



# Fireball!

## USS OZBOURN DD 846 "the Happy Ship"

Vol. 2, No. 4 October 1993

### Chairman's Report

Yes, I'm still the chairman! At least until next month when I hope all shipmates will vote for an association president. The nominations are as follows: (also see the enclosed ballot).

President: Robert C. "Bob" Whitten  
Vice President: Curtis O. "Curt" Anderson  
Corresponding Secretary: Paul Logan  
Recording Secretary: Henri Lindhurst  
Treasurer: Paul Hecht

I wish to take this opportunity to thank the nominating committee led by Charlie Akers and Barr Palmer — "Bravo Zulu" and a tip o' th' hat! We do not yet have a slate of district chiefs but that will come in due time. I'm sure we shall be looking for volunteers!

The next item on our agenda after the election will be the '95 reunion for which we will need a reunion committee to select the date and a site. I will be happy to help with the next one but do not wish to do it alone!!

This, I think, will be the last chairman's message since we will soon have an association president, either me or a write in if that is your preference. Assets on 9/10/93 - \$3680.21.

A note on artifacts — I just leaned over the Labor Day weekend that neckties are now available in the U.S. Navy tartan. That's right, the U.S. Navy does have its own tartan registered with the Lord Lyon of Scotland. The tartan is in two shades of blue with thin red and (perpendicular) white stripes. I have a kilt in that tartan and have received numerous comments on how pretty it (not me!) is! See page 2 for information on how to purchase one.

Don't forget to pay your dues (unless you have already done so). This will be the last issue of *Fireball!* sent to dues delinquents!

**Don't forget to mark your ballots and send them to Bar Palmer** (address on ballot).

*Bob Whitten, Chairman*

### Almost a Plank Owner — A Near Miss Shipmate Paul Logan Reports

I reported aboard the OZBOURN on July 9, 1946 at the Charleston Navy Yard, Boston, MA. Having only seven months Navy service, this was my first ship.

The ship left Boston on 7/22/46 for the Canal Zone and arrived at Colon, Panama on 7/27. Liberty was not too bad in my first foreign port. The weather was hot and steamy. We went through the canal on 7/28 which proved to be an exciting experience and tied up at Balboa. With shipmates, I went to Panama City on liberty.

On 7/29 at 0800 we were underway for San Diego, my first trip to the "Coast," and moored to buoy 27 on 8/7/46 in San Diego Harbor. I returned to San Diego Harbor on my 40th wedding anniversary and with my wife, took a harbor cruise in 1989. Quite a change! The OZBOURN (Continued on page 2 - Logan).

### News of Shipmates

Former skipper Captain Bill Fargo continues to improve. His voice is still a mite raspy, but it is coming back. Best of luck for a continued speedy recovery, Bill!

George Burrows recently sent me a photo of the front of his car sporting a "DD 846" personalized Florida license plate. Eat your heart out, you Floridians who were beaten to the DMV!

Shipmate M. G. "Mhoire" McIntosh, an export to Australia, tells me that he is an active ham radio operator, call sign VK2BKO, and would like to talk to any shipmate who is a radio ham, on SSB (upper), Frequency 14.292 MHz at 1400 hours Zulu (or UT) on Tuesdays.

Jim Helland writes me that he underwent surgery in August and is coming along very nicely. He says he will be "back to battery" in November.

**Shipmates:** Send me news of what you are up to!

**USS OZBOURN (DD 846)**

**Association**

**Organizing Committee**

Charles Akers (Advisor)

Curtis Anderson

Peter Athanas

George Burrows

Charles F. "Pete" Cole

William Ellis

Paul Logan

Barr Palmer (Acting Sec'y.)

Robert Whitten (Chairman and  
*Fireball!* editor)

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### **Trips Behind the "Bamboo" and (Ex-) Iron Curtains**

Former CO John Denham and his wife Dottie were not able to attend the reunion because they were traveling in China. In CAPT Denham's words,

"We spent a week on the Yangtze River and visited most of the major cities of China. The time on the river was a never-to-be-forgotten experience. The food, scenery and meeting the Chinese people exceeded our expectations.

"Our last two weeks were spent on a cruise ship visiting Keelung and Taipeh, Taiwan; Nagasaki, Japan; Busan, Korea, as well as Shanghai and Beijing. As a result I am writing for the Naval Institute Proceedings an update on Admiral Kemp Tolley's fine history of the Yangtze Patrol. The August issue carried my article on pilots (*The care and feeding of Ship's Pilots*) and has generated some interesting correspondence and consulting. Unfortunately, my golf handicap and waist line have both increased due to our travels and increased research time.

Your editor, his son Craig and daughter Lisa traveled to Russia in (continued on page 3 - **Trips**)

(Continued from page 1 - **Logan**)

operated out of San Diego until 1/6/47.

Serving in the "A" gang offered me a variety of duties aboard ship. Underway I stood watches in the forward engine room. In port I worked on all the ship's auxiliaries: heating system; refrigeration system, diesels, and served as engineer of the whaleboat and other liberty launches.

During this period we operated with various other naval vessels such as carriers SHANGRI LA and BOXER, cruiser ATLANTA, and tenders FRONTIER, and PRAIRIE. Our own squadron consisted of destroyers WILTSIE, HAMNER, CHANDLER and OZBOURN.

We spent many hours off San Clemente and related waters doing what destroyers normally do on maneuvers. Liberty in San Diego and Los Angeles was very good in those days and the weather was great.

On 1/6/47 we were underway for Pearl Harbor. My GQ station was fuse setter in Mount 52. This gun mount had the distinction of belonging to the ship's landing force. That in turn required us to train ashore with the marines and opened a whole new set of experiences for us. One of them was marching in a July 4th parade in Tokyo with General MacArthur on the reviewing stand.

We arrived at Pearl on 1/12/47 and left for Tokyo on 1/14. We refueled, took on water and had a brief liberty before departing. On the way to Japan we hit some rough seas (tail end of a typhoon), sustaining some damage and getting little sleep. Sandwiches were the order of the day!

We were assigned to blow up a floating mine that was discovered along the way. M-1's were tried and failed. Twenty millimeters were tried and failed. After going to General Quarters, we tried 40 millimeter fire, which blew it up. On 1/25 we arrived in Japan low on fuel due to the rough weather encountered on the way. On 1/26 we were underway and arrived in Tsingtao, China on 1/29, operating in adjacent waters until 6/3/47.

While in China we visited the ports of Hong Kong, Amoy, Shanghai and, of course, Tsingtao. We did Search and Rescue duty as well as participated in (continued on page 3 - **Logan**)

The **OZBOURN hats** raffled at the reunion were provided by "**ARTISTIC**" 17197-J Newhope St., Fountain Valley, CA 92708, Tel. 714/540-9170. Items available are:

1. Hats - with scrambled eggs, \$13.50, without s/e \$10.50
2. Windbreaker - Navy blue or white, SM 36-8, MED 40-2, LG 44-6, XLG 48-50, \$28.00
3. Golf shirt - Navy blue or white, SM 34-6, MED 38-40, LG 42-4, XLG 46-8, \$19.50

Add 3.00 shipping plus 7.25% for CA residents.

Artistic will sell hats at the above price only in pairs. As a result, I have ordered some hats which may be obtained from me. I had to pay the CA sales tax so the price is (with shipping charge) \$17 with s/e, 13.25 without s/e.

Did you know that the U.S. Navy has its own Scottish tartan? Tartan ties are now available from:

**R. P. Blandford and Son, Ltd.**, 204 Orange Street, Redlands, CA 9237, tel. 714/798-1060.

The price is \$12.50 plus \$ 1.00 shipping (call them for the cost) plus 8% tax if you live in California. Order direct.

## Taps

Former skipper (49-50) Captain Ross Freeman, USN-Ret, died in Lynchburg, Virginia last April 27th following a major stroke. In addition to commanding *OZBOURN*, he served on the CruDesPac staff and commanded USS *ALGOL* (AKA54) and *DesRon 22*. Following retirement from the Navy in 1965 was employed as executive director of the Institute of Navigation from 1965 to 1978. His remains were interred in Arlington National Cemetery. Our condolences to his family.

We are also saddened to have to report the death of another of our shipmates, Jesse Cheek of 3404 Riviera Dr., Shreveport, LA, 71107, who passed away last June 26th. Jesse served in our ship from 1946 to 47. Our condolences to his wife Ann.

(continued from page 3 - Logan)

operations that normally involve destroyers. On one occasion we raced toward Formosa (Taiwan) answering an SOS from a Chinese freighter that had lost her steering gear. After we had arrived and prepared the tow, she regained steering. We headed for Shanghai up the (dirty) Wangpo River. We had to return to sea when we wanted to make fresh water because the Wangpo was too dirty to distill.

During our China duty we operated with destroyer *CHEVALIER*, cruisers *HELENA* and *ST. PAUL*, tenders *DIXIE* and *SIERRA*, tanker *MISPILLION*, *ESTES* and various others that I failed to log. Most of the China coast that we saw was a very poor country with the exception of Hong Kong which was a British Crown Colony. Chinese crews would come aboard and work all day for the garbage we would otherwise feed the sea gulls. Shanghai was a big city with millions of people milling around seeming to be going nowhere.

In Hong Kong we tied up to a British destroyer whose deckhands painted over rusty ship's parts. This was done much to the chagrin of our Bos'n's Mates who knew that was not the way our deck hands did it. The British Navy also had, until very recently, "rum" time in the afternoon and received daily visits from our crew during the stay in this beautiful port. We had come in at sunrise to the most beautiful harbor I have ever entered.

On 6/3/47 we were underway from Tsingtao with Destroyer Division 171 for Sasebo, Japan, arriving on 6/5. We then left Sasebo on the same day, arriving in Yokosuka on 6/7. I pulled my first liberty in Tokyo — great city!

We operated in Japanese waters until 9/6/47. During this period we visited the ports of Nagoya, Sendai, Otaru, Hakodate, Sasebo and Nagasaki. We operated

## Missing Photo

Shipmate Bernie Kern of Virginia Beach, Virginia kindly loaned us his collection of photos dating from the 1940's. Two vanished but one ("Signal Gang") turned up and was returned to Bernie; however, the other ("Wharf Rats") is still missing. We think that someone gathered it up thinking it would be lost if it was not picked up. If the current holder would kindly return it to me or to Bernie (see Directory), we would appreciate it much.

This the second notice — if a reader still has the photos, please send them to Bernie at your earliest opportunity. Thanks much.

other exercises with cruisers *TOLEDO* and *ST. PAUL* as well as with submarine *RONQUEL*. Liberty was good in Japan, the people were very friendly and prices were low.

An SOS from a stranded Filipino ship brought us up off the Russian coast near Vladivostok. The Russians had brought the crew into their port but would not let us go in to get them. They brought them out to us. All the time we were waiting we picked up numerous sub contacts but never saw any of them. We returned the Filipino sailors to Yokosuka but the Russians kept their ship.

On 9/3/47 while in Sasebo, our relief ship *MCKEAN* (DD 789) relieved us and he headed home via Yokosuka. We arrived at that port on 9/5. The next day at 1550 the colors were shifted to the mast as we unmoored from buoy #20 and got underway for Pearl Harbor. I felt a surge of relief knowing our next port would be U.S. territory and felt very proud and thankful to be an American as "Old Glory" was run up to the gaff. On 9/14 we tied up to the refueling docks at Pearl and had our best liberty in over eight months. On 9/15 we were underway for San Diego steaming at 25 knots. We tied up at buoy #19, San Diego Harbor, USA. On 9/21 we were again underway — destination: San Francisco. *OZBOURN* passed under the Golden Gate bridge at 0900 on 9/26/47 and tied up at Oakland. After 3 days we got underway again for San Diego. After routine maneuvers off the coast, we returned to port 10/17, tying up again to buoy #19. This was my last cruise in *OZBOURN*. On October 21st I transferred to the Naval Repair Base, San Diego for discharge. Eight days later I was transferred from the USN to USNR (inactive).

(continued from page 2 - Trips)

July, partly for sightseeing, partly to attend a meeting of the Armed Forces and Society Division of the International Political Science Association. Chaos is the appropriate word to describe Russia — from airport in St. Pete to airport in Moscow chaos ruled. (Continued on page 4 - Trips)

## *Shipmates Directory: Additions, Changes and Corrections*

Name	Years	Address	Telephone No.
Aliberti, Salvatore	46	106 Geln Drive, Havelock, NC 28532-1703	919/444-2111
Anderson, Curtis O.	53-56	7121 Killen Place, SW, Port Orchard, WA 98336	206/895-3190
Ash, Bob	62-66	20140 Northeast Sandy Blvd., Troutdale, OR 97060	503/661-3607
Athanas, Peter	46-48	2205 Preston Drive, Richland Center, WI 53581	608/647-3396
Barnett, William R. "Dick"	74-75	4132 NW 17th Place, Portland, OR 97229-3079	503/629-9890
Berriman, Joseph (XO)	52-53	3009 Conner Way, San Diego, CA 92117	619/273-1159
Blonsick, John S.	50-51	7970 Southwest 147 St., Miami, FL 33158	305/238-0254
Brodie, Robert III	51-52	107 South Front Street, Hertford, NC 29744	919/426-5595
Burkins, William H.	?	22027 Cocoa Palm #148., Boca Raton, FL 33433-5162	
Butler, Thomas V.	60-62	173 Dexter Avenue, Redwood City, CA 94063	415/364-8428
Bybee, Billy Baker	49-51	14423 Locke Lane, Houston, TX 77077	713/493-2438
Cain, Don	53-55	3309 West 76th Street, Los Angeles, CA 90043	213/778-4625
Chapman, Joseph R.	?	iP.O. Box 90343, Santa Barbara, CA 93190-0443	805/683-0712
Cranmore, Paul E.	49-52	2521 West Brooks, Norman, OK 73069	405/364-8231
Deeter, Wallace S.	48-49	975 Gladstone N, Camano Island, WA 98292	
Dickerhoff, Donald	51-52	828 Stone, Ballwin, MO 63021	314/256-8511
Edwardsen, Paul H.	47-51	295 Sunrise Drive, Arroyo Grande, WA 93420	805/481-5842
Escajeda, Joe	48-51	2000 Judes Ferry Road, Powhatan, VA 23139	804/598-3229
Gibson, James	67-72	4108 North de Graff Road, Oak Harbor, WA 98277	206/679-4682
Holloway, Harry	48-52	<b>Returned as undeliverable</b>	719/589-5269
		211 Edgemont, Alamosa, CO, 81101 (alternate)	303/249-3411
Huppert, Jack G.	53-54	747 Magellan Drive, Sarasota, FL 34243	813/755-6340
Huston, A.A. "Sam"	54-57	1225 Comanche Drive, Auburn, IL 62615	217/753-6895(B)
Ihme, Philip	46-48	Route 1, Box 1144, Moncure, NC 27559	919/542-2711
Kirby, Joseph	65-70	15 Walnut Drive, Lake in the Hills, IL 60102	708/658-8865
Kougl, John H.	51-54	P.O. Box 210, Moses Lake, WA 98837	509/762-5902
Lafeniére, Donald	?	85 Arnold Street, Methuen, MA 01844	508/686-1871
Lindhurst, Henri	50-52	P.O. Box 1244, Pleasonton, CA 94566	510/846-3040
Manning, Walter	?	P.O. Box 661, Alta, CA 95701	916/389/2336
Marshall, Daniel L.	?	55 East Ironside Road, Harrisville, RI 02830	401/568-8106
Mauck, Sam M.	67-68	1411 East Meadow Mere, Springfield, MO 65804	417/862-4654
McCarthy, Donald	66-68	4203 Louisiana Street, Apt 1, San Diego, CA 92104	619/294-8583
McCoy, John A.	51-54	2335 Blue Bonnet, Houston TX 77030	713/667-9515
Nahr, Ernest V.	65-67	131 Sheffield Drive, Vacaville, CA 95687	707/446-0483
Souza, Fred	46-47	4127 Long Lake Way, Ellenton, FL 34222	813/729-1650
Talley, James R.	66-68	P.O. Box 301, Solomon, KS 67480	913/655-3600
Thornton, John H.	46-47	P.O. Box 456, Newcomb, NY 12852	518/582-5111
Turner, Daryl M.	48-52	3218 Gird Road, Fallbrook, CA 92028	619/731-0760
Vrba, David L.	69-72	11432 Pollard Drive, Garden Grove, CA 92641	714/539-9468
Ward, Jim	?	P.O. Box 1123, Georgetown, CA 95634	916/333-1394
Witte, Dwight E.	56-57	33401 Breezy Place, Dana Point, CA 92629	714/240-0484
Wood, Clarence	52-55	118 18th Street, SW, Great Falls, MT 59404	406/454-1994
Zschach, Warren E.	?	1311 Ponderosa Drive, Petaluma, CA 94952	707/762-0469

(continued from page 3 - Trips)

St. Petersburg is still a beautiful city but with a sort of run-down character. Two days after we visited the Tsars' summer palace at Pushkin, a statue of Nicholas II was unveiled (the 75th anniversary of his "murder," as our guides put it. On different days we had three young college girls as guides — unlike Moscow, where

American English is taught, Lena, Sasha and Angelina spoke with "Ox-bridge accents!"

As a city Moscow is not nearly as interesting as St. Pete. Nevertheless our guide Victor found enough for us to see and do including finding the graves of Khrushchev and Boris Gudinov. While interesting, the meeting did not draw as much Russian participation as I had hoped.

Bylaws

I.

NAME: The name of the organization is the USS OZBOURN ASSOCIATION, hereinafter referred to as the Association.

II.

PURPOSE: The purpose of the Association is to further the friendship, comraderie, fellowship, association and communication between its members on a non-profit basis.

III.

MEMBERSHIP: Regular membership in the Association is limited to those members of the Naval Service who served on board USS OZBOURN (DD 846) during the period of her commissioned service as a ship of the United States Navy. The wives and widows of those who served are associate members. Honorary members of the Association may be elected by a majority vote of the elected officers of the Association or by a majority vote of the regular members attending a reunion.

IV.

DISTRICTS: To facilitate operation of the Association, the membership is divided into six districts based on the place of domicile of each member. This division by domicile is as follows:

District 1: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont, West Virginia;

District 2: Alabama, Arkansas, District of Columbia, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas and Virginia;

District 3: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota and Wisconsin;

District 4: Alaska, Colorado, Idaho, Montana, Oregon, , Washington, and Wyoming;

District 5: Arizona, California, Hawaii, Nevada, New Mexico, Utah, and Pacific

Islands.

V.

ELECTED OFFICERS AND RESPONSIBILITIES: The elected officers of the Association and their responsibilities are as follows:

President: Presides over meetings, provides direction for the operation of the Association, appoints committees as necessary and conducts activities of the Association;

Vice President: In the absence or disability of the President; performs the duties of the President and otherwise assists the President in the operation of the Association;

Corresponding Secretary: Prepares or assists in the preparation of and mailing of newsletters and other notices to the membership and serves as a communication center for the Association;

Recording Secretary: Keeps and promulgates minutes of meetings held at reunions and of other meetings which he attends; maintains, updates and expands membership rosters and keep general records of the Association.

Treasurer: Receives and collects dues and funds of the Association, maintains an accounting of such funds, pays bills of the Association, and provides an annual written accounting of the funds;

District Chiefs: Manage, direct and coordinate matters of the Association relating to their respective Districts.

VI.

COMMITTEES: The Committees of the Association are as follows:

Nominating Committee: At least six months prior to each reunion, the President will appoint a chairman and committee members to propose a slate of officers for consideration for election by the membership attending the reunion.

Reunion Committee: The President will appoint a chairman and committee members at least eighteen months prior to each reunion; the committee will be responsible for proposing a site for the reunion and for managing the necessary logistic arrangements.

Other Committees: The President will appoint other committees for carrying out Association business as he deems necessary.

VII.

**ELECTION OF OFFICERS:** Officers of the Association will be elected every two years or less often to coincide with and during ship's reunions. Prior to each reunion the President will appoint a Nominating Committee to propose a slate of officers. The proposed slate will be promulgated to the membership not less than one month prior to the reunion. At a business meeting announced in advance, during the reunion, or by notice in writing to the President prior to the meeting, nominations from the floor may be made to propose other candidates for the offices. Votes by absentee ballot may be mailed or otherwise delivered to the Recording Secretary prior to the election. A majority vote of regular members present at the election plus absentee votes of regular members received prior to the date of the election (quorum) will elect officers of the Association other than District Chiefs. At this election District Chiefs will be elected similarly by a majority vote of those whose domicile falls within the respective District boundaries. If a business meeting/reunion is not held within three years since the last election, the election will be conducted by mail ballot.

VIII.

**REUNIONS:** To further the purpose of the Association, periodic reunions will be held at intervals of not more than three years. The Reunion Committee will be constituted and appointed as in article V. Initial financial support will be provided by the Treasurer from funds of the Association but each reunion is expected to be financially self-supporting. Reunion sites should be scattered across the country in order to provide a reasonable coverage of the nation and accommodation of the dispersed membership.

IX.

**DUES AND ASSESSMENTS:** Dues or assessments may be established by majority vote of the elected officers of the Association but payment of such dues will not be a requirement for membership.

X.

**COMMUNICATIONS:** In order to keep all members informed of Association activities, reunions and other affairs, a newsletter to be called Fireball! will be issued at least semiannually. The editor will be appointed by the President. Other modes of communication with the membership will be provided as necessary.

XI.

**CHANGES TO BYLAWS:** Changes to the bylaws of the Association may be proposed by any elected officer of

the Association or by any five regular members. Proposed changes must be made in writing and signed by the member or members proposing them. The proposed changes will be promulgated to the membership not less than one month prior to a planned reunion. The vote on the proposed changes will be held during a business meeting, announced in advance, during the reunion or by mail. A majority vote of the regular members present at the meeting (quorum) will decide the question of the proposed changes. If a business meeting/reunion is not held within three years since the last election, the vote on changes to the bylaws will be conducted by mail ballot.

XII.

**FLEXIBILITY:** The difficulty in operating an association whose membership is widely dispersed is recognized. Therefore these Bylaws are intended to be flexible and to provide general guidelines for operation of the Association rather than fixed rules. Accordingly, elected officers of the Association and other members are authorized to delegate portions of, or all of, their authority to other members on a limited time basis in order to expedite the business of the Association.

\* \* \* \*

**Note:** These Bylaws will be voted on following their final publication in Fireball! in October. If you have recommendations for modification, please submit them to the Chairman before August 15, 1993.