



Pvt. Joseph W. Ozbourn
Tinian, Marianas Islands
28 July 1944

FIREBALL!

VOLUME 19, NO. 3

SUMMER 2010



The official newsletter of the USS Ozbourn (DD 846) Association
Dedicated to perpetuating the memory of a gallant Marine and the history of a fine ship
Visit our website at www.ozbourn.org

FROM THE BRIDGE



In May, we once again observed Memorial Day with special nation-wide tributes to our fallen military heroes. It makes me proud to have a special day set aside to honor America's brave men and women who have paid the ultimate price to ensure freedom for our country.

It was a very sad day as Sallae and I walked around various cemeteries to see all the veterans who died protecting our way of life in America as well as fighting for all freedom-lovers around the world. I firmly believe that young and old alike are once again at peace with each other and are joined together in a solemn but beautiful place to be remembered and honored.

Please remember the men and women of the Armed Forces and their families. Thank each of you for your years of service to America.

Hug a veteran and smile.

Guy Posey, President, USS Ozbourn Association



Arlington National Cemetery — Located in Arlington, VA, more than 300,000 people are buried within the 624-acre site. The Department of the Army conducts more than 5,400 burials each year at Arlington National Cemetery.

E-MAIL THE ASSOCIATION YOUR E-MAIL ADDRESS

USS Ozbourn Association Recording Secretary Ken Keene (71-74) has changed his e-mail address. Ken's new e-mail address is kkeene@windstream.net. His old e-mail address expires in September.

"I have received several requests for a list of member e-mail addresses," said Keene. "So many of the e-mail addresses I have are not current."

Any USS Ozbourn Association member who wishes to be included on the official e-mail list should send their correct e-mail address to Ken Keene's new e-mail address listed above. Participating members also need to give Keene permission to include their e-mail address on a master list. He also advises any member participating in the e-mail address listing program to place USS Ozbourn in the subject line so as not to appear as ordinary spam.

Once the e-mail list is completed, Keene will send the list to everyone who participated in the program.

OUT TO SEA

By "Pat" Patterson, RD1 (50-51)



This story should bring back fond memories to many Ozbourn shipmates. I joined the Ozbourn crew on the first cruise of the Korean War. We operated from Sasebo, Japan. Our patrols lasted for at least a month —

often longer. During the time we were in port, we enjoyed liberty to the fullest. We dined well and enjoyed especially the famous Asahi beer. Needless to say, the high life wrecked havoc with our "sea legs."

I recall, in particular, an instance of leaving for patrol in the winter of 1950. Sasebo harbor had a very fine anchorage — protected from the boisterous Sea of Japan by a long entrance channel. This time we got underway and glided out of port. All was well until we got to the open sea when the Oz began to buck and snort. In CIC, where I was stationed as a Radarman, we were getting everything squared away for heavy seas. Patrick V. "Pat" Link was operating the SG surface search radar. It was his "special sea detail" duty station. Pat said, "Pat will you relieve Me?"

"O.K. Wait a minute," was my reply.

"It better be less than a minute — unless you want to clean up the radar shack," said Link. His request sounded urgent.

Just as I took over, Pat Link was through the hatch and to the rail.

The SG radar console was mounted on a steel frame. Welded to the frame was an arm that would swing back and forth. On the arm was a stool-like wooden seat. The arrangement allowed the operator to get to either of the scopes that displayed information. The seat would sway to-and-fro in heavy seas. As I sat on that seat, I began to worry that he might have fallen overboard. Pat finally returned to CIC.

I headed for the hatch, through the hatch and to the rail. When I returned, Pat Link left. When he returned, then I left. We began to laugh and joke about our team operation of the SG radar.

Ensign Solomon was the CIC watch officer at the time. He had been watching Pat and me in our tandem operation. Suddenly, he disappeared. After a time, he returned. He was very quiet. After a time, Pat and I recovered. We were still laughing about being "land lubbers" — not suited for the Navy. Finally, Ensign Solomon, sheepishly, admitted that he had to visit the "head." I suppose he didn't think it was acceptable protocol to join enlisted sailors at the rail.

CHRISTMAS DINNER MENU 1947



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Cupertino, CA
W.D. Minter (52-55)/(99-03)
Texarkana, TX
Rudy Boff (52-55)/(03-07)
Pittsburgh, PA

Richard:

Enclosed (at left) find the menu for Christmas dinner 1947, which I have saved all these years. I was only on the ship from about Nov. 22, 1947 until March 8, 1948 at which time I was sent to the Naval Hospital with a bad case of hepatitis. I was there until June 18, 1948 when I was discharged from the service.

I remember the Christmas dinner and I recall that we had some orphans on board for the dinner.

Leroy Davis, SN 2nd Class — (47-48)

FROM SAN JUAN TO THE YELLOW SEA REPORTING TO USS OZBOURN (DD 846)

By then Lt. Jg . Bob Whitten (50-52)



On June 17, 1950 I reported on board **USS Snyder** (DE-745) for a two-week reserve training cruise heading south from New York to San Juan, Puerto Rico. Several of us rented a suite at the brand-new San Juan Hilton, had a big time with some young ladies in residence and returned to the ship on Sunday morning. That afternoon, 25, June, I had the duty and was bored to death until one of my shipmates came running up to the brow, shouting, "The Russians have attacked South Korea!" Of course, it was not the Russians, at least not directly, but the North Koreans.

By the time we reached New York all of us reservists had heard President Truman's speech and knew that we would be called up. I had served for a year in an Atlantic Fleet oiler and was determined that I would not go back to an auxiliary ship.

Three of us in our Buffalo, New York reserve division, one of whom owned a light airplane, decided that we would get assigned to destroyers by flying down to BUPERS and making the requests personally. After being assured that we would, we flew home and waited.

Two of us did get destroyer duty, Lt. Jg. Dick Morris and me. The owner of the plane, Lt. Larry Lowe, became the XO of an amphibious support rocket launcher vessel.

After once again bugging BUPERS, I finally received orders to the "Oz" about 5 or 6 September 1950, coincidentally with my promotion to "Jg."

I left for San Francisco, then a service-friendly city, on 9 September visiting overnight my maternal grandmother in Chicago.

Two days after arriving in San Francisco, I was ordered to board a giant Martin Mars seaplane for a flight to Hawaii (the most comfortable flight that I have ever experienced). While in Hawaii, I waited for nearly a week for a flight to Japan. The Inchon landing occurred during the wait and those of us waiting for our transfers believed that Truman's "police action" would soon be over and we would be released to go home. It didn't happen that way.

Anyway, I was finally assigned to an Air Force "bucket seat" transport loaded with Army troops bound for Korea. After landing at the old Haneda Airport near Tokyo, I was sent to the big base at Yokosuka. A makeshift BOQ, with no showers, had been set up in a Japanese Navy warehouse. I slept on a mattress on the floor, awakening all night to brush away cockroaches!

The next day I was sent to another Martin seaplane for a short flight to Sasebo where I was given a bunk in the tender **USS Dixie** (AD 14) and could finally take a shower. It was there that I first met ENS John Ward, a recent graduate of the California Maritime Academy. Two years later after being

detached from the "Oz," I relieved him as chief engineer of the **USS Thomas F. Nickel** (DE 587). To return to the story, the following day saw me on a fleet oiler en route to the refueling area in the Yellow Sea.

After two days aboard the oiler, I was transferred by highline to the **USS Philip** (DD 498) which took me to the carrier force and transfer again by highline to the "Oz." In order to get the **USS Ozbourn**, I had flown on five planes, two civilian, two Navy and one Air Force, and two ships.

I was met at the quarterdeck by XO LCDR Walter Ousey and escorted to the wardroom where I was introduced to Captain Charlie Akers. His first words to me were, in his Tennessee drawl, "Mr. Whitten, I see that you're an engineer but on a destroyer, we do a little bit of everything. You'll also stand JOOD watches."

I replied, "Fine with me, captain." I had gotten what I wanted! Just over a year later, I met my wife Sally in San Diego. I tell my children and grandchildren that the "Oz" is the most important ship in their lives because had I not been assigned to her, they would not be here.

GET INVOLVED IN YOUR USS OZBOURN ASSOCIATION

It's never too early to give some serious consideration to becoming an officer of the USS Ozbourn Association. Four positions are opening within the next 15 months and will be voted upon during the 2011 biennial reunion.

The four positions opening up for change starting after next year's reunion include:

- President, which is currently held by Guy Posey
- Vice President, which is currently held by Rudy Boff
- Treasurer, which is currently held by Warren Zschach; and
- Corresponding Secretary and Editor of the Fireball, which is currently held by Rick Johnson.

Any shipmate interested in assuming any of the four above listed positions should contact USS Ozbourn Association President Guy Posey at:

419 S. Appleway Lane

Glencoe, OK 74032

Tel: 405 747 0686

E-mail: ppapaguy@aol.com

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

The following information can be found on the Association's Web site: Mission statement, complete history, current and past newsletters, a list of Ozbourn shipmates, historical photographs, the ship's store for ordering Ozbourn memorabilia, how to join, and special links.

USS Ozbourn (DD 846) Gearing Class Destroyer



The **Gearing** destroyer was the last US Navy destroyer class developed during WWII. The **USS Ozbourn (DD 846)** was a **Gearing** class destroyer, which as it turns out, was initially a development of the **Fletcher** class concept.

The **Fletcher** and **Allen M. Sumner** class destroyers were satisfactory in most of their design aspects and war-time capabilities except when it came to speed and endurance or distance traveled between refueling tasks.

During WW II, the **Sumner** class destroyers were continuing to be refitted and eventually overloaded with anti-aircraft capabilities with the purpose of protecting US carrier forces. As a result, this destroyer class was becoming too slow and no longer possessed the range to keep up with and protect aircraft carriers.

In 1943 CNO Adm. Ernest J. King accepted BUSHIPS recommendation to have the **Sumner** class hull lengthened by 14 feet so that an additional 160 tons of fuel could be carried. The lengthening of the **Sumner** class hull resulted in an increase of range of nearly 30 percent.

The first destroyer to receive this new hull design was its class namesake — the **USS Gearing (DD 710)** — the start of the 2,200-ton class destroyer. Forty-five **Gearing** class destroyers were commissioned after WW II — one of them being the **USS Ozbourn**.

The Navy initially ordered 152 “long-hull **Sumners**” (eventually **Gearings**). Only 98 **Gearing** class destroyers were completed and commissioned. Of those, 47 retained their DD classification prior to FRAM (Fleet Rehabilitation and Modernization). Of the remaining 44 **Gearing** class destroyers, each one received the FRAM MK I reconstruction.

The 14-foot hull extension provided in the middle of the ship, added the space needed for relocating some its machinery for better ship’s balance and maneuverability. The new **Gearing** design added the speed necessary for keeping up with the US carrier forces. The only difference between the **Sumner** and **Gearing** class destroyers was the 14-foot extension that was added to the **Gearing** class.

GEARING CLASS DESTROYERS GET A FRAM CHANGE

The FRAM program extended the life-span of WW II-era destroyers by shifting the ship’s mission from a surface attack role to that of a submarine hunter. The program was initiated by Adm. Arleigh Burke as a response to concerns that the Soviet Union would have 300 fast-attack submarines by 1957.

By fiscal year 1959, the start of the modern FRAM program, there remained only 44 original **Gearing** class destroyers that had not been converted to other dedicated capabilities. The converted destroyers included groups such as submarine warfare destroyers (DDE), hunter-killer destroyers (DDK), radar picket destroyers (DDR), or destroyers outfitted for specialized research.

Gearing class destroyers that were not completed during yard construction or those ships damaged during the course of normal operations, were used for parts to repair operating **Gearings**.

The longer-length **Gearing** class made them an excellent candidate for the FRAM program. While only 49 of *all* variants of the **Gearing** class destroyers were scheduled for FRAM conversion, the final number eventually grew to include 80 ships of the original 98 commissioned. Fifteen of the remaining ships received the FRAM MK 2 modernization. Three ships were not converted.

The first **Gearing** class destroyer to receive FRAM conversion was the **USS Perry (DD 844)**. The conversion process started on May 1, 1959 and was completed on April 1, 1960 at the Boston Naval Shipyard.

The **USS Ozbourn** entered Puget Sound Naval Shipyard, Bremerton, WA on March 2, 1961 for its FRAM MK 1 conversion. The ship’s conversion was completed on February, 9 1962.

The cost for that first FRAM MK 1 reconstruction (**USS Perry**) was \$7,700,000. The total cost for FRAM MK 1 conversion of 44 **Gearing** class destroyers was \$338 million.

FRAM MK 1 reconstruction included the following: installation of an ASROC launcher aft of the forward stack, a DASH helo hangar and flight deck, the new SQS-23 sonar system and dome, which had a detection range of 40,000 yards, the installation of either the SPS-29, -37 or -40 air search radar system which was needed to track the DASH helo in flight.

The DASH (Drone Anti-submarine Helicopter) was a small, drone helicopter weapons system for use as a long-range anti-submarine helo on ships that weren’t initially designed as helicopter launch platforms.

Furthermore, the reconstruction program included the installation of two MK-32 triple torpedo launchers as well as a new superstructure.

The main machinery was either being replaced or overhauled including the propellers, shafts, distilling plant and fuel systems. All this reconstruction was done while maintaining the below decks arrangement. The top deck, however, with the installation of the DASH flight deck and hangar along with the ASROC (Anti-submarine rocket) launcher, required a complete rearrangement.

There were two groups of FRAM MK 1 **Gearing** class destroyers — A and B. Each group differed in its above deck configuration. The **USS Ozbourn** belonged in group B.

Continued on page 8



The following letter was received from a shipmate wishing to share some of his experiences with other members of the USS Ozbourn Association.

Rick:

I talked with Terry Sullivan (FTG 2) a couple of years ago who also served (on the Ozbourn) between 1962 to 1965. He remained in the Long Beach area after separation from the Navy and worked as some kind of executive for AAA.

He was a member of the Long Beach Yacht Club and piloted an old landing craft in his spare time. Sullivan got reacquainted with Lt. Jg. Skinner, a former WG Division officer, through their Long Beach Yacht Club membership. Sullivan wound up donating his kidney to Skinner. This might make for an interesting *Fireball* Story.

John Crowley, FTG2 (62-65)

GEDUNK CALL QUESTION FOR SUMMER 2010

The *Gedunk Call* question for the summer 2010 *Fireball* is, “How many different commanding officers skippered the USS Ozbourn during its 29-year history?” As an additional question, “Do you remember which CO or COs you served under?” You don’t have to name each commanding officer in your response, just the number of COs.

If you have an interesting story about any of the Ozbourn’s commanding officers to share with your shipmates, please forward your experience for possible inclusion in a future issue of the *Fireball*.

If you think you know the answer to this issue’s *Gedunk Call* questions, please mail your response to:

Rick Johnson
5899 North Bronco Lane
Prescott Valley, AZ 86314

Or e-mail to:

Rick Johnson— johnsonsimivalley@yahoo.com

GEDUNK CALL ANSWER FOR SPRING 2010

The *Gedunk Call* question from the last issue of the *Fireball* was, “What was the call sign for the Ozbourn immediately after its FRAM conversion in 1961.” The call sign for the Ozbourn’s pre-FRAM operation was listed in Bob Whitten’s article as shown on page 2 of the spring 2010 issue. “The next step was the production of a newsletter, which I called *Fireball*, because it was our ship’s pre-FRAM call sign and because I believed it to represent the ‘Oz,” said Whitten.

There was quite a response to the above listed *Gedunk Call* question from the spring 2010 *Fireball* newsletter. In fact, six of the seven *Fireball* readers sent in their answers. Here are their responses.

Rick:

During my tour aboard the USS Ozbourn from 6/7/66-6/8/69 the call sign was **Spread Eagle**.

David Varisco, SN (66-69)

Rick:

Answer to *Gedunk Call* is **Spread Eagle**. DESDIV was Mobilize Delta. It took me long enough after all the times that I used the call signs to recall them.

John Jackowski, RD1 (60-62)

Rick:

For the spring 2010 *Gedunk Call* question, I think **Spread Eagle** was the call sign during my tenure 1972-74.

Ken Costilow, CDR (72-74)

Rick:

My answer for the spring 2010 *Gedunk Call* question is: **Spread Eagle**.

Robert Taylor, ET2 (63-65)

Rick:

I boarded the Ozbourn in 1962 and remember the refrain “Ski Jump, Ski Jump the is Spread Eagle, Spread Eagle, over.” Ski Jump was the (call) sign of the USS Holister and **Spread Eagle** was the DD 846’s (call sign) herself.

John Crowley, FTG2 (62-65)

Rick:

The question was asked was “What was the call sign after FRAM in ‘61. I was a Radioman onboard the Ozbourn and the call sign was NBCC and the Flag Officer’s sign was DSXA. For some reason I can’t relate to “Fireball” being in any sort of communications call sign.

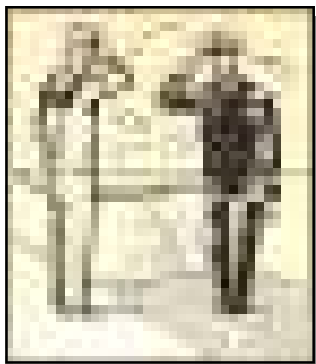
Tom Kishbaugh, RM3 (61-64)

The answer to the *Gedunk Call* question for the spring 2010 *Fireball* newsletter is **Spread Eagle**.

Editor’s note:

As to Tom Kishbaugh’s response to the *Gedunk Call* question stating that the call sign was NBCC, a ship’s call sign may mean something different to Radiomen than to other shipmates responsible for communications between US Navy ships. While there were always prideful jabs taken between and among different enlisted ratings, Radiomen worked out of a different duty shack, not a different navy.

WELCOME ABOARD



Welcome aboard to the below listed new shipmates. The USS Ozbourn Association officers and members hope that you will become involved in the biennial reunions which are held on odd-numbered years. There are several opportunities in which shipmates can serve in a leadership role as an association officer.

Brian Buchholz

ENS — (62-65)

David Campbell

RM3 — (65-66)

Don Cummings

SK2 — (58-61)

Edward Domoracki

Rate/Rank and years of service not provided

Ronald Schall

PC 3 — (72-74)

Andrew Smith

EM3 — (61-65)

Allen Woodward

Rate/Rank and years of service not provided

TAPS FOR SHIPMATES

And God shall wipe away
All tears from their eyes;
And there shall be
No more death,
Neither sorrow, nor crying,
Neither shall there be
Any more pain;
For the former things
Are passed away.



Bob Ringle died at age 82 (May 23, 2010) in New Bern, North Carolina. He suffered from memory loss for a number of years.

He is survived by Ellen, his wife of 58 years, as well as three children and four grandchildren.

He was brought to rest in Rockford, Illinois.

Bob Ringle

QM3 — 46-48

May 23, 2010



Keith A. Henderson

GMC — 48-50

December 21, 2009

Keith A. Anderson died on December 21, 2009 in San Diego, CA at the age of 89. He was inurned at Fort Rosecrans Military Cemetery, Point Loma, CA. GMC Henderson was a 30-year Navy veteran.

USS OZBOURN (DD 846) ASSOCIATION MEMBERSHIP FORM

This form is intended as a reminder for payment of dues and to update your personal information in our data base.

Association dues are \$10 per year and the membership period runs from 1 January through 31 December each year. Your dues' status is indicated by a two digit number or letter combination on the mailing label found on the outside cover of the *Fireball* newsletter. For example: "10" indicates a regular member is paid-up through 2010, "11" means a regular member is paid-up through 2011, and so on. The letter "n" indicates a new member with membership in process. The letter "c" indicates a complimentary copy or honorary member. Please complete this form when renewing your annual dues.

NAME: _____

ADDRESS: _____

TELEPHONE NUMBER: _____ **E-MAIL:** _____

YEARS SERVED ON THE SHIP (i.e. 50-51) _____ **HIGHEST RANK/RATE HELD** _____

AMOUNT PAID — \$ _____ **Make checks payable to the USS Ozbourn Association**

Complete this form and mail it along with annual dues payment to: **Warren Zschach**
1311 Ponderosa Drive
Petaluma, CA 94954-0469

USS OZBOURN SHIP'S STORE

Open 24 Hours, 7 Days a Week — Rudy Boff, Proprietor



Photos and additional ordering information can be found on the Ozbourn Web site at www.ozbourn.org under the heading Ship's Store.

Orders may be placed with:

Rudy Boff — 1036 Connor Road
Pittsburgh, PA
15234-1033

Tel: (412) 833-0572

New email: boffrudy@verizon.net



CAP cotton twill Navy blue, brilliant gold letters & destroyer silhouette. 1 size fits all.

Item # C01, \$14 ea.

Embroidery on back:

Korea, #C01K \$15 ea.

Vietnam, #C01V \$15 ea.

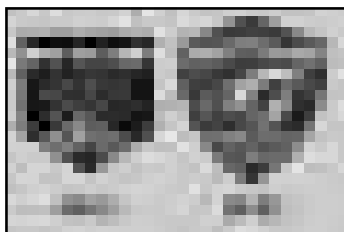


Windbreaker mesh lined with full front zipper. Navy blue jacket with ship profile in silver thread and lettering in gold thread. \$60 ea.

Item# J01



Logo detail



PATCH fabric, \$6 ea.

Original design, Item #P01

Revised design, Item #P02



Can holder made of foam. Navy blue body with white base. USS Ozbourn logo in white. \$3.00 ea. or two for \$5.00. Item# K01



FRAME, license plate

Item# F01 \$5 ea.

SPECIAL ORDER ITEMS

The following items are special order only. Contact Rudy Boff at Ship's Store address at left.

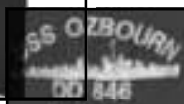
Micro-fiber Jacket, fleece lined-water repellent	\$90
Twill Jacket, fully lined with full front zip	\$80
Jerzees Super Sweatshirt, assorted colors	\$40
Golf shirts	\$30

All items have ship's name and hull number embroidered in gold letters.



T-shirt short sleeve Navy & white with embroidered logo left side. \$20 ea. Item# T01

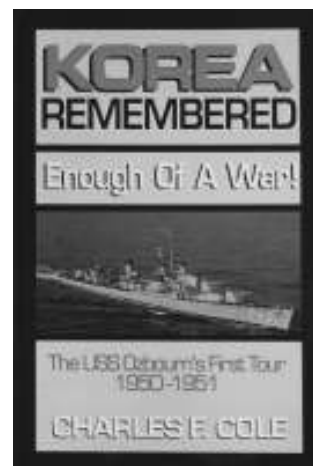
Long sleeve \$35 ea. Item# T02



Logo detail

The book *Korea Remembered: Enough of a War!, the USS Ozbourn's First Tour, 1950-1951*, is a first-hand account by shipmate Charles F. Cole, as the war "sandwiched between WW II and the War in Vietnam."

Cole's historic account was first published in 1995, just in time for the dedication of the Korean War Memorial, which is near the Vietnam Wall in Washington, D.C.



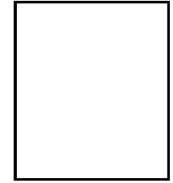
**"Korea Remembered: Enough of a War!,
The USS Ozbourn's First Tour, 1950-1951
By Charles F. Cole**

\$15.00 plus \$3.00 for shipping & handling

SHIPPING AND HANDLING

<u>COST OF ITEM</u>	<u>COST OF POSTAGE</u>
\$0.01-15.00	\$3.00
15.01-25.00	4.00
25.01-35.00	5.00
35.01-45.00	7.00
45.01-55.00	8.00
55.01-65.00	10.00
65.01 or more	11.00

Richard N. Johnson, USN Ret.
5899 North Bronco Lane
Prescott Valley, AZ 86314-5892



FLAG OVER MOUNT VERNON -

The American flag, flying from a tour boat on the Potomac River, frames George Washington's home he called Mount Vernon. Mount Vernon is located in Virginia just south of Washington, D.C. President Washington was America's first Commander-in-Chief.

FIREBALL! The official newsletter of the USS Ozbourn Association

DUES ALERT!

Are you overdue on your dues? Only dues-paying members receive the *Fireball* newsletter. Look at the mailing label on your most recent newsletter and find a number such as 10, 11 or 12. This number indicates the last year you were current with Association dues: 10 means 2010, 11 means 2011, etc. Your Association officers ask you to...

DO THE DUES TODAY!

PUBLICATION DEADLINE

If you have a letter, story or photo you would like to share with other Ozbourn shipmates, the deadline for submitting contributions for the fall 2010 issue is **Monday, September 13**. Articles may be rewritten for purposes of editorial style. Due to space limitations, some materials may be used in a future *Fireball* edition.

Continued from page 4

Group A — In this group of **Gearing** class destroyers, the following item was removed: Aft twin 5"/38 cal. gun mount (mount 53).

The following items were added: Two MK 10 hedgehogs fitted on each side of the bridge at the 0-1 level. MK 32 triple torpedo launchers mounted aft of the second stack.

Group B — In this group of **Gearing** class destroyers, the following above-deck items were included: Each ship kept its more forward 5" gun mount (mount 51), lost the second mount (mount 52) behind it and kept its aft 5" mount (mount 53). In the place of gun mount 52, a practice 5" reloading machine was installed with the MK 32 triple torpedo launchers aft of the loader. Group B ships included greater ASROC and torpedo storage areas next to the port side of the DASH hangar.

The **USS Ozbourn** was launched on December 22, 1945 from Bath Iron Works, Bath, Maine. She was stricken from the Navy's ship's commission records on June 1, 1975. A review of the **Ozbourn's** 29.5-year career puts the midway service date between launching and being stricken from the Navy ships' records at March 12, 1960. The USS Ozbourn Association's historical records puts the ship somewhere in the Western Pacific. If there are any shipmates who served aboard the Oz on that WESTPAC cruise, please contact the *Fireball* editor with your story.

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