

BULLETIN BOARD OF GENERAL INTEREST

1. **Web site.** The new Ozbourn website is now in operation following a lengthy reconstruction period. Most notable is the new newsletter section which displays all back issues on command with the most recent in living color. Check it out, I think you will be impressed. Go to www.ozbourn.org and click on NEWSLETTERS. Our thanks to new member Jim Smith of Tip-ton, IN who did the laborious job of scanning all the back issues to disk so that they could be displayed on the website.

2. **New slate of Association Officers nominated.** Following are the names of officers that will be placed in nomination at the business meeting to be held during the reunion in Charleston. The nominees are:

- a. President: Rudy Boff incumbent
- b. Vice President: Ken Keene incumbent
- c. Corresponding Secretary and Editor of Fireball: Richard Johnson
- d. Recording Secretary: Bill Jones incumbent
- e. Treasurer: Richard Clark

3. **Dues.** A two digit number on the mailing label of the newsletter is the key to your dues status. For example, the numbers **06** would indicate that you are paid up through calendar year 2006. Any discrepancies should be reported to Recording Secretary Bill Jones ASAP. No late dues notifications will be sent. The Treasurer will gladly accept additional years dues.

4. **Norman Blaisdell's Colt .45 Cal. Pistol.** CDR. Norman Blaisdell was C.O. of Ozbourn during the years 1947-1948. His personal Colt .45 Cal. Pistol is offered for sale in the settlement of the estate of his son who recently died. The piece is an original US Army Colt .45 Caliber Pistol, serial number 441513. Markings include "Model of 1911 US Army" on one side and "Colt Mfg. Hartford, 1913" on the other. It has wooden diamond checked grips, original bluing and the action is tight and crisp. A rare gun, in good condition, 92 years old and very collectible. Interested parties may contact the representative for the estate, Robert Stark, at artexc@yahoo.com. This announcement is provided as a service only and is not an endorsement of the item offered.

5. **Novelist seeks input.** Shipmate John Denham reports that he is nearing completion of his novel about destroyers during the period 1945-1975 which features many Ozbourn involvements and makes the following request, " As I approach the Vietnam era in the book, I would like to have some of the crew of the 1969-1975 time frame pass me any items they would like to have mentioned." Inputs may be sent to John by email at jdenhamone@astound.net. His mailing address is John G. Denham, 2749 Grande Camino, Walnut Creek, CA 94598-3512.

6. **Cruise Book.** New member Sam Bartlett of Baytown, TX has kindly loaned his cruise book of the 1957-1958 South Pacific cruise to the Association.

7. **Werner Cohrs donation.** Shipmate and plank owner Werner Cohrs has donated a packet of photos and other information connected with the pre-commissioning detail at Bath Iron Works in 1945-1946 and the commissioning ceremony at Boston Navy Yard. These are the earliest photos of Ozbourn that have come to light. Keep your eye on the Fireball to see what it contains.

<u>Welcome Aboard</u>			
Sam Bartlett	QM3	(57-58)	Baytown, TX
Ken Costilow			Virginia Beach, VA
Robert G. Davis	RM2	(61-63)	Las Vegas, NV
John Moriarty	LT (jg)		Long Beach, CA
Ron Riley			Coquet, NM
Herman Rose	TMO3	(70-73)	St. Joseph, MO
Dan Betinec	FTG3	(65-67)	Tampa, FL

A hearty welcome to you all. We hope you will become active members, come to a reunion and get involved.

Officers of the Association

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W.D. Minter (52-55)
Texarkana, TX

We're on the Web
at
www.ozbourn.org



Taps for Shipmates

James C. Alwert	SOSN	(47-50)	21 October 2004	North Vernon, IN
Jimmie O. Hanson	QM	(52-55)	2 April 2005	Yuma, AZ
Albert Kozischek		(61-62)	14 February 2004	Huntington Beach, CA
Lonnie Mclawhorn	RD2	(49-51)	1 February 2005	Durham, NC
Salvatore Mineo		(51-52)	6 December 2000	Utica, NY
Jerry Rost	SO2	(63-65)	February 2005	Seymour, MO
Donald J. Sanders	RMSN	(53-55)	11 April 2005	Sierra Vista, AZ
Earl A. Thomsen	S2	(45-46)	17 March 2005	Brandon, VT (Plankowner)

Lest We Forget

MAIL CALL



Earl Thomsen

It is with sadness that I share the news that Earl A. Thomsen died on March 17th. He was proud to have been a plank owner on the USS Ozbourn.

He wore his Ozbourn cap wherever he went. On one of our visits to the Dartmouth Medical Center, two young boys about 10 years old approached Earl and asked if he had been in the Navy. Earl enjoyed sharing some conversation with them. One of the boys was carrying a very large binder and the other a bag of newspapers. Upon my questioning them they reported they were saving clippings about the war in Iraq and placing them in the binder. They said they thought they would want to have this record for when they will be older.

I just checked the address label and noted that Earl had not renewed for 2005. Under separate cover I shall mail you the membership fee. I enjoy reading the newsletter as much as Earl did.

Mrs. Lillian Thomsen

Thank you for your generous remarks regarding the newsletter and please accept our sincere condolences. Ed.

Thanks for the memories

Thank you for the nice "Spotlight" article in the last issue and also for sending me the photo of King George V inspecting the crew of the USS Washington at Scapa Flow, Scotland in June of 1942. I was in one of the groups on the fantail that day near the Kingfisher seaplanes. We had three of them, two on catapults and one on deck. Watching recovery of a seaplane out at sea is exciting. First, a sled is placed overboard on a cable and then the ship makes a wide swing around in a circle and the water within that circle is as smooth as any pond on a quiet day. So the plane lands on this smooth water and taxis up to the ship and onto the sled where a hook is lowered from the crane and the crew hooks up and the plane is hoisted aboard.

When we were over in British waters we had to do our own mine sweeping using paravanes that were swung over the side



on each side of the bow of the ship. Battleship duty is much different than destroyer duty.

I am getting to feel much better as time goes on and I am driving again. I missed the last reunion but hope to see you and the old gang again in Charleston later this summer.

Paul Hecht EM1 (46-47)

It was an honor and my pleasure to present your bio in the Fireball. Your service during WWII is an inspiration to us all.

Ed.

Callin' and Haulin'

With reference to the "You Call, We Haul" banner (See Jan. 05 Fireball), it is neither "Bill" nor "Wells" Fargo. The actual sign was just "W. Fargo".

Attached photo, taken from a video tape shows it clearly. I recall that the motivation for the banner was that Captain Fargo was ready and willing to volunteer the services of Ozbourn to any ship in need or tasks to be done and the banner was a good natured reflection of our activities. As an ET, we were subject to a call from the bridge whenever another ship in the Task Force needed assistance. On a more personal basis, one day outside Wonsan harbor, a minesweeper had reported that their radar system had a problem. Captain Fargo volunteered my services and we separated from the Task Force. After I was put over the side, the Ozbourn was soon gone over the horizon. It wasn't the most comfortable feeling being on a minesweeper off the Korean coast. Later that day, Ozbourn returned to pick me up and it sure felt good to get back on board a "big ship" again.

I believe that although we kidded about "You Call, We Haul" at the time, it was a special feeling and we all felt proud that we were able to help support our sister ships where we could in a time of need.

(MAIL CALL on page 6)

LCDR H. Barr Palmer USNR, XO Ozbourn 1951, Part 4

After his tour as XO **Ozbourn**, Barr Palmer was detailed to duties involving the organization, testing and deployment of the nations' burgeoning nuclear weapons programs commencing in late 1952. Following duty with the Armed Forces Special Weapons Project he moved over to the Staff of Commander Service Force, Pacific Fleet where he had responsibility for the logistic movement of all naval nuclear weapons material in the Pacific Fleet areas.

Before proceeding to the next part of his story a re-cap of the state of world affairs in the early 1950's might prove helpful. Tension between the United States and the old Soviet Union and China intensified as those nations continued to aggressively pursue their policy of Communist expansion throughout the world in general and in Asia in particular. High level U.S. policy makers, particularly Admiral A. W. Radford, USN, the chairman of the JCS, took steps to pre-position nuclear weapons as close as possible to the Asian landmass in order to counter the threat. This was a highly controversial concept as Japan had established a non-nuclear status following the end of U. S. occupation in 1952. Nevertheless, the decision was made to deploy weapons on the islands of Chichi Jima, Iwo Jima and Okinawa and it was a closely guarded secret until the relatively recent declassification of government documents revealed the extent of United States nuclear weapon deployments during the Cold War.

We pick up the narrative at Futami Bay, Chichi Jima where Barr Palmer has just arrived in an amphibian aircraft carrying the very first nuclear components to be placed in storage on the island.

After landing in the bay the aircraft taxied over to the ramp and was pulled up to a cleared area on the beach at the shore end of the ramp. Upon deplaning we were surrounded by a group of rather strange looking indigenous people, obviously of many mixed races. Most were curious youngsters but some of the elders hung back and it was easy to note concern on their faces. No other seaplane had landed under these conditions so they felt something unusual was going on and they were right.

Immediately after arrival at Chichi Jima and for the next three days the experience was about as unusual as one could imagine. I was met by CDR. Earl Bronson, a rather weather beaten submariner, the C. O. of the U. S. Naval Facility. I introduced myself and his first words to me were, "for Christ's sake, what in hell is going on?" I told him that was the reason I was here and could explain the whole thing as soon as we could get a little privacy. After setting up a security area around the aircraft we boarded Bronson's jeep and together with the pilot, McWaddy, we headed to the headquarters and I got my first chance to look over the facility. Bronson explained that Chichi Jima was a Japanese stronghold during the war and was a haven for their submarines. After the war we occupied the facility and the entire area became a United Nations Trust Territory under CINCPAC jurisdiction and

he, Bronson, was the designated U. N. Trust Officer for the area. Once in his office, he vented his wrath at the people on the Commander Naval Marianas (COMNAVMAR) staff for not keeping him apprised of the nature of the weapons transfer to the island. Apparently, there was no capability for him to receive and decode classified message traffic so all correspondence of that nature was brought in by courier on the supply seaplanes and he had not been informed of my visit.

I briefed him on the whole situation and told him I had no idea why there was such urgency attached to the operation. Bronson remarked that he had an idea that it was somehow connected with the Japanese Ambassador who had been reported to have made protestations to our State Department that his government wanted the Bonin-Volcano island chain returned to Japanese jurisdiction. I felt that might be the reason but I certainly had no idea why there was such a hurry to put nuclear weapons on the island.

We then got around to the problem at hand which was to securely store the component that I had brought in and to find a suitable storage location for the bomb in its roadable container which would be arriving shortly by ship. The safe in the CO's office was chosen as the storage location for the capsule and it was brought up from the aircraft and secured. We established a security watch in the

area with the Marines that had accompanied us and arranged temporary quarters for them in the headquarters building. All the Marines were outstanding young men and were willing to help in any way that they could. The rest of the Marine contingent would be arriving the following day so we would have to review the plans then and find additional space for messing and berthing. There were very few Naval personnel stationed on the island so there was an acute shortage of adequate quarters for the new arrivals.

CDR Bronson now gave me a tour of a former Japanese ammunition magazine nearby that he thought could be an adequate place to store both the bomb and capsule. The magazine was about 50 feet back from the shoreline with ready access from the ramp. It was really a cave dug into the rather steep terrain and its protective door was back in the cave about 25 feet with steel security fencing in front of the entrance. It was dry and there was no doubt that it would serve well and be easy to guard, at least from any curious local people. As far as I was concerned it suited our needs and we would have met the weapon requirement that had been handed to us by CINCPAC.

Bronson now took us to his quarters where we met his wife and mother, who was visiting, and they graciously invited us for dinner. It was quite evident that the ladies were enjoying their stay on the island. After dinner, the three of us walked around the immediate area acting as casual as possible because we could sense that the local folks were keeping pretty good track of our whereabouts. I cannot remember where Mac and I bunked that night but I do know that I had a sense of relief and was ready to turn in. Sometime during the night an unclassified message from COMNAVMAR arrived stating that USS **Virgo**, a COMSERVPAC ammunition ship, would arrive at first light the following day and a local pilot would be needed. That would give us one whole day to take a tour of the island and get the Marines in the second aircraft settled into a routine. The aircraft arrived from Iwo Jima on schedule and made a routine landing, unloaded the Marines and then departed for Guam via Iwo Jima. Bronson had the station sick bay

(PALMER, continued on page 5)

USS OZBOURN SHIP'S STORE
Open 24 Hours Rudy Boff, Proprietor



CAP, Cotton Twill— Navy Blue with brilliant Gold letters and destroyer silhouette. One size fits all. **Item # C01-- \$14 each**
 With “Korea” embroidered on back: **Item # C01K-\$15 ea.**



PATCH, fabric
Original design, Item # P 01
Revised design, Item # P 02
\$6. each

MUG, coffee 11oz.

Embossed with Ozboourn patch and destroyer silhouette. **Item # M01**
\$8 ea., 2 for \$12, 6 for \$30.



FRAME, license plate
Item # F01 \$5. each

The following listed items are special order only. Contact the ship's store manager.

- Micro-fiber Jacket, fleece lined-water repellent **\$90**
- Twill Jacket, fully lined with full front zip **\$80**
- Windbreaker, mesh lined and full front zip **\$60**
- Jerzees Super Sweatshirt, assorted colors **\$40**
- T-shirts, both long and short sleeve **\$ 35 and \$ 20**

All items have ships name and hull number embroidered in gold letters.

Photos and additional ordering information can be found on the Ozboourn website at www.ozboourn.org under the heading Ship's Store.

Orders may be placed with: **Rudy Boff**
 1036 Connor Rd.
 Pittsburgh, PA 15234-1033
 Tel: 412 833 0572
 email: boffrud@juno.com

TIN CANS IN ACTION, WWII

1500 tonner USS **Jarvis (DD 393)** spent the early months of 1942 engaged in convoy and escort duties in the South Pacific. While shepherding the landing forces at Guadalcanal in early August she took a Jap torpedo in the engineering spaces and after emergency repairs the ship was considered seaworthy enough to proceed to Australia. Leaving the area during the night of 8 August, **Jarvis** disappeared without a trace and it was only after the war was over that it was learned she had been sunk with all hands by a massive Jap air attack.

(PALMER, continued from page 4)

rearranged and the Marines had a rather comfortable barracks to stay in. As soon as they were settled and the senior non-com briefed about the guard duties, Mac and I joined Bronson in his jeep and we started a tour of the island.

Our first stop was a tunnel about 500 feet long going underground across a small peninsula that was fitted with narrow gauge rails the entire length from water to water. It had been used by the Japanese for storing and maintaining miniature submarines which were carried aboard regular fleet submarines. These were the same type submarines that had been sunk off the entrance to Pearl Harbor just before the attack on December 7, 1941. We then moved on to another series of caves dug into the mountainside which had been taken over by foliage but a small road was visible despite the overhanging Koa bushes. We walked to a cave entrance, stepping on large snails both dead and alive. The Japanese had introduced both the snails and the Koa from Japan many years before and they had taken over the lush semi-tropical island. With a large flashlight in hand, Bronson led us to a massive steel entry gate, which was open, and we entered the cave. To our surprise, it was a cave within which a massive enclosure much like a Quonset Hut had been built with its walls lined with sheet copper. Looking through a glass porthole much like you would find on a large ship a technician could view temperature and humidity gauges and there were controls to adjust the



Japanese cave entrances, Chichi Jima

environment inside the structure. Bronson explained that this cave, along with two others that had never been completed, was for storing the archives of the Japanese government in the event that the main islands of Japan were invaded. The copper had taken on a beautiful texture and the walls on the structure were impressive. Leaving this cave we got back in the Jeep and drove up a mountain and eventually arrived at the top

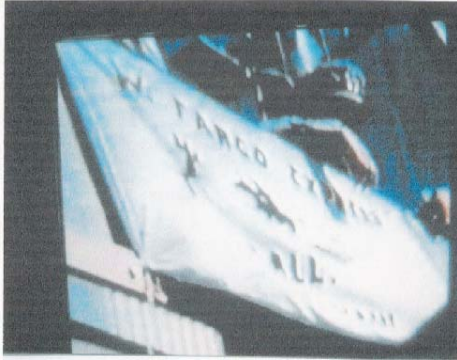


Destroyed mountain top antennas on Chichi Jima

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(PALMER, continued on page 6)

(MAIL CALL from page 3)



Incidentally, although I was able to identify the radar problem on the mine-sweeper, they didn't have the proper equipment to localize and repair it. I hope they got to return to Japan earlier than scheduled.

Al Holmes ET2 (52-54)

Thanks Al, it is always great to get "the rest of the story." Ed.

Shipmate **Richard Bellman** of Spokane, WA weighed in on this subject with a photo taken from the 1952-1953 cruise book that clearly shows the layout of the banner as described above.

Thank you Richard, it is always good to hear from old shipmates. Ed.

Midway "runs over" Ozbourn

Sometime in 1960 during a fueling unrep with **Midway** we had an emergency break away. I was told that a shot of water in the oil being supplied caused one of our boilers to drop off the line. Anyway, to make a long story a little shorter we slammed port side into the carrier, the bow sheared away to starboard and our stern hung up on the after fueling station. For whatever reason, the carrier supplied wire for the fuel hose at the aft fueling station jammed and would not break away. As a result, our bow was holed, live hedge-hogs were scattered all over the fore deck, the mast hung up on the carriers elevator and Mount 33 was damaged. I was standing lifebuoy watch back aft and when we finally sheared away our stern had risen high enough, riding up the side of **Midway**, for me to look directly into her after hanger bay. I was scared as hell and may have left fingerprints in the winch drum for the fox-

ing gear. We were somewhere off San Francisco when it happened and we limped back into San Diego, backing down part of the way.

As I recall a BMSN named Charlie Flowers was the only man injured.

Thanks for the newsletter.

Russ Herbert

Shipmate **Gerald Goschie SOG3** replies:

I was on the **Ozbourn** when she collided with the **Midway**. I was the starboard lookout at the time. We were underway for San Francisco for the weekend and went alongside **Midway** to take on fuel. Everything was OK until everyone in the wheelhouse came running out to the starboard wing of the bridge. I looked up and we were right under the flight deck. We hit the side of the carrier and bounced off. The fueling hoses stretched thin like a rubber band and pulled us back into the side of the carrier. The forward deck crew were whacking away at the hoses with axes and we finally broke loose after the third bounce. It was scary. I was 18 at the time and thought we were going to sink. Afterwards, I discovered that I had not donned my lifejacket as I should have.

I later heard that the **Midway** was pumping seawater into our port boiler.

Shipmate **Kent Curl** also responded to the incident thusly:

I reported to **Ozbourn** in July 1960 to relieve LT Thad Harden as OPS Officer, and stayed until June 1963, leaving as XO. If such a collision happened in 1960, it was before I got there, and I don't recall any discussion of such a collision or the necessary repairs. I think it must have happened before 1960.

Editors note:

A cursory check of one of the numerous **Midway** websites (www.midwaysailor.com) contains a chronology of ship movements that indicates CVA 41 was deployed to WestPac in 1959, returned to Alameda in March 1960 and contains no reference to a collision.

Ozbourn deployed to WestPac in February 1960 and returned stateside in June 1960. Kent Curl was on board July 1960 to 1963 and doesn't recall a collision.

Anyone care to help nail down the correct date of the incident????

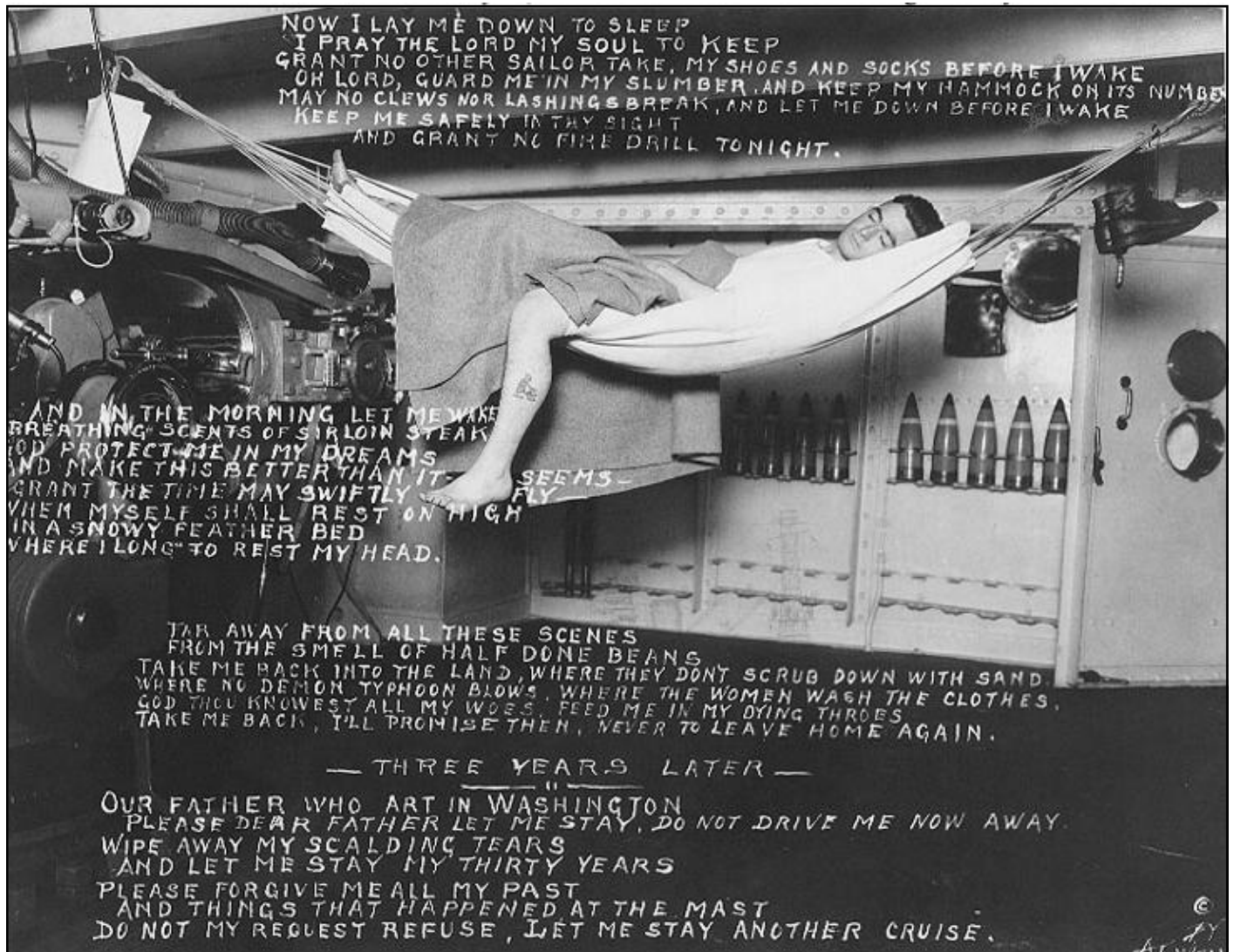
(PALMER, continued from page 5)

where we saw the remains of a huge structure that had been a powerful low frequency radio transmitter whose purpose had been to communicate with their submarines around the world. Apparently this structure had been destroyed by U. S. aircraft before it could be activated. It was a very interesting tour and showed us the extent of the Japanese military influence on the island during WWII.

Early the next morning a lookout reported that a big ship was sighted inbound and a local pilot headed out to assist the USS **Virgo** to a safe anchorage. After the ship had anchored, Bronson and I boarded and were taken to the Commanding Officer, whom I had previously met. He had been receiving classified messages and was aware of what was going on. The Mk. 12 bomb in its roadable container was raised out of the hold and lowered into the landing craft, Bronson took custody of the bomb from the courier and we headed back to the boat landing. Before we reached the shore the **Virgo** was underway to return to her replenishing group. At the landing, a small truck was backed into the landing craft and towed the bomb to the ammunition bunker we had readied the previous day. Everything went smoothly, the bomb was secured in the bunker and we had a complete weapon in the Bonin/Volcano island chain. Bronson and I went back to his office and prepared an unclassified message to COMNAVMAR that simply said, "Mission accomplished - please pass to interested commands. Palmer sends." I told Bronson that I would recommend to COMNAVMAR that NAD Guam take over responsibility for the capsule and bomb with custody held by the Navy Facility at Chichi Jima. NAD Guam would make all required maintenance service and reporting.

The next morning, Mac and I along with the crew chief left Chichi Jima a lot easier than we had arrived and after a refueling stop at Iwo we flew on to Guam. I briefed the Admiral on arrival and he seemed satisfied that they could handle things from there on and I caught the next logistics plane headed for Oahu. I arrived the next day and immediately briefed COMSERVPAC and CINCPACFLT. They had passed my mission accomplished message to CINCPAC who in turn had passed it on

(PALMER, continued on page 7)



A Sailors Prayer, attributed to the USS Nevada (BB36) 1920

(PALMER, Continued from page 6)

to the JCS. Later on, I learned that Admiral Radford had told the Secretary of State that as far as he was concerned the Japanese should be kept out of the Bonin Islands because we had nuclear weapons stored there. My simple little message had arrived just in time to make him honest. I also learned that the Air Force still had not moved anything to Iwo Jima. MISSION ACCOMPLISHED by the U. S. Navy!

I was now nearing the end of my tour at COMSERVPAC and was anxious to learn what my next duty would be. I had made a request for sea duty on a tanker or similar supply ship in hopes that it might help me to make Captain. The Bureau of Personnel sent me a letter saying that I was completing my overseas sea duty now and that I would

shortly receive orders to become the CO of the Navy and Marine Corps Training Center at Columbus, Ohio. I was not especially happy as I was just not pleased with the whole Naval Reserve program. However, orders are orders and we commenced the now familiar routine of packing and moving to a new station but even before the packers were finished my orders were changed. I was now to take command of the Naval Reserve Center in Philadelphia.

We were soon on our way back to the mainland and I realized that I had just completed one of the most interesting tours of my naval career.

Editors note:

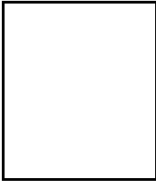
While on duty at Philadelphia, Barr Palmer was promoted to Captain, USNR and after a rather uneventful tour of duty

there he returned to nuclear weapons operations at Sandia Base, New Mexico. At Sandia Base he was initially assigned to the Directorate of Weapons Effects Testing which took him, on occasion, to Johnson Atoll in the South Pacific and Hickam AFB in Hawaii. This was followed by duty with the Inspector General, heading up inspections of nuclear capable U. S. military units worldwide.

Captain H. Barr Palmer, USNR retired from active duty on 30 June 1966, ending a Navy career that commenced in June 1941. He had served throughout WWII, Korea and the Cold War in billets of great responsibility.

Closing his memoirs he said, "It was a good period in my life, made possible by having such a wonderfully supportive family. God bless every one of them."

Thomas M. Perkins
 USS Ozbourn Association
 2240 Pine Tree Dr. SE
 Port Orchard, WA 98366-3454



WWI Recruiting poster

The Stars and Stripes Forever

Commemorative Plaque

Following the last reunion, Association members authorized the acquisition of a Commemorative Plaque to be installed on the Memorial Wall at the National Museum of the Pacific War in Fredericksburg, TX. A committee was formed to work up a design and make recommendations for accomplishing the project. The committee, working diligently behind the scenes, has developed a preliminary draft proposal to present to the Association at the Charleston reunion in September. At that time members will have an opportunity to make inputs that will help to finalize the design and resolve the manner of payment.

The plaque will be 20"X 20" of solid metal, photo-chemically etched and anodized with a dark bronze background and silver text and detail. Total cost of the project is \$2500. Photo submitted by Trifon Tripsas. (See attached proposal)

Committee members are: Paul Logan, Chairman; Richard Satchell; Guy Posey and Don Sacco.



USS Ozbourn (DD 846)

The USS OZBOURN (DD 846), a 692 class-long hull, 2250-Ton Gearing Class Destroyer named in honor of Private Joseph William OZBOURN, USMCR who was posthumously awarded the Congressional Medal of Honor for gallantly giving his life to save others in the service of our his country.

The OZBOURN was built at Bath, Maine by the Bath Iron Works and was launched on 22 December 1945 and commissioned at Boston, Massachusetts on 5 March 1946.

The Ozbourn continued her career on the west coast with service in the Pacific area including Japan, China, Korea and Vietnam, gallantly and courageously serving our country for over 29 years, until she was decommissioned 1 June 1975.

The Ozbourn earned five battle stars for her service in the Korean War, and ten battle stars were earned in the Vietnam War. In addition, the Ozbourn received the following awards during her 29 years of service to America:

- Combat Action Ribbon
- Navy Unit Commendation
- Meritorious Unit Commendation (2 awards)
- China Service Medal
- World War II Victory Medal
- Navy Occupation Service Medal w/Asia Clasp
- National Defense Service Medal w/bronze star

- Korean Service Medal w/Bronze Star
- Republic of Korean Presidential Citation (2 awards)
- Armed Forces Expeditionary Medal w/2 bronze stars
- Vietnam Service Medal w/2 Silver Stars
- Republic of Vietnam Meritorious Unit Citation (2 Palm awards)
- United Nations Service Medal
- Republic of Vietnam Campaign Medal

This plaque, posted by members of the USS Ozbourn (DD 846) Association, is dedicated to all who served aboard this gallant vessel (date).

FIREBALL! The newsletter of the USS Ozbourn Association