. Callaghan; commissioned 27 November 1943, Commander F. J. Johnson in command; and reported to the Pacific Fleet.



Cartoon by Jeff Bacon

SHIP'S STORE



Navy Sailor Long Sleeve T-Shirt

Destroyer Veterans printed on left sleeve. Crew neck, 90/10 cotton blend, pre-shrunk. Color: Navy

Item: C-7TSLN

M, L, XL \$18.00

XXL, XXXL \$19.00



Navy Sweatshirt

Navy blue sweatshirt. 50/50 cotton/poly.

Item: C-16SN

L, XL \$30.00

XXL, XXXL \$32.00



DesVets T-Shirt

Navy shirt

100% cotton

Item: C-7DVN

M, L \$14.00

XXL, XXXL \$16.00



Grill Apron with Pockets

Full Length Apron with pockets. Navy Blue cotton/polyester apron with white "Mess Cook" and Tin Can Sailor embroidery. 22" x 30" adjustable neck strap with buckle and waist side ties

Item: M-A8 \$25.00



Navy T-Shirt

100% cotton.

Item: C-7TDN

M, L, XL, XXL &

XXXL \$16.00



TCS Hooded Jacket

Wind & water-resistant Softex Polyester with oxford grey jersey lining. Hooded full zip design with reflective, easy grab zipper pulls. Covered zippered side pockets & elasticized cuffs. Open hem with shockcord drawstring.

Item: C-3HJ

Regular Price \$49.00

Sale Price \$30.00

XXL, XXXL



TCS T-Shirt

"Tin Can Sailors U. S. Navy" along with a silhouette of a destroyer printed in navy on 50/50 Haynes crewneck white T-Shirt. Machine washable.

S, M, L, XL, XXL

White: C-7TW \$16.00

Navy: C-7TN \$16.00



Navy Sailor Distressed Print T-Shirt

Navy Sailor on left sleeve, 90/10 cotton blend, pre-shrunk. Color: Gray

Item: C-7TSG

L, XL \$14.00

XXL \$16.00



Navy Sailor Polo Shirt

Tin Can Sailors and American Flag are embroidered on left sleeve. Shirt is 100% polyester with Dri-fast moisture management for cool dry comfort, UV protection. No pocket.

Color: Navy

Item: C-8NP \$30.00

M, L



TCS White Golf Shirt

without Pocket

Item: C-NWG

\$30.00

M, L, XL, XXL



Navy Sailor Sport Shirt

Tin Can Sailors and American Flag are embroidered on left sleeve. Shirt is 100% cotton, resist pilling, fading, wrinkling and shrinking with ease. No pocket. Color: Navy

Item: C-8NS

M, L, XL \$33.00

XXL, XXXL \$35.00



Women's V-Neck

V-neck t-shirt with a U.S. Navy anchor logo on the left chest. Made with 100% preshrunk cotton. Specify color: Navy or Pink

Item: C-7VN (Navy)

L, XL \$16.00

XXL, XXXL \$18.00

Item: C-7VP (Pink)

XL \$16.00

XXL, XXXL \$18.00



TCS Golf Towel

Large White Rally Golf Towel with Grommet and Hook, embroidered with TCS Logo. 100% Cotton, 15" x 17".

Item: M-GT \$18.00



TCS Web Belt and Buckle

Steel military buckle nickel finish with laser engraved Tin Can Sailors destroyer 2" x 1 6/8 with 54" web belt included. Belt is also available in Khaki.

Item: M-61 \$20.00 Navy

Item: M-61k \$22.00 Khaki



Buckle with Raised Destroyer Silhouette

Choice of gold or silver finish buckle with a raised Fletcher Class destroyer silhouette on the front. Approximate size: 3" x 1 7/8". Belt is not included but is sold separately. **Item: M-62 (Silver) Item: M-63 (Gold) \$20.00**

(PLEASE NOTE: BELT NOT INCLUDED, BUT SOLD SEPARATELY)

Navy Belt Item: M-6D \$9.00 Khaki Belt Item: M-6E \$10.00



Navy Blue Profile Caps

TCS Charles F. Adams profile

Item: C-CD \$18.00

TCS Fletcher profile

Item: C-CE \$18.00

TCS WWII Gearing profile

Item: C-CG \$18.00

TCS Forrest Sherman profile

Item: C-CF \$18.00

TCS Gearing FRAM I profile

Item: C-CA \$18.00



Tan Profile Ball Caps!

Profile Ball Cap has "Tin Can Sailors" lettered in navy blue with the ship's profile in gray with black accents.

TCS Sumner FRAM II

Item: C-CHT \$18.00

TCS 5-Gun Fletcher

Item: C-CET \$18.00

TCS WWII Gearing

Item: C-CGT \$18.00

TCS Gearing FRAM I

Item: C-CAT \$18.00

TCS Arleigh Burke

Item: C-ABT \$18.00



U.S. Navy logo

Navy Blue Ball Cap
100% cotton.

Item: C-WSN \$18.00



"Sailor in Training"

Onesie

Newborn, 6 Months,
12 Months, 18 Months
& 24 Months

Item: C-9W \$13.00



Navy Blue Ball Caps!

Navy blue ball cap with Tin Can Sailors lettering embroidered in gold. Adjustable for size. Made in the USA.

TCS Spruance profile

Item: C-CS \$18.00

TCS Sumner FRAM II profile

Item: C-CH \$18.00

TCS Arleigh Burke profile

Item: C-AB \$18.00



U.S. Navy Veteran

White Ball Cap

Made in the USA

Item: C-USNV \$18.00



U. S. Flag and Anchor Navy
Blue Ball Cap

Velcro closure in the back.

Item: C-USNF \$18.00



U.S. Navy White Ball Cap

100% cotton.

Item: C-LPCW \$18.00



White Profile Ball Caps

Profile Ball Cap has "Tin Can Sailors" lettered in black with profile in gray with black stitching accents.

TCS 5-Gun Fletcher C-CEW

TCS Sumner FRAM II C-CHW

TCS Gearing FRAM I C-CAW

\$18.00



U.S. Navy Weathered
Gray Ball Cap

100% cotton.

Item: C-NWB \$18.00



Unisex Child's T-Shirt

Soft 100% combed ring spun cotton crewneck aqua T-Shirt with Sailor in Training in white lettering on the front.

Item: C-9TS

XS-2T, S-3T, M-4T,

L-5-6 \$12.00

Sale \$10.50



Navy Veteran Ball Cap

Color: Olive

Item: C-LPCNV \$18.00



Shellback Crossing the
Line Khaki Ball Cap

Item: C-SB \$18.00



My Grandpa is a Tin Can Sailor T-Shirt

"My Grandpa is a Tin Can Sailor" printed on the front of a 50/50 cotton/polyester blend. Machine washable.

Specify color:

Blue or Pink

Item: C-9TC \$10.50

XS (2-4), S (6-8)

M (10-12) L (14-16)

Caps without ship profiles

TCS Korean War Veteran

Item: C-CK \$15.00

TCS Plank Owner

Item: C-PO \$15.00

TCS Vietnam Veteran

Item: C-CV \$18.00

TCS WWII Veteran

Item: C-CW \$15.00

TCS Navy Blue Ball Cap

Item: C-1 \$18.00

TCS White Ball Cap

Item: C-1W \$18.00



Navy Blue with Gold
Ball Cap

Item: C-LPC \$18.00



U.S. Navy Crest Navy
Blue Ball Cap

Item: C-LPNC \$18.00



U.S. Navy,
We Own the Seas
Item: C-OTS \$18.00



My Grandpa Is A
Tin Can Sailor

Item: C-9TC Reg. \$10.50
XS (2-4), S (6-8) M (10-12)
L (14-16)

Sale \$8.00



First Class Insignia Pin
Metal, approx. 1 1/8" x 3/4"
Item: J-358 \$9.00



Second Class Insignia Pin
Metal, approx. 1" x 3/4"
Item: J-359 \$9.00



Third Class Insignia Pin
Metal, approx. 7/8" x 3/4"
Item: J-360 \$9.00



Navy Sailor Pin
Approx. 1" x 7/8" soft enamel pin
Item: J-349 \$6.00



Cold War Pin
1 and 1/8" in diameter.
Item: J-366 \$8.00



U.S. Navy Veteran Pin
Approx. 1" in diameter.
Item: J-362 \$7.00



U.S. Navy Destroyer Pin
Approx. 1" x 1/2" soft enamel pin.
Item: J-348 \$7.00



American Flag Pin
Approx. 3/4" x 3/4"
Item: J-363 \$5.00



TCS Logo Pin
Die-struck embossed enamel, about 1 1/8" long. Made in USA.
Item: J-342 \$7.00



The Sea Is Ours Pin
1 3/8" die struck soft-enamel pin
Item: J-351 \$8.00



Department of the U.S. Navy Pin
Metal, approx. 5/8" in diameter
Item: J-356 \$8.00



U.S. Navy Pin
7/8"
Item: J-367 \$7.00



Replica of U.S. Navy Honorable Discharge
Replica 5/8 Inch diameter die struck soft enamel pin.
Item: J-352 \$7.00



Shellback Pin
1" die struck iron soft enamel pin with a 3D mold.
Item: J-350 \$8.00



U.S. & Navy Flag Pin
Metal, approx. 1" x 3/4"
Item: J-357 \$5.00



I Love My Sailor Pin
Metal, about 3/4".
Item: J-330 \$5.00



U.S. Naval Reserve Honorable Discharge Pin
9/16"
Item: J-369 \$6.00



Tin Can Sailors Mug
Enjoy your cuppa joe in this Cobalt Blue 11 oz Coffee Mug.
Item: M-91B \$12.00
Set of 4 Mugs \$32.00



DesVets Mug
Enjoy your cuppa joe in this new wrap around 11 oz Coffee Mug.
Item: M-80 \$12.00
Set of 4 Mugs \$42.00



U.S. Navy Travel Mug
16 oz travel mug!
Item M-93B \$12.00



DesVets Beer Glass
16oz. glass.
Item: M-80A \$12.00
Set of 4 Mugs \$35.00



White Sailor Hat Pin
7/8-inch die struck pin. Made in USA.
Item: J-346 \$5.00



Navy Proud Pin
Clutch fastener back. Approx. 1" diameter.
Item: J-364 \$8.00



DesVets Umbrella
42" arc. Navy and white. Has auto-open button.
Item: M-35A \$16.00



Grandpa Infant Bib
"My Grandpa is a Tin Can Sailor" printed on 100% cotton. Size 7" wide.
Specify color: Pink or Blue
Item: C-BG \$10.00



Great Grandpa Infant Bib
"My Great Grandpa is a Tin Can Sailor" printed on 100% cotton. Size 7" wide.
Specify color: Pink or Blue
Item: C-BGG \$10.00



**Once A Sailor
Bumper Sticker 4"x6"**
Item: M-68 \$5.00



TCS Bumper Sticker
5" x 3 3/8"
Item: M-14 \$4.00



**Sew-On Vietnam Navy
Veterans Patch**
3" x 2"
Item: M-64 \$7.00



**Sew-On U.S. Navy
Veteran Patch**
3" x 3"
Item: M-47 \$6.00



**Sew-On Vietnam
Veteran Patch**
3" diameter
Item: M-57 \$6.00



**Vietnam Veteran
Bumper Sticker**
3"x5"
Item: M-67 \$6.00



**DesVets Logo
Sticker**
2"x2"
M-65 \$2.50



**Cold War Vet
Sticker**
4 inch round
Item: M-69 \$5.00



**Sew-On Vietnam
Veteran Patch**
3" x 1 1/2"
Item: M-56 \$6.00



US Navy Flag
3' x 5'
Item: M-108 \$15.00



Brothers Patch
Description: custom made embroidered patch 2.8 inches wide by 3 inches tall sew on backing.
Item: M-71 \$7.00



DesVets Patch
3" Round
Item: M-12 \$6.00



DesVets Bumper Sticker
DesVets lettering printed on a white background. 3/4" x 7 1/2".
Item: M-13 \$4.00



TCS Bumper Sticker with Anchors
10" x 3". Item: M-79 \$5.00



All Men are Created Equal Bumper Sticker
Made of durable vinyl. 3" x 11 1/2"
Item: M-39 \$6.00



Sea Dragon Patch
Custom made embroidered patch 3 1/2" tall by 2 1/2" wide. Sew on backing. Tin Can Sailors Exclusive.
Item: M-73 \$6.00



DesVets Koozie Cooler
Navy and Grey with DesVets lettering in white.
Item: M-99A \$15.00



US Navy Patch
Approximate size: 3" diameter.
Item: M-74 \$7.00



TCS Magnetic Ribbon
TCS Support Our Troops Magnet 3 1/2 x 8"
Item: M-15 \$6.00



Women's Cosmetic Bag
Description: Canvas & silver with compass rose. Approx. 8 1/2" x 6 1/4".
Item: M-87 \$10.00



Canvas Travel Kit
10"w x 5"h x 5"wide
Item: M-88 \$18.00



Star Fish Charm Bracelet
Approximately 2.5" in diameter with hook closure.
Item: J-SF \$12.00



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DesVets Challenge Coin
1.5" Round Item: M-C55 \$12.50



Back



Black DesVets Challenge Coin
1.5" Round Item: M-C56 \$12.50



Back



We Own The Seas Challenge Coin
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Back



Sew-On TCS Logo Embroidered Patch

3" tall by 2 1/2" wide.
Item: M-42 \$6.00

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Item: M-43 \$7.00

10" tall by 7 1/2" wide Item:
M-55 \$16.00



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U.S. Navy Garden Flag.
12"w x 18"h. Double sided,
3 layer, top sleeve only. (Flag stand not included)

Item: M-109 \$15.00



TCS Duffle Bag

Heavy weight, two-tone canvas & leather bag is perfect for traveling or the gym. Features include leather handles/accents, large main compartment, end pocket, and an adjustable & detachable shoulder strap. Tin Can Sailor Logo patch sewn onto side. Approximate size: 19"X 10"

Item: M-89 \$38.00



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Item: M-3 \$8.00



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(With Lettering)

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(Without Lettering)

Item: M-24B \$10.00



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MY NAVY ADVENTURES

By Alfred More IC2

USS *Glennon* (DD-840)

I have been a member of TCs since the 1990s and have enjoyed reading our newspaper. I like the new format. It is easier to read, not having to jump around trying to find the end of a story. It follows on the next page.

Many times I would think about writing something but always told myself that there was nothing to write about since I saw no action. I finally decided to sit down and think about my life in the Navy and write what I remembered. It wound up being more than I thought.

My father was too old to serve during World War II, but did help the war effort by working for Federal Ship Building and Dry Dock Company's Manhattan office drawing plans for the boilers of our ships. Periodically, he would go on sea trials and my mother always worried about German subs lurking in the waters nearby. I have cut out every article I could find in our newspaper about any war ship he may have helped design or was on for sea trials. Unfortunately, he died in 1991 before I started saving the many articles. I'm sure he would have enjoyed reading about those ships.

I had just graduated high school in June, didn't have a job or know what I wanted to do with my life, so on 1 September 1958, at age 17, I asked my father to drive me to the local Navy Reserve Training Center in Whitestone, New York to enlist.

I did my drills weekly on Thursday nights learning about the Navy and finally advancing to Fireman Apprentice from Seaman Recruit. Toward the end of November 1958, I was flown to Great Lakes for boot camp and was assigned to Company 515 led by Chief Hunt. I believe he was a BT. There was some snow on the ground upon arrival. After a few

others tried the position of guide-on bearer, the company commander gave me a chance. I held that position until graduation day. The others were too tall and had a long stride that the shorter people couldn't keep up with. Fortunately for me, the company flag bearer didn't have to carry a weapon and do calisthenics, the Navy would have found out I had a bad shoulder and probably given me a medical discharge. After graduation, 10 weeks later, the snow was still there and much deeper. On occasion men would jump out the 2nd floor window into the snow piled deep against the barracks wall.

After boot camp, I went back to weekly training and studied for my test for advancement to Fireman (FN). I was asked what I wanted to do in the Navy, and I answered Electronics Electrician. I have no idea why I said that. I was told that my scores were not high enough and it was suggested that I become an IC man. Not knowing their duties, I was told they work with hand tools and I liked working with tools, so that was for me. So, off to Great Lakes again, this time in August 1959 for "A" School.

Upon graduation, it was back to NRTC Whitestone for continued weekly training. In January 1960, I was sent to the Brooklyn Navy Yard to start my active duty and after about a week was sent to Newport, Rhode Island to meet my ship the USS *Glennon* (DD-840). The ship was coming back from the Caribbean and not yet in port so I was assigned temporarily to a tender for a week or so.

Once aboard *Glennon*, I was assigned to "R" division and met the rest of the IC gang, Stan Harvey and Marty Godra, both IC 3's and me a striker. Because there were only three of us standing watch 4 on and 8 off, I never had to do scullery or mess deck duty.

In September 1960, I took the test for 3rd class and passed, and Stan made 2nd class. Since I was only 19 years old, I couldn't get served in a bar while on liberty, so I stayed on board and showed the movie to the crew and officers and got paid \$1.00 for each movie, so by the end of the month I almost doubled my pay. The crew constantly asked what the movie was about. I got tired of telling the crew 20 times a day so I went to the yeoman shack and typed up a synopsis of the movie each day and posted it on the outside of the IC room door. Now all interested parties could read about it as they went through the scullery.

The *Glennon* was part of DesDevGru2 (destroyer development group) operating with submarines and testing experimental equipment. We were also testing equipment

Continued on page 43 — see ADVENTURES



now operating at 400 cycles (hertz) instead of the usual 60 cycles. One day while looking over the rail starboard side, I saw a practice torpedo pass under us at the forward engine room. If it had been war time, I and a lot of others wouldn't be here today.

Most of the time, we would leave port on Monday morning and usually return by Friday. The expression is "Join the Navy and see the world." Well, some of the foreign ports we made were Martha's Vineyard, Woods Hole, Philadelphia, Stamford, Bermuda for a day and Lisbon for a week while NASA was trying to get John Glenn into space in May 1961. I don't know if it was weather delays or mechanical issues. When the flight finally did take place, we were assigned plane guards behind the carrier USS *Intrepid* (CV-11), now a museum in New York.

Later in 1961, I took the test for 2nd class and passed that too. I have often said that I had a lucky pencil when I took tests for advancement. Some of my duties as an IC man were to repair the anemometers on the yard arm. I couldn't wait to climb the mast because I enjoyed height so much. The other two IC men never did object. While at sea during the warmer months, I would stand watch in the IC room eight hours during the night, midnight to 0800 so I could have 16 hours straight to lie on the deck enjoying the sun when it was out and lie under the salt water showers that were set up on the fantail.

There was a stretch of time when we were in port for a while when the deck force was chipping paint and reapplying paint to dress up the ship. I'm not sure of the time frame, but it may have been just prior to leaving for Glenn's flight. While the outside of the ship was being made beautiful, I asked and got permission from the boatswain's mate to paint the IC room, which was located across from the scullery. I covered all the equipment and switchboard with brown paper and sprayed the bulkheads and overhead an off white (it had a hint of blue so you wouldn't see it turn yellow after time). After the paint dried, the paper was removed, all covered items were then hand painted. The area looked great, just like new.

When it came to weekend liberty with three of us on board, one would be on duty Friday night, one had the duty Saturday and Sunday and the third got a 72-hour liberty (Friday afternoon to Monday morning). I suggested that the person having duty Saturday and Sunday also take the duty for Friday. This would give the other two people a 72-hour liberty two out of three weekends. This allowed Stan and myself time to go back to New York City where we lived and enjoy our friends and girlfriend. Marty was a brown bagger with his wife in Newport, so he didn't have far to travel. Most

of the time, I hitched a ride with our BT chief as he lived on Long Island. Other times I would hitch hike.

It is now January 1962, and I was a short-timer with only a few weeks left before separation from active duty and back to reserve duty which would be only weekend a month instead of every Thursday. The *Glennon* was going to the Caribbean and would be at sea on my separation date. Since I wasn't going to reenlist, I left the ship a few days early to go home and report to the Reserve Center. I lived only about 6 miles from the Reserve Station and therefore was able to go home Saturday night to be with my then girlfriend, now my wife of almost 59 years, and return again Sunday morning.

Fast forward a few years to 1988, 24 years after discharge. I had been thinking for a while that I wanted to return to the Navy Reserve. I saw the recruiter in the Reserve Center on the south shore of Long Island, close to home. I would be given back E5 (IC2) and would have to pass the second-class test in a year or be sent back to E3. I was willing to take that chance. I took the ASVAB test and passed with flying colors and passed the physical test too. A few weeks later I got a call from the recruiter and said he had bad news. "The Navy is cutting back on personnel."

Years later I thought I was rejected because of my age. I was 48-years old and would be 62 at the time of my retirement. I was looking forward to making first class or even CPO. I'm sorry that I waited so long to try to get back in. I was looking forward to going back to sea and maybe doing a Med cruise once in a while. I'm sure there were times I couldn't wait to get out of the Navy, but thinking back now, I can't remember those times, only the good times. I hope this may help others to think about their time in the Navy and write about it. We would love to hear about your adventures.



The USS Intrepid (CV-11), on her way to the Norfolk Navy Yard, back from her training cruise, 25 November 1943, Intrepid is seen passing Old Point Comfort at Hampton Roads. As completed, she had four tall lattice masts, supporting radio antennas, which could be hinged outboard during flight operations.

Spotlight on the Historic Fleet

USS *Callaghan* (DD-792)



Starboard view of the USS *Callaghan* (DD-792), undated. Naval History and Heritage Command photograph.

Naval History and Heritage Command

Published: Nov 21 2019

The USS *Callaghan* sailed from the west coast 5 February 1944 to plunge into action with fast-striking 5th Fleet in smashing air raids on the Palaus, Yap, Ulithi, and Woleai from 30 March to 1 April. Based on Manus in April, *Callaghan* supported the Hollandia operation through important services as picket ship during air strikes, and screening the valuable tankers.

From June to August 1944 *Callaghan* provided screen for escort carriers softening up, and later supporting the invasions of Saipan, Tinian, and Guam. At Saipan, *Callaghan's* guns joined in driving off a heavy Japanese air attack on 17 June, helping splash three enemy planes. *Fanshaiv Bay* (CVE-70) was struck by a bomb in this attack, and *Callaghan* shielded the crippled escort carrier safely back to Eniwetok. Late in August *Callaghan* began operations as escort for air strikes on the Palaus, Mindanao, Luzon, and the Central Philippines in support of the invasion of the Palaus, a stepping stone to the Philippines.

With the long-awaited return to the Philippines scheduled for mid-October 1944, *Callaghan* steamed in the screen of the carrier force conducting essential preliminary neutralization of Japanese airfields in Formosa and Okinawa. During a heavy enemy air attack on 14 October, *Callaghan* joined in downing several planes. Sailing on to stand guard off the invasion area on Leyte, *Callaghan's* force contributed air power in the decisive Battle for Leyte Gulf, which insured the Allied advance in the Philippines against the desperate Japanese efforts to break up the landings. After pursuing Japanese cripples fleeing north, *Callaghan* returned to support

the Philippine operations, in company with the 3d Fleet, for air strikes on Luzon. En route, on 3 November, *Reno* (CL-96) was torpedoed, and *Callaghan* stood by to protect the stricken cruiser until relief forces arrived, when *Callaghan* was able to re-join her group for the strikes. Through December, she participated in more air strikes on the Central Philippines, and in January 1945, the destroyer sailed with the 3d Fleet for air raids on Formosa, Luzon, Indo-China, Hong Kong, and the Nansei Shoto.

Through the following months, *Callaghan* operated at the same active pace, screening carrier strikes pounding Iwo Jima, Okinawa, and the Tokyo area. *Callaghan* assisted in sinking a Japanese picket boat on 18 February, and on 3 March joined the bombardment of Parece Vela. In late March she joined a battleship force at Ulithi, and from this base sailed for the preinvasion bombardment of Okinawa, where she threw harassing fire ashore during the night of 26 March. This initiated prolonged fire support and screening duty in the dangerous waters off Okinawa during which, in addition to invaluable aid to the troops, *Callaghan* joined in the sinking of a Japanese midget submarine and in the kill of three dive bombers.

On 9 July 1945, *Callaghan* took station on the embattled radar picket line, where on 28 July she drove off a biplane intent on suicide with well-directed fire, but the plane, skimming low and undetected, returned to strike *Callaghan* on the starboard side. It exploded and one of the plane's bombs penetrated the after engine room. The destroyer flooded, and the fires which ignited antiaircraft ammunition prevented nearby ships from rendering aid. *Callaghan* sank at 0235, 28 July 1945, with the loss of 47 members of her valiant crew.

Callaghan received eight battle stars for World War II service.



Commodore Arleigh A. Burke, chief of staff to Commander, Task Force 58, is highlined from the USS *Callaghan* (DD-792) to USS *Lexington* (CV-16) while off Iwo Jima on 18 February 1945. Photographed from on board the *Lexington*, with the *Callaghan's* starboard bow in the background. The latter's camouflage appears to be Measure 32, Design 7D. Official U.S. Navy photograph now in the collections of the National Archives.

Tuning the Ship's Whistle – beware the practical joking Captain!

By Hugh Doyle (CHENG, USS *Kirk* (DE/FF-1087), 1973-75)

The scene: A beautiful, sunny, Sunday afternoon, not a cloud in the sky, with a slow, gently rolling, long Pacific swell; quiet holiday routine; steaming independently in the SOCAL Operating Area, somewhere west of San Diego. A pick-up volleyball game has drawn a crowd on the flight deck. The crew is anticipating a “steel beach picnic” (surf and turf!) for the evening meal. Captain sunning himself on the bridge wing. Chief Engineer – me – loafing on the fantail. Lazy, yawning afternoon.

1MC: “Chief Engineer, your presence is requested on the bridge.”

I make my way to the bridge and sidle up to the OOD: “What’s up, Jerry?” “Beats me, CHENG – Captain wants to see you,” pointing to the starboard bridge wing, where the CO is dozing in the sun in his chair.

Expecting something routine, I say, “Yes sir, what’s up?” The Captain doesn’t answer me, but sits up and shouts into the pilothouse: “Boatswain’s Mate of the Watch, sound one long blast!” BLASTTTTTTTT! With a twinkle in his eye, the Captain turns to me and says, “I have never liked the sound of our whistle. Please have your men tune it.”

No way he was going to get me on this one! Our Captain was a confirmed practical joker, and I was damned if he’d catch me again! “Oh, come on, Captain. You can’t “tune” a steam whistle.”

“Really? Are you sure?” he asks innocently. “Go get the tech manual. If you are right, I’ll buy you a bottle of scotch. If I’m right, YOU, my CHENG, will personally tune the whistle! Deal?”

Already tasting the scotch, I zip down to the log room, finally find the “Ship’s Whistle Technical Manual,” and turn confidently to the index: “Chapter 3, Section 3.2.9 – Tuning the Whistle.” Nuts! There it is, in great detail, including diagrams, charts, special tools, etc. Nuts! The ship’s whistle is very much like a reed musical instrument. Steam passes through a series of metallic discs, and the closer the discs are forced together, the higher the pitch of the whistle. The disc stack is tightened or loosened with a circular spanner, thereby “tuning” the whistle. Nuts!

I returned sheepishly to the bridge, circular spanner in hand, resigned to my fate. The Captain grinned like a little boy, grabbed the 1MC mike and said: “This is the Captain. Anyone who would like to see the Chief Engineer, himself, tune the ships whistle, lay to the foot of the mack. This is a Kodak Moment!”

So there I was, halfway up the mack (the combined mast and stack on a *Knox* class ship), sitting on the whistle platform, pounding on the ears of the spanner, tightening the disc stack (BLASTTTTTTTT – still not right), then loosening it (BLASTTTTTTTT – still not right), over and over again. Finally, after many cycles, the Captain said, “Perfect!” and we were through. The disc stack was exactly where it was at the start, and the Captain was laughing!

Before the CO allowed me down off the platform, he sang out, “This is the Captain, I have the conn!” He then ordered “Right Full Rudder,” then “Shift your rudder,” then again “Shift your rudder,” for three or four more cycles. I hugged that whistle for dear life, and finally climbed down, none the worse for wear. The Captain was pleased, and the crew loved



Photographer's Mate 1st Class Evelyn P. Haywood. U.S. Navy photo.

the spectacle.

And I now knew how to tune the ship's whistle.

THE SHIP'S WHISTLE “SIDEBAR”

Who “owns” the ship’s whistle? But who should REALLY own it?

We’ve all been through the routine, many times. The “Special Sea and Anchor Detail” is stationed, and all three line departments are working through their check lists: radios and radars are on line and functional; anchor windlass is manned and tested; main engine guarding valves are open and throttles tested; port services is standing by to pull the brow; a tug is lying-to a hundred yards away “just in case”; the helm has been tested, both on the bridge and in after steering; the crew is at “quarters for leaving port,” all squared away in the uniform of the day – Service Dress Whites. After testing the General, Chemical, and Collision alarms, the Boatswain’s Mate of the Watch then passes the word, “The following is a test of the ship’s whistle.”

And we all know what happens next: an enormous gush of scalding hot, rusty, dirty water comes spewing out of the whistle up on the mast, cascading down on the entire white-clad crew out on deck. The next voice heard on the 1MC is a very angry, “This is the Captain – Chief Engineer to the bridge, on the double!”

It’s just one brief entry out of literally hundreds of steps on the voluminous check off lists the CHENG is responsible for: “Drain the ship’s whistle.” Why is it so often overlooked? Who knows? But why should it be the Chief Engineer’s concern in the first place? Just because it uses steam as its motive fluid? What if it were powered by compressed air? Hmmm?

Isn’t the ship’s steam whistle just another signaling device, in the same category as the signal-searchlights, the Aldis lamp, the yardarm blinkers, the flag bags and flag hoists, the hand-pumped emergency whistle, and even the Signalmen’s (now QM’s) semaphore flags? Shouldn’t “Drain the Ship’s Whistle” appear on the Navigator’s underway check list, and be the responsibility of the Quartermasters?

As a former Chief Engineer who learned this very lesson the hard way – twice – I obviously believe so!

THE GEARING-CLASS SIGNAL BRIDGE

By Roger Chagnon

The signal bridge on a *Gearing*-class FRAM I destroyer was the highest continuously manned space on the ship while underway and contained a variety of equipment as well as a specialized work force with numerous functions and responsibilities. The signal bridge equipment included four twelve-inch signal searchlights, two very large, mounted binoculars affectionately known as the “Big Eyes” and two flag bags.

The flag bags were not really bags in the traditional sense but instead were large aluminum rectangular boxes with illustrated rails and special racks to hold the signal flags. The signal flags consisted of dual sets each of alphabet letters, numerals zero to nine, and special and international pennants.

During operations off the coast of Vietnam, the signalmen used special military night observation devices or NODs to observe activities on shore and near the shore during times of darkness. These NODs gathered very low intensity ambient light and amplified that light to enable the operator to see quite clearly. In those days, the NODs were large and unwieldy pieces of equipment with limited darkness viewing capabilities. Today, NODs are worn like goggles.

The complement of signalmen on a *Gearing*-class destroyer normally consisted of six or seven crewmen. The leading signalman was a first class or occasionally a chief petty officer. The remaining signalmen often included one second class petty officer, two third class petty officers and, two or three SN/SAs. Signalmen, as well as several other ratings, stood their watches as their jobs and their jobs were their watches. Three watch sections were utilized under regular operational activity levels and two watch sections during high activity levels such as naval gunfire missions.

Leading signalmen normally stood watches only during the day unless extraordinary circumstances dictated otherwise. Signalmen came from a couple of sources. Many were graduates of Signalmen “A” schools located in Newport, Rhode Island; San Diego, California; Orlando, Florida; and, Great Lakes, Illinois. Some worked in other areas on the ship and decided that they wanted to become signalmen. If accepted, they would then become undesignated strikers and be eligible to test for advancement as signalmen. As signalmen, we were affectionately known as flags, skivvie wavers, or just sigs.

Following the FRAM conversion, the *Gearing*-class ships were quite top heavy due to the addition of above main deck components such as the ASROC launcher. Extensive use of aluminum during FRAM modernization helped somewhat. As a result, the high level of the signal bridge was subject to some stunning rolls in heavy weather. When the weather became particularly rough, the commanding officer secured

all weather decks on the ship for crew safety including the signal bridge. Then the signalmen stood their visual watch on the navigation bridge.

The signalmen were the confidential custodians of several publications stored in the signal shack. These publications included flag hoist communication de-coding, visual communication challenges and replies, and listing of all naval ships and their commanding officers with seniority rankings.

When our ship was getting underway or mooring, the signalmen, in concert with the boatswain mates, were responsible for shifting colors. No commissioned U.S. Navy ship can ever be without the American flag displayed either on the stern while in port or at the masthead while underway. Not for one second. This means that at the same time the flag is raised or lowered at the masthead by the signalmen it is being raised or lowered at the stern by the boatswain mates. The signalmen were also responsible for the maintenance of the ship’s commissioning pennant. This pennant is flown continuously at the masthead of every Navy ship from the moment the ship is placed in commission until it is decommissioned. The pennant is approximately six feet long, two inches in width, and has a swallow tail end. Upon decommissioning, the pennant is traditionally presented to the officer in command of the ship at that time.

The signalmen performed a wide variety of visual communication duties varying with the mission of the ship. While steaming independently, we were responsible for alerting the bridge regarding weather conditions and other shipping units within visual range. Also, identifying and reporting other Navy ships visually during the day and by their four-letter international call signs at night. The effective visual range from the signal bridge was approximately 13 nautical miles from horizon to horizon in clear weather.

When our ship was steaming in company with other ships, our duties as signalmen were the same as if steaming independently plus some additional responsibilities. We exchanged flashing light messages with the other ships as directed, advised the bridge when the Senior Officer Present Afloat (SOPA) in our group observed sunrise and sunset, assisted in Junior Officer visual communication exercises, and arranged for the signalman strikers to train with strikers on other ships.

When our ship was attached to an aircraft carrier, our responsibilities increased and changed significantly. We, along with another destroyer normally acted as the plane guard units stationed at 1,000 yard intervals astern and to one side of the carrier’s wake. As such, we were responsible for rescuing any personnel from the water either because they fell overboard from the carrier or were the crew of an aircraft ditching or crashing. On occasion, the plane guard

Continued on page 47 — see BRIDGE

ships retrieved debris from the water from aircraft that crashed.

When the carrier was preparing to launch an air strike it would need a certain amount of wind across the flight deck in order for the aircraft to get airborne with heavy ordnance and fuel loads. Depending upon the ambient wind speed and direction at the time the carrier would need to be moving at speeds of 30-32 knots. The plane guard units were required to keep pace and to change speeds very quickly. The signalmen received the speed and course change information via flashing light using the BrevTac procedure and relayed the information to the navigation bridge. *Gearing*-class destroyers with four boilers and twin screws were capable of speeds up to 36 knots and as such were up to the task. The new DDGs and DLGs were equally capable. The *Knox*-class and DEs, however, were able to make 28 knots with two boilers and one screw and therefore were assigned limited plane guard duty. Failure to receive and execute speed changes very quickly and accurately could be dangerous with ships in such close proximity.

During operations on Yankee Station in the Gulf of Tonkin, the Russian government deployed their so-called trawlers to monitor the fleet operations of the U.S. Navy and to gather intelligence. The Russian's were very interested in how the U.S. Navy performed flight operations and executed underway replenishment. They wanted very badly to copy how we did it. And we did it very well. The Russian's never mastered the art. To this day, The Russian Navy is not able to launch and recover aircraft or replenish their ships in the same manner as the U.S. Navy. Many underway replenishment evolutions took place at night and the signalmen often performed an interesting task. Visual messages sent between the replenishing ships were accomplished with translucent red, battery-powered, wands utilizing semaphore procedure. Even though the ships were very close together, shouting a message was impossible due to so much background noise.

Periodically, visual communication between naval units at night required confidentiality due to the presence of Russian trawlers. The signalmen on both the sending and receiving ships used "Nancy Hanks" which utilized filters attached to the 12" signal lights that only allowed infrared light to be transmitted and an infrared received to read the message. This method, although extremely secure, required both ships to transmit very accurately so the receiver could read the message. Yankee Station was a very intense and busy operation area with up to four aircraft carriers and their escorts along with replenishment ships and of course, Russian trawlers. The signalmen were responsible for monitoring the movements and identity of all ships within visual range. This became a particularly critical task at night.

When our ship was assigned to naval gunfire support missions on the gun line, and fire missions on North Vietnam



Signal Bridge on the USS Slater (DE-766)

targets of interest the duties and responsibilities of the signal gang changed once again. The signalmen reported impacts ashore from the 5" 3/8 caliber main battery gun mounts. We also reported counter-battery fire and shell impacts near the ship. Explosions and secondary explosions from the ships artillery fire missions were relayed to the bridge for evaluation. Things became incredibly stressful and busy as well as dangerous on the signal bridge while engaged in missions. The commanding officer ordered the signalman group to post two signalmen on the signal bridge during fire missions with the rest to go below to the mess decks. The logic was clear that if an artillery round detonated on the signal bridge, it could easily kill the entire signalmen group. The CO felt that was not a risk worth taking.

One of the more interesting functions undertaken by the signalmen was the dipping of the ensign (the American flag, not a junior officer). Dipping the ensign while underway involves lowering the ensign flying at the masthead to half mast, pausing briefly, and then returning the ensign to the full mast position. The U.S. Navy dips the ensign only in response to a dip rendered by another ship, normally a merchant ship. Dipping the ensign is not required between merchant and naval vessels. It is done as a courtesy or a show of respect.

When visiting a foreign port or on special occasions, the signalmen performed the function of dressing the ship. Dressing the ship consists of stringing international maritime signal flags in a special sequence on a dressing line from the bow up to the masthead and down to the stern. The dressing flags were often accompanied by lights for night display. So as to be seen, the signal bridge was not only the highest continuously manned space on the ship but also one of the busiest. With the advent of secure electronic communications, the Navy disestablished the signalman rating in late 2003. Now the quartermasters execute the duties once performed by signalmen.

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Information/registration packet are now available. Call the office and ask for Annmarie to receive one.

If you have a question about the reunion or if your reunion group would like to join us, at the reunion please call the office and ask for Monica.

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USS Zellars (DD-777)

We look forward to seeing you in September.

Registration Cut-off Date: The cutoff date for registration this year is **Tuesday, August 22, 2023**. While registration may be available after this date, **it will not be guaranteed**.

Cancellation Policy: In order to receive a **full** refund (registration and tours), cancellations must be received by Tin Can Sailors (either by phone or by mail) no later than **5:00 PM, Friday, August 25, 2023**. Cancellations received after **5:00 PM, Friday, August 25, 2023** and by **5:00 PM, Tuesday, September 12, 2023**, may be eligible for a partial refund (registration only). Tour refunds will be made only if your ticket(s) are resold. Cancellations received **after 5:00 PM, Tuesday, September 12, 2023**, will not receive a registration refund. Please note: Refunds for all cancellations received after **5:00 PM, Friday, August 25, 2023**, will not be issued until after the reunion has finished and the accounting has been completed.

Flush Deck Four-Pipers

PART 2 OF 2

By Bruce Graham

When the European cauldron boiled over in 1939, the United States possessed 61 post-1932 destroyers, with 36 more under construction, and the *Fletcher*-class on the drawing board. Concurrent with commissioning of new units, about 100 of the four-stackers, poorly maintained, worn from service or simple neglect while in reserve, or of the most obsolete designs, had been scrapped by December 1941 or otherwise disposed of, as is mentioned below. When the United States entered the conflict, only the *Allen*, sole survivor of the *Sampson*-class, and 71 other flush-deckers were carried on the list as active destroyers, 50 had been designated for other purposes and 46 more had been converted to subsidiary uses, such as seaplane tenders, minesweepers, and fast transports. During the war, another 23 would be similarly converted. The *Caldwells* were deemed unsuitable for active service. But, many of the remaining flush-deckers were required, pending the new tin cans entering service.

And action they certainly saw, on both oceans, from the sub-arctic to the tropics, in anti-submarine and convoy duty, general patrol, and combat. They were active in the Atlantic during the neutrality period that ended in December 1941. DD-245, *Reuben James*, was the first American warship sunk by enemy action, when torpedoed by a German U-boat on 31 October 1941. On 11 November 1943, DD-215, *Borie*,

engaged a U-boat, finally ramming it. Its crew engaged in close combat with the German submariners, using small arms and knives, before both ships sunk.

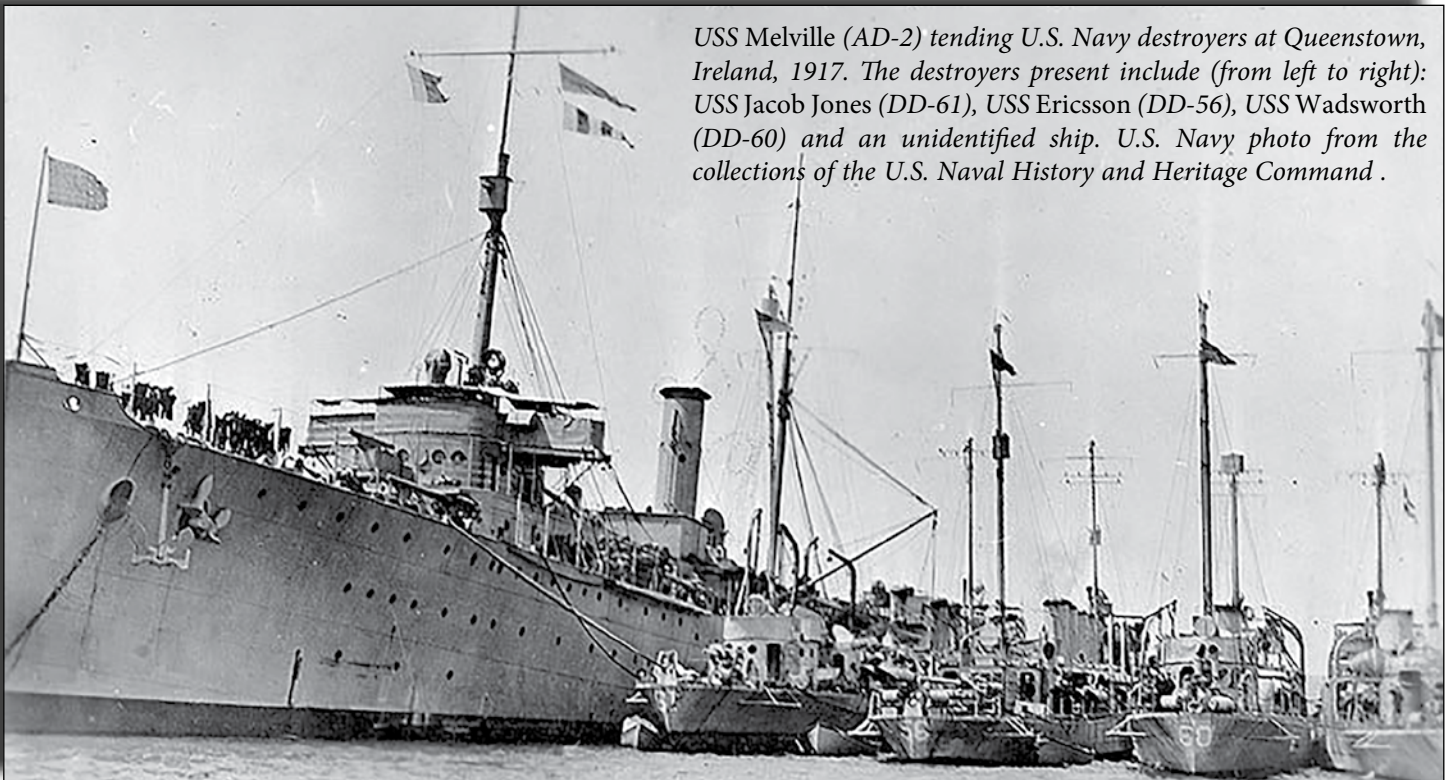
The first shots of the Pacific War were fired on the morning of 7 December 1941 by DD-139, *Ward*, on a Japanese midget submarine, while on close-in patrol off Hawaii. *Ward* was built in only 80 days in 1918, at the Mare Island Naval Yard.

At the time of Japan's attack, thirteen flush-deck destroyers were assigned to America's Asiatic Fleet, along with converted four-pipers, aircraft tenders *Childs* and *William B. Preston*. The destroyers' exploits in night torpedo and surface attacks on Japanese forces are the stuff of legend and myth. Five of them were lost as a result of combat. Eight other flush-deckers were lost elsewhere during the war.

But wait. One of the Asiatic Fleet ships was lost, all right, to the United States. But DD-224, *Stewart*, suffered the ignominy of continuing in service, for the enemy. She participated in the Battle of Bandoeng Strait, one of several efforts by the vastly outnumbered Allied forces to stop, or at least slow, the Japanese push toward the then-Dutch East Indies. Damage to the *Stewart* required dry docking for repairs in Soerabaja. While in the dry dock, the tin can fell off the blocks, and then was damaged by an enemy bomb. Before anything could be done to salvage her, the Japanese were about to arrive. She was in the dock when Allied hands sank it, apparently sending the *Stewart* to the harbor's equivalent of Davy Jones' locker. The old four-stacker was written off as lost.

Continued on page 50 — see FLUSH DECK

USS Melville (AD-2) tending U.S. Navy destroyers at Queenstown, Ireland, 1917. The destroyers present include (from left to right): USS Jacob Jones (DD-61), USS Ericsson (DD-56), USS Wadsworth (DD-60) and an unidentified ship. U.S. Navy photo from the collections of the U.S. Naval History and Heritage Command.



The Japanese occupiers, however, during the ensuing couple of years, far removed from action elsewhere, spent their time raising, restoring, redesigning, refitting and recommissioning the *Stewart* as a patrol boat and escort for shipping. The vessel saw action against submarines, and ended the war in Japan, refitted with stronger armament. In the meantime, reports by Allied aviators told of a vessel that was suspiciously similar to an American flush-deck four-stacker were treated with scorn. Several weeks after the surrender of Japan, the *Stewart* was discovered among other abandoned derelicts. By various means, the old destroyer returned to the United States, and met an honorable end as a target for gunnery practice.

With the coming of the two-ocean war, the tempo of warship construction increased. The flush-deckers were increasingly relegated to second and third string duty, and often even service on the Navy's taxi squad. A flood of smaller escort vessels, designed specifically for anti-submarine work, was coming into action.

Typical of the career of many of the tin cans was that of the *Babbitt* (DD-128). She was out of commission from 1922 to 1930, then placed back in full service, in both Atlantic and Pacific. She was in the reserve fleet beginning in 1935 as a trainer, and in the Neutrality Patrol. She was an escort for Atlantic shipping. Finally, she was involved in experimental sonar work, until reclassified in June 1945 as AG-102, a miscellaneous vessel, and was paid off at the end of 1945.

Other important roles of subsidiary nature were performed by the old tin cans. For example, during the Guadalcanal campaign, several of them, high speed destroyer transports, partially gutted and with reduced armament so as to be almost unrecognizable as their original design, served as slot runners, dashing to the embattled island with supplies and from the island with wounded Marines. In one action, early in the struggle, the *Little* (APD-1) and *Gregory* (APD-3) were sunk while engaging a superior Japanese force. Among the survivors of the *Gregory* was Senior Ward Room Mess Attendant Charles J. French, who heroically dragged a raft loaded with other survivors, to avoid capture by the enemy until they were rescued by the Marines. Mess Attendant French was awarded the Navy Cross for his valor, the first African-American sailor to be recommended for the award in the Pacific.

The most influential service performed by 50 of the old destroyers was strategic, and not directly in combat, although it did lead to them being in action, and plenty of it.

Winston Churchill is given less credit than he deserves for a quality, which, two generations later, would go by the description "pro-active." His effort to secure help for the Royal Navy during the War's catastrophic first year is reflective of Churchill's capacity to work on several mental levels simultaneously. In a September 1939 memo the then First Lord of the Admiralty pointed out, first, that long-term and large warship construction should yield to the completion of projects that could be finished within a year, and involving



USS Crowninshield (DD-134). Photo courtesy of Thomas Smith.

escort vessels and cruisers. At the same time, Churchill admonished his colleagues that the naval chiefs' desire for destroyers with maximum firepower against aircraft and the capacity to ride out Atlantic swells with ease would involve a construction period of more than two years. He argued for smaller ships that could be brought into service quickly, as the principal weapon against enemy submarines.

In this, Churchill was prescient. A few escorts of sub-destroyer qualities, but specially-designed to deal with U-boats, corvettes, destroyer escorts and frigates, were already in service, and on the drawing boards, and eventually would be on hand in sufficient numbers to carry the anti-submarine campaign to the enemy. But "eventually" would be a while coming. By the time the First Lord of Admiralty became Prime Minister, the short-term requirement of ships to take on the submarine menace was acute. His one-year window to bring ships on line had been cut significantly, and the need was even more acute.

In this critical time, the Prime Minister cast his covetous eyes on the obsolete, four-stack, flush-deck, generation old, relics, gathering barnacles across the Atlantic.

The American destroyers perfectly fitted Churchill's bill. For ocean convoy duties, it mattered little that the old ships would not possess strong anti-aircraft weapons, and torpedo capability was certainly not necessary. Even slow speed was not significant, since even a slow flush-decker could keep up with a U-boat, even on the surface. The sub-destroyers in prospect would not be expected to engage in actions with surface ships, and aerial attack was a minor risk.

The service of the old tubs was the culmination of months of negotiations between Britain and the United States, involving Prime Minister Churchill and President Roosevelt.

They were transferred in September 1940 to Great Britain as disguised Lend-Lease under the subterfuge of payment for the United States lease from England of Western Hemisphere naval basis. While the domestic struggle within the United States between isolation and intervention went on in America, this transfer supported the British cause, at the

Continued on page 51 — see FLUSH DECK

same time that it avoided an appearance by the United States government of outright belligerency and was not a simple give-away. This served the needs of the Navy as well, since it removed a visible number of what many in the public might have considered useful ships from its inventory, without scrapping them, and substituted an apparent “shortage” in ready units. This provided a basis for further expansion of the tin can navy.

The American vessels required considerable work in order to be brought up to fighting trim after they were transferred. But they were put to work by His Majesty’s naval personnel, during the year until the United States entered the conflict.

An interesting footnote is the naming of the ships. British warships were and are named without an apparent scheme, while United States combatants are named based on strict formula (except for aircraft carriers), including destroyers for noteworthy persons, usually with nautical connections. The British Admiralty’s idea was to name their recently acquired four-stackers after towns common to both the United Kingdom and the United States. For example, DD-81, *Sigourney*, became HMS *Newport*; DD-134, *Crowninshield* became HMS *Chelsea*; and DD-143, *Yarnall*, became HMS *Lincoln*.

Perhaps the most spectacular action, and death, of any four-piper, American or British, was by DD-131, *Buchanan*, alias HMS *Campbeltown* on 28 March 1942. The ship was packed with several tons of explosives and run into the large German dry dock at Saint Nazaire, in occupied France, disabling it for many months to prevent it from repairing major Nazi surface ships.

The flush-deck four-pipers, which were mostly too late for one war, and considered too obsolete for even second-line duty in the second, nevertheless performed courageously and selflessly in their assigned roles, and constituted a strategic factor in the defeat of tyranny.

It is said “they also serve who only stand and wait.” The old tin cans waited, and finally served very well, in their intended roles and in a manner that their designers could never have visualized.

DEADLINE

For articles Fall 2023
is 3 August 2023.

**We are looking for your personal
navy tattoo stories!**

*Please send in your personal stories and
articles with pictures if available and
we will include them as space permits.*

What is a ...

Field Day — a working day aboard a destroyer that is now designated as a museum/memorial. For many, it is a chance to go back in time.

All types of volunteer labor are welcome.

Electricians, welders, plumbers, and carpenters are especially needed. Always extra hands are appreciated who can clean or paint or do any of the many task that are always needed.

Bull Session — a one day event where all sailors are welcome regardless of which ship they served on or when.

It is a social event at which memories are shared, old friendships renewed and new friends made. We try to keep the cost low so everyone can afford to attend.

MOVING?

Attention Snowbirds

Our database allows us to maintain two addresses for each member. Those of you who reside in another location during the winter months please fill out the second address and include the dates that you will reside at each location. Attach the address label in the space below and we’ll make sure you don’t miss any issues.

Attach your address label
from the current issue here

NEW ADDRESS:
Name: _____
Address: _____
City: _____
State: _____ Zip: _____
Phone: (____) _____ E-mail: _____
Membership Number: _____

SECOND ADDRESS:
Name: _____
Address: _____
City: _____
State: _____ Zip: _____
Phone: (____) _____ E-mail: _____
From: _____ To: _____

Mail to: Tin Can Sailors, Inc.
P.O. Box 100
Somerset, MA 02726-0100

2023 — ON THE HORIZON REUNIONS

Destroyer Leader Assoc. (DL-1, DL-2/DDG-35, DL-3/DDG-36, DL-4, DL-5) Aug. 28-Sept. 3, 2023 in Jacksonville, FL. Contact Mike Bugara at 401-625-8860, mjbugara@aol.com

USS Abbott (DD-629) Oct. 4-8 in Washington D.C. Contact Ted Karras at 508-771-4161

USS Agerholm (DD-826) Sept. 12-15 2023 in Broomfield, CO. Contact Art Jacobson at 480-625-5050, Artjacobson@cox.net

USS Alfred A. Cunningham (DD-752) Sept. 25-29, 2023 in Savannah, GA. Contact John Keith Johnstone at 414-762-7587, johnstone752@att.net

USS Basilone (DD/DDE-824) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Geoffrey Bender at 630-668-8037, gbender-ftg2@hotmail.com

USS Benham (DD-796) Aug. 14-17, 2023 at the Radisson Airport Hotel in Greenbay, WI. Contact Doc Dougherty at 715-965-0861, docnb29@gmail.com

USS Benner (DD/DDR-807) Sept. 20 - 24 2023 in Norfolk, VA. Contact Tony Sawyer at 916-768-1162, tahoesawyer@aol.com

USS Berkeley (DDG-15) Sept. 14-17, 2023 in Corpus Christi, TX. Contact Tim Soule at lostsoulerranch@gmail.com or <https://uss-berkeley.com>

USS Bordelon (DD/DDR 881) Oct. 18-22, 2023 at Holiday Inn in Downtown Mobile, AL. Contact DeWitt Peterson at 856-234-5147, dpeterson53@comcast.net

USS Brinkley Bass (DD-887) July 24-29, 2023 in Charleston, SC. Contact Tom Camp at 901-481-0583, presidentussbrinkleybassdd887@gmail.com

USS Caron (DD-970) Sept. 14-17, 2023 in Charleston, SC. Contact Mike Chappell at, carsonreunion@gmail.com

USS Charles R. Ware (DD-865) Sept. 25-29, 2023 at Beach Cove Resort in Myrtle Beach, SC. Contact Frank Biondo at 516-481-0034, munkb@msn.com

USS Clark (FFG-11) Aug. 5, 2023 in Wilmington, DE. Contact Paul Quimby at 302-383-7309, dsfp69@gmail.com

USS Chevalier (DD/DDR 805) Aug. 8-11, 2023 in Bozeman, MT. Contact Jim Marchwick at 406-586-2505

USS Cogswell (DD-651) Oct. 17-19, 2023 in Rapid City, SD. Contact George Overman at 760-889-2216, secretary@usscogswell.com

USS Collett (DD-730) Sept. 13-17, 2023 in San Diego, CA. Contact Pat Manion at 310-748-7458, patrickmanion@ymail.com

USS Connable (DE/FF 1056) April 16-21, 2024 in Charleston, SC. Contact Dave Neimeyer at 484-378-2725, dave@neimeyer.org

USS Constellation (CVA/CV-64) & USS Hornet (CV-8, CV/CVA/CVS-12) Oct. 11-16, 2023 in Dallas/Ft. Worth, TX. Contact Richard Swain at 432-694-0227, member@ussconstellation.org

USS Corry (DD/DDR 817) Sept. 14-17, 2023 in Norfolk, VA. Contact Bill Shugars at 410-360-2186, Shugars@verizon.net

USS Damato (DD/DDE 871) Oct. 12-15, 2023 in Branson, MO. Contact Dan Ray at 407-256-6745, dgray55@cfl.rr.com

USS Dennis J. Buckley (DD-808) Oct. 1-5, 2023 in San Diego, CA. Contact Ralph Demel

at 307-680-7936, JKdemel19503@msn.com

USS Dixie (AD-14) Sept. 28-Oct. 2, 2023 at Four Points Hotel, in Nashville, TN. Contact Ken Robinson at USSDixieReunion@yahoo.com

USS Doris Miller (DE/FF 1091) Sept. 27-30 2023 Norfolk, VA. Contact Warren Smith at 781-608-9274, docbuzz@comcast.net

USS Downes (DE/FF-1070), Sept. 13-18, 2023, in Lincoln, RI. Contact Gary & Becky Court at 320-493-9775, 1070ussdownes@gmail.com.

USS Duncan (DD/DDR-874) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Dennis English at (P) 309-799-7522 (C) 309-737-6960, englishdj@mchsi.com

USS DuPont (DD-941) Sept. 17-20, 2023 in Herndon, VA. Contact Ray Perrotti at 908-310-5189, rperrotti@perrottsales.com

USS Emmons (DD457/DMS22) Sept. 28-Oct. 1, 2023 in Baltimore, MD. Contact Tom Hoffman at 302-616-4021, ussemmons@gmail.com Website: ussemmons.org

USS Ernest G Small (DD/DDR 838) Sept. 28-Oct. 1, 2023 in San Antonio, TX at the Holiday Inn Riverwalk. Make reservations directly with the hotel and mention you are with the "Small" to receive discounted rates. Contact Judi Pearson at (C) 501-944-4472 or (H) 501-605-8894, judipearson@ussernestgsmall.org

USS Everglades (AD-24) Sept. 25-29, 2023 in Savannah, GA. Contact Gary Adams at 415-467-6784, ad24history@yahoo.com

USS Floyd B. Parks (DD-884) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Jim Smith at 218-766-2475, jwsmith@paulbunyan.net

USS Frank E. Evans (DD-754) Sept. 27-30, 2023 in Springfield, IL. Contact Donna Kraus at 760-521-4700, krausdfm@gmail.com

USS Frank Knox (DDR-742) Sept. 2-9 2023 in Seattle, WA. Contact Don Landers at 817-723-7654, d-landers@sbcglobal.net

USS Fred T. Berry (DD/DDE 858) Oct. 13-16, 2023 in Jacksonville FL. Contact Michael Moore at 301-676-9562, mmoore46@verizon.net.

USS Goodrich (DD/DDR-831) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Michael Leonard 201-447-1526, zazzetti@optonline.net

USS Grand Canyon (AD/AR-28) Oct. 3-5, 2023 in Norfolk, VA. Contact President Ken Morales at 618-488-6475, k_morales1949@yahoo.com

USS Hamner (DD-718) Sept. 14-17, 2023 in Baltimore, MD. Contact Patty Hathaway at 301-262-5516, hamnerdd718@gmail.com or www.hamnerdd718.squarespace.com

USS Holder (DDDE-819/DE-401) Sept. 20-24, 2023 in New Orleans, LA. Contact James de Barrios at 831-458-9062, ussholder_dde819@hotmail.com

USS Hollister (DD-788) Sept. 20-23 2023 in Fairfax, VA. Contact Chris Orr at 319-651-9426, cworr78@gmail.com

USS Hopewell (DD-681) Oct. 1-5 2023 in New Orleans, LA. Contact Doug Graybeal at 417-598-0244, dougraybeal@aol.com

USS Hornet (CV-8, CV/CVA/CVS-12) & USS Constellation (CVA/CV-64) Oct. 11-16, 2023 in Dallas/Ft. Worth, TX. Contact Sandy Burket at 814-224-5063 (C) 814-312-4976, hornet-cva12@aol.com

USS Hunt (DD-674) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Susie Wilson at 267-994-3667, susiewilson52q@outlook.com

USS James C. Owens (DD-776) Sept. 13-17, 2023 in Newark - Wilmington South, DE. Contact Edward Ftorski at 610-689-5293, pal1din@aol.com

USS James E. Kyes (DD-787) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Richard Zidrich at 630-564-1465, zid515@comcast.net

USS John King (DDG-3) Sept. 18-22 2023 in Norfolk, VA. Contact Matt Cummings at 917-685-6804, mrgilhaley@msn.com

USS John S. McCain (DL-3/DDG-36) Aug. 28-Sept. 3, 2023 in Jacksonville, FL. Contact John Lair at 619-479-7387, hobocamp@aol.com

USS John W. Thomason (DD-760) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Oscar J. Boudreaux, Jr. at 225-819-1360, oboudreaux@ees-inc.net

USS Joseph P. Kennedy Jr. (DD850) Sept. 30 2023 in Fall River, MA. Contact Steve Wallace at 302- 834-9176, stephen.marc.wallace@gmail.com

USS Keppler (DD-765) April 18-28 2024 land and cruise reunion aboard the Carnival Vista leaving from Port Canaveral, FL to Aruba, Bonaire, and Grand Turk. Contact Stephen M. Mooney at 732-284-0134, kepplerdd765@gmail.com

USS Klondike (AD/AR-22) Sept 8-11 2023 in Pensacola, FL. Contact Dennis Case at 309-299-0275, dennislcase@gmail.com

USS Leary (DD/DDR 879) Sept. 19-23, 2023 in Jacksonville FL. Contact Alfred Redden at 308-530-1284, alshr@allophone.com

USS Maddox (DD-731) Sept. 14-17, 2023 in Spokane Valley, WA. Contact Dennis Stokhaug at 414-702-4878, maddox64@aol.com

USS Mansfield (DD-728) Oct. 18-22, 2023 in Charleston, SC. Contact Randy Smith at 434-760-0418, morlds17@yahoo.com

USS Massey (DD-778) Oct. 2-6, 2023 in Norfolk, VA. Contact Dick Pearsall at 757-679-8920, vaprep50@gmail

USS McCaffery (DD-860) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Doug Hackett 301-299-5203, doughackett7825@earthlink.net

USS Meredith Association (DD 890/726/434) Oct. 4-8, 2023 in Savannah, GA. Contact A Complete Reunion at 719-380-1412, sherry@acompletetereunion.com

USS Mitscher (DL-2/DDG-35) Aug. 28-Sept. 3, 2023 in Jacksonville, FL. Contact Mark Scully at 301-681-9062, mscully@gmail.com

USS Mullany (DD-528) Sept. 9-14, 2023 Port of New Orleans Carnival Cruise Contact Linda Vest at vestshelton@aol.com

Continued on page 53 —see REUNIONS

USS New (DD-818) Sept 21-24, 2023 in Pittsburgh, PA. Contact Phil Tortorice at 516-236-3295, philty21@yahoo.com

USS Newman K. Perry (DD/DDR-883) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Roy Schafer at 978-663-6331 or (C) 978-382-3599, rdscha@comcast.net

USS Norfolk (DL-1) Aug. 28-Sept.3, 2023 in Jacksonville, FL. Contact John Lair at 619-479-7387, hobocamp@aol.com

USS Oliver Hazard Perry (FFG-7) Aug. 25-27, 2023 in The Old Philadelphia Yard, Philadelphia, PA. Contact Tom Matt at 267-973-1692, Mattski224@yahoo.com

USS Prichett (DD-561) Sept. 11-15, 2023 in Jacksonville, FL. Contact Terry Crawford at 618-259-3007, prichett@charter.net

USS Purdy (DD-734) Sept. 21-24, 2023 in Cleveland, OH. Contact Bill Dow at 860-922-1788, janetbilldow@frontier.com

USS Reeves (DLG/CG-24) Oct. 5-8, 2023 in Dayton, OH. Contact Tom Bailey at 719-647-2872, <https://ussreeves.net/reunions.html>

USS Remey (DD-688) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Jim Speckbrock at (352) 259-8856, eckbro@aol.com

USS Richard B. Anderson (DD-786) Sept. 13-17 2023 in Seattle, WA. Contact Kent Phemister at 817- 797-4141, kentphemister@gmail.com

USS Robert A. Owens (DD-827) Oct. 2-6, 2023 in Mobile, AL. Contact Larry McCoskey at 502-458-3140, larrymc3140@gmail.com

USS Samuel B. Roberts (DD-823) Oct. 23-26 2023 in Charleston, SC. Contact Ken Giardina at 610-381-3714, giarkc@ptd.net

USS Steinaker (DD-863) Sept. 14-17, 2023 in Dayton Miamisburg OH. Contact Ken Kohnen at 904-654-7321, ken.kohnen@yahoo.com <http://www.usssteinaker.org>

USS Stoddard (DD-566) Sept 28- Oct 1, 2023 in St. Louis, MO. Contact John Ruah at 573-517-1996, cjrauh@LDD.net

USS Stribling (DD-867) Sept 17-21 2023 in Myrtle Beach, SC. Contact Larry Fehlinger at 812-614-0132, slfehlinger@etczone.com

USS Thomas C. Hart (DE/FF 1092) August 22-27, 2023 in Norfolk, VA. Contact David Neimeyer at 484-378-2725, dave@neimeyer.org www.thomaschart.org

USS Tidewater (AD-31) Sept 18-22, 2023 in Branson, MO. Contact Dean Agee at 417-689-4644, rdmlagee@gmail.com

USS Towers (DDG-9) Sept. 19-24 2023 in Silverdale, WA. Contact Raymond Wong at 415-601-6285 or usstowersddg9@pacbell.net

USS Turner Joy (DD 951) Oct 11-15, 2023 in San Diego, CA. Contact Tod Hale at 541-840-0492, hiwaysailor951@yahoo.com

USS Wilkinson (DL-5) Aug. 28-Sept.3, 2023 in Jacksonville, FL. Contact John Lair at 619-479-7387, hobocamp@aol.com

USS William R Rush (DD/DDR 714) Oct. 22-27, 2023 at Stone Castle Hotel, 3050 Green Mountain Drive, Branson MO 65616. Contact Dennis Knoerzer at 636-281-4120, wmr-rushdd714@gmail.com

USS Willis A. Lee (DL-4) Aug. 28-Sept.3, 2023 in Jacksonville, FL. Contact Mark Scully at 301-681-9062, mscully@gmail.com

USS Wiltsie (DD-716) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Con-

tact Ted Laurilla at 360-736-3853, dd716ted@comcast.net

USS Worden (DLG/CG 18) Sept. 6-10, 2023 in Seattle, WA. Contact Dave Neimeyer at 484-378-2725, dave@neimeyer.org

USS Zellars (DD-777) Sept. 24-28, 2023 in Baltimore, MD in conjunction with the Tin Can Sailors' National Reunion. <https://www.destroyers.org/2022-national-reunion/> Contact Lester Sinton at 978-257-0876, notnis1@comcast.net

SHIPMATES

Would you like to see stories about your ship? Of course! So sit down and pull those memories out of the old gray matter and put them on paper. Send us your article and any photos that you might have to go along with the story. The article should be about 700-1000 words. Send via snail-mail or e-mail, whichever is easier for you.

Tin Can Sailors and the Thomas J. Peltin Destroyer Museum Grant Program has received the following generous donations from reunion groups, and organizations since the publication of our last magazine (listed below in chronological order).

USS CORRY ASSOC. (DD/DDR-817)	\$500
JEWISH COMMUNITY FOUNDATION	\$500
USS HAYNSWORTH REUNION COMM. (DD-700)	\$1,000
USS ROSS ASSOC. (DD-563)	\$645
USS BALCH/PORTERFIELD REUNION ASSOC. (DD-363/DD-682)	\$7,473
USS BENNER REUNION ASSOC. (DD/DDR-807)	\$100
USS HOLLISTER REUNION ASSOC. (DD-788)	\$500
USS MADDOX ASSOC. (DD-731)	\$100
USS HUNT ASSOC. (DD-674)	\$1,000
USS CHARLES R. WARE (DD-865)	\$300

Send Us Your Ship's Reunion Notice

Please type or print

Name and Hull Number of Ship: _____
 Start and End Dates of Reunion: _____
 Reunion Location (City & State): _____
 Contact person's name: _____
 Contact person's address: _____
 Contact person's city, state, zip: _____
 Contact person's phone: _____
 Contact person's E-Mail: _____
 Your Name: _____
 Your Phone Number: (_____)_____-_____
 E-Mail: _____

Mail to Reunion Editor, Tin Can Sailors, PO Box 100, Somerset, MA 02726

HISTORIC NAVAL SHIPS ASSOCIATION

NEWS FROM THE HISTORIC FLEET

RYAN SZIMANSKI, Executive Director HNSA

I am often asked what happens when a destroyer is disposed of? When destroyers reach the end of their active careers, they are often put into the reserve fleet, better known as the mothball fleet. After the ship's usable career is over her name will be officially stricken and from there the Navy has a number of possible disposal options. The most common include scrapping, sinking, foreign sale, and donation.

Conventional powered ships are administrated by Navy Inactive Ships Office, part of Naval Sea Systems Command. Contractors maintain the ships while they are being held in reserve status. Once it is determined they will be disposed of, they are open for stripping. The active fleet gets a period of time to strip usable parts off these ships since many parts are interchangeable. After they are finished foreign navies that operate American ships are given a chance to strip parts. Finally, NavSea often allows the museum fleet to strip parts off these ships to maintain our maritime heritage.

The most common method of disposal by far is scrapping. Most ships are sold to scrapyards, and they will be recycled. This almost always takes place in the United States for American warships. Nowadays, the yards in Brownsville, Texas are most famous for scrapping large warships, but in the 20th century there were far more yards.

Another common method is foreign sale. The Navy often sells surplus warships to foreign navies. When ships are being held for foreign sale, they are not stripped for parts first. There are currently no destroyers being held for foreign sale, but several *Oliver Hazard Perry*-class frigates are.

Sinking is another disposal method, sometimes for sinkexes, sometimes for artificial reefs. Both methods now involve cleaning hazardous materials off of the vessels first. To train sailors and aviators and our allies, and to test weapons systems, the Navy will often use decommissioned warships for sinking exercises or sinkexes. Weapons are fired into the ship, inspections are conducted to judge the damage, and, finally, the hulk is allowed to be sunk. When communities request artificial reefs for restoring fish populations or creating a diving attraction, the Navy may donate a vessel to be sunk intentionally in the requested area.

Museum donation is another possible way for Navy ships to be disposed of. Historically significant warships are often put on donation hold status prior to disposal. If a nonprofit requests to have the ship transferred to their museum, they have two years to fill out a three-part application. This process is to demonstrate to the Navy that your organization will be able to maintain the vessel. The Navy can't just hand ships out, and has to protect themselves because if the vessel were to fall into disrepair it would both reflect poorly on the Navy, and leave the Navy with an unexpected expense to

repossess and again dispose of the vessel. Ten destroyers or destroy escorts have been saved as museum ships.

Besides forming a nonprofit, is there any way for you, a private citizen, to buy your old destroyer when the Navy is disposing of it? Probably not; however it has happened before. On January 3, 1920, several surplus destroyers, worn out from their Great War service, were sold from the reserve fleet at the Philadelphia Navy Yard to the Henry A. Hitner's Sons Company of Philadelphia. Some of those ships were scrapped, but some, including USS *Bainbridge* DD-1, USS *Truxton* DD-14, USS *Whipple* DD-15, and USS *Worden* DD-16 were sold into merchant service as motor fruit carriers to quickly transport fruit around the Caribbean. Some remained in service in this role into the 1950's.

Can you imagine the tin can you served on being repurposed as a banana boat? It made sense for these early destroyers since they were shallow enough to maneuver through the narrow fruit company waterways such as the Snyder Canal in Panama, and, with their old magazines and one of their boiler rooms turned into banana holds, they could transport as many as 15,000 stems of fruit.

No banana boat destroyers, civilian owned destroyers, or four stack destroyers survived to be turned into museum ships.

If you want to remain up to date on all things "museum ship" be sure to join our social media accounts by searching for HNSA, join us at the annual conference, and become a member. Members receive our publication Anchor Watch, and our electronic newsletter, "Fleet News," which both have updates on historic naval ship happenings. Please go to our website, HNSA.org, where you can join on-line. Annual individual memberships are Basic at \$35.00, Friend at \$85.00, Patron at \$160.00, and Life at \$500.00.

Please contact me to submit a story for a future publication at executivedirector@hnsa.org. This is a great way to get out to all what great things you are doing. Also contact me at that address if you have any interest about becoming a part of HNSA. To all members of Tin Can Sailors, please contact me with any questions and I look forward to working collaboratively towards helping what we all love and advocate: the preservation and missions of our historic ship museums.

*Thanks for your continued support,
Ryan*

Ryan Szimanski, Executive Director
Historic Naval Ships Association
ExecutiveDirector@HNSA.org

MAIL CALL

Dear Editor,

I reported aboard USS *Remey* (DD-688) 11 October 1961 at Boston Navy Yard. I held the rank of fireman as I had one year of reserve time. I was assigned to the ship fitter's shop. I was promoted to SFP 2nd class, E-5, within two years. Little did I know that I would accomplish so much more.

I would drag the welding and burning leads from focsle to after steering room to bridge and all four engineering spaces, welding and burning. I would become the on-scene leader of repair #3, working with DC3 Richard Gibson. We would do firefighting, flood control, atomic, biological and chemical warfare. This also included setting firehoses for ship wash down.

I would be assigned to main engine room (main control). I was introduced to FN Albert Harrison, who would teach me the throttles and did such a good job, I was placed on special sea and anchor detail as throttleman man engine room, on approval of MM C. Saben.

I would also stand lower-level pump watches. I always relied on machinists MM2 Jim Fridley and MM3 Jack Helgans, as they were good teachers and always backed me up. I would also stand check valve watches in boiler rooms.

Looking back, I may have been a better machinist mate than a ship fitter. Underway, I always had engineering watches 4x4 and 4x8, mostly the throttles (the wheels).

I didn't think anything else could happen. I was wrong. While on the main deck, I was approached by SFP1 Bell, leading PO of the ship fitter shop. He said to me, "Do you see the yard arm across the top of #2 stack?" I replied "Yes." "Well, the replacement bracket supports have arrived, and you will replace them." "But, Bell, that means I have to be hoisted up on bosun's chair." He said, "You got that right." That did happen, but that's a story for another time. This is enough for now.

Looking back, I must also thank our engineering officer, Lt. McCarthy. Through him, I was able to get a good feel for engineering. One incident while on throttle at about

0200, Lt. McCarthy entered main control, approached me, and asked, "Did you ever lock the propulsion shift while underway?" I replied, "No." He said, "You will learn now."

As I remember, the shaft would be brought to a stop by opening the stern steam turbine. Bringing the shaft to a stop, always watching steam pressure, so as not to lose propulsion pressure. Most important was to remember the exact steam pressure for lock in and lock out, while maintaining forward motion with opposite shaft. This was executed successfully. If I have any claim to fame at all, I may have been the only ship fitter to complete this evolution.

After the E5 exam, but not yet rated, another challenge came along. MM2 Reynolds, while both on watch aft engine room said, "You will soon be an E5, so I will start teaching you top watch now in charge of all engineering spaces."

Well, my two years on board were coming to an end, and I never did stand top watch, but wish I had. Looking back as many of us do, I loved it and wish I had stayed in for 20 plus years.

I always resented the supply division people because they didn't stand watch. Had I become a supply pencil-pushing, candy-____, I would have missed all that I accomplished.

Many years went by and I always missed the Navy. Fifteen years later, I rejoined the Navy Reserve. Since I was out for that amount of time, I reluctantly was reduced to E3. Fortunately, I was able to be promoted back to E5 Hull Technician 2nd class and retired at that rate. I wouldn't have it any other way.

One of my assignments while in the Navy Reserve was to USS *Estocin* (FG-15) at Newport, Rhode Island. There, I was introduced to HTI White and HTI Glant, skilled at their rate and good shipmates. Thank you. I also served on USS *Clark* (FFG-11) at Norfolk, Virginia before both ships were transferred from Newport, RI.

I can speak for many of us when I say, I wish I could do it all again.

I received a placard as a gift from a dear friend which reads: Memories of the sea still linger in me.

Jim Merhmann HT2 USN (Ret.)

Nautical Challenge *Answers from page 3*

1. The Navigation bridge is the semi enclosed compartment from which maneuvers are directed when underway?
2. Mainmast is normally the highest structure above the main deck?
3. Spaces in the Navy ship identified as standardized 4 part designations commonly called compartment numbers.
4. The decks above the main mast are numbered in increasing order up from the main deck/ numbered in sequence down from main deck
5. Officers' country is the collective term applied to officer's living quarters on board a Navy ship?

Meetings Schedules

Please confirm with contact person for the event you plan on attending.

SCOTTSDALE, ARIZONA

Meetings for DESA (Destroyer Escort Sailors Association)/ John C. Butler Chapter meet on the 2nd Monday of each month at the American Legion Post #44, 7145 E. 2nd St., Scottsdale, AZ 85251, at 1100 for a no-host lunch. Tin Can vets welcome!

NORTH TEXAS, DESRON 1

Meeting on the 3rd Tuesday in March, June, September, December (quarterly meeting/bull session) at the Dixie House Cafe on Lancaster Ave, Fort Worth TX at 12 noon. Bring an appetite and your favorite sea stories. Contact Rick Cubbins 757-912-3691 for more info.

SAN ANTONIO, TEXAS AREA

A monthly gathering of destroyer and cruiser veterans (joint meeting of TCS DESRON2 and USN Cruiser Sailors Association) is held at Las Palapas Mexican Restaurant (4802 Walzem Road in NE San Antonio) at 11:00 a.m. on the 2nd Monday of the month for lunch and camaraderie. Destroyer vets should contact T. Noel Osborn (210) 641-7733. Cruiser vets should contact George Keith (210) 609-2826.

LAGUNA HILLS, CALIFORNIA AREA

Meets every Friday morning for breakfast at 0730 at The Snooty Fox Restaurant, 23028 Lake Forest Drive, Laguna Hills, CA. 8 am. All military welcome.

OHIO/KENTUCKY/INDIANA

Tin Can Sailor OKI veterans getting together in south-western Ohio to share old sea stories, pictures and a few laughs. Meetings will be on the 4th Thursday of each month at 2:00p.m. at Ross Community U.M. Church, 2943 Hamilton Cleves Road, Hamilton, OH 45013. There will be no meeting in December. For further information please check our Facebook Group page or call Phil at 513-868-2338 or Wayne at 513-896-5851.

TOMS RIVER, NEW JERSEY

The Tin Can Sailors (TCS) / Destroyer Veterans (DESVETS) of New Jersey meets on the 3rd Wednesday of every month at 12 noon. Our meetings are held at the George P. Vanderveer, American Legion Post #129 located at 2025 Church Road, Toms River, NJ. For more information you can email us at commander@tcs-desvets-nj.org, visit our website at www.tcs-desvets-nj.org, or call us at 732-630-1855.

MONTGOMERYVILLE, PENNSYLVANIA

North of Philadelphia meeting from 9 to 11 a.m. on the 2nd Tuesday of the month at the Michaels Family Restaurant in Montgomeryville, PA located at 709 Bethlehem Pike (SR 309), Montgomeryville, PA. (215) 368-9909

SOMERSET, MASSACHUSETTS

The Volunteers at Tin Can Sailors headquarters in Somerset, MA invite local area members to a Coffee & Donut Get Together on August 10th, and November 9th at 9:00am. Please come and share your stories and visit our Library. Bring your own photos and memorabilia and get ready to share some sea stories. The TCS Offices are located at 1077 County Street in Somerset in the same plaza as the Post Office. Please call the office at (508) 677-0515 if you wish to attend or if you have questions.

NEW PORT RICHEY, FLORIDA

Florida Naval Sailors Association meets at 1p.m. the 1st Saturday each month in New Port Richey, Florida at the American Legion Post #79, Veteran Way and Legion Place. USN-USMC-USCG-US MERCHANT MARINE-US ARMY AMPHIBS are all welcome as Military Sea Service Veterans. There is also a weekly breakfast meeting each Wednesday at Susie's Too, 8010 Old County Rd. 54, North Port Richey, FL. Contact Mike Trowse at (256) 655-2700 for more information. Come Join Us!

GOOSE CREEK, SOUTH CAROLINA

The Tin Can Sailors of Goose Creek meet the 4th Wednesday of the month at 19:00 at American Legion Post 166, 116 Howe Hall Rd., Goose Creek. All Tin Can and Destroyer Tender Sailors welcome. Contact Rick Bernard at (843) 553-5454 or adjutant@alp166sc.com for more information.

VENICE, FLORIDA

Tin Can Sailors Squadron, meet at the Moose Lodge, 111 N. Auburn Rd. Venice FL 34292. We meet on the second Thursday of each month at 11:30 AM. All US Navy, US Coast Guard or Royal Canadian Navy Veterans who have served on board a Destroyer, Destroyer Escort, Frigate or Auxiliary Ship are welcome to attend and join. Contact Jim Gersch at (715) 642 2503, jim.gersch@gmail.com

Asiatic Squadron Homeward Bound

Fifty years ago, on 29 July 1970, the ships of Destroyer Squadron Three departed Yokosuka to return to the States, ending a decade-long program in which two destroyer squadrons rotated two-year periods homeported in Yokosuka.

This program had begun in 1960 when Destroyer Squadron Three changed homeport from Long Beach, California to Yokosuka. In 1962 DesRon Nine replaced DesRon 3. DesRon 3 returned the favor in 1964, then DesRon Nine in 1966, and finally DesRon 3 in 1968. That pattern came to an end in 1970, when no squadron immediately replaced DesRon 3, as part of some significant reorganizations happening throughout the Navy.

The Asiatic Squadron

The sailors of these squadrons often referred to themselves as “The Asiatic Squadron,” reminiscent of the Asiatic Fleet that had existed prior to World War II, although this was not an official designation.

This squadron rotation provided significant advantages to the Navy. First of all, the transit from West Coast homeports to the Western Pacific took about three weeks, so each typical six-month cruise to WestPac only provided a little over four months of useful presence, and a U. S. based destroyer might only do one six-month cruise every two years or so. More importantly, the readiness and proficiency of ships crews is at its highest level during active deployments and deteriorates during protracted periods in stateside homeports with distractions like overhauls, large personnel turnover and family dynamics. The Asiatic Squadron provided the Seventh Fleet with a core force of known proficiency.

By J.B. Hall, USS *George K. MacKenzie* (DD-836)

The experience of the Asiatic Squadron sailor was different. Married sailors, if senior enough (E-4 over four years of service and E-5 and above, aka “lifers”), could have their families transferred on permanent change of station orders to Yokosuka. Some WestPac sailors married Japanese women and enjoyed living “on the economy,” which was financially feasible in the days of 360 yen to the dollar. Unmarried sailors, and those too junior for accompanied tours, would be separated from their stateside families and friends for the entire two-year period. The peculiar attractions of WestPac liberty ports were attractive to many. Some WestPac sailors liked the duty well enough that they would arrange exchanges of duty, or “swaps,” between the squadrons so that they could remain homeported in Yokosuka for more than two years.

Operational Tempo

The operational tempo for the Asiatic Squadron was pretty active. The 1960-62 “two-year-cruise” had typical peacetime/Cold War operations, often conducted by an entire destroyer division, that included screening for attack carrier task groups, type training with other destroyers that might include antisubmarine warfare or anti-air



Ships of Destroyer Division 32 tied up at Yokosuka, Japan. Just minutes after this picture was taken the ships were underway for home, concluding more than 18 months off the coast of Vietnam. Seen are USS Henry W. Tucker (DD-875), USS Rupertes (DD-851), and USS George K. MacKenzie (DD-836). Naval History and Heritage Command.

warfare exercises, and month-long assignments to the Taiwan Patrol a couple of times a year. The ships typically returned to Yokosuka every month during this cruise, although an occasional two-month period away might occur. For several of the destroyers this first two-year-cruise actually lasted an extra six months, as they remained in WestPac even after DesRon 9 arrived, until their shipyard dates for FRAM conversion approached.

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SQUADRON*

In 1964 things changed. DesDiv 32 had as its first assignment a Taiwan Patrol for a little over a month. They returned to Yokosuka the same day as the Tonkin Gulf Incident, 4 August 1964, and then were immediately sent to the South China Sea. This began a pattern that would continue for the rest of the decade in which ships would typically spend about two months away from Yokosuka, mostly in Vietnam, but sometimes also in Taiwan or elsewhere, with brief visits to Subic Bay for upkeep and to Hong Kong or Taiwan for liberty. This would be followed by a couple of weeks in Yokosuka, and then another two months away. Being homeported in Yokosuka did have the advantage of usually being scheduled in Yokosuka for Christmas and New Year's while the six-month-cruise ships remained at sea.

The 1968-70 cruise followed this tempo, with operations mostly in Vietnam operating with carriers on Yankee Station, performing picket duty on SAR and PIRAZ stations off



The USS Mattaponi (AO-41) at anchor. Photo courtesy of Gerhard Mueller-Debus.

North Vietnam, conducting strikes against North Vietnam in Operation Sea Dragon, performing Naval Gunfire Support in South Vietnam, conducting the occasional Taiwan Patrol, and maintaining a presence near Korea after the Pueblo and EC-121 incidents.

DesRon 3 in 1968-70

The composition of the squadrons varied during each rotation. Five *Gearing*-class destroyers made all three of the two-year-cruises with DesRon 3: USS *George K. MacKenzie* (DD-836), USS *Rupertus* (DD-851), USS *Leonard F. Mason* (DD-852), USS *Henry W. Tucker* (DD-875) and USS *Orleck* (DD-886). Each of these ships also made a six-month cruise during the 1966-68 period homeported in Long Beach. This resulted in most of these ships spending seven full years of the 1960s deployed to WestPac. (None of these ships made a deployment during the 1962-64 period – they all spent most of that period undergoing their FRAM I conversions at various shipyards.)

For the 1968-70 cruise the remainder of the squadron



The USS Waddell (DDG-24). Photo by PHC C. C. Curtis.

was composed of newer and more capable ships: squadron flagship USS *Sterett* (DLG-31) and USS *Mahan* (DLG-11) of DesDiv 31 and division flagship USS *Waddell* (DDG-24) of DesDiv 32.

Homeward Bound Transit

The homecoming transit would be unusual. Prior to the Vietnam War it had been common for Destroyer Divisions to deploy and return together as a unit. It was not as common for entire Squadrons to do so, although it happened occasionally. By this time most destroyer deployments were individually scheduled, not as divisions. DesRon 3 ships had deployed from Long Beach to Yokosuka two years earlier singly or in pairs spread out over an entire month. On the morning of 29 July all of the ships of DesRon 3, except *Mahan*, got underway together, and as they shifted colors, they unfurled the Homeward Bound Pennant from their mastheads. (*Mahan* had another assignment and came home via Australia.)

The Homeward Bound Pennant is a Navy tradition. A ship that has been deployed away from the United States for nine months or longer is authorized to display the Homeward Bound Pennant in the place of the Commission Pennant. It is of similar design to the Commission Pennant, but with significant differences: the white stars on a blue field at the hoist include one star for the first nine months and an additional star for each additional six months, and the red and white fly of the pennant is one-foot long for every member of the crew who has been deployed for nine months or longer. This makes a very long pennant, 200 feet or so for a destroyer. Helium balloons are used to keep it aloft.

The squadron steamed out of the Yokosuka harbor and out of Tokyo Bay to the sea. They would steam together to Pearl Harbor, skipping the usual fuel stop at Midway by refueling at sea from oiler USS *Mattaponi* (AO-41) on 3

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August. They entered Pearl Harbor together on 6 August, Homeward Bound Pennants streaming, and enjoyed three days in port. On 9 August the squadron again got underway together and departed with Homeward Bound Pennants streaming and headed for San Diego, their new home port.

Welcome Home

On Saturday, 15 August the squadron passed Buoy 1SD at about 0800 and streamed the Homeward Bound Pennants for the final time for entry into San Diego. We made our way past Point Loma, Shelter Island and North Island Naval Air Station, past downtown San Diego and under the one-year-old San Diego - Coronado Bay Bridge, to the Naval Station San Diego at 32nd Street and our destination, Pier 6, which had, most unusually, been mostly cleared for our arrival together. And Pier 6 was full of people, including Governor Reagan, Senator Murphy, some flag officers, the COMCRUDESPAC Band and a couple of thousand family members. Many Vietnam Veterans failed to receive any "welcome home." We were welcomed appropriately.

Recognition

DesRon 3 and its ships and staffs were awarded the Navy Unit Commendation for the 1968-70 cruise. They also received six engagement stars for their Vietnam Service Medal for Campaigns VIII through XIII, and the Armed Forces Expeditionary Medal for Korea, and those who participated in Operation Sea Dragon received the Combat Action Ribbon.

Subsequent Forward Deployed Squadrons

So ended the practice of rotating two destroyer squadrons to the Yokosuka home port. No squadron immediately replaced DesRon 3. A year or so later DesRon Fifteen moved to Yokosuka and is still homeported there today. But there is no regular squadron or ship rotation. Destroyers are assigned to DesRon 15 for several years at a time and rotate back to the States individually as needed. Destroyer Squadrons are also permanently assigned to Rota, Spain and to Singapore.



The USS Mahan (DLG-11) Photo courtesy of Chris Howell.

MAIL CALL



Dear Editor,

Although this card was printed by my wife as a Christmas card in 2021, we are so proud to have been in the U.S. Navy and on a destroyer. Sometimes it brings tears to my eyes. The picture is of myself and my wife Cher. The other male on the ship is Bob Day, machinist mate, who served on a river boat in Vietnam and was the best man at our wedding 53 years ago.



When I read the poem I get tearful when it's read, and proud.

Arnie Clark YN2
USS *Vesole* (DD-878)

Dear Editor,

I was the bantamweight in college for the Rutgers University boxing team. After graduation in 1943, my college roommate and I went to the recruiting station close by to enter OCS. They took my buddy, but told me to go home eat bananas, drink beer, and then return. Minimum weight for a Navy officer then was 126 pounds. My fighting weight was 118. No way could I put on 8 pounds!

I enlisted, spent a year in Navy schools including five months in the Pacific Islands (Treasure and Goat, in San Francisco Bay) and then was assigned to the USS *Sigsbee* (DD-502) as RT 3rd class (later ETM).

After the war ended, we were sent to Philadelphia for Navy Day, October 1st. At Colon, Panama, the western entrance to the Panama Canal, I was assigned to Shore Patrol duty in a Panama house of prostitution. Join the Navy and see the world!

The *Sigsbee* was kamikazed while I was en route to join her, so I was forced, I tell you, to spend most of my war in Hawaii during repairs.

Bill Suter
USS *Sigsbee* (DD-502)

80th Anniversary Celebration

From: Executive Director, USS KIDD Veterans Museum

FOR IMMEDIATE RELEASE

USS Kidd Veterans Museum Launches 80th Anniversary Celebration of the Famed *Fletcher*-class Destroyers

The USS Kidd Veterans Museum, home to the historic WWII destroyer USS *Kidd* (DD-661), is kicking off a coordinated, international celebration of the venerable *Fletcher*-class of destroyers on the occasion of the surviving ships' 80th anniversary. Out of 175 *Fletcher*-class destroyers originally built and commissioned by the U.S. Navy between 1942-1945, only 4 remain as museum ships: the USS *Kidd* in Baton Rouge, LA; the USS *The Sullivans* (DD-537) in the Buffalo and Erie County Naval & Military Park in Buffalo, NY; the USS *Cassin Young* (DD-793) in the Boston National Historical Park in Boston, MA; and the USS *Charrette* (DD-581), renamed *Velos* (D16) in the Hellenic Navy, in the Museum of Anti-Dictatorial Struggle in Thessaloniki, Greece. A fifth ship, the USS *Johnston* (DD-557), was sunk in the 1944 Battle off Samar in the Philippine Sea and is included in this celebration because she has, since her wreck was discovered in 2021, educated historians (like Parks Stephenson, the Executive Director of the USS Kidd Veterans Museum, who helped locate and survey the wreck) with previously unknown stories about her final battle, known popularly as "The Last Stand of the Tin Can Sailors," after the best-selling book of the same title written by noted naval historian James Hornfischer.

Special events will be held aboard each of the participating ships on the anniversary of their respective commissioning dates, which begin with USS *Kidd*'s commissioning date of 23 April, followed by *Velos* (18 May), USS *The Sullivans* (30 September), USS *Johnston* (27 October) and USS *Cassin Young* (31 December). All of these *Fletcher*-class destroyers had commissioning dates in 1943.

On each anniversary date, each of the participating ships will fly a unique flag from the ship celebrating that day. For example, USS *Kidd*, known during WWII and the Korean Conflict as the "Pirate of the Pacific," was authorized by the U.S. Navy to fly a skull-and-crossbones pirate flag during her active-duty career. On 23 April, all of the participating ships flew a pirate flag to

commemorate USS *Kidd*'s anniversary. This activity will repeat for each of the other ships during their respective anniversaries. Information about all of the ship's histories will be presented at each of the participating ship locations on the same date.

Topics relating to the history of the *Fletcher*-class of destroyers and the naval war fought by the destroyers will be discussed by the museum caretakers in a special podcast on the day of each anniversary. The podcast series will be hosted by YouTube channel HistoryX (@HistoryX) and simulcast on the respective museum YouTube channels.

Each museum ship's anniversary day will also include local events for the public. For the USS *Kidd*'s anniversary on 23 April, a birthday cake donated by "Nothing Bundt Cakes" was served to ticket holders. Guests who are 80 years old (no transfer) will be given free admission to the Museum. Other activities, some involving international collaboration, are in the planning stages for later in the year.

The USS *Kidd* Veterans Museum thanks its community and supporters for their ongoing commitment to preserving this important piece of American history. With your help, the museum can ensure that the USS *Kidd* remains a vital and inspiring symbol of the sacrifices made by our nation's military for generations to come.

For more information about the fundraising campaign or to schedule a media interview, please contact Parks Stephenson at (225) 342-1942 or executivedirector@usskidd.com.

About the USS Kidd Veterans Museum:

The USS Kidd Veterans Museum is a non-profit organization dedicated to preserving the legacy of the USS *Kidd* (DD-661), a World War II-era *Fletcher*-class destroyer. The museum offers immersive experiences and educational programs that engage visitors of all ages in the history and contributions of the United States Navy. For more information, please visit www.usskidd.com.



SHIP'S STORE



NEW!

Defenders of Freedom T-Shirt

100% ring spun cotton. Machine washable. Proudly printed in the U.S.A.

Item: C-7DF \$22.00

M, L, XL, XXL



NEW!

U. S. Navy Logo T-Shirt

60% Cotton 40% Polyester. Officially licensed by United States Navy.

Runs Small.

Item: C-7NE \$22.00

M, L, XL, XXL, XXXL

NEW!



Black "Freedom is Not Free" Ballcap

Item: C-FRE \$18.00



SALE

Bracelet with Anchor Charm

Item: J-31

Regular Price \$15.00

Sale Price \$10.00

Rhodium plated bracelet with cast pewter metal charm. Charm has a silver anchor with a blue background on one side and "I (Heart) My Sailor" printed on the other.



SALE

DesVets Mask

Item: M-115

Regular Price \$14.00

Clearance: \$10.00



NEW!

American Flag and Anchor Patch

Item: M-130 \$6.00

MAIL CALL

Dear Editor,

After I read an article about U.S. oil tankers, I remember my ship, the USS *Mispiration* (AO-105). As I wrote before, she was the biggest oil tanker off Vietnam in 1966-68. We refueled about 570 U.S. ships in a six-month period.

We carried about 8 million gallons of oil, JP-4 and JP-5. My job was to record usage or how much each ship received. We refueled at Subic Bay, Philippines.

What I always remember was the carrier, USS *Enterprise* (CVAN-65) was nuclear, but I think some new carriers after her ran on oil. A nuclear ship gets refueled in 15 or 20 years. Oil carriers get about 1 million gallons every week or two.

Also, newer destroyers had flat bottoms and I think the older ones had a curved bottom. One time, we refueled a destroyer in a storm with a flat bottom and the back of the destroyer was about 5-10 feet from our ship.

I wanted to mention also that we were docked in Long Beach, California, when they were building the bridge from Long Beach to San Pedro, California. Before that there was a drawbridge.

We were docked there and every so often, John Wayne's (the actor) boat would pass by. I think he had an old minesweeper.

Also, at this time, around 1966-67, the Queen Mary was docked next to us to be overhauled. They put her on huge wooden blocks and she had four huge propellers. After that, they docked her in Long Beach and she became a museum.

After my time was up, I flew out of the Philippines in 1968. From Subic Bay to the airport, we drove through the Death March road where American prisoners from World War II marched. It was still a small country road.

Thank you,

Ruben Santellan SK3
USS *Twining* (DD-540)
USS *Mispiration* (AO-105)

MAIL CALL

Dear Editor,

I have the original of this memorial service for the crewmen lost in the collision between the USS *Floyd B. Parks* (DD-884) and the USS *Columbus* (CA-74) in March 1956. I was impressed with the detailed moving message and thought it would be of interest to our members. It is as follows:

AT 4 PM MANILA TIME TODAY 12 MARCH 1956, IN THE SAPPHIRE BLUE WATERS OF THE PACIFIC ABOUT 200 MILES WEST OF MANILA, OVER 1000 OFFICERS AND MEN BOWED THEIR HEADS AS THEY STOOD IN PRECISE FORMATION UPON THE DECKS OF THE HEAVY CRUISER USS COLUMBUS, THE DESTROYER USS FLOYD B PARKS AND THE FLEET OCEAN TUG USS MUNSEE. THE SOLEMN CEREMONY WAS IN THE HONOR OF TWO FELLOW MEMBERS OF THE UNITED STATES NAVY, JACKIE EUGENE JOHNSON AND WILLIE LEWIS LIPSCOM, WHO HAVE BEEN MISSING FROM THE PARKS SINCE THIS SHIP WAS IN COLLISION WITH THE COLUMBUS SEVERAL HOURS BEFORE SUNRISE ON MARCH 11 TH MANILA TIME.

PRIOR TO COMMENCEMENT OF THIS MEMORIAL SERVICE THE COLUMBUS WAS POSITIONED CLOSE ABOARD THE PORT QUARTER OF THE FLOYD B PARKS. LOUDSPEAKERS WERE SET UP ALONG THE STARBOARD SIDE OF THE COLUMBUS IN ORDER THAT THE CREWS OF THE SHIPS WHICH SUFFERED THE ACCIDENT MIGHT JOINTLY PARTICIPATE IN THIS TRADITIONAL NAVY EXPRESSION OF TRIBUTE TO ITS MISSING MEN.

THE FOCAL POINT OF THE CEREMONY WAS LOCATED ON THE FORMAL QUARTERDECK OF THE USS COLUMBUS, WHERE THE CRUISERS FORTY MAN MARINE GUARD AND ALL THE SHIPS OFFICERS WERE ASSEMBLED IN FULL DRESS UNIFORM. UPON THE DECKS OF THE THREE SHIPS RANKS UPON RANK OF SAILORS CLAD IN DRESS WHITE UNIFORMS SILENTLY STARED AS THE SETTING SUN CAST THEIR SHADOWS ON THE SEA. THE STRAINS OF THE HYMN QUOTES NEARER MY GOD TO THEE UNQUOTE DRIFTED OVER THE NARROW EXPANSE OF WATER SEPARATING THE VESSELS AS THEY STEAMED SLOWLY THROUGH THE DUSK WITH COLORS FLYING AT HALF MAST.

AS THE LAST ORGAN NOTES FILTERED THROUGH THE COLUMBUS LOUDSPEAKERS, THE MEMORIAL SERVICE WAS OPENED BY REAR ADMIRAL FRANCIS D MCCORKLE US NAVY COMMANDER CRUISER DIVISION THREE UNITED STATES PACIFIC FLEET. SPEAKING FROM THE QUARTER DECK OF HIS

FLAGSHIP, ADMIRAL MCCORKLE PAID TRIBUTE TO THESE FINE MEN WHO HAD REPORTED ABOARD THE USS FLOYD B PARKS TOGETHER ON 30 SEPTEMBER 1952. CALLING ATTENTION TO THEIR CONTINUING RECORDS OF SPLENDID ACHIEVEMENT, THE ADMIRAL EMPHASIZED THAT BY THEIR FAITHFUL AND SKILLFUL SERVICE, THESE MEN REFLECTED CREDIT UPON THEMSELVES, OUR NAVY, AND THE UNITED STATES, AND THAT THEIR EXEMPLARY DEVOTION TO DUTY HAD EARNED THE GRATITUDE OF A THANKFUL NATION.

IMMEDIATELY FOLLOWING THE MEMORIAL REMARKS OF COMMANDER CRUISER DIVISION THREE, CHAPLAIN CARL W HERRICK LT CHC USN OF THE USS COLUMBUS CONDUCTED THE FORMAL RELIGIOUS RITES WHICH TRADITIONALLY CHARACTERIZE A NAVY CEREMONY ON SUCH AN OCCASION. FOLLOWING THE BENEDICTION THE CREW OF ALL THREE SHIPS SNAPPED TO ATTENTION AND WHILE THE ENTIRE COMPANY ABOARD EACH CAME TO A STIFF HAND SALUTE, THE MARINE HONOR SQUAD FIRED THREE RIFLE VOLLEYS TOWARD THE SUN SETTING BEHIND THE SHIP OF THE MISSING MEN. SEAMAN JOHN W RANISH, SHIPS BUGLER, CONCLUDED THE CEREMONIES BY PLAYING TAPS.

Thank you,

M.E. Nicholson

USS *James E. Kyes* (DD-787) 1957-1958

Reprinted from
All Hands magazine | March 1950

Navy Strength 415,600 At the Start of 1950

Navy strength stood at 415,600 at the start of 1950. This represents a drop of about 5,000 from the previous month's total of 420,100.

During the month of December 1949, 8,137 men were recruited into the Navy. Of these 6,863 were former sailors who reenlisted immediately upon discharge, 670 were first enlistments and the remaining 604 were other enlistments.

The Marine Corps over the same period listed a total of 1,343 men recruited. Of this number, 735 were first enlistments, 472 were immediate reenlistments and the remaining 136 were other reenlistments.

Total strength of the Corps stood at 81,200 at the end of the year.

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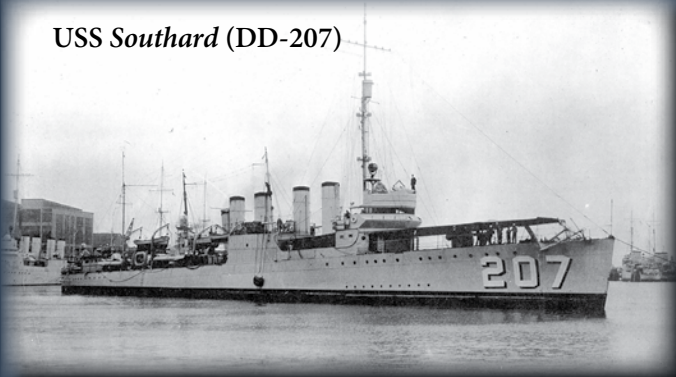
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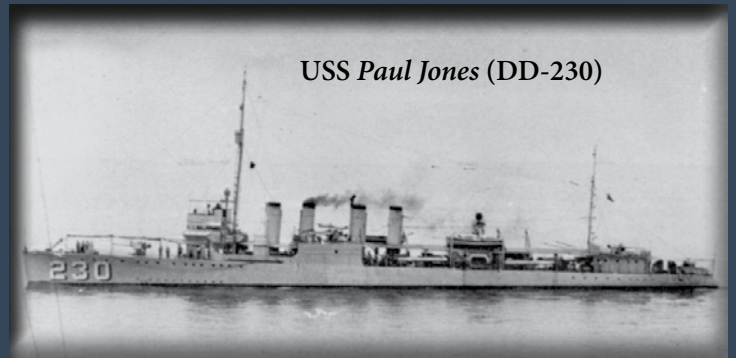
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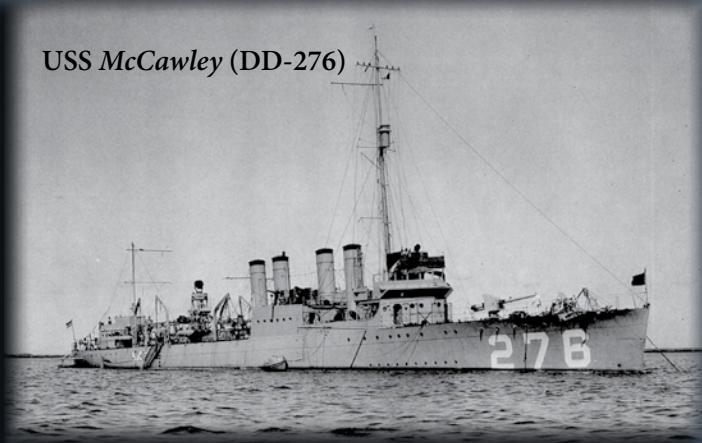
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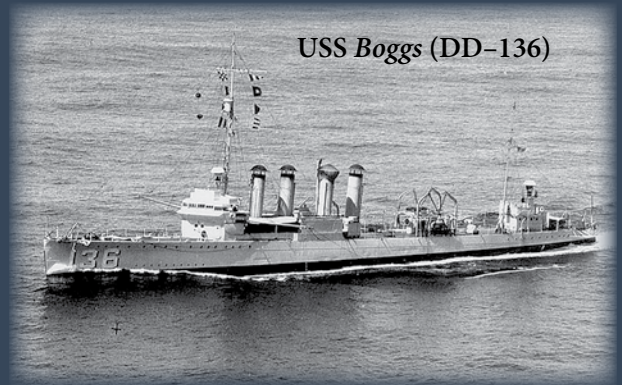
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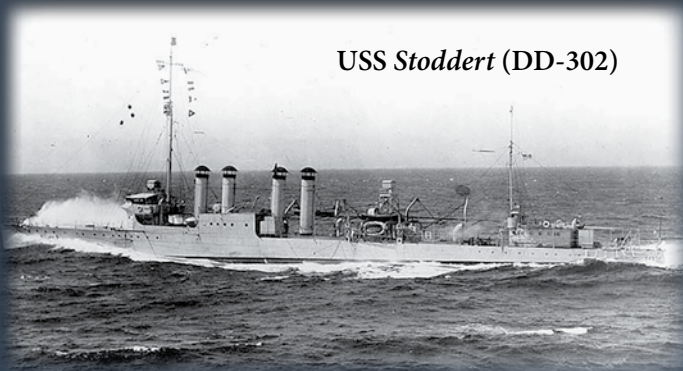
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